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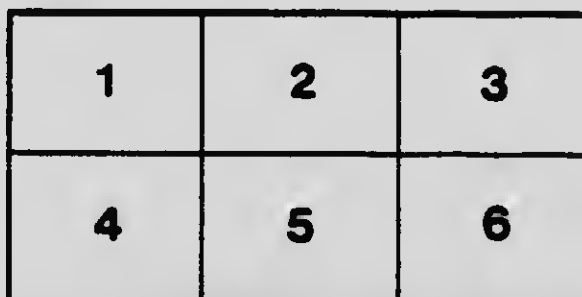
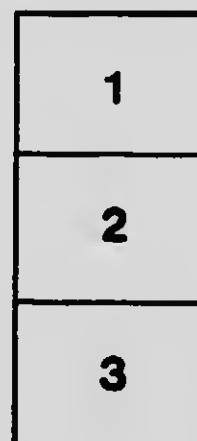
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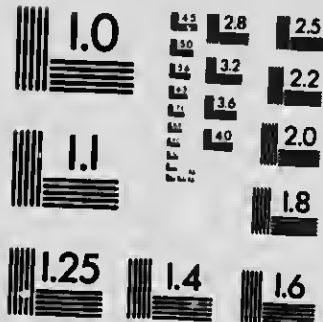
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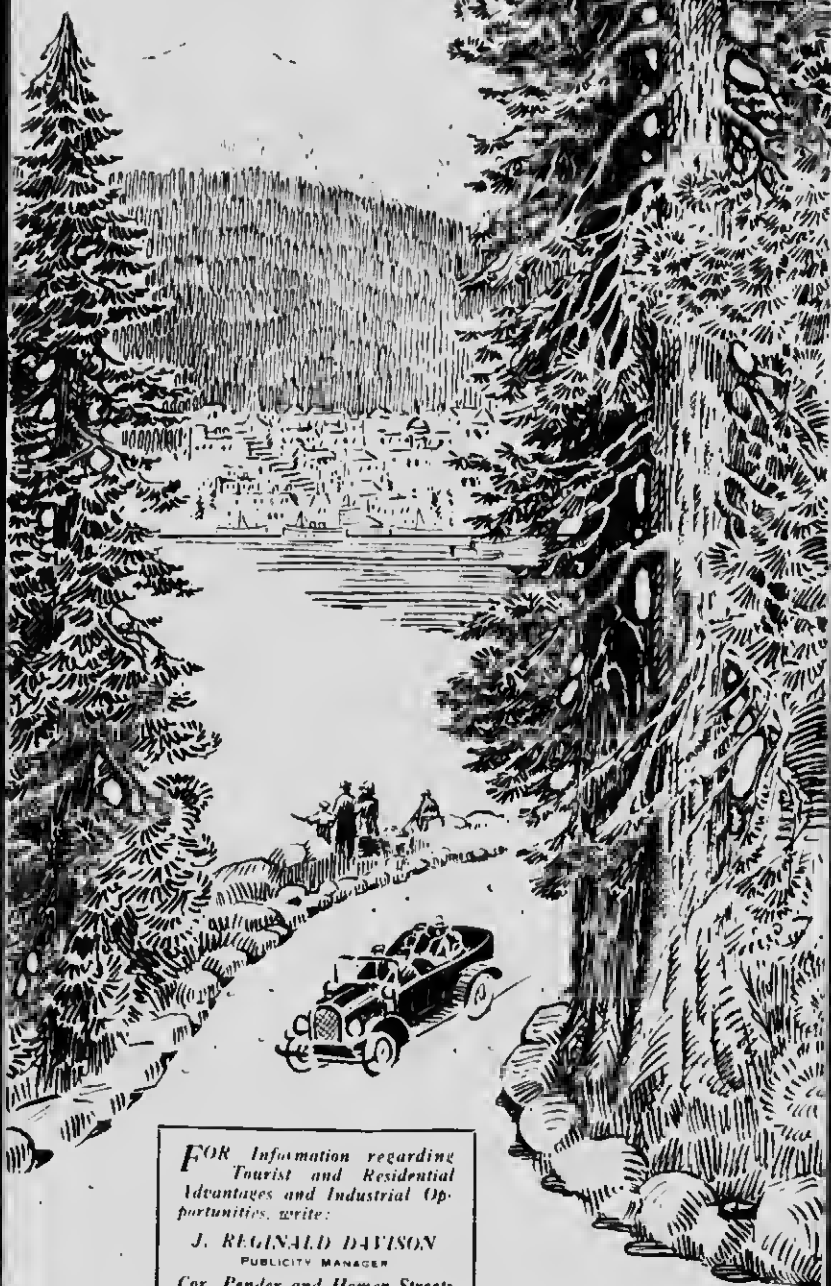
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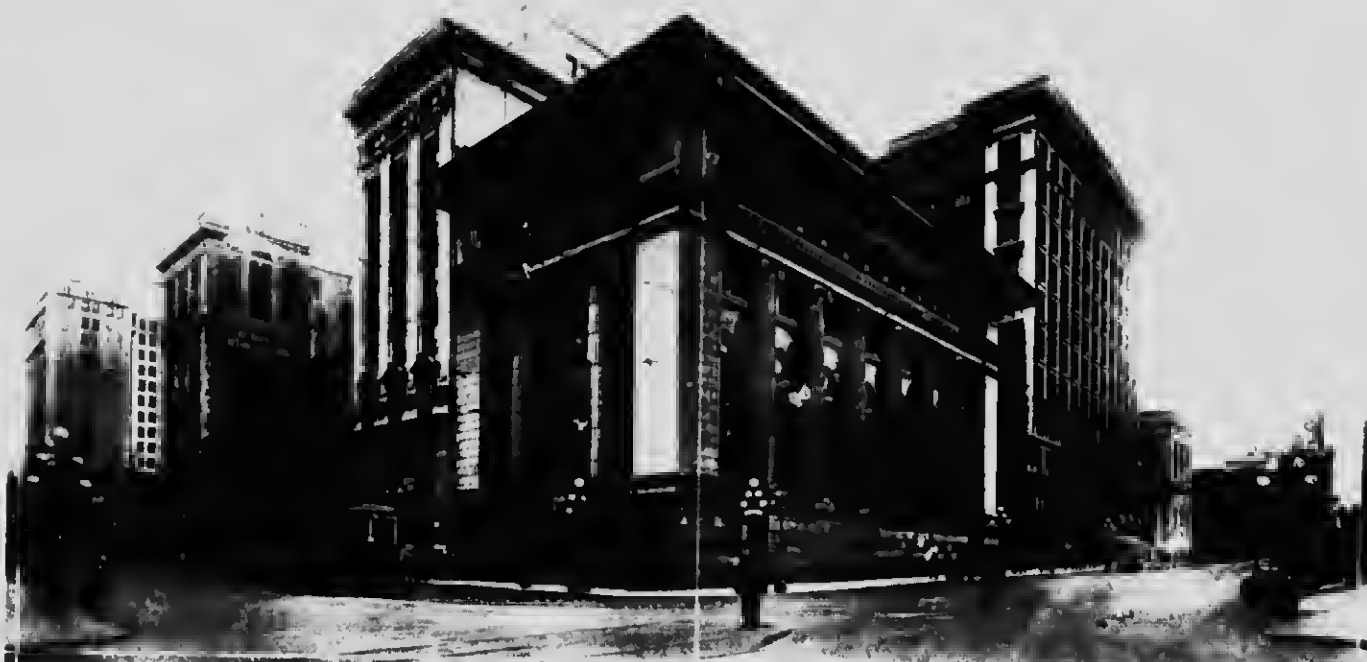
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VANCOUVER—CANADA'S PACIFIC GATEWAY

VANCOUVER, said by navigators to possess the second finest harbor in the world, lies at the southwest corner of British Columbia, hundreds of miles nearer the Orient than American seaport competitors. It is the ocean terminus of the Canadian Pacific, the Great Northern, the Canadian National and the Fraser Valley Railways. The Northern Pacific, Chicago, Milwaukee & St. Paul, Union Pacific, Kettle Valley, and Pacific Great Eastern Railways also operate here, and the Grand Trunk Pacific Railway gives direct service, by its own line of steamers, with its terminals at Prince Rupert.

Thus Vancouver has today secured the railway facilities necessary to every city aspiring to become a great port and is in a position to handle vastly increased business, as soon as sufficient shipping can be found to carry British Columbia's immense resources through the Panama Canal to all European points, and across the Pacific to all Oriental and Australasian ports.

Vancouver is above par in healthfulness, on account of its exceptional drainage facilities, the purity of its water supply and the fact that it escapes the extremes of heat and cold so common in other parts of America. The remarkably low average of deaths per thousand for the last ten years, namely, 10.65, is witness of this condition.

A daily supply of the purest water is obtained from three glacier-fed mountain streams, the sources of which are controlled by the city, and amounts to 36 million gallons, with an additional 40 million gallons in reservoir and a total daily available supply of 50 million gallons.

Vancouver's climate is moderate; the average temperature during the past ten years has varied only from 47.24 to 49.26. The thermometer rarely rises above 90 degrees and in a ten-year record has never fallen below zero.

There are no fewer than 23 parks within the city, having a total area of 1,415 acres; 85 churches of all denominations and creeds in Greater Vancouver; 25,000 school children, with over 700 teachers, and a population estimated at 175,000.

The industries of Vancouver district grow increasingly. At the present time there are 500 factories in the city and district, having a productive value of \$40,000,000 and employing nearly 30,000 people.

Wholesale houses, carrying stocks valued at many million dollars and covering all branches of trade and commerce, are the supply depots of a territory that is increasing in extent with wonderful rapidity.



Lumbermen's Arch and Harbor Entrance

STANLEY PARK is a natural wonderland of a thousand acres, and there is probably no other play and pleasure ground to rival it in growth of trees, plants, vines and flowers. Evergreen trees in British Columbia are gigantic in height and girth, and in this peninsular park, sprayed with moisture from foam-tossed waves for more years than history has accounted for, some wonderful specimens are still standing.

Bordering its innumerable drives and pathways are to be found countless varieties of moist lichens, ferns and mosses, while the underwood of this primeval forest is fairy-like in its thousand tender and dainty forms. Always green, cool and fresh to the eye in summer and winter, this park

is a constant delight to visitors and is an all-the-year-round resort which cannot be excelled.

All these wonders are to be found within 20 minutes' walk from the heart of the beautiful, metropolitan City of Vancouver, with its magnificent hotels, apartment houses and all the modern attractions of the great eastern and southern tourist resorts.

Two of the city's ocean bathing beaches are on the shores of Stanley Park, and both are equipped with up-to-date, modern bath houses for the accommodation of bathers. All through the summer months, and indeed to some extent in winter, these beaches are the daily resort of thousands of people, and are undoubtedly one of the city's biggest drawing cards.



English Bay Beach



A Driveway



A Giant Cedar

The Lumbermen's Arch in Stanley Park is shown in the first illustration. This beautiful arch is built entirely of the trunks of huge fir trees, and is situated only a short distance from the Zoological Gardens. One of the Canadian Pacific Railway Company's coast steamers is seen passing out through the Narrows, and the mountains of the Coast Range are shown in the background. The animals, lawns and gardens in this section of the park are a source of attraction to thousands of children, citizens and tourists every month throughout the year.

A scene such as is depicted in our next illustration may be viewed any summer afternoon during the months of June, July, August and September at English Bay, the principal bathing beach of the many within the city limits. This beach is situated close to the main entrance to Stanley Park, which is located just behind the apartment house in the upper right-hand corner of the picture. A beautiful and well-lighted promenade skirts the shore for the whole length of this beach and is a favorite resort of citizens and tourists every evening during the summer months.

A portion of the road across the narrow neck of the

park from Coal Harbor to Second Beach is shown in the next illustration. People of the United States and Eastern Canada please note, by the sign on the tree, that the rule of the road in British Columbia is as yet, "Keep to the left." Within the confines of Stanley Park there are about twelve miles of magnificent auto roads, in fact a portion of the great Marine Drive is around Stanley Park.

The giant cedar, pictured in the next illustration, is on the main driveway, an object of great interest to every visitor. This tree is now dead and has at some time in its history been partially burned.

Siwash Rock, the next illustration, is the most westerly extremity of Stanley Park, and at high tide is separated from the mainland by a considerable stretch of water. At low tide it may be visited dry shod and has on several occasions been scaled by adventurous climbers. Pauline Johnson, "The Indian Poetess," has made this rock historic in her "Legends of Vancouver." From a boat, going in or out of Burrard Inlet, the outline of the rock resembles an Indian, while the cedar tree at the summit looks like a feather in the head-dress.



Siwash Rock



Capilano Canyon

JUST across Burrard Inlet, within a radius of ten miles from the centre of Vancouver, lies a scenic region that, for beauty of detail and grandeur of expanse would be impossible to duplicate among nature's world wonders. Three beautiful glacier-fed mountain rivers, Capilano, Lynn and Seymour, the sources of the whole district's water supply, break through the Coast Range of mountains and tumble in ice-cold cascades into the waters of Burrard Inlet within the short distance of five miles of each other. In each instance they have in the course of centuries carved out of the living rock mighty canyons, in places many hundreds of feet deep, and through these their waters pour in a series of cascades and rapids so bewilderingly beautiful that neither pen nor picture can hope to give even the faintest conception of their loveliness.

Our first picture shows the suspension bridge over the Capilano River, just at the southerly entrance to its mighty canyon. At one end this bridge appears to spring out of the sky and at the other to disappear into the horizon. From the bottom of the canyon people standing on the bridge look like Lilliputians. This bridge can be reached by automobile in about twenty minutes from the ferry landing on the North Vancouver side of the harbor.

One of the entrances to the Lynn Creek Canyon is shown in the second picture. The photograph is taken from a point inside the walls of the canyon, and overlooking the valley. It will give a much better idea of its attractions than can be explained in words. This beauty spot can be reached by electric tram in about half an hour from the ferry landing at North Vancouver.

The next illustration shows a portion of the great Marine Drive. It is that portion which extends along the north shore of English Bay. The entrance to Burrard Inlet is hardly discernible in the distance. At short intervals, along this portion of the drive, are to be found beautiful summer homes, the southerly slope of the mountains making the location ideal. The view across English Bay, Stanley Park and over to Point Grey is one that will ever remain in your memory.

The next picture was taken from the top of Prospect Point, in Stanley Park, overlooking the entrance to Burrard Inlet, the mouth of the Capilano River and the Marine Drive on the north side. The Grand Trunk Pacific steamship Prince Rupert is just about to pass through the Narrows, which is the gateway to Vancouver's harbor. Every automobile driving around Stanley Park stops at this point



Lynn Canyon



Marine Drive

because one of the best views of Burrard Inlet—showing its shipping and industrial factors—is obtainable from here. At this point the spectator is about 250 feet above the water, a height which gives a splendid outlook, not only over the harbor, but over English Bay and the Gulf of Georgia.

We have gone a little further afield for our next illustration, which gives a view of the Squamish River, a short distance from where it flows into Howe Sound, showing the mountains of the Coast Range in the background. The Pacific Great Eastern Railway for the present has its terminus here; a link of about fifty miles still remains to be built in order to bring the rails into Vancouver, though easy connections are now made for both passengers and freight by boat and car ferry.



Entrance to Burrard Inlet

MOUNTAIN CLIMBING

FEW cities are so fortunate as Vancouver in having within easy access, mountains with typical Alpine conditions. The lower Coast Range, lying within five miles of the city, reached through the sister city of North Vancouver, and with peaks reaching altitudes of five to six thousand feet, affords a great variety of scenery.

By virtue of these mountains, Vancouver may enjoy the winter sports of the east without the rigors of the eastern climate. The average snowfall of 15 feet on the top of Grouse Mountain makes conditions ideal for snowshoeing and skiing. Some day, we hope in the very near future, a switchback automobile road will be built along the face of Grouse Mountain, and when this is effected its pleasures may be enjoyed without the exertion now made necessary by the climb.



Squamish River

Fifty miles north of Vancouver and only a few miles from Squamish—the present terminus of the Pacific Great Eastern Railway—rises Mount Garibaldi, a volcanic cone nearly 9,000 feet high, surrounded by immense snow fields and glaciers. It is little known to the average citizen of Vancouver, because it is hidden from view in Vancouver by our local mountains. The topography and geology of the adjacent country places this peak in a class of its own. For this reason, people who are fond of exploring unfrequented regions will find here a virgin field, abounding in big game, fishing, etc., and with much beautiful flora and fauna. Garibaldi Lake, three miles long, lies on the north shoulder of the mountain and is comparable in every particular with the celebrated Lake Louise in the Canadian Rockies, so much enjoyed by world-travellers. To the north and east of Garibaldi are many unexplored peaks and valleys, which will in future make this region a Mecca for the tourist.



A GLANCE at the sky-line of Vancouver as shown in the panoramic picture will convince you that here is a modern and up-to-date city, with magnificent buildings and broad, well-lighted and well-laid-out streets. You have learned something of our great parks and spacious bathing beaches, and the many attractions we have to offer the tourist and pleasure seeker. Permit us now to tell you something of Vancouver as one of the world's great seaports and manufacturing centres, and also to set forth the many advantages Vancouver offers to those who desire to make a home amid delightful surroundings.

The City of Vancouver was incorporated in 1886, and was totally destroyed by fire in the same year. As it stands today, therefore, it is the product of the work of 33 years. In this comparatively short period Vancouver has obtained a place in the first ranks of Canadian cities, and an important standing among the great seaports of the world. Its location marks it as the inevitable Pacific Coast terminal of all transcontinental railways desiring a port on the Canadian Pacific Coast, because it is at the end of the line of least resistance for traffic originating in the middle west and destined for Pacific Coast, trans-Pacific or trans-Atlantic points.

Nearer the Panama Canal than any other mainland port in British Columbia, it is also nearer the Canadian wheat fields—the future granary of the British Empire. The moving of grain westward will stimulate through Vancouver trade intended for the interior of this Dominion, which will of course materially improve the position of manufacturers in regard to a market for their products.

The industrial future of Vancouver can only be progressive, for here are to be found all the factors necessary to the upbuilding of a great manufacturing centre, viz., raw material in vast and varied quantities, including immense iron, coal and limestone deposits; much water-power available, with an enormous supply of hydro-electric power

1. Mount Garibaldi.
2. "To Fort George."
3. Squamish.
4. Pulp Mills.
5. Mount Ellsmere.
6. Mount Wrottesley.
7. Bowen Island.
8. Point Atkinson.
9. Whytecliffe (Horseshoe Bay).
10. North Shore Marine Drive.
11. Black Mountain.

12. The Lions.
13. Britannia Mines.
14. Mount Orouse.
15. West Vancouver.
16. Capilano Canyon.
17. North Vancouver.
18. Lynn Valley and Seymour Canyon.
19. Wigwam Inn.
20. North Arm, Burrard Inlet.
21. Coquitlam Lake and River.
22. City of Coquitlam.

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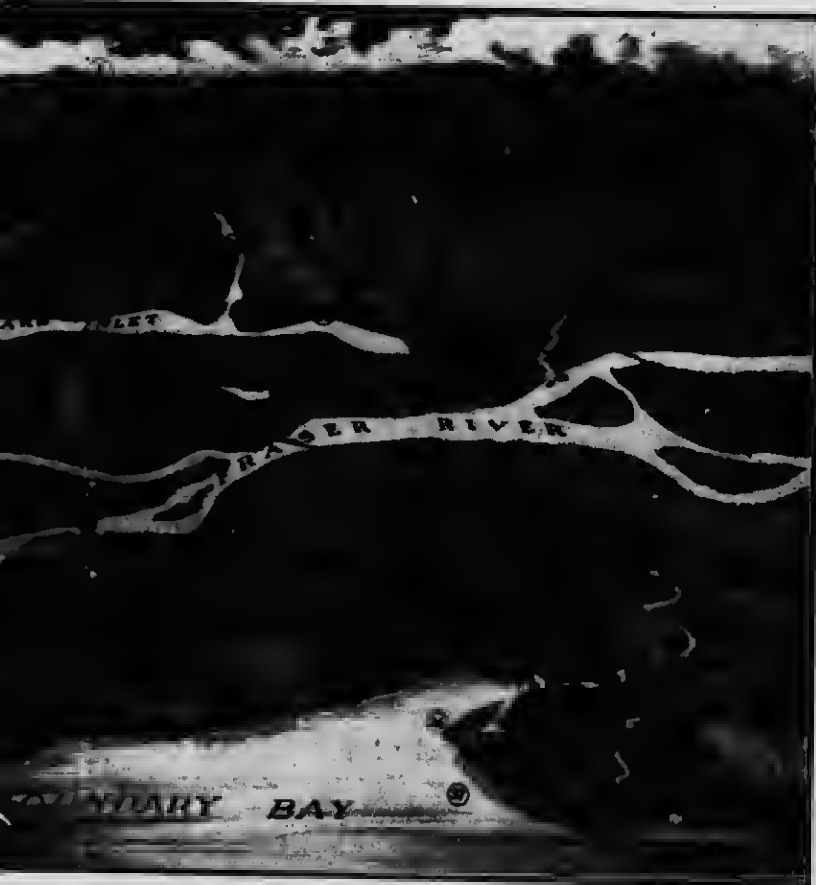
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KEY TO BIRD'S-EYE MAP

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|------------------------|---|
| 22. Colony Farm. | 24. Ferry to Ladner. |
| 24. Port Moody. | 25. Pacific Highway to Seattle and South. |
| 25. Farrier Mill. | 26. Crescent Beach. |
| 26. New Westminster. | 27. Ocean Park. |
| 27. City of Vancouver. | 28. White Rock. |
| 28. Stanley Park. | 29. To Chilliwack and Fraser Valley. |
| 29. Marine Drive. | 30. To Alaska and Prince Rupert. |
| 30. Point Grey. | 31. To Nanaimo. |
| 31. Marpole (Eburne). | 32. To Victoria. |
| 32. Steveston. | 33. To Honolulu, Australia and Orient. |
| 33. Lulu Island. | 34. To Seattle, Tacoma, San Francisco. |
| | 35. Ioco, Oil Refinery. |



already developed; ideal transportation facilities by land and sea to bring in supplies and carry away finished products; an ample and pure water supply, and a climate which permits economical production all the year round. These varied resources and advantages make opportunities for successful factories.

Burrard Inlet, one of Vancouver's three great harbors, is considered to be the second most beautiful harbor in the world. Entirely land-locked, this narrow arm of the sea extends for over 21 miles in among the very roots of the mountains, and is of sufficient extent to shelter all the navies of the world.

Glance at the bird's-eye view map and you will realize the gigantic harbor facilities of this section in both fresh and salt water. In addition to Burrard Inlet, already described, you will note the Fraser River, navigable 25 miles from its mouth for vessels of the deepest draft.

The beautiful old city of New Westminster, the supply depot and market town for one of the richest farming districts in the whole of Canada, is situated on the Fraser River, about 18 miles inland from the sea.

The third harbor is a comparatively small body of water between Burrard Inlet and the Fraser River, known locally as False Creek. In Vancouver this harbor is used for small craft of all descriptions and is a means of water communication to a very considerable industrial section. Two of our largest shipyards are situated on this body of water, as well as numerous factories, sawmills, etc. Most ports would consider themselves fortunate to have only the same facilities as are afforded by False Creek.

These magnificent harbors will be the greatest factors in the future development of a world centre for industry, commerce, and the shipping of the Pacific. Having 84 miles of waterfrontage and 40 square miles of anchorage protected from wind and storm, sleet and snow, these harbor facilities present opportunities for development possessed by few other ports in the world.



Lumber Mill, False Creek

SHIPBUILDING

THREE years ago, in 1916, there was almost no shipbuilding industry in Vancouver. Last year, 1918, 25 wooden steamers, 4 wooden schooners and 10 steel steamers were launched from Vancouver shipyards. Under contract there are 33 wooden steamers and 12 steel steamers, making a total tonnage for 1917-18-19 of approximately 368,000 tons, with a value of about \$63,000,000.

With her vast stores of forest wealth and the unusual port facilities, Vancouver will expect this industry to occupy a large place in her development.

LUMBER

THE lumber industry of British Columbia is an old and well established one, and its importance is so universally known as hardly to need mentioning. The average yearly cut of a little over a billion feet speaks for itself, and when it is realized that the timber resources of the province are hardly more than scratched, the future, so far as this industry is concerned, is assured. The supplies of spruce in the province have also attracted the attention of the Imperial Government as a material for aeroplane construction, and in 1918 the enormous quantity of 113,000,000 feet was produced in nine months.

The pulp and paper industry is now established on a firm basis.



Some Ocean Docks, Burrard Inlet, showing Steamers from Australasia and the Orient



Ship Yards

MINING

MINING, like lumber and fishing, is one of British Columbia's great industries, though, as yet, there are very large areas of undeveloped and unprospected mineral lands.

The estimated mineral production for last year is \$41,083,093. This is nearly \$5,000,000 greater than in 1917. Since the year 1893 the production from our mines has reached the enormous sum of \$553,083,093, over a quarter of the total mineral production of the whole of Canada during the same period, and since 1910 the total has been \$288,833,616. Since the signing of the armistice, closed mines have been reopened, much land has been prospected and new mines are in full working order. There is tremendous interest in all the mining camps—placer and lode gold, silver, lead, copper, zinc, iron, coal and other minerals.



Viaduct over one Railway Yard

FISHING

THE toothsome qualities of British Columbia canned salmon are practically known over the whole world. In consequence the salmon canning end of our great fishing industry is the most important. During the last eleven years the salmon canners of the province have packed 11,986,157 cases of salmon, so that this branch of the industry alone produced during that time the very respectable sum of approximately \$71,916,942, or over six and a half million dollars per year.

For a number of years only the sockeye—the red fish—was packed, but of late years an increasing quantity of other varieties of salmon has been canned. These are just as fine food fish as the sockeye, but lack the color. As soon as the market grows accustomed to the difference in color the output of the canneries will be materially increased. The halibut fisheries of the province are responsible for a catch of about 26,629,393 pounds, valued at about three millions of dollars, in addition to which there is a very considerable catch of herring, cod, and other food fishes, providing a total yearly revenue to the province from the fishing industry of about 13 millions of dollars.



Court House and Hotel Vancouver

AGRICULTURE

THE Province of British Columbia has a total area of 395,000 square miles, which means that it is an empire in itself. It is traversed by several ranges of mountains and between these lie valleys of great fertility and of varying climate. Included in the province, too, is the great prairie district of the Peace River, which is now winning fame as a producer of grain. With the exception of this district, British Columbia is not essentially a grain-growing province, but on account of its equable climate lends itself particularly to the production of fruits, vegetables, dairy products and to animal husbandry. The valleys of British Columbia are now providing abundant fruit, not only for home consumption, but also for the rapidly expanding markets of the prairie provinces, and have exported prize-winning fruit to Europe and Australia. The yearly value of these agricultural products amounts to about thirty million dollars.

The equable climate of nearly the whole of British Columbia makes the province specially suitable to cattle and sheep raising, and the revenue from both these sources is increasing rapidly. Vancouver is the clearing house and trade centre for it all.



Schools

MOTORING

THE great Marine Drive, which begins by encircling Stanley Park, offers to the motorist a wonderful diversity of ocean, river and city views. After emerging from the park, one of the great bridges of the city over False Creek is crossed, and the drive swings to the west through the Kitsilano residential district, then due westward out and around Point Grey, past the Kitsilano Beach, the Jericho Country Club and Golf Links, and the grounds of the British Columbia University. At the extreme end of the great promontory known as Point Grey a magnificent view is obtained of the Gulf of Georgia, English Bay, Howe Sound, and the three mouths of the great Fraser River. Swinging then eastward, the drive continues up one of the arms of the Fraser River to the old, historic city of New Westminster, thence across Burrard Peninsula to Port Moody, at the extreme easterly end of Burrard Inlet, then down Burrard Inlet, and skirting Vancouver's harbor, through immense industrial activities of various kinds to the ferry landing; across on the ferry to North Vancouver, about a 20 minutes' journey, thence to the Lynn Creek Valley; across North Vancouver on the shoulder of Dome Mountain and thence westward over the Capilano River—near the suspension bridge over its huge canyon—and then past the beautiful homesites of West Vancouver, the northern terminus of the Pacific Highway.

The varied interests and views of this great Marine Drive are impossible of description. The roadway is surfaced for the whole distance and can be enjoyed at the legal rate of 25 miles per hour, every day in the year without exception.

There are many miles of very beautiful automobile drives in the districts adjacent to and surrounding Vancouver. These roads connect with the Marine Drive, which is a link of the Pacific Highway, and

this gives a continuous automobile road direct to San Francisco. Marine Drive is also part of the Georgian Circuit, the magnificent automobile road running from Vancouver to Seattle, thence to Tacoma, thence around Puget Sound, to Port Angeles, thence by ferry across to Victoria, the capital of British Columbia. At Victoria, one of the most distinctive and beautiful cities on this continent, the motorist will find many delightful drives, and from Victoria the route lies over the magnificent scenic roads of Vancouver Island to Alberni, from there back to Nanaimo and by steamer from Nanaimo back to Vancouver, the starting point.

Vancouver is the most northerly point on the Evergreen Highway, which every month in the year gives the motorist good roads through the great outdoors.

From the above you will no doubt realize that to the automobilist Vancouver offers attractions difficult to duplicate anywhere else in the world.

A CITY OF HOMES

IN this folder we have attempted to show you briefly what Vancouver has to offer the visitor on pleasure bent, and have given you some idea of her position as a great world port and industrial centre. Permit us now to set before you her many and marked advantages as a place of permanent residence.

Vancouver has first of all a most equable and delightful climate all the year round. In summer there is no excessive heat to oppress and rob you of your energy and vitality, and our winters are so mild and short they have no ill effects on the aged, the infirm, or the invalid. There is practically no snow, the lawns stay green throughout the year, and it is quite common to find roses in bloom during most of the month of December.



Residences



Bird's-eye View, B. C. University

Every phase of community life finds in Vancouver its best expression. We are justly proud of our churches and our schools, the latter being modern in every respect, with the best obtainable staffs of teachers. The University of British Columbia is one of the city's great educational institutions, and will take rank with the other universities of Canada and the United States. Already the presence of the university in our midst is having a marked effect on the social life of our people.

The city is well policed, has one of the best fire brigades in America, and is one of the healthiest cities on the continent, the death rate per thousand of the population being less than half that of many other Eastern Canadian and American cities.

The cost of living, rents, taxes, etc., are comparable with any other city of its size; its water supply is more than adequate for all purposes, and of remarkable purity. The population is made up of people from all sections of Canada, Great Britain and the United States, so that no newcomer need feel a stranger in a strange land.

RECREATIONS

To the lover of golf, Vancouver offers special attractions. Here the devotees of this glorious game indulge in their favorite sport every day the year round. There are at the present time three splendid courses, owned by private clubs, which are glad to welcome and exchange courtesies with members of any other golf club. Football is played throughout the year and many contests for the championship



General Hospital

take place between the city and provincial leagues. Bowling and tennis are games which are enjoyed by thousands each year.

To the lover of yachting it may be said that nowhere else in the world, not even among the famous fjords of Norway and Scotland, can be found such a glorious cruising ground. Bordering the Gulf of Georgia—around the whole of its shore—bays and inlets stretch themselves out among the very roots of the mountains. Some of these inlets are indescribably beautiful, and their quiet waters can be traversed at any season of the year, in even the smallest of boats. Fishing and shooting of all kinds, from catching the mighty Tyee salmon at the mouth of the Campbell River to hunting the goat and



Churches

to be enjoyed among the glaciers and peaks of the Coast Range, may be indulged in to one's heart's content.

Vancouver itself is provided with numerous theatres of the most modern construction. Slowly but surely she is becoming a great musical centre, while high-class vaudeville and moving pictures are billed nightly on her theatre programmes.

For further information write to the
PUBLICITY BUREAU

of the

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