

VANCOUVER, BRITISH COLUMBIA

SITE

Vancouver's site meets every requirement of a great commercial and industrial centre as well as of a healthful and delightful residential city. This applies not only to the present city, but also to the whole section between Burrard Inlet and the Fraser River which is particularly well adapted for the site of a great metropolis. It includes miles of sheltered harbors, whose shores afford splendid facilities for docks, elevators and warehouses and ideal conditions for factory sites; also numerous sections suitable for residential purposes, several of which, besides those inside the city proper, are now being built up with beautiful homes.

Vancouver is justly celebrated for the beauty of its surroundings—a subject of comment by all visitors.

"This is my first visit to Vancouver. I never saw anything more entrancingly beautiful than Burrard Inlet with its glorious background of blue mountains softened by distance. The view far surpassed my expectations. In this mild, soft climate I felt at home at once. I had been told that I would be astounded, and that western men proud of their own localities had expressed the opinion that the scenery in the vicinity of Vancouver was the finest on the continent. Your crowded streets and stately buildings have impressed me most favorably."—T. P. O'Connor.

"And when one has absorbed the greatness of this prodigious town, its possibilities of expansion and limitless wealth, one may well spend the day enjoying its scenic beauties. For Vancouver is unique in the glory of its geographical position. Across the Strait of Georgia stretch in ever blue and purple vistas the mountains of Vancouver Island. Southward one sees the lovely Cascade range and the Olympics, with the eminent snow-capped peak of Mount Baker cleaving the very clouds."—Lady Doughty, in the *Grimsbay Telegraph*.

One who delves into the history of transportation in Vancouver is met at every turn by the statement that the Canadian Pacific Railway made the city. The iteration becomes wearisome. Yet in the last analysis no great city was ever made by a railroad or by railroads. Time and again in the history of Canada and the United States have railroads put forth efforts to artificially create cities, and the creation has succeeded only where Nature had already brought together the factors that go to build up a centre of population. Where the efforts of the railroads were not backed up by adequate natural resources and by a commanding geographical situation, the artificial fabric tottered soon to its fall.



THE CANADIAN BANK OF COMMERCE, SHOWING ALSO CANADA LIFE AND BANK OF OTTAWA BUILDINGS

SOUTH VANCOUVER

A municipality lying between the southern boundary of Vancouver and the North Arm of the Fraser River, which will shortly become a part of the city. It contains 14.5 square miles and has four and one-half miles of water frontage on the North Arm of the Fraser. This stream is now being dredged to a depth sufficient to accommodate ocean-going ships. The B. C. Electric Railway line from Eburne to New Westminster runs along its north bank, thus giving to the locality, in addition to the shipping facilities afforded by the river, direct rail connection with all the transcontinental roads running into Vancouver.

Its shores will be lined with manufacturing plants, several of which have already secured sites.

The statistics of South Vancouver reveal a speed in development rarely equalled, even in the West.

In five years—from 1905 to 1910—its population increased from less than 5,000 to 25,000, while it is expected the present census will show a population of 35,000.

There are 2,500 pupils enrolled in its schools.

Its assessment in 1909 was \$7,400,000, in 1910 \$13,585,000, and this year (1911) it is \$37,742,386.

Although in a sense a rural community, it has 120 miles of graded streets, 38 miles macadamized, 110 miles of water mains, and 105 miles of plank walks.

In it are 9½ miles of electric lines in operation and two miles of extensions are under construction. It