

But not alone the products of the Canadian West will flow through this channel. In its search for the shortest mileage and easiest grades, the westbound traffic of the Middle West States must adopt Yellowhead Pass in the Canadian Rockies, soon to be used by the G. T. P. and C. N. R., and possibly for freight traffic by the C. P. R.

If a model were constructed to illustrate the geographical and topographical advantages of Vancouver as they bear upon transportation, it would show upon a plane surface a series of grooves starting from points half-way across the continent, covering from north to south a distance of five hundred miles, and running through Yellowhead Pass down to Burrard Inlet.

In other words, the spouts of all the funnels of the northwestern half of the American Continent would pour into the harbors of this City.

The monetary value of these advantages it would be difficult to over-estimate; they can, in all soberness, be said to be veritable streams of gold pouring into the commercial coffers of Vancouver.

For it is obvious that the business created by this enormous traffic will not be confined to the handling of the grain alone, great as that will be.

The secondary effects will be perhaps even more important. It will make Vancouver an attractive port for ships seeking cargoes and shipments destined for this port will be in demand, at rates that will enable importers to lay down goods at much less cost than is at present entailed. Thus the raw materials of manufacture not produced in the Province will be available here at reasonable prices,

and the manufactured products for consumption here will cost much less than now, materially reducing the cost of living in this city.

Furthermore, rates by the railways to the East will be reduced. At present our manufacturers are confronted by freight rates that hamper them in competition in Middle West markets with Eastern Manufacturers in any other commodities than those in which this Province enjoys practically an exclusive supply of the necessary raw material.

It is inevitable that this condition will be greatly modified by the creation of an enormous westbound traffic that will leave the railways with hundreds of empty cars on this Coast, for which, of course, they will desire loads for Eastern points. At present shippers here find it difficult to secure the necessary cars; this, however, will not continue to be the case when the new developments in traffic herein predicted shall come to pass.

This, of course, will stimulate manufacturing, as indeed it removes the most serious of existing obstacles. The raw materials of many classes of industry are native to the Province; coal exists in abundance; water powers for generating electricity are numerous, especially in and about Vancouver; hence there are no problems relating to power to be solved.

Whatever other lines of manufacture may be developed, here it is certain that shipbuilding and car building will be extensively prosecuted, even if for a time some of the parts have to be imported, which, however, is most unlikely to be the case, since already manufactures of iron are being organized.



Corner of Granville and Hastings Streets, North Vancouver in the distance.