

During the customs year just closed, of 1912-13, 11,407 ships arrived and departed, with a total tonnage of 9,046,113 tons. The rapidity with which the shipping trade of the port of Victoria is growing is shown by comparison with the two years previous. In 1911-12 the total of ships was 9,778, with a tonnage of 7,307,274, and in 1910-11 the total was 8,475 with a tonnage of 5,673,697, an increase within two years of three million, three hundred and seventy-two thousand tons.

The increases in prospect for the various steamship lines, and the new lines contemplated in view of the early opening of the Panama Canal, will result in much greater expansion in the shipping trade of Victoria within the coming two years. Vessels of larger tonnage are being placed on existing lines, and many new vessels are coming here. There is no better indication of the rapid advance of business generally in Victoria than the acknowledged facts concerning her shipping trade. The fact that the arrivals and departures of deep-sea vessels last year exceeded the number of the previous year by 2,277 and totalled 1,069 more than the total of 1911 and 1912, indicates the rapidity with which the ocean-going fleets trading to Victoria are growing.

### **AS A SHIPPING PORT BY RAIL AND SAIL**

With outer and inner harbors which have the finest of natural advantages, Victoria has from the very beginning taken high rank as a shipping port.

Her access to the Pacific Ocean is made easy through the Straits of Juan de Fuca, and her advantages as a distributing centre are far ahead of any port now located on Canada's West Coast. Her immunity in a very marked degree from fogs, her closeness to the ocean and safe passage thereto, her Outer and Inner Harbors, including Esquimalt Harbor, and the splendid Outer Harbor now being constructed by the Dominion Government, and the superb Dry Dock to be built at Esquimalt Harbor by the Dominion Government, at an estimated cost of four million dollars, with initial appropriation of one half a million already made, will equip her for foreign and coastwise traffic as no other Western Canadian city can ever be equipped.

The opening of the Panama Canal will undoubtedly bring an immense amount of business to Victoria, as this will mean prairie wheat to her new Outer Harbor Docks, and the cars bringing this grain will be re-loaded with lumber for the prairie Provinces, thus