



First C.P.R. Transcontinental Train arrives at Vancouver. June 1887.

vestige of surprise and leaves one wondering if the figures that tell the city's population are not altogether too conservative to measure the meaning of the great up-building that is going on from Burrard Inlet as far as the eye can reach in the four directions of the compass. And after all, when a story is told of Vancouver it seems simple enough that this great city should have risen in a quarter of a century from a village of scattering huts into a metropolis.

The site of Vancouver has all the fundamental elements that enter into the up-building of a great commercial and industrial center. After the city's natural advantages have been held up to the public view, it does not seem remarkable that the city should have rushed forward in quick step to a place among the great cities of the Pacific Coast; nor does it seem out of the common order of things that Jas. J. Hill should have said:

"In growth and commercial activity, Vancouver has no equal on the Pacific Coast today.

"A thousand factors which I have not time to enumerate are contributing towards the development of this great western country—and I speak without any regard to invisible boundary lines. Seattle, Vancouver and even Victoria are destined to be vast centers. Vancouver, with its wonderful hinterland, will probably be the largest city of all. Burrard Inlet (Vancouver's Harbor) will be the greatest commercial port on the Pacific. I would venture all I own that its population will exceed half a million within fifteen years.

"Vancouver has not yet started on its forward career. I see a day coming when half a score of lines from Northern British Columbia will converge on Burrard Inlet. You have untold wealth in the seas, the greatest timber resources on the continent and mineral assets that will make British Columbia the greatest province in the Dominion."

All the "why's" that have been asked about Vancouver since it first began to be printed in black type on the maps of the continent are answered by the few simple statements:

It has unrivalled transportation facilities represented in the lion-guarded harbor, and the transcontinental railways that stretch out from Vancouver like the ribs of a fan.

It has lying directly contiguous to its forests of boundless wealth, minerals and metals deposited in enormous quantities in the surrounding mountainous country, and directly tributary to it is one of the richest agricultural and horticultural sections of the world.

Its waters abound in commercial fish.

It possesses natural water power facilities unequalled anywhere, to be harnessed and used to develop power for mills and factories.

It is the natural commercial and distributing centre of the North-West because of its central location.

It lies in a natural path of the world's international commerce.

Its climate is mild and delightful, the thermometer never dropping to zero, nor rising to eighty degrees in the summer.

It is surrounded by mountains and water, and great stretches of rolling woodlands that present a replica of Switzerland and offer ideal sites for residences.

Everywhere are the questions asked: Why has Vancouver so far out-distanced other cities? Why are great office buildings rising like walls along its streets? Why are solid blocks of wholesale houses being built where a few years ago shanties sheltered fishermen? Why are mills and factories belting its harbor? Why are railway companies paying fabulous prices for terminals on its harbor? Why are the cautious banking institutions of Canada paying enormous prices for office accommodations on its business streets? And why are these same conservative bankers laying foundations for buildings of granite and steel for their permanent use? Why are people rushing in from all parts of the world investing money in its enterprises and its reality? All these questions are answered in a simple narration of the story of Vancouver's rapid rise.