

## MAKE VICTORIA A NATIONAL PORT OF THE FIRST CLASS

### Breakwaters at Outer Harbor and Deepening Inner Harbor to Cost \$3,000,000

#### Hon. Mr. Templeman Unreservedly Endorsed a Project of Supreme Importance--Prepare for Trade Following Opening Panama Canal

**TO THE CITIZENS OF VICTORIA:**

A question of paramount importance to every business man, every property owner and every workingman in the city of Victoria, is, "What is to be the future of Victoria as a commercial port?"

Occupying, as it does, an unrivalled position on the Pacific, Victoria has not reached that stage of development as a port that its splendid geographical situation has made possible; the reasons it is needless here to discuss. But, unquestionably, one reason that could be urged against any considerable increase in our present limited sea-borne trade is the utter inadequacy of the harbors, outer and inner, and it is probably not too much to say that if the facilities for shipping are permitted to remain for the next six years as they now are, the tremendous development in shipping that will follow the opening of the Panama canal will find the accommodation in more enterprising ports which is denied it in this. That trade once fixed in other channels may never be diverted to Victoria.

Now, then, is the time to consider that question and to settle for all time the future of Victoria as a great commercial and shipping port. Her destiny in other respects is assured.

The growth in Victoria shipping during the last ten years has been very great. Ten years ago, yes, five years ago, the harbor was large enough to accommodate all vessels; to-day it is taxed to its full capacity, and frequently the inner harbor is altogether inadequate for the business now being done. When the Panama canal is opened the number of large vessels coming to North Pacific Coast points will be enormously increased. Anticipating the completion of this canal in 1914, many of the sea port cities to the South are already undertaking harbor enlargements, and on Puget Sound many millions of dollars will be expended for the accommodation of the increased tonnage that must inevitably come to these Northern ports when the round-the-world route is finally established.

The breakwater shown in the plan will secure a perfectly safe harbor, completely protected from southwesterly winds. A breakwater from Holland Point to Brothie Ledge, 2,700 feet in length, with a wing from Brothie Ledge westerly for a distance of 600 feet, with an additional breakwater from McCauley Point for a distance of 1,350 feet in a south-easterly direction, will enclose over 650 acres of water of sufficient depth, measured inward to Laurel Point. Complete protection will be afforded to the outer harbor and to the entrance to the inner harbor. Within this enclosure the most ample provision can be made for the accommodation of all deep draught ocean going vessels, and a system of docks, private or otherwise, will be developed in wharves and storehouses, which would by degrees grow with the growth of shipping and provide for all time to come.

Mr. Geo. E. Keefe, resident engineer of Dominion Public Works, estimates the cost of these two breakwaters at \$2,000,000, that is, \$1,280,000 for the Holland Point breakwater and \$720,000

(approximately) for the other. Mr. Sorby, C.E., an earnest advocate for years of an improved harbor, estimated the cost of the first named breakwater at a little over a million dollars. In addition to this, it is estimated that the cost of deepening the inner harbor to a uniform depth will be about \$1,000,000, or a total harbor improvement of \$3,000,000. This work, it is contemplated, can be completed in four years, at an annual expenditure of \$750,000 a year.

With the advent of the trade via the Panama canal, and the increased expansion of the trans-Pacific shipping, the present is a critical time in the history of the development of this city. It is a time when all responsible citizens should calmly calculate the bene-

fits which will accrue to business and to the value of holdings in the city, immediately upon the undertaking of this great work. That it will mean the commencement of a new era in the prosperity of Victoria needs no argument, and that such development once begun must continue for a long time to come, is as evident as a great future for the Western Coast of Canada is firmly established. There is no one who has fixed interests or investments in Victoria or on Vancouver Island to whom this is not plain, that in making provision for such shipping as must naturally seek this port, the city of Victoria will soon realize the expectations which have all along been the hope and mainstay of all its citizens.

If I have the honor to be your representative in the next Parliament, occupying a seat in the Dominion House, it will be my duty to secure the commencement of this work as soon as the engineer can prepare plans and specifications and an appropriation is obtained for the purpose at the coming session of Parliament. The Premier and the Minister of Public Works are personally familiar with the conditions here and the need of improvement, and will favor the making of Victoria a great national port. The project, insofar as its necessity and its cost are concerned, has been approved, the Government being fully convinced that the commerce of the city demands an outlay which will enable Victoria to retain pre-eminence among the ports handling the trade of the Pacific.

The improvement of the middle harbor is an immediate requirement and can be proceeded with simultaneously with the building of the breakwater at Holland Point, which should be the first of the breakwaters to be constructed.

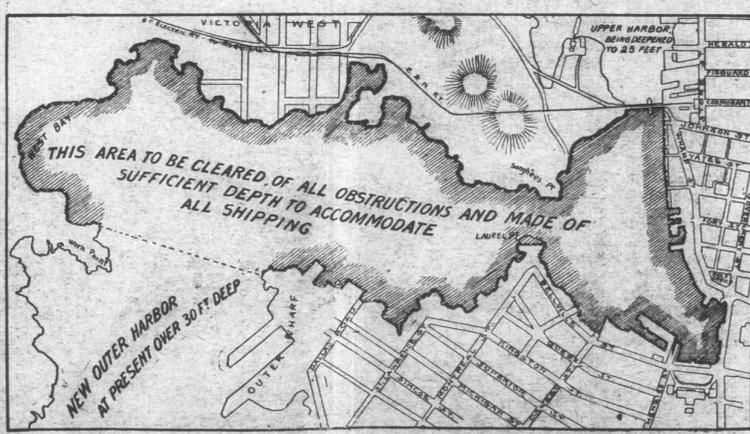
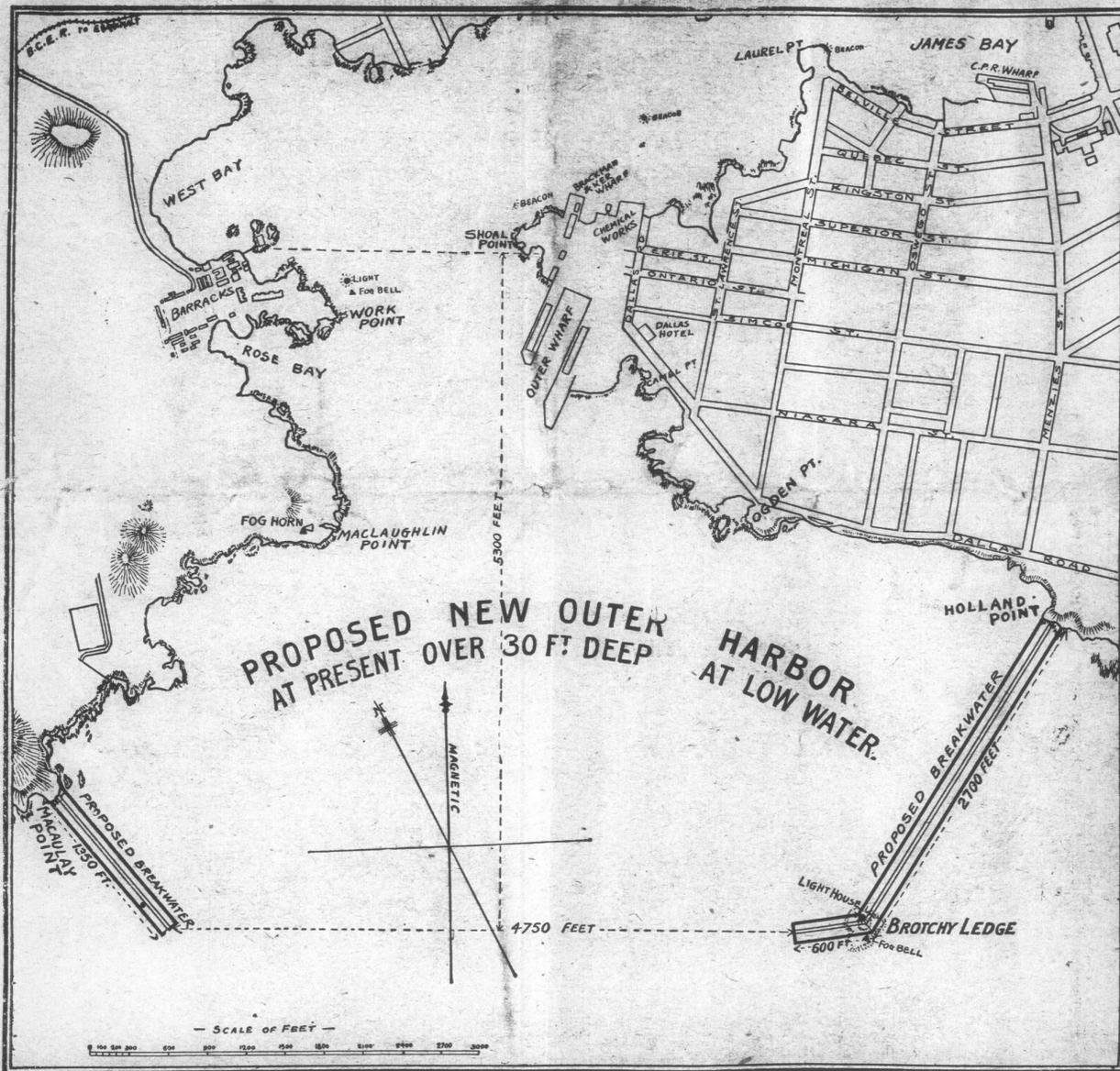
The waterfront along the Victoria West front and on James Bay side, now inaccessible, will be rendered available for commercial purposes, and docks can be built with rail connections to provide transportation facilities for vessels up to the size of the Blue Funnel liners and the new C. P. R. Empresses.

To render the inner harbor easy of access for the largest type of coasting vessels a portion of Laurel Point will be removed and the minimum depth requisite for such vessels will be carried the harbor width.

The upper harbor is now being dredged to a depth of 25 feet, and that work will be completed within the time specified.

A contract has already been entered into with the B. C. Marine Railway to construct a drydock of the first class, which that com-

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Proposed Improvement Inner Harbor

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It is for the citizens to set their