

saving the waste haulage which would inevitably occur where no standard staple was available to load the empty cars. Car Ferries will be the first step in the transportation of this grain to Victoria, but the final solution of the problem of Middle Canadian wheat to British bottoms for Panama Canal shipment will be via the Seymour Narrows from the grain-fields to Victoria elevators—one haul and one re-shipment.

Vancouver Island's iron will be manufactured into steel at Victoria, and shipped all over the world. Her dry docks and shipbuilding plants at Esquimalt will alone build up a colossal business there. Outside of the trade which Canada's grain will bring to the city, her manufactures, in years to come, will keep pace with agriculture, and straight rail connection with all America will be the one and only necessity to her manufacturing greatness.

Both the insured and the insurers in the maritime world will find it cheaper to make Victoria the central Northwest Pacific port, and this fact, in the last analysis, will determine the city's future. A doubling of both freight and passenger traffic in the past three years at Victoria shows how this salient commercial feature governs ocean trade.

THE GOVERNMENT DRY DOCK AT ESQUIMALT HARBOR

The Dominion Government has just made an initial appropriation of \$500,000.00 towards the construction of a Dry Dock at Esquimalt Harbor, the harbor being immediately adjacent to and part of Victoria. The selection of Esquimalt Harbor for this Dock makes history. It is the national seal of approval on Victoria as a great Imperial port, and is destined to bring in its wake immense shipbuilding industries.

This dock will be one of the largest in the world. Its length is 1150 feet, 110 at the gate, and 35 feet of water over the sill. Its capacity will be more than equal to the very largest ship afloat. The eventual cost will be in the neighborhood of \$4,000,000. Esquimalt Harbor has long been known as one of the best harbors in the world, it being very easy of access, free from obstructions, with deep and bold water on all sides.

Shipbuilding is already being carried on extensively in this harbor, and the C.P.R. coasting steamer "Princess Maquinna," built