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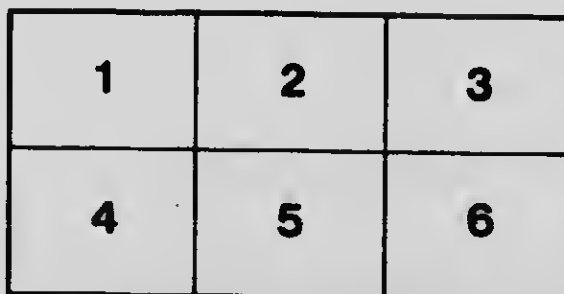
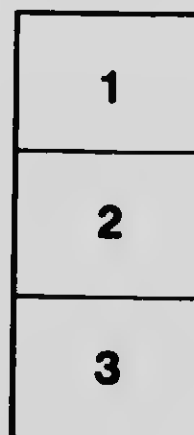
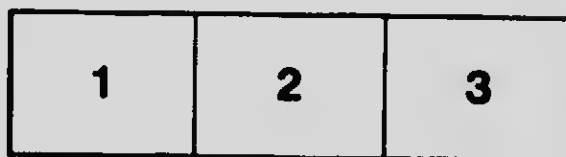
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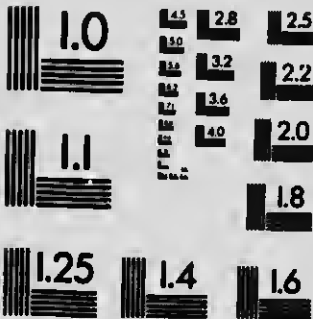
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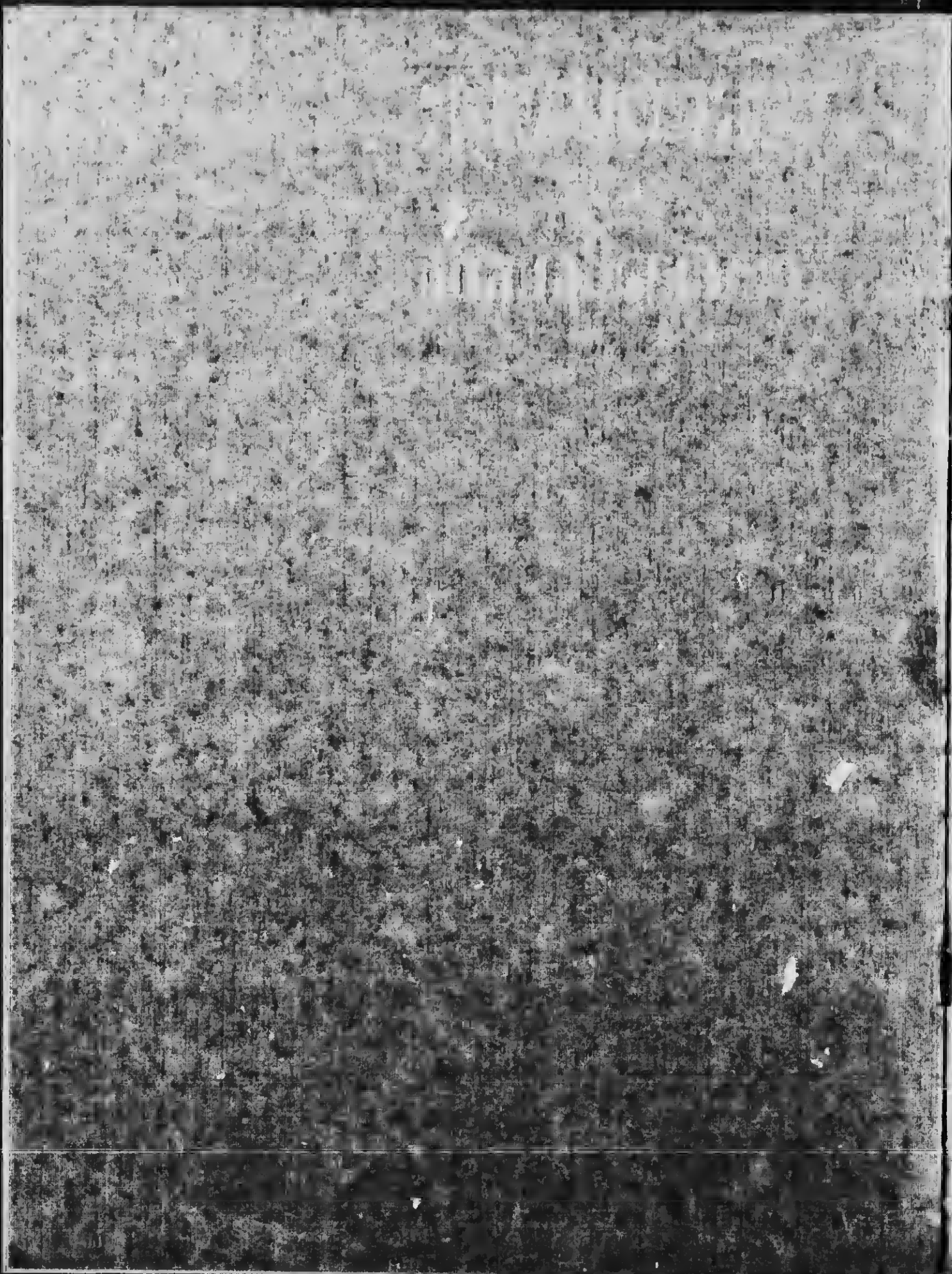
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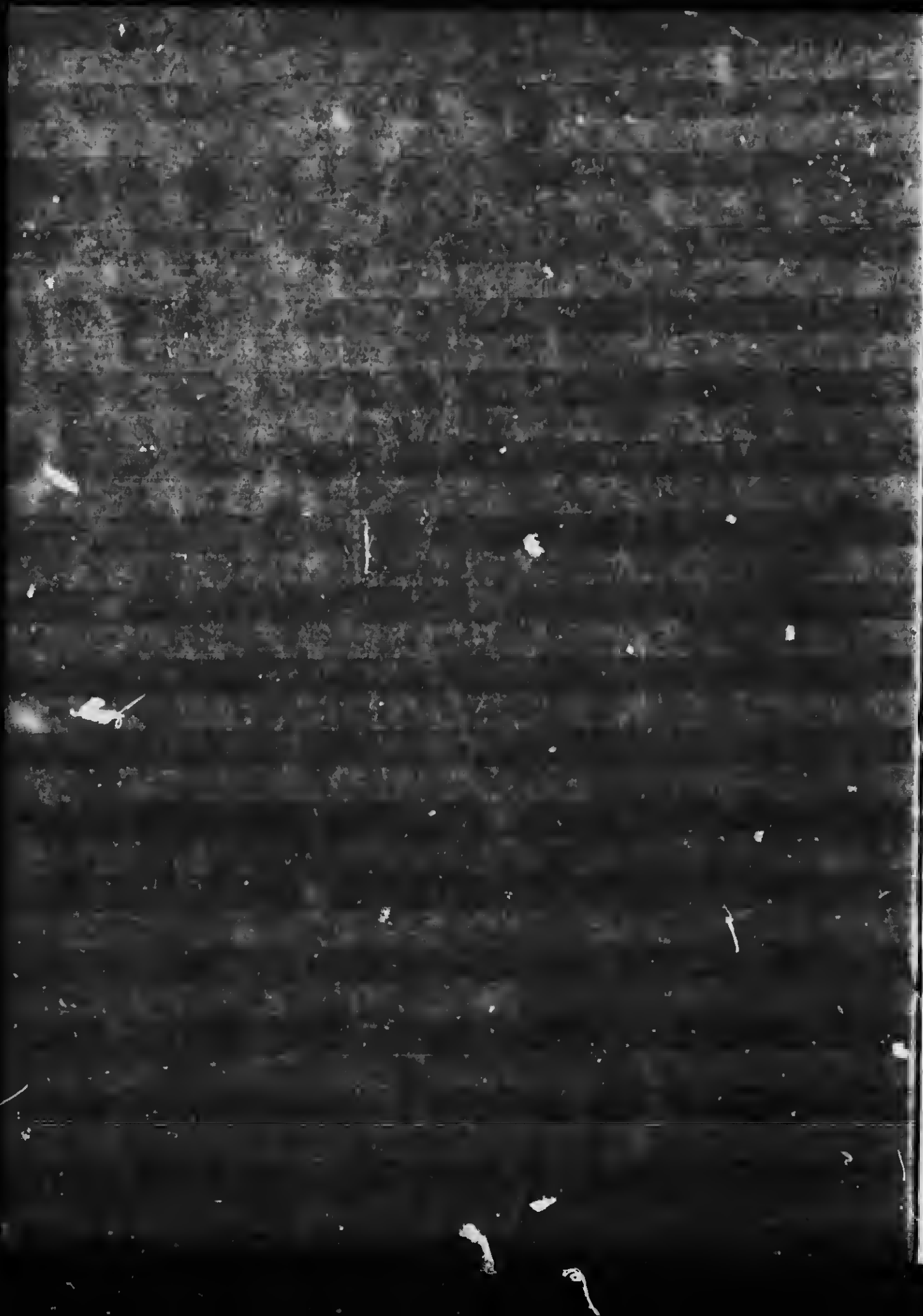
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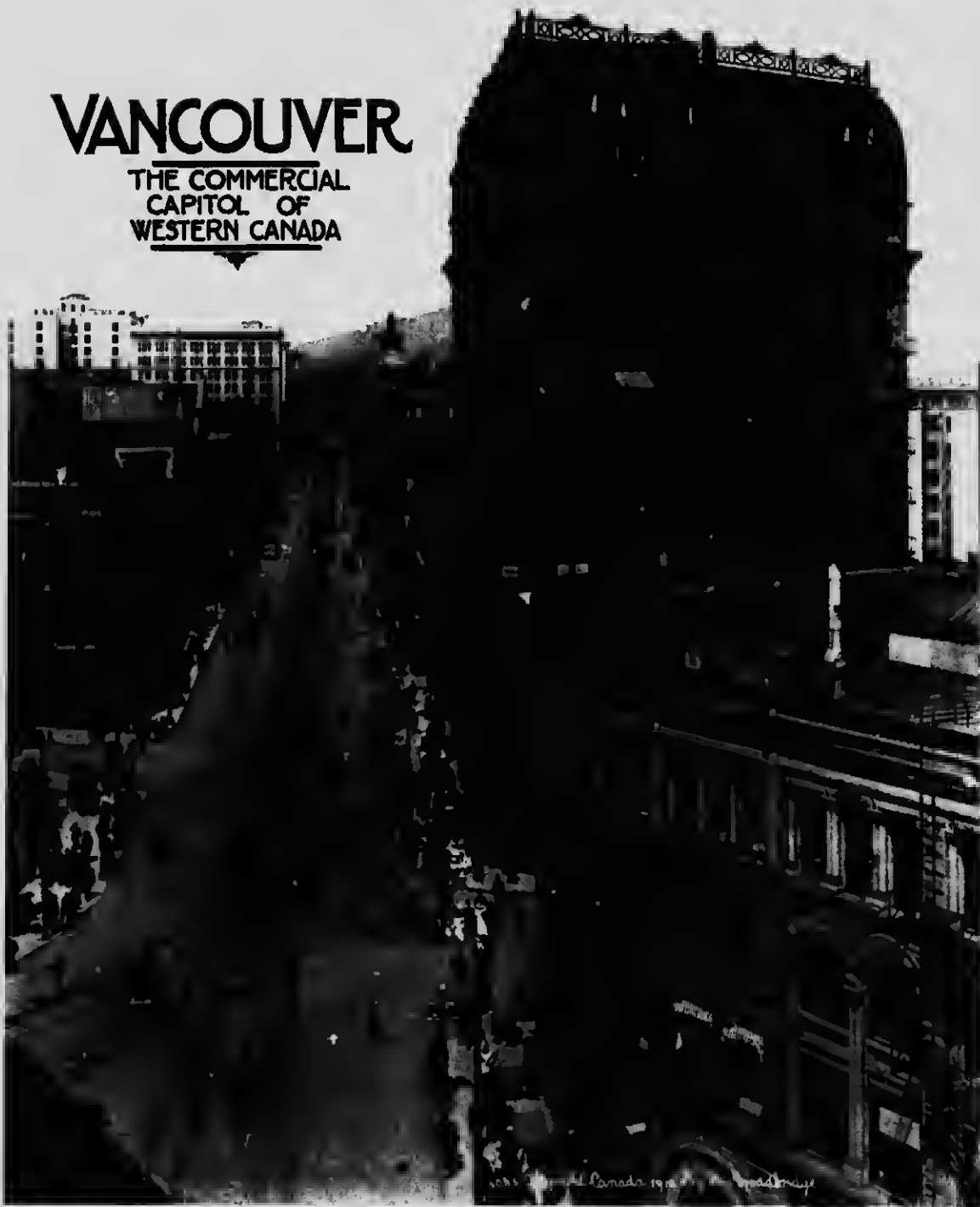
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WESTERN CANADA'S SUPERIOR AGRICULTURAL RESOURCES ARE RECOGNIZED

Vancouver's Hinterland: The Fertile Lower Fraser Valley

The Fraser Valley has 350,000 acres of land suitable for farm and garden crops and fruit. The fertility of the soil is indicated by well-authenticated yields per acre, of which these are examples: Timothy hay, 4 to 5 tons; oats, 100 bushels and upward; potatoes, 10 to 15 tons. Strawberries and small fruits give gross returns of \$500 to \$1,000 per acre.

Telephone lines extend through a considerable portion of the valley; electricity for light and power is quite easily available, and some municipalities have waterworks systems.

THE valley of the far-famed Fraser forms the immediate background for Greater Vancouver. For countless ages the mighty river which bears the name of the intrepid old explorer, Simon Fraser, has been building up along its lower reaches wide areas of alluvial lands whose fertility rivals the storied land of Goshen.

Its resources are mainly agricultural. It is Vancouver's great garden, full of potential wealth, most of which has yet to be developed.

For transportation it is served by the Fraser River, on which ply commodious boats giving a good freight and passenger service; by the main line of the Canadian Pacific Railway on the north shore of the Fraser; by the Great Northern through the southwestern portion; and especially by the British Columbia Electric Railway, which in its line from Vancouver to Chilliwack operates the longest inter-urban tram line in the Dominion of Canada. The main line of the Canadian Northern Railway, now under construction on the south shore of the Fraser, will provide additional transportation facilities.

Apart from Vancouver, there is in the Fraser Valley the busy manufacturing city of New Westminster, on the Fraser River, having a population of 16,000 people. Across the river three miles east is the townsite of Port Mann, named as the terminus of the Canadian Northern Railway. Adjacent to the city on the east is Coquitlam, where the Canadian Pacific Railway are laying out extensive yards, building a roundhouse and other terminal facilities. Chilliwack, the terminus of the B. C. Electric line, near the eastern end of the valley, is a pleasant little city of 2,000 people.

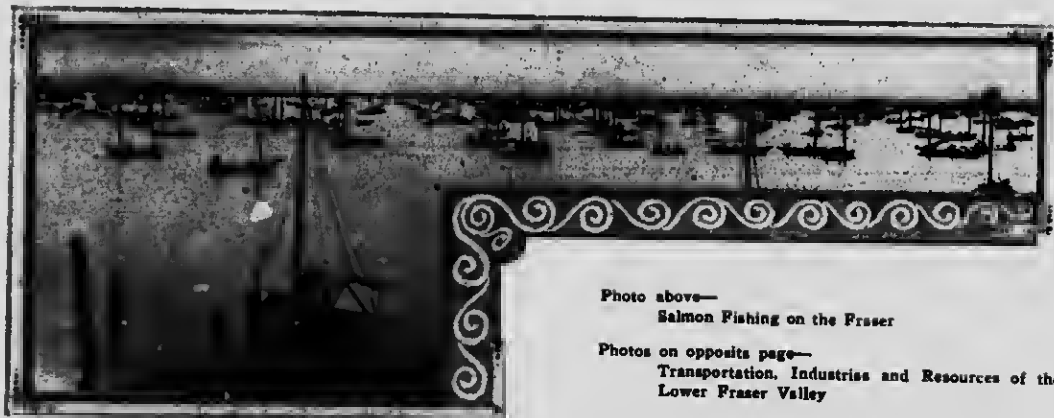


Photo above—
Salmon Fishing on the Fraser

Photos on opposite page—
Transportation, Industries and Resources of the
Lower Fraser Valley



Vancouver's Gigantic Breakwater: Vancouver Island

Vancouver Island's wealth of resources may be realized from such salient facts as the common yield of 50,000 feet of lumber per acre. Occasinally stands of as much as 100,000 feet per acre are recorded.

A very large portion of the island is underlaid with coal, and iron and copper are present in large quantities. For a long time Vancouver Island coal has been largely used all along the Pacific Coast, from San Francisco to Alaska.

Typical of agricultural possibilities it is to be observed that wheat yields of from 25 to 35 bushels per acre reward the general farmer, and the truck farmer, whose produce is in special demand, realizes from \$500 to \$1000 per acre for small fruits.



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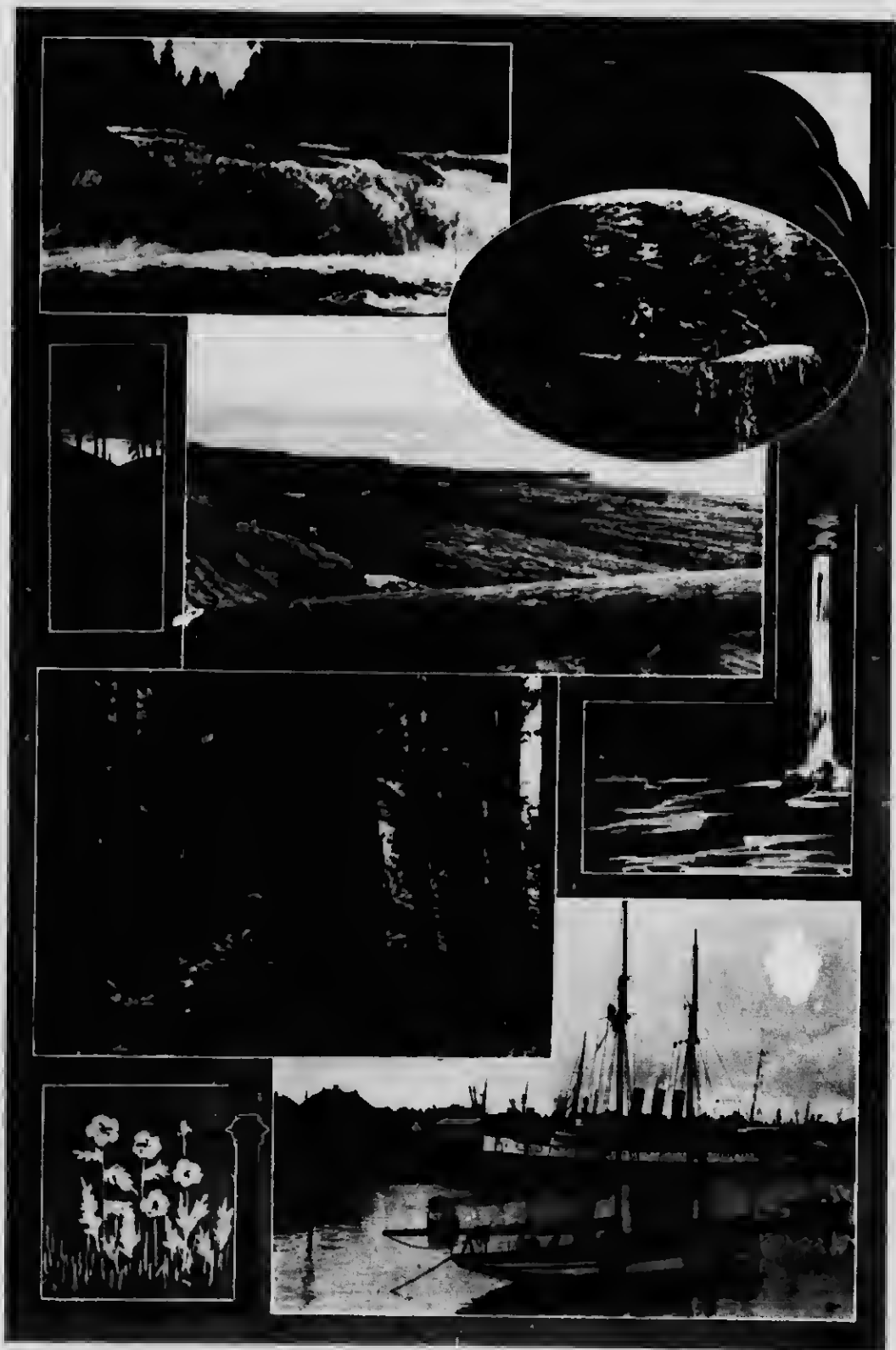
BETWEEN Vancouver and the Pacific lies a territory that is a province in itself—Vancouver Island, with its 10,000,000 acres of mineral, timber and agricultural wealth, and with its thousands of miles of coast line, which is the harvest field of the sea. Its area equals the province of Nova Scotia without Cape Breton, and it is twice as large as Wales.

The climate closely approximates that of Great Britain, being mild in winter and without undue heat in summer. The rainfall is ample but not excessive, varying from 25 to 35 inches annually. The snowfall averages less than 10 inches. The attractiveness of Vancouver Island grows not only out of its agreeable climate, its scenic beauty and the superior opportunities it offers for sport and recreation, but also out of its splendid natural wealth.

While Vancouver Island yields more than half the coal mined in British Columbia, while it exports huge quantities of lumber, while its fisheries are worth many millions of dollars annually, and while the richness of its farming lands is demonstrated by the excellent quality and yields of all farm, garden and orchard crops, all these industries are in their infant stages as compared with their possibilities. Transportation, that great essential for all development, is being provided by the extension of the Esquimalt & Nanaimo Railway, now running as far as Alberni on the west coast, on through to the northern extremity of the island. The Canadian Northern line, which is being built from Victoria up the west coast, is opening up an entirely new territory tributary to the capital city.

Victoria, a beautiful city of between 50,000 and 60,000 people, in addition to being the seat of government for the province, is the commercial capital of Vancouver Island. The second largest city, Nanaimo, with a population of about 10,000, is the centre of the coal-mining district and is about forty miles across the Gulf of Georgia from Vancouver.

Photos on opposite page—
Suggest the timber and waterpower resources of Vancouver Island. Lower picture is typical of Victoria Harbor



Vancouver's Hinterland: The Rich Valleys of Yale

Of the \$2,000,000 worth of fruit which British Columbia produces annually, approximately 75 per cent. is grown in Yale. The Okanagan Valley, being the oldest, is of course the premier fruit district. A large number of trophies won at the leading fruit exhibitions of America and Great Britain attest the quality of the product.

The profit from the industry is indicated by the fact that \$1,000 per acre is the common price for young orchards just beginning to bear. A twenty-acre orchard on Lord Aberdeen's estate at Vernon has yielded \$10,000 worth of fruit annually for five years.

While the total output of minerals from Yale does not reach a high figure, it is interesting to notice that one of its mines, the Hedley Gold Mines, Ltd., pays dividends of 25 per cent. per annum.



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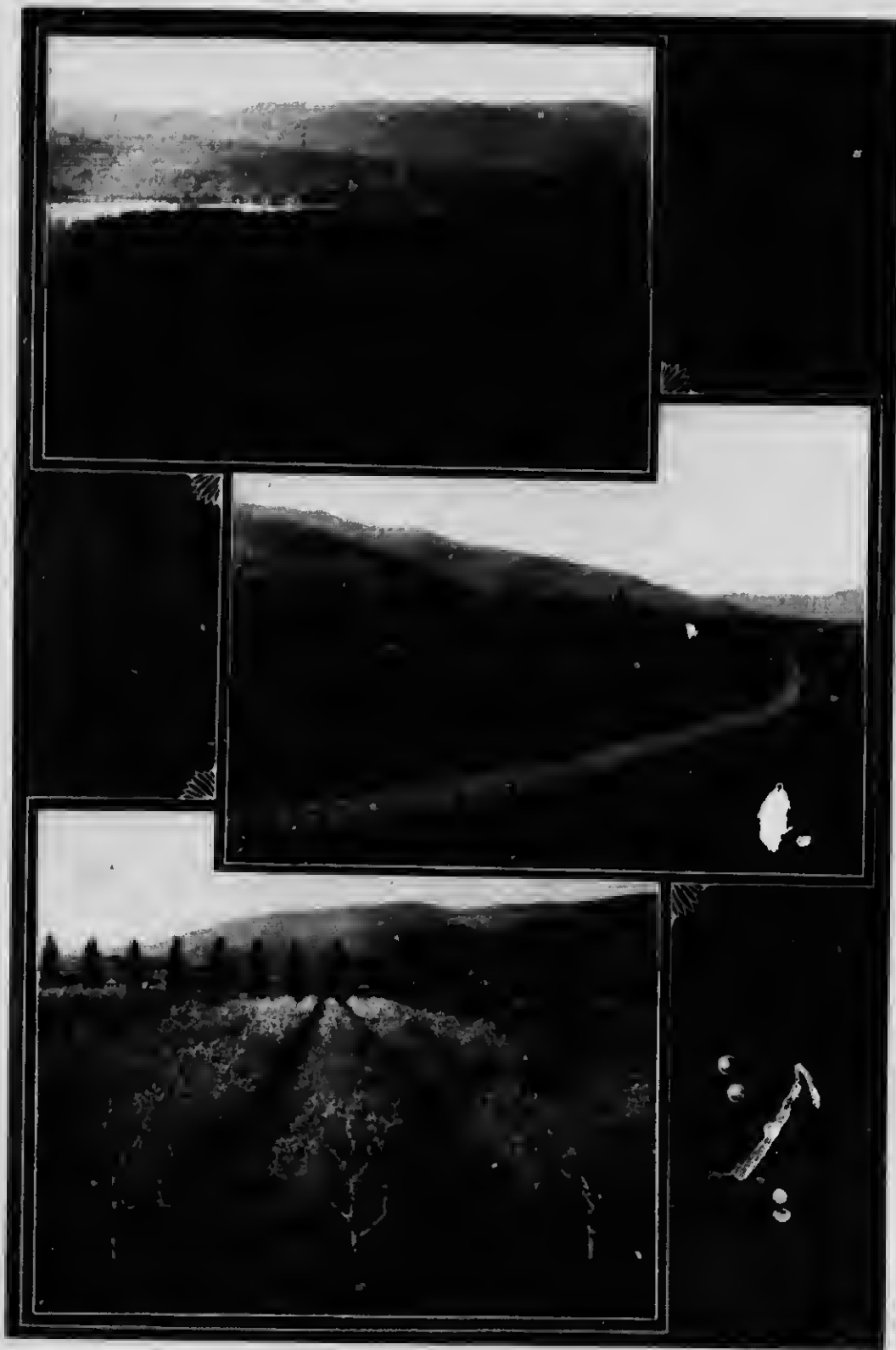
"THE Garden of British Columbia" is the name sometimes applied to the splendid district of Yale, which adjoins the Lower Fraser Valley on the east. In a general way this territory comprises the North and South Thompson Valleys, the Nicola, Okanagan and Similkameen Valleys. It possesses the largest area of agricultural land in Southern British Columbia. It is also very rich in minerals—coal, copper and gold—which, however, have been very little mined owing to the lack of transportation facilities.

The main line of the C. P. R. running east and west, together with the Nicola branch and the Okanagan branch line and steamers on Okanagan Lake, provide transportation in their respective localities. The southeastern portion of Yale is served by an extension of the Crow's Nest branch of the C. P. R., which has been built practically to Penticton at the southern end of Okanagan Lake. This line is being built on through to Spence's Bridge on the C. P. R. main line, and it is stated that within two years transcontinental trains will be using this new line as well as the present main line.

The main line of the Canadian Northern Railway, under construction, also traverses a large portion of the same territory as the C. P. R., though from Kamloops the new line branches north and runs through new country. C. N. R. interests also propose to build an electric road from Kamloops into the Okanagan Valley. The line of the Great Northern Railway, too, serves Yale in running from the international boundary to Princeton, and it is being extended from that point on into Vancouver.

With transportation facilities thus being rapidly provided, large plans for colonization, mining and industries in general are being worked out. The agricultural products include all those common to the temperate zone. Apples and small fruits are particularly successful, and peaches and grapes have proved profitable commercial crops. Irrigation is generally resorted to except in the north-eastern portion of the district, where the rainfall proves ample.

Photos on opposite page—
Orchard Scenes of the Okanagan Valley



WESTERN CANADA'S SUPERIOR AGRICULTURAL RESOURCES ARE RECOGNIZED

Vancouver's Hinterland: The "Kootenays"

In spite of a protracted coal strike, Kootenay mines produced in 1911 over \$10,500,000 worth of metalliferous minerals. Under more favorable conditions in the preceding year they produced \$13,000,000 worth. The coal and coke production in less than five months of 1911 was \$2,135,426.

About 300,000,000 feet of lumber were cut by Kootenay mills in 1911, about 90 per cent. of which was used by the prairie provinces of Western Canada.

The fruit crop of the Kootenay in 1911 was 105 carloads, as compared with 50 carloads the preceding year. About 2 per cent. of the planted area is bearing orchard. The profit from the industry is indicated by the fact that \$500, \$800 and \$1000 per acre is paid from time to time for planted orchards.

EASTWARD from Yale lie the Kootenays—Kootenay East and Kootenay West. This huge territory, world-famous for its minerals, is nevertheless regarded as being only in the early stages of its importance as a producer of coal, copper, gold, silver, lead, zinc and other minerals.

Its mineral wealth has tended to overshadow its timber and agricultural resources. These, however, contribute in no small degree to the business activity and prosperity of Southeastern British Columbia. The increasing demand for lumber from the prairie provinces causes new mills to be built and the industry is conducted on an ever-increasing scale.

Most important of all phases of development is the fact that farming and fruit-growing are developing even more rapidly than either of the two industries mentioned. A considerable proportion of the food requirements of the Kootenays still has to be imported, but this is steadily growing less.

Agricultural development is especially marked in the case of fruit. It has only been known for the last half-dozen years that fruit was a profitable crop. Within this time production has caught up to local consumption and provided a surplus for export. For quality the fruit has no superior, as attested by splendid trophies won at many exhibitions. All kinds of tree fruits of the temperate zone produce profitably, and all small fruits. It is estimated that West Kootenay has 1,500,000 acres of land suitable for agriculture, land which does not require irrigation; and East Kootenay, though irrigation is usually necessary, has at least as much arable land.

The Canadian Pacific main line, its Crow's Nest line and branches, and its boat service on the lakes provide transportation through this territory of great scenic beauty as well as of abounding natural wealth. Nelson, on the West Arm of Kootenay Lake, and Revelstoke, on the main line of the C. P. R., are the two larger cities of the Kootenays.



Photos on opposite page—
Typify the agricultural and industrial activities of
the "Kootenays"



THE GREAT HINTERLAND WILL MAKE VANCOUVER A GREAT PORT.

Vancouver's Hinterland: Central and Northern British Columbia

The area of this immense territory by districts is: Lillooet, 10,300,000 acres; Cariboo, 96,350,000 acres; Cassiar, 96,000,000 acres, and Comox (mainland), 4,550,000 acres, or a total of 207,200,000 acres.

Authorities differ as to amount of arable land, estimates ranging from 10,000,000 to 50,000,000 acres. All that is known is that the area is very large, and the more conservative estimates are likely to be revised as exploration proceeds and new valleys and new areas of bench lands are discovered.

The arable soil for the most part is a rich loam, which produces wheat yields, averaging according to government returns, twenty-two bushels per acre,

Of by far the greater part of British Columbia it is impossible to give definite information. This comprises the vast districts of Lillooet, Cariboo, Cassiar and Comox (mainland), extending north from the vicinity of the Canadian Pacific Railway main line to the boundary of the province.

Lillooet is rightly associated in the public mind with stock ranching. It is rich in minerals and timber, and has large areas of ranch and farming lands, on some of which fruit is produced very successfully.

Mention of Cariboo and Cassiar recalls the gold rush of the '60s, when these districts yielded about \$50,000,000 to the placer miners who swarmed thither from all parts of the world. The systematic exploration of more recent years has, however, revealed a wealth of resource far beyond the most extravagant dreams of the gold diggers of two generations ago.

Naturally minerals and timber constitute an important part of this natural wealth. Gold is being recovered by hydraulic methods to the value of approximately \$400,000 annually. It is believed that production will be greatly increased when the several railways now under construction are completed, so that lode mining is practicable.

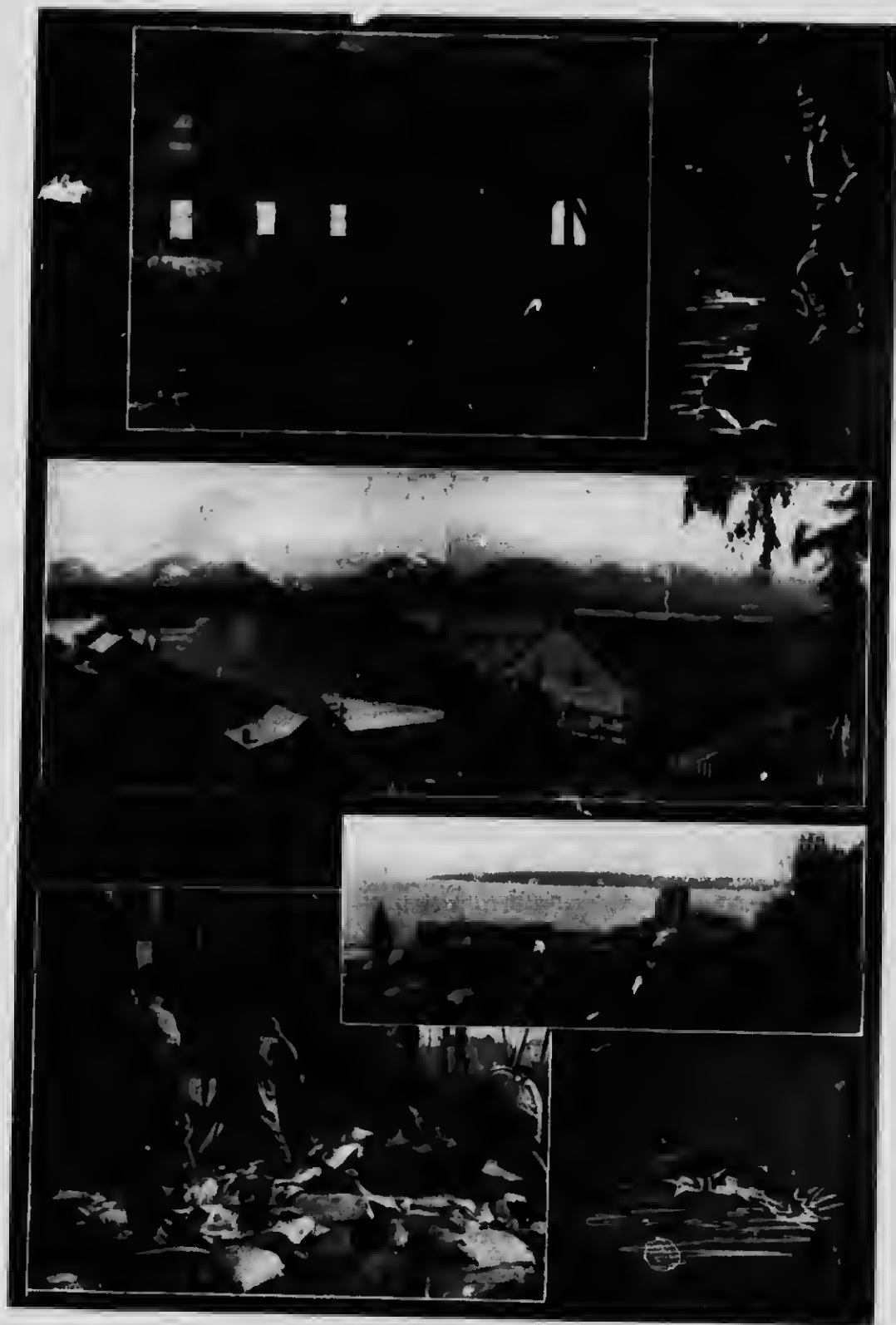
In the vicinity of Hazelton a number of valuable silver properties have been largely developed. On the coast there are most promising copper properties on Portland Canal, Observatory Inlet and Moresby Island, all of which have been developed to the shipping stage. Besides these there are an infinite number of metalliferous prospects, a goodly proportion of which will naturally become producing mines of great importance.

Coal is a potential asset of prime value. There are known to be great beds of it in Graham Island, in the Telkwa River Valley, on the Grand Trunk Pacific.



Photo to left—
Strawberries matured at Hazelton

Photos on opposite page—
Fishing, paper manufacturing and other activities of the Northern British Columbia Coast





Vancouver's Hinterland: Central and Northern British Columbia

and other grains in proportion. The climate even in the far north is much milder than in the same latitude in Saskatchewan. In about the same tude in the Russian province of Tobolsk there live 2,000,000 people, producing 25,000,000 bushels of wheat annually, besides other grains and live stock, dairy and garden products.

The Japan current moderates the temperature in a remarkable manner, even far east of the British Columbia boundary line into Alberta. Generally speaking, there is ample rainfall throughout every portion of this section of the province, the total annual precipitation at Barkerville for instance being 35.02 inches.

It is along the immense coast line of this part of the province that a large proportion of the fish of British Columbia are taken—salmon, cod, halibut and polachan. The Skeena River alone yields \$1,000,000 worth of salmon annually. Within the last few years several new fishing companies have arranged to enter the field. These waters abound in the varieties of fish mentioned, whales being present also, and it seems certain that the annual value of the catch will be largely and steadily increased.

Consequent upon the recent interest shown in these large districts, a number of sawmills have been established at various points along the coast and along the route of the new railway lines. As a very large proportion of the timber wealth of British Columbia lies in the section under consideration, there is a great future for the lumbering industry. Three large pulp and paper mills have also been built at different points along the coast, pioneers of another potentially great industry.

Beyond all other natural resources, however, it would seem that the wealth of these vast districts consists in their agricultural lands. The Peace River district and all the great central plateau of the province have millions of acres of land that is known to be suitable for grain-growing, stock-raising and general agriculture. Part of this is prairie land, producing a luxuriant growth of pea vine and natural grasses, and part of it is lightly timbered. Parts of the Skeena River Valley seem likely to prove excellent fruit districts. The pioneer farmers are getting good returns, and it only requires the completion of the railways to cause a big inflow of settlers.

Transportation is being provided by the Grand Trunk Pacific Railway, which will shortly be completed, its main line running generally east and west almost through the centre of the province and terminating at Prince Rupert, the chief city of the north. A subsidiary line, the Pacific and Great Eastern, is being built from Fort George to Vancouver, and the Canadian Northern Railway, also under construction, together with their branches, will give ingress and egress to this vast country from Vancouver.



Photo to left—
Baseball at Fort George

Photos on opposite page—
The rich farming lands of Central and Northern
British Columbia



+ WORLD COMMERCE FOR VANCOUVER VIA PACIFIC AND PANAMA! +

Vancouver's Hinterland: Alberta and Saskatchewan

Dominion Government figures place the area of Alberta at 150,117,760 acres, and Saskatchewan at 145,027,680 acres.

Less than half of this large area has even been surveyed. Even if half of the unsurveyed area be unfit for agricultural purposes, there would still be found in the two provinces about 220,000,000 acres of arable land. The area under crop in 1911 of about 9,000,000 acres yielded agricultural products to the value of about \$160,000,000. If production proceeds in ratio to the settlement of land, the annual production of the agricultural lands would ultimately become so stupendous as to be difficult for the imagination to grasp.

The average yield

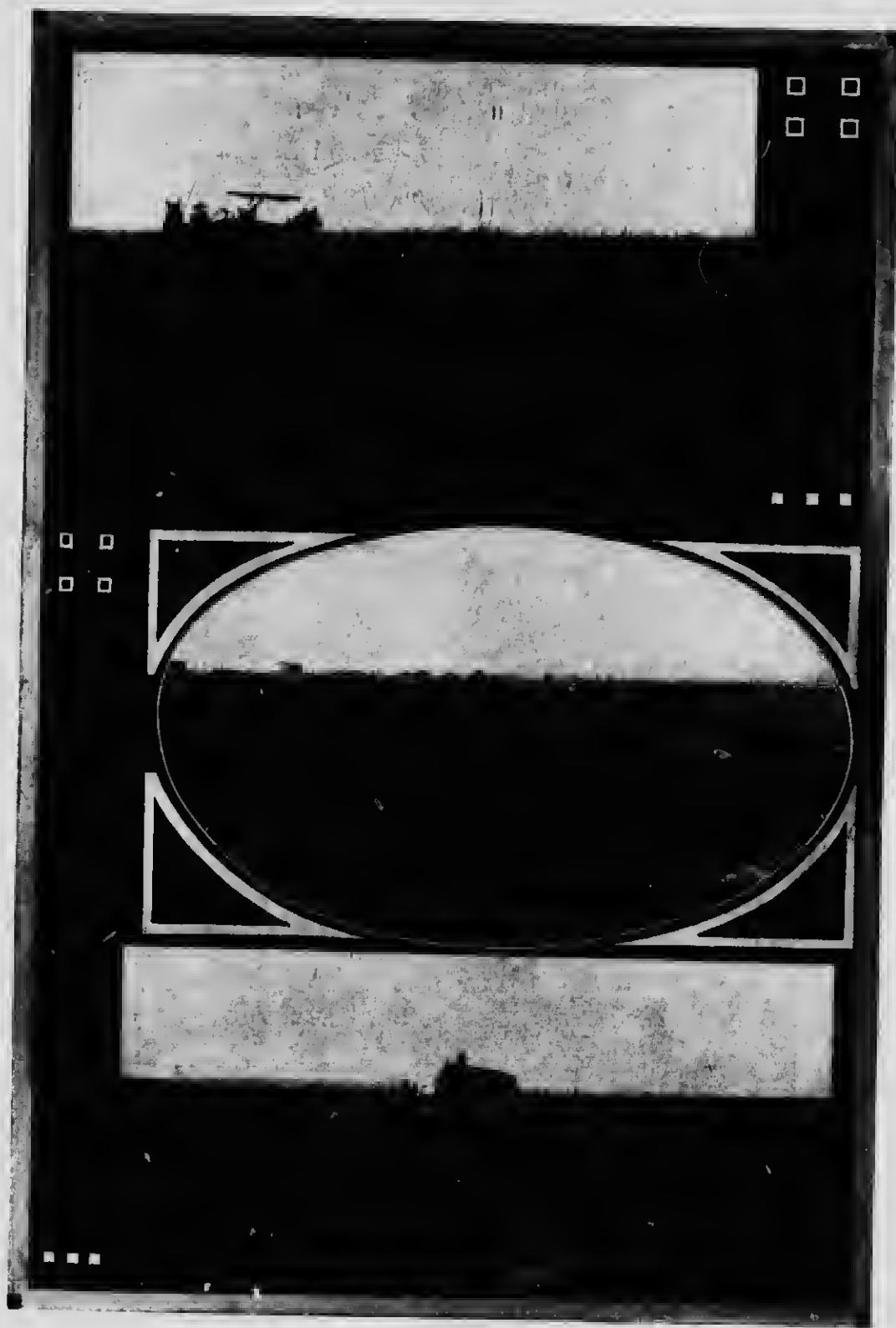
THE obvious relation of these two great prairie provinces to the ocean highway of the Pacific, and therefore to Vancouver, makes them of vital interest. When one observes by comparison that Alberta alone is more than twice the size of Great Britain and Ireland; that its proportion of arable land is at least equal to that of the Old Country, and when one observes again that Saskatchewan is practically equal in area to Alberta, it is possible to obtain some conception of the vastness of this territory.

It is potentially the greatest wheat field of the world, but its range of products is far wider than merely one or even all of the cereals. All of the products of the temperate zone, even to the hardy tree fruits, may be grown, and stock-raising and dairying are most profitable activities of the farm. But the cereals are the great wealth-producers, and it is interesting to notice that the yield per acre of wheat and oats in Alberta and Saskatchewan, for example, is not only much higher than in the best agricultural sections of the United States, but it is also considerably higher than the general average for the whole of the Dominion of Canada.

The year 1911 did not by any means yield a bumper crop, yet the total production of grain in Alberta, from less than two per cent. of the arable land of the province, was 44,745,000 bushels. The area under cultivation was about 1,700,000 acres. Saskatchewan now leads all the provinces of Canada in grain, the crop being grown on less than ten per cent. of its arable land. Its total yield for 1911 ran close to 200,000,000 bushels. Experts valued the agricultural products of Alberta, Saskatchewan and Manitoba in 1911 at \$250,000,000. Of this approximately \$160,000,000 may be credited to Alberta and Saskatchewan.



Photos on opposite page—
Grain fields of the Prairie Provinces



HER GREAT HINTERLAND WILL MAKE VANCOUVER A GREAT PORT.

Vancouver's Hinterland: Alberta and Saskatchewan

per acre of wheat in the best sections of the United States is from 11 to 15 bushels per acre. The average for Alberta and Saskatchewan is about 20. The comparative yields of other crops bear out in the same manner the wonderful fertility of this soil.

The story of railway development in figures shows that in 1893 Alberta and Saskatchewan had altogether 1,555 miles of line. At the end of 1910 this had increased to 5,124, and at the present moment it stands at considerably over 6,000.

During the last ten years these two provinces have made more rapid gains in population than any other province or state in America. Alberta is first with a gain of

Thus does the centre of grain production move west and north. Already the pioneers in the Peace River country are proving that farm crops of the temperate zone mature successfully almost to the Arctic Circle. Enough wheat is already produced 400 miles north of Edmonton to maintain a large grist-mill which is in operation there, and railways are pushing into this newer Northwest. Competent authorities unite in the belief that general agriculture may be conducted well up toward the Arctic Circle, and he who can predict a definite limit to production must be a seer indeed.

While Saskatchewan excels in volume of agricultural products, and while it possesses large timber resources and considerable coal areas, Alberta appears as the province of most varied resources. Her annual coal output supplies the major portion of what is used in the prairie provinces, and the potentialities of her coal areas are practically unlimited. Geological surveys indicate that coal underlies a large proportion of the province from the international boundary to the northern extremity.

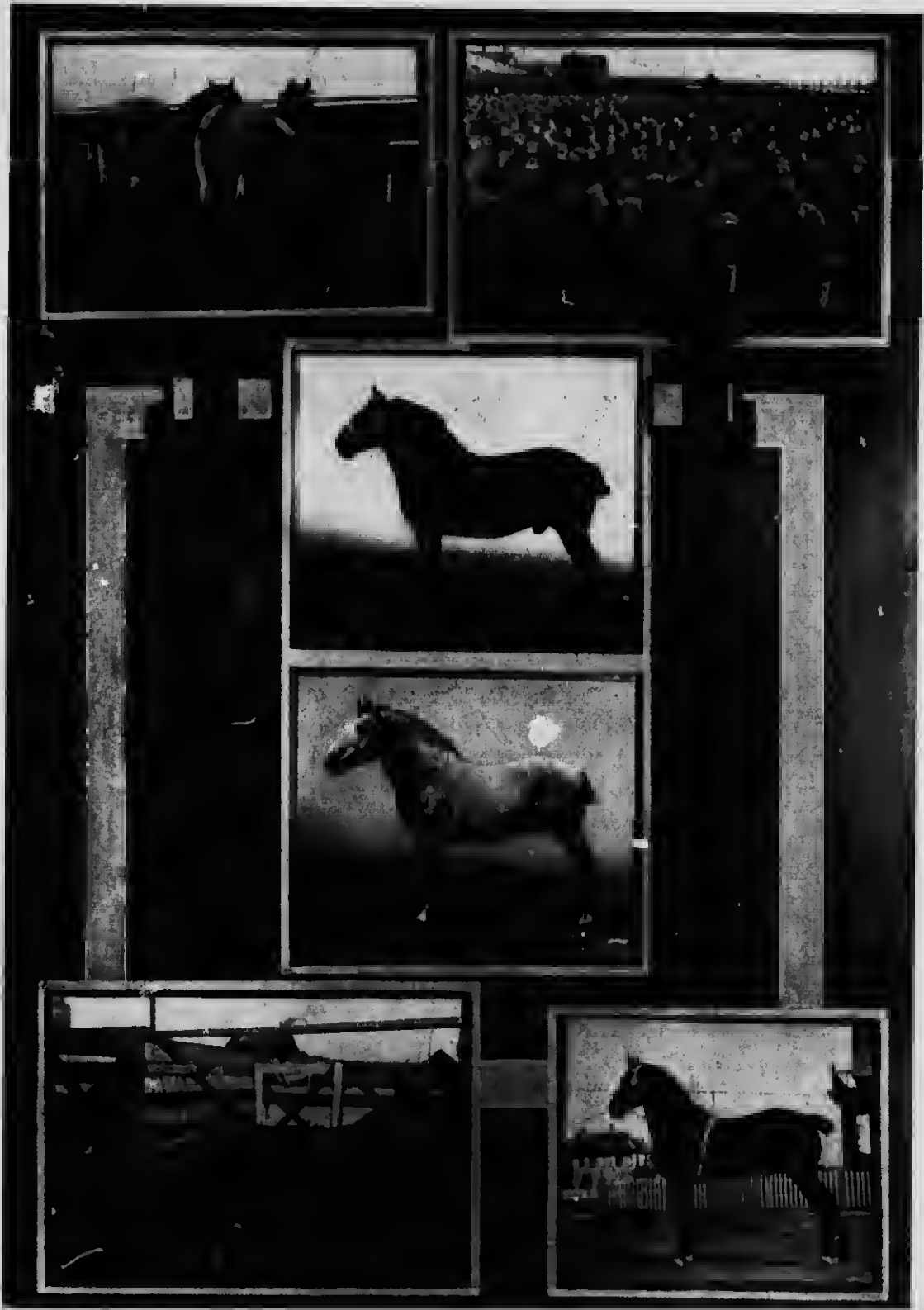
Natural gas, as found in quantity in the Medicine Hat and Calgary districts, is a lighting, heating and general industrial asset of the greatest importance. Petroleum and asphalt also are potential resources, and Alberta likewise possesses timber areas of considerable extent.

The story of the development of Alberta and Saskatchewan is largely an account of railway construction. With the building of the railways came the farmer. The Canadian Pacific with its main line and branches has the largest mileage. Both the Grand Trunk Pacific and the Canadian Northern, however, are rapidly building branch lines, both of them having completed their main lines



Photos to left—
Plowing by steam as well as threshing by steam
in the Prairie Provinces

Photos on opposite page—
All classes of live stock thrive greatly



WORLD THROUGH FOR VANCOUVER VIA PACIFIC AND PANAMA

Vancouver's Hinterland: Alberta and Saskatchewan

410 per cent., and Saskatchewan follows with a gain of 310 per cent., while the number of prospective settlers for 1912 exceeds that of any previous year.

The striking feature of the immigration is the large proportion of experienced farmers who have plenty of capital. They are able to operate very large farms and are responsible for the very rapid increase in the production of grain. The farmers of the prairie provinces are displacing horses with steam and gasoline power for the cultivation of the land and even for the harvesting of the crops.

past the Rocky Mountains on their way to the Pacific Coast. Both will carry transcontinental traffic in two years or less.

The problem which, more than any other, confronts the farmers of these provinces is that of finding an outlet for their products at all seasons. Shipment of grain to the east by way of the Great Lakes is impossible for at least five winter months, and shipment for the entire distance by rail is so costly as to be prohibitive. The rapidly increasing crops accentuate the problem. In Alberta and Saskatchewan, in 1911, several million bushels of grain were wholly or partially spoiled by reason of the impossibility of getting it to market. Farmers were unable to realize on their crops and business was brought to a standstill. Therefore it is that Vancouver is generally regarded as the proper point of export for the grain of Western Canada.

Both the Grand Trunk Pacific and the Canadian Northern point with pride to their very easy grades over the mountains, and from the first have announced their intention of bringing a large proportion of the grain which they will handle to the Pacific Coast for export. The Canadian Pacific Railway, formerly apathetic as to this route, has also recently announced its intention of facilitating the export of grain by way of Vancouver. It thus appears that the most serious problem which confronts the farmers of Alberta and Saskatchewan is on the way to a happy solution.

The cities of Calgary and Edmonton, in Alberta, and Regina, Moosejaw and Saskatoon, in Saskatchewan, are the more important cities of the two provinces, and each is a distributing centre for a large and increasingly important territory. Each is a centre for an ever increasing network of railway lines, and each is the centre of a territory that will make it a metropolitan city.



Photos on opposite page—
The flour-milling industry has naturally assumed large proportions



VANCOUVER—THE COMMERCIAL CAPITAL OF WESTERN CANADA

VANCOUVER was incorporated in May, 1886. In June the young city was destroyed by fire. Only two buildings remained. Actually, therefore, the city is but twenty-six years old. In that time it has become a metropolis, the Mecca of discriminating tourists and a railway terminus of the first magnitude.

It was born before Western Canada, as it is known today, had been discovered by capitalists and settlers. The Canadian Pacific Railway was nearing completion but had not opened for traffic, and the few pioneer residents reached Vancouver by way of San Francisco.

In observing Vancouver's growth not only must the youth of the city be taken into account, but also it must be remembered that up to the present time only one transcontinental railway, the Canadian Pacific, has linked the city to its hinterland. If, therefore, in this brief period and if in spite of lack of adequate transportation facilities for the development of its commercial territory, Vancouver could attain its present metropolitan proportions, what may we not expect of the future? Consider the development to result from the early completion of the Canadian Northern Railway, the Grand Trunk Pacific and Pacific & Great Eastern Railways, the double-tracking of the main line of the Canadian Pacific Railway, the building of its new trunk line through Southern British Columbia under the name of the Kettle Valley Railway, together with the building of the Great Northern Railway through the same part of the province. With one railway system Vancouver has long passed the hundred thousand mark, and now her railway facilities are being quadrupled.

Vancouver, measured by any standard, is a remarkable city. But the true significance of its present position cannot be grasped unless its youthfulness be taken into account. Indeed, the real period of the city's growth is not twenty-six years, but less than ten. The years of the twentieth century have contributed infinitely more to the growth of the city than those of the nineteenth. In fact, its present annual growth is more than six times as great as in its early history.

The Story Told By Assessment Figures

The city's assessment figures splendidly illustrate this growth. In the following table the figures give the assessed valuation of Vancouver's property at the beginning of each year:



Photo to left—
Vancouver's Electric Inter-urban Depot

Photos on opposite page—
Typical pictures of the Central Business Section

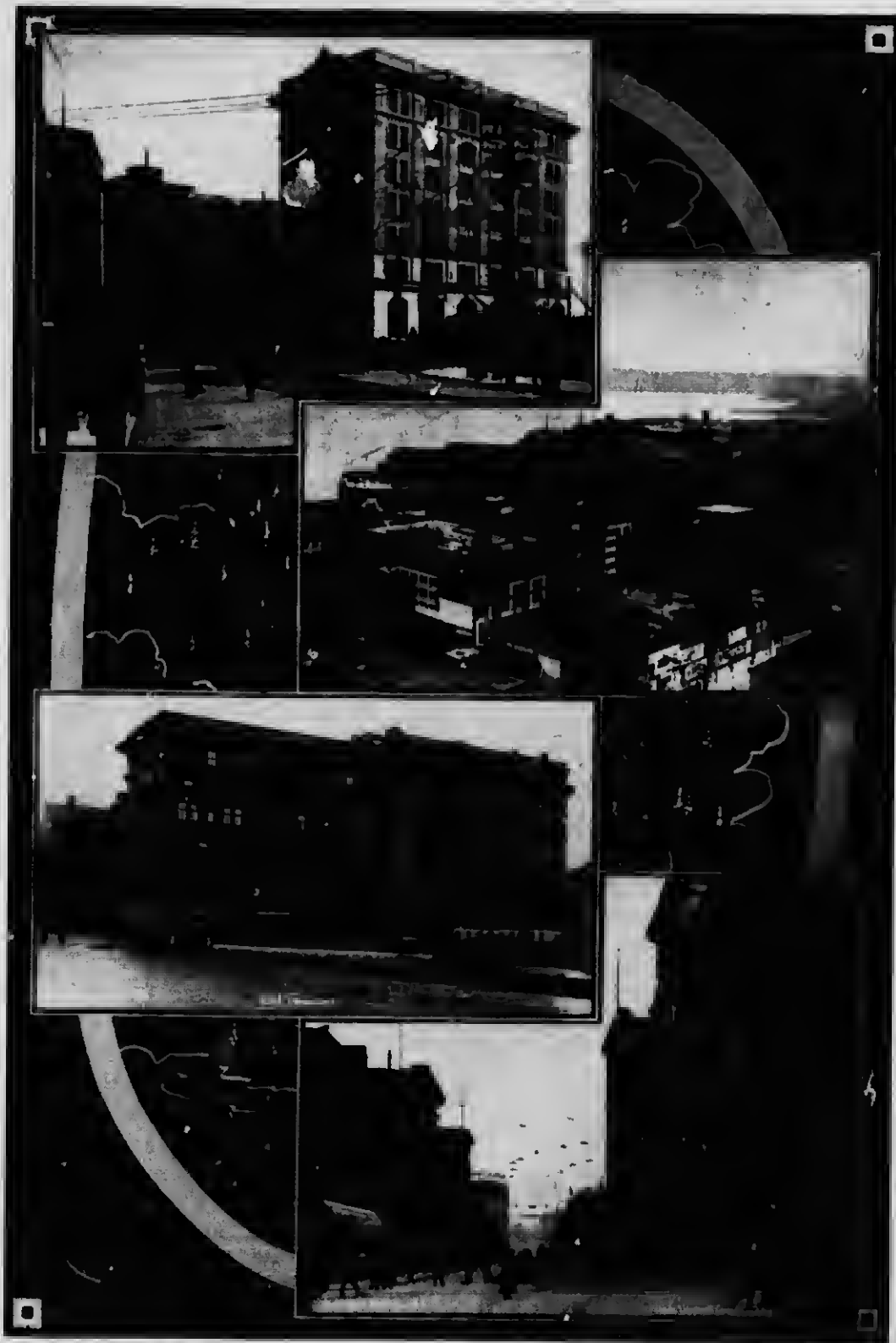




TABLE SHOWING GROWTH OF ASSESSMENT IN VANCOUVER—VALUATION AT THE BEGINNING OF THE YEAR

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
1912	138,437,610.00	54,064,165.00	192,501,775.00

The assessed value of the improvements during the one year of 1911 increased by \$16,205,905, or approximately twice as much as in 1910 and three times as much as in 1909. The average annual increase for the first twenty years of the city's life was \$800,000, while for the past five years it has been about seven and a half millions.

The realty values in 1911 were twice those of 1909, and the increase for 1912 over 1911 is equal to more than the entire value for 1907. The figures given for 1912 may be reduced slightly by the Court of Revision, but not sufficiently to disturb the ratio. The city's development work in outlying districts is partly accountable for this tremendous increase. More than forty miles of new streets were opened up during 1911, and over forty-seven miles of sidewalks were laid in the newer districts.

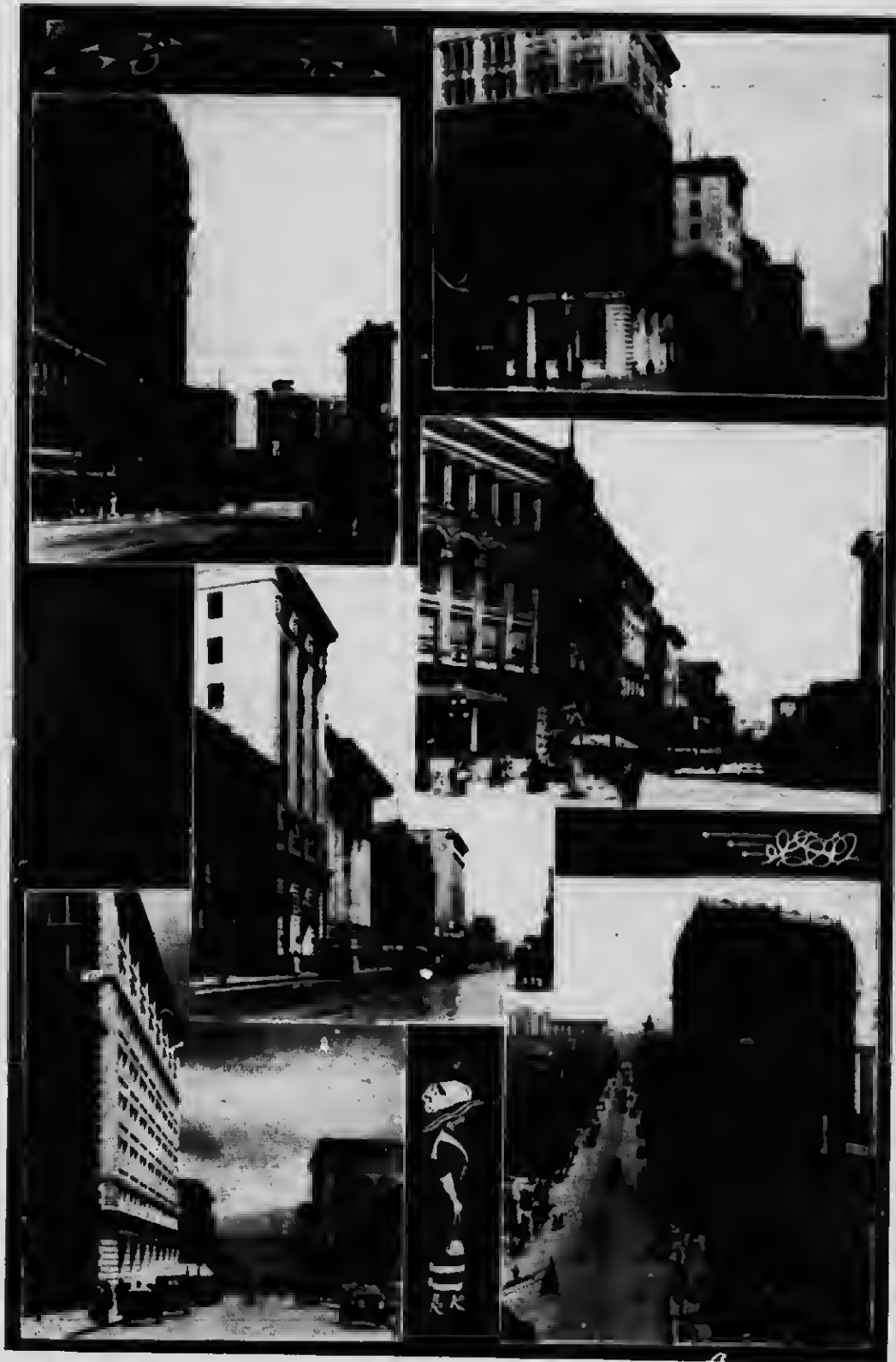
In this connection it is interesting to notice that the property devoted to civic uses is valued at \$20,607,754.05. The items include streets, schools, sidewalks, bridges, waterworks, fire department and sewers. Twenty-six years ago the city had none of these assets.

Taxation That Encourages Building



Discussion of the city's assessment suggests the question of taxation. Vancouver has gained celebrity as the first metropolitan city in the world to exempt im-

Photo to left—
The Million-dollar Steel Bridge that carries traffic across the Fraser River
Photos on opposite page—
Pictures of Granville, Hastings and Main Streets





provements from taxation, the total levy being made upon land values. This has caused no increase in the rate, which stands at twenty mills.

The effect of this system of taxation is already seen to some extent in the remarkable increase in the value of Vancouver's building operations and in the improvement in the size and quality of the buildings erected. The exemption of improvements is distinctly encouraging to industry and cannot fail to have a beneficial influence upon the industrial life of the city, since no tax is levied against the production of wealth.

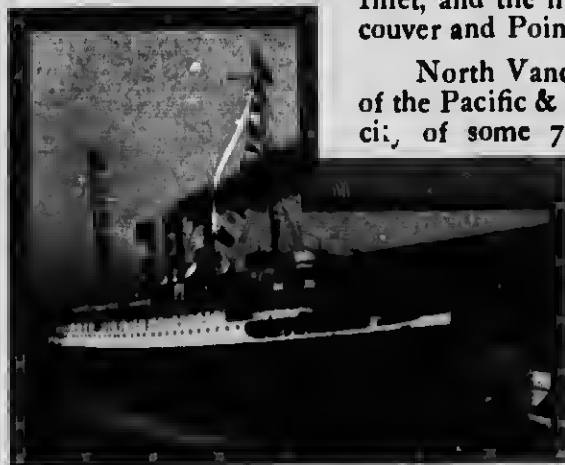
Vancouver's remarkable building record can only be appreciated by the following comparative statement covering the period from 1902 to 1911 inclusive:

Year	Permits	Value	Year	Permits	Value
1902	417	\$ 833,607	1907	1,773	\$ 5,632,744
1903	580	1,423,148	1908	1,697	5,950,893
1904	836	1,968,591	1909	2,054	7,258,565
1905	940	2,653,000	1910	2,260	13,150,365
1906	1,006	4,308,410	1911	2,755	17,652,642

It is to be remembered that these figures only represent the value of the buildings erected within the technical boundaries of the city. Just outside the city limits building operations are in progress whose values run into many millions annually. Indicative of the quality of the building is the fact that the average value of each permit has increased from \$2,000 in 1902 to \$6,000 in 1911. In her building record Vancouver holds a foremost place, without regard to size, on the American continent, the returns of some other cities for 1911 being: Portland, Oregon, \$19,152,370; Seattle, Washington, \$7,164,266; Spokane, Washington, \$3,314,788; Tacoma, Washington, \$1,707,644; Victoria, B. C., \$4,018,415.

Greater Vancouver: The City Across the Inlet

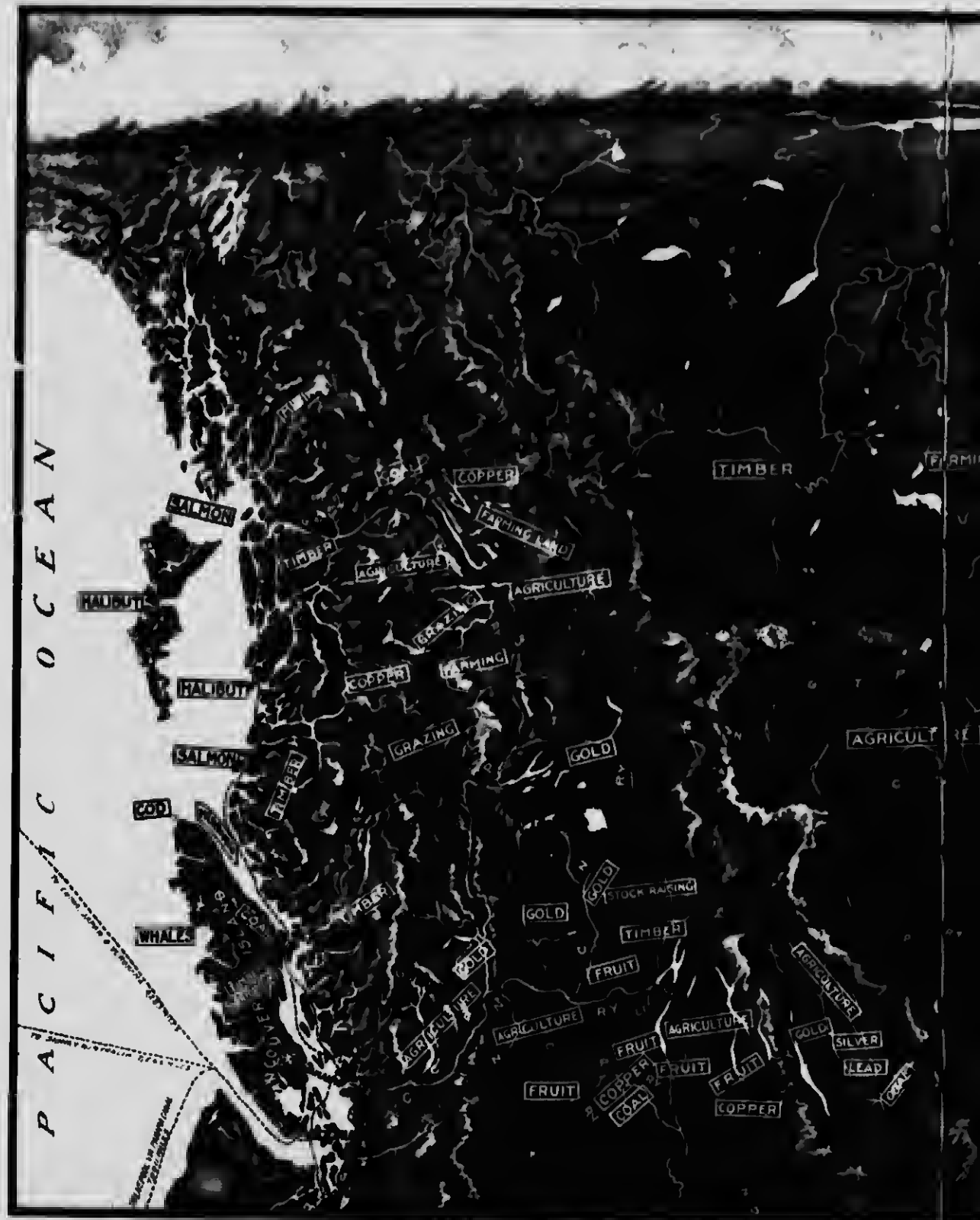
The term Greater Vancouver applies to the city of North Vancouver, the municipalities of North and West Vancouver on the north shore of Burrard Inlet, and the municipalities of Burnaby, South Vancouver and Point Grey, together with Vancouver City.



North Vancouver, recently named as the terminus of the Pacific & Great Eastern Railway, is a residential city of some 7,000 people. The city's area is approximately 3.76 square miles; its assessment is \$13,920,760, and the tax rate, improvements being exempted, is twenty mills. It has efficient public service in every respect, including a fifteen-minute

Photos on opposite page—
A few of Vancouver's Attractive Homes





Contour Map of Western Canada, indicating the chief resources and



resources and showing the transportation lines centering at Vancouver

VANCOUVER — THE RECREATION CITY OF NORTH AMERICA

ferry service to and from Vancouver city. It is also to be connected in the immediate future with the south shore of the Inlet by a bridge or causeway which will accommodate every form of traffic, including that of railways.

The city and the municipality of North Vancouver have some ten miles of waterfront on Burrard Inlet available for wharves and shipping, together with large areas suitable for industries and terminals. The Canadian Pacific Railway is building a line from Port Moody across the North Arm of Burrard Inlet into North Vancouver, so that the city will be in direct connection with this great transcontinental railway system, as well as being the terminus for the Grand Trunk Pacific System on Vancouver's harbor.

Greater Vancouver: Municipality of Burnaby

The municipality of Burnaby joins Vancouver on the east and extends from Burrard Inlet to the Fraser River, its area being thirty-eight square miles. The population is about 10,000, the assessment \$21,000,000, the tax rate is ten mills on improved property, buildings being exempt, and twenty-one mills on unimproved property. Two railway lines, the Canadian Pacific and Great Northern, pass through it on their way to Vancouver, and it is also served by three separate lines of the B. C. Electric Railway running between Vancouver and New Westminster, one of these being double-tracked.

The municipality has a good system of roads and sidewalks, and these are rapidly being extended. A waterworks system has been installed, and telephones and electric light and power are available to most of the residents. Beside its excellent railway facilities, Burnaby has extensive waterfrontage both on Burrard Inlet and the North Arm of the Fraser River.



Greater Vancouver: Municipality of South Vancouver

South Vancouver lies between Vancouver's southern boundary and the North Arm of the Fraser River, and contains 14.5 square miles. The population of about 35,000 people enjoys the use of every public service, such as waterworks, electric light and power, telephones and tramways. Of the last it has 9½ miles in operation, and several miles of extensions are under way.

South Vancouver has shown remarkable growth in the last few years. It had only 5,000 people in 1905. Its assessment has increased from \$7,400,000 in 1909 to \$37,742,386 in 1911.

Photo to left—
Douglas Fir Trunk

Photos on opposite page—
Vancouver's power supply, its sources and some
of its applications



THE GREAT WINTERLAND WILL MAKE VANCOUVER A GREAT PORT.

Greater Vancouver: Municipality of Point Grey

Point Grey municipality joins South Vancouver on the west, and runs boldly out into the Gulf of Georgia. Its area is slightly less than 20 square miles, and its population is about 10,000. Point Grey is celebrated for its desirable residence sections, among which is Shaughnessy Heights, just across the southern boundary of the city. The completion of the Provincial University at the western extremity will considerably enhance the attractiveness of this municipality. The assessment of Point Grey now stands at \$26,590,158, and the tax rate is 6½ mills on improved and 10½ mills on wild land.

The residents of Point Grey, like those of the other municipalities, are rapidly being provided with the best of public facilities. They have water-works, electric light, telephones and tram line, while the roads are their special pride. The Marine Drive skirts the entire peninsula and with Granville Street forms a belt line of the entire municipality, providing a superb highway of rare scenic beauty.

Real Estate Values and Their Basis

The rapid increase of real estate values in Vancouver has excited criticism as well as admiration. Criticism in the main has been directed against speculation that resulted in too high prices for suburban property. This tendency is common to all cities, but the banks in Vancouver have judiciously checked the speculative tendency, so that values in the main have been kept on a sound basis. This is shown by the fact that many of the buyers of real estate at present are banks and financial institutions, transportation companies, and investors who look for a good return on the capital invested as well as a steady increase in the value of the investment.

Specific comparison of Vancouver realty values with those of other cities is difficult. Not only is this a seaport city, with a sharply defined western boundary, but it is also the residential Mecca for thousands of wealthy people from the prairie provinces of Canada, and its mild climate and natural beauty strongly attract homeseekers from every part of the world. So Vancouver is practically a law unto itself in respect to realty values.

Another factor which makes comparison difficult is the limited area of Vancouver city proper. The original townsite consisted of 8¾ square miles exclusive of Stanley Park and False Creek. There have since been added Hastings Townsite, 4¾ square miles, and District Lot 301, one square mile in area, so that the total extent of the city is slightly over 14 square miles. As compared with this the incorporated area of some



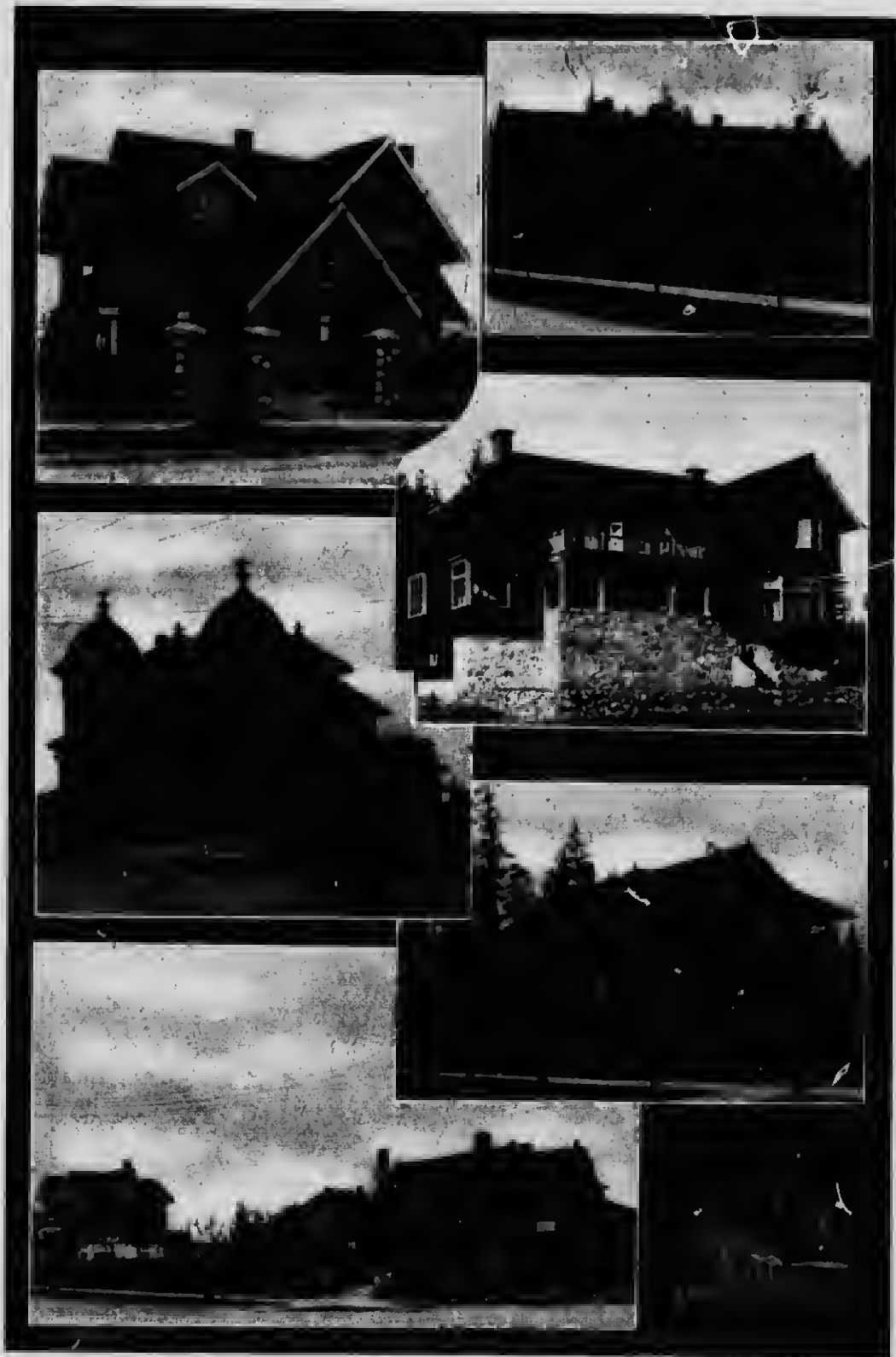
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Photo to left—

Suggesting the abundant hydro-electric power

Photos on opposite page—

Suggesting the building activity which distinguishes Vancouver



AN EMPIRE'S RAILWAYS FOCUS AT VANCOUVER

other cities of the Pacific Slope is as follows: Los Angeles, Cal., 92 square miles; Denver, Col., 60 square miles; Spokane, Wash., 37 square miles; San Francisco, Cal., 46 square miles; Portland, Ore., 50 square miles; Tacoma, Wash., 40 square miles; Seattle, Wash. (including 28 square miles of lakes), 78 square miles. Within the limits of the city proper the population is 111,240, while the latest directory estimate for Vancouver city and its suburban districts, or "Greater Vancouver," is 175,424 people. There are thus nearly 65,000 people who do business in the city but who live outside.

The opinion of large investors is very well stated in the following expression of Jas. J. Hill, who has secured for the Great Northern Railway and affiliated lines large terminal areas and waterfrontage in Vancouver. He says:

"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."

The growing volume of real estate transactions is shown by the figures of the Land Registry Office. It was opened in 1891 with a staff of five men. In that year 433 applications were recorded and the revenue was \$2,524.23. In 1902 the revenue increased to \$12,407.30, and in 1911 it reached \$289,337.06. In about fifteen years land registry receipts have made a gain of over 4000 per cent.

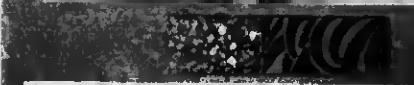
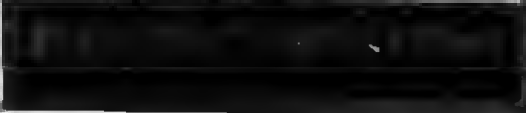
The Story Told by Post Office, Customs and Inland Revenue Returns

Other figures tell the story of growth in other directions. Up to the end of 1894 Vancouver post office produced no revenue save from the sale of stamps. In 1895 it was made a city office and yielded a revenue of \$25,000. In 1910 its revenue was \$350,372.66, and in 1911, \$428,256. The monthly payroll has grown from \$700 in 1895 to more than \$12,000 at the present time, the staff having grown from 14 to 165. Vancouver post office is splendidly housed in one of the finest buildings devoted to the postal service in Canada.

Customs figures provide another index to



Photos on opposite page—
Vancouver's architectural and
natural attractions



WESTERN CANADA'S SUPERIOR AGRICULTURAL RESOURCES ARE RECOGNIZED.

growth. On July 1st, 1887, Vancouver became a port of entry. The total revenue for the first year was \$50,518.58, while for the year ending March 31st, 1912, it was \$7,673,485.08. In 1904 it amounted to \$1,608,066.15; by 1908 it had doubled to \$3,339,198.42, and the figures for 1912 show that they have more than doubled again in the last four years.

Like other branches of the government service, the Inland Revenue Department shows a steady increase of receipts from year to year, ending March 31st, as follows: 1902, \$277,199; 1904, \$341,952; 1906, \$344,333; 1908, \$438,679; 1910, \$410,958; 1911, \$526,212; 1912, \$633,283.14.

The Financial City of Western Canada

The development of banking is another phase of the general growth. The Bank of British Columbia, since amalgamated with the Canadian Bank of Commerce, began business here in 1886. A little later in the same year the Bank of Montreal opened an office, and a year later the Bank of British North America came. Beside these there are at present the following banks: Vancouver, Traders (since amalgamated with the Royal), Imperial, Royal, Molsoos, Hamilton, Nova Scotia, Eastern Townships (since amalgamated with the Canadian Bank of Commerce), Northern Crowe, Merchants, Union, Dominion, Toronto, Ottawa and Quebec. They have, beside their head offices, thirty-five branches located in different parts of the city.

Business has grown as indicated by the following clearance figures: For year 1908-1909, \$190,951,996; 1909-1910, \$327,835,557; 1910-1911, \$470,276,101; 1911-1912, \$567,541,458. Vancouver is the fourth city of Canada from the clearing house returns standpoint, and for 1911 compares with some other cities as follows: Seattle, Wash., \$547,101,416; Portland, Ore., \$553,689,793; Tacoma, Wash., \$213,186,622; Spokane, Wash., \$218,698,887.

Aside from its banking, the financial progress of the city is indicated by the large number of strong financial firms which have developed with the growth of the city. A considerable number of these have established branch offices in Eastern Canada and Great Britain. Practically all of the large financial institutions of Eastern Canada and some of the largest of Great Britain and the United States have their provincial headquarters here.

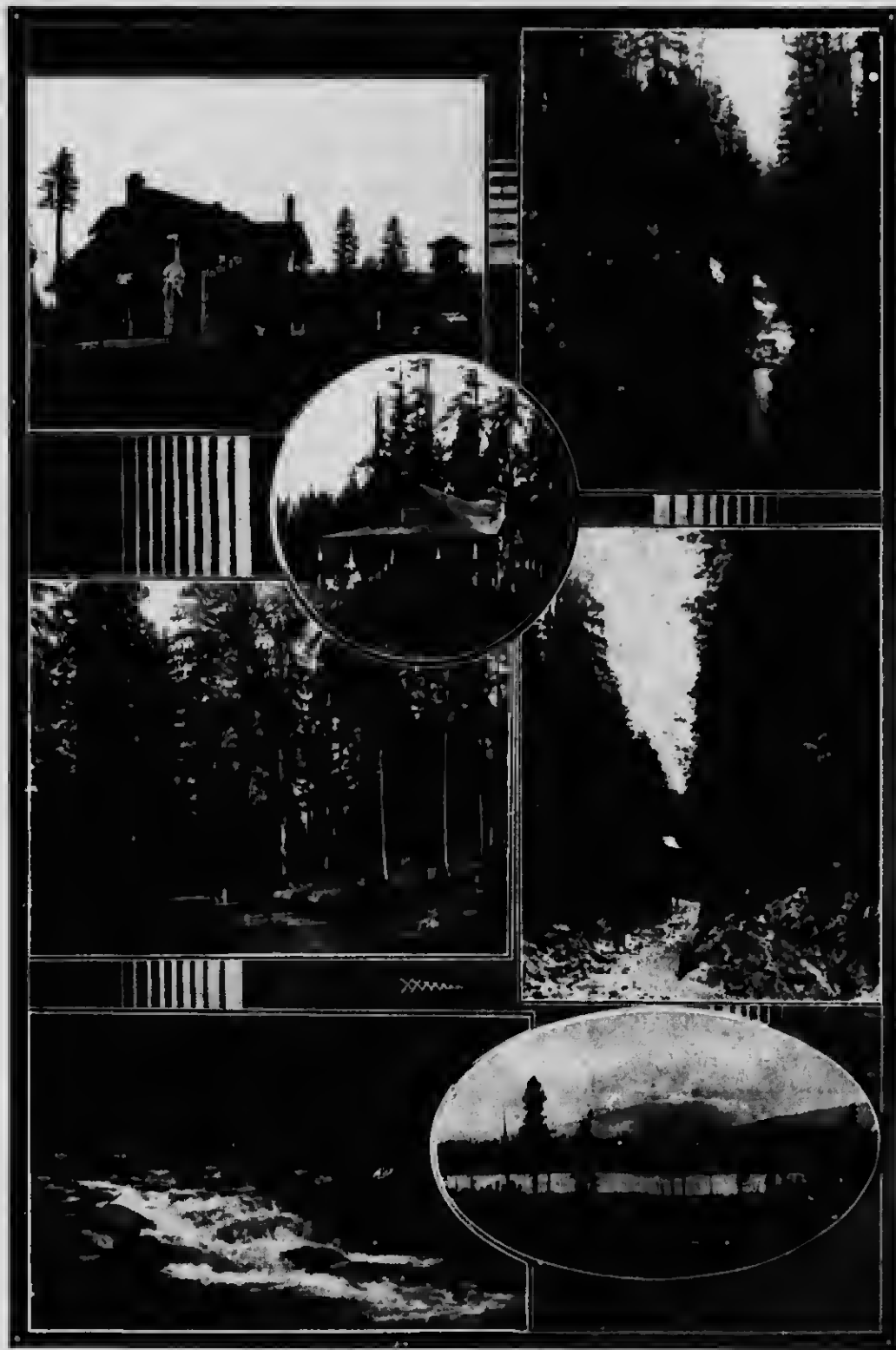
Hydro-electric Resources

One illuminating conception of Vancouver's industrial development is obtained from the British Columbia Electric Railway Company's figures relating to electric light and power. The number of electric light customers increased from 7,165, and power customers from 366



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Photos on opposite page—
Beauty spots of Greater Vancouver



THE BUILDING RECORD OF VANCOUVER IS UNSURPASSED

in 1906 to 25,000 light customers and 1,600 power customers in 1912. In addition to this the Western Canada Power Company began the delivery of electricity for lighting and power on January 6th, 1912, and now have contracts for more than 20,000 h.p.

The increase in the requirements for light and power is more vividly reflected in the figures covering the total business of the B. C. Electric Railway Company, which of course includes New Westminster and Victoria. These are merely taken to show the rapidity of growth, and it should be clear that they do not alone apply to Vancouver, although as metropolis and headquarters for the company, Vancouver is largely responsible for the tremendous growth. In 1907 the company's payroll was \$318,724, while in the single month of March, 1912, it reached \$391,355.77, and the yearly total at present is \$5,855,700. The capacity of the generating stations has increased from 2,000 h.p. to 128,000 h.p.; the track mileage from 40 to 280.77; and the number of passengers carried from 3,654,300 to 60,563,300. The company has recently installed an additional unit of 10,500 h.p. in its Lake Buntzen plant, which generates power for Vancouver, bringing the total capacity of this one plant up to 44,500 h.p.

The Western Canada Power Company in its plant at Stave Lake now has a generating capacity of 26,000 h.p., which will shortly be doubled by the addition of two more units. From the same source the company will also develop as required another 52,000 h.p., or a total of 104,000 h.p. These sources of power, together with others available when required, will provide abundantly for the needs of a great industrial city.

The Beginning of a Great Industrial Future: Its Basis

Naturally, manufacturing has not yet attained the important position it is destined to reach in Vancouver. Yet this is an important manufacturing city, the value of the output last year being \$15,566,575. Employed in various industrial enterprises are 8,210 workers, and the payroll amounts to \$5,203,647. Lumber is by far the most important of the manufactured products. In the Coast district in 1911, 739,000,000 feet of lumber were sawn, the major portion of this being in or about Vancouver. Of this about 326,000,000 feet were used locally, 340,000,000 feet sent to the prairies, and 47,000,000 feet exported to other countries. Pulp and paper manufacturing is assuming importance, there being three large manufacturing plants along the coast tributary to Vancouver.

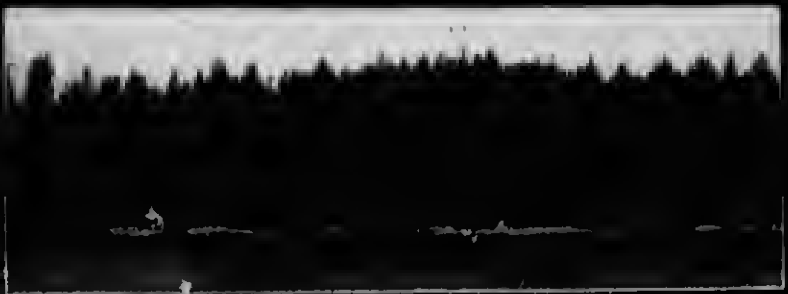
The manufactures of the city are indicated by the following list of industries and products: Abattoirs, aerated waters, asbestos goods, auto and buggy tops, bakeries, bamboo furniture, boats, bookbinderies, boots and shoes, boxes (paper and wood), brass foundries,



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Photo to left—
Typical planks cut in British Columbia

Photos on opposite page—
Present and prospective industries tributary to the city, paper mills, silts for dry dock, sugar refinery, etc.



+ | VANCOUVER — THE RECREATION CITY OF NORTH AMERICA | +

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, fireproof 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, oil refining, paper, 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.

Vancouver's expectation of great industrial growth is based upon the abundance of available and potential hydro-electric power, the latter estimated at 500,000 h.p. within forty miles of the city; upon the immense deposits of coal close to the city; upon the great mineral and timber resources of the hinterland; upon the excellent transportation systems, both by rail and by water, of which the city is becoming the centre, and upon the certainty of a great consuming as well as producing population in her hinterland, and likewise in the likelihood of trade with the countries across the Pacific.

The Focussing Point of Great Railway Systems

New railways contributing to the upbuilding of Vancouver are the Canadian Northern and the Grand Trunk Pacific, now nearing completion. The line of the latter will run from Fort George to Vancouver under the name of the Pacific & Great Eastern Railway, the distance from Fort George to Vancouver being 450 miles, and from Fort George to Prince Rupert 460 miles. Both the C. N. R. and the G. T. P. have secured routes along which the maximum grade is not more than .4 per cent., this being much more favorable than that of any other railway reaching the Pacific slope. The executive heads of both these railways have, from the first, announced as their policy the carrying of a large proportion of the Western Canada grain crop to the Pacific Coast for export.

The pioneer line, the Canadian Pacific Railway, is responsible for almost all the railway traffic that reaches or leaves Vancouver at present. Its extensive terminals in the city are proving inadequate to handle the traffic, making necessary the purchase of some 600 acres for shops and yards at Coquitlam, seventeen miles east of Vancouver. The C. P. R. are building what is practically a new trans-continental line which will be completed in a couple of years, this being an extension of the present Crow's Nest line through Southern

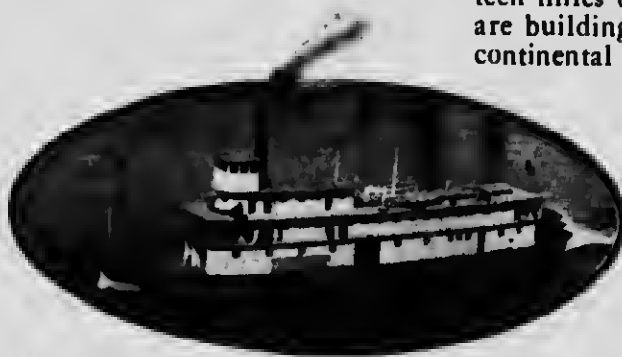


Photo to left—
Steamers that supplement the railways
Photos on opposite page—
Industries in or tributary to Vancouver



British Columbia via the Kettle River Valley, and joining the present main line at Spence's Bridge. More than this, the company has announced that its present main line will be double-tracked from Calgary to Vancouver. In common with other transcontinentals the C. P. R. acknowledges the advantages of Vancouver for the export of grain, and has announced a big program of improvements for its waterfront, including the building of piers and elevators.

As well as being the home port for the company's transpacific ships, Vancouver is in every sense the western terminus of the system. A splendid new depot, that will cost more than a million dollars, is being built for the better accommodation of increasing passenger traffic, while overhead bridges to the wharves, a tunnel between the False Creek yards and the depot, additional wharfage, new yards and shops and other developments will cost millions more.

The Northern Pacific Railway also enters Vancouver, using the C. P. R. tracks from the international boundary, but it is expected shortly to have its own line. The Great Northern Railway entered the city eight years ago, the Vancouver line connecting with its transcontinental system. Within the last four years it has spent more than \$2,000,000 in the purchase of waterfront property on False Creek and Burrard Inlet. At least \$2,000,000 more will be involved in the building of terminals and docks, some of the latter being now under construction on Burrard Inlet. This system is building a new line into Vancouver through Southern British Columbia, which will develop and draw the trade of this rich territory to Vancouver. The Harriman system and the Chicago, Milwaukee & Puget Sound Railway also have both announced their intention of reaching Vancouver.

The opinion of high railway officials is valuable in indicating the probable trend of development. Mr. J. D. Farrell, of the Harriman system, has 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: "The probabilities of the American export trade to the Orient being diverted into 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."

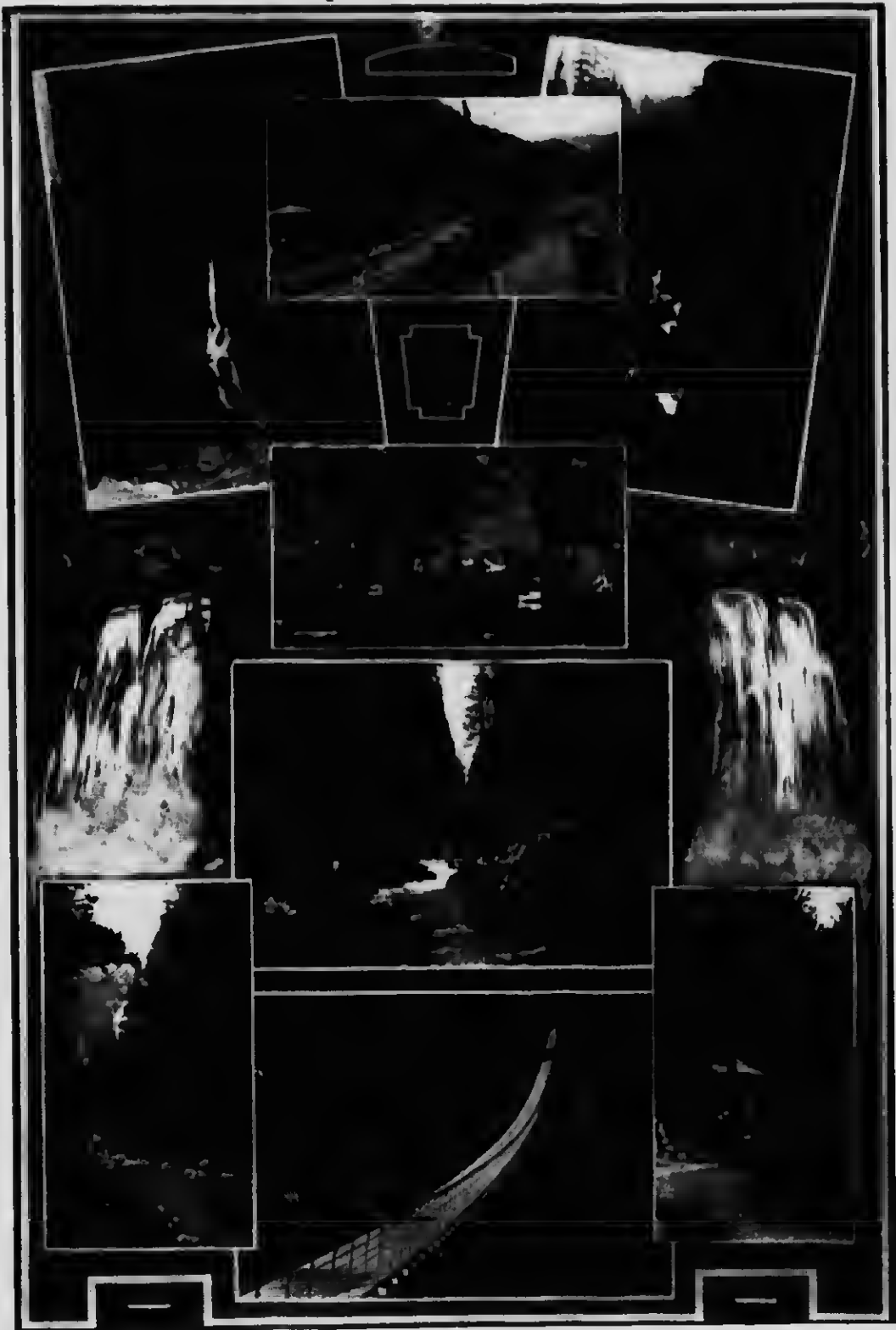
The Pacific and Panama Link Vancouver with the World

The railways at Vancouver meet ships that trade all over the globe. This is the chief Pacific port of the Canadian half of North America, with a perfectly sheltered harbor having more than twenty-eight miles of waterfrontage, open for shipping all through the year. It is on the most direct line from Liverpool through Montreal or New York to the



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Photos on opposite page—
Natural beauties that distinguish Vancouver beyond
other cities



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THE BUILDING RECORD OF VANCOUVER IS UNSURPASSED

ports of the Orient, the South Sea Islands and Australia. It is also the port nearest the grain fields and great natural resources of Western Canada, and affords not only the shortest rail mileage for shipments, but also the least distance by sea to the great markets of the world, such as Europe and Eastern America, via the Panama Canal, to South America, Mexico, Australia and the large cities of the Orient. Some of these distances are:

NORTHWARD---	NAUTICAL MILES
Vancouver to Prince Rupert by coast steamers	550
Vancouver to Skagway, coast steamer	891
WESTWARD---	
Vancouver to Vladivostok (Russian terminus of the Siberian Railway) direct	4460
Vancouver to Yokohama, Japan	4270
SOUTHWARD---	
Vancouver to Moreton Bay, Queensland	6510
Vancouver to Honolulu, S.I.	3436
Vancouver to Mazatlan, Mexico	2311
Vancouver to Liverpool (via Tehuantepec) ...	7000
	STATUTE MILES
Vancouver to Seattle, Wash.	178
Vancouver to Portland, Ore.	405
Vancouver to San Francisco, Cal.	1177

The coasting trade which centres at Vancouver is well looked after by the Canadian Pacific Railway Company's fine fleet of "Princess" ships, the Grand Trunk Pacific Railway's "Prince George," "Prince Rupert" and other ships, the Union, the Northern and the Boscowitz Steamship Companies, while the Pacific Coast Steamship Company operates between Vancouver and San Francisco. Between Vancouver and Mexico the Canadian - Mexican Steamship Company operates two ships. The C. P. R. Empress ships ply to the Orient, and the Canadian-Australian Line runs monthly to Australia and New Zealand, calling at Honolulu and Suva. Already the freight-carrying lines calling at Vancouver include the Blue Funnel, the Weir, the Harrison and the Kosmos, beside the steam and sailing vessels of other lines at irregular intervals. The products of Canadian and even of United States manufacturers go out through Vancouver to such markets as Australia and the Orient.



These figures indicate the extent of the shipping trade of Vancouver, being for the year ended March 31, 1912, 9,134,494 tons, made up as follows: Sea-going, inward with cargo, 1,411,859; sea-going, outward with cargo, 1,082,852; sea-going, inward in ballast, 470,274; sea-going, outward in ballast, 778,922; coasting, inward, 2,543,786; coasting, outward, 2,846,801.

Photos on opposite page—
The varied scenes of Vancouver's waterfront



VANCOUVER—THE COMMERCIAL CAPITAL OF WESTERN CANADA.

The Beginning of a Great Grain Shipping Trade

In spite of immense difficulties, such as high freight rates and the total lack of terminal elevators, Vancouver has shipped abroad 750,000 bushels of wheat and 500,000 bushels of oats. The distance from Vancouver to Liverpool will be practically cut in half on the opening of the Panama Canal, and the time required to make the passage shortened proportionately, while the rates will necessarily be considerably reduced. Vancouver, beside having an open harbor throughout the year, is much nearer the grain fields of Canada than any other Canadian port. This the following figures will serve to emphasize: Calgary to St. John, 2,636 miles; Calgary to Fort William, 1,260 miles; Calgary to Vancouver, 644 miles; Edmonton to Fort William, 1,451 miles; Edmonton to Vancouver, 735 miles; Moosejaw to St. John, 2,396 miles; Moosejaw to Vancouver, 1,085 miles.

In view of these facts—in view of the fact that grain can now be shipped from Alberta through Vancouver and around Cape Horn to Liverpool at approximately the same rate as it can by way of Eastern Canadian ports, in view of the early construction here of elevators and in view of lower freight rates on grain from the prairies—it seems obvious that Vancouver will become one of the greatest grain shipping ports of the world, even apart from the possible demands of the Oriental market.

Growing Importance for Distribution

Vancouver is the original port of entry for many commodities that go to Eastern Canada, the United States and even to Europe. Among these are tea, silks, spices, fruits and other products of the Orient and of Australia. Many manufactured products—machinery, clothing and prepared foods—from Great Britain and elsewhere also first enter Canada through Vancouver, reaching here by vessels which come through the Suez, and around Cape Horn or by way of the Tehuantepec Railway across the Isthmus of Panama. It is anticipated that the opening of the Panama Canal by the ready access it will give Vancouver to the producing centres of Eastern America and Europe will cause Vancouver to become the chief distributing centre for the western half of the Dominion.

Already, as will be obvious, Vancouver has attained great importance as a distributing city. The



Photos on opposite page—
Typical of Vancouver's Wholesale
District

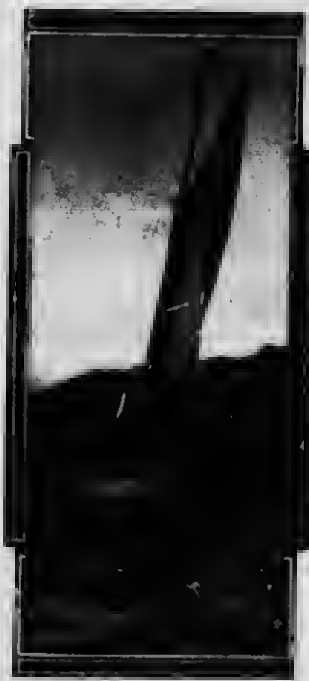


large proportion of the British Columbia consumers' requirements are handled by Vancouver wholesale houses, all of which have developed from modest beginnings to rank with the best in Canada. Beside the houses originating here, every Eastern Canadian firm of importance is represented by a thriving branch. As it has been with the wholesale, so with the retail trade. From humble beginnings the different establishments have grown until Vancouver can truthfully boast a class of stores superior in size, stock and attractiveness to those of any other Canadian city of similar size. This is doubtless due to the habits of its people, as indicated by the fact that one large jewelry firm with stores in various Canadian cities does as much business here as they did in Montreal when that city was twice the size of Vancouver.

Natural Resources: Fisheries, Mining and Agriculture

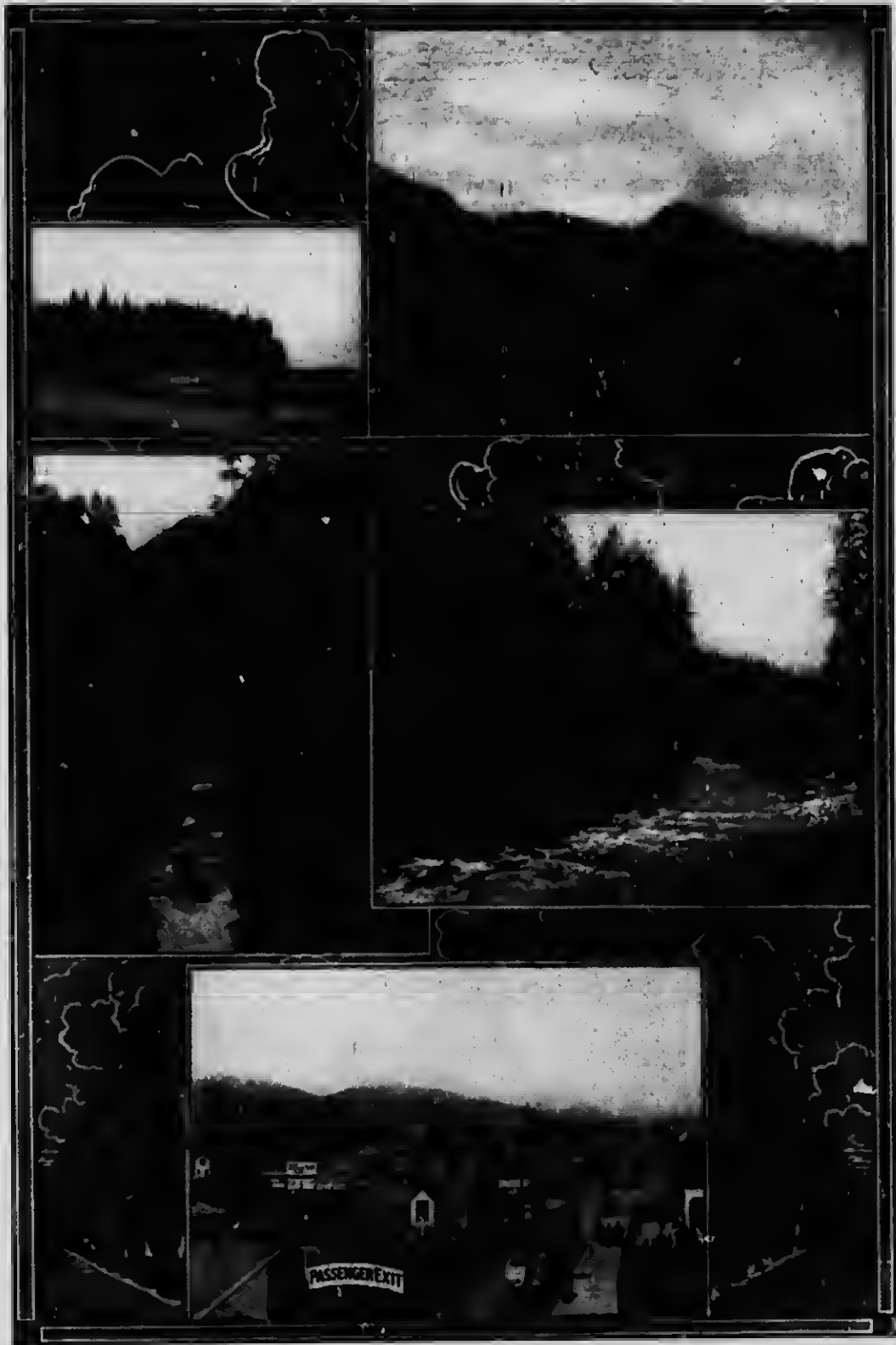
Elsewhere the various natural resources tributary to Vancouver are referred to. As well as its vast lumber manufacturing interests, the city is headquarters for the fishing industry of the 7,000-mile coast line of British Columbia. Salmon and halibut are the chief varieties so far taken from this great natural fishing preserve, which eclipses the North Atlantic in its potential wealth of food fishes. Though the industry is comparatively undeveloped, the value of the catch for the province for the year 1910-1911 was \$9,163,235.

More and more Vancouver is becoming interested in the development of the mineral resources of the province. The value of the output of the mines for 1911 was \$23,211,816. The Dominion of Canada Assay Office was opened in the city in 1901 in view of the importance of the Klondike and other gold-producing regions, and a conservative estimate places the value of the trade brought to Vancouver by this one agency alone at more than \$10,000,000.



It is clearly realized that the potential business awaiting Vancouver in its agricultural resources is of supreme importance. There is first the grain trade. Of hardly less import to the city is the large development of fruit-growing and general farming. This is beginning to receive the thought and attention due it. The urban development has exceeded the rural, and at present it is necessary to import a large proportion of the food products required by the people of British Columbia from points outside the province. That this is quite unnecessary may be inferred from the facts given about the agricultural resources of Vancouver's hinterland.

Photos on opposite page—
Typical of the North Shore of Burrard Inlet and its
immediate hinterland



Vigorous, Active Public Bodies

The public spirit of Vancouver business men, indicated in many ways, finds one expression in the large annual exhibition of the natural products and manufactures of the city and its hinterland. As an incentive to industry and as an education for the public this is an invaluable institution. For the exhibition of 1912 the total value of the prizes offered reaches \$60,000.

The same spirit is reflected in the activity of the Board of Trade, a deliberative body of Vancouver's leading business men which has done much to secure for Vancouver more equitable freight rates and improved transportation facilities, as well as an infinite number of similar achievements in the interests of the business community.

The recently organized Progress Club, an outgrowth of the Vancouver Information and Tourist Association, gained approximately one thousand members in one week at the outset of its career. The Progress Club will instal, in large central quarters, a complete permanent exhibit of British Columbia's resources, will give to the world the facts about Vancouver and its hinterland, and provide an effective organization for progressive movements of importance to all the citizens of Vancouver and of British Columbia.

A City of Delightful Homes

Illimitable as are its business possibilities, the city is not less attractive as a place of residence. In fact, no small element of its population consists of those who are so fortunate as to be able to escape the extreme cold or extreme heat of less favored districts and to secure in Vancouver a home amid magnificent natural beauty in a climate similar to that of Southern England. The average temperature for the summer does not exceed 80 degrees, while the average minimum temperature of the winter does not fall below 20 degrees. The lowest temperature recorded in the last four years is 3.7. The total precipitation averages a little less than 60 inches annually, falling mainly in the late fall and early winter months, which the glories of the other months quite offset.

Sport and Recreation that Surpasses the Best of Other Regions

The city abounds with recreation facilities. Stanley Park, famous throughout the world, provides a thousand acres of the original forest, through which wind roads, drives and paths. In an instant one can lose himself from the bustle of the city in the quiet of Nature. Many other parks have been provided in different parts of the city, and these, together with the well-equipped bathing-beaches at English Bay and Kitsilano, are administered



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Photos on opposite page—
Vancouver Exhibition Building, Horse Show
Building and Arena Rink (artificial ice)



VANCOUVER — THE COMMERCIAL CAPITAL OF WESTERN CANADA

by a specially elected Parks Board in the interest of all the people. A few ardent lovers of Neptune indulge in sea-bathing every month of the year, while the less hardy find pleasure in the surf from June to early autumn.

The quiet waters of Burrard Inlet are a veritable haven for boats, canoes and all small craft, while the coast waters, protected as they are by islands, invite with safety long cruises by launches and sailing yachts. The amateur and the professional mountain-climber alike find sport suited to their individual inclination in the mountains that guard the city on the north. Hunting and fishing, the best in the world, are available only a few hours from its centre. The fame of British Columbia's fish and game has been heralded throughout the world. In winter, Vancouver citizens enjoy the facilities of one of the largest artificial ice skating and curling rinks in the world. The horse fanciers of the city for several years have possessed a splendid building in which a competent instructor teaches riding and driving, and where a splendid horse show is held each year.

The social instincts of Vancouver citizens find expression in a large number of clubs, of which the Vancouver, the Terminal City, the Western, the Commercial, the Canadian, the United Service, the Press and the Country Clubs are the most important.

A City of Efficient Public Service

The welfare of Vancouver residents is splendidly provided for in the municipally-owned water supply. This is secured from mountain streams, the Lynn and the Capilano, absolutely pure, and fed from the melting snow. Diseases such as typhoid, in so far as they result from the city water supply, are unknown here. The water service increased from 17,675 users in 1910-1911 to 21,136 in 1911-1912, and the mileage of permanent mains from 174 to 211.3.

The telephones of Vancouver show, as a public service, the same remarkable growth as the development of electricity for lighting and power. Vancouver is the headquarters for the British Columbia Telephone Company, which operates in over thirty towns and cities in the province. Recent development has made it necessary for the company to open two new exchanges in Vancouver, making three where one formerly sufficed. The company is controlled by local people.

Although a seaport city, law and order are well preserved. The efficient police force of 173 men has every device and equipment for facilitating its work. The Vancouver Fire Department is ranked by the London Metropolitan Fire Department Commission, after the cities of London and Leipsic, Germany, as the third best in the world. Its apparatus is thoroughly up-to-date, the most of it being auto equipment.



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Photo to left—
Typical young city of Vancouver's hinterland

Photos on opposite page—
Main, Grenville and Hastings Street scenes. The
lower left-hand picture shows Vancouver Block,
the city's newest skyscraper





A Foremost Consideration: Education

Education is well looked after. There are twenty-one public school buildings and two high schools, manned by a competent staff of teachers. For the training and equipment of the teaching staff there is a normal school and associated with it a model school. Manual and domestic training are efficiently looked after in the public schools, as well as physical culture, music and drawing. Night schools are also conducted for the benefit of those who have missed earlier opportunities. Higher education is afforded by McGill University College, which gives three years work in arts and two in applied sciences, the student doing the balance of the work at McGill University, Montreal, from which the degrees are conferred. The British Columbia Government is establishing the Provincial University here, having set aside a splendid location at Point Grey, overlooking the Gulf of Georgia.

Vancouver's Churches and Charities

The churches and charities of Vancouver are by no means the least important manifestation of the character of its citizens. The moral forces of the city are quite as aggressive and quite as progressive as its business spirit. Denominational lines are not sharply drawn, though every important denomination is represented. The Y. M. C. A. through the generosity of the citizens is erecting two buildings that will cost half a million dollars. The Y. W. C. A. also has a large building and is doing an effective work.

The General Hospital is one of the best institutions of its kind in the world. The main building accommodates 356 beds, beside which there are 72 beds in the isolation cottages. St. Paul's Hospital, conducted by the Sisters of Charity of Providence, is also a splendidly equipped institution, soon to be rebuilt on a much larger scale. St. Luke's, Anglican, likewise cares efficiently for the sick.

The Children's Aid Society provides a home for children, and has been instrumental in establishing the Juvenile Court, which has kept several hundred children out of the criminal class. The Strathcona Institute and Seamen's Institute for sailors, the Central Mission and the British Columbia Coast Mission are among the many institutions that express Vancouver's solicitude for the welfare of its weaker or less fortunate citizens.

Our brief review shows how far this city has gone in a short time. Progress has gained in momentum from year to year until now, when Vancouver with Western Canada at its back stands on the threshold of such great events as the early completion of three new trans-continental railways, the opening of the Panama Canal, and the awakening of the Orient, no future seems too great for it to attain.



Photos on opposite page—
Representative of Vancouver's
Churches, Hospitals and Schools



*Saturday Sunset Press
Vancouver, B.C.*



1974
1975

1976

