

Must Vancouver Surrender Her Posi-

ion as Great Terminal Point?

Letter IV.
Victoria, May 18, 1907.
..., Since my last letter neement has officially been

THE HOSE

bse the Washer
et Hose Twist or Kink
uple with Water Flowing
s Wife or Child Can Work it

ARE, LTD

Grocery

ACE Family Grocer

Have

HING VESTS which There is a very large st styles. We will just invite you to inspect

Vests at \$1.75. g Vests at \$2.00. ng Vests at \$2.00. ests, in a large prices ranging

Cool, Comfort-Dressy



to inspect

w be exchanged for a get a premium list at the

N SOAP **AZAAR**

VICTORIA. B, C.

SVICTORIA THE BEAUTIF

What Fate Has Decreed for Vancouver Island-Favorite Camping Resorts Adjacent to City-What Is Offered Holiday Seekers -With the Disciples of Izaak Walton

say one single word in disparagement of Vancouver, which is in many respects a wonderful city, peopled with enterprizing citizens who have displayed marvelous energy and capacity; but I personally am firmly of the opinion that the position of the present metropolis of British Columbia is distinctly imperilled by the trend of events in the development of the science of transportation.

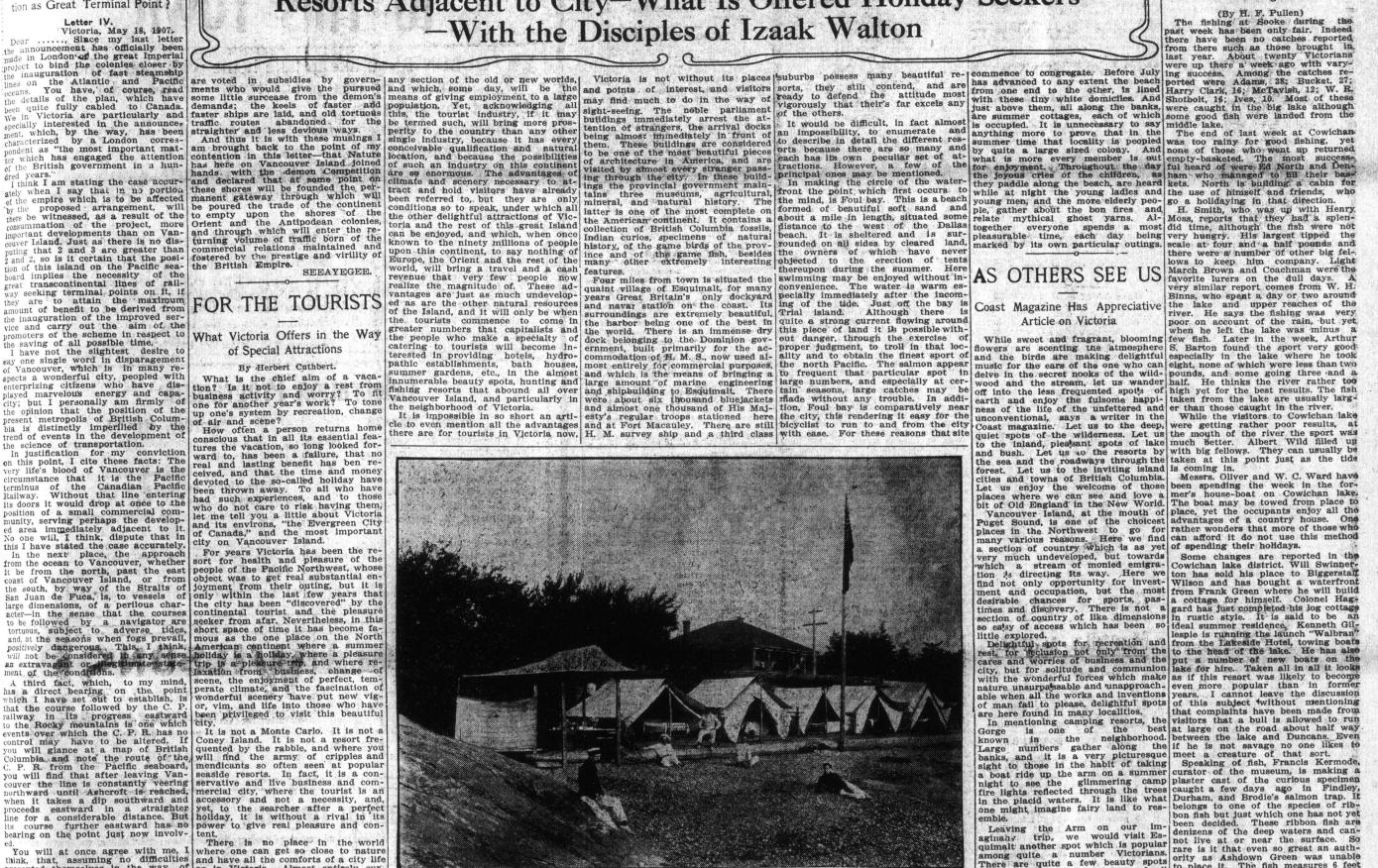
In justification for my conviction on this point, I cite these facts: The terry life's blood of Vancouver is the circumstance that it is the Pacific reminus of the Canadian Pacific Railway. Without that line entering its doors it would drop at once to the position of a small commercial community, serving perhaps the developed area immediately adjacent to it. No one will, I think, dispute that in this I have stated the case accurately. In the next place, the approach from the ocean to Vancouver, whether it be from the north, past the east coast of Vancouver Island, or from

large dimensions, of a perilous character—in the sense that the courses to be followed by a navigator are tortuous, subject to adverse tides, and, at the season's when fogs prevail, positively dangerous. This, I think, will not be considered it any sense an extravagaint or stegitimate statement of the conditions.

A third fact, which, to my mind, has a direct bearing on the point which I have set out to establish, is that the course followed by the C. P. railway in its progress eastward to the Rocky mountains is one which events over which the C. P. R. has no control may have to be altered. If you will glance at a map of British Columbia and note the route of the C. P. R. from the Pacific seaboard, you will find that after leaving Vancouver the line is constantly veering morthward until Ashcroft is reached, when it takes a dip southward and proceeds eastward in a straighter line for a considerable distance. But its course further eastward has no bearing on the point just now involvient.

PISTREAM AND VALE

How Devotees of the Rod and Fly Fared During Week



And the state of the property of the property

THE COLONIST