

Industrial Mission

River Transportation
"From
Mission to
the Sea."

NOT to be forgotten in the multiplicity of railway facilities enjoyed by Mission City is the excellent transportation by water, provided through the steamer service on the Fraser River. First-class steamers make regular daily trips each way, carrying both passengers and freight, rates being lower even, than by rail. For large shipments of bulky produce the river steamer is very convenient. For the leisurely pleasure trip nothing more delightful can be imagined than a quiet day on the comfortable steamers plying between Mission City and New Westminster, and the few hours thus spent are amply repaid by the enjoyment of the trip. As the tide affects the river up to Mission City, and as there is a stage of water all the way up, enough for vessels of considerable draft, Mission City may very properly be called the head of deep water navigation on the Fraser.

For transporting hay and other bulky products, and for shipping shingle bolts, barge service in tow of large tugs is available on the river at low rates. Timber cut in the valley and formed into booms is towed on the river to the saw-mills on the Fraser water-front at Mission. All of these activities have been served by the river transportation ever since settlement began at Mission, and never will it be entirely superseded. River improvements year by year will result in vessels of deeper draft being brought up, and one day, ere many years, it may well be that a fleet of grain-carrying whalebacks such as ply out of Fort William eastward by the Great Lakes route to the Atlantic, will be loading Western Canada's millions of bushels of wheat from Mission City's vast terminal elevators on the banks of the Fraser, and making their way to the Pacific en route to Europe via the Panama Canal, a trip not so very many miles longer than that from Fort William via the Lakes and St. Lawrence.

