FOREWORD

A GLANCE at the sketch map will show the position of West Vancouver. It was formerly part of the North Vancouver district and became a separate municipality in 1912. The distance from the city to Hollyburn wharf is now covered by ferry boat in twenty minutes; and to Dundarave, about a mile farther west where another wharf will now be built, in thirty minutes.

As the City of Vancouver grows, the residential districts that now border the business district will be absorbed by it. The man who desires to live in a residential neighborhood will then have to choose whether he will suffer the discomfort of a forty minute ride on a crowded street car, or make the journey from his home to the city in twenty minutes by ferry boat.

The investor should remember that West Vancouver is bounded by the sea and mountains. In other words, the area of the municipality that offers homesites of the first class to Vancouver's more prosperous citizens is comparatively small. Therefore, the best lots in this suburb will advance in value with the growth of a prosperous population. The man who buys residential lots in suburbs east and south of the city probably buys the homesites of wage-earners, and the future value of these homesites is limited by the rent that the average wage earner can afford to pay.

In estimating the future prosperity of West Vancouver the activity that has begun in North Vancouver must not be overlooked. Industry and commerce are building another city on the north shore. It is evident to the most careless observer that the citizens will build their homes on that portion of the north shore that is outside the harbor, and likely to remain free from the smoke and dirt that accompany an industrial invasion.