

names, author and playwright Eric Nicol (who was born in Kingston, Ontario, but moved to B.C. as a child; he also once wrote radio scripts in London for the Vancouver husband and wife team, Bernard Braden and Barbara Kelly) described B.C., tongue-in-cheek, as a large body of land "entirely surrounded by envy."

Vancouver's euphoria and overwhelming self-confidence have been ascribed to a kind of frontier mentality. A Canadian magazine, *Maclean's*, calls British Columbia not so much a province, more a way of life. An article by Allen Garr and Bob Waller offered this diagnosis:

"Here we make most of our own rules. And, in our arrogance, with the spirit of Manifest Destiny that develops on any frontier, we know that everything on our frontier has been placed there just for us. They way we treat it is the right way, the only way."

**Legend credits the Chinese with discovering Northwest America, but firm evidence awaited Sir Francis Drake's 16th-Century sailing up from Chile in search of the Northwest Passage. He named the territory New Albion**

**Then came Spanish expeditions followed by the Englishman, Captain James Cook, who landed in 1778 on the west coast of Vancouver Island at Nootka. Spain and England jostled for supremacy until Spain, in October 1790, relinquished her claim to the Northwest Coast in what became known as the Nootka Convention.**

**The man who gave his name to the City, Captain George Vancouver, sailed in April 1791 and formally took possession in August of the following year. Captain Vancouver came from Petersham in Surrey, just outside London, and his connection with Canada is still recalled in ceremonies there on the anniversary of his death May 18, 1798.**

Vancouver, lying at the southwest tip of British Columbia, has 98 miles of waterfront. The city of 6,248,960 acres and population of over 1,000,000 is largely a creation of the 20th century with spacious streets and well-planned modern residential areas. However long you live there, it is said you can hardly lose a sense of inner excitement as, driving to work, you experience the sudden juxtaposition of water and mountain looming at the end of a downtown street. A New York *Times* writer once referred to Vancouver as one of the "gardeningest" spots in North America and said the whole town looks like a flower-seed catalogue. All this, plus plenty of sun and a climate as mild as that of western Europe. No wonder some companies are reported planning to relocate their offices in Vancouver because employees transferred back to eastern headquarters from the coast city sometimes prefer to stay put, even after their posting expires.

As a counterpoint to its coastal beauty, Vancouver has a 1,000-acre beauty spot within the city limits, known as Stanley Park. Here are miles of trails, celebrated rose gardens, towering Douglas firs and cedars, botanical gardens, facilities for golf, bowling, lacrosse and baseball and an open-air theatre where Broadway musicals are played.

Close at hand is Victoria, smaller than Vancouver but the capital of British Columbia, its Parliament buildings ablaze at night with lights lining its outlines. Of Victoria, Rudyard Kipling wrote that to realise it, you "must take all that the eye admires most in Bournemouth, Torquay, the Isle of Wight, the Happy Valley at Hong Kong, the Doon, Sorrento and Camps Bay; add reminiscences of the Thousand Islands and arrange the whole around the Bay of Naples, with some Himalayas for background . . . a little piece of England . . . but no England is set in such seas or so fully charged with the mystery of the larger ocean beyond."

If you tire of the cricket, crumpets and afternoon tea atmosphere of Victoria, you can board the Pacific Great Eastern Railway back in Vancouver for a trip through spellbinding scenery, a 95-mile panorama of oceans, mountains and greenery that takes in some of the province's most picturesque summer resorts. Or, east of Vancouver, you can visit the Fraser River Valley and canyon.

This was where explorer Simon Fraser came during his quest for a route to the Pacific Ocean in 1808. Later it saw the heartbreaking saga of men pushing north by mule, camel and rope ladder in search of gold.

Today Vancouver is growing fast. It is affluent, and is rapidly developing as a financial and commercial centre looking westward to the Orient and Japan. It has its own Chinatown, the second largest in North America after San Francisco. Also in the downtown area are Theatre Row, a remodelled section of Granville Street featuring top-class movies, and a two-block area called "Robsonstrasse", a predominantly Germanic district with a truly continental flavour. Vancouver's population is about three-quarters British in origin, with minorities of Scandinavian, German, Ukrainian, Polish and Chinese descent. Many of Vancouver's pioneers included Scots Canadians; a poet wrote of them that they had "oatmeal in their blood".

One of the city's colourful old areas grew up on the site of Gastown, named for a city pioneer called "Gassy Jack" Deighton who took over a hotel in the shantytown area in 1867, the year that Canada became a nation. Gastown now is a bustling section of antique shops, art galleries, boutiques and restaurants, lending further cachet to downtown Vancouver.

## Square-riggers used to call

A century ago the Port of Vancouver was only a small settlement called Granville visited by a few square-riggers calling

to load lumber. The long 300-mile natural breakwater of Vancouver Island made it a difficult port for large sailing vessels as the winds are seldom strong in the Strait of Georgia. With the age of steam this drawback was turned into an advantage. Today Vancouver is Canada's busiest port. It handles 38 per cent of all cargo moved through Canadian ports.

Five major terminals handle the present traffic. Vancouver Wharves Ltd. is a diversified bulk loading facility, just inside the inner harbour, with five berths stretching about two-thirds of a mile along the water front. Neptune Terminals Ltd., on the north shore, was built on 70 acres of tidal flats in 1970 and was designed for combination with 105-car unit trains carrying coal, potash and other mineral products. The Seaboard International Lumber Dock nearby loads on average 12 million board feet of lumber every eight days. Pacific Coast Bulk Terminals Ltd., at Port Moody up at the head of Burrard Inlet is a \$17.5 million coal and sulphur operation with a recently-expanded 5-million-ton-a-year capacity.

Twenty miles south of Vancouver, but still part of the Port, is the vast Roberts Bank port of which the coal terminal completed in 1970 and connected to the mainland by a three-mile causeway, is only the first phase of a giant development. Dredged from 50 acres of tidal flats, it is served by continuous unit trains on a continuous loop-rail line. The terminal was the first of its kind in the western hemisphere, giving Canada a head start in Japanese coal markets. Three major new developments will expand the Port of Vancouver even further.

"There is much to do and see and marvel at in Vancouver," writes Edward McCourt, Canadian author and professor in his book *The Road Across Canada*.

"The shops are numerous and large, the crowds exciting . . . Vancouver's streets are wider . . . her parks more luxuriant and numerous, her gardens a glory not only in the summer but nearly all the year round, her Chinatown the largest in Canada. And in the background the Lions Gate Bridge hangs like a modified rainbow arch over the narrow entrance to the great harbour."

Professor McCourt adds that Vancouver may have grown too fast. Perhaps it should have shot straight up, like Manhattan, instead of spreading over mountainsides and valleys.

But a view over the city, from some high point just at sunset, after a stiff breeze has blown away the smog, silences criticism, adds the professor. "Whatever claims to our admiration Vancouver may establish must be in terms not of streets and skyscrapers and shopping centres, but of the firs in Stanley Park and the mountains and the sea and the great ships coming in to harbour from far-off places. The part of Vancouver that is enduring . . . is beyond praise or blame because it is no work of man."