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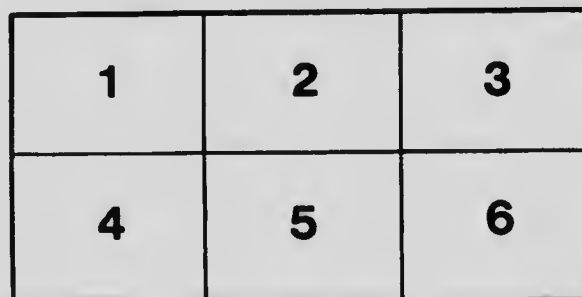
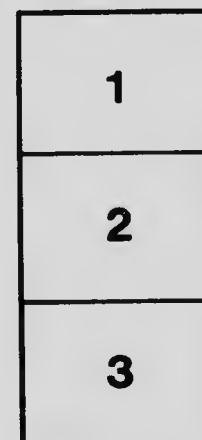
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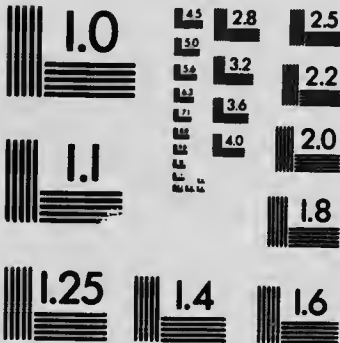
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# VICTORIA, B. C.

CANADA

## THE LIVERPOOL OF THE PACIFIC



A Slip in Victoria's Outer Harbor.

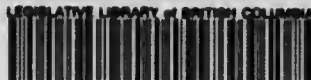


Victoria's Inner Harbor from The Causeway.

# REFERENCE



Blue Funnel Liner "Teucer," Canadian-Australian Liner "Zealandia," and Harrison Liner "Crown of Galicia," loading at Outer Harbor, Victoria, B. C., Canada, for Glasgow.



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## INTRODUCTION

**T**HE CITY OF VICTORIA, Vancouver Island, B.C., is the Capital of British Columbia, Canada. It is the largest shipping port of the Island, and second only to Montreal in Canada, and is the coming Western Canadian port as regards the Panama Canal. It will shortly be the final furthest west terminal of five great Transcontinental Railway systems—the Canadian Pacific Railway, the Canadian Northern Railway, the Grand Trunk Pacific Railway, the Great Northern Railway, and the Great Eastern Railway.

The Canadian Pacific Steamship Company and the Grand Trunk Pacific Steamship Company each operate a large fleet of steamships from Victoria; and in addition to these two companies, the Alaska Steamship Company, the Boscowitz Steamship Co., the Union Steamship Co., and others swell the long list of maritime companies operating locally from Victoria. Its foreign traffic has doubled in the past three years, both as to freight and passengers, and one hundred thousand tons of cargo were landed during 1911.

Railway ferry systems already connect Victoria and the Island with the Mainland, but the final link with the Mainland will be the bridging of the Seymour Narrows, which will make Victoria the final terminal west of all Canada. This project, first broached in the 70's, cannot now be long deferred, since an outlet for Middle Canadian wheat for shipment through the Panama Canal will soon be a vital necessity. As a seaport, Victoria is supreme in the prime essentials of nearness to the ocean, freedom from fog, safety in port for vessels, and safe and easy sailing to the Pacific waters. No other port in Western Canada possesses her advantages as a whole.

Recognition of these facts have been unqualifiedly given in the attention of the Dominion Government in beginning the Outer Harbor and Inner Harbor works, which will require a preliminary expenditure of close to two million dollars.

Victoria is the one and only seaport which can and will handle the bulk of the grain from the Prairie Provinces, because the cheapest and safest route will be by cars loaded in Alberta, Manitoba, Peace River and Saskatchewan, shipped direct to Victoria via rail across the Seymour Narrows and loaded on the vessels docked at Victoria's outer and inner harbors.

Capital searches for economic and safe transportation as naturally as water seeks its level. Dangers of long and tortuous channels to open sea water, narrow passage-ways to ports and docks, and above all, fogs, mean the risking of millions, and high insurance. Victoria has none of these drawbacks, and is therefore the undeniable and logical port of all ports in Western Canada through which the Panama Canal trade will pass in years to come.



Blue Funnel Liner "Titan"

Three Masted Ship "Slieve Roe"

OUTER HARBOR, VICTORIA, B.C.



Ocean Freighters

Loading Whale Oil

OUTER HARBOR, VICTORIA, B.C.





# Victoria, B. C., Canada

## The Dominion's Western Gateway to The Panama Canal

### BUSINESS ADVANTAGES OF VICTORIA

**T**HE VOLUME of business transactions in Victoria is steadily growing. Bank clearance advances are one of the most unerring signs of this. The large increase in the building of new business blocks, the incoming of railway systems, the increase in customs receipts, tramway traffic, steamship lines and kindred activities are other indications of the move forward which is taking place not only in Victoria, but all over Vancouver Island.

As a distributive point the city holds an enviable position among the coast cities, and with the advent of through railway connection with the Mainland by the Canadian Northern and Grand Trunk Pacific car ferries, and the bridging of the Seymour Narrows, her area of delivery will be tremendously widened. The varied and extensive productive powers of Vancouver Island find their chief outlet through Victoria, and her ports and depots will be taxed to their utmost, however numerous they may be in the future, with the business of a coming year.

Victoria's wholesale trade is naturally very large, covering as it does many coast points detached from Vancouver Island as well as the cities and towns on the Island. Manufactures, lumbering and logging, add to the requirements of the wholesale traffic, and these are steadily on the increase.

Trade with the Orient is a separate and important branch of the city's trade, and this not only exacts a good share of business attention now, but bids fair to become one of the greatest departments of trade in the future. The possibilities of pulp and paper mills, with direct connection with China and Japan, is one avenue of trade not yet opened; the curing of fish from the cod and halibut banks on the West Coast is another; the herring fisheries at Nanaimo and Ucluelet, sending annually something over a half million dollars' worth of salted fish to Japan, is merely a suggestion of the fisheries' trade values.

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152651 VICTORIA, B. C.





At the Outer Wharf, Victoria, B.C., Canada

During the customs year just closed, of 1911-12, 9,778 ships arrived and departed, with a total tonnage of 7,307,274 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 1910-11 the total of ships was 8,475, with tonnage of 3,673,697, and in 1909-10 the total was 7,254, with a tonnage of 4,826,760—an increase within two years of nearly two and a half million tons. The amount of cargo handled is over twice the total of the year ending 1910, an increase of over 100 per cent.

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 increases in the shipping trade of Victoria within the next two years. Vessels of larger tonnage are being placed in existing lines and many new vessels will come here.

There is no better indication of the rapid advance of business generally in Victoria than the customs returns. The fact that the arrivals and departures of deep-sea vessels last year exceeded the number of the previous year by 585 and totalled 851 more than the total of two years ago indicates the manner in which the 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. The oldest city in Western Canada, it has built up an ocean-going trade which has steadily increased with the years and which holds phenomenal promise for the future.

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, or which could be built on that 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, will equip her for foreign and coast-wise 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



H.M.C.S. "RAINBOW"  
On the Dry Docks at Esquimalt

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 ship-building 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 COMING PACIFIC RAILWAY CENTER OF CANADA.**

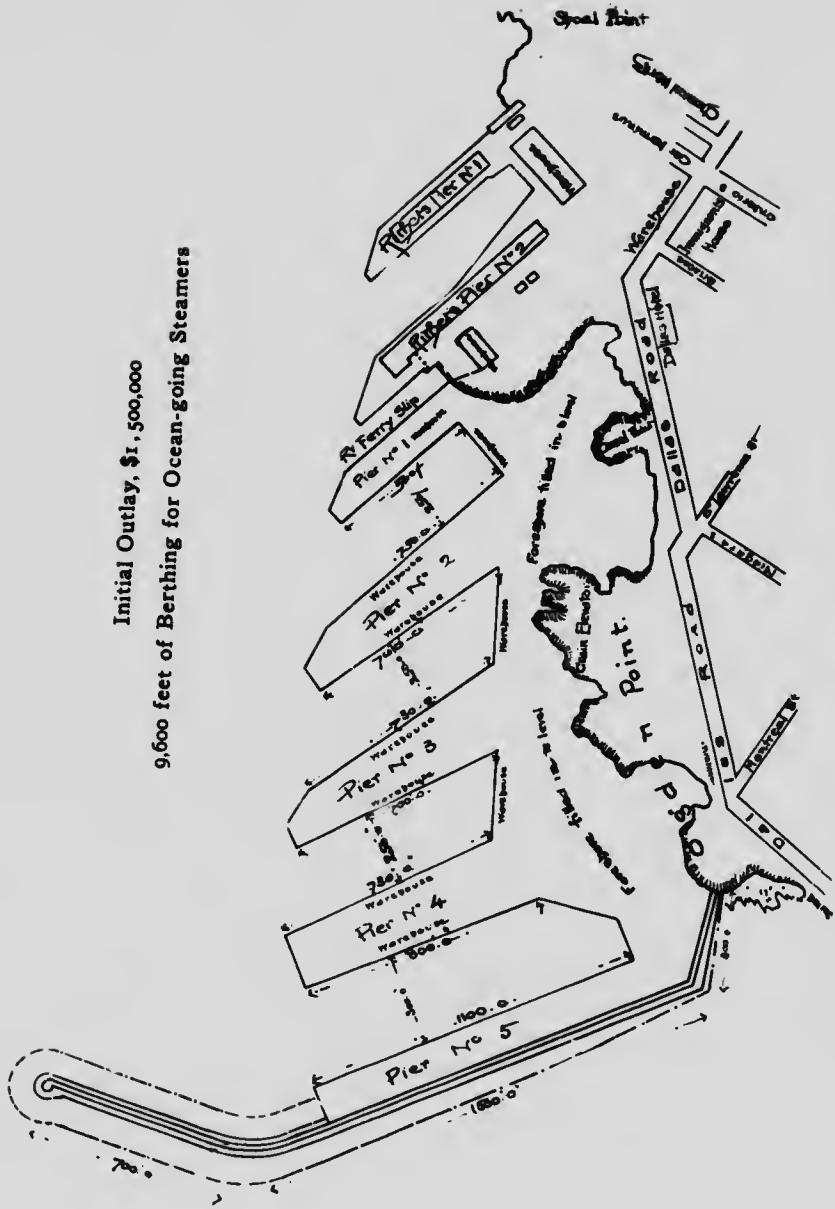
Five great transcontinental railways to make their last west terminals at Victoria tell the story of an all-rail connection to every portion of Canada and North America as nothing else could. The bridging of Seymour Narrows will be the key-stone to this marvellous arch of commercial achievement, and that this will be done is certain, because, large as will be the initial cost and the up-keep, it will be economy in the end.

### **GREAT GROWTH OF VICTORIA'S SHIPPING AT THE OUTER HARBOR IN RECENT YEARS**

The necessity of enlarging shipping facilities in the outer harbor was a real one. The number of ocean steamers which berthed at the outer wharves this year will be nearly 2,500, representing a tonnage of over three million tons. The cargo landed was 38,000 tons in 1907; 48,000 tons in 1908; 60,000 tons in 1909; in 1910, nearly 80,000 tons, and it is expected that the returns of 1911 will show 100,000 tons, if not more.

The remarkable growth of traffic from Victoria's outer harbor is further evidenced by the table of facts herewith submitted:

Initial Outlay, \$1,500,000  
 9,600 feet of Berthing for Ocean-going Steamers



PLAN OF NEW OUTER HARBOR AT VICTORIA, B.C., CANADA  
 Now Being Built by Dominion

There are at present 30 vessels in the transpacific trade to the Orient which call at Victoria.

Four of these vessels are owned by the Canadian Pacific Railway and call at Victoria every three weeks;

Nine belonging to the Blue Funnel line (Holt) call at Victoria every month;

Five belonging to the Bank line (Andrew Weir) call every month;

Six belonging to the Nippon Yusen Kaisha (Japan Mail) call every fortnight;

Six, the property of the Osaka Shosen Kaisha (Japan) call every fortnight;

All these lines are increasing their tonnage.

The Canadian Pacific Railway has under construction two new Empresses of a tonnage of 14,500 tons.

The Nippon Yusen Kaisha, which operates steamers of from 6,000 tons to 7,000 tons, are building six new liners of 8,200 tons.

The Blue Funnel line will have in a month or two a new steamer on the Victoria line, with a tonnage of 2,000 tons in excess of its other steamers.

There are three steamers making regular trips to Australia and New Zealand calling at Victoria on a monthly schedule.

Three steamers to Mexico call at Victoria also on a monthly schedule.

The Maple Leaf line from New York call at Victoria every month.

The Harrison line, from Antwerp, Liverpool and Glasgow, also call at Victoria on a monthly schedule.

### VICTORIA'S MAGNIFICENT NEW OUTER HARBOR.

The Outer Harbor as being built by the Dominion Government will provide for something over 9,600 feet of berthing for the largest Ocean going vessels, and will be of the very finest and most modern equipment in the way of docks, warehouses and machinery. The site was chosen after a thorough investigation by Mr. Louis Coste, the Government's Engineer, together with other noted experts. It will be, when completed, a model Ocean Harbor and will have a straight and clear outlet to the Pacific Ocean.

The sum of one million and a half dollars for the initial outlay as a preliminary expenditure will indicate the magnitude of the undertaking. It will eventually cost much more than this to provide for the shipping necessities of Victoria, but this sum will give



**C.P.R. Steamship Docks, Inner Harbor, Victoria, B.C.**



**G.T.P. Steamship Docks, Inner Harbor, Victoria, B.C.**



the city a large and commodious harbor, perfectly protected, and furnish accommodation for the constantly increasing ocean traffic which is coming to her outer port.

This Harbor will in every respect measure up to the best harbors on the Pacific Coast, and will probably suffice for the needs of the Capital City until its population begins to approach the 200,000 mark. Four immense concrete piers with spacious warehouses and modern cargo-handling facilities will be built out into the Straits of Juan de Fuca, and a railway slip will be built to enable car ferries to load and unload their trains at the Docks.

A breakwater of stone, with concrete blocks surmounted by a concrete wall 2,500 feet in length will extend westerly from Ogden Point, with a concrete pier 1,100 feet long on the inner side. The additional concrete piers will be of 500, 700, 730 and 800 feet respectively, and there will be room for close to 30 of the largest Ocean going craft on the final turning over of the work.

Seven huge warehouses will be erected, and a grain elevator is to be provided, and to connect the Harbor Works with the Railway Terminals on the 112 acres set aside for that purpose on the former Songhees Reserve, there will be direct rail connection, either with, or without bridges, according to the determination of the various interests concerned.

The Outer Harbor comprises an area of nearly 300 acres of water, varying in depth from 30 to 80 feet. The breakwater which is now being constructed under the Dominion Government's plan will not only effectually shelter all the piers to be constructed under the present arrangement, but all piers hereafter to be built to the north, and, in addition, protect the entrance to the Inner Harbor, thereby proving of incalculable benefit to the great number of coasting vessels entering and departing from the Inner Harbor.

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## Trade and Commerce at Victoria's Inner Harbor

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**T**HE inner harbor is a very valuable asset to the city of Victoria, to the Province and to Canada generally. Its coasting trade is very large, and is increasing annually at a rapid rate, but it is not possible to accommodate large ocean liners within its limits, and this has rendered necessary the building of the additional extensive outer harbor.



Ship "Arctic Stream," Inner Harbor, Victoria, B.C.—Load, 1,341,801 feet of Lumber  
Canadian Puget Sound Lumber Co's Docks



Barque "Elginshire," Inner Harbor—Load, 1,832,834 feet of Lumber  
Canadian Puget Sound Lumber Co's Docks

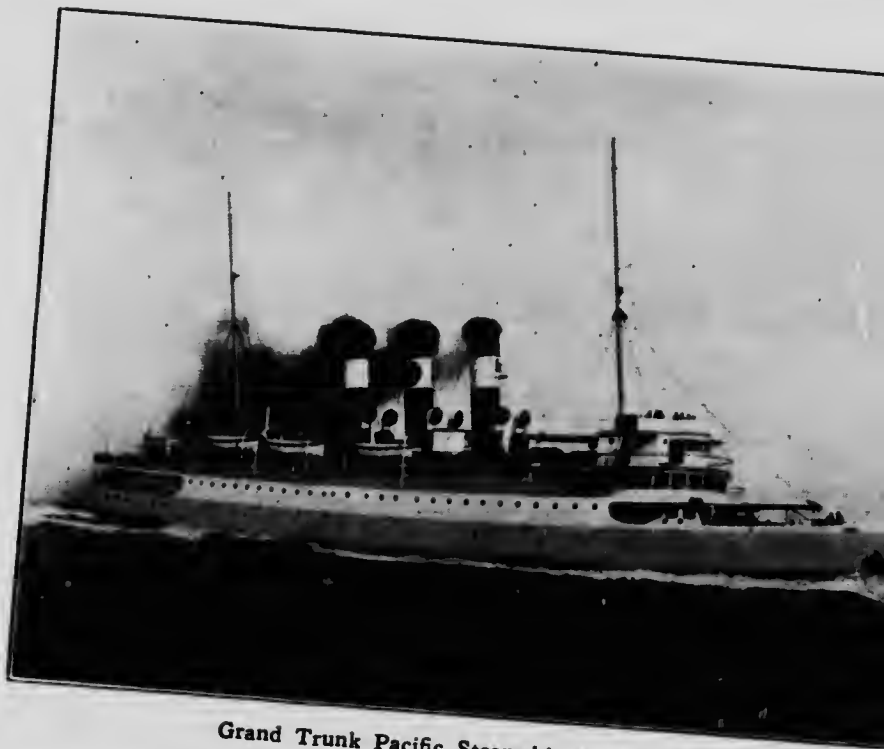
## INNER HARBOR FLEET.

The following list of steamship companies and vessels using the inner harbor will give some idea of the volume of freight and passenger traffic there, and it should be remembered that the number of vessels, as well as the amount of business at the inner harbor, is steadily increasing year by year.

The British Columbia Coast Service of the Canadian Pacific Railway has 25 vessels and is adding to the fleet; the Grand Trunk Pacific has five, and others are in prospect; the Union Steamship Company, of Vancouver, send vessels here; the Boscowitz Company operates two; the Northern Steamship Company two; the Vancouver-Portland Cement Company operates the "Marmion," and has a new vessel on the way; The B. C. Marine Railway Company has the steamers "Salvor," "William Joliffe" and "Maude," and the Dominion Government operates a fleet, including the "Quadra," "Newington," "Beryl," "Point Ellice," "Point Hope," "Petrel," "Princess," "Ajax," "Midlark," and other tugs and dredgers, and will soon add the new steamer "Estevan," and two fishery protection cruisers.

The Canadian Northern Pacific Fisheries Company operates the steamer "Gray" and ten whalers which, during the summer, are operated from the four whaling stations of the company. The British Canadian Fisheries, Ltd., has the "Edrie" and two smaller vessels and has ordered some trawlers, now en route from England, and a large fleet of freighters and tugs are operated by various owners, including the "Leebro," of the Crescent Steamship Company; "Selkirk," of Capt. Grant & Co.; "Forager," "Grainer" and "J. L. Card," of Brackman & Ker; "Oscar," "Celtic," "Ophir" and other vessels.

The Puget Sound Packet line employs the steamers "Fulton" and "Edith" in a regular freight service between Puget Sound ports, Port Angeles and Victoria and Vancouver; Dodwell & Co. operate the "Alaskan" between Puget Sound ports and New Westminster and Victoria; Wallace Fisheries have the steam trawler "Orontes" en route here to work with a fleet of fishing vessels off the Vancouver Island coast. A regular service is maintained between Victoria and Port Angeles with the "Energy," and the steamer "Burin" operates regularly between Victoria and the Fraser River. The "Iroquois," of the Puget Sound Navigation Company, runs for the C.P.R. between Victoria, Seattle and Tacoma in a daily service. The regular passenger and freight services from Victoria are



Grand Trunk Pacific Steamship "Prince Rupert"



Canadian Pacific Steamship "Princess Charlotte"

increasing. The C. P. R. Steamship Company maintains four steamers in service which give a schedule of three trips a day each way between Victoria and Vancouver, and with the "Iroquois," operated by the same company under the U.S. flag, two trips each way between Victoria and Seattle direct, as well as other services to Seattle via Vancouver. The "Princess Victoria" and "Princess Charlotte" ply on a route known as "the triangular run" from Victoria to Vancouver and Seattle to Victoria and vice versa daily, and the "Princess Adelaide" and "Princess Alice" operate daily between Victoria and Vancouver on alternate schedules. A traveller can leave Victoria or Vancouver at 10.30 a.m., 2.15 p.m. and 11.45 p.m. for either city direct.

The G.T.P. Steamship Company operates the steamers "Prince George" and "Prince Rupert" in a twice a week service to Prince Rupert and Stewart, leaving Victoria on Mondays and Thursdays for the north by way of Vancouver. It also operates these same steamers in a twice a week service to Seattle, leaving Victoria Sundays and Wednesdays. The same Company operates the Steamers "Prince Albert," freight and passengers, and the Steamer "Henriette," freight only, for northbound Ports between Victoria and Prince Rupert, the "Prince Albert" leaving Victoria on a tri-monthly service, and the "Henriette" on dates supplied at the G.T.P. Offices in Victoria. The "Prince George" and "Prince Rupert" sail at 10 a.m. of each day announced. The G.T.P. Steamship "Prince John" connects at Prince Rupert for Queen Charlotte Islands, and other points.

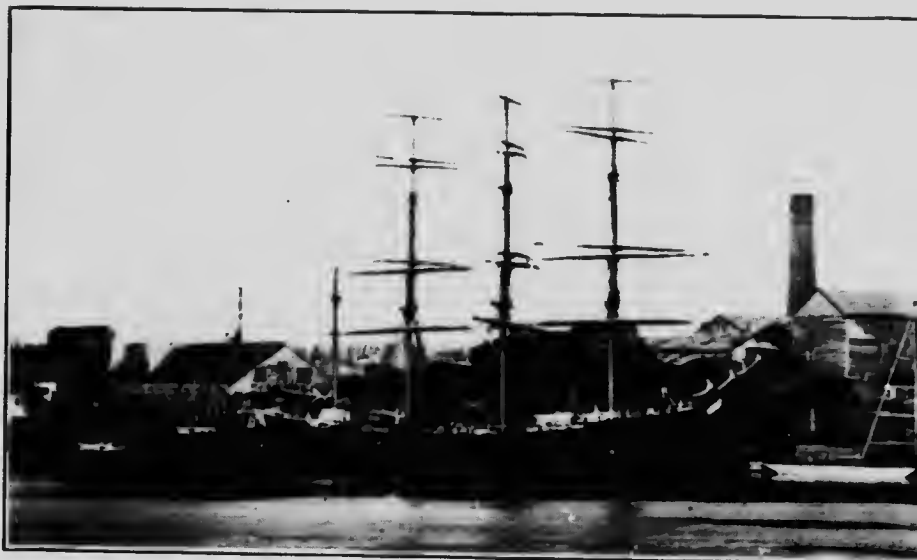
The Boscowitz and Union Companies, now under joint management, operate the Steamers "Venture," "Chelohsin," and "Vadso" in frequent service to Northern B.C. Ports. The Northern S.S. Company operates the "Cetriana" and "British Empire" in the Northern B.C. trade.

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### **Victoria's Inner Harbor and the Dominion Government's Action in Improving It**

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**T**HE necessity of improving the Inner Harbor of Victoria was long ago made manifest. To quote from the Report of Mr. Louis Coste, the Engineer employed by the Dominion Government, and whose plan for both Victoria's Outer and Inner Harbors is now being carried out:



**Ship "Poltalloch" Loading 1,639,911 feet of Lumber**  
Canadian Puget Sound Lumber Co's Docks, Inner Harbor.



**"Kinross-shire," Loading about 2,000,000 feet of Lumber**  
Canadian Puget Sound Lumber Co's Docks, Inner Harbor.

"This necessity really exists, and the adoption of a well studied project of improvements, and its systematic execution are of the greatest importance not only to the city itself, but to the whole of the Island of Vancouver, and to the Province of British Columbia, and to the Dominion.

"The geographical position of that port, at the southeast end of the Island of Vancouver, almost at the point of junction between the Strait of Georgia and the Strait of Juan de Fuca, gives it a commanding advantage over any other port in the Province in matter of trade and commerce with the ports of the United States on the Pacific Coast, and the fact that it is the nearest Canadian port to the Panama Canal is bound to very materially increase its tonnage when this great canal is completed.

"The city of Victoria, with a population of 50,000 inhabitants, is a terminal railway point for the Esquimalt and Nanaimo Railway, and will undoubtedly be the southern terminus of the Canadian Northern Railway.

"Most of the agricultural, mining and lumbering products of the Island will find their way to Victoria and be shipped to the Canadian or foreign markets from the port of Victoria. The importance of this trade, which is already very great, cannot be better illustrated than by the statement that the Island of Vancouver covers an area of 15,000 square miles, and that its resources—timber mines, fisheries—are capable alone of maintaining a population of several millions of people, and by the further statement that within two years there will be not less than 400 miles of railways in operation on the Island.

"The Inner Harbor of Victoria extends from Shoal Point on the east side, and Berens Island on the west side to the end of James Bay in an easterly direction, and to a little more than a mile to the Selkirk Waters in a northerly direction, a further distance of another mile."

Splendid sites for manufacturing can be had along this Harbor, and the traffic now carried on from it is of immense and increasing value. Already huge cargoes are taken out to sea from it, and with the Dominion Government's extensive improvements it will become a channel of trade whose value will be enormous to all of Western Canada.

**THE SUBJOINED FIGURES WILL SHOW THE STEADY  
COMMERCIAL PROGRESS OF VICTORIA.**

**Bank Clearings** for the past three years:

1909.	1910.	1911.
\$70,695,882	\$101,567,074	\$134,929,916

Increase of 1910 over 1909, 29 per cent.; increase of 1911 over 1910, 47 per cent. Advance in two years, over sixty-four millions of dollars.

First five months of years 1909, 1910, 1911 and 1912 show following increases:

	1909	1910	1911	1912
January . . . . .	\$4,235,476	\$7,390,767	\$ 9,013,716	\$11,902,519
February . . . . .	4,321,379	6,404,570	9,078,881	12,610,627
March . . . . .	4,940,269	7,170,088	12,358,220	13,246,571
April . . . . .	5,529,870	7,239,383	11,693,804	14,683,293
May . . . . .	5,497,596	7,485,447	12,670,535	14,814,154
<b>Totals . . . . .</b>	<b>\$24,434,590</b>	<b>\$35,699,255</b>	<b>\$54,815,156</b>	<b>\$67,257,074</b>

In each of these five months for 1910, 1911 and 1912 the increase of each month over the same month in the year previous ranges from two to five millions of dollars, only once, in March, 1912, dropping to \$888,351, or less than a million dollars over March, 1911.

**Building Permits** for the past three years:

1909	1910	1911
\$1,677,421	\$2,273,015	\$4,026,315

Increase of 1910 over 1909, 36 per cent.; increase of 1911 over 1910, 77 per cent.

First five months of years of 1909, 1910, 1911 and 1912 show following increase:

	1909	1910	1911	1912
January . . . . .	\$ 78,080	\$128,985	\$151,455	\$ 319,885
February . . . . .	122,680	151,760	182,940	1,671,070
March . . . . .	121,640	244,760	279,945	861,770
April . . . . .	188,060	192,440	280,110	514,850
May . . . . .	188,620	257,290	287,335	662,165
<b>Totals . . . . .</b>	<b>\$609,080</b>	<b>\$775,235</b>	<b>\$1,181,785</b>	<b>\$4,029,740</b>

In each of these five months for 1910, 1911 and 1912 the increase of each month over the same month in the year previous



**STEADY  
A.**

ranges from \$4,380 as the lowest advance (April, 1910, over April, 1909) to \$1,488,030 as the highest advance (February, 1912, over February, 1911), the increase for the first five months of 1912 over the corresponding five months of 1911 being \$2,847,955, or an increase of 242 per cent. These first five months of 1912 exceed the entire total of 1911. At present nearly 1,000 structures, business houses and dwellings are in course of erection in Victoria and its vicinity. The city is growing because its commercial activities compel it to keep moving. And it will continue to advance, for **YOU CAN'T KEEP A SQUIRREL ON THE GROUND.**

**Tramway Traffic** for the past three years is as follows:

1909	1910	1911
5,093,500	5,441,754	8,227,208

Increase of 1911 over 1910, 51 per cent. Increase for Jan., Feb., March, April and May, 1912, over totals of same five months in 1911, 1,261,353 passengers.

**Death Rate** per thousand for the past three years:

1909	1910	1911
11.47 per thousand	8.14 per thousand	8.16 per thousand

**Victoria City Assessment** for the past three years is as follows:

1909	1910	1911
\$28,329,190	\$45,000,000	\$60,007,985

**Customs Receipts** for the past three years are as follows:

1909	1910	1911
\$1,638,175.17	\$2,653,039.84	\$3,471,619.47

**Coastwise Tonnage** for the past three years is as follows:

	1909-10	1910-11	1911-12
Vessels arriving . . . . .	2,636	3,103	3,457
Tonnage . . . . .	1,222,890	1,472,417	1,808,122
Vessels departing . . . . .	2,635	3,123	3,487
Tonnage . . . . .	991,327	1,118,529	1,876,301

**Foreign Tonnage** for the past three years is as follows, arriving and departing at the Outer Harbor:

	1909-10	1910-11	1911-12
Vessels arriving . . . . .	995	1,142	1,457
Tonnage . . . . .	1,235,584	1,322,890	1,874,102
Vessels departing . . . . .	988	1,107	1,377
Tonnage . . . . .	1,376,968	1,759,861	1,748,749

## VICTORIA'S STEADY GROWTH

**V**ICTORIA will make **Enormous Progress during 1912 and 1913** because during that time the following will be under way or finally completed:

1.—The Outer Harbor Works, including the Breakwater, costing a million and a quarter dollars together with Docks, four immense Concrete Piers, spacious Warehouses and modern cargo-handling facilities, a Railway Ferry Slip, and accommodations for 9,600 feet of berthing for ocean-going vessels. This work is being carried on by the Dominion Government in anticipation of the opening of the Panama Canal, and to provide for the steady and increasing foreign trade of Victoria.

2.—Inner Harbor Improvements, including dredging, removing of rock obstructions, and clearing of channel to uniform depth of 20 feet in order to accommodate the rapidly growing fleets of passenger steamships, and to facilitate the remarkable expansion of Inner Harbor commerce, which has increased tremendously in the past three years.

3.—The Canadian Northern Railway from Victoria to Port Alberni and Alberni, and extending their lines as well to the northern portion of Vancouver Island. Also connecting their terminal at Victoria with their Mainland system by Railway Ferry.

4.—The Esquimalt and Nanaimo Railway's extension to Duncan Bay, four miles from the Seymour Narrows, together with its building through the Courtenay, Comox and Campbell River Districts, its ultimate extension to Hardy Bay and the northern portion of Vancouver Island, and the completion of its east and west Island line from Crofton to Cowichan Lake.

5.—The extension of the B. C. Electric Lines to Deep Harbor, on Saanich Peninsula, from Victoria, opening up a fertile tract of rich farming land, and affording a new and advantageous means of transportation of freight and passengers from the thriving Island Districts of Salt Spring, Mayne, Pender, Galiano, Saturna, Valdez and Gabriola Islands.

6.—Grand Trunk Pacific Railway to Victoria by rail and ferry. Also the building by this railway system of a new and magnificent hotel at Victoria on a site commanding a beautiful view of James Bay Harbor, just opposite the Parliament Buildings.

7.—Public Improvements to the extent of some Six Million Dollars already provided for at the beginning of April, 1912, with a vast amount of work which will be added to this large sum during 1912. This will include the finishing of a thirty mile contract for paving, the largest single contract for paving ever let at one time in any North American city.

8.—The setting apart of 112 acres of land in the heart of Victoria for Railway Terminals for the five great railway systems seeking terminals at Victoria, the Canadian Pacific Railway, the Canadian Northern Railway and the Grand Trunk Pacific Railway already at Victoria, and the Great Northern Railway and the Great Eastern Railway to follow. This impressive fact alone speaks volumes for the business future of the Capital City of British Columbia.

9.—The New Additions to the World-famed Parliament Buildings, which will make of this noble cluster of architectural triumphs the most notable group of public buildings in Canada, on a site unrivalled for beauty and superb surroundings.

10.—Many splendid modern buildings of solid and handsome exteriors, finished with strictly up-to-date details in every respect, and typifying with their metropolitan standards the growth of Victoria the Commercial.

11.—The establishment at Esquimalt of Dry Docks and Ship-yards on a scale commensurate with those of the greatest yet built.

12.—The addition to the Coast Trade and the Foreign Trade of many new vessels, and an impetus to the Shipping Traffic which will be certain to follow on the completion of the Outer and Inner Harbor Works, and which will be augmented to World Proportions through the opening of the Panama Canal and the bridging of the Seymour Narrows.

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## Opportunities for Manufacturing at Victoria

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**M**ANUFACTURE, a branch of Commerce which carries with it that significant term "the pay-roll," has so far only been fairly started in Victoria. There is a great deal of manufacturing carried on in various directions, which employs in the aggregate quite a large body of men, but the great industries to come, the steel mills, the ship-building yards, the establishment of car shops, and kindred enterprises await the advent of the man or men who will take advantage of the manifest opportunities. Coal.

iron, copper, timber, all these essentials to a great manufacturing city lie at the very threshold of Victoria. Ferry rail connection with the Mainland, and by water with every port in all countries, makes Victoria a distributive point which has all possible advantages.

There are undoubted opportunities for the manufacturing of Iron and Steel at Victoria. Pulp and Paper Mills are another branch of manufacture offering special inducements. The production of pressed brick is still another industry affording an opening for successful investment. Over two million dollars are invested in the two great cement works adjacent to Victoria.

Among other factories which could be started to profit in Victoria may be mentioned, besides those named, the manufacturing of mining, lumbering, and woodworking machinery, car-shops, woollen mills, fruit canneries, apple-drying factories, jam factories, hat factories, piano and automobile manufactories, a watch factory, agricultural implement manufactories, cigar-box factories, tanneries, brush and broom, nail, glass, match, and can factories, and others.

The opportunities near Victoria for establishing fishing industries, particularly in the way of halibut, cod, and herring are excellent.

#### **LIST OF AIDS AND ADVANTAGES TO MANUFACTURING AT VICTORIA**

Climatic conditions are such that work either in the open or under shelter is assured in comfort the year round, and labor troubles are practically unknown on the Island. Sites for manufactories are numerous and excellent, with ample trackage facilities and wharf and dock landings for water-hauled freight.

Another most important aid in building up manufacturing is power and light. The recent installation, and the final equipping of the B. C. Electric Company's Power Plant at Jordan River will afford a twenty-thousand horse-power service at this point, and the establishment of another power plant of many thousand horse-power at another point near Victoria, and which will soon be begun, will afford additional supplies of power and light to be distributed to Victoria manufacturers.

Abundant supplies of raw material. Ample facilities for handling freight by seaboard and rail traffic. Good trackage and plenty of sites. Immense mines of coal near at hand. Work can be carried on without interruption, both winter and summer, by

reason of mild climate. The markets of the World available. No labor troubles at Victoria.

Skilled and unskilled workmen can be obtained, and find for themselves homes in the townsites, so as to induce them to settle permanently. Cheap sea haulage and ample fuel are two most important factors in determining where to establish factories, and these factors Victoria has at her doors.

### **RAILWAYS UNDER CONSTRUCTION**

The Canadian Northern Railway's extension to the Alberni District, via Barkley Sound, beginning in 1911, and to be finished in four years, will eventually connect with the iron mines at Barkley Sound on the West Coast, besides tapping a rich copper country, and a district noted for timber even on Vancouver Island. The Alberni District is wonderfully rich in timber, and has coal, copper and gold besides. The coal measures on the East Coast are turning out thousands of tons daily, and West Coast coal only waits for transportation to become productive. The Canadian Collieries Company are putting in two million dollars' worth of improvements in their Vancouver Island properties.

### **HARBORS AND SHIP-BUILDING FACILITIES**

The harbor of Esquimalt also offers unexcelled facilities for ship-building and steel industries, and will undoubtedly add to its present ship-yards, and establish rolling mills at an early future. Victoria's harbors afford excellent opportunities for the establishment of factories of all kinds.

### **PAPER AND PULP MILLS**

For the establishment of Paper and Pulp Mills it can be said that with the laying of the Barkley Sound Extension of the Canadian Northern Railway, one of the best areas of pulp wood in North America will be made available to this industry. Victoria will undoubtedly have pulp and paper mills on a large scale as the outcome of the building of this line, and capital is already pushing in and investigating the vast possibilities in this and the steel and ship-building fields.

With its natural advantages as described, Victoria is destined to be a great manufacturing city, as its Orient trade alone will compel paper, pulp and steel mills, and the opening of the Panama Canal, together with the bridging of the Seymour Narrows, will give her direct rail and sail connection with all ports and all countries.

## VICTORIA AS THE CAPITAL CITY OF BRITISH COLUMBIA

**T**HE CAPITAL CITY of a country always possesses a special interest. Victoria, besides being the most beautiful city in Canada, has the added attraction of being the Capital City of British Columbia, the head of the Provincial Government being Sir Richard McBride, the able and brilliant Premier of British Columbia. No more ideal site could have been chosen for the Capital, and the Parliament Buildings, already referred to, have impressed even those who have seen the most notable edifices Europe boasts of.

### THE CLUBS OF VICTORIA

Victoria's Clubs have always been prominent in the life of the city. The Union Club's new building at the corner of Gordon and Humboldt Streets occupies one of the finest sites in the city. The Pacific Club has thoroughly modern and commodious quarters on the fifth and sixth floors of the Pemberton Block. The Canadian Club numbers among its members many men high in social and political life. The Alexandra Club, Victoria's leading Women's Club, has its own handsome building on Courtney Street. The Arts and Crafts Club, the Natural History Society, the Arion Club, the Victoria Choral Society, the Victoria Literary Society, the Victoria Chess Club and others, evidence the variety of club life in the city.

Athletically, the James Bay Athletic Association leads the van, and the Victoria Motor Club, the Victoria Yacht Club, the Victoria Canoe Club, the Victoria Golf Club, the Victoria Driving Club follow, while Cricket, Lacrosse, Trap-Shooting, Tennis, Ice-Skating (on artificial ice), Baseball, Hockey, Bowling, Angling, Shooting, Swimming and Bowling on the Green attest to the varied and keen interest taken in all kinds of outdoor sports.

### VICTORIA'S ATTRACTIONS AS A TOURIST CITY

Far and wide Victoria's fame has been heralded as a metropolis combining unusual and striking beauties of sea and shore. The approach to the harbor's entrance through the Straits of Juan de Fuca, with Sooke Hills beyond, and the crested battlements of Douglas Fir that meets the eye, is one never to be forgotten.

The approach to the head of the harbor, with the Empress Hotel in the foreground, the Parliament Buildings, the right, and to the left the Post Office, Custom House, and the stately buildings now being erected to the left, form a crescent of architectural beauty not to be equalled in the world.

Victoria's hotels, parks and museums are striking features of the advantages of the Capital City for the travelling public; and motoring, yachting, and motor boating, shooting and fishing, golfing, and miscellaneous outdoor sports afford an embarrassment of riches to those seeking recreation of various kinds under ideal conditions.

### **VICTORIA'S FAMOUS SUBURBS**

Suburban Victoria has already been celebrated for its unique charm and loveliness, and its suburban districts, with splendid possibilities for fruit-growing, poultry, berry and vegetable growing, are filling up rapidly with those who are seeking desirable residence property where they may be able to combine these pursuits with idyllic home surroundings.

### **A REMARKABLY LAW-ABIDING CITY**

Victoria is today almost entirely free from crime and lawlessness. The nearly exclusive Anglo-Saxon population has a great deal to do with it. Rigid enforcement of the law is another factor.

### **VICTORIA AS AN EDUCATIONAL CENTRE**

Victoria as an educational centre presents exceptional opportunities for the growing generation. The Public Schools are free to everyone under 21 years of age, and the High School is in affiliation with the University of McGill, Montreal. In addition to its Public Educational System, the city has a large number of Private Boarding Colleges and Academies of high grade and repute.

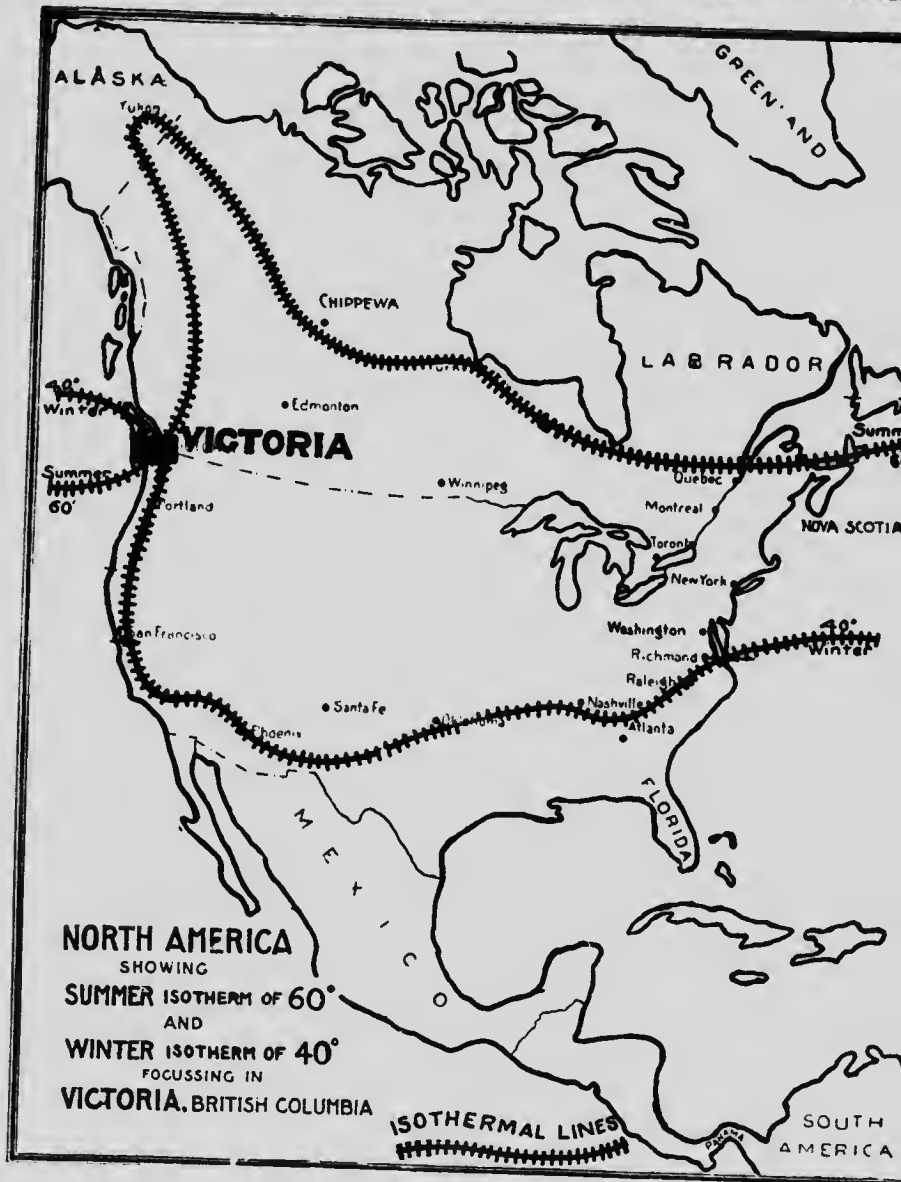
Lord Strathcona, speaking in Victoria on September 1st, 1909, said: "Victoria should be a great centre of education. The surroundings are ideal for youth. Indeed, I know of no place which is better situated as a vantage ground for the establishment of educational facilities."

### **CHURCHES AND CHURCH LIFE IN VICTORIA**

Victoria's Churches represent all denominations, and church life and influence holds a very important part in the city's well-being and advancement. Its library is a central point in the intellectual life of the city. All movements for the bettering of matters moral and material find staunch adherents among church leaders and ministers, and it is safe to say that in no city in Canada is there a more awakened spirit, among church-going people, to the leading questions of the day. A splendid new Y.M.C.A. Building was opened in 1911, which cost \$125,000.

# ISOTHERMAL MAP

Demonstrating the ideal climate of Victoria, Vancouver Island, B.C., Canada.

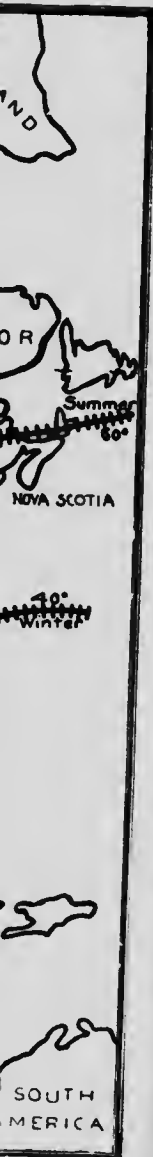


Living conditions depend, in the last analysis, on Climate.

A good climate is Nature's best gift to mankind.



.C., Canada



## THE FINEST ALL-ROUND CLIMATE IN THE WORLD

AS THE FRAME to a picture, so is the climate to a city. A metropolis in the Arctic would still be only fit for Esquimaux. A city in the tropics is at best endurable solely by the natives of such a climate. And in many cities which have risen in the so-called temperate zones, the inhabitants are alternately subjected to regular periods of bitter cold in the winter months, and intense heat in the summertime; with blizzards, hailstorms, sleet, deep snows, and, in the summer months, with destructive storms accompanied with fatalities along the path of lightning.

The rule in the North American cities is that climatic conditions are exceedingly trying to health, comfort, and happiness.

One of the most conspicuous exceptions to this almost universal rule is the city of Victoria, British Columbia, Canada. It will always enjoy cool summers and moderate winters and it will never have extremes of either heat or cold, since Nature herself has decreed what the climate shall be. The Isothermal lines, denoting 40 degrees above zero in winter, and 60 degrees above zero in summer, intersect at Victoria, and produce as near as possible both the ideal summer and winter temperature.

Not only is this an undeniable fact, but the rainfall at Victoria is only one-half as large as in the cities on the Mainland, averaging about 26 to 28 inches annually. Victoria has a very large proportion of bright sunshine yearly. The average highest summer temperature for 20 years at Victoria has been 84.2 degrees above zero. The average lowest winter temperature at Victoria for the past 20 years has been 17.3 degrees above zero. This is not chance, it is fate. An inch to seven inches of snow is the annual snow-fall. Zero weather or sunstrokes are unknown. Blizzards, thunderstorms, and cyclones are only heard of through outside reports from other places.

The following tables show the temperature, rainfall, snowfall and bright sunshine for the three years last past, at Victoria, viz.: 1909, 1910 and 1911. These tables are compiled by E. Baynes Reed, Superintendent of the Dominion Government Meteorological Office, Victoria, B.C.

Average temperature.....	1909	48.5
Average temperature.....	1910	49.6
Average temperature.....	1911	48.8
Total rainfall.....	1909	27.31 inches
Total rainfall.....	1910	35.36 inches
Total rainfall.....	1911	22.55 inches
Yearly snowfall.....	1909	6.8 inches
Yearly snowfall.....	1910	8.8 inches
Yearly snowfall.....	1911	16.35 inches
Bright sunshine registered for	1909	1,945 hours and 6 minutes
Bright sunshine registered for	1910	1,878 hours and 36 minutes
Bright sunshine registered for	1911	1,932 hours and 36 minutes

The entire tables for 1910 and 1911 are herewith given to show the equability of temperature, and ratio of rainfall, and precipitation. It will be seen that even in November, December, January and February, there is considerable bright sunshine registered. The equability of all these conditions have been generally the same for the past 20 years, and because of the intersection of the isothermal lines before mentioned, cannot be aught else than permanent. Living conditions, therefore, are unequalled in Victoria.

1911	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Year
Highest Temp.	50.2	49.9	57.1	66.8	72.4	73.2	89.5	79.5	72.7	66.5	56.1	50.2	89.5
Lowest Temp.	14.9	24.4	27.2	27.7	37.5	40.2	44.7	46.2	37.8	33.5	14.2	30.0	14.2
Rainfall.....	3.58	0.96	1.93	0.59	1.80	0.73	0.14	0.68	2.25	0.61	6.49	2.79	22.55
Snowfall.....	7.15	.....	.....	.....	.....	.....	.....	.....	.....	.....	9.10	0.10	16.35
Total Precip'n. (Rain & Snow)	4.30	0.96	1.93	0.59	1.80	0.73	0.14	0.68	2.25	0.61	7.40	2.80	24.19
Duration Bright Sunshine (Hrs. and min.)	33.09	104.06	181.36	245.48	184.36	254.18	272.48	258.12	157.48	136.48	58.48	44.48	1932.36
Mean Temp.....	36.2	39.0	43.7	45.5	52.3	56.4	62.3	60.1	55.5	50.0	42.8	41.3	48.8

### SUMMARY

Victoria, with its suburbs and adjoining communities, has about sixty thousand inhabitants. These are mainly English and Canadians, with some Scotch, Irish and Americans, and a small scattering of other nationalities.

The city has a climate all the year round and continuously through the years, which by the records submitted, is not unequalled for comfort anywhere.

A thoroughly first-class fire department, and a salt-water pumping service affords ample protection from fire.

Its death-rate for the past ten years has averaged 10.9 (ten and nine-tenths) per thousand. Highest rate for one year, 13.56. Lowest rate for one year, 8.07. Rate for 1909, 11.47. Rate for 1910, 8.14 (eight and one-seventh). Rate for 1911, 8 and one-sixth

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Its parks are famous for their loveliness, and its Public Buildings are the finest in Canada.

Its homes should be seen to be appreciated; they have no equal on the Continent of America.

Its steady increase in Bank Clearings, Building Permits, Tramway Traffic, Customs Receipts, Public Improvements, population and business importance point unerringly to a solid and even rapid development.

Its manufacturing possibilities are apparent and undeniable, and its surrounding territory is undoubtedly the richest portion of Canada.

To live in Victoria is a distinction, not merely a privilege. It is to enjoy exceptional advantages of climate and surroundings in a community where Anglo-Saxon ideals prevail, and where law and order is the rule, not the exception.

Its hotels are of the very best in all respects. Its churches, schools, libraries, clubs, and newspapers are all that can be desired; its home life and public life is on a high plane.

It has the most charming suburbs, and a greater variety of beauty by woodland and sea-shore in these suburbs than any city in America. It is one of the most law-abiding, if not the most law-abiding city of its size in the world.

It is a city of high-class sport of all kinds.

It affords excellent possibilities, close to its limits, with capital and experience, for the raising of fruit, berries, vegetables, bulbs and flowers, and the raising of poultry.

It is the Gate-way to the Pacific and the Orient, the Last West's greatest out-post, a city just on the threshold of a future splendid destiny.

It holds enviable opportunities for white domestic labor amid congenial surroundings.

Rents are moderate, and living, on the whole, quite as reasonable as in other Canadian cities.

Mosquitoes, fleas, thunder-storms, lightning, sleet and hail are practically unknown in Victoria.

Its standard of business integrity is admittedly first-class.

Its educational facilities are of a very high class; modern and thorough.

Its few disadvantages are temporary and unimportant compared to its provable many advantages as a business and residence city.

Its rank as a shipping port is established by the tonnage tables and customs receipts heretofore given, and the further fact of the magnificent harbor now being built by the Dominion Government.

It will be, with the bridging of the Seymour Narrows, Canada's greatest seaport city, with through rail connection to all the other cities of North America.



**View of Esquimalt Harbor—Warships at Anchor**

This book has been compiled and printed by the Victoria Branch of the Vancouver Island Development League at Victoria, British Columbia.

Branches of this League are situated all over Vancouver Island, and are in constant communication with the Home Office at Victoria.

Information and booklets, leaflets, etc., concerning Victoria, or any part of Vancouver Island furnished free on application to the Secretary Vancouver Island Development League, Victoria, B.C.

Branch Secretaries of League can be written to at Alberni, Bamfield, Campbell River, Clayoquot, Clo-oose, Cobble Hill, Comox, Cumberland, Duncan, East Wellington, Ganges Harbor, (Salt Spring Island), Fulford Harbor (Salt Spring Island), Holberg, Ladysmith, Metehosin, Nanaimo, Nootka, North Saanich, Oak Bay, Otter Point, Parksville, Port Alberni, Port Hardy, Port Renfrew, Quatsino, San Josef, Shushartie, Sooke, Ucluelet and Victoria. All these should be addressed in addition, "British Columbia, Canada."

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# VICTORIA *in* PICTURES

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## Some *of* the City's Signs *of* Progress



A Member of the Mounted Police  
Victoria is One of the Most Law-Abiding Cities in the World

PROVINCIAL LIBRARY  
VICTORIA, B. C.



Victoria's Superb Fire Department  
An Early Morning Alarm

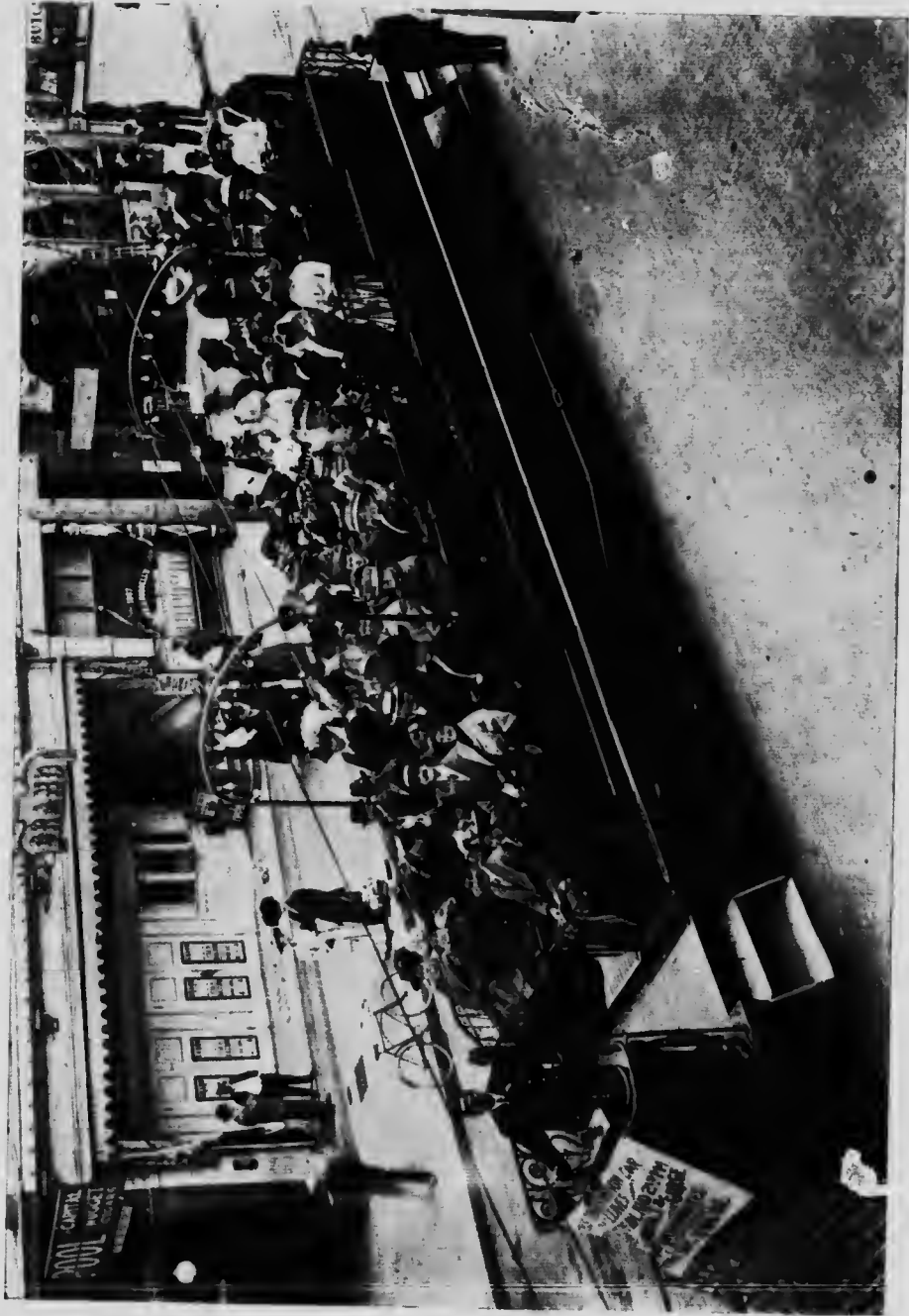


Looking North on Douglas Street



Yates and Government Streets

Observation  
Car  
B. C. Electric  
Railway  
Company,  
Government  
Street.



Street  
Scenes  
in  
Victoria,  
B. C.





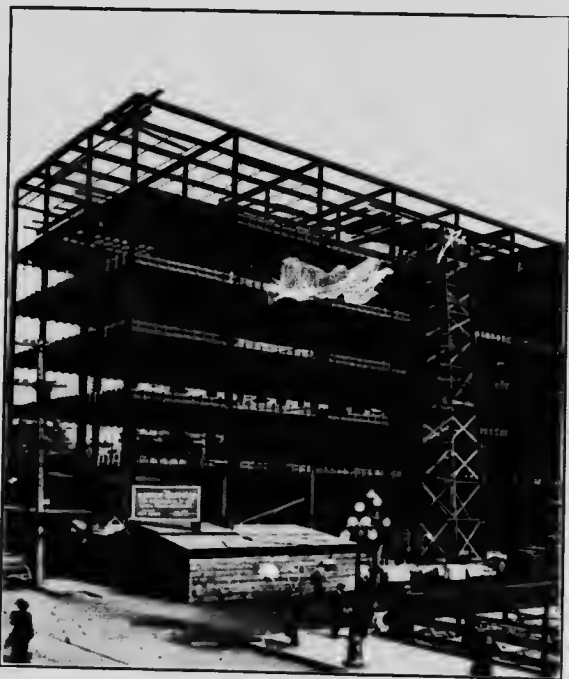
The Causeway and Belleville Streets—Empress Hotel in Foreground



Looking West on Yates Street

**A FEW OF VICTORIA'S NEW BUSINESS BLOCKS AND  
OTHER BUILDINGS NOW GOING UP**

**New  
Union Bank  
Building**



**Government  
and View  
Streets**



**New Union Club Building  
Gordon and Humboldt Streets**

S AND

### NEW BLOCKS



Rock Cut for Foundation of 8-story Block opposite Custom House

The New  
Strathcona  
Hotel

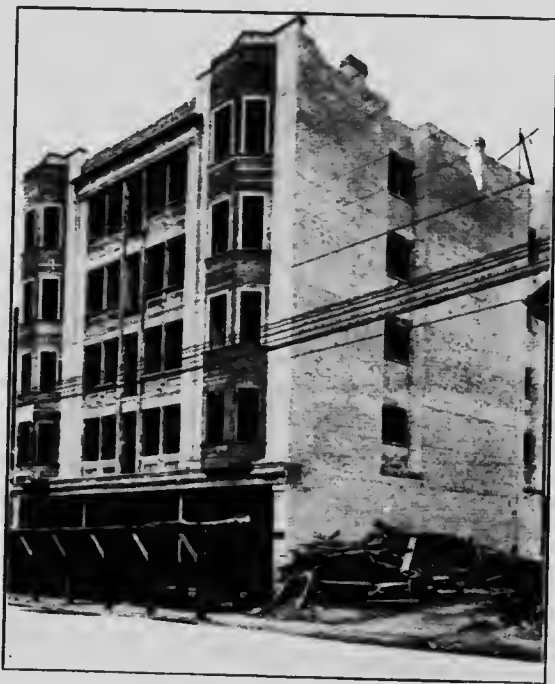


Douglas Street  
near Courtney

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d View  
Streets

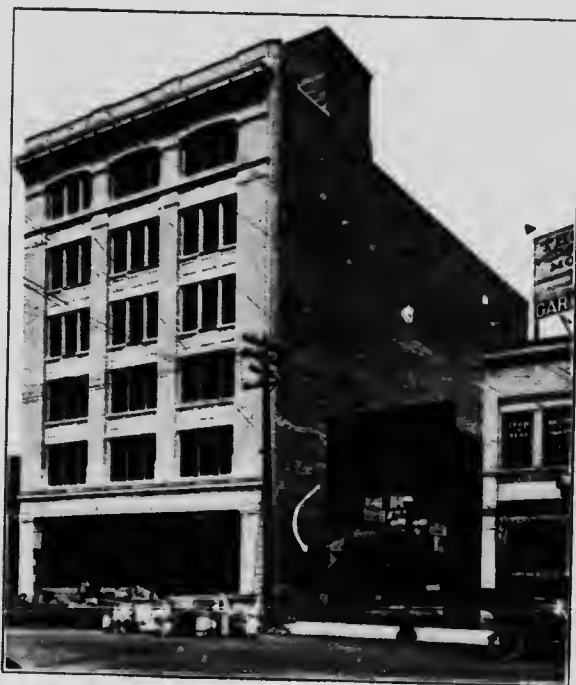


The New  
P. R. Brown  
Block



Fort Street  
near Douglas

The New  
Challoner &  
Mitchell Block



Yates Street  
near Douglas

INTERIOR SCENES IN SOME OF VICTORIA'S  
MANUFACTORIES



A Room in Turner, Beeton & Co's Overall Factory



Section of B. C. Soap Works



Interior View, Woodworkers, Limited

ort Street  
Douglas

s Street  
Douglas



Branch of Bottling Department, Houston Pickle and Vinegar Works



Room in Weiler Brothers' Furniture Factory



British American Paint Co.—A Corner of the Warehouse

**TYPES OF VICTORIA BUSINESS BLOCKS**

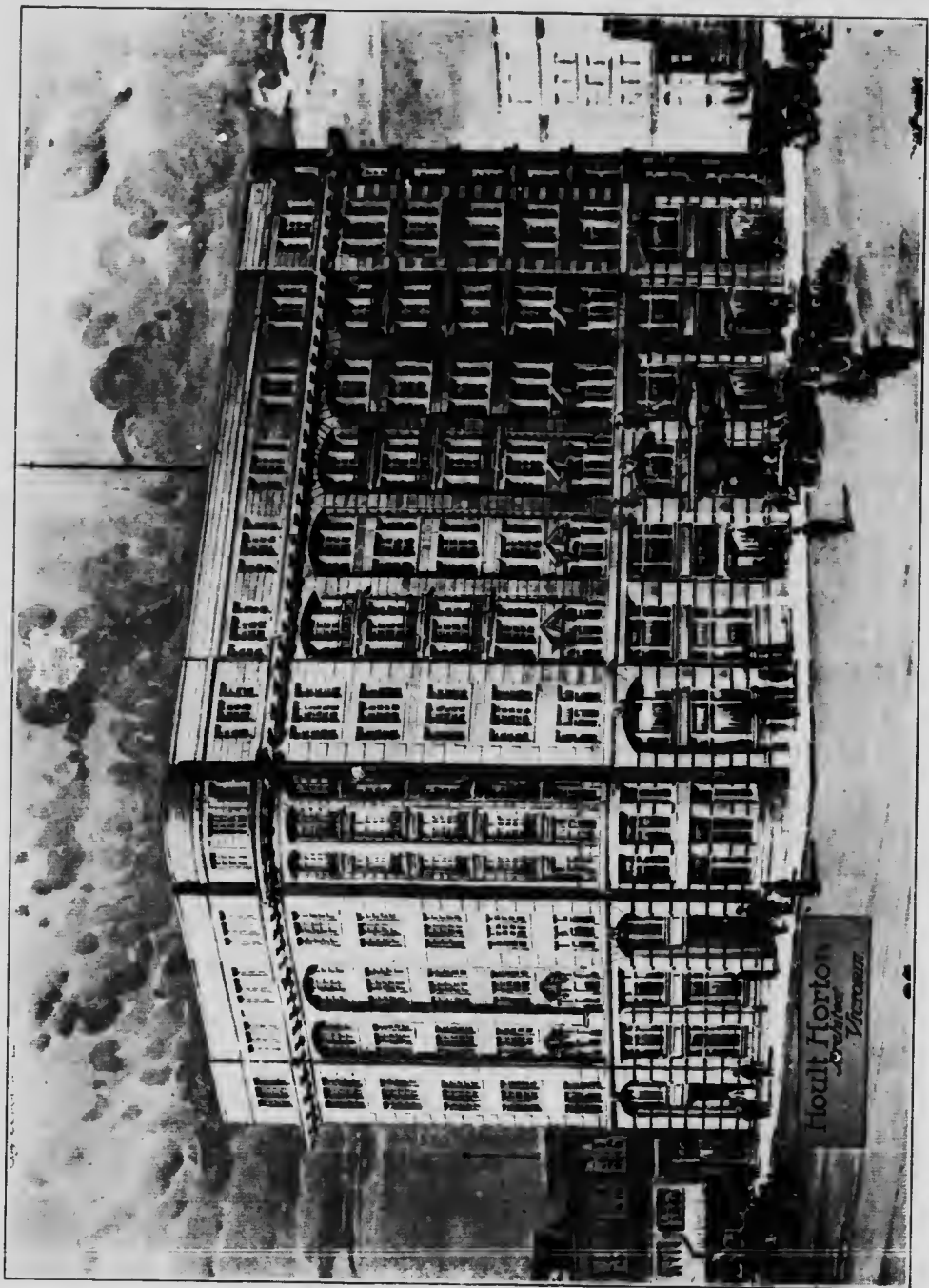


**PEMBERTON BUILDING**

Situated at the Corner of Fort and Broad Streets

Largest Office Building in British Columbia





Hoult Horton  
Architects  
Victoria

The New Belmont Hotel, Corner Government and Humboldt Streets



The New Belmont Hotel, Corner Government and Humboldt Streets

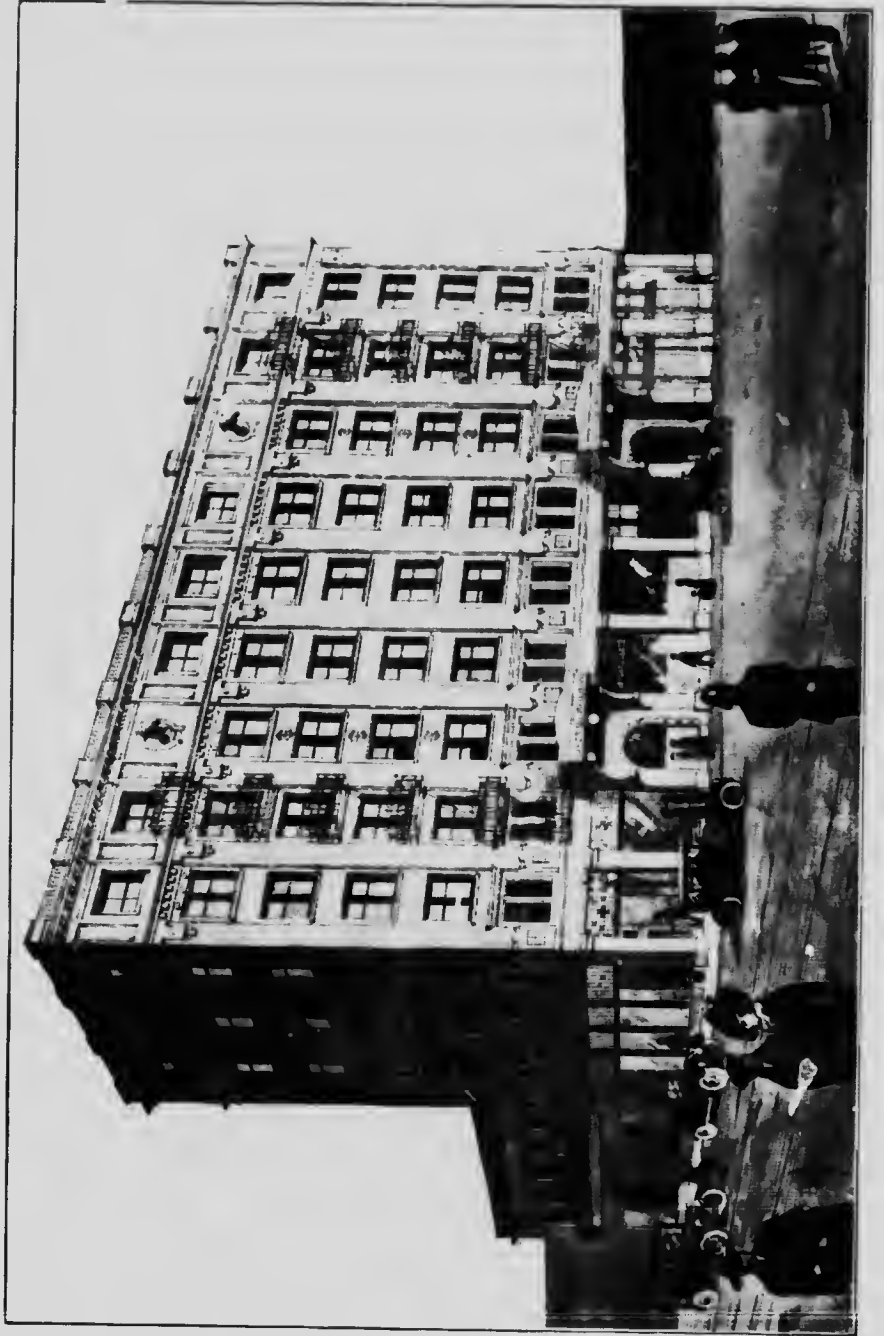


The New Central Building, Broad and View Streets

The New  
Prince George  
Hotel



Douglas and  
Pandora  
Streets



The New Campbell Building, Fort and Douglas Streets

The Sayward Block



Douglas and View Streets

The Times Block



Fort and Broad Streets

**Weiler  
Building**



**Government  
and  
Broughton  
Streets**

**Pither &  
Leiser  
Block**



**Wharf and  
Fort Streets**

## TYPES OF VICTORIA RESIDENCES



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Provincial Parliament Buildings, Victoria, B.C., Canada

## VICTORIA



Her stately walls and towers rise  
Framed in an azure sea;  
She marks with deep, prophetic eyes  
What is, and is to be.

Her harbors face with land-locked doors  
The blue Pacific's breast;  
Her future sees the Island shores  
Steel-linked from East to West.

The merchant cities once that were,  
Their grandeur left no gleam,  
With Tyre and Sidon but a lurid  
And Carthage as a dream.

But she in conscious power waits  
By strand and ocean quay,  
Where sunlight gilds the opening gates  
Of her high destiny,—

When borne beyond the seven seas  
Shall sail her cargoed ships,  
Her fame re-echoed on each breeze  
Her name on all men's lips.



Victoria, B. C., Canada, Inner Harbor: Showing Docks of Canadian Pacific Railway, and Grand Trunk Pacific Railway.



