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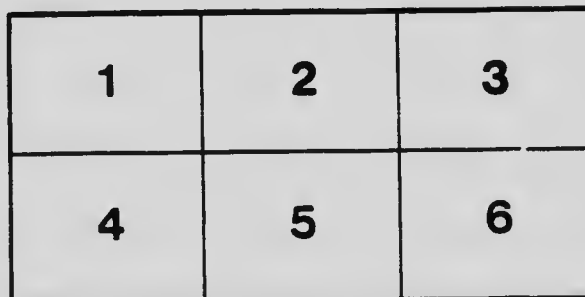
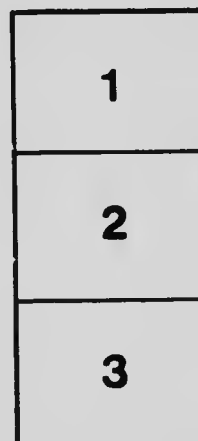
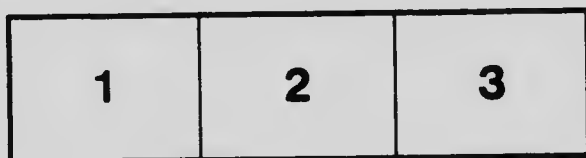
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**SHIPPING AT VICTORIA'S OUTER HARBOUR**



**VICTORIA, B. C.**

==== CANADA ====

**The Western World-Port  
on the Pacific**



**ESQUIMALT HARBOUR  
THE HOME OF THE NEW DRY DOCK**

# 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 base 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 blur  
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's Outer Harbour—Shipping at Docks

# I · N · T · R · O · D · U · C · T · I · O · N

**T**HE CITY OF VICTORIA is the leading port in Canada as regards tonnage, and the premier Western Canadian port so far as the Panama Canal is concerned.

It will shortly be the final furthest West Terminal of five 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 Government at Ottawa has recognized the supremacy of Victoria as the Western Port of the Dominion by appropriating close to \$2,500,000.00 for the purpose of completing extensive additions to the Outer Harbor at Victoria, including a Breakwater 2,500 feet long.

It has further recognized the city's Imperial status by an initial appropriation of \$500,000.00 towards the construction of a Government Dry Dock at Esquimalt Harbor, which is practically part of Victoria. This Dock when finally built will cost in the neighborhood of \$4,000,000.00.

The Panama Canal route shortens the distance from Victoria to Great Britain by 6,000 miles, and is destined to work a revolution in the history of shipping from the Pacific to the Atlantic. As a seaport, Victoria is supreme in the prime essentials—nearness to the ocean, freedom from fog, security in port for vessels and safe and easy sailing to the Pacific waters.

There is only one thing more necessary to make Victoria a great commercial centre. That is the bridging of the Seymour Narrows. This will mean straight rail connection from Victoria to all the cities of North America. That this will be done can admit of no doubt.

Victoria is the only port which can, and will, in years to come, handle the bulk of Middle Canadian wheat for shipment through the Panama Canal.

Elevators will be established at Victoria along with the completion of the Outer Harbor, and every car unloading wheat into British bottoms will return to the Mid-Canadian Provinces loaded with lumber, the one imperatively needed staple those Provinces must have, and do not produce.

Victoria means Victory! The city has already striven for and obtained the certainty of a magnificent Outer Harbor. It has already planned for and brought about the guaranty of a superb Dry Dock, one of the three greatest in the world. It has now entered upon what will be the crowning triumph of its career as a metropolis, one which will make it a great seaport city, as well as a metropolis bound by links of steel to every city in North America.

That triumph, still in the future, but not long to be deferred, is the bridging of the Seymour Narrows.





Victoria, B. C., Canada, Inner Harbour  
Shipping Docks of Canadian Pacific Railway and Grand Trunk Pacific Railway

# Victoria, B.C., Canada

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

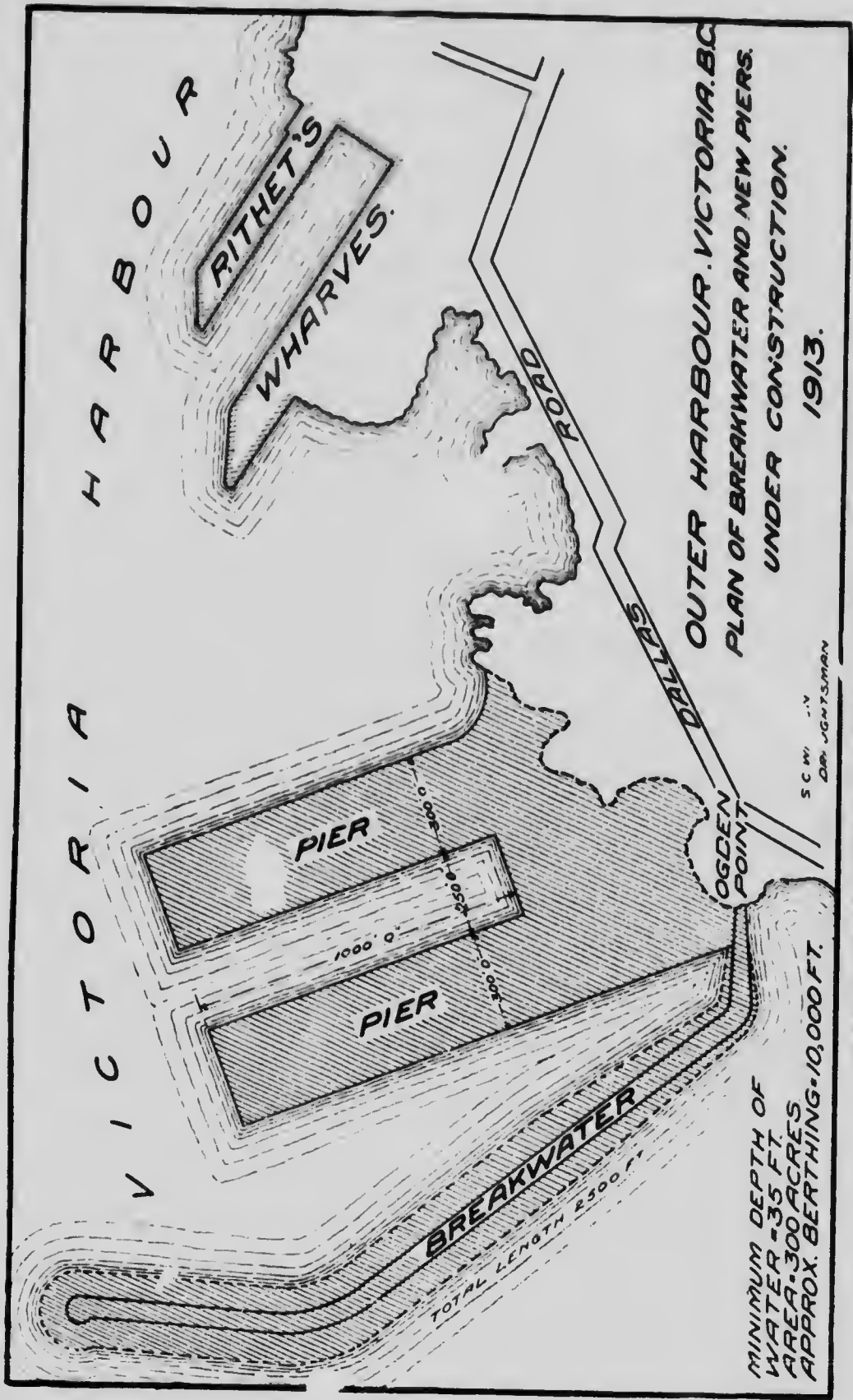
### BUSINESS ADVANTAGES OF VICTORIA

**T**HE VOLUME of business transacted in Victoria is steadily growing. Building permits and bank clearance advances are two of the most unerring signs of this. 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 the coming years.

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.



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

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



Ocean Freighters

Loading Whale Oil

**OUTER HARBOR, VICTORIA, B. C.**



Blue Funnel Liner "Titan"

Three Masted Ship "Slieve Roe"

**OUTER HARBOR, VICTORIA, B. C.**

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 shipbuilding 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.

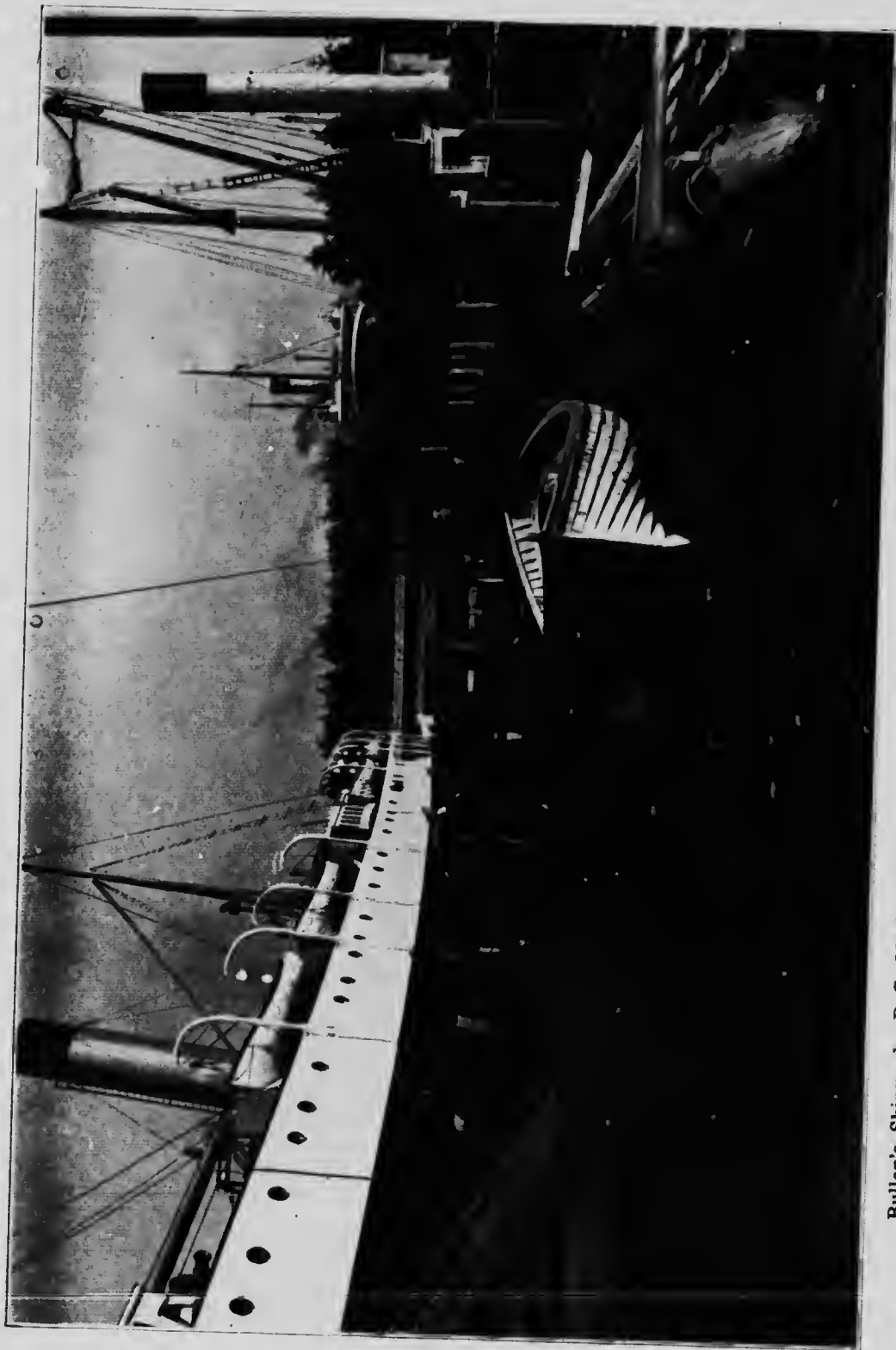
Both the insured and the insurers in the maritime world will find it cheaper to make Victoria the central Northwest Pacific port, and this fact, in the last analysis, will determine the city's future. A doubling of both freight and passenger traffic in the past three years at Victoria shows how this salient commercial feature governs ocean trade.

### **THE GOVERNMENT DRY DOCK AT ESQUIMALT HARBOR**

The Dominion Government has just made an initial appropriation of \$500,000.00 towards the construction of a Dry Dock at Esquimalt Harbor, the harbor being immediately adjacent to and part of Victoria. The selection of Esquimalt Harbor for this Dock makes history. It is the national seal of approval on Victoria as a great Imperial port, and is destined to bring in its wake immense shipbuilding industries.

This dock will be one of the largest in the world. Its length is 1150 feet, 110 at the gate, and 35 feet of water over the sill. Its capacity will be more than equal to the very largest ship afloat. The eventual cost will be in the neighborhood of \$4,000,000. Esquimalt Harbor has long been known as one of the best harbors in the world, it being very easy of access, free from obstructions, with deep and bold water on all sides.

Shipbuilding is already being carried on extensively in this harbor, and the C.P.R. coasting steamer "Princess Maquinna," built



Bullen's Shipyards, B. C. Marine Railway—C. P. R. Steamship "Princess Maquinna" just being completed

at this harbor will very shortly leave the stocks for active service. There is already a dry dock for the repair of ordinary-sized vessels, this dock being 450 feet in length, with a width of gates 65 feet, and depth of water varying from 27 to 29 feet. The Esquimalt Marine Railway and the B. C. Marine Railway Company are permanently identified with shipbuilding and repairing on this harbor.

No more significant occurrence has happened in the annals of Victoria than the selection of Esquimalt Harbor for this dock. It not only means the development of commerce which will follow in its wake, but it is especially significant of the strategical importance of Victoria as the premier port on the Pacific, and of Esquimalt Harbor as the coming naval base of the British Empire in Pacific waters.

It will provide effectually for the handling of any vessels afloat, and be of incalculable importance to all fleets, or units of fleets, hereafter to be stationed by the Empire in Pacific waters.

#### **THE COMING PACIFIC RAILWAY CENTRE 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 growth of the shipping trade of Victoria is steadily increasing. Today over 75 liners, with aggregate registered tonnage of approximately three-quarters of a million tons, ply here regularly, and when the many ocean freighters in no fixed trade which also ply here, are added, the tonnage will far exceed a million tons.

In the Transpacific trade over 50 liners of aggregate tonnage of more than 400,000 tons, make regular calls at the Outer Docks. Largest and most palatial of the fleets are the R.M.S. "Empress of Asia" and "Empress of Russia," of the C. P. R. Co., and the





Canadian-Australian Liner "Niagara" Docking at Outer Harbor, Victoria, B. C.

"Niagara," of the Canadian-Australian line, each of which entered service during 1913. All three are of 14,500 tons register.

Steadily the fleets increase. Last year about 40 per cent. more steamers were added and greater additions are in prospect. When the Panama Canal is completed there will be greater advances. This year the Royal Mail Steam Packet line, the greatest shipping concern in the world; the Hamburg-Amerika line, Germany's greatest owners; the Grace line and other firms started new services, and previously established lines augmented their fleets with larger carriers to cope with the growing trade.

The approaching completion of two new railroads, the C. N. R. and G. T. P. transcontinental lines, and P. G. E. railway across British Columbia, will be followed by more additions to the steamship services. Sir William Mackenzie, President of the C. N. R., announced in May that his company had completed plans for the establishment of both ocean and coasting fleets to connect with the railroad system to be completed from coast to coast within a year.

#### LINES PLYING TO VICTORIA

##### From the Orient—

Canadian Pacific Railway.....	Six	steamers.....	Fortnightly
N. Y. K. (Japan Mail).....	"	"	"
O. S. K. (Japan).....	"	"	"
Bank Line (Weir).....	Five	"	Monthly
Blue Funnel (Holt).....	Ten	"	"
R. M. S. P. ....	"	"	"
Hamburg-Amerika .....	"	"	"

##### From United Kingdom via the Orient—

Blue Funnel Line.....	Monthly
R. M. S. Packet.....	"
Hamburg-Amerika .....	"

##### From the United Kingdom via South America—

Harrison Line.....	Monthly
Kosmos Line.....	"
Maple Leaf Line.. ..	"

##### From New York—

Maple Leaf Line.....	Monthly
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##### From Australia and New Zealand—

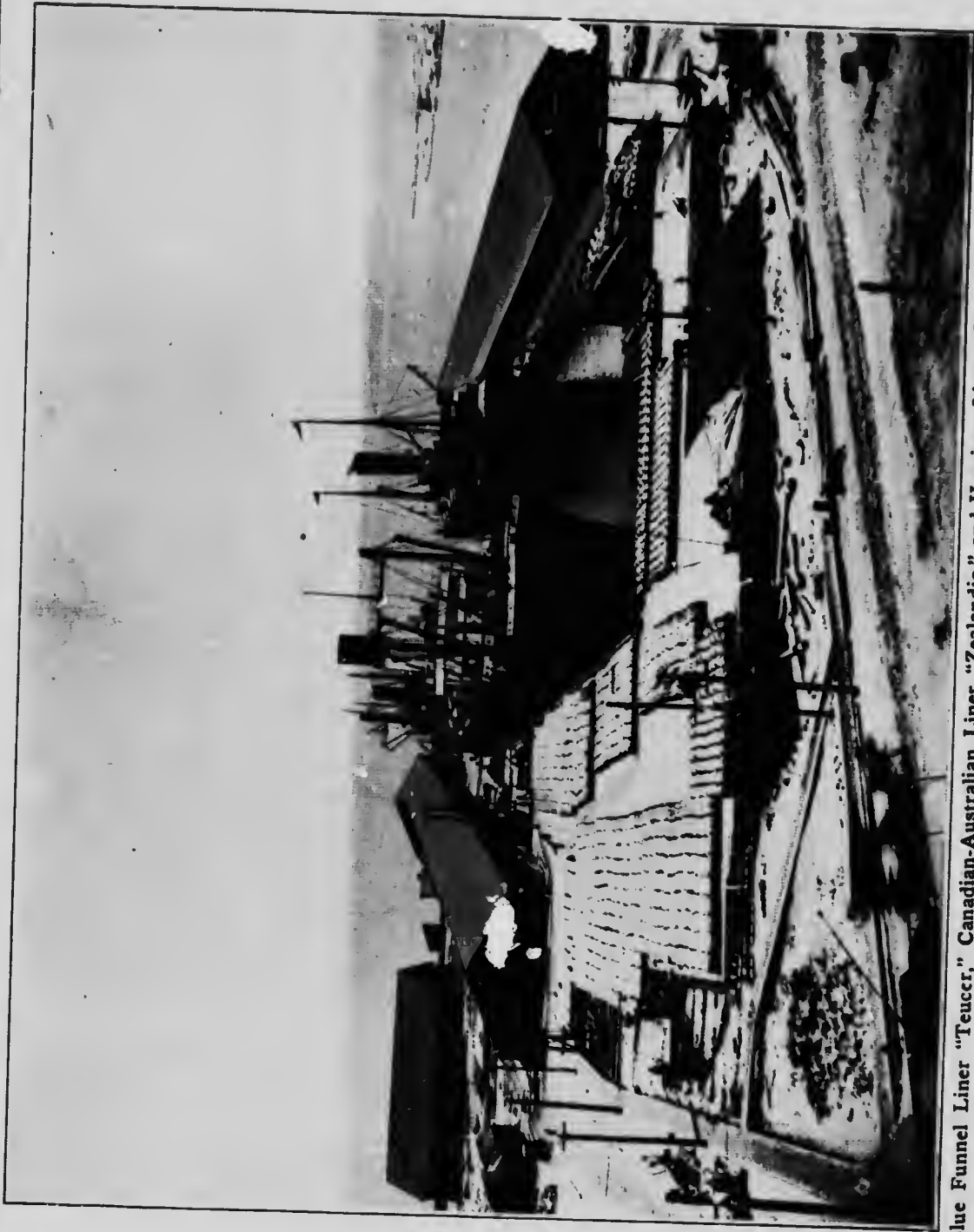
Canadian-Australian Line.....	Monthly
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##### From Mexico and South America—

Grace Line.....	Monthly
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##### From San Francisco—

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

## VICTORIA'S MAGNIFICENT NEW OUTER HARBOR

The Outer Harbor as being built by the Dominion Government will provide for approximately 10,000 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 \$2,300,000.00 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 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.

The 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. Two 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. The concrete piers will be of 1,000 feet in length, and there will be room for close to 30 of the largest ocean going craft on the final turning over of the work. To connect the Harbor with the Railway Terminals on the 112 acres set aside for that purpose on the former Songhees Reserve there will be direct rail connection.

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 arrangements, 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.



**Ship "Poltalloch" Loading 1,639,91. 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

## Trade and Commerce at Victoria's Inner Harbor

**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.

### INNER HARBOR FLEET

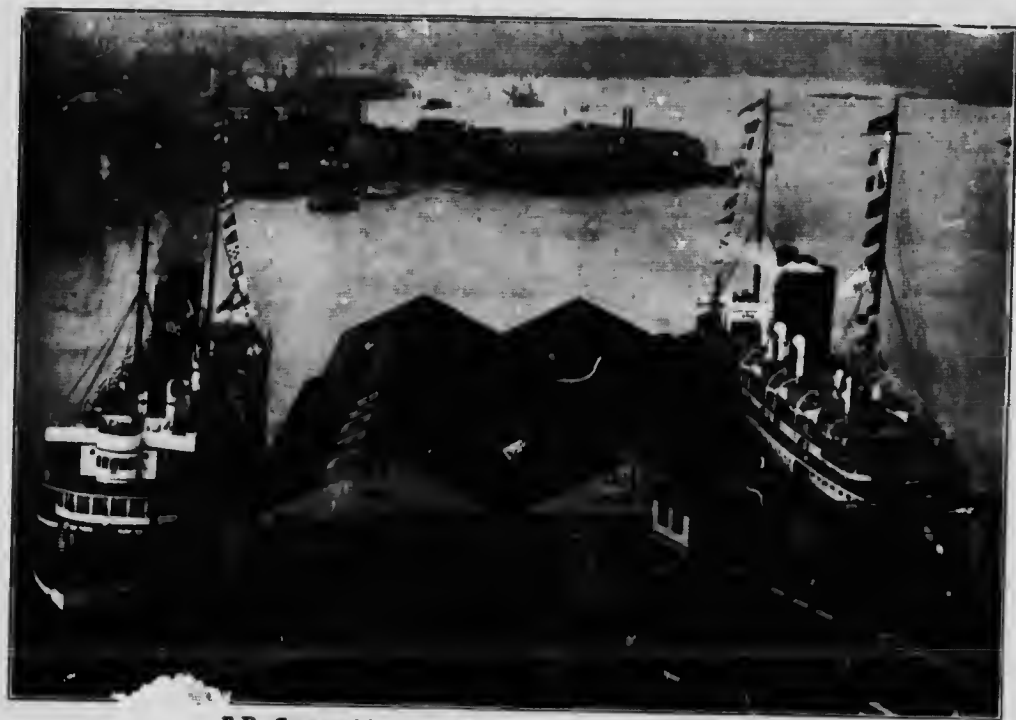
The following list of steamship companies and vessels using the Inner Harbor will give some idea of the volume of freight and passenger traffic there, and it should be remembered that the number of vessels as well as the amount of business at the Inner Harbor, is steadily increasing year by year. In May, Sir William Mackenzie, President of the Canadian Northern Railway, announced that a coasting fleet, to compete with the Canadian Pacific and the Grand Trunk Pacific companies, would be established by his company when the railroad was completed, probably next year.

The British Columbia Coast Service of the Canadian Pacific Railway has 27 vessels and is adding to the fleet two new Princess liners of 5,000 tons, with turbine engines, under construction in the United Kingdom, and the new built-in-Victoria steamer "Princess Maquinna;" the Grand Trunk Pacific has five, and others are in prospect; The Union Steamship Company, of Vancouver, send vessels here; the Boscowitz Company operates the "Venture;" the Northern Steamship Company the "Cetriana;" the Vancouver-Portland Cement Company operates the "Marmion" and "Leona;" the B. C. Marine Railway Company has the steamers "Salvor," "William Joliffe" and "Mande," and the Dominion Government operates a fleet including the "Estevan," "Quadra," "Newington," "Beryl," "Point Ellice," "Point Hope," "Petrel," "Princess," "Ajax," "Mudlark," and other tugs and dredgers, and will soon add 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.



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



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

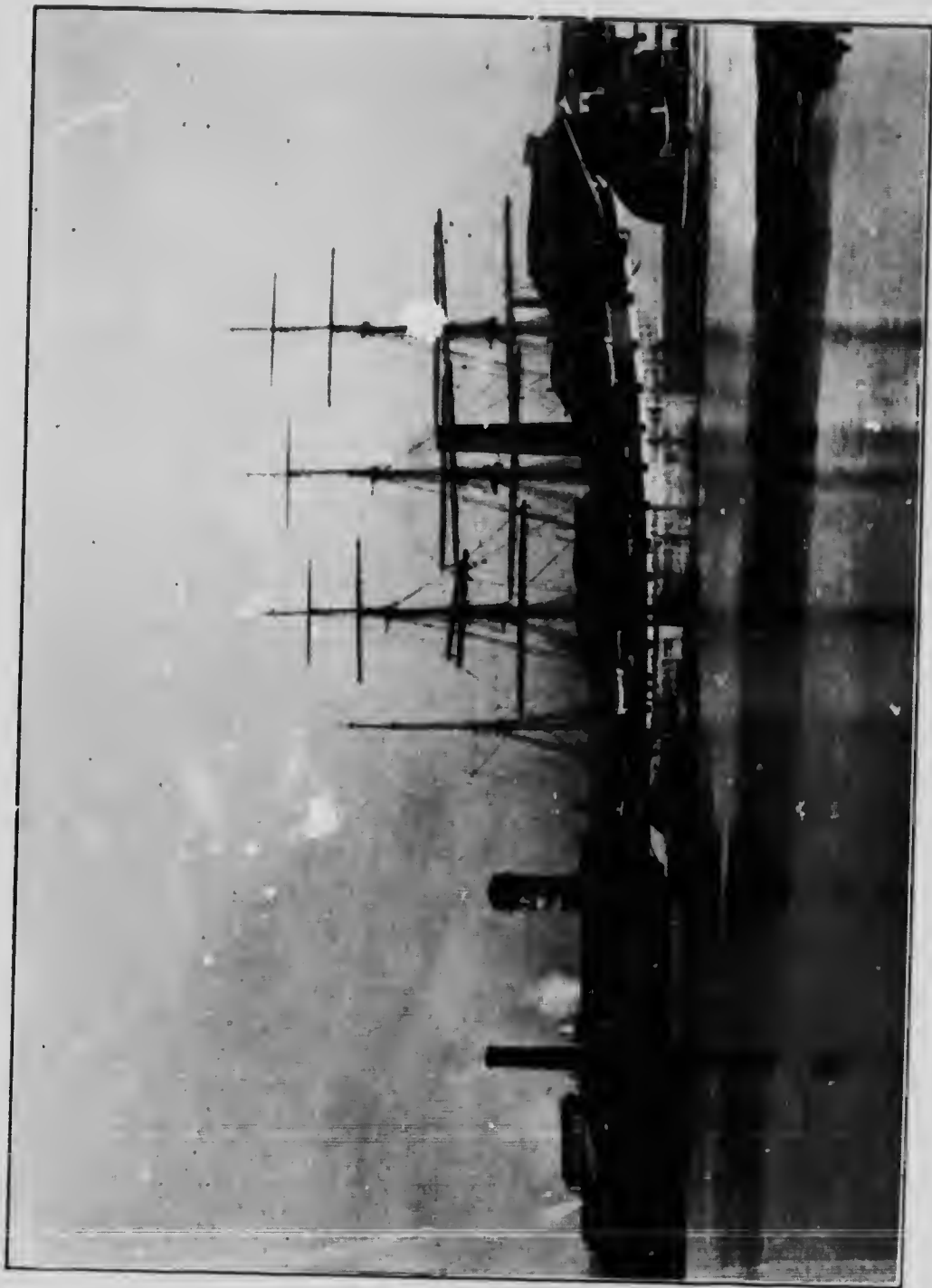
and a large fleet of freighters and tugs are operated by various owners, including the "Leebro," of the Crescent Steamship Company; the "Selkirk," of Captain Grant & Co.; the "Forager," "Grainer" and "J. L. Card," of Brackman-Ker Co.; "Celtic" and other vessels.

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" and 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 "Burrin" operates regularly between Victoria and the Fraser River. The "San Juan II," connects Victoria, San Juan and Bellingham. The "Iroquois," of the Puget Sound Navigation Company, runs for the C. P. R. between Victoria and Tacoma and Seattle in a daily service, and the "Sol Duc" between Victoria, Port Angeles and Seattle.

The regular passenger and freight services from Victoria are 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 "Sol Duc" leaves the C. P. R. dock at 11 a.m. daily for Seattle via Port Angeles. 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.





**Barque "Elginshire" Loading**  
1,832,834 feet of lumber. Canadian Puget Sound Lumber Co.'s Docks, Inner Harbor

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 "Camosun" in frequent service to Northern B. C. ports. The Northern S.S. Company operates the "Cetriana" 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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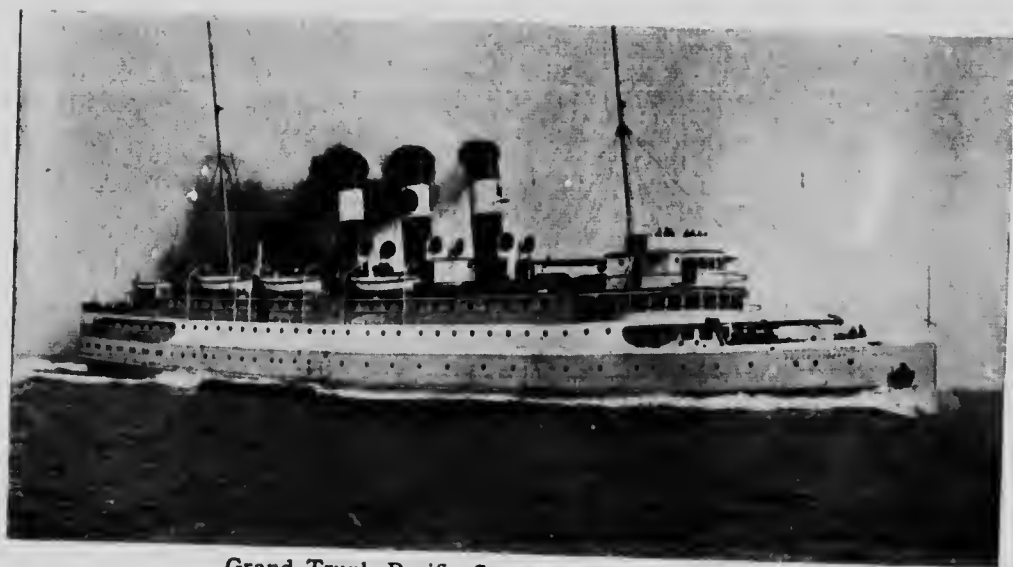
**T**HE NECESSITY of improving the Inner Harbor of Victoria was long ago made manifest. To quote from the Report of Mr. Louis Coste, the Engineer employed by the Dominion Government, and whose plan for both Victoria's Outer and Inner Harbors is now being carried out:

"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."

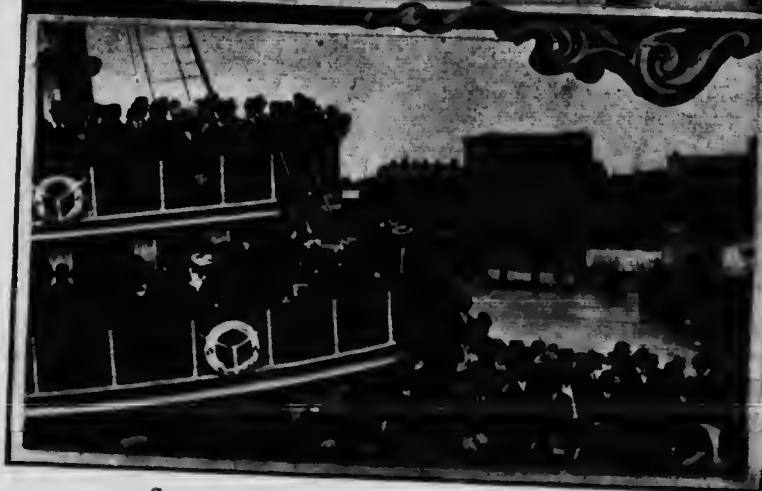
"The geographical position of that port (Victoria), at the southeast end of the Island of Vancouver, almost at the point of junction between the Strait of Georgia and the Strait of Juan de Fuca, gives it a commanding advantage over any other port in the Province in the matter of trade and commerce with 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.



Grand Trunk Pacific Steamship "Prince Rupert"



Summer Tourist Traffic at Victoria, B. C.

"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, the Provincial Government having reserved foreshore rights for manufacturing purposes along the former Songhees Reserve, and the traffic now carried on from the Harbor 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 Following Figures Will Show the Steady Commercial Progress of Victoria for the Past Ten Years from 1903 until 1912 Inclusive**

Tonnage of Vessels		Import Duties		Building Permits	
1903	.... 3,371,759 tons	1903	..... \$ 747,833.82	1903	..... \$ 675,880
1904	.... 3,252,862 "	1904	..... 724,685.12	1904	..... 607,150
1905	.... 3,158,330 "	1905	..... 809,339.98	1905	..... 554,250
1906	.... 2,915,036 "	1906	..... 681,262.93	1906	..... 699,300
1907	.... 4,138,934 "	1907	..... 1,194,469.82	1907	..... 1,490,250
1908	.... 4,852,481 "	1908	..... 1,029,296.00	1908	..... 1,314,240
1909	.... 4,826,769 "	1909	..... 1,240,612.63	1909	..... 1,773,420
1910	.... 5,673,697 "	1910	..... 1,544,203.63	1910	..... 2,373,045
1911	.... 7,307,274 "	1911	..... 1,984,893.62	1911	..... 4,260,315
1912	.... 9,046,113 "	1912	..... 2,618,025.13	1912	..... 8,182,155
<b>Increase - 168.29%</b>		<b>Increase - 250.08%</b>		<b>Increase - 1,110.59%</b>	

Bank Clearings	Tramway Traffic	Post Office Receipts	Property Assessments
1903 .. \$ 30,818,428	1903 ... 2,670,760	1903 .. \$ 52,343.00	1903 .. \$17,699,575
1904 .. 33,070,009	1904 ... 2,949,305	1904 .. 55,069.00	1904 .. 17,881,980
1905 .. 36,890,464	1905 ... 3,092,538	1905 .. 56,332.00	1905 .. 18,136,154
1906 .. 45,615,615	1906 ... 3,420,536	1906 .. 61,466.75	1906 .. 18,570,135
1907 .. 55,330,588	1907 ... 3,790,941	1907 .. 62,500.14	1907 .. 21,945,080
1908 .. 55,356,013	1908 ... 4,538,372	1908 .. 84,679.14	1908 .. 24,650,850
1909 .. 70,695,882	1909 ... 5,093,509	1909 .. 88,895.07	1909 .. 28,326,120
1910 .. 101,567,074	1910 ... 5,440,999	1910 .. 96,807.55	1910 .. 37,890,000
1911 .. 134,929,816	1911 ... 8,227,208	1911 .. 108,344.85	1911 .. 60,007,985
1912 .. 183,544,238	1912 ... 10,976,690	1912 .. 135,285.96	1912 .. 88,742,130
<b>Increase - 495.57%</b>	<b>Increase, 310.99%</b>	<b>Increase, 158.46%</b>	<b>Increase, 401.38%</b>



Esquimalt Harbour, Victoria, B. C.—Home of the New Dominion Government Dry Dock

## Victoria's Steady Growth

**V**ICTORIA will make enormous progress during 1913 and 1914 because during that time the following will be under way or finally completed:

1.—The Outer Harbor Works, including the Breakwater, together with the Docks, two immense concrete piers, 1,000 feet each in length, spacious warehouses and modern cargo-handling facilities, a Railway Ferry Slip, and accommodations for close to 10,000 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.—Dominion Government's magnificent Dry Docks at Esquimalt, one of the three largest in the world. Estimated cost, four millions of dollars.

3.—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.

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

5.—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 present entire completion of its east and west Island line from Crofton to Cowichan Lake.

6.—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.



Steamship "Lord Derby" undergoing repairs at Esquimalt Dry Dock

7.—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.

8.—Inner Harbor improvement of old Songhees Reserve Fore-shore to enable Provincial Government to provide manufacturing sites for intending manufacturers with rail and sail transportation; such sites to be either leased or purchased.

9.—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.

10.—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.

11.—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.

12.—The addition to the Coast Trade and the Foreign Trade of many 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, nevertheless, a great deal of manufacturing carried on in various directions, which employs in the aggregate a large body of men. But the great industries to come, the steel mills, the shipbuilding 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





Steamship "Princess Sophia" on Floating Dock, Equimalt Harbour

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 offering 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, carshops, 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 Railway Company's Power Plant at Jordan River will afford a 26,000 horse power service at this point, and the establishment of another power plant of six thousand horsepower at Brentwood Bay, near Victoria, affords 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. Songhees Reserve sites owned by Provincial Government and open for leasing with splendid facilities for both sail and rail transportation. Immense mines of coal comparatively near at hand.



H.M.C.S. "Rainbow" on the Dry Docks at Esquimalt

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.

### **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 for 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 shipbuilding 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.

### **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 Arctics would still be only fit for Esquimaux. A city in the tropics is at best endurable solely by the natives of such

### 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

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 twenty 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.: 1910, 1911 and 1912. These tables are compiled by E. Baynes Reed, Superintendent of the Dominion Government Meteorological Office, Victoria, B. C.

Average temperature .....	1910 .....	49.6
Average temperature .....	1911 .....	48.8
Average temperature .....	1912 .....	50.33
Total rainfall .....	1910 .....	35.36 inches
Total rainfall .....	1911 .....	22.55 inches
Total rainfall .....	1912 .....	29.53 inches
Yearly snowfall .....	1910 .....	8.8 inches
Yearly snowfall .....	1911 .....	16.35 inches
Yearly snowfall .....	1912 .....	3.20 inches



Parliament Buildings, Empress Hotel and Causeway

The entire table for 1912 is 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 and business conditions, therefore, are unequalled in Victoria.

1912	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Year
Highest Temperature	52.5	53.9	58.3	61.8	81.2	85.9	89.8	81.8	78.4	63.2	55.4	49.6	80.8
Lowest Temperature	23.5	26.5	27.2	30.2	37.9	41.2	45.5	41.2	41.7	33.	30.3	31.4	23.5
Rainfall .....	3.83	3.14	1.43	1.30	1.56	.99	1.15	2.26	.66	2.33	5.04	5.84	29.53
Snowfall .....	3.20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3.20
Total Precipitation.. (Rain and snow)	1.15	3.14	1.43	1.30	1.56	.99	1.15	2.26	.66	2.33	5.04	5.84	29.85
Duration of Bright Sunshine .....	14.24	95.48	193.54	115.18	211.48	225.06	218.30	193.06	186.54	117.42	32.48	22.54	1661.12
(Hours and minutes)													
Mean Temperature..	40.6	43.0	42.5	48.6	56.0	59.1	61.9	59.9	57.2	48.6	45.2	41.3	50.33

In reducing snowfall to rainfall, 1" of snow is equivalent to 0.1" of rain

## SUMMARY

Victoria, with its suburbs and adjoining communities, has about sixty-six 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 equalled 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, 7.16. Rate for 1910, 8.14 (eight and one-seventh). Rate for 1911, eight and one-sixth. Rate for 1912, 7.16.

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, Popu-





Section of Victoria's Outer Harbor, Dallas Road

lation 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, within reasonable rail and tramway distance of the city, for the raising of fruit, berries, vegetables, bulbs, flowers, and poultry, to those who have capital and experience.

It is the Gateway to the Pacific and the Orient, the Last West's greatest outpost, a city just on the threshold of a future splendid destiny.

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

The cost of living is higher than in Great Britain but as reasonable, all things being considered, as any other Canadian Coast City on the Pacific.

Mosquitoes, fleas, thunderstorms, lightning, sleet and hail are practically unknown in Victoria.

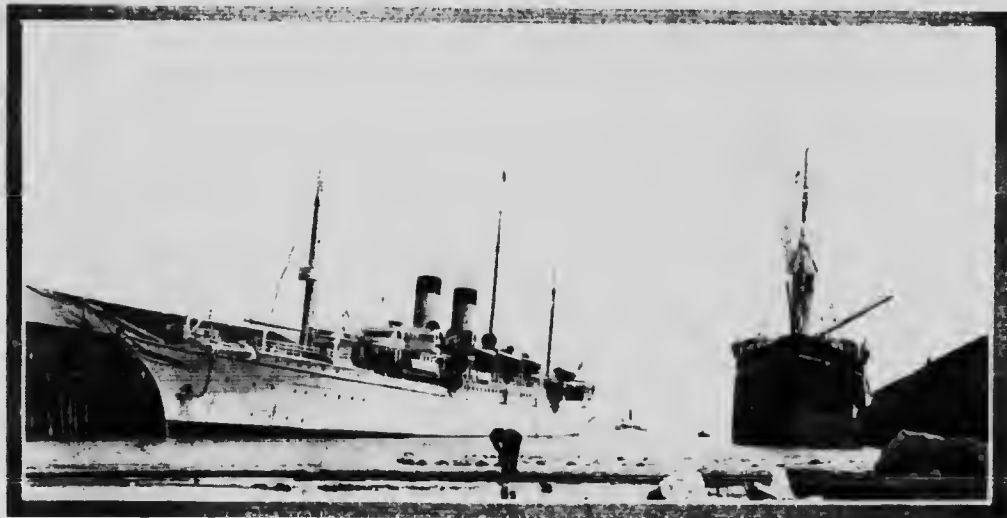
Its standard of business integrity is admittedly first-class.

Its rank as a shipping port is established by the tonnage tables and customs receipts heretofore given, and the further fact of the magnificent Outer Harbor now being built by the Dominion Government, and the great Government Dry Dock at Esquimalt.

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.



At Work on Outer Harbor Additions, Victoria, B. C.



Old-time Ocean Liner at Victoria's Outer Docks

This book has been compiled 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, Gauges Harbor (Salt Spring Island), Fulford Harbor (Salt Spring Island), Holberg, Ladysmith, Metchosin, Nanaimo, Nootka, Oak Bay, Otter Point, Parksville, Port Alberni, Port Hardy, Port Renfrew, Quatsino, San Josef, Shushartie, Sooke, Sidney, Ucluelet, and Victoria. All these should be addressed, in addition, "British Columbia, Canada."



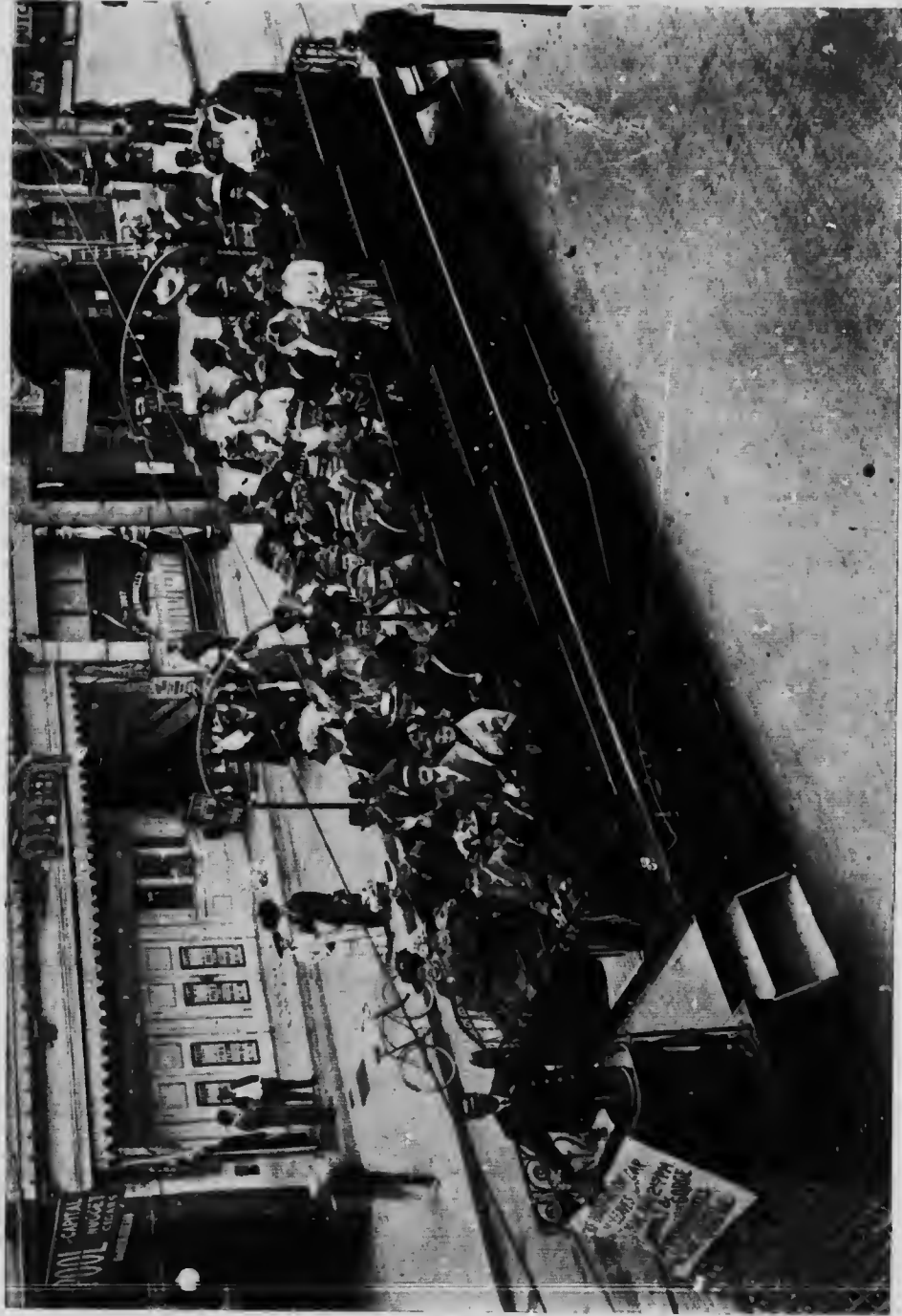
# VICTORIA *in* PICTURES

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



Street Scenes in Victoria, B. C.—Observation Car, B. C. Electric Railway Company



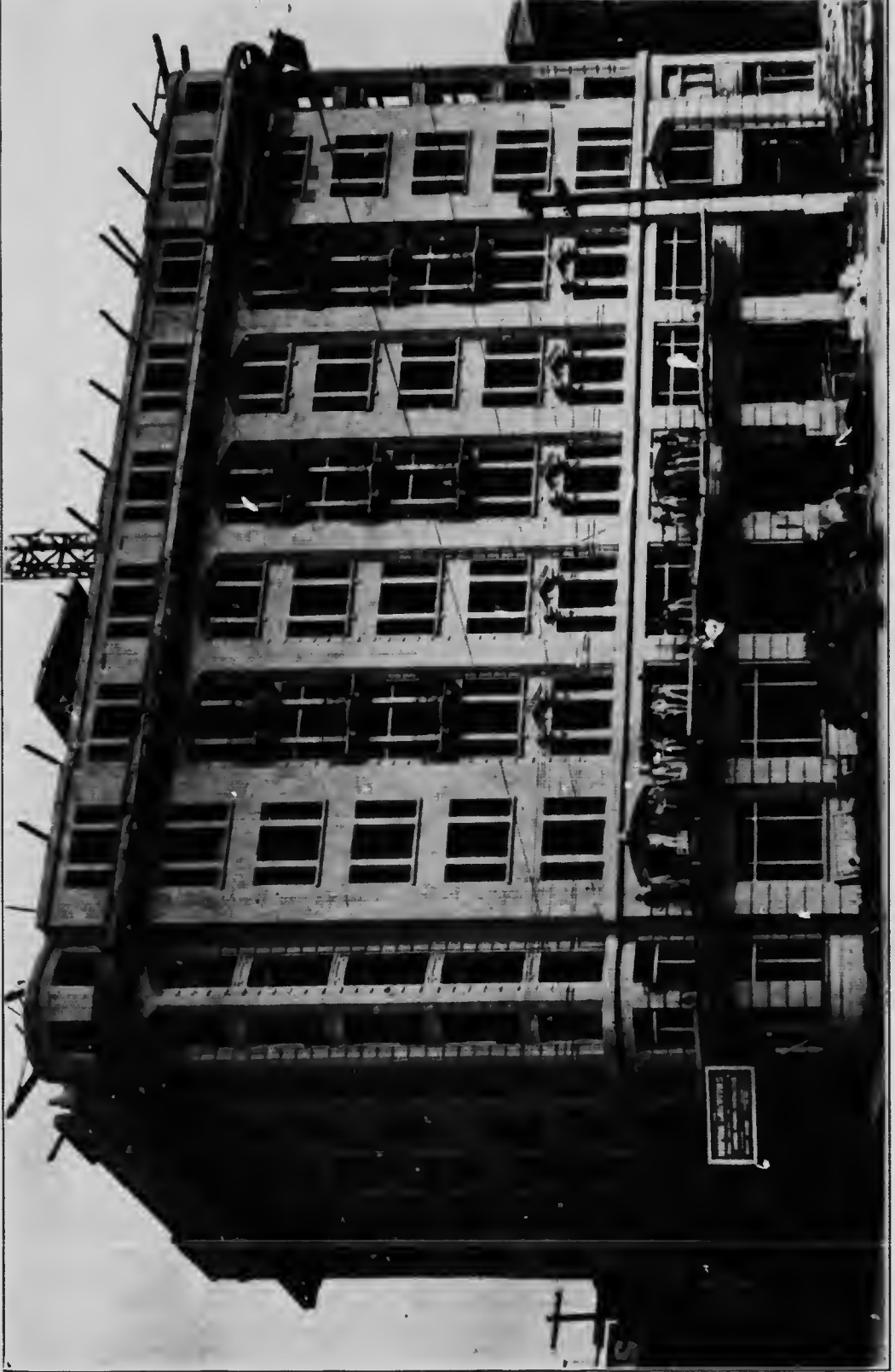
Victoria's Superb Fire Department—An early morning run



Modern Type Buildings in Victoria, B. C.—Union Bank and Central Buildings.



**Modern Type Buildings in Victoria, B. C.—Union Bank and Central Buildings.**



**One of the reasons why Building Permits have risen 1,110 per cent. in ten years in Victoria, B. C., Canada.**

**INTERIOR SCENES IN SOME OF VICTORIA'S  
MANUFACTORIES**



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



**Robertson's Iron Works—At the Forges**



**One of the Floors at Lake-McKinney, Ltd.**



On one of the floors of Brackman-Ker Milling Company



Jameson Coffee Company—Roasting Room



Among the Biscuits—Popham Bros., Limited



**Branch of Bottling Department, Houston Pickle and Vinegar Works**



**Room in Weiler Brothers' Furniture Factory**



**Pioneer Coffee and Spice Mills—Tin Box Department**



**Section of B. C. Soap Works**



**Wood Bros., Motors—Repair Floor.**



**Sweets to the Sweet—Among the Caramels at Popham Bros., Ltd.**



**Hafer's Machine Works—Finishing Room**



**Interior View, Woodworkers, Limited**



**A Corner of Schnoter's Cigar Factory**

## The BROOM on BEACON HILL

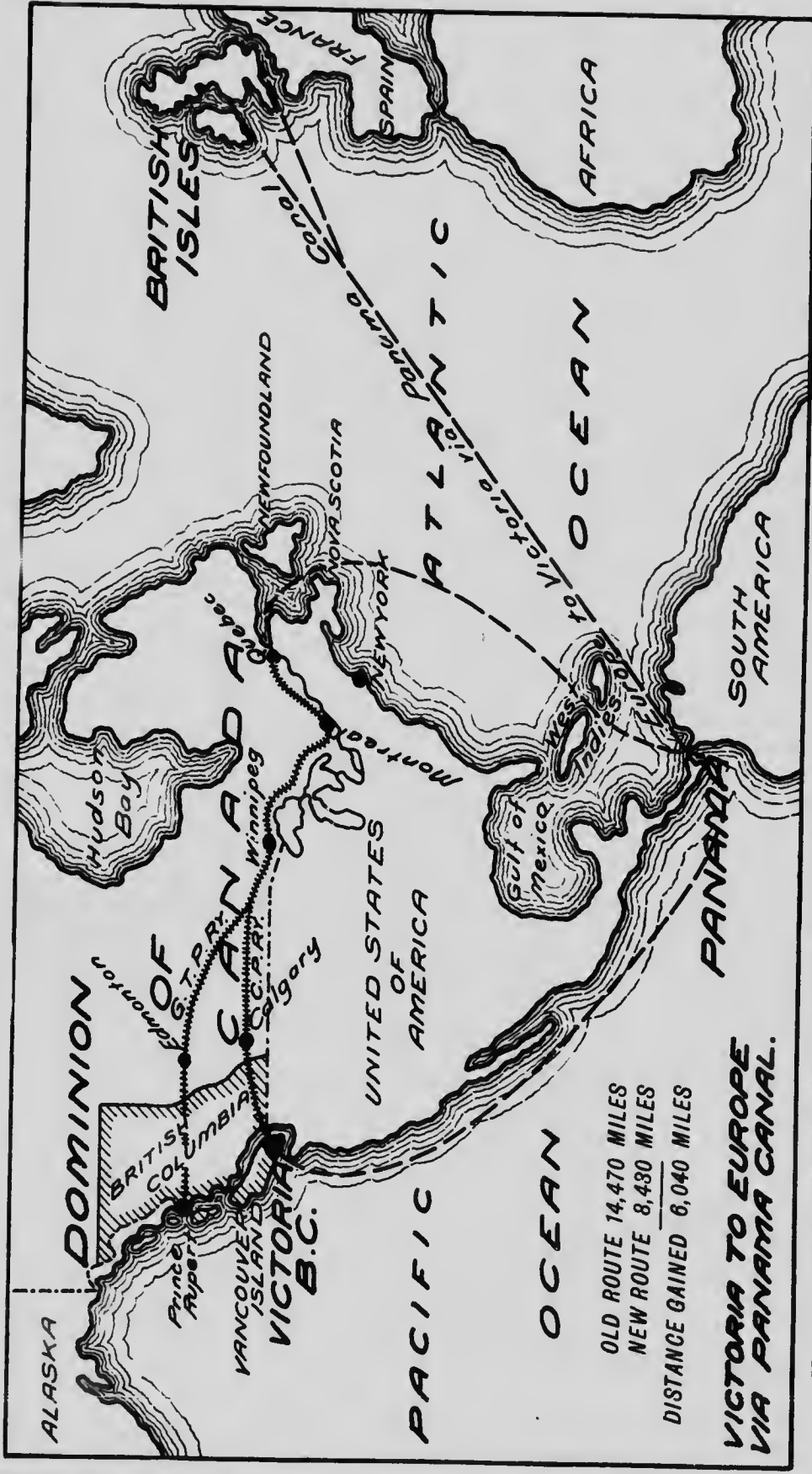


The noon-light strikes the toppling height,  
The noon-light paints the sea,  
And blazoned on the greensward bright  
Across the distant lea,  
The yellow waves of blossoms lift  
And through the spaces thrill,  
Where shines in many a golden drift  
The Broom on Beacon Hill.

Etched clear, the far Olympics stand  
Like Titans, crowned with snow ;  
And at their feet the shifting sand  
Meets tidal ebb and flow ;  
But here in aureate splendour dreams  
By Summer's grassy sill,  
In wide-spread wastes of sallow gleams  
The Broom on Beacon Hill.

The salt-sweet airs as incense rise,  
The gray gulls dip and swing,  
And past the summit viewless flies  
The wind's unwearied wing ;  
The surf-line breaks in curving fold  
Or comes and goes at will,  
And still streams out in bannered gold  
The Broom on Beacon Hill.

Beside the firs the shadows creep,  
The coast-line paler turns,  
A lone star o'er the brooding deep  
In God's far heaven burns,  
A twilight hush is on the world,  
The very birds are still,  
While waits in sunset glory furled  
The Broom on Beacon Hill.



OLD ROUTE 14,470 MILES  
 NEW ROUTE 8,480 MILES  
 DISTANCE GAINED 6,040 MILES

**VICTORIA TO EUROPE  
 VIA PANAMA CANAL.**

SIX THOUSAND MILES SAVED FROM VICTORIA TO GREAT BRITAIN BY THE NEW PANAMA CANAL ROUTE



