

succeeded in time by larger ships, first the Empress of Asia and the Empress of Russia, and later by the Empress of Canada and the Empress of Australia.

The first Hotel Vancouver was built on the present hotel site in 1887-1888 and opened to the public May 16th, 1888. The hotel was remodelled and reopened in 1914. Another Canadian Pacific building in the old days—the Vancouver Opera House, was built by the company and opened to the lessee February 10th, 1891. It has been remodelled twice since, and was finally sold by the company. The building is now occupied by the Orpheum Theatre Company.

#### *Company Backs City of Choice*

From the year 1885, when Van Horne chose the site of the city, the Canadian Pacific Railway Company has done everything in its power to develop the infant of its choice and no expense has ever been spared by the company in making its services and those of the city up to date in every respect.

Many millions of money have been spent by the company in developing its docking and terminal railway facilities at Vancouver and the many silk handling records, which have gone by the board in recent years, bear ample proof to the success of the undertakings.

In its new pier B-C, which will be formally opened July 4th by Mayor Louis D. Taylor, the Canadian Pacific Railway has constructed a pier which is equal to any in the world for its up-to-dateness along every line, while the various viaduct approaches to the string of piers built by the company compare, as regards quick handling, with anything on this continent. As a matter of fact, the new pier is the second longest pier of its kind in the world.

Other local activities of the company consist of the selling of sites and residences at reasonable terms, thus attracting a most desirable class of citizen. The company started its land operations in 1886 and many a successful business man of today is thankful for the assistance given him by the company in the purchase of his site and house. The company has always been a strong supporter of healthy recreations, and in three instances has aided in the formation of golf courses in the Vancouver district.

#### *Golfers Favor Langara Course*

Last year the company constructed a public golf course at South Vancouver at a cost of \$160,000, and the success of the venture has been one of the chief topics of conversation in local golf circles during the last few months.



Lord Shaughnessy  
Third President

The course, which is called "Langara," after the early Spanish settlers, is 3400 yards in length and is operated by the company itself as a public course. Since the opening less than a year ago, no less than 40,000 golfers have played over the links, including Walter Hagen, champion golfer of the world, who has expressed the opinion that Langara will become one of the finest courses on the Pacific Coast.

No one should ever forget or over-

look the faith that the Canadian Pacific Railway has always reposed in the future of Vancouver and British Columbia. It has expended in the Province and Greater Vancouver vast sums of money, while it has built up the British Columbia Coast steamship service, a service second to none in the world for efficiency and comfort in short distance travel. Since the company purchased the steamers of the Canadian Pacific Navigation Company in 1900, Capt. J. W. Troup has been manager of the service and through his grit and perseverance and the far-reaching forethought of the directors, has, in combination with an absolute faith in the future, raised the service to its present very high level of excellence.

In building up the service, Capt. Troup did not rely on any special model of boat but the construction of the Princess Victoria in 1903 marked a great step forward and to a great extent heralded the success of the future. The hall mark was set on the service when those magnificent floating palaces, the Princess Kathleen and the Princess Marguerite, which had been built by the company at John Brown & Company's yards at Clydebank, Scotland, were placed on the triangular run between Vancouver, Victoria, and Seattle in the spring of 1925.

## "Through to Vancouver"

By R. G. MacBeth, author of "The Romance of Western Canada,"  
"The Romance of the Canadian Pacific Railway," etc.

When the Jubilee of Confederation occurred ten years ago, Canada, like other parts of the British Empire, was still under the shadow of the Great War. Sir Douglas Haig and his men were fighting "with their backs to the wall," thousands of Canadians had fallen and many thousands more were facing fearful odds. It was no season for rejoicing at home. It was a time of anxiety; and celebrations would have seemed out of place. But the clouds have passed and the sun of prosperity and peace once more shines steadily all the way across our fair Dominion.

And now, when the Diamond Jubilee of Canada is with us, it is eminently fitting that we should rediscover the great headlands of our history, which for a time were submerged in the sea of world unrest. Hence we in the City of Vancouver and vicinity are just now celebrating the fortieth anniversary of the day, May 23rd, 1887, when the first through passenger train of the Canadian Pacific Railway arrived here and made the Confederation of the scattered provinces of Canada a

reality from sea to sea. But back of that event, there is the tale of the struggle to build the road—a tale as heroic as any story in our long history.

It is the story of a group of indomitable men, who, despite discouragements at home and bitter opposition in the financial centres abroad, pledged their own possessions and pressed on till their efforts were crowned with a success that astonished the world.

Whenever we pass the little station of Craigellachie, where the last spike in this great Transcontinental was driven, let us learn the history of the name. And then let us come to the salute in memory of men whose steadfastness was like unto that of the grey rock in the old glen of Strathspey, after which the station is called.

The last spike was driven at Craigellachie on November 7th, 1885, by Donald A. Smith (later Lord Strathcona), and the official train came on through to tide-water at Port Moody, the statutory terminus of the road. The first regular passenger train to that point came on July 4th, 1886.