

organized, and tanks of water distributed about the city, where they might be drawn upon in case of need. In 1888 the first water was piped across the Inlet from Capilano.

During the early days Water street property was choice business property, but business in the little village grew so rapidly that Cordova street soon claimed attention. Later the overflow reached Hastings street and gradually the retailers of the city removed to it. Hastings street held her own as a retail street for very recent years when Granville street came a rival to be reckoned with, and the retail business of the city extends over many blocks of these two streets. As the retail business grew uptown, the wholesale business filled in the older streets, and today Water street, with a number of others in that vicinity, is lined with large wholesale warehouses and salesrooms.

ticed, and from that date forward we have steadily progressed and prospered. The financial depression of 1907-1908, which affected the United States, did not hurt us here, which proved the fact that we really had something here to be optimistic about. Today we have several transcontinental railroads making this city their Pacific termini, and we run point with pride to as fine a fleet of Sound and Ocean-going steamships as can be found in any port on the Pacific coast.

Referring to statistics, we find that in 1887 the total assessable property in Vancouver amounted to \$2,639,077. In 1897 this had increased to \$17,442,359; in 1907 to \$51,727,810, and today it is \$192,501,775. Twenty-six years ago the city had no civic assets; today it has many, and uses property valued at \$1,000,000. These figures tell of a remarkable



SAME SCENE FROM OPPOSITE PAGE AS IT APPEARS TODAY.

The moving of the retail business district uptown has carried with it property values astounding to the person who has not closely followed the history of our city. A remarkable instance of the rapidity with which prices have advanced is noted in the case of a business lot on Hastings street which before the fire of '86 was bought at \$8 per front foot; twenty-four years afterwards it was sold at \$4,000 a foot, the lot showing an increase in value of \$18 for every day of that period. Today the same property is worth considerably over \$5000 per front foot.

We have had one boom, that of '81, which was followed in 1892 by a period of depression lasting until 1904. During this time a number of the pioneers lost faith in the little town, but others saw the possibilities, and, with the coming of the Great Northern Railroad in 1904, a general feeling of optimism was no-

growth and show that Vancouver is no "boom" city.

From a population of some 5000 which greeted the arrival of the first C. P. R. train into Vancouver in 1887, we have grown to a city of over 175,000. In these few years we have grown from a little lumbering village to a wonderful metropolis, its pulse throbbing with the many interests which go to make up a large seaport and city.

It is freely predicted that with the opening of the Panama Canal, Vancouver will become one of the most important seaports of the world, having regard to the wonderful resources as yet only scratched, the great hinterland of the prairie provinces with their millions of bushels of grain to be shipped annually, and the large and growing trade with the Orient. We have prospects little dreamed of by the pioneers of '86.