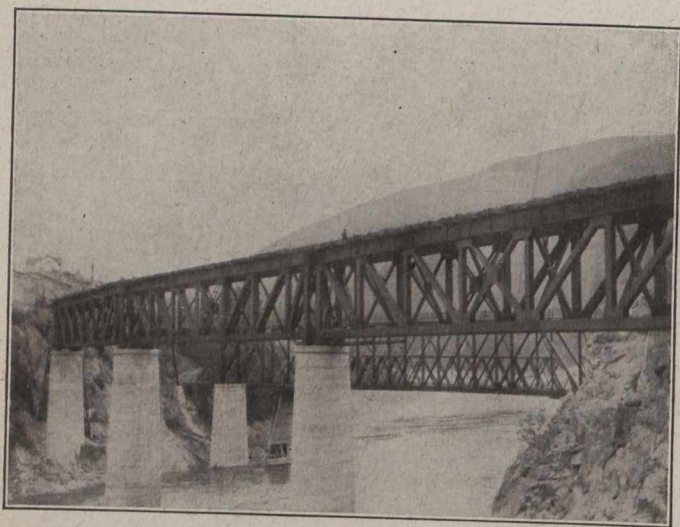


Pacific Railway established a line of steamships between Vancouver and oriental ports, consisting of three ships, approximately of a total gross tonnage of 10,000. The service was every three weeks both ways. In 1889 three ships of the "Empress" class entered the service, replacing those first mentioned; in 1893 two larger "Emperesses" were put in service. Had it not been for the war there would now be five large steamships of a gross tonnage of 51,720 tons running between Vancouver and Yokohama and Hong Kong.

The Canadian-Australian line was established in 1893, with two steamships of a gross tonnage of 6,421, augmented, at this date, to 21,490 tons. One of these boats leaves Victoria, B.C., and Sidney, Australia, every twenty-four days for Sidney, Australia, and Vancouver, B.C., respectively, calling en route at Honolulu, Suva, Fiji and Auckland, and New Zealand.

Two other lines of steamships, the Blue Funnel and Harrison lines, freight carriers principally, make voyages between the ports of Great Britain and those of the pro-



Bridge No. 3 Over Thompson River at Lytton, B.C.,
C.N.P. Railway.

vince, via the Suez Canal or by way of Cape Horn, or by the Panama Canal, when again open to traffic, calling both at Vancouver and Victoria.

Two lines of steamships, one called the Asaka Shosen Kaisha, with four boats of 12,000 tons each, and two boats of 18,000 tons each displacement, totalling 84,000 tons; and the Nippon Yusen Kaisha, with three boats of 13,000 tons each and three boats of 12,500 tons each displacement, totalling 76,500 tons, call about every two weeks at Victoria on the voyage from Yokohama to Seattle.

It is interesting to note the number and tonnage of ships entering inwards and outwards from the ports of the province, in 1880, 1889 and 1915, a period of 35 years:

	Ships.	Registered tonnage.	Foreign.
In 1880:—			
Inwards:	471	356,649	71%
Outwards:	465	353,687	74%
In 1889:—			
Inwards:	1,261	1,312,988	84%
Outwards:	1,313	1,175,567	85%
In 1915:—			
Inwards:	4,453	4,578,405	45%
Outwards:	4,448	4,582,982	44%

It is encouraging also to note by the above figures that while vessels of foreign origin were largely in excess of those of British origin in 1880 and 1889, the position

in 1915 has been reversed, British ships outnumbering the foreign.

The Dominion Government, aided by the Imperial Government to the extent of £50,000 granted with the condition that the fleet should have the preference in docking over any other ships, constructed in the 80's a graving dock at Esquimalt. The dimensions are:

Length, with gate at outer invert	481 feet
Width at entrance	65 "
Depth on sill (extreme)	30 "
Least water on sill at low tide.....	17 " 6 inches

As shipping increased the necessity for greater facilities for making repairs arose, and to meet this, marine railways or slips were constructed from time to time.

One of these is situated at Esquimalt, lately acquired by Yarrows, Limited. The dimensions are:

Total length on keel blocks	55 feet
Dead weight capacity	2,500 tons

Another was built in Victoria harbor by the Victoria Machinery Depot, of which the dimensions are:

Length	280 feet
Width	50 "
Dead weight capacity	3,000 tons

In Vancouver harbor, south side, the B.C. Marine, Limited, has a slip of the following capacities:

Length of vessel	250 feet
Width of slip	52 "
Dead weight capacity	1,500 tons

On the north side of Burrard Inlet the Wallace Ship Yards have two marine railways of the following capacities:

(a) Length of vessel	260 feet
Width of slip	52 " approx.
Dead weight capacity	2,000 tons
(b) Length of vessel	150 feet
Width of slip	52 " approx.
Dead weight capacity	1,000 tons

The Grand Trunk Pacific Railway Company lately built at Prince Rupert a floating dry dock. It is in three sections, of which the dimensions are as follows:

Centre Section: Length 270' x 100' in width.	
Lifting capacity	10,000 tons
Each end Section: 165' each,	
Length 330' x 100' in width,	
Total length	600'

Lifting capacity, 5,000 tons each	10,000 tons
Total lifting capacity	20,000 "

It is equipped with twenty-four 12-inch centrifugal electrical pumps.

The Dominion Government have now in contemplation the construction of another graving dock at Esquimalt of much greater dimensions than the first one.

Mr. Gamble then prefaces his consideration of land transportation by taking up the natural divisions by mountain ranges and by rivers, outlining physical features and pointing out the leading resources of each division.

Early Land Routes.—Before the Canadian Pacific Railway began operating through British Columbia as a transcontinental railway (the first in Canada) in 1885, there were no commercial railways in the province. Supplies were transported to the interior of the mainland over trails, by pack trains of mules or horses, and sometimes on men's backs; and afterwards by freight wagons hauled by bull, mule or horse teams, over the wagon road from Yale to Barkerville in Cariboo, a distance of about 432 miles.