

tent in 1861, and then abandoned until 1864. The working of Harvey and Cunningham Creeks was postponed until about the same time.

The remarkably rich creeks known as Williams, Lowhee and Lightning were discovered in the summer and autumn of 1861. The gold output of Cariboo in that year was estimated by the Victoria daily press at \$2,000,000.

In 1862 some claims on Williams Creek are said to have produced 100 ounces per day during the season, and the Cunningham claim turned out on several occasions—according to report—over 600 ounces per day. Four hundred miners were at work on Williams Creek in that year.

Below is an interesting table—partly from the report of the Minister of Mines for 1875—showing the value of the gold obtained from certain claims on Williams Creek, below the Canyon, up to the 1st of November, 1875. Also, the length of channel from which it was won and the yield per lineal foot of channel.

Claim.	Length of channel.	Value of gold produced.	Value per foot of channel.
Adams	100 feet	\$ 50,000	\$ 500
Steele	80 "	120,000	1,500
Diller	50 "	240,000	4,800
Cunningham	500 "	270,000	540
Burns	80 "	140,000	1,750
Canadian	120 "	180,000	1,500
Neversweat	120 "	100,000	833
Moffat	50 "	90,000	1,800
Tinkler	140 "	120,000	857
Watty	100 "	130,000	1,300
	1,340 "	\$1,440,000	av'ge \$1,075

Lightning Creek did not yield so largely as Williams Creek, but the output was greater whilst it lasted. The former creek was abandoned in 1864 owing to the difficulty of reaching the deep channel, but in 1870 sinking was successfully resumed. It was worked altogether for a length of about three miles. According to the report of the Minister of Mines for 1875 the claims on this creek up to the 1st of November in that year had produced the following amounts of gold :

Claims—	Value
Campbell and Whitehall	\$200,000
Dutch and Siegel	130,000
Dunbar	30,000
Lightning	153,962
Discovery and Butcher	120,000
South Wales	141,531
Spruce Point	99,908
Van Winkle	136,625
Victoria	363,983
Vancouver	451,642
Vulcan	274,190
Costello	56,955
	20,476
	\$2,179,272

From 1862 to 1874, inclusive, there is a lack of information as to the Cariboo output. For 1875, 1876,

and 1877 it is given in the following table from the report of the Minister of Mines :

Claim—	1875.	1876.	1877.
Lightning	\$513,527		
Burns	10,900		
Nelson	9,750	\$137,306	\$222,017
Cottonwood	5,000		
Swift River	3,300		
Williams	68,760		
Conklin Gulch	41,200		
		224,071	162,385
Stout Gulch	4,200		
Grouse	4,414		
Lowhee, Jack of Clubs, Mosquito, McArthur and Antler	26,400		
North and South Forks Quesnelle	40,040	82,460	
Keithley	25,515		
			20,370
Harvey and Snowshoe	13,162		
	\$766,258	\$443,837	\$404,772

Year—	Year—
1878.	\$380,535
1879.	500,000
1880.	564,000
1881.	610,737
1882.	471,525
1883.	457,787
1884.	423,855
1885.	347,700
1886.	288,300
1887.	288,300
1887.	247,673
1888.	\$250,377
1889.	217,892
1890.	158,150
1891.	185,050
1892.	194,020
1893.	202,000
1894.	192,350
1895.	282,400
1896.	384,050
1896.	384,050
1897.	325,000

The natural tendency of the richer discoveries in the Cariboo creeks was to denude the main river of its workers, since which time operations on the Fraser have been of a very desultory character. The output since 1876 has been as follows :

Year—	Year—
1876.	\$ 34,144
1877.	12,000
1878.	14,000
1879.	73,900
1880.	45,600
1881.	99,652
1882.	95,520
1883.	122,640
1884.	184,034
1885.	168,200
1886.	196,700
1887.	\$180,700
1888.	146,285
1889.	94,664
1890.	110,555
1891.	72,006
1892.	63,063
1893.	64,476
1894.	62,857
1897.	97,313
1896.	98,773
1897.	96,160

These tables will show better than many words the recent course of mining both in Cariboo and on the Fraser. The latter table probably includes some gold from Bridge River.

Since the exhaustion of the more accessible deposits—whether shallow or deep—the output has fallen away considerably and, as shown in the above tables, has for the last 25 years been, on the average, less than half a million dollars a year. The reasons for this decline are very evident, but cannot be given here without anticipating much that is to follow. The great difficulties and consequent cost of transportation are in some measure responsible. Although these were very appreciably reduced by the construction of the Canadian Pacific Railway, yet to many parts of the