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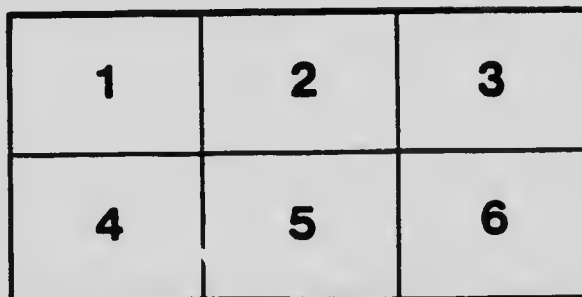
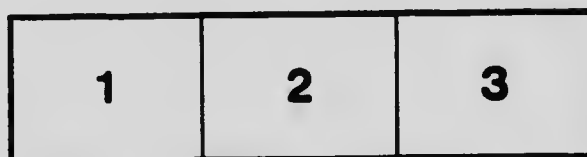
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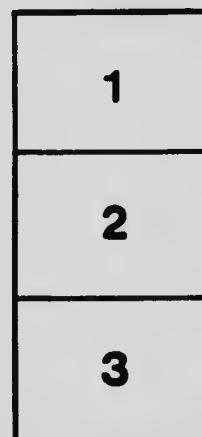
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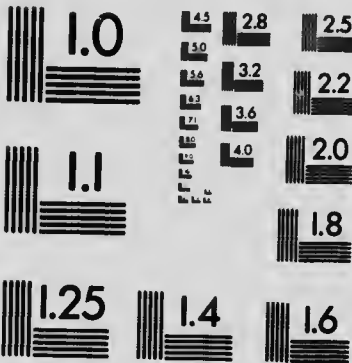
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# PORT OF VICTORIA BRITISH COLUMBIA

THE FIRST *and* LAST PORT OF CALL  
FOR ALL VESSELS TO OR FROM  
SOUTHERN BRITISH COLUMBIA *and*  
PUGET SOUND PORTS BY WAY OF  
STRAITS *of* SAN JUAN DE FUCA



VICTORIA, B.C., 1918

75

# **PORT OF VICTORIA**

## **BRITISH COLUMBIA**

**THE FIRST AND LAST  
PORT OF CALL FOR ALL VESSELS TO OR FROM  
SOUTHERN BRITISH COLUMBIA AND  
PUGET SOUND PORTS VIA  
STRAITS OF  
SAN JUAN DE FUCA**

■

**PUBLISHED BY THE  
VICTORIA, BRITISH COLUMBIA, BOARD OF TRADE  
VICTORIA, B.C. 1918**



## PORT OF VICTORIA

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Victoria, situated on the Strait of San Juan de Fuca, being on the direct route of all vessels destined to or from Southern British Columbia and Puget Sound ports, it is natural that the entries and clearances at this first and last port of call should compare favourably with any other port in Canada. This is shown in the following latest published returns of the Department of Trade and Commerce for the year ending 31st March, 1917:

Number and tonnage of sea-going vessels Entered at and Cleared from:

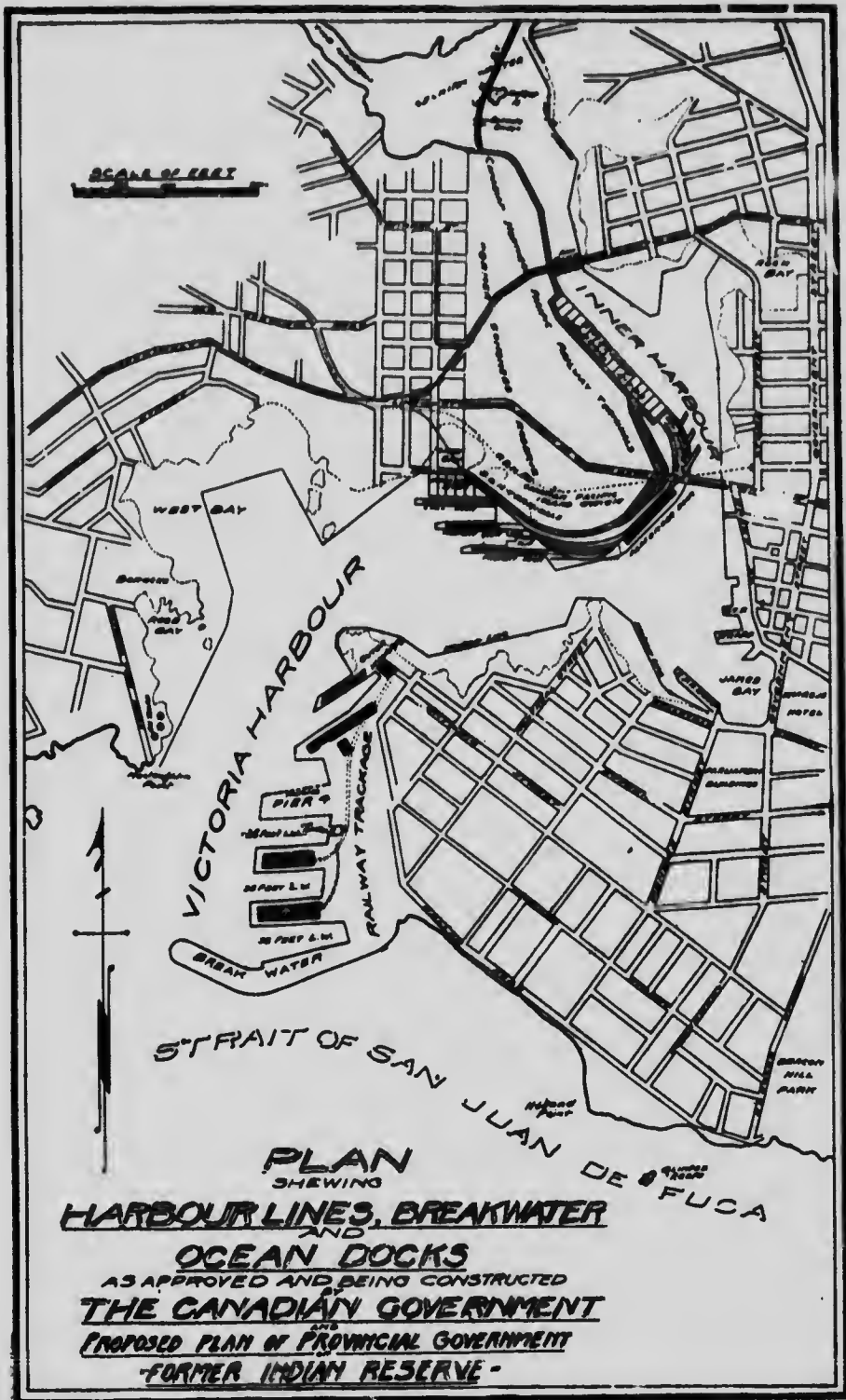
	Vessels	Tonnage
1. Halifax .....	2,641	4,740,289
2. Victoria .....	3,208	4,208,177
3. Montreal .....	1,134	3,858,823
4. Vancouver .....	3,156	3,812,865

### Ogden Point Breakwater

The Government of Canada, in 1912, recognized the great natural advantages and splendid geographical situation of Victoria and appointed Mr. Louis Coste, C.E., to investigate and report upon the situation. Mr. Coste's recommendations were approved by the Dominion Government, and a contract for constructing a breakwater, 2,530 feet in length, at Ogden Point, was awarded to Sir John Jackson (Canada) Ltd. in May, 1913. This work was completed on 22nd of January, 1917, at a cost of \$2,200,000.00.

### New Ocean Docks

Another contract was awarded to Messrs. Grant, Stettin & Co. & McDonnell, Ltd., for the construction of the new



two piers, part of those included in Mr. Coste's recommendations, and this work was completed in March, 1918, at a cost of \$2,440,000.00.

One side of the pier nearest the Breakwater is 1000 feet in length. The other side, and the sides of the adjoining piers are 800 feet each. The width of the piers is 250 feet in each case, separated by 300 feet of water, with a minimum depth of 35 feet at low tide. These piers are of solid construction, concrete cribbing on top with rubble.

On the pier nearest the Breakwater a freight shed has been constructed, 700 feet by 200 feet, said to be the largest on the Pacific Coast, costing \$218,000.00. This shed is complete in every respect for handling freight (railway trackage, electric cranes, etc.) and is connected by rail with a Car Barge Ferry Slip, which has cost an additional \$65,000.00.

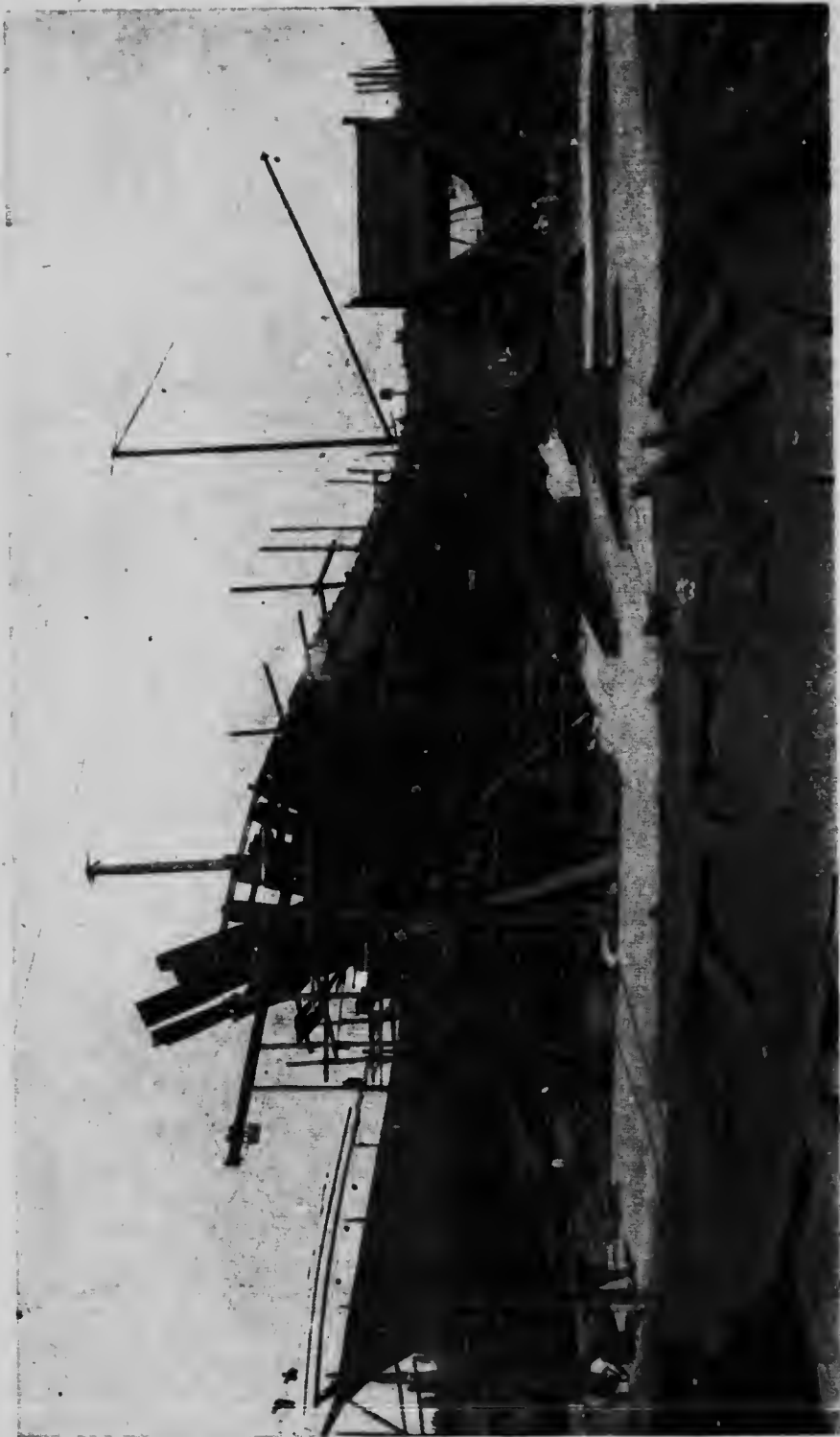
It is intended to provide similar freight shed accommodation on the other pier on a progressive plan, to meet requirements, a further 200 feet by 200 feet to be immediately constructed and connected by rail with the Car Barge Ferry Slip.

### **Private Wharves**

Victoria is indebted to private enterprise and railway corporations for wharf accommodation, and it redounds to the credit of her citizens and those corporations that the shipping of the port, both coastwise and overseas, has grown to such large proportions.

### **Panama Canal**

The new works were planned to take care of increased shipping which would have followed the opening of the Panama Canal. The war, however, has upset these calculations and much shipping has been entirely withdrawn from Pacific Ocean trade in order to be placed in war service upon the Atlantic and elsewhere. It is, therefore, gratifying to find that the volume of over-seas shipping using the port of



Inner Harbour Ass'n  
THE CAMERON-GENOA COMPANY'S SHIPYARDS, POINT ELLICE, SHEWING THE JEAN STEADMAN READY  
FOR LAUNCHING AND TWO FIVE-MASTED SCHOONERS  
UNDER CONSTRUCTION

Victoria has been maintained, with the certainty of an enormous increase upon conclusion of the war and return to peace conditions.

### **Railway Terminal Facilities**

It will now be possible to load these transshipment freights direct into rail cars, as is done with the most modern facilities anywhere existing, and the cars can be safely and expeditiously moved by car ferry to any Mainland rail-head desired. There is practically no limit to the possible expansion of this business, if energetically developed.

### **Port Charges**

An important factor to this end will be found in the Port Charges, and while these collectively are already lower than elsewhere on this Coast, endeavors are being continued to obtain further reductions. The Pilotage situation has recently been investigated by a Royal Commission, and it is expected that the report will provide for still lower pilotage rates.

Sick Mariners Dues should be either abolished or a more modern system of collection adopted, commensurate with the service required. It must be mentioned that the Government of Canada for years has been, and is at present, collecting at British Columbia ports one dollar for about every fifty cents expended upon sick mariners.

These two items are practically the only charges paid by vessels calling at Victoria.

### **Bonding Facilities**

The Canadian Government regulations already provide for holding goods in Bond in private warehouses, but it is desirable that such facilities should be extended by the construction of suitable premises entirely under Government control, where it would be possible not only to store goods on



THE CAMERON-GENOA SHIPYARDS, UPPER HARBOUR, SHOWING FOUR AUXILIARY SCHOONERS ON  
THE WAYS AND THE JEAN STEADMAN AFTER LAUNCHING

Inner Harbour Ass'n

a rental basis, but to draw samples, exhibit them, repack goods—in brief, establish an entreport with practically all the facilities of a free port.

### **Coal Bunkers**

The coaling of ships is generally associated with bunkers, but the use of hulks is now common. They are equipped for coaling ships either overhead through the hatches, or through the sides, as construction of the ship may require. This Board of Trade has long desired coaling facilities at Victoria, feeling confident that advantage would be taken of the superior steam qualities of our Island coal if vessels could be saved the time occupied in proceeding to the mine bunkers, as is now necessary.

### **Fuel Oil**

With large oil tanks already established at the entrance of Victoria Harbour, it should not be difficult to extend the oil supply service to ships requiring that fuel.

### **Water**

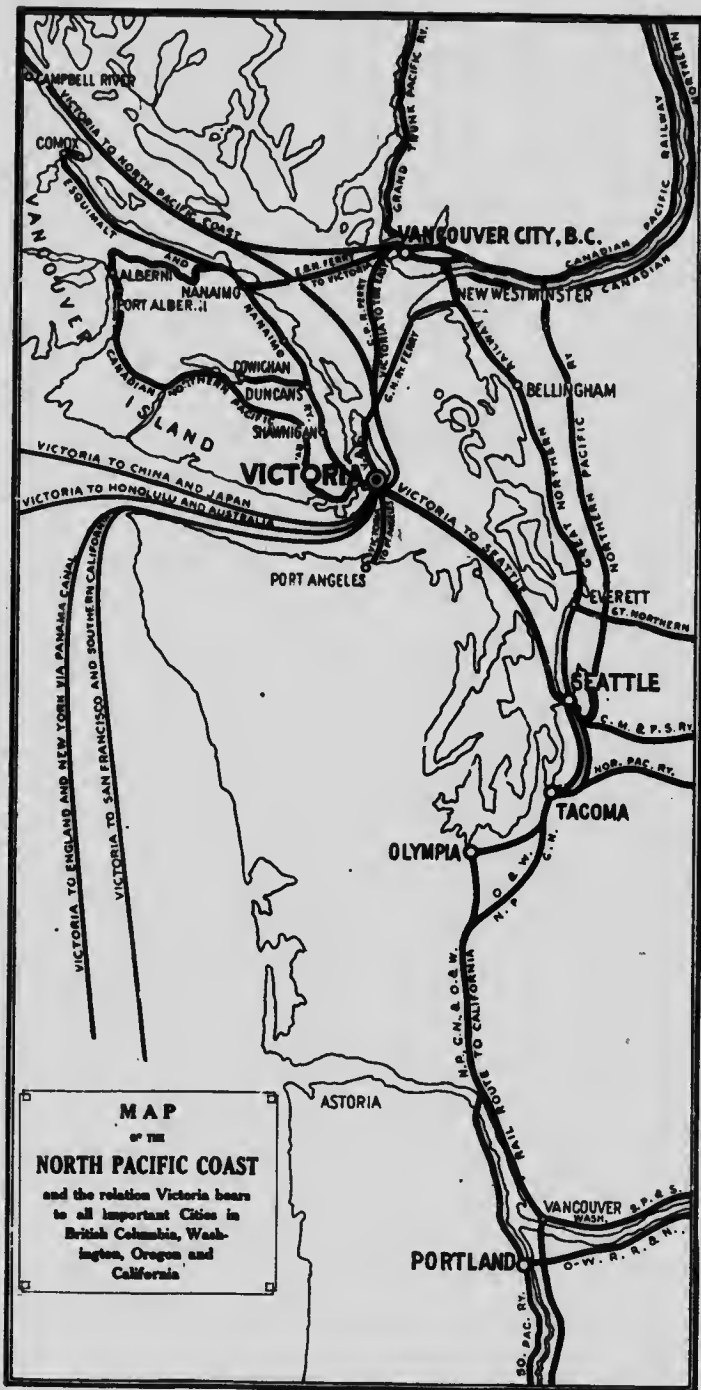
Pure, fresh water is available at the wharves and is supplied in any quantity at a low rate.

### **Grain Elevator**

Mr. Coste's plans provide for the establishment of a Grain Elevator at the shore end of the piers at Ogden Point. It is believed that this could be used with advantage, especially in the case of ships proceeding to sea after failing to secure full capacity of cargo at a Mainland port. Such vessels could complete their loading with grain at Victoria, and would perhaps accept a lower freight rate rather than proceed on a long voyage with empty cargo space. Enlargement of the Grain Elevator would naturally keep pace with the demands upon it.

### **Connection Between Ocean Docks and Island Railways**

The Canadian Pacific Railway Company's position to do Island business with the Ogden Point ocean docks is already



practical, for cars can be transferred to their line by using their Esquimalt Car Ferry Slip. Similar facilities will be available for other lines of railway.

The Provincial Government, in developing the former Indian Reserve, is placing common user rail trackage along the waterfront, which will be available to both the Canadian Pacific Railway Company and the Canadian Northern Pacific Railway Company. A Car Barge Ferry Slip is also contemplated at the south-western end of the Reserve, and its construction and the rail connections will be provided for by the Provincial Government at the earliest possible date.

The Canadian Northern Pacific Railway Company's steam Car Ferry in its operations will enable that Company to advantageously cater to the Oriental trade, which the Canadian Pacific Railway Company has shown to be possible of development, for that business now done through this port is almost entirely due to the enterprise of the Company's agents in the Orient in arranging for routing at this end before the goods are shipped at point of origin.

### **Natural Advantages of the Port of Victoria**

In estimating possible port development at Victoria attention must be given to recent changes in Pacific Coast shipping movements. It is not many years since San Francisco was the principal port on this Coast, but that is changed and now by far the greater movement of shipping is via the Strait of San Juan de Fuca, en route to Puget Sound and British Columbia ports. With few exceptions all these vessels call at Victoria, and in many cases they do not call elsewhere in this Province. From a glance at the accompanying sketch map it will be seen that Victoria is on the direct line to all inland ports.

The entrance to the Harbour has ample depth of water and it is quite free of any obstacle to navigation. Fog is practically negligible, records extending over twenty years

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proving the average number of days upon which fog has occurred to have been twenty-four per annum, and many of these fogs were of short duration.

The payment of Pilotage at Victoria is compulsory for vessels engaged in foreign trade, but the captains of one regular line dock their vessels without assistance.

Victoria Inner Harbour is used almost exclusively by vessels engaged in coast trade, and these vessels do not employ pilots.

Given these exceptional natural advantages, the aim of this Board of Trade has been and will continue:

To provide every modern facility, for handling freights and passengers, coaling and bonded warehouse facilities for local and transcontinental business, and

To reduce the charges to vessels calling at Victoria to the lowest possible minimum.

