

Victoria Shipping Is Increasing

New Channels of Trade Were Opened Up During Past Season

From the point of view occupied by those interested in Victoria's future as a part, the present year has been, in many respects, a red-letter one. In every direction trade, both coastwise and trans-ocean, has increased most gratifyingly, the harbor improvements in the way of dredging and blasting have been carried on apace, and the company owning the outer wharves has announced that it will increase their capacity at an early date to keep abreast of the ocean traffic. Progress, marked by unmistakable signs of solidity, has characterized the twelve months just passed.

The most noticeable feature of the year has been the foundation of what must soon prove a highly profitable trade with Mexico's Pacific coast. A regular steamship line was inaugurated in the early part of the year under joint subsidy by the Dominion and Mexican governments, and this, the first step toward the fostering of

Sound Trade Relations

with the republic, has already borne good fruit. The steamships Georgia and Lonsdale have been operated throughout the past eight months by the Canadian-Mexican S. S. Co., and are running on a regular monthly schedule between this port and Guaymas, Mazatlan, Manzanilla, Acapulco and Salina Cruz. In every way the line has fulfilled expectations, the conservative prognostications of those shipping men who understand the difficulty of working up new trade, being more than realized up to the present.

Increase of Freights

although not yet settled to any large

growing lumber camps, canneries and settlements both on the east coast of the island and adjacent mainland coast. The operation of this steamship has proved most profitable and has fully justified the addition of many new points during the year to her way port calls.

The exploitation of the Queen Charlotte Islands during the year has induced the C. P. R. to maintain a regular service to the various mining camps and settlements established there. The first shipment of ore from the islands was brought down this summer from the Ikeda Bay mine by the steamship Princess Beatrice, since which time several consignments have come south, and the trade between Victoria, Vancouver and the islands has expanded to considerable dimensions. The passenger traffic has been almost phenomenal, the returns in this direction bearing eloquent testimony to the great attraction for investors, prospectors, timber cruisers and others which the islands offer. The fact that the C. P. R. northern British Columbia winter schedule includes the Queen Charlotte towns and settlements, shows that they have become highly important from a shipping standpoint.

All the ports on the coast route, including the "blue funnel" line—Easington, Port Simpson and Prince Rupert, have grown considerably during 1907, especially the G. T. P.'s terminal, which is already assuming the proportions of a respectable sized town. The addition of Prince Rupert to the list of way ports on the run has resulted in an

increase of freights

every five days. The three steamships are fast, extremely comfortable, and especially equipped for the San Francisco route with wireless telegraphy.

To review fully the expansion of the coastwise shipping during the year would require more space than is available. It is sufficient, perhaps, to say in conclusion, that it has been fully in keeping with the development of British Columbia's great natural resources and furthermore, that it promises to continue expanding with consequent benefit to this port.

Harbor Improvements.
The Dominion government has spent a large appropriation during 1907 on improvements to the inner harbor, with dredger, mudlark and a blasting outfit having been engaged in deepening the entrance channel and the most frequented parts. The big clam-shell dredger, which will be operated by the government about this port, is now being assembled at New Westminster and will shortly be placed in service.

Rithey & Co. have announced that the outer wharves will be extended at an early date to accommodate the increasing fleet of ocean steamships calling here, and plans have been prepared for extensive improvement of the wharf. The C. P. R. Company has been using the inner wharf adjoining Belleville street for several months, and has erected a new shed equipped with modern devices for handling freight.

After docking their vessels at the C. P. R. wharf for a considerable length of time when the Indianapolis was in service, the Alaska S. S. Co. constructed a fine wharf this past summer to accommodate its steamship Chippewa. The wharf is situated on the water-

front near the general post office, and has so far proved a success.

Ocean Trade.
Trade from Victoria by ocean routes has been heavier than in any previous year, especially with the Orient. The service between Glasgow, Liverpool and these waters which is furnished by the great Holt liners on a regular schedule, has been one of the chief factors in increasing this trade, as it offers exceptional advantages for the shipping of perishable freight. Prominent among the new shipments of local products which the Blue Funnel steamships have taken from this port during the year have been several thousand drums of whale oil shipped from here by the Pacific Whaling Company to Glasgow.

NEW STEAMERS
The C.P.R. Improving Coast Services

One of the surest signs that this port is being borne on the flood tide of prosperity in the steady increase in the expenditure of the C. P. R. on the coast steamship service. Not only has the company put into service the fine steamship Princess Royal during 1907, but it has had the new freighter Princess Ena built on the Mersey to take care of the multiplying coastwise cargoes and has awarded the contract for what is to be the finest passenger steamer in the Alaska S. S. Co. constructed a fine wharf this past summer to accommodate its steamship Chippewa. The wharf is situated on the water-

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Whaling Proves Paying Industry

Local Company Has Had Busy Year in Operations on This Coast

Enterprise and record breaking, the genius of invention and an spice of romance, are one and all interwoven with the whaling operations which have been carried out by the Pacific Whaling Company off the shores of Vancouver Island during the year which is now drawing to a close. The company, which is essentially a local concern, has extended the scope of its operations since January, when it had only one station on the coast—Sechart—to three stations, two of which it now hunts from during the summer months, and a third from which the pursuit of the mammals can be carried on throughout the year.

Late in 1906 it was finally established that there was an abundant supply of whales to be obtained in the waters which surround Vancouver Island. Consequently upon this discovery the local company set itself the task of extending the scope of its operations. Plans were drawn up for a station to be situated on Narrow Cut Creek, Kyuquot Sound, the construction work was commenced late in March, and in the course of three months' time the station was in operation. In the early part of the year a second steam whaler was brought down from the coast of Newfoundland. The St. Lawrence, as this whaler is named, is one of the most up to date and powerful vessels of her type, manned by men who have carried on successful operations off the Newfoundland banks, when hunting in these waters was in its heyday.

During the time that the new station was being built, active hunting had been going on from Sechart. Actual operations commenced about the beginning of May and within a fortnight

the mammals to be captured close into the shore. They have been killed at a distance of eight miles from the slip, and what is recognized as the hunting belt lies some sixteen miles distant from Kyuquot Sound, where that inlet meets the waters of the Pacific.

A complete table showing the actual results achieved at the Kyuquot station is difficult to obtain, but a noticeable feature of the captures was the fact that nearly half of the mammals taken were sulphur bottoms, a species of quarry which is at least three times as valuable, as well as being three times as large, as a humpback. It is estimated that during the time that the St. Lawrence hunted from Kyuquot Sound she captured in all upwards of 150 of the whale species. At the station itself a body of 100 men were kept in constant employment. A further impetus was added to the trade on the west coast, as each voyage of coasting vessels saw large quantities of provisions, coal, machinery, and oftentimes employees, being brought to either Kyuquot or Sechart. In connection with the latter station it should also be pointed out that early in the spring considerable improvements were effected. More up-to-date machinery was installed and the effective staff was increased from something like 70 to 100 men.

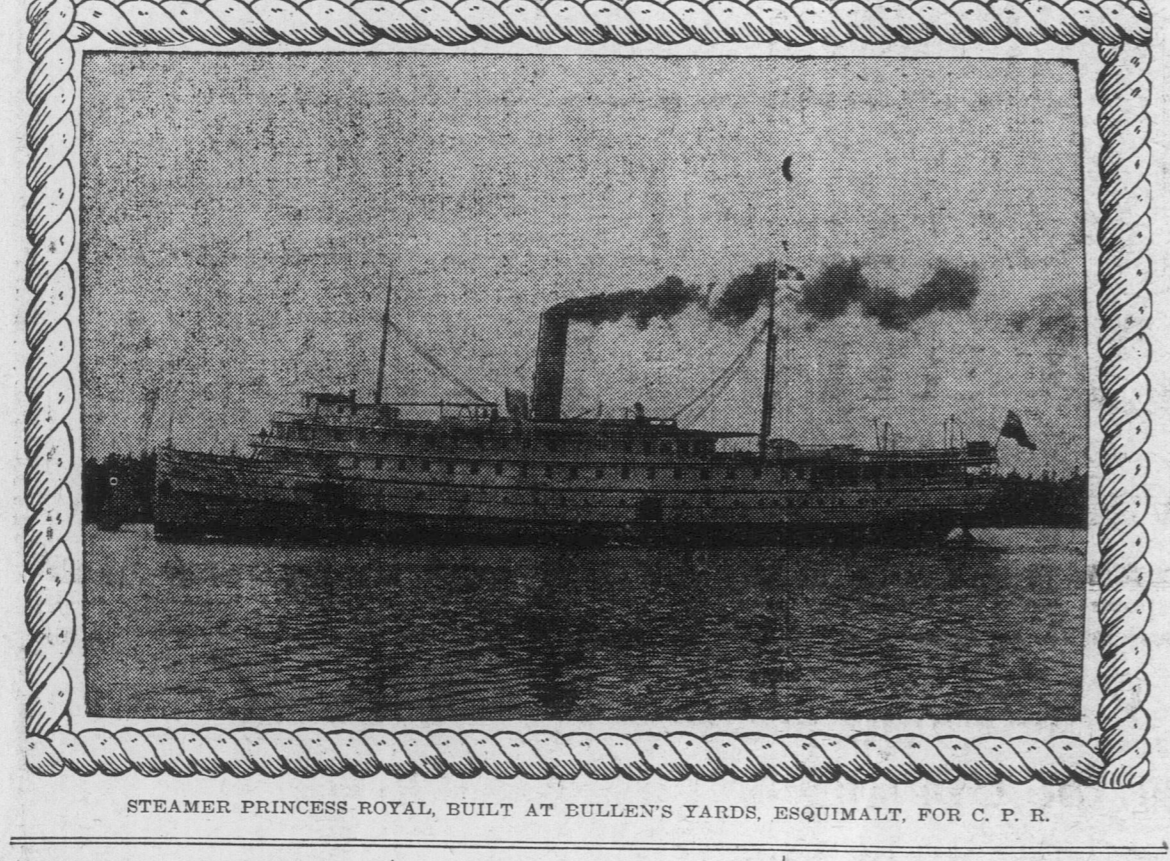
Between the two stations which were operated—Sechart from April to October, and Kyuquot from mid-July to the latter end of October—it is estimated that over 500 mammals were captured. On the most conservative computation the gain to the Pacific Whaling Company reached over half a million dollars. In view of the fact that the great proportion of the shareholders are Victorians, these results

Merry Game Went On.
Luckily the waters were comparatively smooth, and the crew enjoyed the fun, wondering the while what the end of

steam whalers figured. The story goes that on one occasion when the gunner on board the St. Lawrence had placed his quarry, the mammal dived and coming up beneath the vessel, the bomb exploded and practically lifted the craft clean out of the water. This incident was related by a member of the crew as an ordinary event in the day's hunting, and the eventuality that if the huge quarry had struck the vessel when cleaving its way through the water at fifteen miles an hour and shattered her to fragments, never for a moment seems to have been entertained.

But perhaps the most exciting experience of those recorded was one which overtook the St. Lawrence during August, when that vessel was off Kyuquot. She had sighted a mammoth sulphur bottom and had given chase. The gunner with his customary accuracy transfixed his quarry with a harpoon. Through some untoward event, however, the bomb failed to explode and the whale, driven frantic by the strange weapon in its carcas, raced away, dragging in its wake the little steamer, for a distance of 25 miles. There were moments when the steamer tore through the water at a speed of nearly 20 miles an hour. Ever and anon the whale would pause as if for breath, but as soon as the engines were started up and the vessel again proceeded to get within striking distance of the quarry it would suddenly, with a sweep of its tail, turn in some other direction, and switching the vessel round again, start off at top speed. For seven solid hours this

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STEAMER PRINCESS ROYAL, BUILT AT BULLEN'S YARDS, ESQUIMALT, FOR C. P. R.

republic have attracted much attention among local business men, and the formation of the Canadian and Mexican Development Co., and the Mexican Pacific Co., both of which concerns have since been amalgamated, largely resulted from the interest that came consequent upon the operation of the subsidized mail boats. The Mexican Pacific Company intends to develop large tracts of tropical fruit and tobacco lands which it has acquired on the west coast of Mexico and to charter steamships to maintain a commercial interchange of products between the southern ports and this province. The first vessel chartered is the German steamship Isis, which will sail south in January taking a number of those interested in the company on a trip of inspection.

The formation of the British Coast Steamship Company, which is already operating the steamship Transit, has also a bearing on the Mexican trade situation, as it is the intention of the concern to participate in this trade to large extent. In addition to the Transit the company intends to put into operation a large steamship which is being built in Norway to engage in general coastwise and ocean trade, and also to purchase a coasting vessel of an improved type for operation on this coast.

The recent visit of A. W. Donly, the Canadian trade commissioner in Mexico, to this city, and the instructive address which he delivered to a large gathering of local business men, has done much in the way of

Postering Interest
and assurance in the latest direct trade route which has been opened up from Victoria.

The development of the Queen Charlotte Islands, coincident with the exploitation of many rich coal and mineral areas in the interior of the province, and the establishment of new industries along the northern coast are the contributing forces which have nourished through 1907 the coastwise trade of British Columbia. The year has been stamped with the hall-mark of industrial and commercial activity on both coasts of Vancouver Island as well as the Queen Charlotte Islands and on the whole coast-line between Vancouver and Alaska. Steamship freights have been heavier than usual, and the various companies engaged in this coastwise trade all report an exceptionally successful year.

On the west coast of this island the C. P. R. Company's coast department has maintained a service with the steamship Tees touching at all settled points between Victoria and Cape Scott. On the east coast the steamship Queen City has been running on a regular schedule

To River's Inlet by way of Vancouver, serving all the

degree, the place has been thickly populated with transients during the summer and autumn, and has also been a receiving point for a large amount of general merchandise and other freight. The traffic on the Skeena from Easington to Hazelton has been heavy during the year in spite of several suspensions of navigation caused by steamboat accidents.

The Union Steamship Company's fine vessel Carnarvon is also in operation on the northern B. C. route, and the Boscowitz Steamship Company, which maintains the Venture on the Naas River run, has shown its confidence in the coastwise trade by placing the fine steamship Vados, purchased in England, into commission this fall. The C. P. R. have added the Princess Ena to the coastwise fleet, and is to place another vessel, of the Princess Victoria type, on the ferry run.

The passenger traffic between this port, Vancouver and Seattle, has been a record-breaker.

Summer Service
to the Terminal City, was maintained by the Princess Victoria and the Charmer and that to the Sound by the Princess Beatrice, Princess May and Princess Royal in turn, the latter, a partial steamship being now on the route. The Alaska S. S. Co.'s fine steamship Chippewa replaced the Indianapolis on the Seattle ferry this summer, and furnishes, with the C. P. R. boat, a double daily service.

An event of the year was the addition of the Princess Royal to the C. P. R. fleet, this magnificently-fitted steamship being handed over to the company by the builders, the B. C. Marine Railway Company, of Esquimalt. A fine sea boat, luxuriously appointed and fast, the Royal proved a credit to her builders, and the "star" steamship on the Skagway route, breaking all records for the past few years, that is, since the gold rush, for passenger complements.

The smaller coasting steamships have all been busy engaged during 1907, and several additions to this "ramp" fleet are contemplated by successful owners. At present work is in progress at the Turpel shipyard on a new freighter for Loaming Brothers, which will go into commission next year.

Between this port and San Francisco the direct traffic, both passenger and freight, has increased. The Pacific Coast S. S. Company's steamships of which make Victoria a regular intermediary call between the Sound and the Bay City, placed the fine steamships

Governor and President in service during the summer, and both these vessels call regularly here. With the steamship City of Pueblo, the two latest and greatest of the company's fleet maintain a service of sailings once

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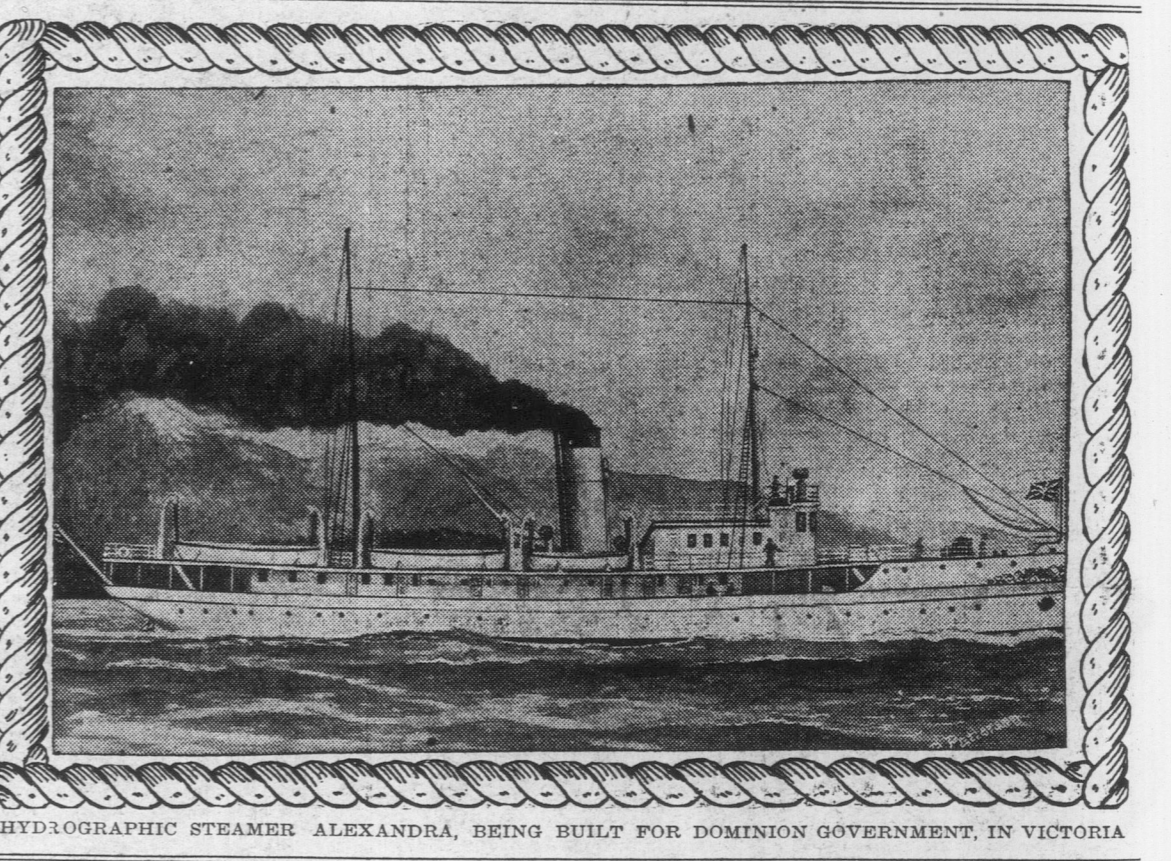
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BANFIELD CREEK LIFEBOAT ON TRIAL TRIP—FOR SERVICE ON WEST COAST, VANCOUVER ISLAND.



HYDROGRAPHIC STEAMER ALEXANDRA, BEING BUILT FOR DOMINION GOVERNMENT, IN VICTORIA.

of the first cry "there she blows" it became apparent that all records in the annals of the industry were about to go by the board. The last fortnight in April saw seventy whales captured—practically an average of six per day. From the time of this hitherto unprecedented feat the Pacific Whaling Company has had a record of success. Day after day the Orion put into Sechart towing either one, two or three part of the dead mammals. These were of two species, "humpbacks" and "sulphur bottoms," and during the hunting some very large types of the latter kind were secured, one of them measuring over 55 feet in length.

In the middle of July the Kyuquot Sound station was completed and the St. Lawrence proceeded from her moorings at Sechart and commenced operations in the new field where the company had decided to operate. Unparalleled success attended her earliest efforts, and this is doubtless attributable to the advantageous conditions which the new station enjoys over Sechart. At Kyuquot it is possible for

must be especially gratifying, even in a year which has been prolific of achievement in the city.

In the above approximate figures no mention has been made of the company's third station, which commenced operations some few weeks ago. This station is situated at Page's Lagoon, hard by the city of Nanaimo. It was commenced in August and finished about ten weeks later. To all intents and purposes it is a replica of the station at Kyuquot Sound, equipped in the most modern style, and having many time-saving devices, which are the invention of a prominent director of the company. Indeed in connection with all three stations of the company it may be stated that there are now in operation many features which have not hitherto been employed in the industry in any part of the world. These features, which are perhaps known only to those in the immediate swim of the industry, have enabled the stations in these waters to introduce some processes of manufacture which have resulted in new products that are unique in whaling annals. By them every portion of the whale is utilized, for each product there is a market, and the actual value of the mammals has, therefore, been increased to an enormous extent.

In the Old World whaling market, the centre of which is Glasgow, the resources of the Vancouver Island waters have been recognized. The largest consignments of oil from any one place are now shipped from Victoria on the vessels of the Holt line to Glasgow, where they find a ready and immediate market. The guano is shipped to Japan and other parts of the East, and the extension of the hunting has brought in its train an extension of trade which has necessarily benefited this port to a large degree. Even now in comparative mid-winter each Blue Funnel liner outward bound from this port carries its

Quota of Whale Oil.
while, though the station of Sechart and Kyuquot are closed down for the winter, that at Page's Lagoon is in "full blast" and has been averaging over a dozen whales a week since its inception.

So it will be seen that the whaling industry has played no small part in the development of the island during the present year. Apart, however, from its commercial value incidents have transpired during the pursuit of the mammals which might well form the subject matter of a fascinating adventure novel. The events related in the Cruise of the Cachetol are not altogether without parallel on this coast. Incidents are told of

Thrilling Happenings
in which either of the staunch little

it all would be. Towards evening, however, the mammal seemed to get tired of its antics, and in an unguarded moment allowed the hunters to creep within measurable distance, when a couple of bombs, well directed, put an end to the chase, and incidentally to the sulphur-bottom.

As yet it is difficult to say what the future plans of the Pacific Whaling Company will be with regard to the waters of Vancouver Island. The concern has at present permission from the Dominion government to erect two other sites along the coast, but the exact location of these has not yet been determined upon. As far as can be gathered, however, the company will continue to operate from Page's Lagoon until such time as the fact is fully established that hunting can be carried on in a successful manner in the inland waters.

Supply of Whales
should give out there, it is unlikely that another station will be erected on the Straits of Georgia. This is, however, an extremely improbable contingency, as the waters of Oregon and St. Lawrence are now taking as many of the mammals as they can comfortably handle, and there is every indication that hunting will be carried on for many a long day with satisfactory results. Even in these inland waters it is noteworthy that similar waters in other parts of the world have never proved sufficiently prolific of whales to warrant their exploitation. During the summer, in fact, from the early spring, Sechart and Kyuquot will be in full swing, and while the company has already attained a position unique in the annals of whaling, present indications are that the future will enable it to surpass its own wonderful record which the enterprise and the abundance of mammals on the island coast have combined to achieve.

CHARGEURS REUNIS LINE.
On the way to Victoria at the present time is the steamship Europe, the latest addition to the Chargeurs Reunis fleet, which maintains a line to these waters and for whose vessels dockage arrangements are being made at Esquimalt. The new steamship is of 2,893 tons net register, and is a modern vessel in every respect, having a large cargo capacity and comfortable accommodation for a number of passengers.

Few steamships lines send their vessels right round the globe. But the Chargeurs Reunis Company has done so for two years past, and is now building five new twin-screw passenger and cargo steamers—three on the Tyne and two at St. Nansaire—to develop its unique service.

AID TO

Dominion Government Furnishing Material

The year which now draws to a close has been a year of evidence of what is to be the establishing of many aids to and extensive development of the Dominion government's scheme for making the waters of British Columbia a waterway of approach and passage to the world.

1. Stone lighthouse and horn on Brochle Ledge, fitted with a red sector light.
2. Stone beacon and electric light.
3. Light and fog alarm at Fiddle reef.
4. Light and fog alarm at Narrows, Vancouver harbor.
5. Light and fog alarm at ...
6. Light and fog alarm at ...
7. Light on Bari Island, sound.
8. Light and fog alarm at Mudree.
9. Light on Pointer Island passage.



10. Light on north entrance passage.
11. Light on Sawyer Island.
12. Light on Bernice Island, Simpson.
13. Light on Jesse, Departure Channel.
14. Light on Gordon, Departure Channel.
15. The Sand Head light continued and a lightship off the entrance to the Port.
16. Light on Pulteney Point.
17. Light on east end of Island.
18. Light on Leonard Island, Quat Island.
19. Light on Helmecken Island.
20. Two leading lights on ... to show Fairway between split and Reef bluff. The revolving light changed to a light.
- Aids to Navigation
1. Iron buoy on Rosedale rocks.
2. Spar buoy on Johnston ...
3. Iron buoy on West reef south spit.