

petent judges, that such a praiseworthy state of affairs exists. Even at the gold mines "rowdism" is almost unknown.

EXPORTS AND IMPORTS.—The principal article of export is gold, \$38,166,970 having been exported from 1858 to 1875. Next in importance comes lumber (sawn timber), coal, furs, fish, canned salmon, fish-oil, wool, cranberries, and hops. The total value of exports during the fiscal year ending June 30th, 1875, amounted to \$2,824,812, and of imports, \$2,543,502, showing an increase over the preceding year of \$704,188 in the exports, and \$457,942 in the imports; the latter increased still further in 1876, amounting to \$3,118,597. It will thus be seen that whilst depression of trade has affected the rest of America, the value of dutiable goods imported into British Columbia during the year 1876 shows an increase of some \$300,000 over the preceding year. It is most satisfactory to observe that the volume of trade is constantly on the increase, and the balance is in favour of the province.

SAVINGS BANKS AND POST OFFICES.—There are Dominion Government savings banks at Victoria, New Westminster, and Nanaimo, where deposits from one dollar to any amount may be made. Interest at 5 per cent. per annum is added to the principal on the 30th of June, and the money may be withdrawn at any time on demand up to 20%, and at seven days' notice, for any sum above that amount. Immigrants should put their money into one of the banks on arrival. The security is absolute, as they are directly under the control of the Canadian Government.

There are about forty post-offices in the Province, and the postage is 1½d. for local and Canadian, and 2½d. for English letters. Nearly every outlying settlement has an office.

Telegraphic communication is established between the most important towns, and news is received from London *via* New York daily.

INTERNAL COMMUNICATION.—On Vancouver Island, especially in the neighbourhood of Victoria, the roads are numerous and excellent, being kept in good condition by the Government; on the mainland, the great trunk road of the province, starting from opposite New Westminster, and running a distance of about 500 miles into the interior, and the numerous bye-roads and trails, are superior to most colonial roads. The sum of nearly half a million pounds sterling has been expended on bridges and roads during the last eighteen years, and the work of opening up the country is being prosecuted with vigour.

Stage coaches run weekly from Yale to Barkerville, Cariboo, and also from Cache Creek to Okanagan.

Steamers go regularly twice a week from Victoria to New Westminster, and stern-wheel steamers thence to Yale.

A Government steamer goes weekly to Cowichan, Maple Bay, Admiral Island, Chemannis, and Nanaimo, and fortnightly to Comox from Victoria, and a second steamer runs along the