

## **That Nature has Permanently Placed the Maritime Primacy of British Columbia on Burrard Inlet Will Shortly be Evident.**

**T**HE chief Pacific harbor of the Canadian half-continent is within the zone of greatest commercial activity, and on an almost direct line from Liverpool, through Montreal or New York, to the ports of China. On its east the Fraser Valley forms the chief land viaduct to interior Canada and the Atlantic, the cars of three trans-continental railways, besides those of minor roads, connect with its shores, and its natural maritime correspondence is with three continents and the Australasian littorals.

As Vancouver Island, 300 miles long, lies just west of the southern mainland of British Columbia, the leading port of the Province must be in one of the following positions:

- 1st. On the mainland to east of Vancouver Island,
- 2nd. On the mainland to north of Vancouver Island,
- or 3rd. On the west coast of that Island,

Burrard Inlet, the most southerly harbor of the Canadian mainland, is sheltered by the south end of the Island, and vessels sailing from the Inlet have merely to round the southern extremity of the Island in order to face the open Pacific.

### **NO PORT EAST OF VANCOUVER ISLAND CAN COMPETE WITH BURRARD INLET.**

In the case of any mainland harbor lying within 200 miles north of Vancouver, longer approach to the ocean would constitute a serious handicap. From, for instance, a mainland harbor lying about 150 miles north of Vancouver, vessels would have to ascend or descend the Gulf of Georgia for just such 150 miles before they could pass around Vancouver Island and steam straight for the open sea; that is, they would have to sail a hundred and fifty miles farther than a vessel from Burrard Inlet before beginning their ocean journey, a handicap so serious during foggy weather and the stormy winter season that no port laboring thereunder could keep abreast of Burrard Inlet.

### **NO PORT NORTH OF VANCOUVER ISLAND CAN COMPETE WITH BURRARD INLET.**

In the case of harbors situated to the north of the Island, the land passages connected by such harbors with the ocean highways, being within a severer frost-belt than the land highway from Burrard Inlet, would be less efficient transportation routes by reason of greater interruptions during heavy snows and landslides. While such a condition would not prevent the northern inlets becoming ports of