

works and railroad buildings, approximate \$2,000,000.00 in value.

The city occupies a peninsula, bounded by Burrard inlet on the north, and English bay and False creek on the south. The harbor proper, known as Coal harbor (see page 437), lies on the inlet, just east of the first narrows, and is a body of deep water, perfectly sheltered on all sides, three miles wide, and nearly as long at the town site. It practically extends up the inlet a distance of twelve miles, affording ample accommodation for the commerce of the largest city in the world. On the opposite, or outer, side, is English bay, a roadstead in which vessels may lie at anchor, secure from all but the severest storms. An arm of the inlet cuts through the lower end of the peninsula, to within a few yards of the bay, through which a navigable passage can be made, by which vessels can quickly pass from one to the other. The railway company's terminal works are being constructed along the bay, where huge round-houses and shops are in progress of erection. Immense warehouses, a large depot, etc., are being constructed on the inner harbor, which is the terminus proper, and will be the point for receipt and shipment of merchandise. One huge warehouse is already completed, being hastened for the reception of the first cargo of tea for this season. Last year seven cargoes were handled, representing a value of \$2,000,000.00, and a much larger quantity is expected.

The town site occupies high ground, but has no extremely steep hills. From the center of the peninsula it slopes toward both water fronts. On this central ridge, the railway company is erecting a hotel, which is to cost \$250,000.00, when completed according to the plans. A portion of it has been hastened to completion (see page 435) for immediate use, costing \$125,000.00, and making a

large and imposing edifice. This will, no doubt, become a favorite stopping place for tourists, who desire to enjoy the scenery, hunting and fishing of the surrounding country, or to rest from the fatigue of a long journey.

The city will be provided with the best mountain water, which is being brought in from the mountain lakes a few miles distant. This will be conducted to the city in iron pipes, at an expense, including mains, etc., of about \$250,000.00. A system of gas works and pipes will be put in at once, costing about \$150,000.00. The electric light will also be a feature of the city, and telegraph and telephone facilities of the most complete kind will be provided.

Commercially, Vancouver will speedily assume a commanding position. The Canadian Pacific is already hauling a large share of the through freight from Pacific coast ports to eastern cities. It has control of routes by which it can enter Chicago, New York and Boston, and can compete with American roads for through business between those cities and Puget sound, Portland and San Francisco. Arrangements have been made for a line of steamers to ply between Vancouver and Hong Kong. Three first-class iron steamers have been purchased for this route, being the *Portheia*, *Abyssinia* and *Balovina*, well known to travelers on the Atlantic. The route from Yokohama to Coal harbor is one hundred miles shorter than to San Francisco, and from Coal harbor to New York it is one hundred and fifty miles shorter than from San Francisco. From Yokohama to Liverpool, via Vancouver, it is nine hundred miles less than via San Francisco. These advantages, in connection with the independent position of the Canadian Pacific, must have a great effect upon commerce and travel. The British government has already recognized this by granting a subsidy for