

North Vancouver

By James P. Fell

NORTH VANCOUVER is coming into her own. Long and impatiently has she waited. Twenty-five years ago the north shore of Vancouver harbor looked almost as good as the south to the speculative investor. High prices were paid for waterfront land by the old Moodyville Lands & Sawmill Co., which was formed over twenty years ago to take over the old Moodyville mill and practically all the waterfront land between the First and Second Narrows. In those days no one would have believed that it would be nearly twenty-five years before that waterfront was opened up to shipping and industrial undertakings by the advent of a steam railroad.

To develop a district, to build up a city, transportation of all kinds in every direction becomes more and more necessary as civilization advances. The lack of transportation facilities has been the one great obstacle in the path of progress which North Vancouver treads, and that obstacle is now being swept aside. Plans for a big three-track bridge across the Second Narrows, with wagon roads and sidewalks, are nearing completion. This bridge is to be built with the assistance of both the Dominion and Provincial Governments, and will be under the management and control of the municipalities of Vancouver and North Vancouver. Construction will commence early in 1912.

It is impossible to doubt that before that bridge is completed the first section of the railroad connecting Vancouver with the Grand Trunk Pacific, and giving access to the Peace River country north of Fort George, will be built along the waterfront of North Vancouver to Howe Sound. Then will commence North Vancouver's growing time. For, owing to her comparative inaccessibility, she has not kept pace with the other portions of Greater Vancouver. She has leeway

to make up in the matter of population, trade, industry, commerce and real estate values. But give her a railroad, and all these things shall be added unto her, for North Vancouver has practically every other advantage: a southern aspect tempts the sun to shine even when he remains invisible to Vancouver; gentle sloping benches, with a highly productive gravel soil, making ideal residential districts; large areas of flat land adjoining tidewater, suitable for railway terminals, wharfage, industrial and business sections; a splendid supply of the purest water; an excellent sewerage system; public bodies composed of painstaking and efficient men, and eight thousand optimistic citizens behind them, with unlimited faith in the great future of their "ambitious city."

On the north shore between the First and the Second Narrows there is room for a city of half a million people. Westward again up the Capilano Valley and along the north shore of English Bay to Howe Sound is a great residential district, which cannot be equalled anywhere for beauty of situation. Within a few years this great western section of North Vancouver will be brought near to the centre of things by the construction of a tunnel under the First Narrows at the entrance of Vancouver harbor. The Burrard Inlet Tunnel and Bridge Company hold a charter for the construction of this tunnel, and will probably proceed with the work when the Second Narrows bridge is completed. Eastward again beyond the Seymour, reaching to the North Arm of Burrard Inlet, is another promising district, which is being rapidly opened up.

Thirty years ago Moodyville was the only inhabited portion of North Vancouver. In those days lumber-laden ships sailed to all parts of the world from Moodyville. The population was cosmopolitan and constantly changing—sailors