

1911-1912

VANCOUVER

BRITISH COLUMBIA

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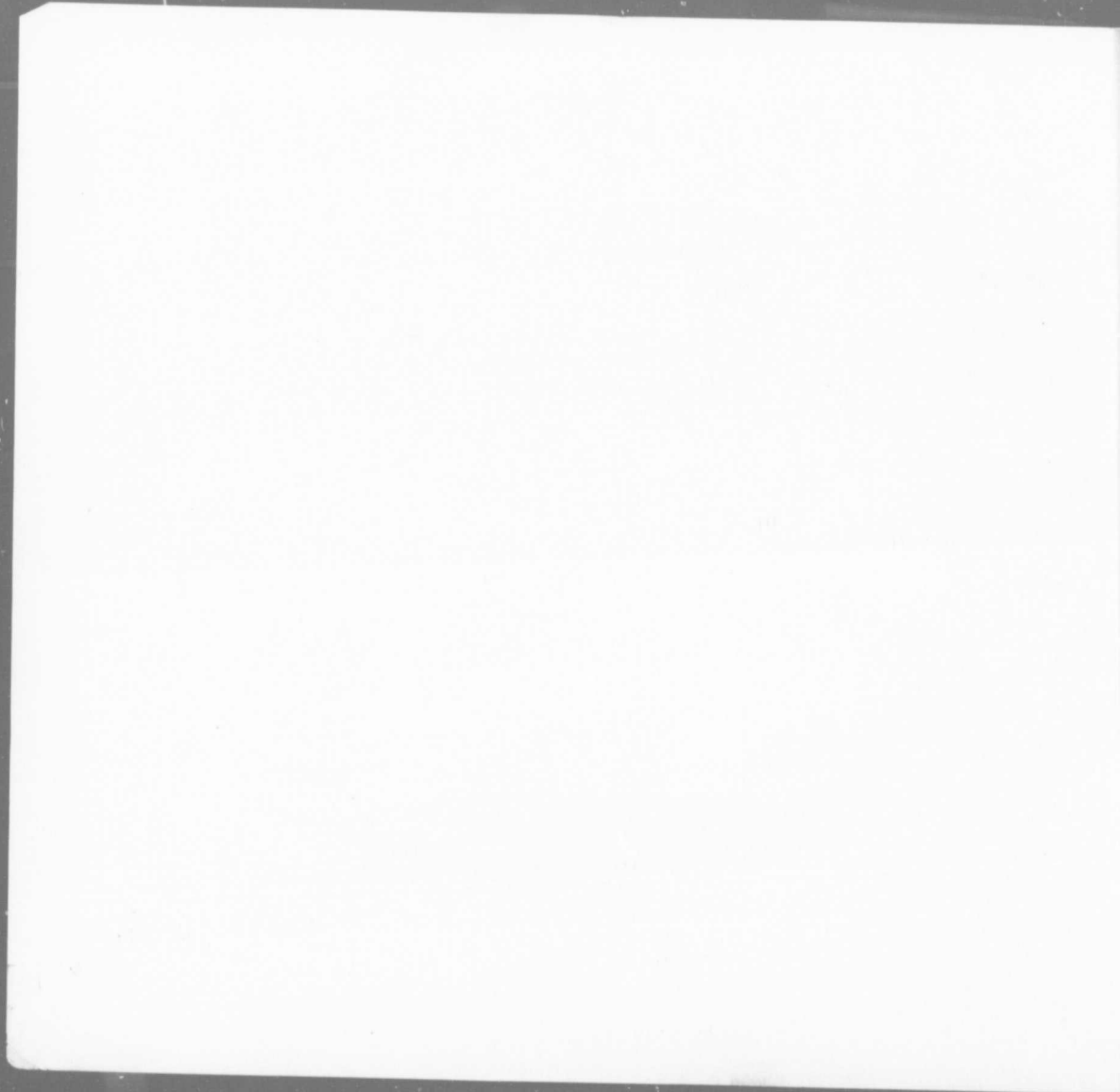
Vancouver—the Gateway

MY first visit to this portion of the Pacific Coast was about twenty-five years ago. At that time a few dollars would have purchased the site of your entire city. The baptismal ceremony which bestowed upon your city the historic and distinguished name of Vancouver had not yet taken place. When I was last in this part of the world your now famous Vancouver was known to comparatively few as Gastown, thus irreverently named after that inspired booster, "Gassy" Jack, to whom the future greatness of Vancouver appears to have been revealed.

It requires no inspired prophet to foretell the greatness of Vancouver now. 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 of all the world.

—Earl Grey.

*Extract from an address delivered by the Governor-General before the
Canadian Club, Vancouver, September 25, 1906.*



VANCOUVER

BRITISH COLUMBIA

"The Liverpool of the Pacific"



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VANCOUVER

BRITISH COLUMBIA

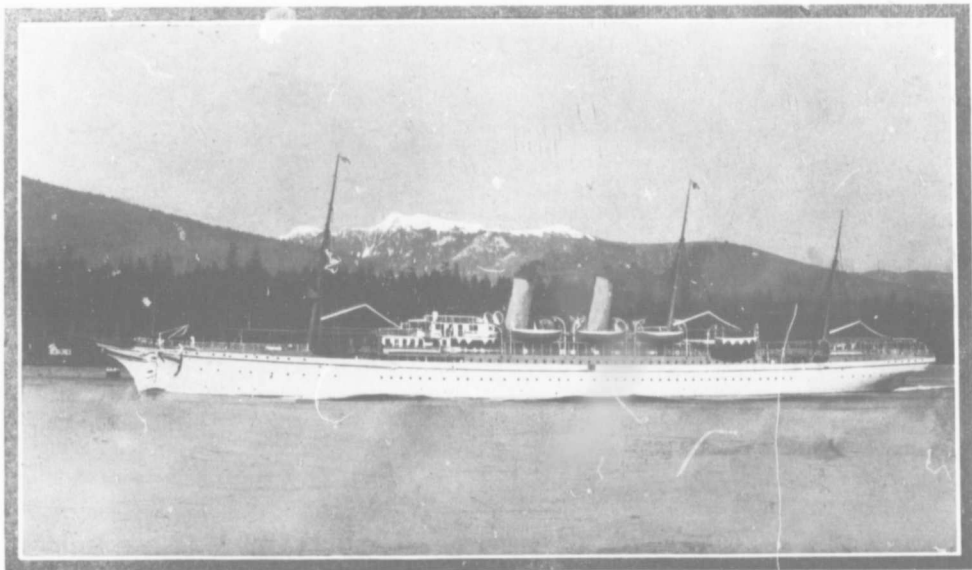
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A C. P. R. EMPRESS LINER LEAVING VANCOUVER FOR THE ORIENT

VANCOUVER

"Vancouver will become the largest and richest city on the Pacific Coast of America."
—The New York Commercial.

"If there is another city in Europe or America that presents such healthy indications of progress and prosperity as Vancouver, I have failed to note it in my travels."—Mr. E. A. Counsel, Survepor-General, Tasmania.

"I never saw a city in which a great future is so plainly written in the present."—Lord Northcliffe.

"Vancouver is the fastest growing city in the North-west, perhaps in all the world."
—The Cincinnati Daily Post.

AGE Vancouver is just twenty-five years old, it having been incorporated May, 1886. In June of the same year the infant city was destroyed by fire. The work of the conflagration was disastrously complete. Only two buildings remained to mark the site.

Literally, therefore, the Vancouver of today is the product of but twenty-five years' work. In judging it, and all things pertaining to it, this fact should be kept in mind. Measured by any standard, Vancouver is "no mean city," but the true and full significance of its dimensions, its appearance, its equipment and its business activities is not grasped unless its youthfulness is taken into account.

And indeed in the matter of rapid growth it is less than twenty-five years old, for the last ten years have contributed very much more to its present condition than the fifteen that preceded them. In fact its present annual growth is six times as much as it was in the early history of the city.

ASSESSMENT

TABLE SHOWING GROWTH OF ASSESSMENT
IN VANCOUVER
VALUATION AT BEGINNING OF YEAR

Year	Real Property	Improvements	Total Assessable Property
1887	\$ 2,456,842.00	\$ 182,235.00	\$ 2,639,077.00
1889	5,275,596.00	730,027.00	6,005,623.00
1891	10,477,420.00	1,501,665.00	11,979,085.00
1893	16,032,744.00	2,832,960.00	18,865,704.00
1895	13,829,724.00	4,317,660.00	18,147,384.00
1897	13,000,869.00	4,441,490.00	17,442,359.00
1899	12,705,099.00	5,011,190.00	17,716,289.00
1901	12,792,530.00	7,440,600.00	20,233,130.00
1903	13,845,565.00	9,091,270.00	22,936,835.00
1905	16,739,640.00	11,804,250.00	28,543,890.00
1907	38,346,335.00	16,381,475.00	54,727,810.00
1909	48,281,330.00	24,405,210.00	72,686,540.00
1910	76,927,720.00	29,644,755.00	106,572,475.00
1911	98,720,345.00	37,858,260.00	136,579,005.00

It will be seen that the value of "Improvements" at the beginning of 1911 was over 100 per cent. greater than at that of 1907. The increase in the four-year period named has been \$21,476,785, or over five million dollars more than the total value for 1907, which latter sum represents the increase for the first twenty years of the City's life. The average annual increase for the first 20 years was eight hundred thousand dollars, while that for the last four years has been five million dollars.

The recent increase in realty values is still more remarkable, since they have doubled in two years. In 1909 the total assessment of real property was \$48,281,870, while the assessor's roll at the end of 1910 totalled \$98,727,785. The latter sum may be reduced slightly by the court of revision, but not sufficiently to disturb the ratio as stated. This enormous increase is due to the development work of the city on outlying districts during the year. For example, over 30 miles of streets were cleared and rough-graded, and 25 miles of plank walks were laid in new sections during 1910.



VANCOUVER, BRITISH COLUMBIA



BANK OF OTTAWA

VANCOUVER, BRITISH COLUMBIA



ALONG VANCOUVER'S BUSY WATERFRONT

AREA Vancouver proper has an area of $8\frac{3}{4}$ square miles, exclusive of Stanley Park and False Creek. This was the size of the original townsite. Additions have recently been made consisting of Hastings townsite, 2,800 acres, and District Lot 301, 640 acres. Probably South Vancouver will be added also, making a total of some 30 odd square miles.

Compare this with the areas of other cities:

Los Angeles, Cal.	92 square miles
Denver, Colo.	60 " "
Spokane, Wash.	37 " "
San Francisco, Cal.	46 " "
Portland, Ore.	50 " "
Tacoma, Wash.	40 " "
Seattle, Wash. (including 28 sq. miles of lakes) ..	78 " "

There is no reason to doubt that Vancouver's population will equal that of the most populous of the cities named, and that therefore its area, even with the proposed additions, will be none too great for its needs.

Its present narrow limits exclude from enumeration in its statistics probably from 35 to 40 thousand persons who are to all intents and purposes residents of Vancouver; and at least \$2,000,000 would have been added to our building returns in the last two years on account of residences erected in one section alone that lies just beyond the boundary of the city.

The value of building permits issued in Point Grey, a suburb, for the month of July was greater than any city in British Columbia, apart from Vancouver.

These facts should be kept in mind, since they give to the figures of population and building returns a significance that otherwise they would not possess.

AGRICULTURAL AREAS

The municipalities adjacent to Vancouver contain large fertile areas capable of producing a great variety of useful crops, for which there is practically an unlimited market in Vancouver and other coast cities. The whole section is known as the valley of the Lower Fraser River, and is destined to become one of the richest and most populous rural sections in Canada.

Up to a very recent date its development was retarded by lack of transportation facilities. This impediment was largely overcome by the completion of the B. C. E. Railway's Fraser Valley branch, which extends from the city of New Westminster to Chilliwack, a distance of sixty-four miles. Construction is proceeding rapidly on the Canadian Northern Pacific railway through the valley, and the Great Northern is also increasing its mileage in that section.

The valley is well supplied with other modern conveniences, such as electric light and power, telephones, and in the case of two or three of the municipalities, waterworks system. Its soil and climate are favorable to the production of hay, coarse grains, roots, vegetables and small fruits, consequently having regard to the very exceptional market conditions, dairying, stock and poultry raising and market gardening are profitable industries. Their possibilities are by no means exhausted. Much land is still unoccupied and the local markets are far from being supplied.

Moreover, the fact that the land is divided into small holdings is another factor in favor of a big population, as by this system, to which the nature of the soil is well suited, a large number of cultivators are carried by a small acreage, especially as the tendency to intensive cultivation, which needs a large amount of labor, is particularly strong in such a community.

VANCOUVER, BRITISH COLUMBIA

ASSAY OFFICE

Realizing the tremendous advantage of keeping the output of the Klondike in Canada, the government at Ottawa, on July 29, 1901, opened the Dominion of Canada Assay Office in Vancouver. The equipment was installed and the office opened for business by Eugene Haanel, Ph.D., and the first deposit of gold nuggets and dust was made by Kelly, Douglas & Company, a wholesale firm of Vancouver.

The opening of the assay office in Vancouver was well advertised in the Yukon, with the result that gold commenced to literally pour in, and there is every promise that the flow of the stream will be greater this year than ever.

Mr. George Middleton, manager of the Vancouver Assay Office, who has been attached to it ever since the opening day, states that a conservative estimate places the value of the trade brought to Vancouver since the opening of the office at not less than \$10,000,000. But for the fact that the Vancouver Assay Office made it possible for the traders, merchants, miners and banks of the Yukon to sell their gold in Canada, that \$10,000,000 worth of trade would have gone to the United States.

BANKS AND BANKING

There are eighteen chartered banks in Vancouver having, besides their local head offices, 33 branch offices scattered throughout the city. The first bank to open a branch here was the Bank of British Columbia (since amalgamated with the Canadian Bank of Commerce) which began business in 1886. Shortly after the Bank of Montreal, and a year later the Bank of British North America, opened offices. Besides these there are now the following banks: Vancouver, Traders, Imperial, Royal, Molsons, Hamilton, Nova Scotia, Eastern Townships, Northern Crown, Merchants, Union, Dominion, Toronto, Ottawa and Quebec.

Vancouver Bank Clearances

1899...	\$37,000,000	1905...	\$ 88,000,000
1900...	46,000,000	1906...	132,000,000
1901...	47,000,000	1907...	191,000,000
1902...	54,000,000	1908...	183,000,000
1903...	66,000,000	1909...	287,000,000
1904...	74,000,000	1910...	445,000,000

Note that the total for 1910 is greater than the combined totals for the first seven years (1899-1905) given



BATHING BEACHES AT ENGLISH BAY

VANCOUVER, BRITISH COLUMBIA

above, and that the clearings in the last three years exceed those of the preceding nine years by **one hundred and eighty million dollars!**

For the first nine months of this year (1911) the total was \$389,809,930, an increase of more than seventy millions over the corresponding period of 1910, and one hundred and two millions greater than the total for 1909, the record year prior to 1910.

The percentage of increase in bank clearings in the four largest Canadian cities for five years ending December 31, 1910, is as follows:

Montreal	50 per cent.
Toronto	50 per cent.
Winnipeg	160 per cent.
Vancouver	410 per cent.

The visitor strolling along Hastings Street cannot help but be amazed at the number of the banks and the offices they occupy. They stand one after the other on nearly every corner down to the old court house square, where four of them occupy the four corners. Among these is the Bank of Vancouver, the first step of the merchant princes of Vancouver on the road to the control of cash.

BUILDING RETURNS

COMPARATIVE STATEMENT OF BUILDING PERMITS FROM 1902 TO 1910 INCLUSIVE

Year	No. of Permits	Value of Buildings
1902	417	\$ 833,607
1903	580	1,426,148
1904	836	1,968,591
1905	940	2,653,000
1906	1006	4,308,410
1907	1773	5,632,744
1908	1697	5,950,893
1909	2054	7,258,565
1910	2260	13,150,365

No. of Permits. Value of Buildings

First 9 months, 1911	2,144	\$13,559,270
First 9 months, 1910	1,779	9,010,190
Increase for 1911	365	\$4,549,080



BATHING BEACHES AT ENGLISH BAY

VANCOUVER, BRITISH COLUMBIA

These figures cover only the buildings erected inside the technical boundaries of Vancouver—i.e., within the 8¼ square miles that constitute the area of the city. Just outside the city's limits extensive building operations are in progress—covering values running into many millions of dollars.

The increase shown in the above table relates not only to the number and to the total value of the buildings erected, but also to the average value of the buildings. In 1902 the average was under \$2,000; in 1910 it was over \$5,000.

BATHING BEACHES

Within ten minutes by street car from the General Post Office "you get bathing beaches where the surf tramps musically ashore and a forest park where the nature sentimentalist can enjoy himself as utterly as if he were with real woods.

"At the city's feet the blue waters of the Gulf of Georgia lap and croon over the golden sands, and here bathing houses and a promenade pier give all the atmosphere and gaiety of a popular summer resort."

—Lady Doughty, in the "Grimsbey Telegraph."

BURNABY

The municipality of Burnaby joins Vancouver on the east and extends from Burrard Inlet to the North Arm of the Fraser. Its area is 38 square miles, population 8,000, and assessment for 1910 \$18,500,000. The tax rate is 10 mills on the dollar on improved property and 18 mills on wild land. It was the first community on the coast to adopt single tax, to the extent of exempting all buildings and other real estate improvements from taxation. This it has done ever since its incorporation seventeen years ago.

Burnaby has 2¼ miles waterfront on the North Arm of the Fraser, which is being deepened to accommodate deep-sea shipping. There are fourteen miles of electric railway within its boundaries. The C. P. R. and G. N. R. lines cross it. Telephone and electric light and power services are available in every part of it.

The municipality is now expending \$500,000 on roads, \$350,000 on waterworks and \$86,000 on school sites and buildings. On June 30 last there were 103 miles of roads and 38 miles of sidewalks.

The soil of Burnaby is very rich, like that of most of the Fraser Valley, and capable of producing a great variety of crops, including many varieties of small fruits.

CHURCHES

The leading religious bodies are well represented in Vancouver. The Church of England has 14 congregations, the Methodist Church 18, the Presbyterian Church 12, the Baptist 6, the Congregational 2, the Roman Catholic 6, Lutheran 3, Christian Science 2, the Unitarians, Spiritualists and Disciples one each. The Salvation Army work is vigorously prosecuted among its several lines of activity. There are also a Mission to Seamen and other waterfront missions under the direction of capable workers.

The Y. M. C. A. has a large association here. It will soon begin the erection of a building made possible by a contribution of \$500,000, which was raised in one week in Vancouver.

The Y. W. C. A. also has a very commodious building in which it accommodates a very large number of young women as boarders. Its representatives meet all incoming trains and ships to care for young women who may be coming to the city as strangers.

CLIMATE

Vancouver is greatly favored in regard to climatic conditions. It is never very cold, neither is it uncomfortably warm. Lady Doughty, writing in the "Grimsbey Telegraph," says in reference to this matter:

"One of the other joys, and a natural pride of the people, is the temperate order of the climate. There are no extremes of heat or cold in Vancouver. There are many places in Canada where the biting frosts and



ENGLISH BAY LODGE

VANCOUVER, BRITISH COLUMBIA



VICTORIA MEMORIAL, STANLEY PARK

severe snowstorms or the intense heat have to be borne in a day's work, and one must say they are borne cheerfully by a type of toiler too busy on fortune-making or too engrossed in an optimistic future to mind wherever they dwell in the great Dominion. But Vancouver has no extremes of temperature."

The figures in the following tables fully justify these statements:

HIGHEST TEMPERATURE

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Year
1909 ..	51.0	51.0	51.0	60.0	97.1	117.8	117.8	117.8	117.8	117.8	117.8	117.8	117.8
1910 ..	50.0	47.6	58.0	74.8	76.0	74.9	87.3	81.5	75.3	65.7	52.9	52.7	87.3
1911 ..	44.0	48.0	59.6	66.7	74.5								

LOWEST TEMPERATURE

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Year
1909 ..	3.7	23.0	28.0	27.8	35.0	41.7	43.0	42.6	37.0	35.0	23.0	17.4	3.7
1910 ..	14.6	13.2	10.1	13.2	16.3	14.1	8.4	4.6	2.3	38.7	40.8	32.3	30.7
1911 ..	6.4	19.2	27.9	28.9	19.0								

PRECIPITATION—RAIN

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Year
1909 ..	4.58	8.15	14.1	30.3	76.1	92.4	51.4	32.2	237.0	66.1	5.6	6.4	56.6
1910 ..	10.47	3.90	2.91	1.60	2.15	1.58	0.24	1.38	2.47	9.04	10.62	8.79	56.93
1911 ..	4.15	3.27	3.05	1.96	5.39								

TOTAL RAIN AND MELTED SNOW

	1906	1907	1908	1909	1910	1911
TOTAL RAIN AND MELTED SNOW	58.55	57.59	62.69	58.53	58.36	

CITY PROPERTY

The property devoted to civic purposes in Vancouver was, on Dec. 31, 1910, valued at \$14,687,834.36.

Some of the chief items follow:—

Streets	\$ 3,071,483.00
Sidewalks	713,000.00
Bridges	1,157,000.00
Water Works	2,837,000.00
Schools	2,368,160.00
Fire Dep't.	446,041.00
Sewers	1,508,560.00

Remember that twenty-five years ago the site of Vancouver was without improvements. There were practically neither streets nor sidewalks, and but few trails through the bush that then occupied the ground.

CUSTOMS REVENUE

Vancouver became a port of entry July 1, 1887, before which date its customs business was transacted through "Burrard Inlet," an outpost of New Westminster.

The total revenue for the first year was \$50,518.58, and for the year ended March 31, 1911, it was \$6,230,000. The steady growth of the business of the port is shown in the following table:—

Customs Revenue Port of Vancouver:

1888	\$ 50,518.58	1904	1,608,066.15
1889	93,805.42	1905	1,454,034.77
1890	211,505.79	1906	1,801,138.25
1895	274,457.21	1907	2,172,930.33
1898	667,847.56	1908	3,339,198.42
1900	904,110.94	1909	2,981,533.84
1902	1,139,581.99	1910	3,908,233.25
1903	1,294,501.55	1911	6,230,830.80

Note that the increase of revenue of 1911 over 1910 was \$2,322,597.55, a sum nearly \$150,000.00 greater than the total revenue of any year prior to 1908.

The figures for the first six months of the present calendar year and those for the corresponding months of 1910 follow:—

	1910	1911
January	303,000	406,685
February	314,858	543,898
March	365,000	682,084
April	463,154	616,174
May	470,000	649,552
June	541,000	630,050
	2,457,013	3,528,443

Increase—\$1,071,430

Note that the increase for the last six months was greater than the total revenue of any year prior to 1900, and also that the revenue for the month of March 1911 (\$682,084) was greater than that for any year up to 1898.

The trade of the port of Vancouver for the year ended March 31 was:—

Exports	\$ 7,769,129.00
Imports	16,873,468.00
Total	\$24,642,597.00

In only three other Canadian ports—Montreal, Toronto and St. John—was this total exceeded. Vancouver, therefore, in the twenty-third year of its existence as a port of entry has attained the fourth place among Canadian cities in respect to volume of trade.



POST OFFICE AND CUSTOMS HOUSE, VANCOUVER, B. C.

VANCOUVER, BRITISH COLUMBIA

CHARITABLE INSTITUTIONS Few other cities on the continent surpass Vancouver in the matter of provision for the care of the sick and the destitute. Its General Hospital is one of the best built and equipped institutions of the kind in the world. The main building, which is of British Columbia granite, consists of administration building and three wings, to which a fourth wing will shortly be added, thus increasing the present accommodation of 265 beds to 356 beds. In addition there are 72 beds in the isolation cottages which are a short distance from the main building.

Up to December, 1910, Vancouver's expenditure on hospital sites, furnishings and equipment has been \$426,358.00, of which sum the provincial government furnished \$35,000.00 and private citizens \$62,580.00.

St. Paul's Hospital, conducted by the Sisters of Charity of Providence, is also a splendidly-equipped institution containing 33 private, 7 semi-private rooms and 11 wards with accommodation for 120 patients.

St Luke's, the oldest hospital in the city, established in 1888, is connected with the Anglican church. It contains 20 beds and possesses all the latest conveniences for the care and treatment of the sick.

The Children's Aid Society of Vancouver has been in operation since 1902, during which time 400 children have been committed to its care and 2000 others have been assisted in various ways. The Society maintains a home in which there are at present 130 inmates.

The Juvenile Court was established in 1910, since which time 273 persons have been dealt with, 97 of whom have been detained in the home.

The Strathcona Institute, a branch of the British and Foreign Sailors' Society, provides a convenient and homelike resort for seamen and loggers while in Vancouver, protects seamen from crimping and other evils to which they are exposed. It affords recreation in the form of games, concerts and lectures

on navigation, supplies literature to outgoing ships, and holds religious services.

The Seamen's Institute, a branch of the Mission to Seamen in connection with the Church of England, is doing a similar work to that of the Strathcona Institute.

In addition to the foregoing there are the British Columbia Coast Missions among the sailors, fishermen and loggers of the coast; the Scandinavian Mission, which looks after the interests of seamen of that race; the Alexandra Orphanage, and several other institutions for the care of the destitute and the helpless, conducted by the Roman Catholic Church and the Salvation Army.

All these institutions receive most generous support from the citizens of Vancouver.

CLUBS Vancouver is well supplied with clubs. The leading ones are the Vancouver, the Terminal City, the Western, the Commercial, the Vancouver Press Club, and the Country Club.

Besides these there are the Australasian, Londoners, United Service, Overseas, Lancashire Old Boys, Catholic, Conservative and Liberal Clubs, the names of which indicate their purpose and composition.

There is a strong and active Canadian Club, which from time to time entertains distinguished visitors, and a branch of the Navy League, which has just purchased from the Admiralty H.M.S. Egeria, for use as a training ship.

The women of Vancouver have a number of clubs. Among these the more prominent are: The Georgian (social), the Athenaeum, composed of women "engaged professionally in art, literature, science or handicrafts, or who take an active interest in the welfare, development and educational progress of women"; the University Women's Club, the Women's Press Club, the Women's Musical Club, and the Women's Canadian Club.



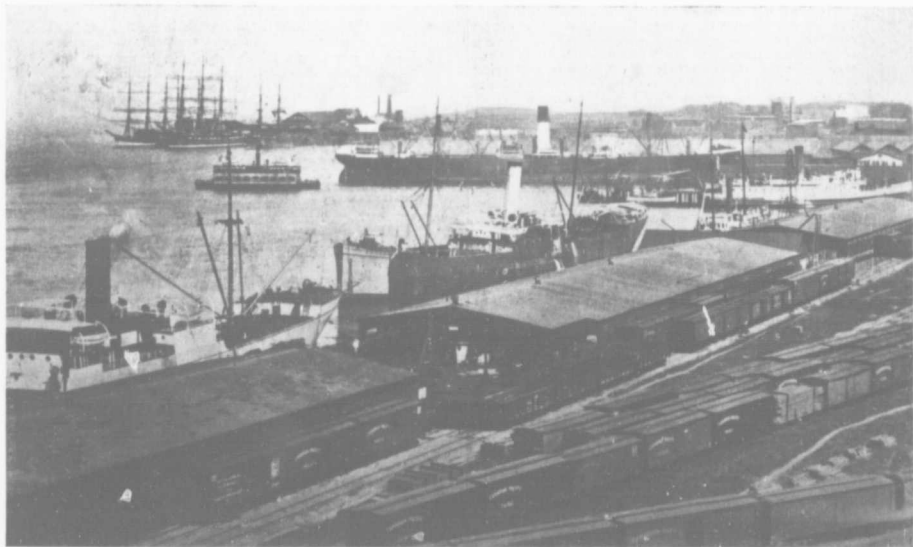
PROPOSED NEW SEYMOUR INTAKE AND DAM FOR STORAGE RESERVOIR. VIEW IS TAKEN AT TOP OF FALLS

VANCOUVER, BRITISH COLUMBIA



VANCOUVER HARBOR IN 1888
(FROM THE C. P. R. DEPOT)

VANCOUVER, BRITISH COLUMBIA



VANCOUVER HARBOR IN 1911
(FROM THE C. P. R. DEPOT)

VANCOUVER, BRITISH COLUMBIA

COQUITLAM The municipality of Coquitlam extends east from the boundary of Burnaby, and is bounded on the north by the Coast Range of mountains, on the east by the Pitt river, and on the south by the Fraser river and the city of New Westminster, including about sixty square miles.

It was incorporated in 1891, since which time it has grown gradually, a considerable portion of its territory now being utilized in dairy farming. A very large area, however, is still unimproved, in most of which the soil is very fertile and capable of producing fine quality and abundant crops of fruit—small fruits especially—vegetables, hay and coarse grains.

The provincial government is clearing a tract of one thousand acres for a farm in connection with the Provincial Asylum for the Insane, which is being built at that point.

Recently attention has been called to Coquitlam through the purchase by the Canadian Pacific Railway Company of extensive areas in the municipality which will be used by the company for terminals. Official announcement has been made that it will lay down 180 miles of side tracks, build large repair shops, engine houses, car factories, etc.

The construction of these works will give employment to a great number of men for several years, and doubtless many of the company's permanent employees will live in the locality. The railway facilities thus afforded will attract manufacturing enterprises, especially since the municipality has in addition thirteen miles of deep water frontage.

There will be abundance of hydro-electric power available as the lines of two electric companies extend through the municipality.

The present population of the municipality is about 1,000; the present assessment is \$2,954,000. The rate of taxation is 10.9 mills on improved property and 20.9 mills on wild land. There is no taxation upon improvements.

The municipality is this year expending \$150,000 on roads and \$50,000 on sidewalks.

COMMERCIAL INTERESTS

Although the youngest of the larger cities of the lower coast, Vancouver has gained the premier position as a centre of distribution. A very large portion of the goods consumed in the province are handled by the wholesale houses of this city. The majority of these have grown from modest beginnings to proportions that place them among the largest enterprises of the kind in Canada and on the Pacific Coast.

The father of the jobbing trade in Vancouver was Mr. David Oppenheimer, a merchant from Victoria, B. C., who opened a wholesale grocery store here in 1886.

Since then the one store has been multiplied many times over. The district from the C. P. R. station to the Hastings mill is now being covered by many successors, and in addition, Beatty, Hamilton, Homer and other streets, extending south from Burrard Inlet to False Creek, have become important wholesale sections.

Besides the houses originating here, every house of importance in the East is represented in Vancouver by branch houses that in some instances have made greater relative progress than the parent institution.

The history of Vancouver's retail trade is not less interesting or significant. It is conceded that the city can boast a class of shops superior in size, stock and attractiveness to those of any other city in Canada of equal size. It is but a few years ago that Vancouver's first department store was opened. It is today very little like what it then was, and has the company of four others as aggressive and enterprising as itself.

All lines of business are well represented. A shopper in Vancouver has available as wide a choice in selection as in any other city in Canada.

The business interests of Vancouver are cared for by the Vancouver Board of Trade, the Secretary of which is Mr. William Skene. Persons interested in Vancouver should procure a copy of the Board's Annual Report, which contains a great amount of very valuable information.



SEYMOUR CREEK

VANCOUVER, BRITISH COLUMBIA



NEW WHOLESALE SECTION, HOMER AND BEATTY STREETS, VANCOUVER



VANCOUVER'S
FIRST
HIGH
SCHOOL, 1888



THE
KING EDWARD—
ONE OF
THE THREE
HIGH SCHOOLS
OF VANCOUVER,
1911

VANCOUVER, BRITISH COLUMBIA

EDUCATIONAL INSTITUTIONS Educational advantages in Vancouver compare very favorably with those available in much older cities. There are twenty public school buildings giving accommodation to 250 teachers and 10,240 pupils, two High Schools with a staff of 25 teachers, a Normal School for the training of teachers, associated with which is the Model School, in which teachers in training may observe the methods of a specially selected staff of instructors and teach under the direction of the latter and of the staff of the Normal School.

Manual Training.—In connection with the public schools there are eight, and with the high schools, two well-equipped manual training centres, with a staff of ten instructors. To the teaching of joinery and wood-work now given there will shortly be added metal-turning and machine work. For this purpose a building is now being erected at a cost of \$150,000.

The equipment is the very best obtainable and the staff of instructors is thoroughly competent.

Domestic Science.—Instruction in domestic science, including cooking and sewing, is furnished to the girls

by six instructors, a supervisor of cooking, with three assistants and two sewing instructresses. There are six domestic science kitchens.

There are also special instructors in physical and military drill, music and drawing.

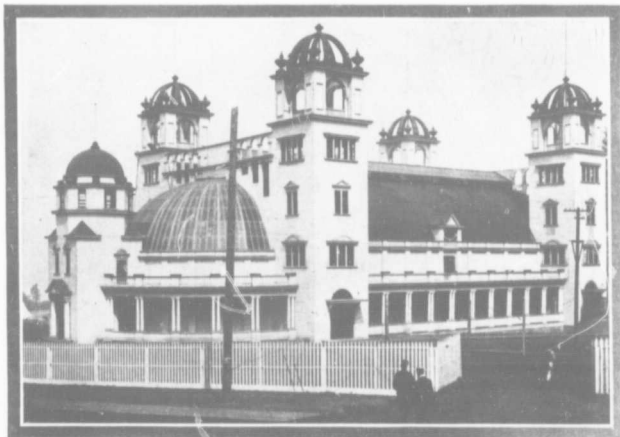
Night Schools.—Night schools are conducted in various parts of the city. Instruction is given in elementary engineering and mathematical subjects, and in addition classes are conducted in carpentry and joinery, architecture, drawing, designing and modelling, shorthand and typewriting, dressmaking and sheet-metal working. There is also a class for prospectors. Last year there were 1,063 students in attendance at these classes, which were in charge of 44 supervisors.

Higher Education.—McGill University College has a faculty of ten teachers doing three years' work in arts and two in applied science.

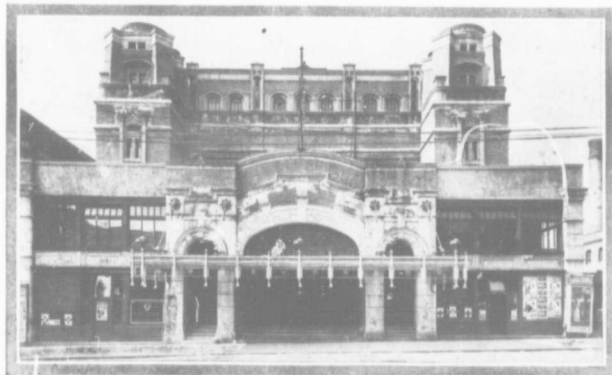
The Government of British Columbia is establishing a Provincial University at Vancouver. For this purpose a large tract of land has been set aside on Point Grey commanding a magnificent view of the Gulf of Georgia and surrounding country.



STANLEY PARK ROAD, OVERLOOKING THE ENTRANCE TO VANCOUVER HARBOR



EXHIBITION
BUILDINGS,
HASTINGS
PARK,
VANCOUVER



VANCOUVER
OPERA
HOUSE,
GRANVILLE
STREET

VANCOUVER, BRITISH COLUMBIA

EXHIBITIONS The Vancouver Exhibition Association originated with a few public-spirited men who felt that the time was opportune for Vancouver to take its place with the leading cities in Canada in having a first-class exhibition.

While this Association was formed by a very limited number of enthusiastic persons, it rapidly grew to be one of considerable size, consisting of 550 members. There are two classes of members: Life members who donate to the Association the sum of \$100.00, and annual members who pay a fee of \$5.00 per year.

The grounds, ideally situated, are among the most picturesque in Canada, and have the very best transportation facilities, being less than twenty minutes from the Post Office by street car line. There is also railroad service furnished by the C. P. R. as well as good boat accommodation.

The grounds consist of 82 acres, of which 62 are now enclosed. The balance will be brought in next year as the directors have found considerable difficulty in arranging the numerous buildings in the portion at present enclosed.

Up to the end of last year \$185,000 had been expended in improving the grounds and the construction of buildings. This year, at an expense of \$115,000, the association has erected a stock judging pavilion (said to be the best on the American continent), two thoroughly modern stables, a horticultural building, a poultry and fisheries building, and has greatly increased the seating capacity of the grandstand and the size of the manufacturers' hall. A dairy building, a dog and a stove building will shortly be added.

Provision is being made for the accommodation of a hospital, women's rest room, fire hall, bank, telephone station, express office, publicity bureau, police station, and in fact everything that is required in an up-to-date city.

The largest purses for races offered by any exhibition in America had the effect of bringing the very best horses throughout the continent, and it is fully believed that the races this year compared favorably with anything ever held at any place. In all, nearly \$80,000 were offered in prizes for stock, etc., purses for races and attractions—which was as large as offered by any other exhibition in Canada.



SEEING STANLEY PARK BY TALLY-HO

VANCOUVER, BRITISH COLUMBIA

ELECTRIC LIGHT AND POWER The B. C. Electric Railway Company has up to the present sold all the electricity used in Vancouver for light and power. The statistics of the services supplied by the company during the past five years furnish striking evidence of the growth of the city. The following table gives the number of its light and power customers, within the City of Vancouver, at June 30 in each of the years indicated:

Year	Lighting	Power
1906	7,165	366
1907	9,168	469
1908	12,099	606
1909	14,154	720
1910	17,969	1038
1911	21,331	1319

If the customers of the company in the immediately adjacent municipalities were included, the increase would be even more remarkable than that shown in the above figures.

The electric energy used in Vancouver is generated by water-power. The plant of the B. C. Electric Railway Co. is situated on the North Arm of Burrard Inlet, about fifteen miles from Vancouver, where has been installed an equipment which has been pronounced by visiting experts from all parts of the world to be of the highest type known to the profession.

In this power house are now in operation four electrical units of 3000 horse-power each, and two giant units of 10,500 horse-power each, making a total available supply of 33,000 horse-power, and another unit of 10,500 horse-power is now being installed. In order to keep pace with the rapidly increasing demand for power this company is at present adding a new storage reservoir, necessitating the construction of a dam eighty feet in height.

The Western Canada Power Co. also are installing an extensive hydro-electric plant on the Stave River and expect to have current for sale in Vancouver in a few months.

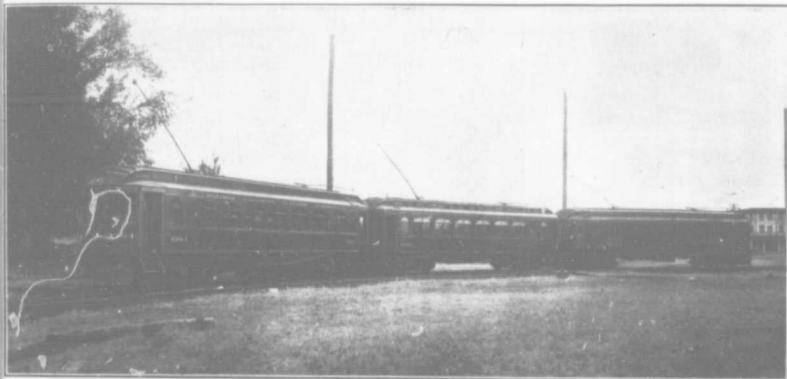
FINANCIAL INSTITUTIONS Most of the Eastern Canadian loan and insurance companies have branch offices in Vancouver, which generally constitute their provincial headquarters. In addition there are many strong provincial institutions, all of which have their head offices in Vancouver.

There are many very strong and prosperous companies and firms engaged in general investment, insurance and brokerage business, all of which have grown up from small beginnings to their present strength during the past ten or fifteen years. Their history reflects the prosperity and wealth of the city and province to which their operations have generally been confined.

A number of the local financial concerns are extending their activities outside of Vancouver, and have established branches at different points in Canada and Great Britain.



GRANVILLE STREET NORTH—A RETAIL SECTION



MULTIPLE UNIT
TRAIN OF
THREE CARS
OPERATING OVER
FRASER VALLEY
LINE, STANDING
NEAR THE
CHILLIWACK
STATION

B. C. ELECTRIC RAILWAY STATISTICS

Years	Gross Earnings	No. of Passengers	No. of Street Lamps
1904.....	£165,475	8,869,486	112,911
1905.....	186,364	10,352,451	136,312
1906.....	236,118	12,395,582	167,330
1907.....	299,108	16,281,766	216,786
1908.....	408,105	21,328,180	287,624
1909.....	478,146	25,183,739	347,026
1910.....	628,763	34,476,804	439,313
1911.....	983,150	46,541,448	582,513



NEW B. C. ELECTRIC PASSENGER STATION, HASTINGS STREET, VANCOUVER, B. C.

V A N C O U V E R , B R I T I S H C O L U M B I A

FISHERIES The leading fishing companies operating off the British Columbia coast have their headquarters in Vancouver. This is the home port of their fleets and the point from which their catches are shipped to market.

The local salmon pack of the season of 1910 represented a value of \$762,838.28, and during the year ended March 31, 1911, 16,610,000 pounds of halibut were landed here, and two and one-half million pounds at New Westminster. These two are the only branches of the fishery industry that are being operated at all vigorously, although these waters contain practically all varieties of fish used for food.

The coast waters of British Columbia, being protected from ocean storms by thousands of islands, form a great natural fish preserve teeming with practically every kind of sea life from the whale to the sardine.

Beyond this great natural fish preserve, the North Pacific and Behring Sea afford deep-sea fishing grounds eclipsing the North Atlantic in their wealth of food fishes.



HASTINGS STREET WEST—A FINANCIAL DISTRICT

FIRE DEPARTMENT The London Metropolitan Fire Department Commission after an extended investigation declared Vancouver's fire department to be the third best in the world: that of the city of London ranking first, and that of Leipsic, Germany, second.

This high status has been attained in the short period of twenty-two years, an achievement that constitutes a most eloquent tribute to the ability of Chief J. H. Carlisle who has been head of the department since it was first organized in 1889 with 23 "call" men. The force now consists of 123 men distributed among eleven fire halls. The apparatus is thoroughly up to date, most of it being auto equipment. There are 144 alarm boxes.

The fire halls and their sites, together with the apparatus, represent an outlay of nearly half a million dollars, while the annual expenditure now averages \$180,000.

The city's fire record since the establishment of the department shows that the money is being well invested.

The annual report from 1910 notes that the department responded to 453 alarms, property involved being worth \$3,690,870. The actual loss was only \$213,826.95. In 1909, 359 alarms were answered. The property involved was \$327,939.29. In each case over half the loss was covered by insurance. The loss through fire for the past twelve years is \$1,781,555.69. Of this amount about \$800,000 was due to sawmill fires.

About five years ago the authorities adopted the policy of purchasing auto equipment almost exclusively, and fire-fighting machines which are up to date in the latest sense of the term now serve the city.

For several years past it has been recognized that the many industries located on the waterfront of the city should be protected through the operation of a fireboat, and the city council has now under consideration the expenditure of \$100,000 for the construction of this boat.



SOME OF THE
MOTOR EQUIPMENT.
VANCOUVER
FIRE BRIGADE,
NO. 2
FIRE STATION,
VANCOUVER, B. C.



VIEW OF THE
SALMON FISHING
FLEET
AT STEVESTON,
THE BOATS
LEAVING
THE FRASER
FOR THE GULF

VANCOUVER, BRITISH COLUMBIA

HARBORS

Vancouver's main harbor, Burrard Inlet, is ranked as among the three best harbors in the world. It is very large, affording 20 square miles of deep anchorage, and over twenty-five miles of shore line available for docks. It is open at all seasons of the year and is perfectly sheltered.

The second harbor, False Creek, has 6 miles of shore line suitable for docks, while the North Arm of the Fraser has 15 miles of such shore line, and both will shortly be deepened to accommodate deep-sea shipping—the work now being in progress.

These three basins give to Vancouver possible dockage facilities of very great extent, and along the north shore of Burrard Inlet, the shores of False Creek and of the North Arm of the Fraser there are scores of unoccupied ideal factory sites, having convenient means of transportation, both by sea and rail, since there are already lines of railway along the greater part of these shores.

"At Vancouver, Canada is endowed with the finest harbor in North America and the final stage of the quickest and best route between Europe and the Orient; a harbor the shipping and commercial activities of which must grow like the harbor of New York. Soon a million people will center about the vast warehouses and shipping trades of this highly favored port. The natural outlet of the multiplex products and manufactures of the western provinces, and flanked on the north, south and east by a region of wonderful farming, fruit-growing, mining and other productive elements, Vancouver presents countless opportunities for enterprise, capital and employment that are unsurpassed in the world to-day."—New York "Commercial."

"Vancouver would be a great city even if she had not this magnificent harbor; but this, taken in conjunction with other advantages, assures for her the principal place among British seaports on the Pacific coast. And that is a position of great importance so long as 'Britannia rules the waves.'"—James J. Hill, Great Northern Railway.

Within the past few years Vancouver has had the trade of the North Pacific between Asia and America much in her own hands, British shipping having practically driven that of the United States from the seas in this quarter of the globe.



AN IVY-COVERED CHURCH

HUNTING

AND FISHING

Within a short distance of the city, in almost any direction, will be found duck, snipe, grouse, quail and pheasant in plenty. Those desiring larger game, such as deer, bear, cariboo, moose and mountain sheep, can readily arrange here for a few days' trip up the Coast, where large game abounds. Complete outfits or launches may be obtained here at the lowest possible cost.

The magnificent salmon fishing of Vancouver harbor deserves far more space than we are able to allow here. Tyee salmon weighing from fifty to seventy-five pounds are also quite plentiful in the Campbell river, which is only a few hours' run by steamer from Vancouver. These fish are caught with rod and line.

Mountain trout are plentiful at Capilano and Seymour Creeks, twenty minutes' ride by ferry. Coquitlam also affords excellent trout fishing, and is a ten-mile run by rail out of Vancouver. Stave River is one and one-half hour's run out of the city by rail, and is also another fine fishing stream.

Within a circle of twenty miles of Vancouver there are splendid mountains, the best fishing in the world, the most impressive forests in America, the most picturesque and perfectly sheltered waters anywhere for yachting, and you can shoot grizzly and brown bear, sheep, goats, deer, grouse, pheasants and many kinds of wild fowl.

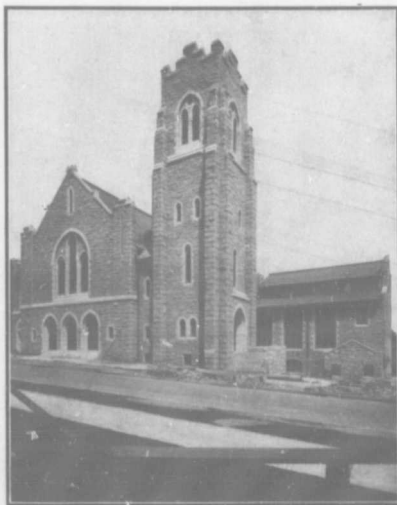
VANCOUVER, BRITISH COLUMBIA

INLAND REVENUE

In common with all other branches of the Government Service receipts of the Inland Revenue Department at Vancouver have shown a steady increase from year to year.

Receipts at Vancouver's Inland Revenue Office for fiscal year ended March 31:

1902	\$ 277,199.00
1904	341,952.00
1906	344,333.00
1908	438,679.00
1910	410,958.00
1911	526,212.00



VANCOUVER'S CHURCHES ARE SUBSTANTIAL

LOCATION

Prominent among the factors contributing to Vancouver's progress and evident destiny is its location. The city is situated at that point on the Pacific coast most easily reached from the interior of the province and from the middle west. The lines of least resistance from the centre of the continent to the coast terminate at Burrard Inlet. The tollage is less and the grades lower to Vancouver than to any other Pacific coast point.

Mr. P. A. O'Farrell, the well-known publicist of New York, in an interview published in the New York World, made the following statements: "From Chicago to Vancouver via the Yellowhead Pass is shorter than from Chicago to the Pacific coast by any other route. A locomotive will haul 2,000 tons of freight from Chicago to Vancouver through the Yellowhead Pass or through the Pine River Pass with greater expedition and economy than it could haul 600 tons over the St. Paul or the Union Pacific or the Southern Pacific or over any of the Hill railroads to the Pacific coast."

Not only do these natural routes of traffic from the east through British Columbia terminate at Vancouver; they traverse an exceedingly rich country blessed with navigable rivers and lakes that afford splendid local transportation facilities to hundreds of miles of productive territory. The roads now building through the Yellowhead Pass will make all this country directly tributary to Vancouver. Other lines under construction will serve a similar end in relation to Southern British Columbia, whose rich fruitlands and coal and mineral areas will thus be brought within easy reach of the coast markets.

Vancouver's location in regard to the sea is not less advantageous. It is nearer to the Panama Canal than any other Canadian port and will benefit more from the opening of that waterway. It, too, will profit enormously from the growing trade of Asia, the ultimate volume of which it would be difficult to over-estimate. Speaking of this and its effect upon Vancouver the New York "Commercial" in a recent article says:—

"It has taken some time for the world to realize what is in store for Canada's great port on the Pacific, but now that the people of the east have discovered that they will have to reckon with the trade of Asia as well as with that of Europe if they are to maintain their standing individually and nationally, they perceive that it will not do to limit their horizon by the Atlantic seaboard. Accordingly they have already begun to look for harbors on this side of the continent and they are inevitably drawn to Vancouver."

VANCOUVER, BRITISH COLUMBIA



NEW COURT HOUSE AND LAND REGISTRY OFFICES

VANCOUVER, BRITISH COLUMBIA

LAND REGISTRY OFFICE

The Vancouver Land Registry Office was opened in 1891 with a staff of five men, which has since been increased to fifty-five.

The following figures will show the growth of the volume of real estate transactions in Vancouver:—

Year	Applications	Revenue
1891	433	\$ 2,524.23
1898	1,549	10,014.52
1902	2,172	12,407.30
1904	4,064	23,628.50
1906	9,514	70,831.20
1908	13,590	93,388.35
1910		201,808.13

The first six months of 1911 show an increase of 25 per cent. over corresponding period in 1910. Since the beginning of the year 1909 the monthly average of applications has increased from 1,000 to 4,000, and the increase of value has been correspondingly great.

"It would take a giant to climb the five-lighted stairs of the following Vancouver realty table. For the calendar year of 1897 the revenue returns in the Land Registry Office totalled \$5,681.24. For the fiscal year ending March 31, 1911, after a span of sixteen years, the clerks in the government office did more than forty times as much business, creating for the twelve months the handsome figure of \$233,818. That is to say, that in a little more than a decade and a half, Vancouver achieved the monumental gain of 4100 per cent.—something over 250 per cent. a year. Results like these are sufficient to bring a gasp from the lips of Eastern investors. But they stand truthful and unchanging, and put the seal of financial verity on the claims of the Terminal City."



KITSILANO PUBLIC SCHOOL



KING EDWARD HIGH SCHOOL

MOUNTAINS

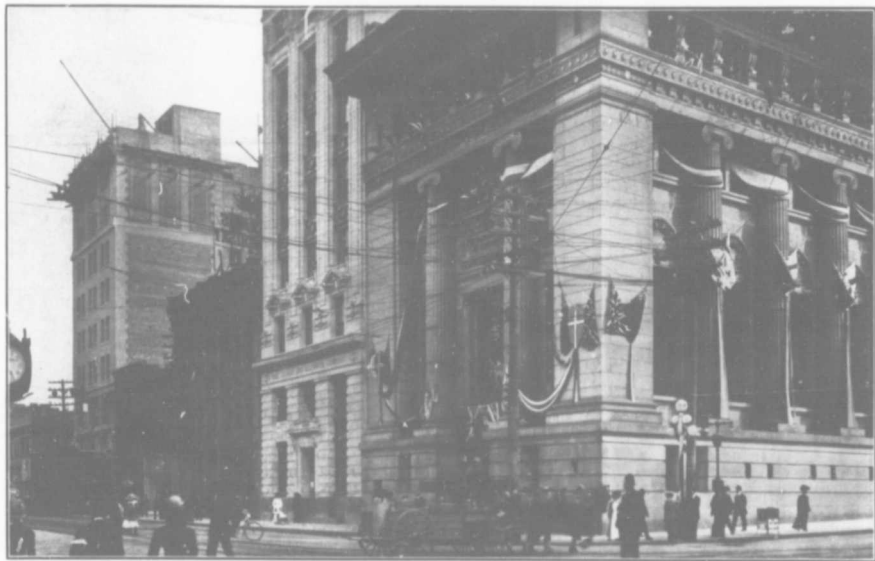
Vancouver is favored with mountain scenery and with other delights attaching to the proximity of mountains in a degree enjoyed by few (if any) other cities on this continent. An adequate description of the scenery of the mountains standing just across the inlet and of the gorges in which the Capilano, Lynn and Seymour rivers flow through them to the inlet, is beyond the scope of the present purpose. Suffice it to say that the exploitation of these assets will prove to be exceedingly profitable. Work has begun on an enterprise—a scenic railway up Grouse Mountain—which it is expected will be in operation next year.

One of the recreations offered to tourists is mountain climbing. Ascents sufficiently interesting and arduous to satisfy the average person can be made in a day, starting from an hotel in the city after breakfast and returning in time for evening dinner.

The Vancouver Mountaineering Club was organized about four years ago. Members of the club have scaled Grouse, Goat, Seymour, Dam, Crown and Dickens. The more difficult climbs of Bishop, Jarrett and Garibaldi have all been accomplished, and the companion Lions have furnished royal sport for climbers—several women being among those to reach the top of the perilous western peak. The nearer peaks of Grouse and Goat have become mere jokes among those who climb mountains for the joy of triumphing over the barriers of Nature. Several cabins containing stoves and real beds may be found on the slope and summit, things unheard of a few years ago.

The local branch of the Canadian Alpine Club has a strong membership, and its members vie with those of the Vancouver Mountaineering Club in difficult ascents.

VANCOUVER, BRITISH COLUMBIA



SOUTHEAST CORNER HASTINGS AND GRANVILLE STREETS, VANCOUVER, B. C.

VANCOUVER, BRITISH COLUMBIA



MODEL SCHOOL; NORMAL SCHOOL IN BACKGROUND

MARKETS

Vancouver furnishes a very active market for vegetables, fruit, etc. The consumption is much greater than in an inland city having the same population. There is a very large transient population and enormous quantities are used in the provisioning of ships sailing from this port. For instance, an Australian liner buys here for her trip, among other supplies, 37,000 lbs. of beef and mutton, 10,000 lbs. of fish, 2,000 dozen eggs, 15,000 lbs. of vegetables, 125 tons of potatoes, 5,000 lbs. poultry, 3,000 lbs. turkey.

An Empress liner will take 250 sacks of flour, 28,000 lbs. beef, 10,000 lbs. mutton, 20,000 lbs. pork, 2,000 lbs. veal, 1,000 lbs. corned beef, 20,000 lbs. bacon, 20,000 lbs. ham, 110,000 doz. eggs. Then there are the ships trading to the north, the Mexican lines, the Blue Funnel round-the-world ships, besides the numberless smaller boats trading with points on the Sound. The supplies required for the dining cars, three of which leave here every day, make a considerable addition to this total.

In addition to the above there are the numberless logging, mining and railway construction camps throughout the province, employing thousands of men, and all drawing their supplies from Vancouver.

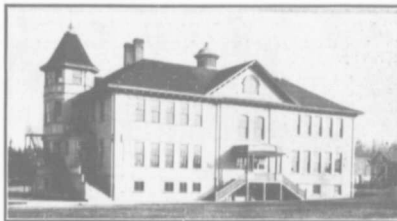
Not only does the demand exist; there is also the land capable of producing immense crops of the commodities required. Reference is made to this under the topic of "Agricultural Areas."

A municipal market has been established at Vancouver, where large quantities of market produce, fruit, etc., are handled. A spur track of the B. C. Electric Railway enters the market, enabling growers within a large radius of the city to place their produce on sale with the minimum expenditure of money.

MANUFACTURES Up to the present the chief products of manufacture have been lumber, sashes, doors, etc. The output has been very large. Last year one mill alone exported to foreign countries 38 million feet of lumber.

There are now, however, many other commodities produced in Vancouver, as the following list of industries and products will indicate: Abattoirs, aerated waters, asbestos goods, auto and buggy tops, bakeries, bamboo furniture, boats, book-binders, boots and shoes, boxes (paper and wood), brass foundries, breweries, biscuits, bottling works, brick (clay, cement, etc.), brooms, cigars, concrete blocks, confectionery, cooperages, cornices, coffee-grinding, dairy products, drugs, engravings, feed and flour mills, fences, fish-packing, fire-proof walls, fishermen's supplies, furniture, furriers, gas, gasoline lamps and engines, gas and electric fixtures, glass-blowing, granite work, harness, trunks and leather goods, ice, ironworking, jewellers, jams and spices, etc., ladies' garments, lithographing, logging engines and tools, lumber, shingles, sashes and doors, mantels and show cases, marine machinery, office files and furniture, pianos, portable houses, poultry supplies, car fenders, rice mills, roofing, sawmill supplies, soap, sugar, stoves and furnaces, umbrellas, wagons and carriages, wire and nails, wooden pipes, etc.

The industrial future of Vancouver is assured, for here will be the factors required for the upbuilding of a great manufacturing centre—the raw materials, plentiful supply of hydro-electric power, immense coal deposits, and ideal transportation facilities by land and sea. It is no idle boast to predict that Vancouver will become one of the greatest industrial centres of Canada and of the Pacific coast.



GRANDVIEW PUBLIC SCHOOL

VANCOUVER, BRITISH COLUMBIA

MINING Vancouver is the financial and outfitting centre of one of the richest and most extensive mining areas in the world. Since the early 60's gold-mining has been prosecuted in British Columbia. Copper, silver, lead and zinc mines have also been operated. Coal mines have been worked ever since the days of the Hudson's Bay Company's ownership of Vancouver Island. In all these enterprises Vancouver men and capital are largely interested. Here miners from the north bring their gold to the Assay Office, and here they purchase their supplies and machinery. The head offices of

TOTAL PRODUCTION OF BRITISH COLUMBIA MINES FOR ALL YEARS UP TO AND INCLUDING 1909

Gold (placer)	\$ 70,673,103
Gold (lode)	55,277,687
Silver	29,850,586
Lead	23,259,255
Copper	55,871,893
Coal and coke	102,904,261
Building stone, bricks, etc.	9,093,100
Other metals	890,699
Total	\$347,820,584



LOOKING ACROSS THE HARBOR FROM THE POST OFFICE TOWER, VANCOUVER, B. C.

most of the large operating companies are situated in this city.

In the province there are smelters in active operation at Trail, Grand Forks, Greenwood, Ladysmith. Capital can now find here many excellent opportunities for investment, as the value placed on mines and undeveloped properties has reached a reasonable basis. If proper business care is used, and the experiences of competent men utilized, these investments should be safe as well as profitable.

With the exception of nickel which has not yet been discovered, British Columbia produces practically every known mineral in paying quantities.

Production for—	
1910	\$24,547,817
1909	22,470,000
Increase	\$2,077,817

The production of coal in British Columbia for 1910 was the greatest in the history of the province, amounting to 3,139,235 tons (2,240lb.).

Full information of the wonderful mining possibilities of British Columbia can be obtained by writing for copy of the "Mineral Province" and report of the Minister of Mines, to the VANCOUVER INFORMATION AND TOURIST ASSOCIATION, 663 Granville street, Vancouver.

VANCOUVER, BRITISH COLUMBIA

NORTH VANCOUVER Directly opposite to Vancouver on the north shore of Burrard Inlet are North Vancouver city and district municipality. The former received its charter as a city in 1907, prior to which date it was part of the district municipality. Its boundaries enclose an area of 4,000 acres, its population is 6,000, assessment ten and one-half millions, tax rate 20 mills on the dollar. **Improvements are not taxed.** Forty miles of streets and 23 miles of sidewalks have been built. A waterworks system providing an unlimited supply of pure cold glacier water has been installed

of water to accommodate deep-sea ships. There are also extensive tide flats that can be utilized for railway terminals, warehouses, etc.

The city has good street car, electric light and power, and telephone services. These extend also to the settled portions of the district.

A twenty-minute ferry service is maintained with the city of Vancouver. Communication between the two cities will be greatly improved by the railway and general traffic bridge that will shortly be erected across the "Second Narrows."

The environs of the city afford unrivalled scenic



VANCOUVER'S SECOND HARBOR AND GRANVILLE STREET BRIDGE

by the city, and efficient fire and police departments have been organized.

The land constituting the townsite rises from sea level, on about a three-per-cent. grade, creating the best natural conditions for drainage and providing a splendid outlook from all parts of the city.

The streets are wide, many being 80 feet and others 150 feet in width. Over 100 acres have been set apart for park purposes.

The city and the district municipality together have almost 20 miles of waterfront on Burrard Inlet available for shipping and industrial purposes, along the greater part of which there is sufficient depth

attractions. Capilano Canyon, six miles distant, is regarded as one of the most impressive bits of scenery in the world.

The district municipality comprises an area 22 miles long by 8 miles wide. It has a present population of about 2,500. Its assessment is three millions and tax rate 12½ mills net. A large section has a domestic water service.

"Every form of summer outdoor recreation and land and water sport waits in North Vancouver and its vicinity for the man with leisure and a little money. In all America the invalid or he who seeks rest could find few more wholesome sanatoriums. The city's water

VANCOUVER, BRITISH COLUMBIA

is that of melting mountain snows. The wind that accosts you in the street is the same wind, heavy-winged with the salt of the sea, that dogs the flying billows which dance 'round the curve of the world. For the quiet man who takes his pleasure in the midst of God's trees and green hills North Vancouver has green woods and mountains at her very porches. One hears true tales of fishing within an hour of the city that are stranger than fiction."—Pollough Pogue, in "British Columbia Magazine."

NEW WESTMINSTER The "Royal City," as it is frequently called, is twelve miles from Vancouver, and is the capital of the agricultural district of the lower mainland and the market centre of the famous Fraser Valley. It has a population of about 16,000, and possesses many characteristics worthy of attention by the home-seeker, investor, manufacturer and tourist.

For beauty of situation it ranks high, for enterprise and energy the citizens and civic council are second to none; whilst the prescience of its founders cannot be overestimated, inasmuch as they selected it for the site of a "City Beautiful"—which it is rapidly becoming. Here the beautiful Fraser River broadens out into a magnificent harbour, open to the maritime fleets of the world at all seasons of the year, one with the desideratum of the shipmaster or the shipowner!

New Westminster has many claims to consideration. Here is to be found one of the most up-to-date sewerage systems in Canada; the electric lighting and water supply schemes are on a scale which causes civic engineers and experts from all parts of the continent to

visit and inspect the vast amount of work completed during the last two years, with a view to copying the systems employed.

New Westminster is essentially an industrial city, having over seventy enterprises of general interest, amongst them being machine shops, iron works, railway car building works, nail, sash and door factories, lumber mills (including the largest in the world), wood and iron pipe plants, distilling, brewing, cold storage, paper mill, shipyards, tannery, etc.

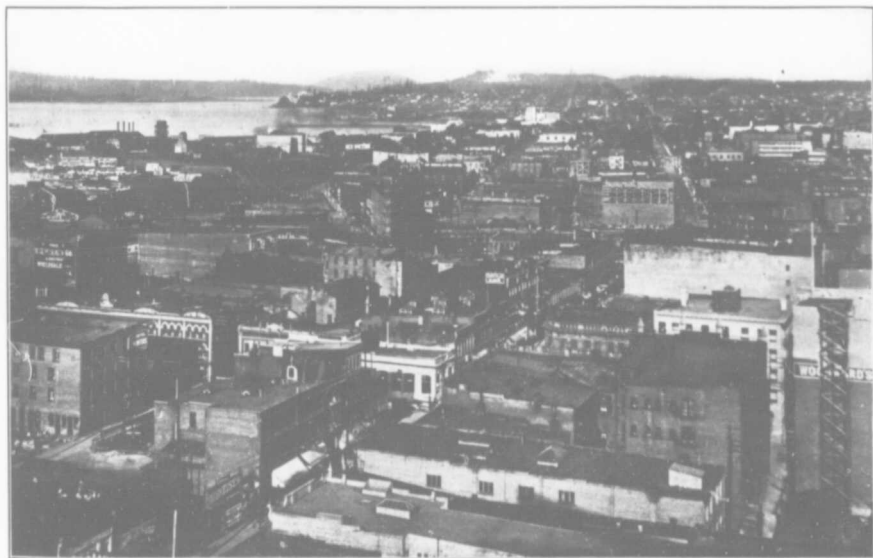
As a railway centre it is the hub of a radial system which has opened up the agricultural, dairying and fruit-growing lands of the Fraser Valley for a hundred miles in length by some thirty in width, where luscious fruits of many varieties mature to perfection, wild flowers and ferns grow in profusion, magnificent trees, lakes and streams abounding in trout form ideal picnic resorts, and on every hand graze herds of sleek cattle and horses; whilst the farm houses of many districts would not discredit the residential portions of a large city, being as they are replete with comfort and even the old-time luxury—but modern necessity—of telephone and electric lighting services.

Sport goes with these aids to comfort and few places are to be found where ducks, grouse, prairie

VANCOUVER
ARMORIES;
72nd SEAFORTH
HIGHLANDERS
ON PARADE



VANCOUVER, BRITISH COLUMBIA



EAST-CENTRAL BUSINESS AND FINANCIAL SECTIONS, VANCOUVER, B. C.

VANCOUVER, BRITISH COLUMBIA

chicken, pheasants, and even deer cannot be found in their season, to add to the luxury of the modern table as set forth in these home ranches.

Commerce and comfort are combined in New Westminster city; agriculture and comfort in the district, and no matter what locality is selected in the Valley a market exists with easy transportation in its vicinity; schools and colleges, banks and churches of many denominations are in close proximity, amusements and athletics are found in the military or other local associations, whilst electric cars and river steamers make frequent visits to the cities easy and comfortable.

Viewed from the Fraser the city slopes to the river front where wharves line the brink along a mile of waterfront; magnificent buildings and beautiful homes, standing in their own grounds, rise tier above tier, surrounded by flowering trees and richly beautiful in early spring with the blossoms of cherry, apple, pear and plum. The air is fragrant with lilac and roses, the sun shines brilliantly on the hill slope and on the plateau above, whilst in the distance are the tree-clad hills and snow-clad peaks on every hand, except the south, where winds the mighty Fraser, also the beautiful Pitt, and in the near foreground is the million dollar

Westminster bridge, which serves as a medium of communication across the International Boundary.

Such is New Westminster! A city and district which must be seen to be appreciated, for it is beyond description.

C. H. STUART WADE.

Publicity Commissioner,
New Westminster.

PORT MANN "The genii of destiny undoubtedly inspired the minds of those great empire-builders, Mackenzie and Mann, when they turned their eyes towards the Fraser River.

"The site selected is on the south side of the Fraser River, some three miles east of the city proper, and situated in the midst of the richest horticultural district of the West. Already a wharf 1,000 feet long and 75 feet wide (with a depth of 35 feet of water at low tide) has been erected. Construction has been carried forward for 70 miles east, some metal has been laid, and the balance necessary to open up 100 miles or more this year is rapidly arriving.

"A magnificent scenic townsite has been cleared, and plans completed for the erection of car-building shops and roundhouses. Repair works and miles of yard lines will be established—in short, all the terminals required by a great transcontinental line. Already two large steel corporations have located themselves in the district."—C. H. Stuart Wade, Publicity Commissioner, New Westminster, B. C.



VANCOUVER
BUSINESS MEN
AT PLAY:
SPORTS AT
SECOND BEACH



POINT GREY Is a municipality that touches the east and south, extending in the latter direction to the North Arm of the Fraser. It has an area of 12,000 acres and a present population of about 5,000 persons. Its assessment is \$14,644,588. That it is a thoroughly progressive community is shown by the very heavy expenditures being made for roads, sewers, parks, etc. Point Grey includes several extremely desirable residential sections, one of which, Shaughnessy Heights, is being rapidly built up with very handsome residences, and which together with roads, sewers and other improvements carried out on the property, have involved an expenditure of considerably over \$2,500,000 in the past three years.

There are thirty miles of streets being graded in the municipality this year (1911), some \$380,000 being devoted to road work, exclusive of the expenditure of \$130,000 for a similar purpose by the Provincial Government, which owns a large tract in the municipality. Besides these expenditures appropriations of \$500,000 for water mains, \$250,000 for sewers and \$100,000 for parks have been voted. The B. C. Electric Railway is extending its lines throughout the municipality, and electric light and telephone service are available to all sections of it.

The municipality, which is in the form of a peninsula, is skirted by a magnificent roadway—the Marine Drive—which, when completed, will constitute one of the most delightful roadways on the continent. Granville street is being paved from the boundary of the city to the North Arm of the Fraser, and for part of its length will, with the Marine Drive, form a belt line almost encircling the entire municipality.

The University of British Columbia will be located on an eminence jutting out into the Gulf of Georgia. Poulough Pogue, in an article in the June number of the "British Columbia Magazine" says: "Point Grey is really nearer to the ideal university location than most Vancouver people know. To those who are unfamiliar with its prospects, a drive or a walk along the road that follows its beach of silver sand where 'one view calls to another' will be a journey of discovery. The high and crumpled banks matted with fruiting vine and shrub, thick grown with hazel and fern and alder, which wall in the road on the land side, are crimson and buff and bronze now with the vine-maple and the drying bracken. A forest as extensive and as romantic and picturesque in its primitive character as Stanley Park covers, with intervals of clearing, the peninsula from where Point Grey shoves a long snout into the blue water to the village-like group of houses through which they are building new streets with passionate haste.

"Only a master-worker in broad strokes who could see things in a big way could possibly describe Point Grey's beauty. Every color note in the palette's scale is in the sunsets whose blinding crimson the city's windows reflect."

PUBLIC BUILDINGS

Having regard to its youth, Vancouver has nothing to be ashamed of in regard to its public buildings. Those erected by the Provincial Government, such as the Court House, the Normal School, etc., and the Post Office and Custom House buildings by the Dominion Government, are worthy of a great city, the only defect being that, though just erected, they are already too small to meet the needs they are intended to serve.

The Carnegie Library, too, though an imposing structure and but a few years old, needs to be enlarged.

As yet the city has not undertaken the erection of a permanent City Hall, and the present structure is about to be added to in order to serve the purposes of the city



YOU CAN DRIVE OR WALK INTO STANLEY PARK



JONATHAN ROGERS BLOCK, VANCOUVER, B. C.

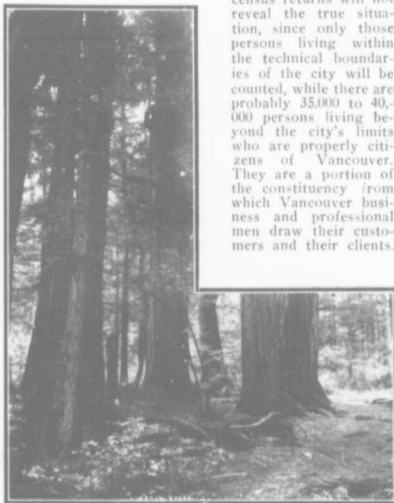
VANCOUVER, BRITISH COLUMBIA

for a few years longer, when a building large enough to meet the requirements of the future city will be erected.

The twenty-odd high and public schools of the city are large, conveniently arranged and substantially constructed buildings, in which every provision is made for the health and the safety of the teachers and pupils.

POPULATION At the time of Vancouver's incorporation, in 1886, it had a population of 1,000. The census of 1891 credited it with 13,685; that of 1901, 26,133. The census of 1911 will show a population of approximately 100,000. The directory publishers claim for it in the present year 145,000, which includes its immediate suburbs.

In any event the census returns will not reveal the true situation, since only those persons living within the technical boundaries of the city will be counted, while there are probably 35,000 to 40,000 persons living beyond the city's limits who are properly citizens of Vancouver. They are a portion of the constituency from which Vancouver business and professional men draw their customers and their clients.



THE WOODS AS NATURE LEFT THEM

PANAMA CANAL Vancouver has become a competitor for the grain shipping business of Canada even under present conditions.

Her position will be immensely stronger when the Panama Canal is completed. The rates at the present time are:

Alberta points to Vancouver average.....	22½¢	per 100lbs
Vancouver to Liverpool.....	22½	" "

Total	45c	
Alberta points to Fort William average.....	25c	per 100lbs
Fort William to St. John.....	25	" "
St. John to Liverpool.....	6	" "

Total	56c	
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—a difference of 11c in favor of the western route, although the charge for hauling from Alberta points to Vancouver (650 miles) at 22½¢ is relatively much higher than that of hauling from Alberta points to Fort William (1400 miles) at 25c.

"When the Panama Canal is opened in 1915 the distance between Vancouver and Liverpool will be cut in half, and there will then be no comparison possible between the rate then to be and that now in force via either Suez, the Horn, or Fort William."—L. P. Strong, General Manager Alberta-Pacific Elevator Co., Calgary, Alta.

C. R. Hosmer, Director of the Canadian Pacific Railway and President of the Ogilvie Milling Company—the largest flour milling and grain elevator-owning corporation in the British Empire—in the course of a recent interview said:

"I believe the opening of the Panama Canal will exercise a profound influence on the traffic movement of the Western portion of the Dominion. Among other things I expect to see a large volume of grain and flour seek an outlet via Vancouver and the trans-Isthmian Canal. I am referring now to the Alberta crop and possibly a portion of the products of Western Saskatchewan. Our company is keeping in touch with the situation on this coast and as soon as conditions justify will erect a grain elevator and probably a flour mill of large capacity in Vancouver."

It is generally accepted that the opening of the Panama Canal in 1915 will mean extra shipping for Vancouver. The distance from Liverpool to Vancouver, via the Straits of Magellan, is 14,500 miles; by the Panama Canal the distance would be 8,836 miles. It seems almost beyond doubt that the Pacific coast will experience an enormous revival of shipping, and that Vancouver will share in the benefits. The shipment of wheat from Vancouver is one of the developments looked for.

VANCOUVER, BRITISH COLUMBIA



VANCOUVER'S CENTRAL BUSINESS AND

VANCOUVER, BRITISH COLUMBIA



FINANCIAL SECTION IN PANORAMA

PARKS

One of the first acts of the City Council of Vancouver was to petition the Dominion Government to set aside for park purposes that section which since has become famous as Stanley Park, of which Elbert Hubbard said: "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." As early as October, 1887, a bylaw was carried by the ratepayers authorizing the expenditure of \$20,000.00 on the park drive.

Since that time large sums have been expended in laying out and sustaining the city's parks (now numbering sixteen) and in improving the bathing beaches. The expenditure for 1910 was \$30,475.68.

For one week in each year a count is made of the persons, vehicles, etc., entering Stanley Park. The following comparative summary of the result of the census for the years stated will be interesting:

Year	Pedestrians	Autos	Hacks	Rigs	Saddle Horses	Bicycles
1905	14,664	38	155	711	81	821
1907	23,251	227	160	715	136	699
1909	32,840	383	291	1,144	387	625
1911	53,255	1,114	295	1,171	459	661

"Within the city limits spreads Stanley Park—surely one of the finest natural city parks in the world, with the monster trees of the Pacific slope rising to dizzy heights and boasting extraordinary diameter measurement. One drives or motors through the shady avenues of the park on an early August noon and sees the fine lacework of foliage overhead where the sun seeks to enter. Close by the paths are the moist lichens, and ferns, mosses, and brushwood of forest life—always green and cool and fresh to the eye or hand. The park extends for twelve miles, its trees ever rivaling each other in height, in foliage, in verdant tones: the underwood ever more fairylike in its tender and dainty forms."—Lady Doughty in the "Grimby Telegraph."

"One thousand acres of rugged forest whose tangled growth of vines, ferns and shrubs carpet with fine tracteries of green the sun-warmed aisles of a great pine and fir columned cathedral. Nine miles of level dirt roadways that pattern like grey strands of yarn, a prodigality of greening foliage, and lure into their waiting reaches the cyclist, the rider and the motor man. Twenty-two miles of footpaths down which one wanders as through the corridor, wall-hung with Gobelins tapestries, of some great gallery of the arts. The chance-found paths stray on into a birds' flutter place, where the vines and woodland notes and diamond shining springs are but the undercurrent of the three-



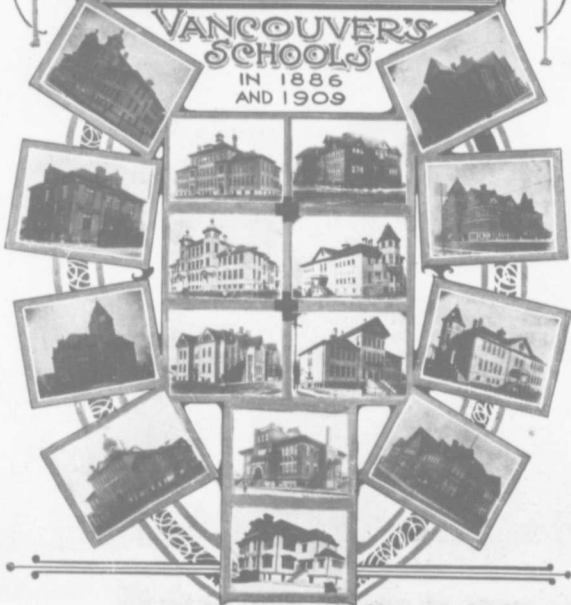
THE NEW POST OFFICE, ALREADY OVER-CROWDED

century footed trees whose barky sides pillar the forest with rough kindness.

"Stanley Park nestles up to the houses of the city. One drives from the paved streets into the soul of a huge old forest. It is a city park without a lawn, hedge or flower except the wild greensward, its shrubs of strange caprice, and shy wild blooms planted by the winds of the world and nourished with soft warm rains and a fairy sun. Rough-hewn benches tell the wanderer of thoughtful hours spent on their lean and sun-patterned rests. Under arching branches the motorist looks down long avenues of green and gold to where the blue salt sea wraps the park in its embrace of slipping tides. Surely, with its drives, its quiet peace and strange wild beauty, it is the place ideal for motorists to play with nature."—"British Columbia Magazine."



VANCOUVER'S
SCHOOLS
IN 1886
AND 1909



VANCOUVER, BRITISH COLUMBIA

POLICE DEPARTMENT

Although a seaport town, and having in its population a large percentage of foreigners, law and order are well preserved in Vancouver. This is due in a great degree to the vigilance and efficiency of the police department which, under the management of Chief R. G. Chamberlin, has acquired the reputation of being one of the best in Canada.

The present force numbers 126 men, including all departments. The mounted force numbers 10 men and a sergeant. Sixteen men are required for the traffic squad. There are 60 patrol boxes scattered throughout the city, having telephone connection with headquarters, and included in the equipment are an auto patrol wagon, an emergency ambulance, and a car for the chief constable.

The equipment of the department is thoroughly up to date, including all the accepted devices for facilitating its work, so that in both that respect and in regard to the personnel of the force there is nothing to be desired, and as has been said, the results are thoroughly satisfactory.



B. C. ELECTRIC CO.'S REPAIR TRUCK

POST OFFICE RETURNS

Up to the end of 1894 Vancouver was a "country" office, producing no revenue save from the sale of stamps. In the following year it was raised to a "city" office and produced a revenue of \$25,000. In 1910 its revenue was \$347,745, while this year it is rated as the fourth office in Canada, with an estimated revenue of \$400,000 or more.

In 1895 the staff consisted of the postmaster and his assistant, seven clerks and a messenger. Four carriers were sufficient for the street delivery, and eleven boxes were placed on the streets. The monthly payroll was \$700. Today the staff, clerks and carriers number 165 and the average monthly payroll is \$12,000. There are 289 street letter boxes.

In 1895 the office handled six mails in and six mails out per week. Today the office receives and despatches by the C. P. R. 14 mails per week, and 21 are received and 14 despatched by the G. N. R. weekly. Every day of the year the office receives eight and despatches eight mails by steamers. Ten years ago there were two baskets per week of Great Britain parcel post matter received; today the average is 155 baskets per week.

Seventy thousand ordinary and ten thousand large letters (exclusive of registered mail) are despatched daily. An average of 250,000 mail packages are handled every day.

Last six months of 1910, stamp sales alone amounted to	\$180,000
Corresponding period, 1909, they were	129,000
Increase for 1910	\$51,000

Dec. 19	87,700 letters for outside points
" 20	75,000 " " " "
" 21	73,800 " " " "
" 22	63,700 " " " "
" 23	94,000 " " " "

Total 394,200 in five days

One mail from England contains 200,000 letters and 30,000 packages.

Today the Vancouver Post Office is housed in one of the most magnificent buildings devoted to the use of the postal service in Canada. This structure of dressed grey stone, massive yet handsomely proportioned, is situated at the northwest corner of Granville and Hastings street, immediately on the general routes of street traffic. The building, fitted and furnished, cost over \$500,000.

VANCOUVER, BRITISH COLUMBIA



CORDOVA STREET FROM CANADIAN PACIFIC RAILWAY TERMINUS, VANCOUVER, B. C.

VANCOUVER, BRITISH COLUMBIA

REAL ESTATE VALUES The phenomenal increase in real estate values in Vancouver during the past few years has been the subject of some unfavorable comment by persons not familiar with the conditions affecting this city. On the other hand, men of wide experience, known to be close students of city development and competent judges of realty values, express the utmost confidence in the city and its future, and many of the buyers of Vancouver property at prevailing prices have been banks and other conservative financial institutions, who regard it as a safe and profitable investment. Certain it is that up to the present those who have made most profit from Vancouver property are those who have had most confidence in the city. There is more reason for such confidence today than ever before, and it is now widespread among people who know Vancouver as it has ever been.

Some recently expressed opinions on the question will be of interest:

Mr. Julius Brown, a prominent Los Angeles capitalist, a recent visitor, said: "There is no question about the permanence in values, especially as regards inside property. They will continue to increase with the growth of population. This opinion is shared by all impartial visitors from other coast cities. I think I am safe in stating that, population considered, the prices of realty here are, relatively speaking, not any higher than in Los Angeles, San Francisco and Portland."

Mr. C. R. Hosmer, the Montreal millionaire, thinks a good deal of Vancouver: "I was simply astounded at the enormous growth of Vancouver in size and population since my last visit five years ago. Nothing can ever stay the city's progress; in fact a thousand natural factors will continue to contribute to its expansion as one of the greatest railway and shipping centres on the continent."

"Your expanding bank clearings are a constant theme for surprised comment among the staid and slower-going people of Eastern Canada. I will promise you that I will not delay a return visit as long again. It gives a man a new lease of life to see how you do things in Vancouver. The atmosphere seems to be surcharged with inspiration. Your prosperity and growth are the absorbing talk of every banker and business man from the East who visits the coast. I think it would be a liberal education if all our Eastern business men could be compelled to come out here on a yearly visit. They would return home with some of that inimitable Vancouver spirit. Only a few days



THE HOME OF THE VANCOUVER CLUB

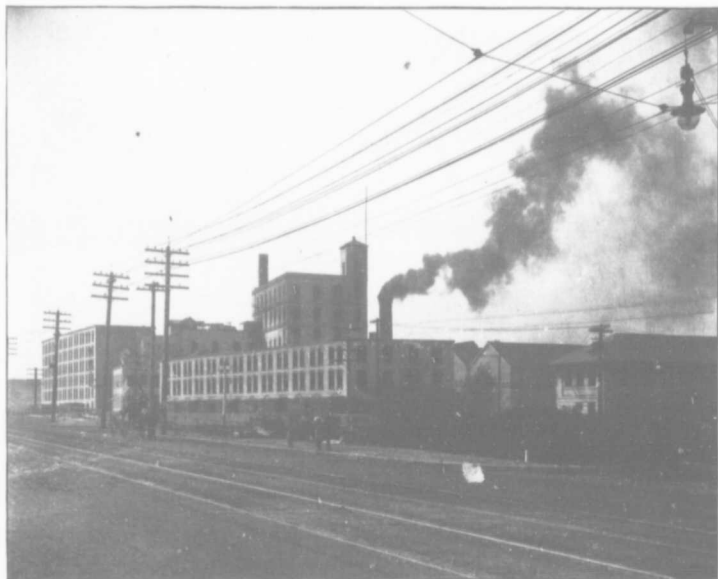
ago in Montreal the manager of Henry Birks & Sons, Ltd., told me that its branch in Vancouver is doing as much business today as the head store did ten years ago in Montreal when that city had a population of over 210,000. I suppose these instances could be multiplied."

Jas. J. Hill: "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 centres. Vancouver, with its wonderful hinterland, will probably be the largest city of all. Burrard Inlet 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 seas, the greatest timber resources on the continent, and mineral assets that will make British Columbia the greatest province in the Dominion."

"Do you know how I would write a dissertation on 'How to be Rich in Vancouver?'" said a prominent business man the other day. "I would say, 'Take a map of the Lower Peninsula, shut your eyes, stick your finger anywhere, and sit tight.'"

VANCOUVER, BRITISH COLUMBIA



BRITISH COLUMBIA SUGAR REFINERY, VANCOUVER, B. C.

VANCOUVER, BRITISH COLUMBIA



NEW RETAIL SECTION, GRANVILLE STREET, LOOKING NORTH FROM FALSE CREEK, VANCOUVER, B. C.

VANCOUVER, BRITISH COLUMBIA

RAILWAYS

"Vancouver is to the Pacific Coast what New York is to the Atlantic, and I am willing to risk my reputation as a prophet on the prediction that not six but ten railroads will have their western terminals in this city within five years."

This prediction was made recently by a prominent official of the Chicago, Milwaukee & Puget Sound Railway Company, who announced at the same time that his company would have its trains running into Vancouver inside of two years. "Our company," he went on to say, "cannot afford to do without a terminal in this city any longer. There is no way for a railroad looking for a Pacific Coast terminal to keep from coming here unless it can afford to lose money."



METROPOLITAN BUILDING, HOUSING THE TERMINAL CITY CLUB

Similar statements regarding Vancouver's relation to transportation have been made by leading officials of all the railways connecting with this coast. Mr. J. D. Farrell, of the Harriman system, said: "The Harriman railway system will build into Vancouver. It is an objective point which no transcontinental railway can afford to overlook."

President Elliott, of the Northern Pacific, said: "The probabilities of the American export trade to the Orient being diverted via Vancouver are simply illimitable. The business will tend to seek an outlet to the seaboard through Vancouver as the American lines will be in a position to meet the competition of Canadian railways with American rail connections."

Mr. J. J. Hill, of the Great Northern Railway, said a year ago: "I see a day coming when half a score of lines from Northern British Columbia will converge on Burrard Inlet."

The C. P. R. came before Vancouver was. It selected the shore of Burrard Inlet as being the best possible location for its terminals, and it had all the coast to choose from, for all of it was then available.

It has here very extensive terminals which, however, are proving inadequate for its increasing business. Here the officials of the company having provincial jurisdiction have their headquarters, and this is the home port of its transpacific ships. The company owns large tracts of land in and adjacent to the city and thus has a very vital interest in the prosperity of the section. It now operates three transcontinental passenger trains and one local train each way daily.

The Great Northern Railway entered the city seven years ago and operates four trains each way daily between here and Seattle, connecting with its trains for and from the east. The Northern Pacific has one train each way daily to and from the same points. The latter at present uses the C. P. R. tracks from the international boundary to Vancouver, but will shortly have its own line and will then greatly increase its service.

The Great Northern Railway has within the last three years made large purchases of waterfront on False Creek and Burrard Inlet, involving an expenditure running into millions, which will be increased by over two millions more in building terminals, docks, etc.

The Grand Trunk Pacific and the Canadian Northern Pacific companies will also build into Vancouver. The former is now erecting extensive docks on Burrard Inlet.

"Every railroad of the western part of the continent is rushing toward Vancouver, steamship lines



SOUTHEAST CORNER CARRALL AND HASTINGS STREET EAST, VANCOUVER, B. C.

VANCOUVER, BRITISH COLUMBIA

traversing the whole Pacific and reaching all the ports of Japan, China, New Zealand, Australia and the Asiatic archipelagos are adding to their fleets to keep pace with Vancouver's fast-growing commerce. Here is another cosmic fact: Vancouver will become the largest and richest city on the Pacific coast of America."—New York "Commercial."

TABLE OF DISTANCES FROM VANCOUVER, B. C.

Eastwards—	Statute Miles	Statute Miles
Rosland, B. C.	563	Winnipeg, Man. 1,482
Calgary, Alta.	641	Toronto, Ont. 2,769
Edmonton, Alta.	833	Montreal, Que. 2,906
Regina, Sask.	1,125	Quebec, Que. 3,054
		Nautical Miles
Northwards—		
Vancouver to Prince Rupert by coast steamers.....	550	
Vancouver to Skagway, coast steamer.....	891	
Westwards—		
Vancouver to Vladivostok (Russian Terminus of the Siberian Railway) direct	4,460	
Vancouver to Yokohama, Japan	4,270	
Southwards—		
Vancouver to Moreton Bay, Queensland	6,510	
Vancouver to Honolulu, S. I.	3,436	
Vancouver to Mazatlan, Mexico	2,311	
Vancouver to Liverpool (via Tehuantepec)	7,009	
		Statute Miles
Vancouver to Seattle, Wash.	178	
Vancouver to Portland, Oregon	405	
Vancouver to San Francisco, Cal.	1,177	

"Vancouver went on her knees to the railroads. Now the railroads know that they cannot afford to stay away from Vancouver. Underlying both these is the fact that, great though the resources of British Columbia are, vast as is the wealth of the district immediately tributary to Vancouver, it is not these things that are rapidly making Vancouver the greatest shipping port of the Pacific coast. Potential in the days when this was merely a neck of the woods with a deep arm of the sea pointing through it, but triumphantly apparent today, Vancouver's power lies in her strategic position, a harbor ranking among the great harbors of the world—a natural position that will force the overland traffic from west and north to pass through her gates.

"It is no longer necessary to offer inducements to railroads to come to Vancouver. By hook or crook they will come; they must come"



THE ROYAL VANCOUVER YACHT CLUB

SHIPPING Vancouver is rapidly becoming one of the most important shipping points on the Pacific coast. Its harbor is land-locked and sheltered from all points, roomy and deep enough for the largest vessels. It is the chief Pacific harbor of the Canadian half-continent, and within the zone of the greatest commercial activity, as well as on an almost direct line from Liverpool, through Montreal or New York, to the ports of China, Japan and other Oriental countries, the South Sea Islands and Australia. Its tonnage tables for the year ended March 31, 1911, follow:



HASTINGS STREET RETAIL SECTION

VANCOUVER, BRITISH COLUMBIA



VANCOUVER ROWING CLUB

Port of Vancouver

Total tonnage for year ended March 31, 1911 :	
Sea-going.....inward with cargo.....	2,302,054
Sea-going.....outward with cargo.....	642,454
Sea-going.....inward in ballast.....	207,391
Sea-going.....outward in ballast.....	368,204
Coasting.....inward	1,996,963
Coasting.....outward	2,521,847
	8,038,913



WATER STREET WHOLESALE SECTION

The lines of steamers trading out of Vancouver together give the city direct over-sea connection with practically all parts of the world. The C. P. R. fleet, which is by far the largest, furnishes services to Seattle and Victoria; to Nanaimo and other points on the east coast of Vancouver Island; to Northern British Columbia ports, including Prince Rupert, Port Simpson and Stewart, the Queen Charlotte Islands, and to Skagway, Alaska. The Grand Trunk Pacific boats ply from Vancouver, Victoria and Seattle to Prince Rupert, Stewart and the Queen Charlotte Islands. The Union S.S. Company maintains a fleet of seven steamers, which ply to northern points, as also do those of the Northern and the Boscowitz S.S. Companies. The C. P. R. Empress ships, with the Montague, ply to the Orient, and the Canadian-Australian line gives a monthly service between Vancouver and Australia, calling also at Honolulu and Suva.

The Blue Funnel freighters trade between Liverpool and Vancouver via the Suez Canal.

The Andrew Weir liners maintain a service between Vancouver and the Orient; they also engage in the Australian trade from Vancouver, Puget Sound and San Francisco.

The Harrison Line inaugurated what is to become a monthly service between Europe and Vancouver, by the despatch of the S.S. Centurion from Antwerp in April last. The ships of the Kosmos fleet will hereafter leave Hamburg once a month, and cancelling many of the stops north-bound at ports in Peru and Ecuador will give a ninety-day service between the German port and Vancouver. These boats will connect at Valparaiso with the Mediterranean boats of the same line, thus giving connection also between southern French and Spanish ports and Vancouver.

The Canadian Mexican Pacific S.S. Company operates two boats between Vancouver and Mexico, calling at Mazatlan, Guaymas and Salina Cruz.

VESSELS ON THE REGISTER OF SHIPPING AT VANCOUVER ON DECEMBER

31, 1909 AND 1910			
Sailing Vessels			
	1909	1910	
Number	23	138	
Gross	2,060	14,649	
Net	2,060	14,644	
Steam Vessels			
Number	103	469	
Gross	15,369	32,255	
Net	9,871	20,531	

This does not include the coasting ships of the C. F. R., all of which are registered at Victoria.

VANCOUVER, BRITISH COLUMBIA

SITE

Vancouver's site meets every requirement of a great commercial and industrial centre as well as of a healthful and delightful residential city. This applies not only to the present city, but also to the whole section between Burrard Inlet and the Fraser River which is particularly well adapted for the site of a great metropolis. It includes miles of sheltered harbors, whose shores afford splendid facilities for docks, elevators and warehouses and ideal conditions for factory sites; also numerous sections suitable for residential purposes, several of which, besides those inside the city proper, are now being built up with beautiful homes.

Vancouver is justly celebrated for the beauty of its surroundings—a subject of comment by all visitors.

"This is my first visit to Vancouver. I never saw anything more entrancingly beautiful than Burrard Inlet with its glorious background of blue mountains softened by distance. The view far surpassed my expectations. In this mild, soft climate I felt at home at once. I had been told that I would be astounded, and that western men proud of their own localities had expressed the opinion that the scenery in the vicinity of Vancouver was the finest on the continent. Your crowded streets and stately buildings have impressed me most favorably."—T. P. O'Connor.

"And when one has absorbed the greatness of this prodigious town, its possibilities of expansion and illimitable wealth, one may well spend the day enjoying its scenic beauties. For Vancouver is unique in the glory of its geographical position. Across the Strait of Georgia stretch in ever blue and purple vistas the mountains of Vancouver Island. Southward one sees the lovely Cascade range and the Olympics, with the eminent snow-capped peak of Mount Baker cleaving the very clouds."—Lady Doughty, in the *Grimsbay Telegraph*.

One who delves into the history of transportation in Vancouver is met at every turn by the statement that the Canadian Pacific Railway made the city. The iteration becomes wearisome. Yet in the last analysis no great city was ever made by a railroad or by railroads. Time and again in the history of Canada and the United States have railroads put forth efforts to artificially create cities, and the creation has succeeded only where Nature had already brought together the factors that go to build up a centre of population. Where the efforts of the railroads were not backed up by adequate natural resources and by a commanding geographical situation, the artificial fabric tottered soon to its fall.



THE CANADIAN BANK OF COMMERCE, SHOWING ALSO CANADA LIFE AND BANK OF OTTAWA BUILDINGS

SOUTH VANCOUVER

A municipality lying between the southern boundary of Vancouver and the North Arm of the Fraser River, which will shortly become a part of the city. It contains 14.5 square miles and has four and one-half miles of water frontage on the North Arm of the Fraser. This stream is now being dredged to a depth sufficient to accommodate ocean-going ships. The B. C. Electric Railway line from Eburne to New Westminster runs along its north bank, thus giving to the locality, in addition to the shipping facilities afforded by the river, direct rail connection with all the continental roads running into Vancouver.

Its shores will be lined with manufacturing plants, several of which have already secured sites.

The statistics of South Vancouver reveal a speed in development rarely equalled, even in the West.

In five years—from 1905 to 1910—its population increased from less than 5,000 to 25,000, while it is expected the present census will show a population of 35,000.

There are 2,500 pupils enrolled in its schools.

Its assessment in 1909 was \$7,400,000, in 1910 \$13,585,000, and this year (1911) it is \$37,742,386.

Although in a sense a rural community, it has 120 miles of graded streets, 38 miles macadamized, 110 miles of water mains, and 105 miles of plank walks.

In it are 9½ miles of electric lines in operation and two miles of extensions are under construction. It

VANCOUVER, BRITISH COLUMBIA



THE BANK OF VANCOUVER

has electric light and telephone service throughout its area. As is the case in Vancouver City, improvements are not taxed.

The people of South Vancouver do not feel only the pride of possession in their beautiful suburb. They know they have a region of great natural beauty, high, dry, salubrious. They have space, breadth, ample scope and verge enough for development; fruitful soil, glorious views of mountain and of stream. "Every prospect pleases." Forest, hill and valley are here, with river and rail for transportation.

In 1913 South Vancouver will attain its majority, having been incorporated on the 13th day of April, 1892. The progress and prosperity of the suburb are a refutation of the superstition which some people attach to the number 13.

South Vancouver at first comprised a larger territory, including Point Grey. The remodelling of boundary lines has had the effect of giving more compactness, greater control, and the division has been of benefit to both.

South Vancouver will be part of Greater Vancouver, the vast city of the future—a city which in area, population, magnificence, wealth, industry and prosperity will vie with the great cities of history—past and present.

During the past year the total amount of building and improvements must be represented by the very respectable sum of \$1,427,170.

TAXATION

Vancouver, like most of the municipalities adjacent to it, does not tax improvements, the total levy being made upon land values. The exempting of improvements was accomplished gradually. From 1895 to 1905 they were taxed at only 50 per cent. of their value, from 1906 to 1909 at 25 per cent., while since 1909 all improvements have been exempt. It has not caused any increase in the rate, which remains at 20 mils on the dollar.

This system of taxation has an important bearing upon the circumstances of manufacturers, since it exempts absolutely all their buildings, plants, tools, etc., and as compared with the situation existing in most cities it constitutes an inducement to locate in Vancouver that is bound to have a beneficial influence upon the industrial development of the city. The immediate effect has been to stimulate building operations, and to cause a marked improvement in the size and the quality of the buildings erected since the regulation came into force.

"The first city approaching metropolitan proportions that has essayed, even in a moderate degree, to bring into operation the single-tax principle of exempting improvements from taxation is Vancouver. This city, with a population now of considerably more than 110,000, and an area of approximately thirteen square miles, exclusive of waterways and its large natural park, has been attracting the attention of cities, governing bodies, publicity organizations and economists almost the world over, and the press of the American continent has evinced keen interest in what was at first termed 'the Vancouver experiment,' but which has now been conclusively proved a decidedly successful innovation.

"Many of the enquirers who have written requesting information anent the Vancouver system of taxation could not understand the distinction made in British Columbia between civic and provincial taxes. Personal and income taxes and a poll tax are collected by the government, a return in some measure being made to the city in the shape of grants for schools, parks and other special purposes. Pavements, cement sidewalks and improvements of a similar nature are carried on under the initiative local improvement principle, property owners paying the major portion of the cost and the city paying for street intersections, etc.

"That the step has been attended with distinct and unequalled success is an indisputable fact in the face of the comparative figures of the building permits, both in number and value, issued during the year 1910, the year preceding, and previous years, the aggregate for 1910 breaking all previous records in that respect."—Walter A. Hilliam in "British Columbia Magazine."

VANCOUVER, BRITISH COLUMBIA



PANORAMIC VIEW OF NORTH VANCOUVER

TRAMLINES The British Columbia Electric Railway Company owns and operates all the electric railways on the coast of this province. Its lines in Vancouver and suburbs are laid on 35½ miles of streets. Interurban lines connecting Chilliwack, New Westminster and Steveston with Vancouver have over one hundred miles of track.

The routes of these several branches are indicated on the maps accompanying this folder. As will be seen the journey between Vancouver and New Westminster can be made via three different routes, and a fifteen-minute service is maintained between the two cities.

The increase of the business of this company furnishes one of the many striking evidences of the remarkable growth of Vancouver and nearby communities. The company pays to the city a percentage of its receipts from passenger traffic over its Vancouver lines. The following table gives the payments made to the city in the years stated:

Year	Amount (\$)	Avg per mo. (\$)
1901-5	\$20,626.69	\$ 343.77
1906	10,163.38	846.94
1907	16,366.96	1,363.90
1908	23,182.43	1,931.86
1909	33,694.80	2,807.90
1910	47,419.75	3,951.64

The city's income from this source for the half-year ended June 30, 1911, was \$23,227.93, an increase of nearly 50 per cent. on the sum received during the corresponding period of 1910, and more than the receipts for the whole of any year prior to 1909.

There were 30,016,692 passengers carried on the company's cars in the year 1910.

In a recent letter to the Vancouver City Council, General Manager Sperling, of the British Columbia Electric Railway Company, stated that the capital investments of the concern in various forms within the limits of the province had already reached a total of \$21,826,086, an amount which, when stated, was surprising to the greater part of the general public, who then for the first time realized the magnitude of the concern.

TELEPHONES The Vancouver telephone service is furnished by the B. C. Telephone Company, which operates in thirty cities and towns in the province, and owns many long-distance lines and submarine cables. It has 21,000 telephones in use and has invested about \$3,500,000 in its ventures. The capital of the company is held by British Columbia people exclusively.

The first exchange in Vancouver was opened in 1888 with less than 60 subscribers. Ten years later (in 1898) there were 1,000 odd. The second thousand was added in five years and the third in two years. Each of the next four years added 1,000, the total in 1909 being 7,200; but in the next year over 3,450 were added, and on June 30 last there were 12,836 instruments in use, an increase for the six months of 2,286.

This enormous rate of increase has made it necessary for the company to establish two additional exchanges. One was opened June 1, and the other will be opened in a few months.

As an instance of the progressiveness of the British Columbia Telephone Company, it may be pointed out that during the past twenty years it has three times thrown out of its central office in the city of Vancouver switchboards which the advance of invention had relegated to the scrap-heap. In 1891 the company was operating in Vancouver what were known as the fifty-line, standard, single-circuit switchboards. These were discarded in favor of standard metallic circuit switchboards. In time these gave place to branch terminal multiple switchboards, and then came the common battery type of boards which the company is today operating.

Despite the fact that the B. C. Telephone Company has invested millions of dollars in keeping its plant in the highest possible state of efficiency, the cost of service to subscribers is less than in many other places in Canada and the United States. The user in Vancouver pays less for service than does the man who rents an instrument from the government of Manitoba in the city of Winnipeg.

VANCOUVER, BRITISH COLUMBIA

WATER SUPPLY

Vancouver's water supply is abundant and of excellent quality. Its sources are in the mountains across Burrard Inlet. "Every day in the year huge wooden, steel and cast-iron pipes draw from the fastnesses of the high mountains across the harbor the best that they can give, and the cool, pure water by gravity alone is here transmitted into the thousand diversified needs of a great city."

There are two independent sources—the waters of the Capilano and of Seymour Creek—having a present daily output of 18,000,000 gallons. With the addition of a few small mains and the full utilization of those now installed, the two systems will deliver 35,000,000 gallons per day.

The city has owned the waterworks only twenty years, prior to which it was operated by a private company. Since acquiring it the city has expended some \$3,000,000 upon it, of which amount one and one-half millions have been put into the two systems.

It has been no light duty to slake the thirst of Vancouver during the passing years, but the work has been done, and done well. Prominent among the civic sources of pride is this very water system, and the same people who are able to smile in gratification and tell you, "We have the most up-to-date fire brigade in America," have equal assurance when they announce that the water they drink is the purest in the West, and the supply is the best on the coast.



THE CANADIAN PACIFIC RAILWAY DEPOT

The increasing demands upon the plant due to the growth of the city are indicated by the following tables:

WATERWORKS COLLECTIONS

For the first six months of—

1907 \$ 78,213.79	1909 \$114,341.04
1908 95,008.65	1910 137,110.81
1911 181,372.81	—more than the combined totals of 1907 and 1908

APPLICATIONS FOR WATER SERVICE

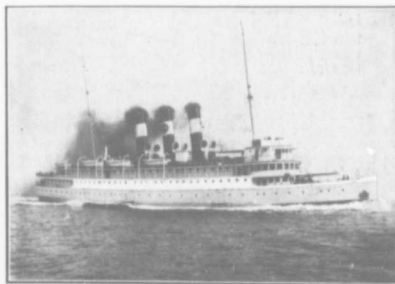
From leaseholders only for first half of—

1907	766
1908	843
1909	939
1910	984
1911	1375

WATER SERVICES IN USE

June 30, 1907	10,250
" " 1908	11,914
" " 1909	13,577
" " 1910	15,452
" " 1911	17,675

An increase of over 70 per cent. in four years. City mains, 174 miles. Hydrants, 902.



GRAND TRUNK PACIFIC STEAMSHIP PRINCE RUPERT

To the Reader—

FROM the foregoing indisputable facts and figures it is manifest that Vancouver, by virtue of its geographical position, its magnificent land-locked harbor, its even and temperate climate, its wonderful hinterland and the railway development which is going on within its borders, is destined to become, in the near future, one of the busiest ports in the British Empire.

To any one whose money is deposited in a bank or trust company, drawing three or four per cent., Vancouver offers a safe field for investment by way of mortgages on first-class property. Such mortgages are generally given for an amount equal to about 40 per cent. of a conservative valuation of the security and earn from 6 to 9 per cent. interest, all fees and expenses being paid by the borrower.

To the investor who is satisfied with less interest we strongly recommend the purchase of Vancouver real estate, which is steadily increasing in value. Investments at present prices will show handsome profits within the next five years, as foreign capital is commencing to flow into the Province of British Columbia for the development of her natural resources. Trade with China, Japan, India, Australia, Mexico and South America is increasing rapidly, and within the period mentioned the Panama Canal will be completed, thereby bringing Vancouver 6,000 miles nearer the markets of Europe.

Trusting this booklet will merit your careful consideration, and awaiting your pleasure, we are,

Yours faithfully,

Sharples & Sharples.

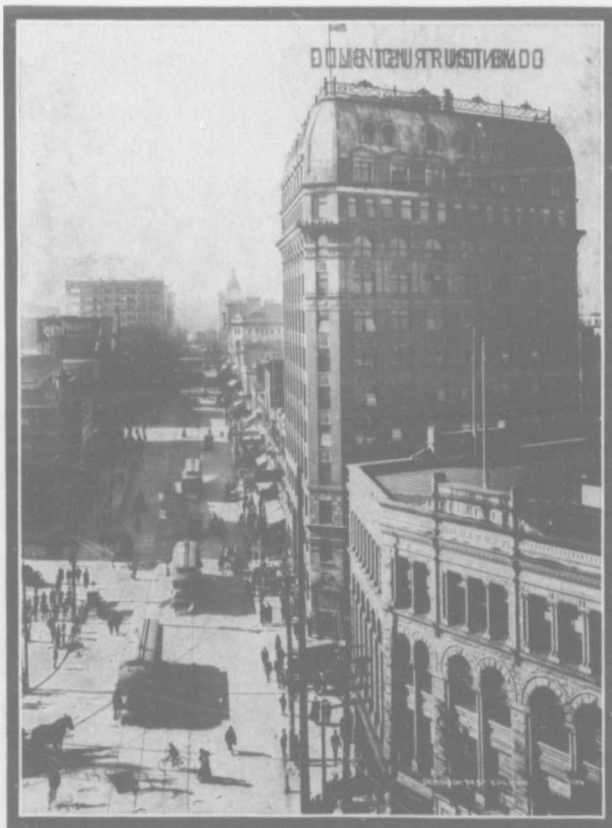
Vancouver, B.C., December 1, 1911.

**Vancouver's
Best
Advertisement
Is Itself**

¶ It is much easier to tell the truth about Vancouver than to believe it.

¶ Despite all that has been published about the city, visitors are always agreeably surprised.

**“One Seeing
Is Worth
a Thousand
Hearings”**



SATURDAY SUNSET, PRINTERS, VANCOUVER, B. C.

