

rolled to the observer's delighted vision. On the other side stretch the calm waters of English Bay and the Gulf of Georgia, with a range of blue hills beyond. On the south and east, Vancouver is shut in by the dark masses of the primeval forests on which the woodman's axe scarce seems to have made itself felt. For picturesque beauty, sublimity and grandeur, the site of Vancouver is unsurpassed by that of any other city in the world. The city is handsomely laid out in broad and straight streets, graded and plankled. The part most closely built lies along the harbor; and in this portion of the city hundreds of fine business premises have been erected, which would do credit to the best streets in Toronto, Montreal or any of the larger cities across the border. Private residences and other buildings, most of them of handsome design and modern in architecture, extend far back from the chief business streets, covering the high ground to the south of the harbor. The city is handsomely and thoroughly lighted by electricity, and is provided with fine water works, gas works, and an efficient electric street car service. West of the city and adjoining the principal residence portion lies

STANLEY PARK

eight miles in circumference. This park, named after the Governor-General of Canada, was presented to the city by the Dominion Government, reserving the right to use it for military purposes when required. The scenery around, and in the park, is simply magnificent, several views of which are given in this edition. It is covered by an immense forest of trees, consisting principally of cedar, Douglas fir, hemlock, spruce and bald leaf maple; while the undergrowth of fern and berry bushes is so dense and luxuriant that it rivals the tropics. The larger trees are from 30 to 55 feet in circumference and from 200 to 300 feet high. Much has been done to improve the park; a bridle path has been made among the largest of the trees and a carriage drive extends around the park and along the water's edge nine miles in length, three miles of which are covered with clam shells from a deposit eight feet deep, found in the park. On the west side of the park a splendid view is obtained of English Bay, the Gulf of Georgia, the entrance of Howe Sound and Vancouver Island, with its snow-tipped mountains, 50 miles distant. At the extreme northern end of the drive, on the bluff overlooking the First Narrows, a magnificent panorama of forest, sea and mountain stretches out both easterly and westerly. On the east a splendid view is obtained of Mount Baker, 7½ miles distant, the Golden Ear mountains and the whole of Burrard Inlet. It is unnecessary to state that such a site stands unrivalled and unique among the drives and natural parks of the cities of the world.

THE PORT OF VANCOUVER.

This magnificent and unrivalled harbor, known on the Admiralty charts as Burrard Inlet, so named after its discoverer, upon the shores of which Vancouver is built, is the first great harbor which indents the coast of British Columbia north of the 49th parallel, and taking everything into consideration, is probably not surpassed by any natural harbor in North or South America. Completely landlocked, its entrance is between Point Grey on the south and Point

Atkinson on the north. Point Grey, a long wooded promontory terminating in a rounded bluff, is very conspicuous from the southward, while Howe Island, which lies at the entrance of Howe Sound and may also be said to form the northern boundary of the Inlet, is very remarkable. Its high, round and very bare summit reaches an elevation of 2,479 feet and is easily recognized from any point of view. Burrard Inlet differs from most of the great Sounds of this coast by being extremely easy of access to vessels of any size and class, and in the convenient depth of water for anchorage which may be found in any part of it. Vancouver harbor is entered from the Gulf of Georgia through a channel averaging a width of about 1,500 yards, this entrance, forming a strait about one mile in length. Upon a vessel rounding Brockton Point, at the eastern extremity of the strait forming the entrance to Vancouver harbor proper, an expanse of land-locked waters trending eastward for some thirteen miles, and having an average breadth of over two miles, bursts upon the view of the navigator with neither reef, shoal, nor rock to obstruct his progress. This sheet of water has 25 miles of water surface available for harbor purposes, a harbor not only sufficient to float the combined navies of the world, but also the greater portion of the merchant marine. Good anchorage at reasonable depth is obtainable at all stages of the tide over the greater portion of this vast water area, and ships of the greatest draught can anchor within one hundred yards of the shore line in any part. The entrance to the harbor is so easy of access that large sailing vessels of from 1,500 to 2,500 tons register have at different times sailed in and dropped anchor at the respective saw mills without any assistance from pilot or towboat. What has cost other seaports vast expenditures to provide, nature has presented as a free gift to Vancouver, and there is nothing to detract from the possibility of landing, handling and distributing merchandise from the shipping at a cost which cannot be done at any other port on the coast. The harbor is entirely free from high winds, so that a vessel once moored need not be secured in any other manner than by her one anchor, if in the stream, or by the same mooring as she would use if in an artificial dock at other ports. No sea ever forms on the surface of this harbor. The thermometer, even on the coldest day in the year, never registers below zero and very seldom registering even that low.

THE CITY'S INDUSTRIES.

Situated on the shores of this unrivalled harbor are the following manufacturing establishments; two iron foundries and machine shops, two ship building yards, six saw mills, one shingle mill, a lime kiln, a sugar refinery, a smelter, and about three miles of dockage for vessels of the largest draught, representing a capital invested of over \$2,000,000. Steam ferries ply between the City of Vancouver, on the south shore of this harbor, with Moodyville, Hastings, the Mission, North Vancouver, Capilano, North Arm and Port Moody, and telephone and telegraph communication is made from Vancouver to all these points. Outside of the harbor proper, in the bay formed by Point Grey on the south and Point Atkinson on the north, lies English Bay, a large well sheltered roadstead, with good anchorage and protected from all winds by the

surrounding high lands to the north, south, and east, and by a shoal formed by the deposits from the Fraser River on the south thus giving the port of Vancouver a natural inner and outer harbor superior in all respects, both as to size, security, location and adaptability, to any that man ever with unlimited capital could possibly produce—a port and harbor that will undoubtedly in the near future be as well known and as much sought after as any on the Pacific coast—surrounded, as it is, by so many natural advantages and backed up by the trade of not only the Dominion of Canada, but also by that of nearly the whole of the British Empire and a large portion of the United States. Into this magnificent harbor will continue to come in largely increasing numbers from month to month, and from year to year, vessels hailing from every port of commerce in the world, and there is certainly accommodation for all. The harbor is always full of shipping, some of them coasting craft and steam tugs; others large steamers and sailing vessels for the ocean trade, for China, Japan, Australia, South Sea Islands, the Pacific coast, the Eastern States and Europe. Vancouver's position as a seaport is unrivalled, as the trade of Canada with the Orient, Australia and the Islands of the Pacific ocean must ultimately center here. Here too will be the great distributing point for the Mainland of British Columbia, and at no distant day Vancouver must become for the western half of Canada what Montreal is for the eastern half. With all the advantages endowed by nature, with the magnificent wharves already built and the large graving dock shortly to be built, Vancouver's position as THE SEAPORT OF THE NORTH PACIFIC is assured.

A GRATIFYING RECORD.

STATISTICS FROM MAYOR OPPENHEIMER'S MESSAGE TO THE COUNCIL, JANUARY 5TH, 1891.

Industry.	Invested Cap.	Annual Wag.	No. of Emp.
Newspapers	\$ 35,000	\$ 55,000	86
Job print offices	10,000	12,000	15
Lime Kilns	50,000	5,000	17
Sugar Refinery	200,000	60,000	50
Foundries & machine shops	185,000	95,000	105
Vancouver G. Co.	200,000	60,000	50
Tannery	5,000	4,000	6
Steam laundry	5,000	4,000	10
H. & C. Co.	15,000	6,000	30
Vancouver M. & F. Co.	35,000	18,000	40
Salmon Canneries	150,000	12,000	200
Brickyards	35,000	18,000	40
Soap works	10,000	5,000	3
Breweries	50,000	15,000	18
Bakeries	10,000	10,000	25
Blacksmiths	15,000	8,000	10
Boatbuilders	15,000	10,000	10
Bookbinders	5,000	5,000	10
Bottling	2,000	3,000	4
Candy factory	10,000	5,000	10
Cooperage	1,500	1,500	2
Electric Railway & Lighting Co.	320,000	36,000	45
Tailoring	25,000	54,000	60
Baking powder	5,000	2,000	3
Vancouver Water Co.	250,000	12,000	15
Port Moody Saw Mills	20,000	15,000	37
Cassidy & Co.	50,000	20,000	40
Van Shingle Mill	20,000	22,000	40
Revel City Planing Mills	185,000	72,000	90
Commercial Mills	100,000	36,000	70
Morse & Hogg	1,000	40,000	70
Hastings Mill	300,000	150,000	300
Moodyville Mill	25,000	80,000	185
Vancouver Mill	50,000	24,000	50
Keefe's quarry	10,000	10,000	12
C. P. R. Shops, etc.	600,000	400,000	600
Total of Ind'rs	\$3,379,000	\$1,291,500	2,357