

PATTERN OF THE PORT OF VANCOUVER,
BRITISH COLUMBIA

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The Port of Vancouver, British Columbia, legally includes all of the tide water opening off the Strait of Georgia and to the east of a line drawn through Point Grey and Point Atkinson. The shoreline measures 98 lineal miles. The harbour may be divided into Inner and Outer harbours.

INNER HARBOUR

Inner Harbour, which is almost completely land-locked, is entered from the west by Lion's Gate, 2,000 feet wide. From this First Narrows the harbour widens to $2\frac{1}{2}$ miles and then narrows again to 2,100 feet at the Second Narrows, approximately five miles farther east. Beyond stretches the narrower part of Burrard Inlet with Indian Arm branching northward from it.

Central Port, Harbour Proper—The Harbour Proper, which is the part of Burrard Inlet that extends to Second Narrows, is the only portion of the harbour that is being developed for deep-sea shipping. Along the south shore, from west to east, are located the major piers, wharves, docks, and elevators. Factories are scattered in the district of the major piers; sawmills and shingle mills are in the outer, eastern part.

The Canadian Pacific Railroad Company controls a frontage of 7,200 feet in the west end of the harbour from Mill Ruins to Evans, Coleman, and Evans piers near Main Street, and three of its piers, A, B-C, and D have the choice position on the waterfront. Pier H is only a little less favorably located to the east. Behind the piers are the railway yards, approximately 700 feet wide. The station is just back of Pier D but at a higher level. In front of the tracks, extending from Pier D to Pier H are extensive quay wharves that cover about one third of the C. P. R. frontage. This company also owns a narrow strip of land and trackage paralleling the south shore of the Inlet from Port Moody on the east to Mill Ruins on the west.

Vancouver Harbour Commissioners own much of the waterfront east of the Canadian Pacific property. They own the old Hastings Mill site, Ballantyne Pier, Numbers 1, 2, and 3 Elevators, Lapointe Pier, and a right-of-way between the Canadian Pacific tracks and the Inlet. This property is occupied by the Terminal Railway of the Harbour Commissioners. On the north shore the commissioners own a booming ground and lumber wharf.

Private piers and slips are scattered between the Canadian Pacific property and that owned by the Harbour Commissioners or lie east of the latter property. Most of the slips are crowded into Coal Harbour in the extreme west end, a part of the harbour too shallow for large boats.

The seven exporting elevators, late in development, occupy the east half of the Harbour Proper, all but one on the south shore.

On the north shore is one elevator, one wharf, a few scattered sawmills and shingle mills, and two drydocks.

Inner Burrard Basin and Indian Arm—Inner Basin and Indian Arm are even less developed than the north shore of the Inlet. The hazards of shipping through the bridge at Second Narrows and the steep sides of the inlet, as well as the distance from the sea, have tended to restrict this part of the harbour to scattered lumber and shingle mills and oil refineries.

OUTER HARBOUR

The Outer Harbour consists of English Bay and an arm of the sea, False Creek. English Bay has a rather uniform width of five miles but is open to the west wind so that construction of port facilities would be costly. At present it is used merely as a roadstead and pleasure bay.

False Creek is really the industrial port of Vancouver. This S-shaped arm of the sea cuts off the business section of Vancouver from the principal residential section and suburbs. The east shore has been reclaimed and is used for terminal yards and depots of the Canadian National and Great Northern Railways. The north shore is occupied mainly by the British Columbia Electric yards in the east part and by the Canadian Pacific yards in the west part. The south shore is used almost exclusively by eleven lumber and shingle mills.