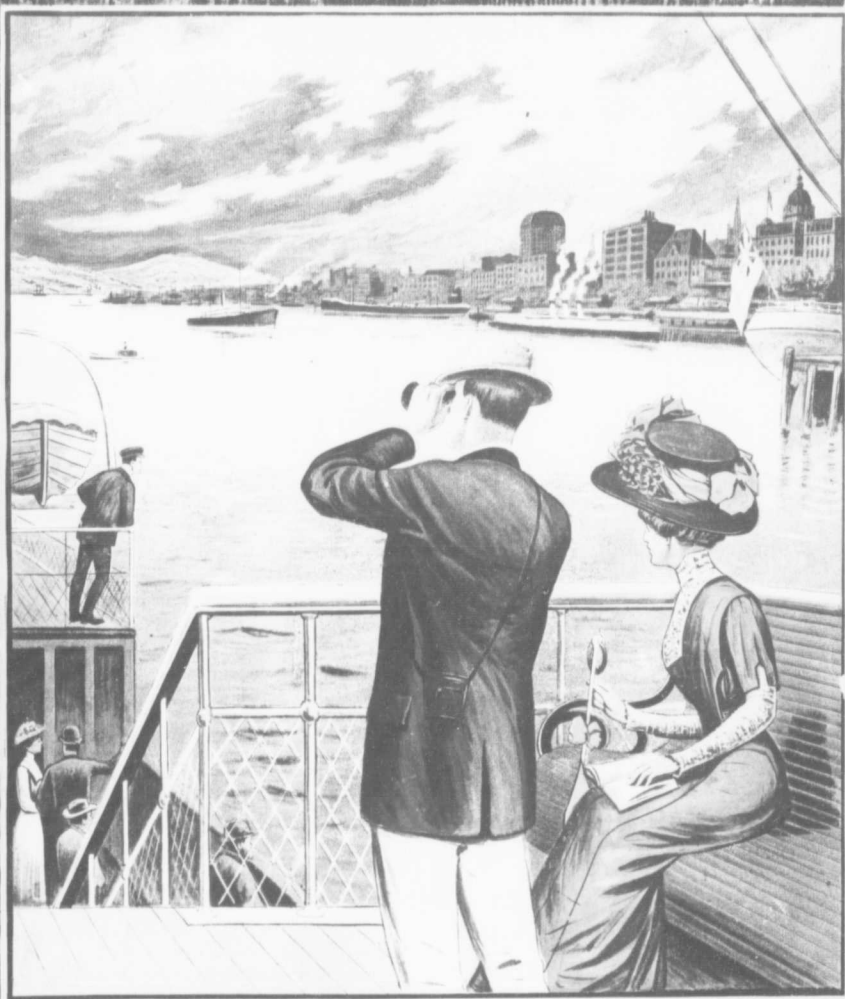


VANCOUVER ANNUAL



1910

124
571.132
V 280L
copy 1

VANCOUVER INFORMATION AND TOURIST ASSOCIATION EXECUTIVE
COMMITTEE.

Hon. President	-	-	-	-	-	The Mayor of Vancouver
President	-	-	-	-	-	C. H. Macaulay
1st Vice-President	-	-	-	-	-	R. H. Spelling
2nd Vice-President	-	-	-	-	-	W. H. Hargrave
Hon. Treasurer	-	-	-	-	-	Jno. J. Banfield

C. D. Rand, Geo. E. Trorey, Robt. Kelly, Jno. P. McConnell, Ewing Buchan, Wm. Holden,
B. F. Dickens, Maxwell Smith, Jno. J. Miller, Ald. Enright, Ald. Stevens.

This Association, composed of Vancouver citizens, is devoted to the Industrial and Commercial upbuilding of Vancouver, to the development of its resources, to the exposition of its opportunities, to the promotion of civic improvements, and the advancement of all the interests of British Columbia.

The Association has nothing to sell. It accepts no commissions, and it makes no charge for its services. Its income is derived from the contributions of its members, supplemented by grants from the city council. Members of the Association, as such, do not derive any benefit from its work. They receive only such advantage as is enjoyed by all whose interests are advanced by the results of its efforts.

The office of the Association is kept fully supplied with Government publications and maps, and with the pamphlets issued by the several communities of the Province. Any of these will be sent upon request—detailed information upon all matters relating to the city and Province will be gladly furnished.

On another page is given a list of some of the more useful publications that may be obtained from this office free upon request. Among these is included the Man-to-Man Magazine. As this periodical is devoted to the promotion of British Columbia and the North-West, it contains a large amount of very useful information for those who are considering this country as a field for investment, or as a place of residence.

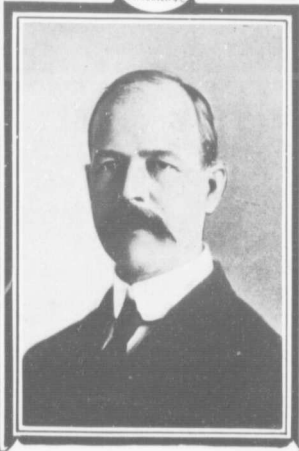
This Association has arranged with the publishers for a certain number of copies of each issue to be sent to enquirers free of cost.

Persons intending to visit the city, who desire to do so, may have their mail sent in care of the Association.

Visitors to the city are invited to make use of the offices of the Association—maps of the city, guide books, etc., will be furnished. All services rendered are free of charge.



ALD. RANSAY



Mayor L.D. Taylor



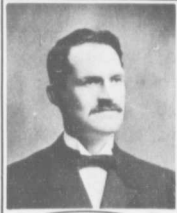
ALD. HEBURN



ALD. CROWE



ALD. WHITESIDE



ALD. M^CBRIDE



ALD. M^CKECHNIE



ALD. MACPHERSON



ALD. M^CTAGGART



ALD. ROBERTS



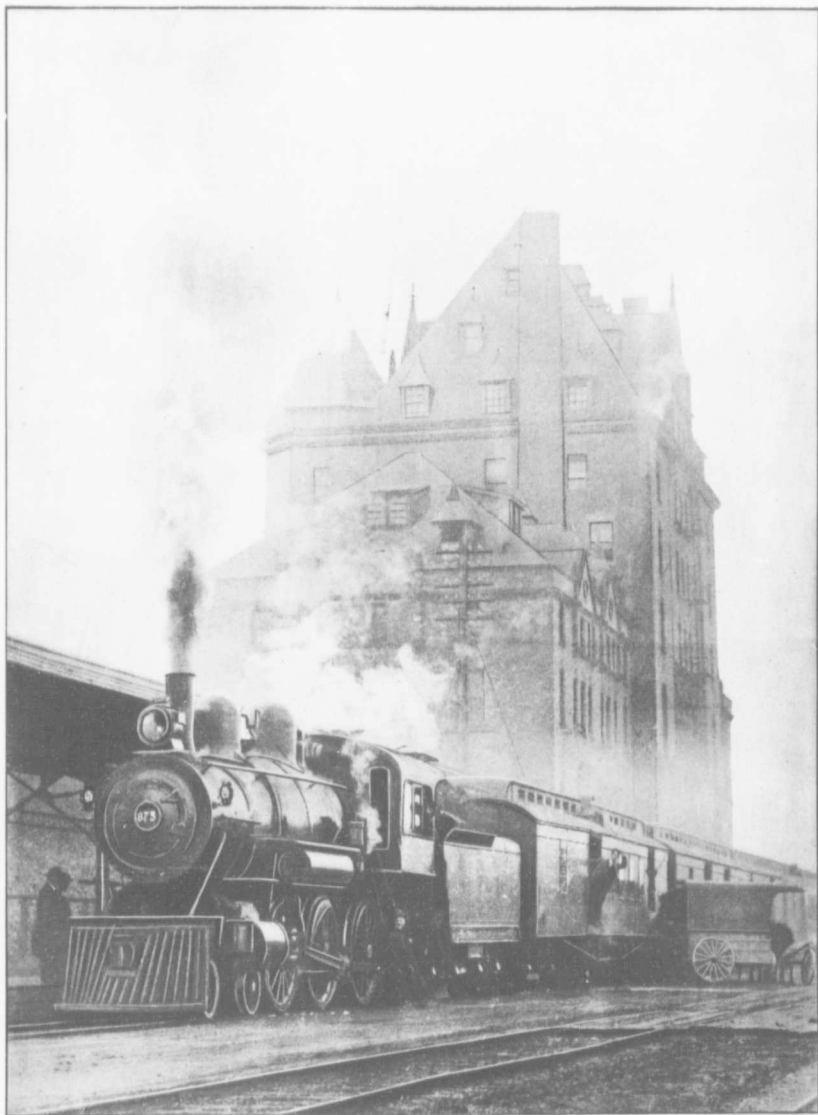
ALD. WHITE



ALD. STEVENS



ALD. ENRIGHT



C. P. R. Coast Terminal.

Hon. W. J. Bowser, Minister of Finance, in his Budget speech, said:

"Within the next five or six years in British Columbia we shall have spent from twenty-five to thirty millions of dollars of Provincial funds in opening up the country. The Province will probably add 250,000 to its population. We shall have on our coast the terminals of four trans-continental lines, three of which are of purely Canadian origin. We shall have added at least 1,500 more miles to our railway mileage, involving an expenditure of at least \$75,000,000. All this means that the Province is on the verge of great possibilities and prosperity."



Portion of Vancouver's Wharfedale District, showing Burrard Inlet and Coast Range Mountains in the distance.

FOREWORD



It is impossible, of course, to provide in the space included in the Annual, information to cover all questions that may be asked, but it is hoped that the contents will be useful to many interested persons.

In the matter of illustrations, the compiler has endeavored to include such as will together convey a fair impression as to the present appearance of the city.

But it is only fair to say that those herein published could be in all respects duplicated—by views quite as attractive as those used.

It may seem extravagant to claim for any City all the factors that enter into the building of a metropolis, yet this can be asserted in behalf of Vancouver.

Its location and site, its harbors and other natural advantages respecting transportation; its climate, water supply, scenery and other features interesting to homeseekers and tourists; the extent and the fertility of the soil of adjacent agricultural sections, the wealth of the fisheries, forests and mines of which Vancouver is the market place, together constitute a catalogue of advantages that it would be difficult to extend or to enrich.

That such favorable circumstances exist is proven by the visible product of their very partial exploitation, as presented by a city less than 25 years old having a population of considerably over 100,000, and growing now more rapidly than ever before.

But no one knowing the circumstances doubts that the future of Vancouver is certain to be more remarkable than its past. The conditions responsible for its prosperity are increasing in number and in influence. Its first effective forward step was taken when Canada's first transcontinental line established here its Pacific terminus. This insured to it a large amount of business even in the years when the C. P. R. handled little else than through traffic west of Winnipeg, and had its chief reason for existence in the British Empire's need of an alternative roadway to its overseas Dominions. Fourteen or fifteen years ago, however, the illimitable wheat growing possibilities of the Canadian prairies began to be appreciated and developed—and now the C. P. R. traverses one of the most productive territories on the earth.

Five or six years later it was realized that the fertile belt of Canada West was much too wide to be efficiently served by only one through line, and since then two other transcontinentals, the G. T. P. and the C. N. R., have

built across the Provinces of Manitoba, Saskatchewan and Alberta, and are now pushing construction through British Columbia to the Coast.

These lines have Vancouver as their Pacific Coast objective; the G. T. P. will also have a coast terminus at Prince Rupert, about five hundred miles north of Vancouver. This latter city is bound to become an important center, as will other points in the Province reached by the Grand Trunk Pacific and the Canadian Northern Railways.

The opening of these new areas in the Middle West and in Northern British Columbia will add enormously to the business of Vancouver, which in the nature of things must continue to be the commercial and financial centre of the Province. This is not by any means intended to imply that there are not now other important and promising business centres in the Province or that other such communities will not spring up in the future.

The Province of British Columbia is of imperial dimensions and fabulous wealth.

There are numerous comparatively small sections of it each of which will ultimately sustain centres of population as large as any of those now existing, so that the prospects and possibilities of a person seeking an opening in British Columbia are far wider and more varied than could under any circumstances exist in any one community.

That the chief city of the Province will continue to be Vancouver, no one disputes. The Vancouver of the future of course will be as unlike that of today as the latter is unlike that of 20 years ago. Its area will include the territory between Burrard Inlet and the Fraser River, and east from the Coast many miles inland. On the north side of the Inlet is now North Vancouver, which, with its adjacent territory and having regard to its relation to Vancouver City, offers a most remarkable combination of business and tourist attractions, which city will doubtless ultimately be part of Greater Vancouver.

Already in effect the cities of Vancouver and New Westminster are one community, and the day when a person may walk on cement pavement from one to the other is within easy range of even the least optimistic student of the trend of current events.

This great city will have within it the terminals of at least five transcontinental lines of railway. From its ports will be shipped the product of the Alberta and Saskatchewan wheat fields that will find through this port and the Panama Canal the easiest and cheapest road to the markets of the world.

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 westward 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.

Two Pictures and Two Impressions

By STEPHEN WENTWORTH

THE sun in all its dazzling splendor had just arisen as I awoke from a peaceful night's rest. Its piercing rays still tinged with the crimson morning hue were making vain attempts to melt the sparkling snow and ice crystals on the Coast Range mountains which were greeting me from across the bay. Tier after tier of blue, purple and brown mountains, each with its immaculate snow-cap, festooned here and there with fleecy gauze-like clouds in all the exquisite combination of delicate shades possible to the imagination were slowly disappearing in the valley below.

At the base of these sentinels of untold ages stretched the bay, a magnificent expanse of salt water which enjoys the reputation of being one of the most perfect harbors in the world.

From this picture of nature's regal pomp I turned to view what man had accomplished. There were wharves alive with people all on the move, everything denoting activity, ships from all parts of the known world loading and unloading, shrill ferry boat whistles seeming to complain of the congested conditions and asking for more room. Away from this scene of activity came wagons heavily laden to stop before massive structures for the purpose of unloading their wares, and in most instances to return from whence they came with another capacity load. The factories, too, appeared to be asking for recognition in this great commercial medley. They wanted to show the diversity of their industry, which pages would not do justice to—and now for the last and most important indication of genuine prosperity—the home—in this I doubt if there is another city on the North American continent which possesses as many desirable dwellings and comfortable homes as Vancouver. Each home, according to its locality, is characterized by stability, thrift and enterprise.

The second impression supplanted the first. The one was an impression of beauty. In the other beauty was combined with achievement. The whole picture imparted a sense of largeness. It seemed that the artist had laid down his brush before he was done—there was everywhere so much room for more buildings, for more wharves, for more wide streets, for more smokestacks, for more stone dwellings and stabled bungalows. And yet in the narrow area of 8 square miles lay this great city, greater than many cities that spread over ten times as many more miles, greater in achievement, greater in promise! My mind painted a picture of the Greater Vancouver of tomorrow—the same clearly defined picture that rises before every mind that drinks in the full significance of Vancouver's rapid advance from a city of 1,000 to a city of 115,000 persons—the picture that was formed in Lord Northcliffe's mind when he said:

"I never saw a city in which a great future was so plainly written in the present."

Then I heard the story of Vancouver—a dramatic story of uninterrupted achievement.

Cities have been built around industries; cities have grown up because they happened to lie in the path of travel, because railroads came along and gave them people; cities have grown to greatness because of their geographical position, because of their exceptional harbor facilities or because, in marking out their transcontinental paths, the railroads have crossed at the same place and there have put down a city. It is seldom that all these universal causes for city growth contribute to the upbuilding of a single city, and yet in the story of Vancouver they appear one after the other.

There came to Vancouver first the fishing and lumber industries, bringing their quota of people; then came the railroads, looking for a Pacific-Canadian outlet; then came the trans-Pacific ships in search of an ideal and perfectly sheltered harbor. With the coming of the railroads and the ships, the knowledge of the presence at Vancouver of remarkable harbor facilities, of tremendous water power resources and of the possession of rich, raw materials of manufacture and of wide-stretching fertile lands, passed around the world. Then came the people to use all these many and varied resources. The people had to have places in which to work and houses in which to live. And thus was the city built by all the natural laws that lead up to city building, and not by boomers with lands to sell, nor by claim stakers with script to offer.

Twenty-five years ago Vancouver was a struggling fishing hamlet, a village of scattering huts, with less than five hundred inhabitants, with no hope for the future, and with its few industries gradually drifting away because it was so little known and so far from the beaten track of commerce and the end of railroads. But there were keener-brained, far-sighted, sagacious men behind the project to build the Canadian Pacific Railway, and they recognized in the tranquil little village an ideal site for the terminal of the great trans-continental artery of trade they proposed to build. Their decision to make Vancouver the western terminal was heralded to the world, and with the announcement began the influx of people. In 1886 Vancouver was incorporated as a city.

To tell the story of Vancouver's growth in the simple table of figures is to point out merely a natural result of the possession of all the fundamental requirements of a new city. Briefly these five lines of type tell in a simple way the dramatic story of Vancouver:

YEAR	POPULATION
1886	1,000
1891, (Dominion Government Census)	13,685
1901, (Dominion Government Census)	26,133
1909 (City Assessment Commissioner)	78,900
1910 (admitted to be a conservative estimate) ..	115,000

Except to minds accustomed to taking a mental measure of the rapidly increasing vastness of the North-West or used to adding each year several naughts to the string of figures that represent the superlative of the year before, the figures presented in the foregoing table would appear to be unbelievable.

Since the beginning of 1906 the population has increased on an average of one thousand a month. The actual city limits already have been over-reached in every direction by the demand of residential sites, and the fact that nowhere the "for rent" sign is displayed, and that all over are newly single roofs tells a story of prosperity that is unsurpassed. At the rate that the city is now growing, it will not be many years before it occupies the entire peninsula between the Fraser River and Burrard Inlet, while across the bay at the north, another city is carefully spreading out into the forest—North Vancouver— which, at the rate it is now growing will reach to the foot of the mountains before the end of two years.

A superficial study of Vancouver and the country lying around it offer the first explanation of the causes of its phenomenal growth. Deeper investigation destroys every



First C.P.R. Transcontinental Train arrives at Vancouver. June 1887.

vestige of surprise and leaves one wondering if the figures that tell the city's population are not altogether too conservative to measure the meaning of the great up-building that is going on from Burrard Inlet as far as the eye can reach in the four directions of the compass. And after all, when a story is told of Vancouver it seems simple enough that this great city should have risen in a quarter of a century from a village of scattering huts into a metropolis.

The site of Vancouver has all the fundamental elements that enter into the up-building of a great commercial and industrial center. After the city's natural advantages have been held up to the public view, it does not seem remarkable that the city should have rushed forward in quick step to a place among the great cities of the Pacific Coast; nor does it seem out of the common order of things that Jas. J. Hill should have said:

"In growth and commercial activity, Vancouver has no equal on the Pacific Coast today.

"A thousand factors which I have not time to enumerate are contributing towards the development of this great western country—and I speak without any regard to invisible boundary lines. Seattle, Vancouver and even Victoria are destined to be vast centers. Vancouver, with its wonderful hinterland, will probably be the largest city of all. Burrard Inlet (Vancouver's Harbor) will be the greatest commercial port on the Pacific. I would venture all I own that its population will exceed half a million within fifteen years.

"Vancouver has not yet started on its forward career. I see a day coming when half a score of lines from Northern British Columbia will converge on Burrard Inlet. You have untold wealth in the sea, the greatest timber resources on the continent and mineral assets that will make British Columbia the greatest province in the Dominion."

All the "why's" that have been asked about Vancouver since it first began to be printed in black type on the maps of the continent are answered by the few simple statements:

It has unrivalled transportation facilities represented in the lion-guarded harbor, and the transcontinental railways that stretch out from Vancouver like the ribs of a fan.

It has lying directly contiguous to it forests of boundless wealth, minerals and metals deposited in enormous quantities in the surrounding mountainous country, and directly tributary to it is one of the richest agricultural and horticultural sections of the world.

Its waters abound in commercial fish.

It possesses natural water power facilities unequalled anywhere, to be harnessed and used to develop power for mills and factories.

It is the natural commercial and distributing centre of the North-West because of its central location.

It lies in a natural path of the world's international commerce.

Its climate is mild and delightful, the thermometer never dropping to zero, nor rising to eighty degrees in the summer.

It is surrounded by mountains and water, and great stretches of rolling woodlands that present a replica of Switzerland and offer ideal sites for residences.

Everywhere are the questions asked: Why has Vancouver so far out-distanced other cities? Why are great office buildings rising like walls along its streets? Why are solid blocks of wholesale houses being built where a few years ago shanties sheltered fishermen? Why are mills and factories belting its harbor? Why are railway companies paying fabulous prices for terminals on its harbor? Why are the cautious banking institutions of Canada paying enormous prices for office accommodations on its business streets? And why are these same conservative bankers laying foundations for buildings of granite and steel for their permanent use? Why are people rushing in from all parts of the world investing money in its enterprises and its realty? All these questions are answered in a simple narration of the story of Vancouver's rapid rise.



The section shown on the opposite page as it looks today.

The Vancouver Harbor

Governor Chas. Hughes of New York experienced the feeling that is shared by everyone who comes to the city, when he said, "Vancouver has the finest harbor I ever saw."

Gov. Hughes had seen all the great harbors of America before he made his frank statement, but of greater value is the opinion of William E. Curtis, the greatest traveller of this day, who has entered every harbor in the world, and made a careful study of American readers through the medium of the Chicago *Record-Herald*, the story of the progress of the world. "Vancouver," said Mr. Curtis, "is the Liverpool of the Pacific." Its harbor is unequalled by only two others in the world, the harbor of Rio Janeiro, and Sydney, N. S. W. Here is a story of Vancouver's harbor facilities and shipping as told by Wm. Skene, Secretary of the Vancouver Board of Trade:

Of the great harbors of the world, Vancouver, in extent and in the grandeur and beauty of its natural surroundings, gives first place to two only, Sydney, N. S. W., and Rio Janeiro.

One hundred and fifty miles from the open Pacific, it is sheltered from the storms of that great ocean, and from the force and immense precipitation of the cloud-laden southwest winds by the mountains of Vancouver Island and the more distant Olympian Range, which rise to a height of 7,000 feet from the southern shore of the Straits of San Juan de Fuca; while to the north and west the Coast Range affords equal protection, so that in 22 years the writer has never seen a day when an Indian would not cross the harbor in his dugout canoe.

Within the First Narrows, known as the "Lions' Gate," the shore of the harbor proper, not including the

North Arm of Burrard Inlet, extends to 25 miles, while the width in front of the C. P. R. depot is 2 1/4 miles, the low water depth at the wharves being 25 feet, and in the stream fully 30 fathoms, the average tide being 13 1/2 feet.

In addition to the main harbor, there is in the center of the city what is known as False Creek, with a dock line of about 4 miles, while the southern shore of English Bay to Point Grey extends an equal distance and is likely to be utilized in the not far distant future.

The geographical and strategical position of Vancouver, as for all time the chief port of the Dominion of Canada on the Pacific, assures for her a great future, and while she is at present terminus and shipping port of the Canadian Pacific Railway system, it is expected that within four years the Canadian Northern, the Grand Trunk Pacific, the Great Northern, the Northern Pacific and the Chicago, Milwaukee & St. Paul lines will all have their steamers plying from the docks on Burrard Inlet or English Bay, while the competition of the Panama Canal on the one hand and the interim agricultural extension in Alberta and Saskatchewan, added to the development of British Columbia itself on the other, are all factors tending to increase her importance in the world's commercial intercourse.

The lines now plying to Vancouver are:

The Canadian Pacific "Empress" Royal Mail Steamers to China and Japan plying in connection with the company's Atlantic "Empress Line."

The Canadian-Australian Royal Mail Steamers to Honolulu, Fiji and Sydney, with connections to New Zealand.

The Blue Funnel and China Mutual line to Europe via the Suez Canal.

The Canadian-Mexican Mail Steamers, and the Jensen Liners, both carrying goods to and from Europe via the "Tehuantepec Railway," and connecting steamers on the Atlantic.

The Pacific Coast Steamship Company's steamers to San Francisco, as well as a fleet of coasting steamers con-



Granville Street, Looking North, C. P. R. Station at Foot.

necting with Puget Sound and Alaska, and a large mosquito fleet engaged in carrying supplies to and from the logging camps, mining camps and salmon canneries of the coast of the mainland and Vancouver Island.

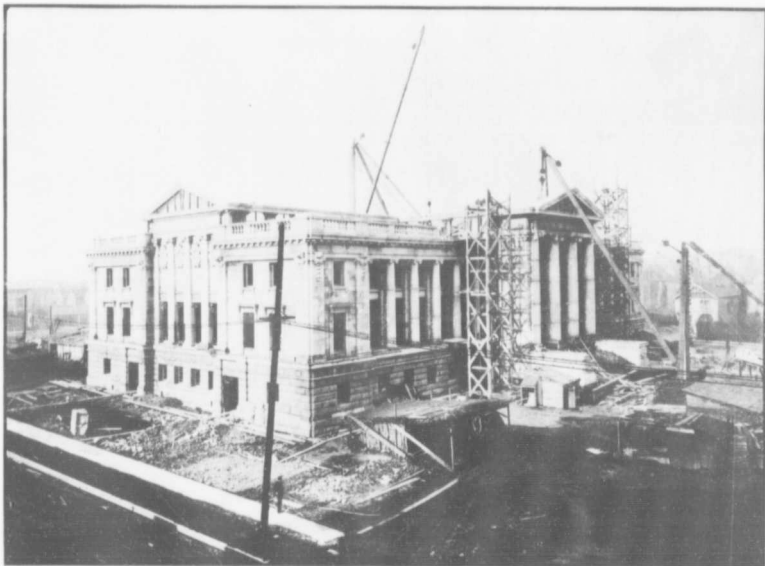
THE NUMBER OF SEA-GOING VESSELS

For the fiscal year 1908-9, was: Inwards, with cargo, 1,193; tons register, 1,055,450. Outwards, 1,131; tons register, 1,071,701. Vessels engaged in the coasting trade: Inwards, 4,795; tonnage, 1,191,103. Outwards, vessels, 4,489; tonnage, 1,315,508. Total (including vessels in ballast), 12,873; gross tonnage, 5,123,424. These figures are much increased during the current year, the returns of which are not yet published.

The City Externally

Externally, Vancouver has the appearance of a metropolis. Its business thoroughfares are wider than those of any other city in the northwest. Everywhere there is a sense of space, of room for growth, expansion; everywhere is full of enthusiasm; it seems to be caught out of the air; it is a city of energy directed by purpose. Along Hastings and Granville Streets, the two leading thoroughfares, buildings of steel and granite rapidly are replacing brick constructions of the last decade. Twice in twenty years has the Post Office moved to new quarters to accommodate increasing business, and now the handsome granite building just completed is cramped for space. Good buildings

are being torn down to make way for skyscrapers. Warehouses are growing from little corner buildings into blocks of brick. Small factories are growing into manufacturing plants. Everywhere steel pinnacles are pointing into the air, marking out the place where a new office building or apartment house is responding to an immediate need. On nearly every corner along Hastings Street stands a bank with its capitalization set down in seven figures. Every fortnight adds a new hotel to accommodate the influx of investors and tourists. In all, Vancouver has 40 hotels and 35 banks, sixteen of them head offices and nineteen are branches. Additions are being added month after month to Vancouver's wholesale and retail establishments, and its street and sidewalk mileage increases so rapidly that the statistician is compelled to revise his figures week after week to keep pace with it. To-day Vancouver has 109.79 miles of macadam roads, 13.08 miles of pavements, 79.54 miles of cement walks, 136 miles of plank walks, 1,645 miles of paved lanes, while it has 91.22 miles of sewer. Vancouver street railway has a total mileage of 38.17 miles, and the interurban has a mileage of 42.53, which does not include the 34 miles trackage to Chilliwack recently completed. Vancouver's buildings offer a pleasing contrast to the buildings of other cities that have not passed through but the first stage of municipal development. It has taken other cities a century to build with the solidity and permanency that Vancouver has built in twenty-five years. The business streets are solidly built. There are only one or two frame structures in the business center that have not already given way to modern construction. The older buildings would be called modern in other cities, as few of them have stood for ten years, and the buildings that are now under construction represent the highest type of



New Court House

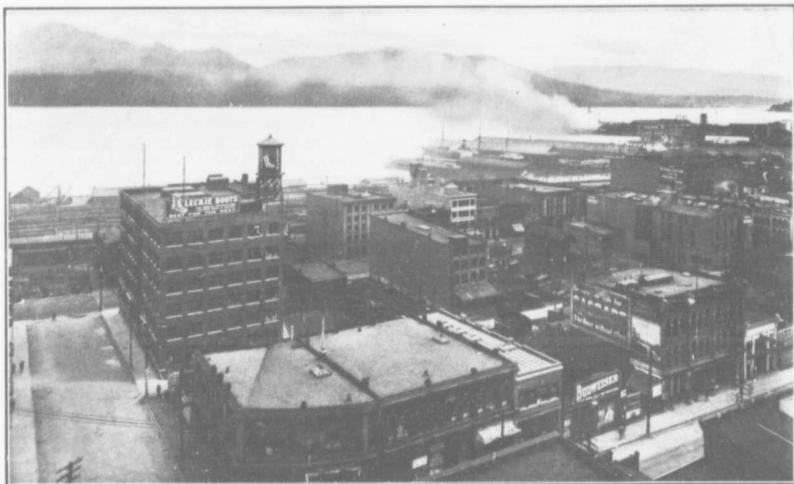
fireproof buildings. The new building of the Dominion Trust Company conveys an idea of what Vancouver of tomorrow will be. It stands higher than any of the other buildings, and is Vancouver's first skyscraper, and already plans have been made for the erection of at least seven other skyscrapers within the next few years, including the Bank of Ottawa Building and the New World Building now under construction.

A description of external Vancouver would tell only half, unless it included a picture of the magnificent bridges that span False Creek, Vancouver's second harbor, the extensive industrial plants that are beginning to wall the Creek, and the handsome residential sections comprising the new Canadian Pacific sub-division, Point Grey, Kitsilano and Fairview. There are but few points in the present chief residential sections from which there is not to be seen a magnificent panorama of water, snow-capped mountains and towering trees. In fact, it would be difficult to build a house anywhere within the city limits and have it more than half a mile from tidewater. The West End residential section together with Stanley Park forms a peninsula, the surface of which slopes upwards, with Burrard Inlet on the north and False Creek on the south, until half-way between there is a plateau overlooking the whole country horizoned by the purple mountains. Here are the sections known as Kitsilano and Fairview reaching south some five or six blocks until another abrupt rise leaps up to another new section known as Shaughnessy heights. West from Kitsilano stretches out Point Grey, another new residential section, that although, like Shaughnessy Heights, is at present outside the city limits, is destined eventually to become a part of Greater Vancouver. East from Fairview is Mt. Pleasant, which connects with Grandview, and with

it forms a natural amphitheater at the east end of False Creek.

Still further east and north, then again toward Burrard Inlet, are other sections rapidly building up. While across the city boundaries are fast growing suburbs, in the former case extending along the interurban line towards New Westminster, a prosperous growing city on the Fraser River—twelve miles distant—which ultimately will be like Vancouver, part of a great city, whose bounds will include all the section between Burrard Inlet on the north and the Fraser River on the south—one great city made up of many. This prediction requires for its fulfillment only uninterrupted growth at the rate fixed by the records of the last decade during which Vancouver has added one thousand people to its population every month. The homes of Vancouver are homes built with good taste and refinement, not merely with easily got money. They are set down among great gardens surrounded by hedges of ivy and mulberry. Houses of exquisite architecture carrying one back to Stratford-on-Avon, to the old English mansions, to the homes of the Hudson, to the wide verandas and white pillars of the American Colonies, and down to the bungalows of California. Roses climb over them and bloom from early spring until late in the autumn, and gardens in which blossom of flowers bloom each season without interruption gives to the West End the scent of May.

It is not by accident that this great city has grown up at the side of Burrard Inlet. Vancouver is a city built by conditions that demand a city just where the enterprising people put it. It is not a city that depends upon the changing whims of railroads, nor a city that will be influenced by financial flurries or by the aftermath of a real estate boom. It is a metropolis, substantially building up



Vancouver Manufacturing and Wholesale district.

the distributing center of the vastest Province in the Dominion, and unless the most productive wheat fields in the world can be turned into barren tundra, unless mountains can be moved and the ocean turned out of its course, and rivers diverted from their channels, and the map of the world redrawn, Vancouver's possession of the most advantageous position occupied by any city on the Pacific Coast cannot be disturbed.

Vancouver's Industries

Vancouver is the metropolis of British Columbia, and is the commercial, financial and industrial center of the Province, that during the year 1909 showed a total production of industry estimated by the Provincial Government as follows:

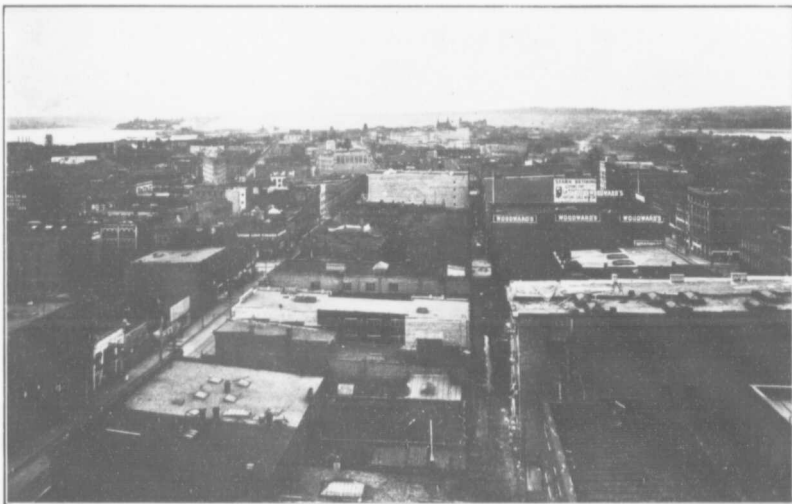
Manufacturing	\$30,000,000
Mining	24,000,000
Lumber	12,000,000
Agriculture	8,500,000
Fishing	8,000,000

A total of 82,500,000, representing an average per capita production of \$315.00—the highest shown by the official statistics of all the Provinces of the Dominion. Of this enormous production of the Province, nearly 75% is credited to the lower mainland, of which Vancouver is the central market, and at the same time the producing and distributing center. Again is the industrial position of the lower mainland clearly shown by the figures compiled by the Secretary of the Lumbermen's Association, who estimates that there are employed in this industry in British Columbia a total of 27,000 persons. Of this total, 12,000 are employed in lumber, 10,000 in logging camps, and 5,000 in allied industries. While more than half of the grand total that, to be exact, upwards of 15,000 are employed in the lower mainland. It is significant that whereas a few years ago the lumber and timber industries were

the largest represented in British Columbia, today manufacturing and mining industries have taken the lead, chiefly because of the rapid growth of Vancouver as a manufacturing center, and because of the extensive development of the mining resources of the Province by Vancouver's capitalists. In taking a measure of Vancouver's importance in industrial progress of the Province, it must be borne in mind that of the total population of British Columbia, the City of Vancouver represents over one-third, while the lower mainland comprises practically two-thirds of the grand total, as is shown by the following table, which gives the population of the prosperous municipalities surrounding Vancouver, which will eventually become a part of the one greater city, together with the population of the vast agricultural region of the Fraser River Valley:

South Vancouver	20,000
New Westminster	15,000
North Vancouver	6,000
Burnaby	5,000
Rural population	20,000

It is shown by statistics recently presented that Vancouver's industries employ over 60% of all the men, women and children engaged in industrialism in all the Province of British Columbia. In addition to the manufacturing growing out of its vast fruit and lumber industries, and resulting from the development of the underground resources of the contiguous country, Vancouver now numbers among its industries: Manufacturing of boilers and engines, boots and shoes, brooms, soap, harness and saddlery, stoves, carriages, show cases, hats and caps, saws and hardware, turpentine, cannery machinery, wire nails and biscuits and confectionery. In addition it supports an extensive coffee roasting and grinding plant, a big cooperage, plating works, sheet metal works, sewer and water pipe works, two paper-box factories, brass and iron foundry and structural iron plant, oil refineries, steel works, sugar refinery, pulp and paper mills, brewery distillery, large ship building yards, and carries extensive manufacturing of furniture, mattresses, portable houses and jewelry.



Vancouver Business Section, looking East.

Water Power Facilities

For manufacturing purposes, Vancouver has natural power facilities unequalled anywhere, and this, taken together with the proximity of coal and the presence of iron and other raw materials of manufacture, leave only the development of the market to insure the future increasing prominence of Vancouver as a manufacturing center. There is no city in Canada where commercial power is so plentiful and so cheap as in Vancouver. Thus is every inducement offered to the Eastern manufacturer to establish a branch factory in the British Columbia metropolis.

Vancouver has close at hand a water power supply estimated at over 100,000 horse power, of which there is 30,000 horse power available now, and works are under construction that will develop an equal amount.

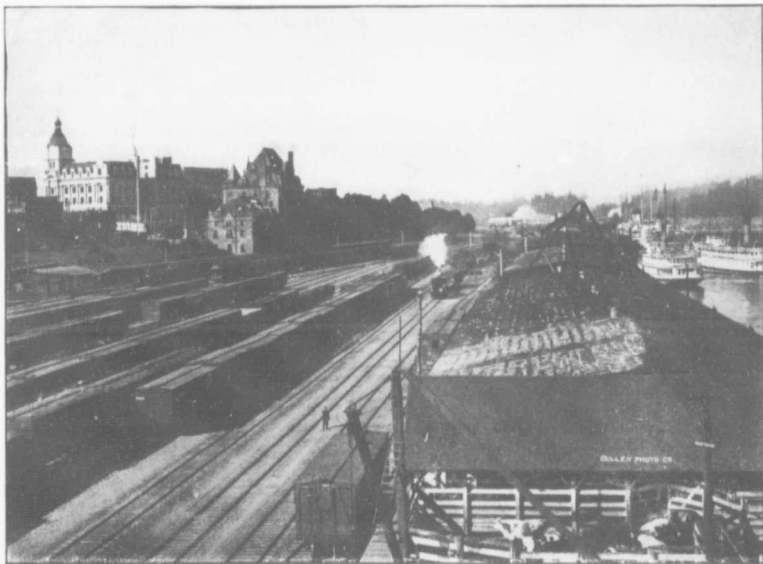
What many of the Pacific Coast cities lack in opportunities, Vancouver has at its door—an unlimited supply of high-grade coal and unequalled water power facilities. And as an observer, come from the East of America, to make an inventory of the opportunities of the last great west, I am bound to concede that all the signs point to Vancouver as the great manufacturing center of the future North-West. And it is power—power, the wizard of Canadian development—that will make Vancouver the Pittsburg of the West, a Pittsburg with a harbor that surpasses any I have seen.

It is power that will meet the great need of the last great west. It is this wizard—power—that has contributed so wonderfully to the rapid upbuilding of Canada, that has furnished such a striking contrast to the building of the American West.

When measured in horse-power the amount of water power available within a radius of one hundred miles of

Vancouver mounts into figures that express inadequately the full significance of its presence. Only to those minds used to calculating the work that can be done with so much power is conveyed more than a partial picture of the Vancouver of tomorrow. Within one hundred miles of Vancouver there are ten great water powers, each capable of generating over twenty thousand horse power. With the exception of Buffalo, there is no city in the United States—not even Chicago with its newly acquired canal power—that has half as many natural hydraulic powers for the generation of cheap electrical energy as are to be found lying at Vancouver's door. Coquitlam, one of the ten water powers, with its present 22,500 horse power—to say nothing of the 30,000 soon to be added—supplies the present needs of three cities, Vancouver, North Vancouver and New Westminster, a population of 136,000. By these figures it is shown the enormous population that can be served by the full use of all ten of these great sources of power. Following is a table showing the distance from the city of Vancouver and the distance of transmission of the ten natural water powers that, taken together, are capable of generating for city use upwards of two hundred thousand tons horse power:

	Distance Direct. Miles.	Transmission Miles.
Powell Lake	80	180
Clowholm Lake	40	60
Cheakamus River	50	55
Green River	70	70
Coquitlam	16	16
Lillooet	24	24
Stave Lake	35	35
Chehalis River	60	60
Chilliwack	70	70
Jones Lake	95	95



C. P. H. Yards and Docks.

Here for future Vancouver is 200,000 horse power at the very lowest estimate, and that without the necessity of storage in any one, while with storage almost any of them would reach, if not exceed, one hundred thousand horse-power. Engineers who have visited them agree upon the possibility of transmitting power from any one of these power sources to Vancouver. The feasibility is another question, at least with all but three, Coquitlam, Lillooet and the Stave Lake. These three are on a direct line, with the distance of transmission precisely the same as the direct distance from Vancouver.

But were these three proved great water powers not to be considered the feasibility of bringing power from any one of the other seven would speedily be settled. The Chehalis, to the north of the Fraser River, and the Chilliwack and the Jones Jones Lake to the south of it, are admittedly for the future, but the power is there in each, and each is within a hundred miles of the city.

Upon the Powell Lake power the Canadian Industrial Power and Pulp Company has a record of 48,000 miner's inches. Upon the Clowholm, the Clowholm Falls Lumber Company has a record of 10,000, while the British Columbia Electric Company has a record of 15,000 miner's inches on the Cheakamus; and the Nain Falls Power Company has a record of 40,000 miner's inches on the Green River power.

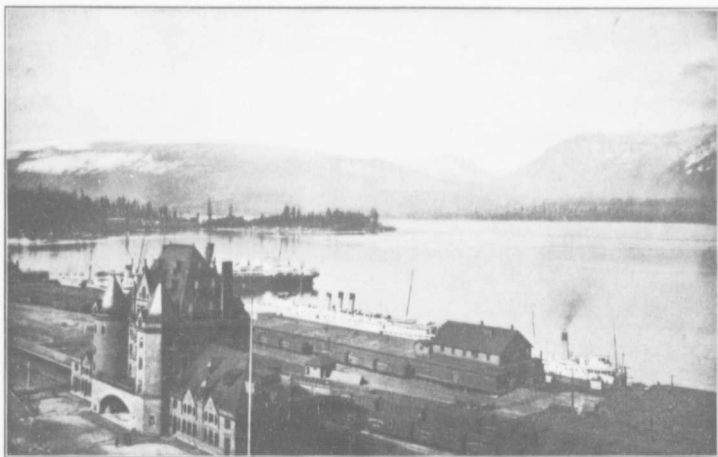
Apart from these, the Coquitlam, the Stave Lake and the Lillooet are capable of supplying power for a chain of towns and cities, and the fertile districts between them and the gulf, with a population largely exceeding the million mark. The development work upon each of these, of which Stave Lake has the greatest available power, is being pushed forward rapidly, a capital of \$5,000,000 being behind the

Stave Lake Power Company, and the British Columbia Electric Company already has spent a sum exceeding \$2,000,000 upon its power plant and is planning to use a vastly larger sum before its work is completed.

The Lillooet water power is capable of developing 100,000 horse-power with storage and twenty thousand horse-power without storage, and is like the other two, on a direct line, the distance for transmission being only twenty-four miles, the same as its distance from the city. So level are these twenty-four miles that a pole line can be built along the route cheaper than any other known line on the coast of British Columbia. With its present facilities the British Columbia Electric Company alone has some 350,000 horse-power of electric energy available for distribution.

In considering the development of water power in British Columbia it is worthy to note that every river of importance upon the Pacific Coast, except the Colorado, rises on the water shed of the Province. The electrical energy that may be derived from the drainage of its extensive area of mountains and highlands, forming rivers on their way to the sea, is so great as to be beyond human comprehension or estimation at present. The Columbia, the Fraser, Skeena, Stikine, Leard, and Peace Rivers, ranging in length from four hundred to a thousand miles, are of great size and volume, the first four being sufficiently navigable to steamers to also form valuable waterways to the development of the country.

Only half is said of Vancouver's industrial opportunities when the story of its vast water power facilities is told. There is the proximity of coal—Vancouver Island has produced 25,000,000 tons to date—and there are vast forests, yielding their lumber, the ground rich with metals, the fields and orchards bearing their marvellous harvests.



Entrance to Burrard Inlet.

Commercial Importance

VANCOUVER rapidly is becoming the leading shipping port of the Northwest, and undoubtedly, if conclusions can be drawn from present indications, will take rank with San Francisco before the end of another decade. There are reasons why this is so—reasons that have been talked about wherever the question of commercial supremacy has been discussed, reasons that have been pointed out by world-travelers, by the men who are building railroads, by the companies that control the Pacific Ocean travel.

Vancouver's commercial importance results from the facts that the city lies in the path of the world's international commerce, and is the half-way house of the All Red Route, and has been its half-way house ever since this route became the realization of a dream, for the route is no new thing whatever it may be in name. It was created in the early nineties when the wheels of the Canadian Pacific Railway trains from Montreal stopped alongside the hulls of the C. P. R. steamers bound for the Orient, and the Australian steamers for Brisbane and Sydney. Ever since that day it has been possible for the London traveler to move westward to the ends of the Empire without once leaving the shelter of the British flag, and every British traveler who exercised his option in favor of the great western imperial highway has paused for an hour or a day in Vancouver. As the terminal city, the end of the Canadian Pacific Railway, Vancouver was made sure of its place among the commercial centers of the continent. But the railroads did not come to Vancouver merely because they needed its freights of lumber to haul back to the prairies, but because they looked upon Vancouver, not so much as a railway terminal, as a junction between the transportation lines of the land and the transportation lines of the ocean. Thus with the outreaching of the Canadian Pacific to the Coast, and the incoming of the great trans-Pacific lines, Vancouver became a clearing house for international commerce.

To the average visitor to Canada, the All Red Route is a vague expression, practically meaningless. Its significance, perhaps, is not altogether clear to people elsewhere. It means a red girdle of transportation around the earth, which shall band together in one inseparable whole, all of the King's dominions. And when the organization of the All Red Route finally is completed, Vancouver will become the principal relay station of the western hemisphere. When it is known that the All Red Route is not merely the dream of the dreamer, but represents an idea that will become an actuality before the end of another five years, the importance of the position occupied by Vancouver in relation to the commerce of the world impresses itself on the mind that has developed the faculty of looking into the future.

Not long ago Vancouver was an outpost of the Empire. To-day she is sought by commerce, and no longer has to offer any special inducements to the great ocean lines to get them to come to her harbor. Of no other maritime city can it be said as of Vancouver, that her position on the transcontinental and trans-oceanic frontier makes her a commanding factor, which must be considered in all the vast schemes of intercommercial relation between nations. Attractive as Vancouver's waterfront admittedly is, with its present dimensions, it is only a matter of simple observation to realize the extent to which those dimensions can be carried. The wharves will be more than doubled by the proposed jetty piers, the first of which is already built and in use. In addition to that readily available accommodation, there are north and south foreshores, unbuilt upon, extending the length of Burrard Inlet to Port Moody, a score of miles distant, equally as well adapted for similar use as the existing docks and wharves. Values along the entire shores of this magnificent deep-water inlet have increased amazingly, and the possibilities gradually unfolded themselves. There is no thought of hesitation. Already the struggle for possession has begun. In some cases it is millions pitted against millions for its acquirement and the competing railroads are striving for every inch and holding tight to what they have. What is there now, to justify this prospective expansion? The visitor may ask. Just the fact that Vancouver is the maritime terminal of the only perfectly organized lines of steam-

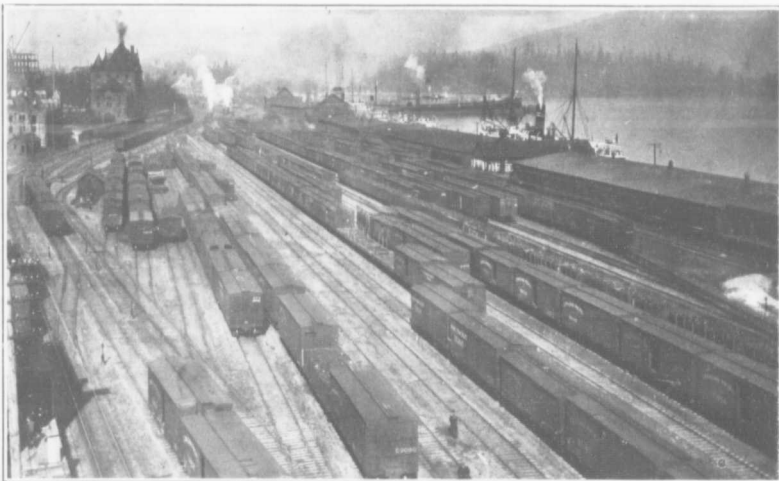


A Part of the Commercial and Wholesale Section.

ships trading from the Pacific Coast of the North American Continent, to the Orient, to Europe, and to the Antipodes. Moreover, they are the lines from which present indications are likely to remain permanently established. As the American shipping slowly but surely declines, the international shipping to Vancouver increases at an astonishing rate. The calamitous enactments or lack of enactments, by the United States Congress, have forced Vancouver into position, as the premier Pacific port for the great ocean lines carrying through freight to and from the United States, east of the Rockies, Canada and Great Britain. While American bottoms are crossing the Pacific with less than ballast cargo, British bottoms are disgorging their load-line, freight-congested holds at this port. American shipping struggles against inevitable bankruptcy, while foreign lines into Vancouver are reaping a golden harvest on American through freight from the Orient. It takes a generation or more to recover the lost commerce of a nation. Vancouver's hold on this trans-oceanic freight is so firm and becoming so formidable that her position will soon be impregnable.

The C. P. R. service to the Orient needs only to be mentioned to call before the mind the picture of the ideal so far as it is possible of attainment in ocean travel. The Empress liners are known throughout the world because of their strict regard for all the laws that enter into the building of perfect ships. When the larger Empress liners of the Atlantic service are transferred to the Pacific service, the fleet running to and fro from the Orient will be incomparable. The auxiliary freight steamers are equally well maintained and of necessity must be increased and enlarged with the passenger ships. The Blue Funnel liners, owned by Alfred Holt & Co., at Liverpool, the pioneers in the round-the-world service, were the first to follow the Canadian Pacific Railway Company in taking advantage of the trade devel-

opments of Vancouver. These huge freighters handle in and out of Burrard Inlet over a hundred thousand tons a year—more than any two regular steamship lines combined in and out of any other Pacific north-west port. Next year the present liners of the Holt Company will be replaced with fine new passenger carrying freighters of immense capacity. Every other steamship company trading with the North Pacific coast is entering the Vancouver trade. The Weir line began its new service to this port a month ago, when the steamer Suberic began to make its monthly calls. The remainder of the fleet will maintain permanently a monthly schedule. The Japanese liners of the Nippon Yusen Kaisha will make connection at Vancouver with the Great Northern terminals. As a matter of self protection, this step is necessary to escape the rigid provisions of the United States interstate commerce law. Eventually it is expected that the great Hill liner, Minnesota, must come to Vancouver to discharge her through freight, or else suffer great pecuniary loss through the operation of interstate commerce law. The largest of the French maritime fleets, the Chargeurs Reunis, has been forced to abandon the Puget Sound call by the overwhelming competition of the lines entering Vancouver which have secured the best part of the Oriental trade. The Union Steamship Company, of Australia, proved its confidence in Vancouver's future by putting the most magnificent steamship of its fleet in the Vancouver-Sydney service, the Makura, which is the last word in ship building, and is without equal at the present on the Pacific ocean. The Alley liners maintain the Vancouver trade to New Zealand ports with two fine freight and passenger steamers on a permanent schedule. Three well equipped lines of steamships cover the rapidly increasing trade in freight and passengers to southern California, Mexico and Chili. These steamers carried the



C. P. R. Yards, Dock and Passenger Station.

initial shipment of Alberta grain to the south. The establishment of elevators to handle the grain trade already has been decided upon, and Vancouver inevitably will get a very large part of the wheat shipments from Western Canada and the Northern Pacific States.

In coast-wise shipping, Vancouver is more generally favored than any other port because of its accessibility and the character and class of the steamers that cover the inter-coastal routes to Puget Sound and Alaska. The Princess liners have no equal on the Pacific Coast for regularity, discipline and service. The personal of the C. P. R. steamships is equal to that of the navy. No marine organization of to-day is more insistent that civility and the strictest attention be shown to its passengers by the company's service. The cleanliness and quality of food served on board of these steamers establishes a standard which few of the Atlantic steamers attempt to maintain. The American intercoast freight companies, appreciating the value of the Vancouver connections, have set apart the best equipped steamers in their command for the daily service to this port.

There are now plying between Vancouver and Northern British Columbia ports the Alaska steamships of the Grand Trunk Pacific, the Union Steamship Company of B. C., the Boscowitz Steamship Company and the Northern Steamship Company.

With a splendid trans-Pacific business already established and with an intercoast service unexcelled anywhere, it is necessary to look forward a few years to get a clear view of the position occupied by Vancouver as a commercial half-way station. With the incoming of other transcontinental railroads, it will be necessary to establish steamship lines in competition with the C. P. R. service, and when it is taken into consideration that within the next few years Vancouver will be made the terminal of four additional railroads, it takes only a lazy imagination to predict a commercial future for Vancouver that surpasses all the dreams of yesterday.

To understand the rapid growth of Vancouver as a market center, it is only necessary to compare the photographs of Water and Cordova Streets taken five years ago with photographs taken to-day. Firms that then occupied one floor or else a little brick building that would not pass muster in a good sized country town, now have grown into blocks of brick and stone.

At no time in the history of Vancouver—not even during the financial flurries that disturbed other cities, has business been otherwise than good in Vancouver since the city assumed the aspect of metropolis. At no time has there been any visible evidence of the tightness of money that brought disaster and ruin to many of the largest centers of trade in the east. The records of the business world show that even during the panic of two years ago, there were no failures of consequence in the city, and not one failure that could be charged against inactivity in trade or any pause in the onward march of progress in the Terminal City. To Vancouver's pre-eminence as the commercial distributing center of the Province, and the supply house of the whole northern country, the city owes much of its general prosperity. The wholesale trade of the city has grown with marvelous strides in the 23 years that has passed since the incoming of the railroads from the east and the ships from the west and south. At that time practically the whole of this trade was controlled by the two oldest cities. To-day, but a small fraction of the wholesale trade of the province is done outside of the City of Vancouver, and the growth of the several pioneer establishments which to-day have rank among the largest in the Dominion, comes close to challenging the belief of those who are used to reckoning progress from the standards established in the more conservative centers of trade and the older centers of population. It was not without a struggle that finally Vancouver came into possession of the bulk of this class of trade. There was active competition from the older houses on Vancouver Island, and from the eastern cities that were loath to surrender their hold to the profitable business coming from the Kootenay and boundary



Financial Section, Hastings Street.

districts. The same has been true of the northern business. Slowly it has been drawn to Vancouver by the same methods that have attracted business to the city from everywhere—modern and progressive methods that have been adhered to, first at a sacrifice, and then at a gain. Now the business institutions of Vancouver have passed that period at which they have to fight for trade. Trade comes to them to-day as a matter of course. Supremacy has been gained. That it will be held is shown by the increasing activity in every branch of trade and by the rapid expansion of Vancouver's business establishments. To-day Vancouver has some of the largest wholesale establishments in the Dominion. There is scarcely a business house of size carrying on a wholesale business in Canada which has not been compelled to establish a branch or an agency in Vancouver.

The growth of Vancouver's retail center is a subject of amazement to those who came to Vancouver a few years ago, and then came back again this year. Many of the retail stores have doubled their annual sales in the last three years, and some of them, in the same period of time, have trebled their sales, and have been compelled to make extensive additions to their floor space to accommodate increasing business. In no city on the coast do the shops carry a more exclusive line of goods and this, taken together with the growth of retail business generally plainly indicates the general prosperity enjoyed in Vancouver.



The Financial Strength of Vancouver

Nothing so clearly demonstrates the stability of municipal growth as the expansion of its financial interests. Vancouver has 35 banks, 16 of which are head offices, and 19 branches. On deposit in its banks are private funds amounting to between thirty-five and forty millions of dollars.

In tables presented in another place in this book are shown the bank clearings of Vancouver from the time of its incorporation of a city up to the present year, but the figures reveal a condition so healthy and at the same time so remarkable that it seems warrantable to call special attention to them by making several comparisons. Ten years ago the clearances of Vancouver's banks amounted to \$42,179,533 annually. Last year the bank clearings supplied a total of \$287,592,941 and for the first four months in the year 1910—January, February, March and April, Vancouver's bank clearances totalled \$126,802,000, which indicates that the present year will establish a record in advance of the previous year by approximately \$100,000,000—a fact which cannot be disregarded in making a measurement of Vancouver's financial stability.

Additional testimony to the situation Vancouver occupies in the financial world is supplied in the figures set forth in the following comparative table showing the bank clearings of seven Canadian cities in 1899 and again in 1909:—



False Creek, Vancouver's Second Harbour.

BANK CLEARINGS—CANADA, SEVEN CITIES.

	1899	1909
Vancouver	\$42,179,553	\$287,592,941
Victoria	33,506,489	70,695,882
Montreal	794,109,924	1,866,649,000
Toronto	504,569,918	1,437,700,477
Winnipeg	107,786,798	570,649,322
Halifax	70,600,705	95,278,467
Ottawa		173,181,993

Bank Clearing for three years—1905, 1908, 1909, and for four months in 1910.

1905	\$ 76,489,013
1908	183,083,846
1909	287,582,741
1910, Jan. Feb. March and April	126,802,000

Without a doubt the bank clearings for the present year will reach a total close to the four hundred million mark, and yet Vancouver's financial growth is just at its beginning, if present indications may be regarded as a fair criterion. Vancouver's sixteen head banks have a total capitalization of \$78,451,000 which vast sum if divided equally among the population of the city, would give to every man, woman child and infant in arms about \$600.00 in money.

All the statistics bearing on the financial growth of Vancouver are startling and carry with them the suggestion of a future so great that imagination to-day is not able to take its measure. Mr. T. C. Irving, General Manager of the Bradstreet Company, is regarded as an authority in financial matters, and although he has travelled across Canada regularly

for the last twenty years, he does not seem to be able to accustom himself to the rapid changes in Vancouver from year to year.

"The figures are startling," he said the other day after he had made a study of the financial conditions existing in Vancouver, "the proportions are enormous, and the British financial public, equally impressed as we in the East are with the extent, variety and substantiality of your resources of reproductive wealth, always responds, and with the utmost alacrity, to your applications for fresh installments of life-giving capital.

"It is true that as I came through the prairie region some complaint was being made of lack of sufficient rainfall in Southern Alberta, but notwithstanding this they are all doing splendidly in that section, and will undoubtedly reap an excellent harvest.

"There is nothing, so far as I can see, to stay the steady continuation of this progress; and nothing to prevent Vancouver becoming, not a great city, for that she has already become, but a very great city—one of the world's leading financial centers. In the G. T. P. you will have another powerful transcontinental road, and railway men of the highest position tell me that its road-bed is the best that was ever laid by such a line in its earliest stage."

That Vancouver is on the verge of a period of natural growth that will reduce the figures of other years to the level of the commonplace is clearly demonstrated by the extensive preparations that are being made for the entrance into the city of five other transcontinental railroads bringing with them a capacity for transporting products to and from Vancouver unequalled by any other city, when considered together with Vancouver's unexcelled shipping facilities. In his last Budget Speech, the Hon. W. J. Bowser, Minister of Finance, gave voice to a significant prediction, when he said:



Vancouver Wholesale Produce and Commission Houses.

"Within the next five or six years we shall have spent probably 25 or 30 million dollars of provincial funds in opening up the country; we shall probably have added 250,000 to the population; we shall have on our coast the terminus of four transcontinental railways; three of which are of purely Canadian origin; we shall have added at least fifteen hundred more miles to our railway mileage, involving an expenditure of not less than seventy-five million dollars. We shall have set out on an entirely new industrial career, with shipbuilding, iron and steel furnaces and rolling mills, paper and pulp mills, operating on a large scale, and we shall see as a consequence of all this immense development new towns spring up over a vast area until recently without inhabitants or lines of communication."

As a matter of fact in the number and size of the city's financial institutions, Vancouver takes second place to no other city on the continent when population is taken into consideration. It is a matter of public interest to know that in all the inquiries that reach the Vancouver Tourist Association daily from every part of the world there is always some allusion made to the estimable reputation of Vancouver's financial institutions. Within the past two years six new banks have come to the city to share in the remarkable prosperity that has attended all the banking institutions of Vancouver. In the matter of land mortgage and loan companies, all the leading institutions in the Dominion are represented and every one has done a successful and profitable business. In addition to these a large number of local building and loan companies and trust companies have been established, and the records of each and every one of these private corporations supplies additional proof of the solid and substantial basis on which the financial fabric of the city is built and has been maintained.

Not more than three months ago the Bank of Vancouver opened its doors and has taken its place among the

great banking institutions of the Dominion. As evidence of the success which may be expected to attend this bank may be taken the array of figures representing the accomplishment of some of Vancouver's financial institutions during the year 1909.

To complete the statistics bearing on the financial conditions existing in Vancouver, the following table is necessary together with certain other facts, told in paragraphs, which have not only an indirect but a vital bearing on financial Vancouver:

CUSTOMS REVENUE.

Fiscal year ending March 31st, 1909.....	\$2,961,574
Less Chinese head tax.....	400,365
Net	\$2,561,209
Fiscal year ending March 31, 1910.....	\$3,932,38
Less Chinese head tax.....	271,379
Net	\$3,660,959
Showing an increase in duties collected of \$1,099,750.	

Vancouver has grown and expanded so rapidly in the last several years that to-day its street railways have a total mileage of 55.72 miles, while the interurban lines have a total mileage of 110.21 miles; this does not include the 12 miles now building between Vancouver and New Westminster. Vancouver has 79.54 miles of cement walks, over 91 miles of sewers, 136 miles of plank walks, more than 13 miles of pavements, nearly 110 miles of macadam roads. All of these figures taken together with the unprecedented increase in building returns, real estate sales and the vastly growing shipping and industrial interests convey in part an idea of the financial stability of Vancouver.



A corner of one of Vancouver's Shoe Factories.

Mineral Wealth

No adequate measure can be taken of the undeveloped mineral resources within reach of Vancouver, but if an estimate could be made, it would forever fix in the public mind a clear notion of Vancouver's opportunities, and would give the imagination the ability to set into figures its dreams of the British Columbia metropolis of to-morrow. British Columbia is the mineral producing province of Canada, the figures of 1908 showing that over 69 per cent. of all the metals and coal produced in Canada was taken out of the mines of British Columbia, in the face of the fact that the rich iron and zinc deposits in the Province are still undeveloped, and mica, gypsum, and other minerals to be found in vast quantities are yet untouched.

The total provincial production for 1909 of gold, silver, copper, lead, coal, coke, zinc, and other minerals amounted to \$24,426,500, but when the figures shown in the following table are compared with the reports of the Government geologist, the mind is left wondering what place the province will occupy in relation to the commerce of the world, and the industries of the continent when her mineral resources have been fully developed:

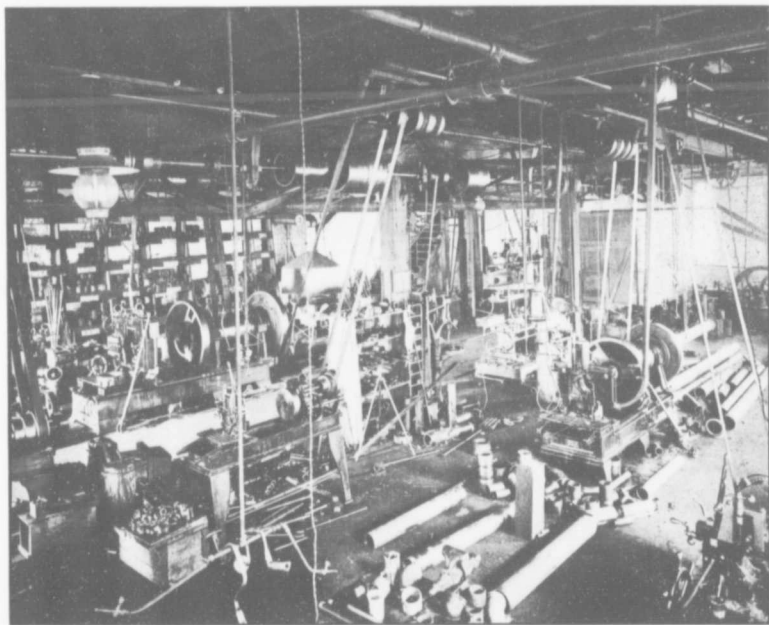
Gold (placer and lode)	\$ 5,767,500
Silver	1,470,000
Copper	5,289,000
Lead	1,748,000
Coal	6,790,000
Coke	1,662,000
Zinc	500,000
Other materials	1,200,000
	\$24,426,500

The ore mined in the province during the year 1909, exclusive of coal, was 100,280,000 ounces. The number of mines from which shipments were made in the year 1908 was 108, but of these only 59 shipped more than 100 tons during the years.

The tonnage of coal mined in the province in 1909 amounted to 1,940,000 long tons, and 277,000 long tons of coke, a total of 2,217,000 long tons valued at \$8,452,000. Expanding industries, railway extension and increasing population demand an ever increasing production of coal. The total mineral production recorded for the province to end of 1908, \$323,377,559.

The steady increase in production is shown in the following table:

1890	\$ 2,608,803
1895	5,643,042
1900	16,344,751
1905	22,461,325
1906	24,980,546
1907	25,882,560
1908	23,085,277
1909	24,426,500



One of the large machinery depots of Vancouver.

The decrease in the value during 1908 and 1909 is due to the fact that the price of metal was unusually low, as the actual tonnage produced in 1908 was 279,492 tons, or 15½ % in excess of the productions of 1907, and the average assay also was greater.

Practically all of the mining that has been done in British Columbia up to the present time is confined to the territory lying close to the railroads, and scarcely 20 % of the province can be said to be really known. When this fact is taken into consideration it will be admitted that not only is creditable progress shown in the foregoing table, but also that the resources of British Columbia surpass those of any other similar area anywhere. It is calculated that there are yet untouched approximately 300,000 square miles known to be richly mineralized—a field for the prospector such as exists nowhere else in the world.

Gold mining was not established as an industry in the province until 1858. During that year placer mining progressed rapidly, although the output was but \$705,000. Before the end of five years, however, it had increased to \$4,000,000, and prospectors and adventurers began to throng into British Columbia from eastern Canada and the States. After 1868 the output of the placers decreased, but they continued to produce an average considerably over \$1,000,000 a year until 1882, when the industry gradually declined until hydraulic and dredging operations placed it again upon a substantial footing. The output for placer mining for the last six years has averaged about \$1,000,000 annually. Lode gold mining had a small beginning, the first record of production being 1,170 ounces, worth \$23,404,

in 1893. The average annual production for four years, ending 1907, has been 220,227 ounces, worth \$4,552,092. In 1909 the production amounted to 250,000 ounces, valued at \$5,167,500. Gold is found in paying quantities practically everywhere throughout the province. There is scarcely a creek where "color" cannot be found.

It was not until 1886 that silver mining was established in Slocan district, but no output was recorded until 1887, when 17,690 ounces were mined, valued at \$17,331. In 1907 the production was 2,745,448 ounces, valued at \$1,703,825. In 1909 the production amounted to 3,000,000 ounces, valued at \$1,470,000. About 77 % of the silver produced is obtained from silver-lead ores, the remainder being chiefly iron associated with copper.

Despite the great copper wealth of British Columbia, the first shipments were not made until 1894, chiefly because of the lack of transportation facilities. In that year the shipments amounted to 324,680 lbs., valued at \$16,243. Ten years later the production amounted to 35,710,125 lbs., valued at \$4,578,037, and in 1907 the output increased to 41,000,000 lbs., the value was only \$5,289,000, as the result of the decreased selling price of copper. In consequence of the steady rise in values toward the end of the year 1909, the first half of 1910 shows rapidly increasing activity in the copper mining industry, and this increase promises to be maintained on account of the growing demand for copper for electrical purposes, notably the electrification of certain railways about to take place.

The development of coal mining in British Columbia naturally will cheapen the cost of manufacturing and will



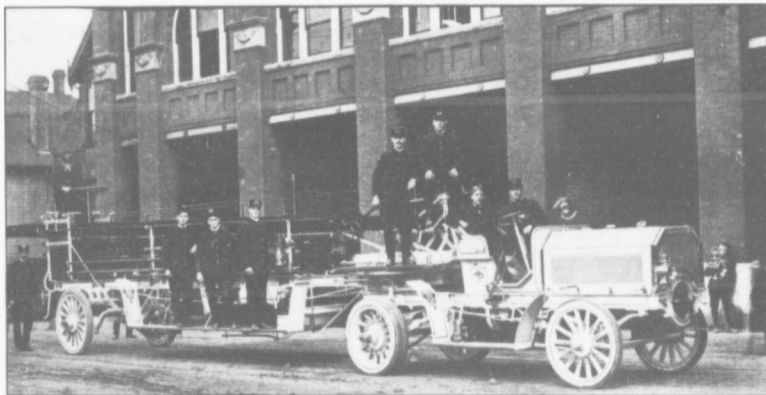
Hastings Street, showing a number of modern office buildings.

contribute greatly to the up-building of Vancouver. Coal mining in the province dates back to 1836, when the Hudson's Bay Company developed a coal deposit at Squash, between Port McNeill and Beaver Harbor, on the north-east coast of Vancouver Island. In 1850 coal was discovered at Nanaimo, and in 1853 2,000 tons were shipped to California, where coal was selling at \$28.00 per ton. In the intervening years the production of coal has increased steadily with the requirements of the market. The collieries have produced to the end of 1909, 29,562,549 tons. The establishment of smelters created a demand for coke, and its manufacture began in 1895, the output increasing yearly with the demand, the production in 1907 being 222,913 tons and in 1908, 247,399 tons, and in 1909, 277,000 tons. During 1908, 1,677,849 tons of coal were mined. This quantity was increased to 1,940,000 tons in 1909.

Some of the principal undeveloped coal areas are at Quatsino, Alert Bay, Port McNeill, Port Rupert and Sooke on Vancouver Island, and on the mainland, Similkameen, Tulameen, Kamloops, Telqua and Morice Rivers, Omineca, also the Queen Charlotte Islands. All these deposits are bituminous, but there is a bed of anthracite coal on Graham Island, in the Queen Charlotte group. The wide distribution and great extent of those numerous coal measures, surrounded as they are by a country of endless agricultural and mineral resources, gives assurance of prosperity to future generations for centuries to come, and must be considered one of the most important assets of the province. Exploration and development of coal areas near Midway in the Boundary District are in active operation, giving promise of sat-

isfactory results. The present area involved is 538 acres, with an additional three square miles for which application has been made for licenses.

The value of the discovery of large deposits of iron ore cannot be overestimated when considered in relation to the building of a metropolis. Extensive iron deposits have been discovered at different places throughout the mainland and on Vancouver Island and several of the other islands, but none of them has been developed in a commercial sense. About 20,000 tons have been taken from Texada Island to supply a small furnace established at Irontdale, Washington, which ceased operations in 1901, but has now resumed work. The only place on the mainland where iron has been mined in any quantity is at Cherry Creek, near Kamloops, where three or four thousand tons were taken out. At Bull River, Grey Creek and at Kitchener in East Kootenay are vast iron deposits wholly undeveloped. Iron also exists in large quantities at Sechelt, near Fort George, on the Queen Charlotte Islands, and at other points on the coast, although the principal deposits occur on Vancouver Island and are of large extent and conveniently situated for manufacturing purposes. The rapidly increasing demand of Western Canada for manufactures of iron and steel and the constantly growing Oriental trade, taken together with the fact that all the necessary elements to insure economic production are found in abundance and closely grouped, should be sufficient to encourage the rapid development of the iron industry. It has been pointed out by experts that the iron ores of British Columbia are of a remarkably high grade, and nearly wholly free from sulphur and phosphorus.



An Auto Fire Truck. Vancouver has the latest appliances in the fire-fighting field.

Lead is by no means to be overlooked in discussing the mineral wealth of the Province. In 1886 the first shipments of lead were made from Slocan, and the output of that year was 204,800 lbs., valued at \$9,215. In 1904, lead mining had been established in several districts, and the output had increased to 36,646,244 lbs., valued at \$1,421,874. In 1907 the production amounted to 47,738,703 lbs., valued at \$2,291,458. In 1908, 43,195,733 lbs. were produced, valued at \$1,632,799, and in 1899, the production amounted to 46,000,000 lbs., valued at \$1,748,000.

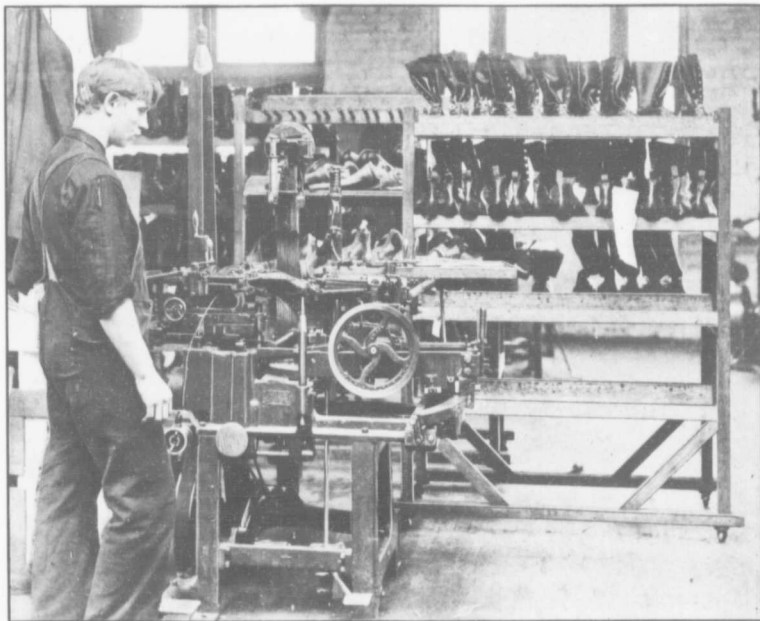
Many of the ores mined in Kootenay and other districts carry considerable percentages of zinc, but owing to the difficulty of separating this very refractory metal, not very much progress has been made with it commercially. However, several thousand tons of zinc ore was shipped to the United States in 1909, the total estimated production for last year being 10,000,000 lbs.

In addition to gold, silver, copper, iron and lead, British Columbia has deposits of almost every known economic mineral. Among these may be mentioned plumbago, platinum, cinnabar, molybdenum, chromic, iron, manganese, asbestos, mica, asphaltum, gypsum, scheelite, pyrites, osmiridium and palladium. Several of these have been found in workable quantities, while others are mere occurrences, the extent of which has not yet been ascertained. The petroleum fields of southeast Kootenay are attracting considerable attention just now, as a large area of oil-bearing strata is known to exist there. Marble, granite, sandstone, lime, brick and fire clay, cement and pottery clay are well distributed, and are being utilized to meet the local demand. Large quantities of lime and cement are now being manufactured for domestic use and exportation, and the trade rapidly is growing. A form of slate has been discovered on one of the Queen Charlotte Islands, which cuts evenly, hardens with exposure, and takes a fine polish. Gypsum deposits exist near Kamloops in enormous quantities.

The Lumber Industry

Although the lumbering industry, which for years held first place among the industries of the Province and of Vancouver as well, now ranks second in the money value of the annual output, it remains, and will always remain so long as the great forests last, one of the chief interests of the richest of Canadian provinces. The vast forests of large trees west of the Coast Range were for many years the supply market for the world in the way of spars and masts, even as at this present day much of the large timber familiarly styled "toothpicks," used throughout Canada for works of importance necessitating the use of large pieces of timber, is brought by rail or boat from the Western slopes. The Province may now be said to possess the greatest compact area of merchantable timber on the North American continent, being roughly estimated at 182,750,000 acres. It is only of comparatively recent years that the lumbering industry of the interior has risen to be of much importance, but since the opportunities have developed, the mountain mills have become one of the chief sources of supply for the immense demand that has opened throughout the prairie provinces. The red cedar shingles obtain a ready market as far east as the Province of Ontario, while the beautiful grains of the British Columbia fir have opened a way for use in finishing purposes throughout the whole of Canada and in the Northwestern States of America. The Western species of hemlock is much superior to that of the East, and is as serviceable in many ways as the highly prized fir. The overseas trade is steadily growing, and with the opening of the Panama Canal, the coast trade will expand very rapidly.

At the close of last year there were 207 large and small sawmills in the Province, with an annual daily capacity of 4,500,000 feet, or an average capacity of approximately 21,500 feet. In addition to this number there were 49 shingle mills with an aggregate daily capacity of 3,395,000 shingles. While the entire cutting throughout the Province was small in 1908 owing to over-production the previous year, yet that for 1909 being 755,000,000 feet shows an upward rise again, and evidences a marked



Vancouver shoes in the making.

increase over five years previously—1904, when the cut was but 325,271,500 feet. Of the 1909 production, 450,000,000 feet came from the coast mills, and the balance, 325,000,000, was cut in the interior.

The principal trees indigenous throughout the Province are white pine, larch, Douglas fir, cedar, hemlock, also some varieties of hardwood. The chief forest areas on the mainland readily tributary to railway or water communication are situated in Southeastern Kootenay, and in the parts of West Kootenay tributary to the Arrow Lakes and the Columbia River. These timber areas outside of private holdings are owned by the Dominion and Provincial Governments and the Canadian Pacific Railway.

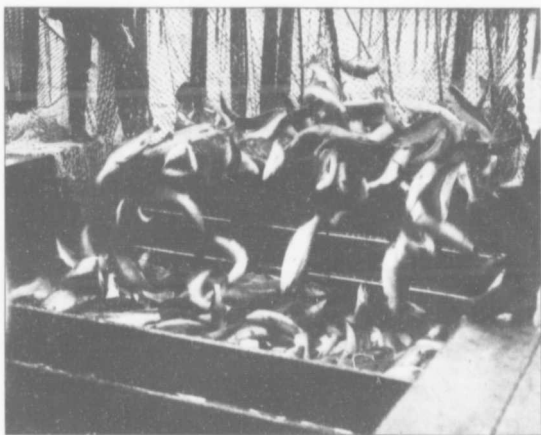
The growth of the forest trees upon Vancouver Island has always excited the surprise of travelers and Eastern lumbermen.

The enormous dimensions attained by the Douglas fir, and the cedar, are unequalled by any trees occupying corresponding latitudes in other countries. It is not, however, the excessive size of individual trees, but the very high average of the growth and quality of the timber which has placed British Columbia in the front rank as a timber-producing country.

When it is considered that those trees under two feet or over seven feet in diameter are rarely felled, the great average growth on this coast will at once be apparent. The lumber cut from the Douglas fir is admirably adapted for all purposes in which strength and elasticity and even quality are desired. It constitutes about 80 per cent. of the lumber that passes through the mills, and the supply is practically unlimited.

The cedar, which exceeds in picturesque grandeur every other tree in the Province, attains a girth greater even than the Douglas fir. It is the greatest friend of the settler, who can turn it to a great variety of uses. The wood of the cedar is employed chiefly for fine dressed lumber, doors, frames, sashes, etc. The veining is very beautiful, which renders it well adapted for all interior work, and it is now being extensively used in Eastern Canada and the United States for that purpose. Cedar piles, telegraph and telephone poles are also in great request, as they are of all woods the most durable and least affected by weather, requiring no paint and remaining for years even in damp ground without rotting. Hemlock is found in considerable quantity in some localities. Being of clear grain and of great height, it also is largely used for lumber and building purposes, although inferior to the Douglas fir. As timber becomes more valuable, hemlock is being more generally cut. Spruce is particularly useful in small boat building, and for making salmon cases and apple boxes. Maple and alder may be found in considerable quantities in some districts, being generally scattered in patches. These woods are extensively used in the manufacture of furniture. The cypress or yellow cedar is met with in some localities and is valuable for cabinet work and high finish. Much of the most valuable timber on the Island is controlled and for sale by the Esquimalt and Nanaimo Railway Company, with head offices at Victoria, B. C.

Along with the world at large the questions of reforestation and forest preservation are receiving great attention. Year by year the march of progress in this way advances, and though much good timber has in the past been uselessly



Salmon falling from boats into scow.

destroyed by axe and fire, still the Province is thoroughly awakened to the danger from these causes of depletion and stronger efforts are being put forward to stop the waste.

A kindred industry to that of lumbering and one which the Government is taking steps to foster, is the manufacture of paper pulp and paper. With transportation charges at a minimum, and an unlimited supply of the raw material of the very best quality to draw from, British Columbia should be in position to supply the greater half of the world with these two commodities.

In and near the City of Vancouver are located two of the largest lumber mills in the world, having a combined daily output of nearly 1,000,000 feet, and already, not only is paper and pulp, paper boxes, and other articles of manufacture included in the list of products of the paper mills being turned out of Vancouver's mills, but also the lumbering industry of the surrounding territory has built up in the city large furniture factories, ship-building yards and other manufacturing plants that naturally are attracted to a country rich in lumber. The direct effect of the proximity of the vast pine forests to Vancouver is shown in letters that come daily to the Tourist Association, inquiring as to the advisability of establishing plants for the manufacture of various lumber products.

The Fishing Industry

The Province's fisheries for the year ending 31st March, 1909, show a total value of products of \$6,465,000, of which the salmon fisheries produced \$4,287,000; the value of the halibut catch for the same period was \$875,000; of whale, \$357,500; of herring, \$944,900. It is estimated that the total value of these products for 1909-10 will exceed that of 1908-9 by \$2,000,000.

The principal food fishes of the North Pacific are salmon, herring, sturgeon, bass, oolachans, smelts, perch, trout, skate, sardines, anchovies, shad, oysters, clams, crabs, shrimps and prawns. Whales are very plentiful along the

coast and in the Behring Sea. Dog fish are valuable for their oil and the manufacture of guano. Sealing, at one time a leading source of profit, has fallen off of late owing to restrictions imposed by the Behring Sea award and the decreasing number of these mammals.

Apart from the commercial aspects of British Columbia's deep sea fisheries, the lakes and streams offer exceptionally good sport to the amateur fisherman and angler. All the numerous rivers, creeks, and lakes, as well as the sea, teem with fish, so that the gentle art may be enjoyed at all seasons and in every part of the Province.

The streams and lakes of Vancouver Island are in this respect particularly famous in the West, while the "Outlet," on the West Arm of the Kootenay River at Procter, "the Pool" at Slocan Junction, the Creston district, and the waters of southern Yale are amongst the best known fishing resorts on the mainland. Non-residents of the Province desirous of angling must first obtain a license, which costs five dollars.

The Vancouver fishing interests take second place to no others on the coast, making large shipments to the Orient as well as to Eastern Canada and the States. For sportsmen, Capilano Canyon and the rivers around Vancouver offer opportunities unexcelled anywhere, and of all the tourists who visit the offices of the Tourist Association on Granville Street, the majority find greater interest in what Vancouver has to offer to the angler than anything else, except the mountains across the inlet which offer their wonderful opportunities to amateur climbers. First of all, Vancouver was a fishing village. Then its lumber interests outgrew its fisheries. Now even its great lumber mills takes second place to its varied industries.



Agricultural and Horticultural Production

No other contributing force in the upbuilding and the continuous growth of the City is more important than the agricultural resources of the country surrounding. While other cities depend wholly on the mineral wealth produced close at hand from the soil, on their manufacturing industries or on their shipping, to determine growth, Vancouver is not held within the narrow limits set down by restricted resources. Vancouver has its vast industries; it has rapidly growing manufacturing districts; it has its extensive wholesale interests, its shipping, its retail and its vast financial interests—everything that any other city has and then it has more. When all has been said for its commerce, its business interests, its financial strength, its industries and its numberless and varied enterprises, there still is left the Fraser Valley, stretching its fertile level from the Coast to Chilliwack.

Vancouver occupies the central position in relation to agricultural, fruit growing, stock raising, and dairying districts of the Lower Mainland. The richest and most extensive wheat areas on the continent are directly tributary to Vancouver.

Mr. F. M. Logan, formerly Provincial Live Stock and Dairy Commissioner, says: "After visiting a majority of the best dairying districts in America, I consider that the delta lands along the Fraser River possess advantages for the production of dairy products equal, if not superior, to those of any other lands I have ever seen. The wonderful

fertility of soil in the Fraser Valley enables farmers to grow about twice as much feed per acre as is usually grown on average farm lands. There are farms in it which produce five tons of hay, 2,000 bushels of roots, and 100 bushels of grain per acre, and its grazing facilities are not surpassed in any country of which I have any knowledge. Besides this, the mild winter and cool summer seasons are valuable features seldom found in the same locality. Taking these several features into consideration, it would be difficult to find a place where the dairying industry can be conducted with greater profit."

Mr. Maxwell Smith, for many years Dominion Inspector of Fruit and now Editor of "The Fruit Magazine," says: "The Fraser Valley is doubtless one of the most fertile and picturesque valleys in the world. At some no distant time it will be one of the wealthiest and most beautiful districts to be found anywhere on this continent. While not all the variety of tree fruits that may be successfully raised on a commercial basis in the Interior can be profitably cultivated in the Coast region, yet there are plenty of varieties, which do remarkably well here, to keep the fruit-grower busy, and there is no better place in the world for small fruit. Strawberries, raspberries, blackberries and all other small fruits will, with proper cultivation and a judicious selection of varieties, readily yield a revenue of from \$500 to \$1,000 an acre annually."



The Vancouver Residence of Mr. H. Kerr Houlgate.

STANLEY PARK

FOR THE PEOPLE AND THE PEOPLE'S
CHILDREN.

In the centers of population—the great cities of the world—civilization and the demands of health have directed the modern mind back to open spaces, to wildernesses, to tanglewoods, where the birds sing outside of cages, where the gardeners are denied the chance to sculpture nature's trees into queer artificial shapes, where children may romp and play and sing and shout as they did long ago, before cities began to call them away from their own.

In Chicago, the progressive movement, directed by the best thought in the community, by Jane Addams, angel of the Ghetto; by Dr. Graham Taylor, of the Commons, and by all those men and women who insist that the lives of their children shall not be hampered by the lack of a chance to breathe into their lungs the perfume of wild flowers, listen to the buzz of bees, feel the fanning of ragged, unkempt trees—a movement has been started to establish a great park that will make a circle around Chicago. And into this park trees and shrubbery and flowers will be jumbled together in wild natural, picturesque disorder; and into this wilderness little children will go and play, just as other generations of children played before cities became slaves to convention and before landscape architects matched their skill against the skill of nature.

In other cities the same feeling has taken hold of those who think, and breathing spaces and open places are being set apart for the hampered, pampered, pale-faced children of today. Millions of dollars are being voted by city councils, by improvement leagues and by park boards, to give to the children of tomorrow what the children of today have had taken from them in the selfish rush of civilization.

Vancouver and Leipsic—these are the two cities in the world today that have walked ahead of progress. In Leipsic long ago the city councillors discharged the artists who were changing the foot-worn dirt paths into cindered pathways, were trailing the flowers on strings and making the trees shape themselves as man wanted them to be. These councillors ordered that the park be let alone, and all they gave to it that bore the touch of civilization was a few gates and fences artistically set down in the wilderness. Leipsic had to step backwards to get into step with progress; it had to plant dandelions and weeds and violets on exquisite lawns, had to turn greensward into masses of dishevelled shrubbery. It took Leipsic years to make right what its landscape architects had made wrong.

In Vancouver nothing has been undone, nothing has been made over. There stretches Stanley Park, without its gates, with no grass on which children cannot romp and play, with its tanglewoods, its birds, its flowers, its great trees reaching into the sky—a wilderness that belongs to the people and to the people's children—the most beautiful, the most picturesque, the wildest, most ragged, uncultured park in the world, a park that really should not be called a park at all, because it is just a thousand acres of trees and flowers and grass and weeds and birds and water and sky, set down in the middle of a city, for the enjoyment of a city's children.

And of this wonderful park Elbert Hubbard has written:

"Stanley Park at Vancouver is a tract of about 1,000 acres of virgin forest that is within the city limits. I know

of no park in the world to rival it in growth of trees, plants, vines and flowers. And yet the expense to the city has been comparatively light. They have simply cut foot paths, bridle paths, carriage and automobile roads through this vast tangle of vegetation, preserving and giving access to the lavish gifts of nature.

"Here towering spruce trees, 200, 300 feet high, spear the sky. Now and again these great giants of the forest have fallen, and over their trunks now run vines in a profusion that paralyzes one's vocabulary to attempt to describe.

"Out of the great stumps grow big green trees, and often fifty little trees—say 20 feet high—fasten their roots in the one big, long, rotting log. There are places where foot paths follow along great logs with a hand-rail along one side. To know the length of a log, you have to walk it. To traverse one of these forests of British Columbia with a horse would be absolutely impossible, and to get through on foot is fraught with much difficulty.

"The Indian trails all run along the banks of streams, and man has forced his way through this wealth of woods from these points of vantage, fighting the vegetation inch by inch with an ax and torch.

"There are parks and parks, but there is no park in the world that will exhaust your stock of adjectives and subdue you into silence like Stanley Park at Vancouver."

When William E. Curtis, the traveller, was in Vancouver he visited this wonderful park of the people.

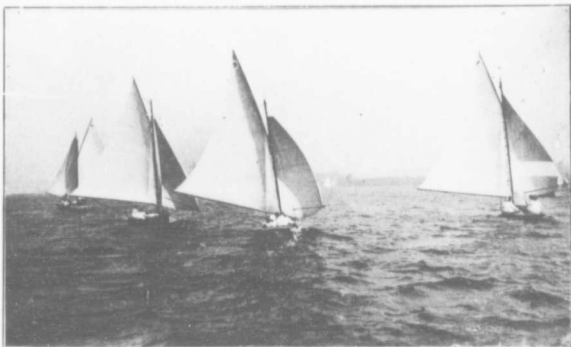
"Stanley Forest," he wrote in the Chicago Record-Herald, "has nine miles of roadways and twenty-two miles of footpaths, with here and there benches upon which pedestrians may rest. The roads are in perfect condition. I wish the Californian Commissioners of the Yosemite Valley could see them. I do not know of a more lovely drive. In all my travels I have never seen a more unique or attractive park than this.

And this park, so delightfully pictured by the Fra of East Aurora and by Curtis, the traveller, belongs to the people and to the people's children. There they may roam without restraint; there they may play without fear of an officer of the law; there they may sit on the grass and eat their sandwiches without having to listen anxiously for the footsteps of a keeper coming to chase them away; there no "Keep Off the Grass" signs are found, forbidding the people and the people's children from enjoying the privileges that belong to them, putting them down as trespassers instead of as proprietors, announcing a discrimination between those who have to walk and those who have machines and horses to carry them along the drive.

Stanley Park is a great leveler. There the children of the poor—the middle poor, because there are no very poor in Vancouver, no squalid slums, no shadowy tenements—mingle with the children of the richer classes. And there, on Saturdays and on Sundays, there is no danger of children being run down by automobiles, because a children's hour has been set apart—an hour that lasts all afternoon—and during that hour no automobiles are allowed to enter the park.

NOWHERE is the love of sport quite so universal as in the Last West. In Vancouver men and women, boys and girls and little children go in for all the sports that develop muscle and brain. Every afternoon Stanley Park's pathways are lined with women mounted on nervous thoroughbreds, and with young girls, too, with grooms riding at their sides—grooms or intrepid young chaps in boots. They play tennis, golf, and croquet. They sail yachts—hundreds sail yachts and find pleasant anchorage in the little inlet off Stanley Park, within sight of their homes. They hunt and fish. They go to the lacrosse and the baseball games and shout themselves hoarse—all of them, men, women and children. They go to the races and

building erected especially to accommodate the horse show. And they go in for mountaineering, too, and they call it the most delightful of all sports. Near to Vancouver—within an hour's ride—are several mountains with snowy peaks, that may easily be climbed by man or woman, and every week-end witnesses large parties making the ascents. Shacks have been built at periods during the climb, and trails have been laid out. Vancouver makes mountain climbing easy and a luxury, too. Breakfast at a fashionable hotel in the early morning, luncheon amid the snow, and dinner at another near-by hotel at night—that is the program! And it is a program that is scrupulously carried out by the week-end parties that make the climb of



Going with the wind. A close finish.

watch the harnessed and the running horses struggling to win. They cheer them on. Everywhere the true spirit is manifest. They go to all the high school and college track "meets," and they know what it means to run a hundred yards in "ten flat" or in nine and four-fifths, and they know what it means to get over a bar that's five feet ten above the ground, or to pole vault eleven feet six. There is nothing backward about the sportsmen and the sportswomen of British Columbia. They go in for everything and anything that spells "fun."

They have their yacht clubs, their golf clubs, their tennis clubs, and their riding clubs; and they have a huge

Grouse Mountain, Mount Crown or the Lions. In fact mountain climbing has become so popular since the Cook controversy that large parties every year come regularly from the States to try their luck at ascending to the perilous heights that overlook Vancouver—that look out over the ocean and the bay, over the great wildernesses, to the city. And these mountain climbers may, if they like, go bathing in the early morning, without being a bit too cold, and in the afternoon they may sit on the top of a mountain, with snow all around them, and look down toward the waters where they swam.



Motor boats at anchor.

Mountain Climbing

BY HASEL N. DARLING

"The sport of mountaineering," says Mr. Darling, "although only born within the last fifty years, has so spread and flourished that the ambitious climber is already forced to seek the outskirts of the world to conquer untrodden summits. However, for those who do not aspire, or cannot afford, to embark upon expeditions to the remote ranges, the Coast Mountains of British Columbia offer an almost untouched territory. Most of the high peaks of the range are easily accessible owing to the deeply indented character of the coast line, which is one of the most irregular in the world. Long and devious fiords penetrate far inland along the whole extent of the coast and afford waterways to hundreds of mountains which, although nearly all below 10,000 feet in altitude, yet supply to the climber many peaks which are distinctly Alpine in character. But it is not because of the fact that they, as well as the more lofty mountains of the interior, carry great fields of everlasting snow upon their highest ridges that the mountains of this range will, when more widely known, attract greater attention from the mountaineer, but because of their own distinctive charm. From the summits of the range the westward outlook is to the Pacific, and eastward over a seemingly limitless host of mountains. Below the snow-line great primeval forests clothe the floors and slopes of solitary valleys where no one but the prospector and timber cruiser has ever been, and most often not even there. Thousands of exquisite mountain lakes are hidden there from which wild torrents dash in wonderful cascades to the sea. At the timber line in the summer white and purple heather blooms in lovely meadows which in winter are buried deep beneath a snowfall as heavy as that in the Selkirks.

"In having at their doors such a play-ground, the residents of Vancouver are particularly fortunate, although as yet their good fortune is appreciated by a small minority only. However, the pleasures of mountaineering are every year coming home to the knowledge of a greater number,

and in Vancouver there has been established for three years the British Columbia Mountaineering Club of Vancouver which has done much in making known the mountains to the immediate north of the city. The Alpine Club of Canada also counts many of the city's residents among its most active members. These votaries of the sport are preaching the mountain creed with the conviction and enthusiasm born of many happy days spent on peak, pass and glacier, and it will not be long before many of the unknown realms of enchantment which lie beyond the foothills will be entered and explored by parties of mountaineers.

"Within fifty miles of Vancouver the peak of Mt. Garibaldi rises to a height of 9,600 feet. It is a fine cone-shaped mass rising from a large ice-field which stretches north and east to other lofty and rugged mountains. By way of Howe Sound it is possible to get within fifty miles of Mt. Garibaldi; and then by wagon road up the Squamish valley and a trail to timber line, the camp of the Mountaineering Club will be reached at an altitude of 5,000 feet. It will be pitched in one of the lovely meadows which are situated just below the snow-fields and, with their carpet of heather and mountain flowers, form one of the most charming features of the scenery of the higher altitudes. From this camp every opportunity will be afforded those who take advantage of it to climb and explore to their hearts' content in a field very seldom visited before.

"Howe Sound is the most southerly of the great sea channels which give to British Columbia its remarkable length of coast line. To those who have known the spell of the wilderness and answered the siren song of the open road, a glance at the coast charts of British Columbia will revive and quicken those latent desires and cherished memories. The long, mysterious fiords thrusting their tentacle arms between the mountains are potent to summon up visions of the glory of the open spaces, and the blank on the map behind the chartered coast line kindles the imagination with its unknown possibilities. It means the vastness and mystery of unexplored country, immemorial forests, splendid mountains and shining snow-fields.

"The unknown mountains which rise in this practically untouched wilderness must, many of them, be very close to the 10,000 feet mark, for along Queen's Reach at the



Climbing to the summit of the Eastern Lion.



Descending the Western Lion—
A perilous journey.



"We rested on the back of Mt. Crown."



Where danger lurks concealed in whitest snow.

head of Jervis Inlet, within sight of the water, rise Mt. Alfred (8,450 ft.), Mt. Albert (8,260 ft.), and Mt. Victoria (7,452 ft.), and at the head of Bute Inlet the chart shows Mt. Superb (8,000 ft.), Mt. Rodney (7,833 ft.), and the Needle Peaks (8,145 ft.), among many others of like altitudes.

"To the immediate north of the city of Vancouver is a group of mountains which reach altitudes varying from 4,500 to 6,500 feet. These are all attainable from the city on week-end expeditions, and on a Saturday afternoon in summer the ferries crossing the harbor are rarely without a party of climbers setting out with sack on back to spend the week-end in the hills.

"Three large creeks flow into the harbor from the mountains. From the Capilano on the west and Seymour Creek on the east the city obtains its magnificent water supply. The central one, Lynn Creek, supplies North Vancouver. These creeks divide four groups of mountains, all of which afford accessible climbing to residents of Vancouver.

"By way of the Capilano, Mt. Strachan (4,800 ft.), the Lions (6,500 ft.), and Mt. Crown (5,280 ft.) are reached. Near the waterworks intake about seven miles up the creek is Kell's Hotel, a pleasant little hostelry where the mountaineer is always given a warm welcome and every assistance by Mr. and Mrs. Kells, and not far from Kell's house is the Capilano View Hotel, which Mr. Peter Larson erected during the year in an ideal site overlooking the canyon. In the other valleys the lack of such a starting place is greatly felt, especially in winter when the cold prevents spending the night in the open. However, in time, shelter huts will undoubtedly be erected there by the Mountaineering Club.

"The valley of Seymour Creek offers a way to the base of Mt. Seymour (5,100 ft.) and also to Mounts Bishop, Janet and Clementine, all over five thousand feet, which, however, are more easily attained by way of the North Arm, which carries the salt water inland for more than twenty miles. By way of the valley of Lynn Creek, the climbs of White Mountain (5,000 ft.) and Mt. Cathedral (6,000 ft.) are made, between the summits of which two large circular lakes are situated, each over half a mile in diameter.

"Between Lynn Creek and the Capilano is situated the group containing Grouse Mountain, the mountain nearest the city and the most often visited. A trail leads up it most of the way and a large cabin is being built on its southern slope by the Mountaineering Club. It is only four thousand three hundred feet in height, but affords a delightful view of the city, and the delta of the Fraser River, and forms a stepping stone to the summits of Mounts Dam, Goat and Crown, which rise behind it in increasing height. Mt. Crown (5,280 ft.) has a fine wedge-shaped rock peak and is one of the most attractive climbs.

"The lower slopes of these mountains are covered with fine forests, but on the summits, over five thousand feet, tree growth is practically passed and only the sturdy heather grows among the weather-beaten rocks."

Nearly all of the mountains close to Vancouver may be climbed by women as well as men and, although the Lions offer a perilous ascent, a number of Vancouver women, as well as a number of tourists, made the climb during the last summer, and without exception they said they were well rewarded and that the glory of Vancouver's scenery and sunsets made them forget Switzerland and the Alps.





The Post Office, corner Hastings and Grinville Streets.

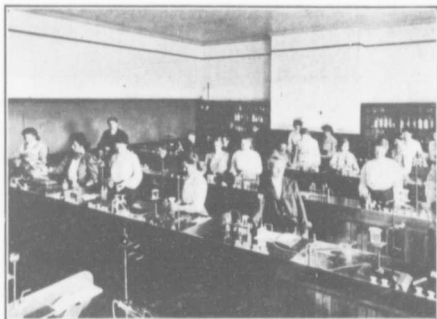
Vancouver Schools And How They Are Conducted

*"This education forms the common mind;
Just as the twig is bent the tree's inclin'd."*

And the Vancouver School Board is certainly watching to see that the twigs are bent in the right direction, as one may easily see by a visit to the various departments in the local schools. The Board is encountering one large difficulty though—that of keeping pace with the growth of the city. Practically every school is crowded and, although the Board



"Strictly business."



A class in chemistry.

than was expected, and it is judged that about 1,500 more pupils are now attending school than were at the time of the last annual report.

Reference to the accompanying illustrations will give one a good idea of the various branches. Vancouver has some remarkably proficient scholars in drawing, a branch of education being taught under the able supervision of Mr. John Kyle. The power of observing and depicting what they see is being rapidly grasped and the work being done is proving so satisfactory that the supervisor has recommended that a properly equipped School of Art be started.

Military drills and physical exercises, also rifle shooting on miniature ranges, is an attrac-

planned ahead last year, anticipating a crowding which would continue from year to year, the marvellous increase in population generally, and population of the schools in particular, has more than kept pace with these plans.

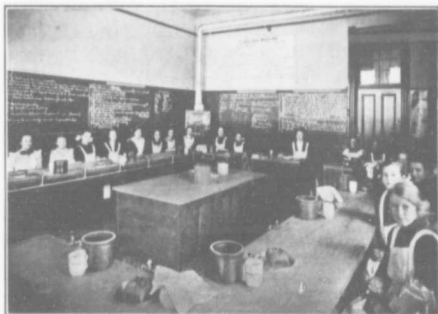
In the last annual report the Management Committee very aptly said: "Building more schools and getting more teachers is only enlarging the suit." This suit was too small by far a year ago and the Board finds it is still too small this year, notwithstanding the size of it was increased considerably. The total enrollment of pupils a year ago was 8,845, as against 7,984 the preceding year. This year the number has been more largely increased



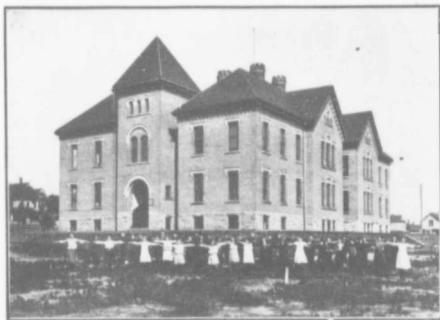
Youthful Carpenters

tive department under supervision of Sergt.-Major Bundy, and a great deal of progress has been noticed by the efficient drill instructor. Instruction in physical exercises is being systematically given to all classes, and it is very noticeable that these drills promote prompt obedience, orderliness and alertness. The training in rifle shooting is very popular among the boys and the several miniature ranges established in the school basements are increasing in attendance.

Reference to one of the illustrations shows



Cooking School.



Health a first principal.

the use of the various tools thoroughly taught by Mr. S. Northrop.

An illustration is also shown of the chemistry class of the High School, of which Mr. E. Lazelle Anderson is supervisor, under whose direction this important branch of learning is making very satisfactory progress.

Typewriting is also another branch in which many of the pupils are receiving instruction, and these classes it is planned to considerably enlarge in the near future.

the Domestic Science department, which is in charge of Miss Elizabeth Berry, a very capable tutor, through whose energy the department is becoming popular with the girls, who are not only taught to cook but to sew, and these necessary accomplishments are receiving a gratifying percentage of attendance.

Another picture shows the boys at work in the Manual Training Department, where they receive on an average of two and a half hours' instruction every week. The time is divided between bench work in wood, with



Lord Roberts School



Yorkshire Guarantee and Securities Corporation

(OF HUDDERSFIELD, ENGLAND)

Limited

AUTHORIZED CAPITAL, \$2,500,000

SUBSCRIBED CAPITAL, \$1,327,450

**MORTGAGE LOANS, INSURANCE, REAL ESTATE AND
GENERAL FINANCIAL AGENTS**

HAVING been established in Vancouver for twenty years, we have unrivalled facilities for investing money for clients in first mortgages on Vancouver City properties bearing six to eight per cent. interest, with absolute security. We have made a speciality of this business and solicit correspondence with you.

References: The Canadian Bank of Commerce, London, England, and Vancouver, B. C., and Lancashire and Yorkshire Bank, Huddersfield, England

446 SEYMOUR ST.

R. KERR HOULGATE, Manager

VANCOUVER, B. C.



The Vancouver Arch at the Alaska Yukon Pacific Exposition in Seattle, Wash., U.S.A.

Mahon, McFarland & Procter Limited

Real Estate and Insurance Brokers
Money Advanced on Mortgage : : Estates Managed

Corner PENDER and SEYMOUR STREETS

VANCOUVER, B. C.

AGENCIES

OPPENHEIMER ESTATE
NORTH VANCOUVER LAND AND IMPROVEMENT CO.
JOHN F. MAHON ESTATE
B.C. ELECTRIC RAILWAY CO.'S LANDS
REAL ESTATE LOAN COMPANY
A. C. GRAY ESTATE
C. G. MAJOR ESTATE
J. A. MARA, BURNABY LANDS
R. P. RITHET, BURNABY LANDS
R. P. RITHET, DELTA LANDS
DUNLEVY ESTATE
VANCOUVER WHARF CO.

INSURANCE AGENCIES

HARTFORD INSURANCE
NORTH BRITISH AND MERCANTILE INSURANCE

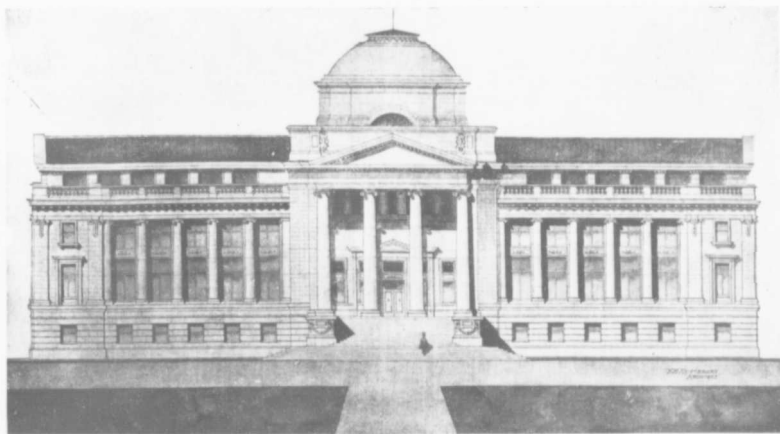
CABLE ADDRESS:
"CORDOVA-VANCOUVER"

CODES:
A.L., A.B.C., 4th Edition
Moreing & Neal
Clough, New Edition
Atlantic Cable Code

LONDON AGENCY:

GILBERT MAHON

811 SALISBURY HOUSE
LONDON, ENG.



Court House, as it will look when completed.

Cable Address :
"AUSTIN," VANCOUVER

Codes :
WESTERN UNION : A 1

A. E. AUSTIN & CO.

ESTATE AGENTS, REAL ESTATE
INSURANCE and FINANCIAL BROKERS

Members Vancouver Stock Exchange

*Our specialties are: Vancouver City and Suburban Properties, improved and vacant;
Management of Estates; Mortgages*

Careful attention given to properties of non-residents. Correspondents in London, Eng.

— AGENTS FOR —

Atlas Fire Insurance Co., of London, Eng.; The Point Grey Land and Investment Co., Ltd.

References: Bank of Toronto, Duns, Bradstreets, etc.

CORRESPONDENCE SOLICITED

328 GRANVILLE ST.

Opp. Post Office

VANCOUVER, B. C.

DOMINION TRUST COMPANY

LIMITED

VANCOUVER

B. C.



DOMINION TRUST BUILDING

BRANCHES:

Victoria, B.C. New Westminster, B.C.
Calgary, Alta. Regina, Sask.
Montreal, Que. London, Eng.

Subscribed Capital \$1,120,000.00
Paid Up Capital and Reserve 725,000.00

Advisory Committee:

J. B. MATHERS
J. A. THOMSON
JNO. R. GRAY
W. H. P. CLUBE

Officers:

W. R. ARNOLD, General Manager
E. P. MILLER, Secretary

Auditors:

RIDDELL, STEAD & HODGES
VANCOUVER, B.C.
RIDDELL, STEAD, GRAHAM & HUTCHISON
MONTREAL, QUE.

Solicitors:

BOWSER, REID & WALLBRIDGE

THE Company is authorized to undertake and execute all lawful trusts such as acting as confidential agent for the investment of public or private funds; trustee under wills or by appointment of any court; executor under wills; administrator, guardian, receiver for companies or firms; liquidator; assignee; transfer agent and registrar.

Loans are made on behalf of clients on first mortgages on improved real estate to an amount never exceeding 50 per cent. of the value of the property, and all such loans receive the sanction of a competent board of directors after having been valued by our very conservative valuator, the titles pronounced clear by our solicitors and fire insurance having been placed on the property, amounting to at least 80 per cent. of the value of the property, with large British Companies.

Detailed information relating to trusts, mortgages, municipal debentures, etc., gladly and promptly furnished by addressing any branch office or

W. R. ARNOLD, General Manager, Vancouver, B.C.



Stanley Park, also showing the Coast Range Mountains across the bay.

On the corner of Hastings and Granville Streets
is located the Western Branch of one of

The World's Greatest Jewelry Houses

Leaders in the Diamond Trade, between the
Oceans, on Canadian Soil

THEIR buying is done personally, and they import direct from the
largest cutting centres of Europe, therefore, in buying from them
you save the large profits of intermediate dealers.

DIAMONDS ENTER CANADA DUTY FREE

YOU CAN SAVE MUCH MONEY BY BUYING FROM

HENRY BIRKS & SONS
MANUFACTURING JEWELERS, GOLD AND SILVER SMITHS
DIAMOND MERCHANTS

GEO. TROREY - - MANAGING DIRECTOR

Corner **HASTINGS and GRANVILLE STREETS** :: :: **VANCOUVER, B. C.**

Boscowitz Steamship Co.

For Prince Rupert, Rivers Inlet and Skeena River Canneries, making about forty different ports of call between Vancouver and Northern B.C.

Steamers "St. Denis," "Vadso" and the new Clyde built steamer "Venture."

Copy of schedule, ports of call, etc., forwarded upon request

AGENTS:

Evans, Coleman & Evans

Foot of Columbia Street

Vancouver, B. C.

John Barnsley & Co.

Victoria, B.C.

ESTABLISHED 1891

JOHN J. BANFIELD

REAL ESTATE, LOANS
AND
GENERAL INSURANCE

BUY Vancouver Real Estate and participate in the profits that are being made in this city of wonderful growth. Inside property is absolutely safe and will return splendid profits. We pay particular attention to the investment of money in *first mortgage* loans, and our long experience enables us to secure the highest rate of interest consistent with gilt-edged security.

WRITE FOR FURTHER
INFORMATION

607 Hastings St., W.

Vancouver, B. C.

THE
**LECKIE
BOOT**



IS MADE FOR THE PEOPLE OF
BRITISH COLUMBIA

It is built so that it gives the utmost service, by people who know how severely it may be tried.

Ask for boots bearing the name "LECKIE" as above.

Sent for our finely illustrated catalogue showing the kinds of Leckie boots

J. LECKIE CO., Ltd. VANCOUVER, B. C.

REAL ESTATE IS THE MONEYMAKER OF TO-DAY

FOR INFORMATION REGARDING REAL ESTATE IN ANY PART OF VANCOUVER, VANCOUVER ISLAND OR BRITISH COLUMBIA, CALL OR WRITE

ALEXANDER & STONE

346 PENDER STREET W.

VANCOUVER, B. C.

PHONE 4274

BYRON C. ALEXANDER

LEVI W. STONE

UNION STEAMSHIP CO.

VANCOUVER, B.C.

PASSENGER STEAMERS LEAVE COMPANY'S WHARF
— DAILY FOR —

Alert Bay, Campbell
River, Comox, Union
Bay, Rock Bay, Van
Anda, Skeena River,
PRINCE RUPERT
And all B. C. Coast Points



S.S. "CAMOSUN"

Steel Clyde-built Steamers
fitted with all modern ap-
pliances for the comfort
and safety of passengers.

STEAMERS

CAMOSUN
COWICHAN
CASSIAR
COUTLI

COMOX
COQUITLAM
CAPILANO
CHESLAKEE



Developing new mines in British Columbia.



Loading freight for the Orient.

VANCOUVER now has plying to its harbor great trans-Pacific steamers going to China and Japan, to Australia, to all the chief ports of the Orient, to Europe by way of Suez Canal, and to South America.

DUTCH GRILL

R. STYNE, PROP.

GRANVILLE STREET
NEXT TO VANCOUVER OPERA HOUSE
VANCOUVER, B. C.

BUSINESS MEN'S LUNCH

6.30 P.M. TO 8.00 P.M. AND 10.00 P.M. TO 12.30 P.M.

*SENIOR PEREIRA'S STRING ORCHESTRA IN
ATTENDANCE, 6 p.m., 8 p.m., 11 p.m., 12:30 a.m.*

Dinner and After Theatre Suppers

LUNCHEONS AND BANQUETS
IN PRIVATE ROOM A SPECIALTY

*EXCELLENT CUISINE. WHITE CHEF
WITH WORLD WIDE REPUTATION*

FOR RESERVATION OF TABLES
TELEPHONE 5330

THOS. LE MESSURIER

443 PENDER STREET, WEST
VANCOUVER, B. C.

TELEPHONE 4145

FOR detailed information regarding Real Estate in Vancouver City, North Vancouver, South Vancouver, Point Grey and Burnaby, write or call on above. Plenty of good home sites or splendid speculative buys always on my lists.

REFERENCE:
ROYAL BANK OF CANADA

F. N. TRITES & CO.

659 GRANVILLE STREET
VANCOUVER, B. C.

CITY PROPERTY
BUSINESS CHANCES
FARM AND FRUIT LANDS

WRITE for descriptive booklet giving full information in regard to fruit and farm lands adjacent to Vancouver.

REFERENCE:
BANK OF NOVA SCOTIA

ESTABLISHED 1898

E. W. MacLean LIMITED

FINANCIERS

STOCKS, BONDS, REAL
ESTATE, MORTGAGES

Properties for sale in this office are selected from amongst the best in the city

AGENCIES:

Scottish Union and National
Agricultural Fire
Royal Victoria Life Insurance
Lloyd's Plate Glass Insurance Co.
Crown Plate Glass Insurance Co.

EXCHANGE BUILDING

ALSO
PENDER AND RICHARDS STREETS
VANCOUVER, B. C.

TAXI-CABS

DAY AND NIGHT

WHEN visiting Vancouver, ride in a Taxi-Cab. Our Cabs are comfortable and commodious and our services up-to-date. Train, Boat, Supper and Theatre calls our specialties. Seeing Stanley Park and Vancouver's residential district is best accomplished by the aid of a Taxi-Cab. The largest and most up-to-date Touring Cars
: : always on hand : :

FOR PROMPT SERVICE, CALL

COLUMBIA TAXI-CAB CO., Ltd.
833 PENDER STREET, WEST
VANCOUVER, B. C.

PHONES: 5860 and 5861

AGENTS FOR RAMBLER TOURING CARS, RAPID
BUSES AND TRUCKS

E. H. HEAPS, Pres.

A. R. HEAPS, Secy.

COLUMBIA TRUST CO., LTD.

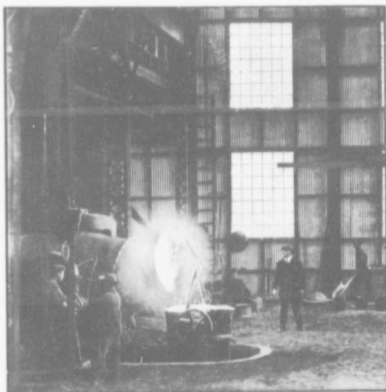
Investments, Real Estate
and Financial Agents,
Insurance

FISCAL AGENTS FOR

E. H. Heaps & Co., Ltd.
Heaps Timber Co., Ltd.
Columbia Taxi Cab Co., Ltd.
Vancouver Fire Protection Co., Ltd.
A.B.C. Elevator and Wharf Co., Ltd.
Columbia Fire Insurance Co., Ltd.

REPRESENTING

Columbia Fire Insurance Co., Ltd.
Crown Fire Insurance Co., Ltd.
Calgary Fire Insurance Co., Ltd.



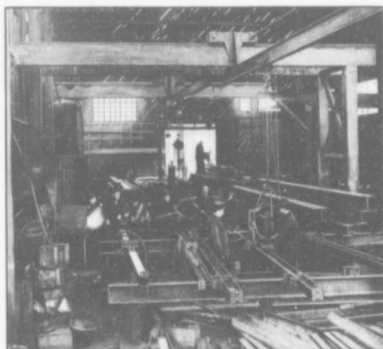
Making steel of the highest quality.

THE OPINION OF VANCOUVER'S HARBOR.

Wm. J. Bryan—

Burrard Inlet, although practically in its natural state, can be entered by the largest ships in the Pacific trade, and affords anchorage sufficient to accommodate the shipping of the British Empire. Added to this are False Creek and, six miles further south, the North Arm of the Fraser River, which, when deepened, will make the total harbor accommodation equal to that of the greatest of the world's seaports.

When I saw your harbor this morning, I saw the explanation of your past and of your future. It is one of the great harbors of the world. Not very many seaports are blessed with such natural advantages in the way of a harbor. You have here without expense to you what many seaport towns cannot secure at any price. You have a harbor with deep inlet and ample space, surrounded by mountains that protect it from the wind. It is not strange that your city has grown. It is not surprising when you know of its advantages, that it is what it is, and possibly the most imaginative of you would fail to comprehend what it may be fifty years from now.



Putting the finishing touches on structural iron.

WILLIAM R. MARRIOTT

PHONE 1077

WILLIAM H. FELLOWS

MARRIOTT & FELLOWS

314 HASTINGS ST., W., VANCOUVER, B. C.

Real Estate, Loans, Fire and Life Insurance

CONVEYANCING, NOTARY PUBLIC
TRUST FUNDS HANDLED

Our constantly increasing clientele is the most forcible argument we can advance regarding our business methods

REFERENCES: CANADIAN BANK OF COMMERCE; R. G. DUN & CO.

Q *TO THOSE WHO DO NOT KNOW*
the good City of Vancouver, let me say that Vancouver stands for Opportunity's wide open door, to men of strength, energy and worth. To all such who are interested in this city and in the city's progress, I want to give a message. I want to tell that message to you personally or by mail. I want to show you what money invested in this city can do—I want to show you what it has done in the past—I want to help you in the investment of your surplus funds. In this work I specialize—the investment of trust funds for outsiders. Let me know the position in which you are placed and I will give you advice that will be of assistance to you—advice based on long experience in the Coast cities.

Yours very truly,

WM. HOLDEN.

333 Homer Street
Vancouver, B. C.

BRITISH EMPIRE
INSURANCE COMPANY

Telephone 552. P. O. Drawer 1088.

Successors to the British American Live Stock Association, Limited
VANCOUVER, B. C.

Capitalized - \$250,000.00

Authorized to do all kinds of Insurance,
specializing on FIRE, LIVE STOCK
and HAIL.

C. E. BURNHAM, Secy. W. J. WALKER, Pres. and Mgr.
F. CLEMENT BROWN, Underwriter
MacNEILL, BIRD, McDONALD & BAYFIELD
General Solicitors
ROYAL BANK OF CANADA, Bankers

115 AND 116 CROWN BLDG.
VANCOUVER, B. C.



ESTATE AND FINANCIAL AGENT

Agent:
Royal Insurance Co., Ltd.

PHONE 2974

CORRESPONDENCE SOLICITED



High level steel bridge, Granville Street.

LEFURGEY & CO., L^{TD}.

LOANS NEGOTIATED
MORTGAGES, Etc.

YEARS of experience in handling Western Real Estate places us in a position to impart the most expert information in reference to values in and around Vancouver.

☞ The highest of local and foreign references submitted upon request.

CORRESPONDENCE INVITED

TELEPHONE 2064

328 Hastings St. Vancouver, B. C.

ARMSTRONG, MORRISON & CO.

PUBLIC WORKS
CONTRACTORS

CONCRETE WORK, FOUNDATIONS,
BRIDGES, RAILWAYS, Etc.

HEAD OFFICE:

151 ALEXANDER STREET
VANCOUVER, B. C.

VANCOUVER INVESTMENTS receive our careful attention, and we make a specialty of the following:—

Improved City Properties.
Unimproved City Properties.
Suburban Property.
Acreage in Small Parcels.
Mortgage Loans on Improved Property, 6% to 8%.

If you are interested in any of the above, call or write

ROSS & SHAW

Insurance, Financial and
Investment Agents

318 HASTINGS ST., W.
VANCOUVER, B. C.

WILLIAM MORDEN

JOHN W. THORNTON

ESTABLISHED 1898

Morden & Thornton

Real Estate, Insurance and
Financial Agents

Loans Negotiated

Intending purchasers of Real Estate should consult us before buying. Correspondence solicited. We can make you money in Burnaby acreage.

REFERENCE:

ROYAL BANK OF CANADA

TELEPHONE 815

Vancouver, B. C.

YOU WILL MAKE YOUR FORTUNE IN
VANCOUVER REAL ESTATE

If you invest your money wisely. We have been learning how to do this for 11 years, so if you are not sure, come in and consult us. We can give you satisfaction.

WE WILL DISCOUNT YOUR AGREEMENTS FOR CASH
WE HAVE MONEY TO LOAN AT CURRENT RATES

MACAULAY & NICOLLS
ESTATE AGENTS
INSURANCE OF ALL KINDS

414 SEYMOUR STREET, VANCOUVER, B. C.

REFERENCE: ROYAL BANK OF CANADA



A financial institution, which had its beginning in Vancouver.

VANCOUVER WILL BECOME THE MOST
IMPORTANT PORT IN THE WORLD.

Earl Grey—

Vancouver is now the recognized gateway between the East and the West, the gateway through which the double streams of commerce between the Occident and the Orient, and between Britain and the self-governing nations of New Zealand and Australia will flow in ever-increasing volume, until Vancouver shall become, perhaps, the first and most important port in all the world.

SUBSTANTIALITY OF VANCOUVER'S
GROWTH.

Premier McBride—

Conditions were never better. From the steamer's deck, as one approaches Vancouver, the hundreds of new dwellings and huge business blocks that break the skyline are most striking evidence of Vancouver's wonderful advancement, and there is such substantiality about the growth of our commercial metropolis as leaves no question whatever as to the future in store for that great city.

FINEST PLEASURE GROUND IN THE WORLD.

*Sir Michael Hicks Beach, Ex-Chancellor of the
Exchequer—*

Stanley Park is the finest pleasure ground I have ever seen. I was amazed at the size of the trees and the rankness of the vegetation. The park will prove to be an asset of priceless value.

DODWELL & CO., Ltd.

General Forwarding Agents, Customs Brokers,
Marine Insurance, General Merchants

Established at Vancouver, B.C.; Victoria, B.C.; Tacoma, Wash.;
Seattle, Wash.; Portland, Ore.; San Francisco, Cal.; London, Eng.;
Hongkong, China; Shanghai, China; Peking, China; Yokohama,
Japan; Kobe, Japan; Otsuho, Ceylon.

— Pacific Coast Agents for —

THE OCEAN STEAMSHIP CO., LTD. and CHINA MUTUAL
STEAM NAVIGATION CO., LTD. (Blue Funnel Line)
Vancouver to Liverpool

Regular 4 weekly sailings from Vancouver to Liverpool, via China and
Japan and Suez Canal

OFFICE PHONE 2076

RES. PHONE 2255

WALTER HEBURN CONTRACTOR AND BUILDER

OFFICE: ROOM 409, CROWN BLDG.

615 PENDER ST., WEST

VANCOUVER, B. C.



Looking West on Hastings Street.

IDEAL SPOT FOR CITY.

Frederic Villiers, war correspondent and traveller—

I have seen many cities in my time and I have no hesitation in telling you that you have here the most superbly picturesque and lovely spot in the whole world for a city. Your buildings are palatial, and your stores wonderful, but they are nothing to what you will have in five or six years from now.

FINEST OF ALL HARBORS.

Charles E. Hughes, Governor of New York—

Vancouver has the finest harbor I have ever seen. I do not remember having experienced a more delightful hour than the last one spent on the deck of the steamer, with the broad outlines of your coast drawing ever nearer and your city coming gradually into view. The approach to your harbor is truly magnificent.

HOTEL BUTLER

(EUROPEAN)

SEATTLE :: :: WASH.

The Epicurean Resort of the Pacific Coast, 300 rooms, all having long distance phones.
W. G. KING, MGR.

STRAND CAFE

626 HASTINGS STREET
VANCOUVER, B. C.

The most modern, up-to-date cafe in B. C. Everything new, and all delicious to be secured in North America are here, including most delicious. Sit-in, Sit-out, Terrace. Perfect for all special occasions. W. A. SHAW, PROP.

All European Employed Throughout

HOTEL BLACKBURN

A. E. BLACKBURN, Proprietor

Rates: American Plan, \$1.75 to \$2.00 per day
European Plan, 75c and \$1.00 per day

WESTMINSTER AVE. VANCOUVER, B. C.

PHONE 897

Rooms with bath throughout, electric light throughout, steam heat from hot water from hotel.

NEWLY REFURNISHED

HOTEL METROPOLE

GEO. L. HOWE
PROPRIETOR

A popular, up-to-date European and American house, centrally located for the tourist and commercial traveller in busy Vancouver, B. C. American plan, \$2.00 to \$3.00; European plan, \$1.00 and up.

FREE AUTOMOBILE BUS MEETS BOATS AND TRAINS



**Vancouver City Properties
Suburban Homes
Farms, Lots, Acreage, Etc.**

INVESTMENTS

Mortgages, 8%, with absolute security

Trust Funds Invested

Estates Managed



**Estate Agents, Notaries, Conveyancers
321 Pender St., Vancouver, B.C.**

And branches: and at Pall Mall, London, Eng.

Established 30 years in England and Vancouver

Ceperley, Rounsefell & Co.

Limited

REAL ESTATE

**Fire, Accident, Employers'
Liability and Marine
Insurance**

GENERAL AGENTS FOR B.C.

Phoenix Assurance Co.
Liverpool, London and Globe Insurance Co.
British American Assurance Co.

MOLSONS BANK BUILDING

HASTINGS ST. VANCOUVER, B.C.

Mathews, Ellis & Bremner

Limited

(Successors to T. Mathews)

**Real Estate, Timber, Mines
and Stocks**

Special attention given to inside property in Vancouver and timber lands throughout the Province. All standard stocks bought and sold on the Exchange.

**Estates Managed, Loans Negotiated,
Notaries Public**

Members of Vancouver Stock Exchange

Reference: Canadian Bank of Commerce

318 Homer Street Vancouver, B. C.

GEO. MARTIN
NOTARY PUBLIC

WM. SHANNON
MINING EXPERT

TELEPHONE 717

MARTIN & SHANNON

REAL ESTATE

Farm and Timber Lands a Specialty
Mining, Business and Residential
Property For Sale.

**RENTS COLLECTED
ESTATES MANAGED
MONEY TO LOAN**

OFFICES:

16, 17 AND 18 FLACK BLOCK
CORNER HASTINGS AND CABBIE STREETS
VANCOUVER, B. C.

PLANNING TO BUILD?

PHONE 5422

If you're planning to build this season you are naturally interested in the question of plans. ¶ I have designed a number of the most beautiful and conveniently arranged homes in Vancouver—houses of every style, size and cost. ¶ If it will not be convenient for you to call at my office to inspect sketches and photos, send 10 cents for a copy of my beautiful illustrated magazine,

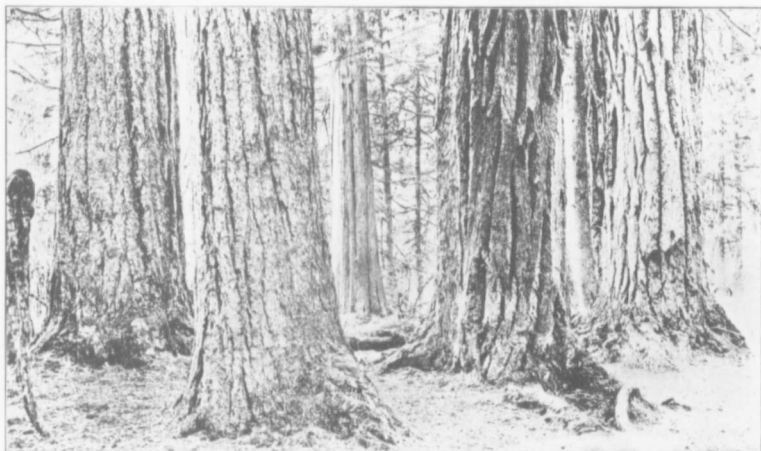
"MITTON'S HOME BUILDER"

E. STANLEY MITTON

ARCHITECT

413 GRANVILLE ST.

VANCOUVER, B.C.



British Columbia Timber.

(Courtesy of Pretty's Timber Exchange, 433 Richards Street, Vancouver, British Columbia.)

MOST BEAUTIFUL PARK IN THE WORLD.
W. E. Curtis, in the Chicago "Record-Herald"—

Stanley Forest has nine miles of roadways and twenty-two miles of footpaths, with here and there benches upon

which pedestrians may rest. The roads are in perfect condition. I wish the Californian Commissioners of the Yosemite Valley could see them. I do not know of a more lovely drive. In all my travels I have never seen a more unique or attractive park than this.

THE ABOVE PICTURE IS A SAMPLE OF B.C. STANDING TIMBER. WE ARE TIMBER SPECIALISTS AND SOLICIT CORRESPONDENCE OR A PERSONAL CALL FROM ALL INTERESTED AS BUYERS OR SELLERS.

REFERENCES: BRADSTREETS, DUNS OR MOLSONS BANK

PRETTY'S TIMBER EXCHANGE
VANCOUVER, B.C.

The Canadian Bank of Commerce

CAPITAL PAID UP . . . \$10,000,000
RESERVE FUND \$6,000,000

President: B. E. WALKER
General Manager: ALEX. LAIRD

HEAD OFFICE: TORONTO

LONDON, ENG., OFFICE: 2 LOMBARD ST., E.C.
NEW YORK AGENCY: 16 EXCHANGE PLACE

Over 200 Branches throughout Canada
and in the United States

TRAVELLERS' CHEQUES and LETTERS OF CREDIT issued payable in any part of the world. Sterling, Domestic and Foreign Exchange bought and sold, and a General Banking business transacted.

SAVINGS BANK DEPARTMENT.—Deposits of \$1.00 and upwards received and interest allowed at current rates.

Eastern Townships Bank

INCORPORATED 1855

87 BRANCHES THROUGHOUT CANADA

CAPITAL, PAID UP . . \$3,000,000
RESERVE \$2,100,000

A GENERAL banking business transacted. Current depositors shown every courtesy. Commercial accounts given special attention. Travellers' cheques issued payable in all parts of the world. Domestic and foreign exchange bought and sold. **Savings Deposits** of \$1.00 upwards received and current rates of interest paid thereon semi-annually.

Branches in British Columbia: Vancouver, Grand Forks, Phoenix, Midway, Keremeos and Princeton.

VANCOUVER BRANCHES:

Main Office:
Cotton Bldg., cor. Hastings and Cambie Streets
Kitsilano: Fourth Avenue and Vew Street

W. H. HARGRAVE, Manager Main Office
Percy GOMERY, Manager Kitsilano

The Royal Bank of Canada

INCORPORATED 1869

UNSURPASSED facilities for the efficient handling of every description of banking business.

NINE BRANCHES IN
VANCOUVER

CAPITAL, \$5,000,000 RESERVE, \$5,900,000
TOTAL ASSETS, \$70,000,000

The Bank of British North America

Established 1836 :: Incorporated by Royal Charter in 1840

Paid Up Capital, \$1,000,000 Stg.
Reserve Fund, \$500,000 Stg.



Head Office:
LONDON, ENG.
Head Office in Canada:
MONTREAL, QUE.
H. Stikeman, Gen. Mgr.

Vancouver Branch: 201
Hastings Street, corner
Richards Street.
Wm. Godfrey, Mgr.
J. Dadds, Asst. Mgr.
A. H. Chapman, Sub Mgr.
North Vancouver

Sixty-eight Branches
in Canada and the
United States

Savings department
at all the branches

VANCOUVER BUILDING

A GENERAL BANKING BUSINESS TRANSACTED

THE MERCHANTS' BANK OF CANADA

ESTABLISHED 1864

HEAD OFFICE: MONTREAL, QUE.

CAPITAL, ALL PAID UP	\$6,000,000.00
RESERVE FUND	\$4,602,157.00
TOTAL ASSETS	\$66,800,151.70

SIR H. MONTAGU ALLAN, President
 JONATHAN HODGSON, Vice-President
 E. F. HEDDEN, General Manager

GENERAL banking business transacted. Special attention given to Savings Bank Accounts. Interest paid at highest current rates and added twice a year.

PIONEER BRANCH OF THE GREAT MIDDLE WEST

Vancouver Branch: 1 Hastings Street, West G. S. HARRISON, Manager

VANCOUVER FACTS

VANCOUVER has a conservatively estimated population of 115,000.

VANCOUVER's population comprises more than one-third of the total population of British Columbia.

VANCOUVER's industries employ over 60% of all the men, women and children engaged in industrialism in the Province of British Columbia.

VANCOUVER has 35 banks, 16 of them are head offices, and 19 are branches.

VANCOUVER has on deposit in its banks private funds amounting to between \$35,000,000 and \$40,000,000.

VANCOUVER's bank clearances during the year 1909 totaled \$290,098,975. The following table, comparing the bank clearings during the first nine months in 1909 with the first nine months of the year 1910 clearly demonstrate the rate of growth of Vancouver's financial interests:

	1909	1910
January	\$16,407,127	\$29,274,530
February	16,683,386	29,534,539
March	20,884,698	35,415,061
April	22,695,878	36,731,598
May	20,715,136	36,460,680
June	22,073,266	37,092,464
July	22,973,715	37,630,303
August	24,969,077	36,533,143
September	28,035,000	40,428,521

\$195,437,283 \$319,100,839

VANCOUVER's banks have a total capitalization of \$78,451,000.

VANCOUVER's street cars in November, 1909, carried 1,938,287 passengers. In April, 1910, the number of passengers carried was 2,322,834.

VANCOUVER's street railways have a total mileage of 54 miles.

VANCOUVER's interurban lines have a total mileage of 111.4 miles, which does not include the twelve miles under construction from Vancouver to New Westminster.

VANCOUVER has 79.54 miles of cement walks.

VANCOUVER has 91.22 miles of sewers.

VANCOUVER has 136 miles of plank walks.

VANCOUVER has 13.08 miles of pavements.

VANCOUVER has 109.79 miles of macadam roads.

VANCOUVER has 1,645 miles of paved lanes.

VANCOUVER's Assessable Realty increased from \$12,792,530 in the year 1901, to \$76,927,720 in the year 1910.

VANCOUVER's tax on improvements in 1901 was \$7,440,600. In 1910, \$29,644,755.

VANCOUVER issued building permits during the ten months of 1910 amounting to \$10,298,355.00, as against a total of \$7,258,565 for the entire year of 1909, which was the biggest previous year in the history of the city.

VANCOUVER has two separate and independent water supply systems having a daily capacity of 20,000,000 gallons. The water comes from the mountains near to the city and is absolutely pure and at all seasons cool.

VANCOUVER has close at hand a water power supply estimated at over 100,000 horsepower, of which there is 30,000 horsepower available now, and works are under construction that will develop an equal amount.

VANCOUVER has, in addition to the main harbor, a dock line reaching four miles in the centre of the city, known as False Creek, while the southern shore of English Bay to Point Grey extends an equal distance, and undoubtedly will be utilized for shipping in the not far distant future.

VANCOUVER is at present the terminus and shipping port of the Canadian Pacific Railway system.

VANCOUVER within four years will become a terminus and shipping port of the Canadian Northern, the Grand Trunk Pacific, the Great Northern, the Northern Pacific, and the Chicago, Milwaukee & St. Paul lines.

THE MOLSONS BANK

INCORPORATED 1855

CAPITAL, PAID UP	\$3,800,000
RESERVE FUND	\$3,800,000

A General Banking Business Transacted. Savings Bank Department

Vancouver Branches

Corner Hastings and Seymour Streets 506 Westminster Avenue

J. H. CAMPBELL, Manager

THE BANK OF OTTAWA

ESTABLISHED 1874

CAPITAL (AUTHORIZED) - - - -	\$5,000,000.00
CAPITAL (SUBSCRIBED AND PAID UP) - -	\$3,500,000.00
REST AND UNDIVIDED PROFITS - - -	\$3,955,919.00

BOARD OF DIRECTORS:

DAVID MACLAREN, President	HON. GEORGE BRYSON, Vice-President		
SIR HENRY N. BATE	H. F. MCLACHLIN	HENRY K. EGAN	DENIS MURPHY
JOHN B. FRASER	GEORGE H. PERLEY, M.P.	EDWIN C. WHITNEY	

HEAD OFFICE: OTTAWA, ONT.

GEORGE BURN, General Manager D. M. FINNIE, Assistant General Manager

This Bank has 77 Branches throughout the Dominion of Canada

AGENTS

Great Britain - - - Parr's Bank Limited	Chicago - - Merchants' Loan and Trust Co.
New York - (Agents, Bank of Montreal National Bank of Commerce	Philadelphia - - - Girard National Bank
Boston - - - - First National Bank	St. Paul - - - Merchants' National Bank

A GENERAL Banking business transacted. Every facility afforded to companies, firms and individuals, consistent with conservative banking. Transfers of money made by mail or telegraph to any banking point. Travellers' Letters of Credit issued. Correspondence invited.

Savings Department.—Deposits received of \$1.00 and upwards and interest allowed at the highest current rate.

VANCOUVER BRANCH:

CORNER HASTINGS AND RICHARDS STS.

CHAS. G. PENNOCK, Manager

—THE—
BANK OF TORONTO

INCORPORATED 1855

CAPITAL \$4,000,000.00
RESERVE \$4,800,000.00

TOURISTS and others who have financial dealings in British Columbia will find this Bank absolutely safe and well equipped to handle their business transactions. **Current and Savings Accounts** opened on the most favorable terms and a **General Banking Business Transacted.**

AGENTS IN

*London: The London City and Midland Bank, Ltd.
New York: National Bank of Commerce
Chicago: First National Bank
Seattle: National Bank of Commerce*

BRANCHES AND CORRESPONDENTS
THROUGHOUT CANADA

Vancouver Branch: 446 Hastings St., W.

H. B. HENWOOD, MANAGER

Hon. Wm. Gibson
President

J. TURNBULL
Vice-Pres. and
Gen. Manager

Bank of Hamilton

HEAD OFFICE:
HAMILTON, ONT.

BRANCHES IN BRITISH COLUMBIA

Vancouver, East Vancouver, South
Vancouver, North Vancouver, Port
Hammond, Kamloops, Salmon Arm,
Fernie, Milner

A General Banking Business Conducted.

Interest allowed on deposits of \$1.00
and upwards at current rates

HAS JUST STARTED ON ITS FORWARD
MARCH.

I. J. Hill, in a Public Address—

Vancouver has not yet started on its forward career. I see a day coming when half a score of lines from Northern British Columbia will converge on Burrard Inlet. You have untold wealth in the seas, the greatest timber resources on the continent and mineral assets that will make British Columbia the greatest province in the Dominion.

HAS NO EQUAL ON THE COAST.

James J. Hill, Student of Cities—

In growth and commercial activity, Vancouver has no equal on the Pacific Coast today.

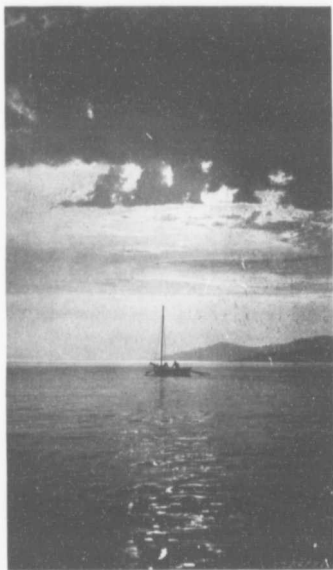
OUTGROWING ALL OTHER PACIFIC COAST
CITIES.

*J. D. Farrell, Representative of the Harriman Interests in
the Pacific Northwest—*

Vancouver is growing incomparably faster than any other town or city along the Pacific Coast. I am profoundly impressed with the phenomenal growth and development that has taken place since my last visit. Other places—I won't mention names—have had their great booms in recent years, with subsequent periods of quietness—not depression, but a period of marking time—yet I see no danger sign in Vancouver's outlook.

* * * * *

It is only a question of time—and not a long period either—before every line in the Pacific Northwest will have to build into or secure running rights into Vancouver. Yes, it is inevitable that all of the roads will have to incorporate Vancouver in their plans if they want to secure their full share of terminal and Oriental business.



Sunset on English Bay.

THE BANK OF VANCOUVER

AUTHORIZED CAPITAL, \$2,000,000

HEAD OFFICE: VANCOUVER, B.C.

R. P. McLENNAN, President

M. CARLIN, Vice-President

A. L. DEWAR, General Manager

DIRECTORS

HIS HONOUR T. W. PATERSON

Lieutenant-Governor of British Columbia

J. A. MITCHELL

Capitalist, Victoria, B.C.

L. W. SHATFORD, M.L.A.

Merchant, Helly, B.C.

E. H. HEAPS

Lumber Manufacturer, Vancouver, B.C.

J. A. HARVEY, K.C.

Taylor & Harvey, Vancouver, B.C.

R. P. McLENNAN

McLennan, McFeeley & Co., Ltd., Wholesale Hardware, Vancouver, B.C.

W. H. MALKIN

The W. H. Malkin Co., Ltd., Wholesale Grocers, Vancouver, B.C.

H. L. JENKINS

President Vancouver Timber and Trading Co., Vancouver, B.C.

M. CARLIN

Capitalist, Victoria, B.C.

SEYMOUR. ALLAN. STORRY & BLAIR

ESTATE AND
FINANCIAL
AGENTS

INSURANCE
LOANS

Rents Collected Agents for Absentees

FRUIT LANDS

412 HASTINGS STREET, W.
VANCOUVER, B. C.

PERCY WARD
C. MANSEL BURMESTER
HANS VON GRAEVENITZ

Call Address:
"Warburmitz," Vancouver
Codes: A.B.C. 5th Edition

WARD, BURMESTER & VON GRAEVENITZ

Financial and Commission Agents
Real Estate, Insurance, Loans

Sole Agents for British Columbia Homes Trust, Ltd.

ESTATES Managed, Trust
Funds Invested. Special attention given to our absentee clients and correspondence department. :: TELEPHONE 5522

Branch Office: 443 Lansdowne Ave., North Vancouver. Phone 114

REFERENCE:
CANADIAN BANK OF COMMERCE

Head Office:
411 Pender St., Vancouver, B. C.

BRITISH COLUMBIA AGRICULTURAL LANDS

WE make a speciality of handling large tracts of Agricultural Lands in the interior of British Columbia. They vary in size from 2,000 acres to 100,000 acres.

Price, according to location in proximity to railways, cities, etc., from \$6.00 to \$10.00 per acre. Land at these values should prove very attractive to any one for colonization purposes or for any one who simply wants such land to hold for future rise, which is bound to come.

We have, also, a large list of big and small farms in operation, and in more or less close proximity to the cities of Vancouver and Victoria.

On account of the very limited area of bottom land in the vicinity of Vancouver, we believe that no safer investments can be found than to buy such lands, and we particularly advocate such districts as Lulu Island, Delta, Coquitlam, Pitt River Meadows, etc., these lands not only have excellent soil, but being very close to the city of Vancouver.

We would be pleased to answer any inquiries and would refer you for reference to any Bank in Canada.

Alvo von Alvensleben, Ltd.

HEAD OFFICE: 405 HASTINGS ST. WEST

VANCOUVER, BRITISH COLUMBIA

Continental Branch Offices:

LONDON, Eng. PARIS, France. BERLIN, Germany

British Columbia Branch Offices:

VICTORIA, British Columbia

NORTH VANCOUVER, British Columbia

THE MOST PROSPEROUS CITY IN THE WEST

William E. Curtis, in Chicago "Record-Herald"—

Vancouver, "The Liverpool of the Pacific," is a solid, well-built town, much superior in architectural display, and in appearance generally, to any of the new cities on the American side that I have seen. There is nothing shabby about it; the streets are well paved and well kept. Everything seems to wear an appearance of prosperity and permanence, and nothing is out of repair. There are no empty store-rooms or vacant houses, and wherever you go, buildings for business and residence purposes are under construction. The sawmills and salmon canneries are well-built structures with a permanent look about them. The docks are solid and are kept in excellent order. Vancouver is altogether one of the most attractive and prosperous looking towns I have seen in the West.



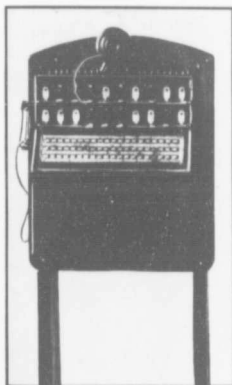
Mountain climbing in Vancouver means only a few hours walk from its business centre.

— THE —

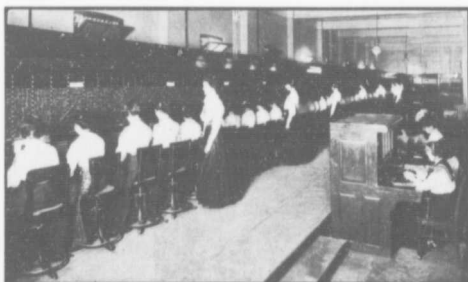
BRITISH COLUMBIA TELEPHONE CO.

LIMITED

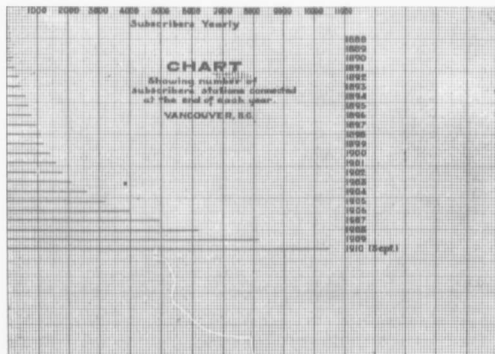
HEAD OFFICE: VANCOUVER, B. C.



SWITCHBOARD 1888



THE OPERATING ROOM AND SWITCHBOARDS
Main Office, Vancouver, 1910



THE First Telephone Exchange was opened in Vancouver in 1888 with less than 60 subscribers, and the accompanying chart shows the remarkable growth during the past 22 years, reaching 10,650 subscribers October 15th, 1910, or one telephone for each ten persons in the

: : : : : city. : : : :

Literature and Information about Vancouver and British Columbia
will be sent free on request by
Vancouver Information & Tourist Association
VANCOUVER, B. C.

"British Columbia has beyond peradventure the finest climate, the most superb scenery and the most fruitful valleys in all the world. Its mountains are honeycombed with vast deposits of gold and silver ores, of lead and zinc, of copper, coal and iron. The energy of 25,000,000 horses can be harnessed and utilized from its majestic rivers. Its fisheries are of unsurpassed extent, and British Columbia is greater in extent than the German Empire and France Combined, and it has 60,000,000 acres of the richest fruit, garden and pasture land, and 182,000,000 acres of forest. Its navigable lakes and rivers exceed those of all Europe, and it is destined to become the home of a race of people even more vigorous, more strenuous and as heroic as any that has ever yet lived.

Vancouver has grown to over 100,000 people in the last twenty-five years. In the next twenty-five years it will reach a million. It is the world's natural gateway for the commerce that will yet arise between the Empires centering around the Great Lakes and the Orient. The Saslatchewan Valley and the Fraser and the Yellow Head Pass have made that as certain as that the sun will rise to-morrow."—P. A. D. Farrell, Pure Food Commissioner in U. S. A., in New York World.

"I have this morning been privileged to see something of your city. I have been wanting to come into this section for some years, for I have heard from time to time of your growth and your possibilities, and I confess that the ride this morning has been a surprise to me. I was surprised first to learn that the city is only about twenty-five years old. It is a wonderful growth you have made in that length of time. It is only two years longer than a young man required to pass from infancy to maturity, and in the span of that period this place has been turned from merely a piece of timber and water to a great city. It is unusual, and yet I think when I saw your harbor this morning I saw your explanation of your past and of your future. I am not flattering you when I tell you that this is one of the greatest harbors of the world. You have a harbor with deep inlet and ample space, surrounded by mountains that protect it from the wind. It is not strange that your city has grown. It is not surprising, when you know of its advantages, that it is what it is, and possibly the most imaginative of you would fail to comprehend what it may be fifty years from now."—Wm. J. Bryan, of Lincoln, Nebraska.

"Vancouver has the appearance and atmosphere of a city with many decades of growth and improvement behind it, alt

"Moreover, let me add, that while Vancouver is more advantageously situated for internal and ocean commerce than any other city on the continent, the beauty of its situation far and away excels that of Naples, Venice or New York. It is a summer health resort, and its winters are milder than those of Atlanta. It has a population of 100,000; in 60 years it will outstrip Paris or Berlin."

P. A. O'FARRELL,
U. S. Pure Food Commissioner,
in the New York "World."



Photograph by Edwards Bros., Vancouver, B. C.

"A young city, Vancouver's homes measure up to the highest standards of m



Photograph by H. E. Bullen, Vancouver, B. C.

Vancouver, British Columbia, looking east from tower of post office, showing a section of the v

th and improvement behind it, although less than fifteen years ago it was but a crude pioneer town”



“I am going home with the firm conviction that it is my duty to tell the millions of the East and South that opportunity has established headquarters in the Canadian Northwest. Vancouver is destined to be the London of the next century. Seattle will rival it in importance, but the territory tributary to Vancouver is so much greater and richer than that dominated by Seattle that Vancouver must be the metropolis.”

THOMAS C. SHOTWELL, of New York,
Financial Editor of the Hearst Newspapers.

Engraved by Dominion Illustrating Co., Vancouver, B. C.

asure up to the highest standards of modern architecture”



Engraved by Angell Engraving Co., Vancouver, B. C.

post office, showing a section of the waterfront and of the business district