

THE COMMERCIAL—PANORAMIC SUPPLEMENT.

industry. The town of Yale itself is a quiet place of a little over 1,000 population, a mixture of white men, Indians and Chinese. The little plots of rich soil around the place, are now cultivated, and quite a quantity of apples and other fruit is produced here. Down the valley some fifteen miles further Hope is reached, the station for a small mining town of the same name across the river, which may yet become a great mining centre, as the deposits of silver ore in mountains close at hand are rich beyond measure, and are only awaiting capital and mining skill to develop them.

From Hope onward the valley of the Fraser gradually widens, until the point where the Harrison River is crossed some twenty-five miles below, and here the valley is broad and expansive with wide stretches of well cultivated land on all sides. The wild canyon is left behind, and the country on both sides of the river shows signs of great fertility. Forty odd miles of travel like this and New Westminster Junction is reached. Here the track divides like the two prongs of a pitch fork, the one leading to New Westminster, and the other passing Port Moody and terminating at Vancouver. From Port Moody to Vancouver the track runs by the side of Burrard Inlet, a narrow arm of the sea deep enough to be navigated by vessels of heavy tonnage.

VANCOUVER.

At this city the traveller requires some days of a rest, and while enjoying it, he can also make an inspection of this wonderful city, which only eight years ago (then in its early infancy,) was wiped out of existence by fire, but which has since been rebuilt with a solidity, such as is seldom seen in a city with a rapid growth, such as Vancouver has had. Vancouver is yet a very young city. A few years ago the only sign of civilization in the neighborhood was a saw-mill on the banks of Burrard Inlet, attracted here by the grand timber which covered the shores and surrounding country of this magnificent land-locked harbor. Years before there was any thought of a transcontinental railway terminating at this point, two saw-mills had been established on Burrard Inlet. The one on the south side of the Inlet, and commonly known as the Hastings mill, is now well within the city limits of Vancouver. The other mill is across the Inlet opposite Vancouver and is known as the Moodyville mill. These saw-mills are operated at the present day, and together with a number of new mills established during recent years in and around Vancouver, form what is one of the principal industries of the place—the manufacture of lumber; many ships are annually loaded on Burrard Inlet with lumber for foreign lands, the exports going to Australia, South America, Asia and Europe.

The city of Vancouver owes its existence to the great transcontinental railway. It is known as the terminal city, being the Pacific coast terminus and headquarters for the Pacific division of the great road. It was at first understood that the C. P. R. would make their terminal point at Port Moody, near the head of the Inlet and a lively real estate business was done in lots and other properties at this spot. The company, however, decided to make their terminus at a point known as Coal Harbor, just within the first narrows of the Inlet. Here a city was laid out and given the name of Vancouver. Building began with a rush on all sides, but just as the place began to assume the appearance of a town, it was wiped out by fire, on June 13th 1886, caused by the fires kept burning to clear the land to

make room for streets and buildings. This calamity however, hardly made a check upon the growth of the city. Building was at once resumed and in an incredibly short time Vancouver became a city in reality as well as on paper. The young city now contains many splendid buildings, including a fine hotel, an opera house, wholesale warehouses, and business and manufacturing establishments. The Dominion census of 1891, five years after the fire, gave Vancouver a population of 13,000. The population of the city is now placed unofficially at about 20,000, which is a good showing in changing from a dense forest to a city in eight years.

Burrard Inlet is a deep, land-locked Inlet of the sea, about fourteen miles long and varying from one-half to four miles wide. It is truly a magnificent harbor, affording unlimited room for dockage, and with deep water close around its shores. The city is located well above the Inlet, on a ridge of land or peninsula formed by Burrard Inlet on the north and English Bay and False Creek on the south and west. English Bay forms a good roadway for ships, and False Creek Inlet can be used for smaller craft, so that the harbor facilities are not confined to Burrard Inlet alone.

Lumbering remains the chief industry of Vancouver, the saw-mills at Burrard Inlet have a capacity of 700,000 feet daily. Large iron works have been established, and another important industry is a sugar refinery. There are also cement works, car shops, jute works, co-operative industries, soap factories, tannery, breweries, etc.

The commercial trade of Vancouver has grown up with the city, and includes a considerable jobbing trade with the interior as well as the usual retail business. The shopping trade is of course an important feature of a place like Vancouver. There are regular steamship lines to China and Japan and Australia, besides local lines and irregular arrivals. Vancouver is now an established seaport city and is undoubtedly destined to become one of the great supply ports of the world.

NEW WESTMINSTER.

New Westminster is located on the south bank of the Fraser river fifteen miles from its mouth, twelve miles in a southerly direction from Vancouver. The city is situated on a slope which rises high above the river, giving it a very pleasant appearance. The river is navigable for ocean craft, and this gives the city the advantages of a fresh-water ocean port. Westminster was established before the advent of railways in British Columbia, and before the rise of Vancouver, it was the principal place on the mainland of the Pacific province. The city has not been destroyed by the birth of Vancouver, but on the other hand has shared in the prosperity and advancement which followed the opening of the transcontinental railway.

New Westminster is reached, as stated previously, by a branch of the Canadian Pacific Railway which leaves the main line at Port Moody, thus making the city practically a seaport terminal of the railway. The Great Northern Railway of the United States has also been extended to a point on the Fraser river opposite New Westminster, and eventually the river will be bridged, so that trains from all points south can run into the city. Thus it is seen that New Westminster has splendid railway and shipping facilities. Lines of steamships run to Victoria, Nanaimo and other points.