

Colossal Harbor Scheme for Vancouver

By Alan Breck

IF we are to see the future of Vancouver with clear eyes we must follow the advice of the late Marquis of Salisbury and use large maps. It will not be long before four more trans-continental railways will push their noses over our horizon on their way to our city and port. The Panama Canal will soon break through the dam of the Panama Isthmus and loose a flood of new trade upon us. Plans for building a railway to tap the Peace River country are rapidly taking shape. Big things are about to happen, and we must take thought and see that we will be big enough to handle them when they arrive. We must not be taken by surprise.

We must arrange a meeting-place for new shipping and new railways, a place where many cargoes can be swiftly transferred to freight trains, and where long rows of railroad cars can dump their freight without delay into the deep, dark holds of ocean liners.

The question is whether we can afford to let our docks and harbors grow wharf by wharf, as barnacles accumulate on a ship's bottom, or whether it is not our duty to take time by the forelock so that the first

train and the first ship arriving by new trade routes may find us ready with adequate and orderly conveniences for them and all that follows in their wake.

Nature has provided us with the finest harbor in the world, but there is much labor and money required to turn even the finest natural harbor into a port. Fortunately the sub-

ject of harbor development is occupying a large place in the public eye at the present time. Civic and municipal authorities, boards of trade throughout the province, and the provincial and federal governments are getting together to finish the work that Nature has begun.

In 1875 Benjamin Disraeli gave \$20,000,000 for the control of the Suez Canal in the interests of Britain. This coup

set the whole world by the ears, and the man-in-the-street suddenly realized that the ocean highways of the world were matters for the consideration of our statesmen. At the end of October a coup of no less magnitude was made public by a prominent Vancouver man, Mr. C. F. Pretty.

In September the broad, green fields of Lulu Island were apparently secure in the possession of the farmers. Its acres of rich



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