

are four shafts, with slopes, airway and levels and 3 air shafts. There are five miles of railways, with sidings and branches, six locomotives, 250 coal cars, 13 stationary engines, 9 steam pumps, 4 wharves for loading vessels and bunkers. No. 1 pit is near Departure Bay. The upper seam, which is worked, is about three feet and of good quality. The shaft is down 300 feet. Close on the top and between the coal and the hard rock there is a bed of fire-clay, five feet six inches thick; then below the coal they have four feet of soft black dirt, and next comes a solid bed of fire-clay, twenty-eight feet thick, making altogether thirty-three feet of most valuable fire-clay, an article that has been much sought after in this country. The Messrs. Duns-muir & Sons, although not manufacturing it themselves, have sent a quantity of this fire-clay to the British Columbia Pottery and Terra Cotta Company, some of which have been made into brick for use in Her Majesty's war-ships on this coast, which brick has given great satisfaction, and compares favorably with any that is imported from England.

No. 3 pit has not been worked for two years, but has plenty of coal. No. 4, 1,000 yards east, though now shut down on account of being flooded to extinguish fire, has mined coal extensively. No. 5 pit is the only mine of the Wellington colliery connected with the E. & N. It is also connected by rail with the shipping point at Departure Bay. This also is a very extensive mine and is working on a large face of coal. No. 6 pit is quite close to No. 4 and connected with No. 5. The coal is hard and of the usual good quality of the Wellington seam, varying from 4 to 8 feet in thickness. No. 2 slope has not been worked for several years. Alexandria mine belongs to Messrs. Duns-muir & Sons, and is about one mile south of the Southfield mine of the New Vancouver Coal Co. It has not been working for some time, but operations were expected to be resumed this year. All these mines are well equipped with the latest labor-saving machines, and are most economically worked. Owing to the depression of the coal market for several years, they have not been operated as actively as in former years. Strikes have also interfered with their working.

#### EAST WELLINGTON COAL CO.

There are two shafts at East Wellington Nos. 1 and 2. There are 2 seams; lower or main seam, 2½ to 7½ feet thick; upper or small seam, 2 feet thick; 2 shafts. There are 4½ miles standard narrow gauge; 2 locomotives; 31 (4½ ton) coal cars; 2 hoisting engines, 2 donkey engines; 1 fan engine; 7 steam pumps; 1 steam pile-driver; 1 steam saw mill, capacity 12,000 feet per day. Mr. W. S. Chandler is superintendent. These mines have been working steadily. The coal is considerably broken and is difficult to mine, but is of good quality and commands a high price.

#### MUM COLLIERY, COMOX.

This is owned by the Union Colliery Co., of which Mr. James Duns-muir is president. It consists of No. 1 slope, with airway and levels. There are 12 miles of railway, 4 feet 8½ inches gauge; 4 locomotives; 100 coal cars, 25 tons; 1 diamond drill; 3 stationary engines; 3 steam pumps; 1 steam saw mill; 2 wharves; 1 pile driver. The coal mined here is a good coking article and the demand for the coke is active. It is the intention of the Company to build a number of coke ovens. Although two of the mines have recently started to work not much has been done recently owing to causes previously stated as affecting other mines. The mines are located near the extensive farming settlement of Comox.

A shaft is being sunk on Jumbo Island, with good prospects of success, a fair seam being discovered by boring. It is now down 350 feet.

Taking all these together and the undeveloped fields which are largely distributed all over the Coast, there are prospects of an illimitable supply of coal on the British Columbia coast for all time to come, which with its proximity with immense quantities of coal must eventually give this province the position in manufacturing now occupied by Great Britain.

#### COLLIERY RETURNS, 1892.

	Output in Tons.	Tons Exported.	Hands Employed.	Value Plant.
Nanaimo .....	433,386	307,623	1,367	350,000
Wellington .....	290,370	218,400	815	150,000
East Wellington.....	33,650	28,000	152	80,000
Union Colliery.....	63,923	66,556	560	100,000

The returns for 1891 were rather more favorable than the above, the coal industry being very much depressed during 1892, owing to the glut of foreign coal in San Francisco, the principal market for the B. C. output.

#### STATISTICS OF THE COAL MINING INDUSTRY.

The following table shows the output of each year from 1874 to 1892, inclusive:—

Year.	No. of Tons,
1874.....	81,000
1875.....	110,000
1876.....	139,000
1877.....	154,000
1878.....	171,000
1879.....	241,000
1880.....	268,000
1881.....	223,000
1882.....	282,000
1883.....	213,000
1884.....	394,070
1885.....	365,000
1886.....	326,636
1887.....	413,360
1888.....	489,300
1889.....	579,830
1890.....	678,140
1891.....	1,029,097
1892.....	836,335

## THE COAST INDIANS OF BRITISH COLUMBIA.

THE Coast Indians of British Columbia include all those from Point Robert at the international boundary to Alaska, including those on Vancouver Island and Queen Charlotte Islands and on the Naas and Lower Skeena. They may be classed according to the affinity of their language as follows:—

1. The West Coast Indians, inhabiting the west coast of Vancouver Island, and including the Sookes and Beechy Bay Indians on the south and southeast of Vancouver Island.

2. The Flatheads, from Sooke to Comox on the Island and from Pt. Roberts on the mainland up to Squamish, at the head of Howe Sound and up the Fraser River four miles above Fort Langley.

3. The Fort Ruperts, embracing all those from Cape Mudge, north on the east coast of Vancouver Island, on intervening islands and on the mainland as far north as Bella Bella on McLaughlin Sound, which include Jervis, Bute, Knight, Kingcombe, Smith and Rivers Inlets and Blunden Harbor.

4. The Bella Bellas, including Bella Bellas, Kokoitz, Kemsquits, and China Hats in Tolmie Channel

5. Bella Coolas at the head of Bentinck Arm.

6. Kitlupes at the head of Gardner's Inlet; Kitamats at the head of Douglas Channel; Kitkahtas at Hartley Bay, McKay's Reach; Kitkahtas at Lowe Inlet and on the islands at the mouth of the Skeena; and the Kittishaus on the Skeena River.