

had only some wooden cabins occupied by lumbermen and fishermen, and was known by the name of Gastown. As the small town grew in size and importance the name was changed to Granville, and when incorporated in 1886 it was called Vancouver.

A few months after incorporation the city was almost wiped out of existence by fire, but since then it has grown with wonderful rapidity, and at the present time it is estimated that the number of people in the city, including the floating population, ranges from 18,000 to 20,000.

The city is now on the eve of becoming the terminus of three great trans-continental railways, the C. P. R., (already in), the Northern Pacific, (building in), and the Great Northern with arrangements completed to come in at an early day. In conjunction with this railway development there are the lines of steamships to China, Japan, Australia, and other parts of the world, which not only give an impetus to the trade of the city but also to the establishment of manufactories and consequently to the rapid increase of the population.

Not only is there a considerable area of rich country in the immediate vicinity of Vancouver, but by means of railway and steamer lines the city is closely connected with the rich farming districts along the Fraser River, and the trade of the city is extending to all points on the Mainland of British Columbia, the Northern Coast and parts of the Island of Vancouver.

The Wholesale and Shipping trade of Vancouver therefore covers a very large area of country, and its volume is likely to materially increase with the rapid development of all parts of British Columbia now in progress. Take for instance the great Kootenay mining districts which have been procuring part of their supplies from the United States. American enterprise was not slow to realize the importance of that valuable part of British Columbia and bid eagerly for its trade, but only the other day the C. P. R. decided to build a line from Revelstoke to the mining regions which will practically give British Columbians control of that trade, of which undoubtedly Vancouver will secure a large share.

The terminal advantages possessed by Vancouver for transcontinental railways are due not only to its exceptionally good situation but also to the fact that it is the terminus of the Canadian Pacific Railway, which owing to its peculiar position as a Canadian road is so powerful a competitor of American lines that it is of the utmost importance to the latter to offset that competition by an invasion of C. P. R. territory. To do this with effect they must make a strong effort at or near the Canadian terminus of the Canadian road. It must not be forgotten however and should not be overlooked by the people of Vancouver that the Canadian Pacific Railway Company has done much to make the city what it is to-day and to insure for it the grand terminal position which it now occupies and will do for all time to come.

Already a very considerable steamship and overland traffic is being carried on between British Columbia, Oregon and California, of which Vancouver enjoys a large share, but the day is not far distant when the city will have regular direct steamer connection of its own with the South.

The extension of this ocean traffic in connection with the railway systems means also the extension of dock facilities in Vancouver, and the very fact that one trans-continental road, the C. P. R., has already secured a large slice of the water front, will be the means of developing the wharfage facilities of the city in other directions outside the limit at present held by the C. P. R. This will mean a long line of wharves and docks and a consequent extension of the city in their direction. The formation of the harbor of Vancouver and the long line of water front possessed by it makes it impossible for any one corporation to enjoy a monopoly of the dock facilities.

In addition to the lines of ocean steamships already mentioned there are