

CITY AND DISTRICT OF  
**North Vancouver, B.C.**

Situated on Burrard Inlet or Vancouver Harbour

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**FACTS**

Regarding an  
Ideal Place for

New Industries

Home Seekers

Tourists and  
Sportsmen

Fruit Growers  
and Florists

Investors

**THE FUTURE  
IS OURS**

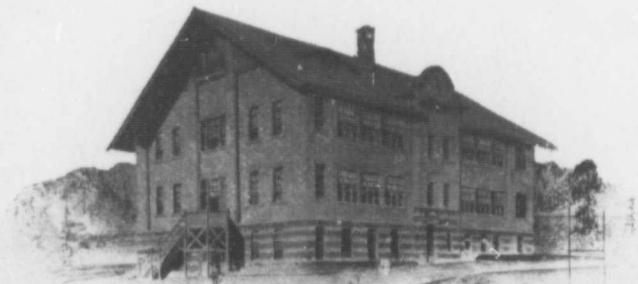
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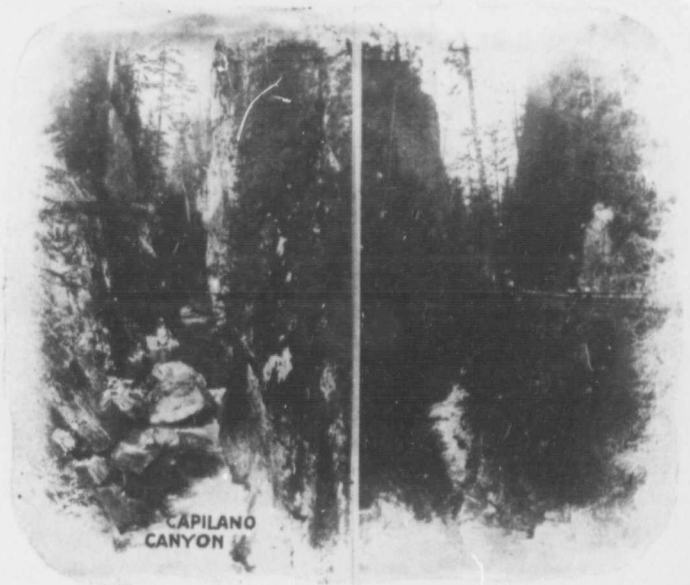


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NORTH LONSDALE SCHOOL

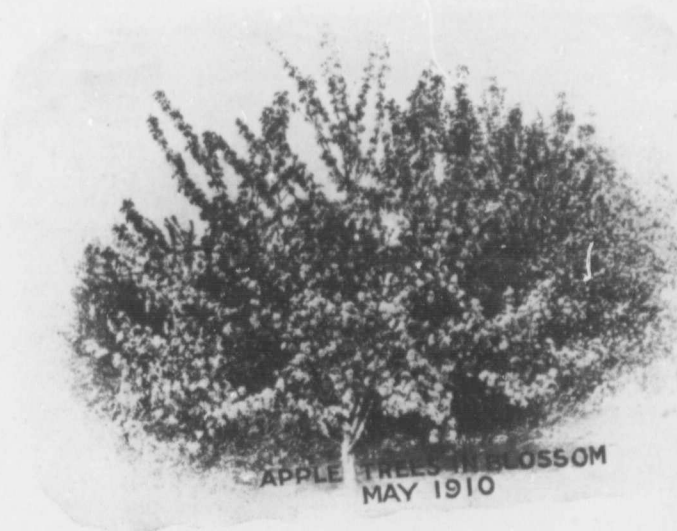


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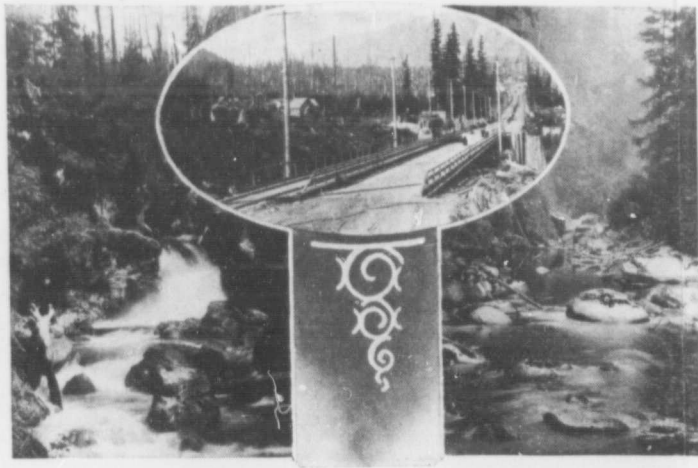


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VIEW HOTEL



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Lynn Canyon Scenes and Tram-line thereto.

## FACTS ABOUT NORTH VANCOUVER, B.C.

The District of North Vancouver embraces that splendid southern sunny slope lying on the north shore of Vancouver Harbour and extending from Howe Sound and Point Atkinson on the west to Roche Point and North Arm on the east. It was first incorporated as a municipality in 1891 with a population of 600, including four Indian settlements. The entire district was then heavily timbered; the Moodyville Sawmill was its sole industry, and the only means of communication was by a small steamer called the "Senator," which carried passengers to and from Vancouver for a fare of 25 cents each way. The first municipal ferry, the SS. "North Vancouver," was started in 1900, and the fare was then reduced to 10 cents each way, with special rates to regular travellers. This service was augmented by placing the commodious steamer "St. George" on the run in 1903. In that year the City of North Vancouver was incorporated with an assessment roll of \$3,074,891 and a population of about 1,500. At present writing the city has a population of over 4,500, while its assessment roll totals the magnificent sum of



## FACTS ABOUT NORTH VANCOUVER, B.C.

\$7,025,524. Owing to the scarcity of dwellings—the builders having found it impossible to keep pace with the rapid growth in population—many of the mechanics now employed on North Vancouver works are compelled to reside in Vancouver. At present the city offers an excellent field for builders with capital with which to erect workmen's dwellings.

The District may truly be termed the "Tourists' Paradise," and it is visited annually by thousands in search of pleasure and health. The magnificent canyons of the Capilano, the Lynn and the Seymour Rivers are easily accessible, and there is a local Alpine Club to direct the energies of the vigorous whom essay to climb Grouse Mountain (4,250 ft.), Mount Crown (5,200 ft.) or the Great Lions (6,500 ft.). A scenic railway will soon be built up the banks of the Capilano, and several parties are also arranging for the construction of railways to the mountain tops.

Outside the City proper the entire district is being rapidly opened up. The large public wharf at Hollyburn serving as a powerful factor in bringing home-seekers to the west end, while Caulfields, with the adjoining Point Atkinson Park with its well-formed trails through charming sylvan scenery, is becoming more popular as a resort for the pleasure-seeker each year.

## **FACTS ABOUT NORTH VANCOUVER, B.C.**

At the east end hope is centred on the early construction of the large Imperial Car, Shipbuilding and Dry Dock Corporation and the Thompson Floating Dry Dock Works. These two concerns will afford employment to hundreds of men and lead to the formation of a new city of large proportions, the location selected for the works being surrounded by ideal sites for residences.

Within the District are three Indian Reserves, comprising 900 acres of virgin land, unimproved and non-assessable, the early sale of which will give an impetus to investment and settlement and to the establishment of other industries.

As a manufacturing city, North Vancouver is rapidly gaining rank; the large works of the Seymour Lumber Company, the Wallace Shipyards, the McDougall-Jenkins Iron Works Company and the North Vancouver Lumber Company, together with boat yards, sash and door factories and other minor industries combine to provide a large pay-roll.

North Vancouver has excellent tramway, light and telephone systems and is blessed with an abundance of pure water coming direct from the snows on the mountain tops and distributed to its residents by a system installed by the municipality at a cost of \$110,000 and

## FACTS ABOUT NORTH VANCOUVER, B.C.

which is second to none. The city has invested \$250,000 in the interurban ferry service and, although passengers are now carried to and from Vancouver for a fare of five cents, with special rates to regular patrons, the service is yielding a net revenue of \$2,500 monthly. A new and commodious ferry steamer is now nearing completion on the ways of Wallace Shipyards, and this, when completed, will afford a much better service for the rapidly increasing traffic.

The Burrard Inlet Tunnel & Bridge Company, incorporated by Dominion charter, is a municipal undertaking to be capitalized by six different Councils, aided by the Dominion and Provincial Governments. It proposes the erection of a bridge for railway and other traffic, across the harbour at the Second Narrows, and to construct a tunnel under Stanley Park and the First Narrows with connecting railways, giving a circular railway service around the harbour. The south shore of Burrard Inlet—a harbour second to none on the globe—is now fully occupied by the Canadian Pacific Railway system and Public Works, hence it is apparent to all that when the Canadian Northern and Grand Trunk systems are completed to this point the only feasible locations for their terminals will be found on the north shore, which offers a seaboard 20 miles long

## **FACTS ABOUT NORTH VANCOUVER, B.C.**

and embraces 1,000 acres of tide-flats ready to accommodate docks and wharves capable of taking care of all the fleets of the world.

The circular railway, when completed, will give every other railway that may approach from the south, access to the north shore, while the tunnel will bring the entire west end of the District into close touch with the City of Vancouver and offer home sites that will attract many of its merchant princes and other citizens to our city. Choice industrial sites will also be made available for factories and works of magnitude, and the entire District will be ensured a rapid and prosperous growth.

There is no tax levied on improvements by North Vancouver, the basis of assessment being computed on land values only. This fact, together with an abundance of free water power, serves as a great inducement to manufacturing industries of large magnitude.

The City and District are laying out large sums at present on public improvements, including a complete new sewage system for the City and a ten-mile macadamized marine driveway in the District, while both City and District are subscribing to a large share of the stock of the Tunnel and Bridge Company.



**BIRDSEYE VIEW — NORTH VANCOUVER**

*Photos by Carbutt*



LONSDALE AVENUE

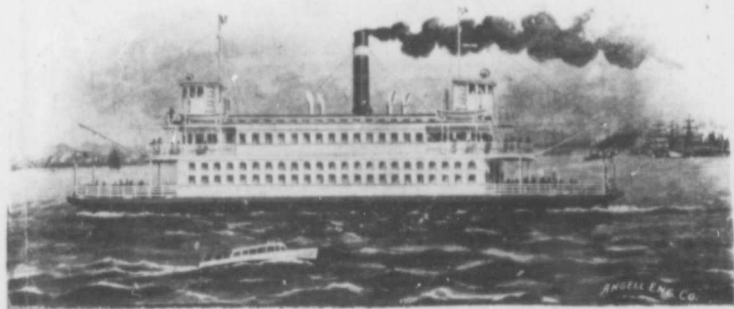


FERRY STEAMER ST. GEORGE



SHIPPING AT THE WAYS

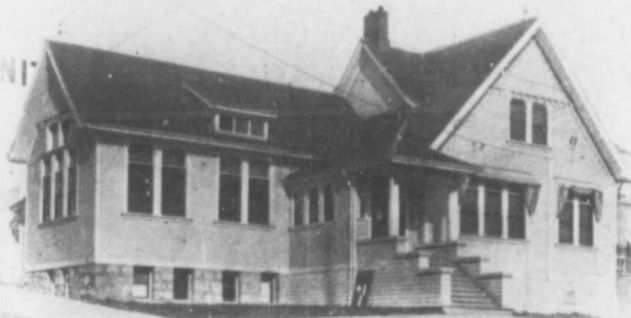




New North Vancouver Ferry, now building at Wallace Ship Yards



HOTEL NORTH VANCOUVER



CITY HALL



PALACE HOTEL



NORTH VANCOUVER HOMES

Compliments of  
**Irwin & Billings Co., Ltd.**

**REAL ESTATE BROKERS**

Cor. Lonsdale Avenue and Fifth Street  
PHONE 15

**NORTH VANCOUVER, B. C.**

Place Stamp  
Here

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