Weekly Colonist

From the Colonist Holiday Number, Dec. 1887.

Robins, Esq., J.P., and the manager of the works, H. McGregor, Esq., with vigor, enterprise, and energy worthy of brilliant success. At No. 1 or Esplanade Shaft of the Company in Nanaimo, the pits, workings, hoisting machinery and ventilating apparatus are of gigantic proportions and equal to an output of 3,000 tons per day; but since the disastrous catastrophe in this pit which launched one hundred and forty-nine souls into eternity, many of them with little or no warning, and which frightful calamity excited the horror and drew the attention and substantial sympathy of the civilized world to Nanaimo in the midst of her bereavements, only a comparatively small quantity of coal has been extracted from the upper level, and the other portions of the workings, the underground machinery, upcast shaft and fan have been under process of restoration. In order, however, to make up for this defection the South Field Mine of the Company has been worked day and night, and its product together with the yield of a "new opening" by shaft into the famous Chase River seam, has brought up the output of coal for shipment to about 500 tons a day of capital gas, steam and household coal, and this quantity can be materially added to, when the No. 1 Pit has been placed in full working order.

The City of Nanaimo, which includes the celebrated "Newcastle Townsite," has a frontage of about three miles to the harbor. The city wharves regularly receive steamships from San Francisco, Portland, (Org.), Alaska and other foreign ports, as well as from Victoria, Vancouver, New Westminster, Comox and Coast ports, and numerous trading vessels. At the coal wharves vessels are loaded of upwards of 3,500 tons burthen.

The E. & N. Railway Company's trains run with daily regularity from Victoria and Wellington passing through the middle of the city where there is a neat depot and capacious locomotive house on the large tract of town land belonging to the railway company. The successful construction and management of the railway under the skilful presidency of the Hon. Robert Dunsmuir, M. P. P., together with the improvement in the coal trade, have given an impetus to the city and greatly established confidence in the future destiny of Nanaimo as one of the most important manufacturing and distributing centres of the Province. The evidence of this is found in the recent establishment of gas works and water works in active operation, with extensive mains, street lamps and hydrants throughout the city. The erection of fine two story brick buildings for stores and hotel purposes; the commencement of manufacturing industries and the extension of some of these already in existence. In this connection the Nanaimo saw mill of Messrs. Haslam & Lees is deserving of special notice. These gentlemen have been the first to introduce into the Province the ingenious labor and time saving improvement in saw machinery, known as the "Wilkins Oscillating Gang Saw," containing 29 saws in a set and capable of cutting as many boards in one operation; the saws perform 300 strokes a minute; there is also a saw filing attachment which sharpens the set in a very short time. The mill produces about 50,000 feet *per diem*, some of which is exported.

The successful establishment of a branch of the Bank of British Columbia in Nanaimo has inaugurated a new and auspicious era in financial affairs.

The new public buildings of the past year, for which the Provincial Government and the local members for the district are entitled to great commendation, are both handsome and useful city improvements.

The boys' schoolhouse forms a prominent feature of the city, and the additional wing to the girls' school supplies a long felt and pressing need. Nanaimo is eminently privileged in the matter of ordinary and high school accommodation, while the staff of teachers is unsurpassed for efficiency. The new supreme and county court house is a building of architectural pretensions and is situated in a well-selected and commanding part of the city.

In the past year many buildings for business, hotel and manufacturing purposes as well as residence, have been erected, and a large influx of coal miners, mechanics and laborers have taken up their abode and found ready employment in the city and neighborhood. The constant activity of the collieries renders it unnecessary for any suitable person to remain "out of work" at Nanaimo; and the large amount of cash paid monthly in wages tends to make trade brisk in all departments.

The city enters upon the year 1888 under circumstances which are favorable for its future commercial, social and civic advancement and prosperity.

WELLINGTON.

The town and coal-mining district of Wellington, with its harbor of Departure Bay, are so closely linked with Nanaimo by domestic trade and commercial statistics, as well as by the steel bands of the E. & N. Railway that any notice of the coal industry of Nanaimo would be imperfect without a reference to the extensive Wellington collieries.

The excellent quality of Wellington coal has earned for itself a first place in the market with continuous demand equal at present to about 1,000 tons per day.

Messrs. Robert Dunsmuir & Sons are the prosperous and energetic proprietors of the Wellington collieries, as well as of other valuable coal mines, among which are the Wellington coal mine extending through the Horne and Sabiston estate, and the Union coal mine near Comox, an exhibit from which mine took the gold medal for its high per centage of carbon and superiority of quality, at the Centennial Exhibition of 1876.

The Wellington mines now in constant operation are: The original Wellington mine; the Adit mine, and the Pits, known as No. 3, in the Millstream Valley; and No. 4, at the bluff, all worked with a single shift; and No. 5 pit, near Diver Lake, with two shifts, altogether giving an aggregate daily output of about 1,000 tons of coal for shipment, so that an idea may easily be formed as to the immense quantity of coal which these mines might be made to yield if tested to their utmost capacity by mining the vast "reserves" known to have been "won" with additional shifts of men.

Messrs. Dunsmuir & Sons have also exploratory borings in course of execution to prove still further their extensive Wellington estate.

The town of Wellington is entirely owned by the colliery proprietors, and is a most interesting and thriving community.

Messrs. Dunsmuir & Sons own and employ three large steam colliers, besides sailing vessels of heavy tonnage, to enable them to supply the pressing demand for their coal at San Francisco and other foreign ports.

John Bryden, Esq., J. P., civil and mining engineer, who is general manager of the Wellington colliery, and James Dunsmuir, Esq., resident partner at Departure Bay, superintend the works and shipping with acknowledged urbanity, ability and success.

The East Wellington Coal Co., under the management of R. D. Chandler, Esq., are pluckily working their coal field on the "Westwood Estate," and produce a prime article which meets with a full demand. The company are sinking a new shaft to develop a promising portion of their seam, which they have prospected from the present workings.

THE ISLAND RAILWAY.

Since the completion of the Esquimalt and Nanaimo Railway between this city and Nanaimo in 1886, passenger trains have been run daily between Victoria, Nanaimo and Wellington, the service in every branch being equal to that of more pretentious systems. Accidents there have been none worthy of mention. The mail service now rendered to the island settlements is a great boon to their residents. The volume of traffic has not increased to any appreciable extent, and as an investment the line is not yet a paying one, receipts being less than expenditures. Still the service has been kept up to a high standard of excellence, and Hon. Mr. Dunsmuir, president, and his worthy staff of officials may justly feel a pride in the general management of the line. During the past summer Mr. Dunsmuir informed the Council that it was his intention to bring the line to a more central portion of the city than its present terminus at Russell's station, and that he had secured property on Store street, at the foot of Cormorant, for terminal facilities. The line would cross the harbor from the Indian reservation by an iron bridge which he also intended to make a traffic bridge for foot passengers and for vehicles. This work is now rapidly nearing completion, and during the latter part of January trains will likely be running from the new terminus. Although this work will prove of great convenience and benefit to the city, yet the company have not asked for a single dollar in the way of bonus, a fact in keeping with the sterling character and independence of its respected president.

Some time ago the announcement was made that the E. & N. Railway Company would apply at the coming session of the legislature for power to build a line of railway from some point on the present system to one on the Straits of Fuca. This branch is for the purpose of connecting by transfer boat with a line of railway to be built from a point near Portland to Port Angeles, W. T., distant ten miles across the Straits from Beechy Bay, the probable terminus of the island line. Preliminary surveys have been made for the American line, and there is every probability that it will be constructed within the next couple of years. The branch line of the Island railway will be completed in time to form a connection with it. This will virtually allow of the running of trains of the American lines into Victoria, a fact that must result in the greatest benefit to the Queen City of the Pacific.

The extension of the main line from Wellington to Comox is not yet decided on, though Mr. Dunsmuir states that it will be constructed as soon as the present line to Nanaimo is a paying affair. What period of time may elapse before this desirable result will be attained is uncertain. Circumstances may arise, however, that will cause the extension to be built in the near future. The line would tap prosperous and advancing sections of the island, and explorations made during the past year have demonstrated that the more northerly portion of the island possesses magnificent timber limits and a large area of valuable agricultural lands. The public repose every confidence in Hon. Mr. Dunsmuir, and are satisfied that when he has decided to extend the line, it will be accomplished, and that, too, to the satisfaction of all concerned.

Following are the chief officials of the company: President—Hon. Robt. Dunsmuir, M. P. P. General Supt.—Mr. Jos. Hunter, C.E. Freight and Pass'gr Agent—Mr. H. K. Prior. Accountant—Mr. W. Whyte.

THE CIVIC REVENUE.

Astonishing Increase in the Amount Received—The Water Rates as are Indicated by the City's Growth.

Every item of the civic revenue shows a steady increase. In real estate, trade, license and water rates, the three principal sources from which the city's revenue is derived—there has been, year by year—a gratifying advance. This is an indication of the growth of the municipality and the advanced prosperity of the inhabitants. When one casts his eye over the financial statements that are published yearly, he will discover that since 1878 the revenue has doubled. For example, in 1878 the revenue proper was under $75,000; in 1885 it rose to $183,000; and in 1886, while the revenue showed an increase, the sum actually paid was somewhat less than received during 1885, owing to several large amounts not reaching the treasurer's hands until after the balance sheet had been prepared. There is every reason to believe the receipts of the current year will exceed those of any previous year, and that the amount in arrears at the close of the balance sheet for 1886 will be greatly reduced. If the civic revenue can be taken as a judge, then it is safe to say that than Victoria there is not a more prosperous community on the continent. Taxation, though not high, is sufficient for all practical purposes, such as street or sidewalk making, surface drainage, etc. We append a statement of the civic revenue and expenditure from all sources since and including 1878:—

RECEIPTS.		EXPENDITURES.	
1878	$93,578 30	1878	$87,549 36
1879	81,055 25	1879	89,336 25
1880	86,029 77	1880	83,416 24
1881	87,236 71	1881	86,241 13
1882	86,147 95	1882	84,336 95
1883	99,853 53	1883	94,332 26
1884	99,124 86	1884	98,746 34
1885	*153,616 98	1885	152,818 34
1886	†197,905 04	1886	184,306 24

* $18,300 of the amount was the proceeds of the loan.

† $50,000 of the amount was the proceeds of the loan.

The best indication of the growth of the town is found in the increased revenue from water rates since 1878. The consumers and revenue have considerably more than doubled. Here is the exhibit:—

WATER RATES.	
1878	$17,400
1879	20,074
1880	20,958
1881	20,393
1882	22,360
1883	25,948
1884	30,379
1885	36,391
1886	37,786

To show the advance made since 1875 we have only to mention that the active civic revenue for that year was only some $50,000, and that the water works as a revenue producer was not then a factor.

THE SALMON PACK.

Following is a statement of the markets to which the pack of canned salmon was exported, as per Robert Ward & Co.'s circular for November:—

	Cases.
United Kingdom	127,544
Australia	15,038
Canada	46,202
San Francisco	9,332
Local	3,895

Vessels chartered with salmon to United Kingdom, and quantity of cargo:—

	Cases.
"Titania," London, sailed 28th Sept	33,652
"Coldstream," Liverpool, sailed 29th Oct	22,254
"Argyleshire," London, sailed 31st Oct	31,104
"Clairmont," London, sailed 11th Nov	33,719

Following is a table showing the total pack of salmon in each year, from 1879 to 1887, inclusive:—

	Cases.
1879	57,394
1880	61,156
1881	173,800
1882	249,400
1883	177,412
1884	138,947
1885	107,088
1886	163,004
1887	204,000

	Cases.
Exports to United Kingdom in 1885	73,293
" " 1886	102,091
" " 1887	127,554

STEAM NAVIGATION.

During the past year a number of improvements have been made in the steamers of the inland waters of the province. This is notably the case with the C. P. N. Co., who recently caused to be built at San Francisco the handsome steel steamer Premier, now running between Vancouver and points on Puget Sound. They also purchased the steamship Sardonyx, which has run principally between this port and Portland and to northern points, also conveying several cargoes of lumber and coal to Alaska. The company have also opened up a trade with the settlements on the west coast of Vancouver Island. It is their intention, during the coming year, to add another steel steamer for passenger service between Victoria and the railway terminus at Vancouver.

The People's Steam Navigation Co. rebuilt the steamer Teaser, placed in her new machinery and now have a substantial steamer, the Rainbow, making tri-weekly trips between Victoria and the mainland. The steamer Amelia still continues to do service between Victoria and east coast points as far as Nanaimo.

There have been several lesser additions to the steamboats of the province—a total of eleven altogether. Three vessels have been broken up, and nine are laid up, etc. Three small steamers were sunk, the Duchess on the Columbia river; the Gladys at New Westminster; the Pearl, off the Fraser sandheads; and the steamer Belle, at Burrard Inlet. With the exception of the Pearl, these steamers are again in good running order.

During 1888, a number of vessels will be added to the present fleet, including several for the Columbia river, and other interior points. Following is a tabular statement of the present status of the steamer service of the province:—

Total number of Steamboats registered in British Columbia	84
Having a gross tonnage of	12,008
New vessels added during the year	11
Vessels broken up	3
Total number inspected during the year	75
Laid up, condition bad to otherwise	9
Number of engineers in province holding certificates issued by the Minister of Marine	54

COAL OUTPUT.

The coal output this year is considerably in excess of any previous, being 410,573 tons. The nearest approach to this figure was in 1884, when 394,070 tons were mined. The output would have been much greater had it not been for the occurrence of the melancholy mining disaster at the Vancouver Co.'s colliery. The chief market for the coal is the United States, principally at San Francisco, the amount shipped being 335,854 tons.

Following are the returns from the collieries:—

R. DUNSMUIR & SONS WELLINGTON MINES.

Following is the total output of the Wellington mines for the year ending 31st December, 1887:—

	Tons.
Local Sales	66,473
Foreign Sales	176,250
Total Output	242,723
Total value of same at $4.00 per ton at mine's mouth	$966,892
Total number of men employed	715

VANCOUVER COAL COMPANY.

	Tons.
Output of coal for the year ending 31st Dec. 1887	137,850
Shipped to San Francisco and other foreign points	114,800
Local Consumption	20,050

The total value of the Coal produced is $551,400. The number of men employed by the company is 615. The unfortunate accident in May last reduced the output suddenly from 16,039 tons in April to 4,351 tons in May.

EAST WELLINGTON MINES.

No reports were received of the output of this mine, owned and operated by Chandler & Sons, but the total yield will be in the neighborhood of 30,000 tons.

RECAPITULATION.

	Tons.
R. Dunsmuir & Sons	242,723
Vancouver Coal Company	137,850
East Wellington (probable)	30,000
Total	410,573

The following table shows the output of Coal of each year from 1874 to 1886, 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	228,000
1882	283,000
1883	213,000
1884	394,070
1885	365,000
1886	326,636

BANK OF BRITISH COLUMBIA.

This institution, which was incorporated by royal charter in 1862, has been carrying on business in the province for the past quarter century. It now employs a staff of twenty-five men in the Victoria office and in the branches in British Columbia. The branches are at New Westminster, Nanaimo, Vancouver and Kamloops, the two latter having been established during 1887. All are transacting a good business. There are also branches at Portland, Ore., and San Francisco, Cal.

Mr. W. C. Ward is general manager, with headquarters in Victoria. He is popular with all classes of the community, and under his wise direction the institution has abundantly prospered. The managers of the various branches are many of them graduates of the Victoria office, and all are filling their positions with credit and ability. The following is a brief statement of the financial position of the bank on the 28th December, 1887:—

Capital Authorized	$9,733,333 33
Capital Subscribed	2,433,333 33
Capital Paid Up	1,825,000 00
Amount of Reserve Fund	467,184 00
LIABILITIES.	
Notes in Circulation	$789,268 06
Deposits	2,357,794 60
Due other Banks	57,875 84
	$3,204,938 44
ASSETS.	
Cash	$351,037 85
Advances— Overdrawn accounts, Loans and Bills Discounted	1,822,819 61
Due from other Banks	100,240 70
Due from Agencies of the Bank in the United Kingdom	1,116,271 70
Total	$3,390,169 86

POSTAL RETURNS.

Following is a statement of the revenue for the Victoria Post Office for the fiscal year ending June 30th, 1887, and for the six months ending 28th December. Also the totals of Money Orders issued in the same periods:

POSTAL REVENUE	
For the year ended 30th June, 1887	$23,756 79
Do. for six months ending 31st Dec., 1887	13,041 00
MONEY ORDER OFFICE.	
No. of orders issued	8,062
Total orders issued	$136,911 21
Total Commission	1,356 57
Total orders paid	212,594 73
For half year ending 28th December:	
No. of orders issued	4,255
Total orders issued	$78,056 57
Total Commission	759 57
Total orders paid	94,287 84

CONTRIBUTORS.

Following are among the contributors to the "Holiday Number":—

Hon. Dr. Helmcken—"A Reminiscence of 1850."
Mr. John Kurtz—"In the Early Sixties."
Rev. J. W. Taylor—"Shells of British Columbia."
Dr. Funer—"Kamloops."
J. McB. Smith—"Provincial Progress."
J. Fannin—"The Hawk's Nest."
J. P. Planta—"Nanaimo."

To many gentlemen we are indebted for information furnished, and especially to the staff in H. M. Customs and Inland Revenue departments.

RAILWAY FACILITIES.

The completion of the C. P. R. has rendered the construction of branch lines of railway necessary, in order that the benefits of railway construction may be extended to various other sections of the province other than those tapped by the great transcontinental line.

At the last session of the legislature a charter was secured by a company to construct a line from Sicamous, on the Canadian Pacific, along Spallumcheen river to the head of Okanagan lake, about fifty miles. The province guaranteed three per cent. on the capital stock, but the federal government deferred the granting of a loan to aid in its construction, and the project was delayed one year. However, it is almost certain that substantial recognition will be accorded this colonization road at the coming session of parliament, and the line consequently built. It would tap a very valuable agricultural section, and further its settlement. Surveys of the route have already been made.

Several lines were projected through various parts of Kootenay district, one from Lethbridge, in Alberta, through Crow's Nest Pass, to the boundary line between Kootenay and Montana; a second from Golden, on the C. P. R., south, along the Columbia river and lakes, to a connection with the former road; and a third from Revelstoke, on the C. P. R., south to Kootenay lakes. This company, the Kootenay and Athabasca, secured a charter, and has also one from the Dominion government. It is not yet announced at what particular date work will begin. Charters were not secured by the others, but it is probable in the near future that each of the lines will be built, the gold, silver, coal and copper mines of the southern portion of Kootenay demanding it.

The New Westminster Southern Railway Company were granted a charter to build a line from Brownsville, opposite New Westminster city, to a point on the boundary line. This road will probably be constructed during the coming year, and will provide good communication with the farming lands of the district, and, when connection with the American system is made, with all points south and east.

Another projected railway extends from Ladner's Landing to Sumas, running through the farming districts on the south shore of the Fraser River.

The question of building a line from Ashcroft, on the C. P. R., north to Cariboo was also considered, a report of a preliminary survey being submitted from H. P. Bell, C. E., and maps of the proposed route laid before members. Practical legislation, however, was not consummated, and the matter will probably again be brought forward during the coming session.

As will be noticed, these railway schemes are altogether on the the mainland, and as active operations on two or more of them will likely be commenced in 1888, railway work will provide employment for a considerable number of men, and the completion of the lines will open up some very valuable mining and agricultural country.

The proposed extension of the E. & N. railway from Wellington to Comox, and the building of a branch line to a point on the Straits of Fuca are elsewhere treated.

THE YEAR'S TRADE.

The wholesale trade of the past year has been a most satisfactory one, both as regards volume and payments. Enquiries amongst the business community has elicited the fact that in all sections of the province there has been a very perceptible increase, and Victoria wholesalers now supply retailers east as far as Donald. Owing to increased competition there has been a diminution in the margin of profit, but the increased trade has more than compensated for this. All merchants report augmented sales, and in several instances from one-fourth to one-half greater business has been transacted. Failures have been very few, and losses, therefore, are limited. Altogether, the trade has every reason to feel gratified with the year's results, and there is every promise that the coming year will be equally as prosperous. The island and northern coasts are yearly becoming more important as markets, and the various sections of the mainland are rapidly augmenting in population, and, therefore, increasing the demand for all kinds of goods.

THE RETAIL TRADE

of Victoria has likewise been satisfactory in nearly all lines. There has been a very large increase in competition, numerous places of business being opened out on various streets off from Government, Yates and Fort, yet the principal dealers in staple articles are extremely pleased with the year's results. As in the wholesale trade there has been a smaller margin of profit, but the greater demand has compensated for this. Business generally is on a substantial basis, and the fact that there have been no failures, speaks in the highest sense of the sound character of trade. The outlook for the ensuing year is good. Another evidence of prosperity are the numerous improvements that hvae of late been made in the stores of our retailers. They have been rendered attractive in their surroundings, and the excellence and variety of the stocks carried will compare favorably with the larger trade centres of the coast.

THE HAWK'S NEST.

A Story of Cariboo Twenty Three Years Ago.

[Written for THE COLONIST.]

In mining parlance we had been "out of luck." Grub was high, and the few odd jobs which we had obtained during the summer, from our more favored companions, barely kept us in flour and bacon, the staple article of living in those days; and the chances for a "stake" to take us down country were beginning to look very slim. But although failure stared us in the face at every turn, we managed to keep one of our party prospecting in the mountains most of the time. And just here I am reminded, what a chapter could be written concerning those solitary prospecting trips during the early days of Cariboo, and of

"Those bearded sun-brown men who bore
The burden of our early years."

But the subject of this paper is not of the hardships of the early days of the mines: Only of something that happened to the writer, and which, ludicrous though it is, is as fresh in his mind to-day as on that bright September morning twenty-three years ago when he walked out of his tent and found that he was still alive and unhurt.

Bill had returned from a prospecting trip which might or might not turn out to our advantage. Bill was not given much to bluster or blow, and being an old miner his word was law with all of us. There was his prospect. A few dull yellow pieces of gold in the bottom of a yeast powder can. But it was not what might be the result of Bill's find that troubled me. The boys had decided on starting for the new creek the next day, and were already making preparations for the start. Now the next day would be Friday, and the superstition picked up somewhere in my youth, that Friday was a bad day to commence a journey on, still stuck to me, and I strongly urged a postponement till Saturday. But they only laughed at my foolishness till I was compelled to give in, firmly believing though that no good would come of the trip. Everything being ready, early the next morning, long before the "night shift" had been relieved from work, we stole down the creek, picking our way through the network of sluices and ditches which studded the lower end of Cameron town, crossed Willow river and skirting along the foot of Valley Mountain were soon out of sight and hearing of the busy crowd which then peopled Williams creek.

Bill was the hunter of the party, and with his old muzzle-loading rifle very often supplied our camp with that which our scanty funds were unable to purchase, viz., fresh meat. On the evening of the second day we reached the creek and pitched our camp in a beautiful little valley almost surrounded by mountains. We had scarcely commenced preparing our tent when a large black bear made its appearance near us, on the opposite side of the creek, and was almost immediately dispatched by Bill's unerring rifle, and that night we feasted entirely on bear steak, which we broiled, Indian fashion, on sharpened sticks before our camp fire. As I rolled myself in my blankets for the night's rest, I remembered that while in search of wood for our camp fire I had stumbled upon quite a patch of service berries, and remembering that the next day would be Sunday, I decided to slip out the next morning without disturbing my companions, and gather a pailful for our Sunday's dinner. And so thinking of this, I fell asleep, and the next morning bright and early found me in the berry patch, where it did not take me long to fill my tin pail, but just as I was on the point of turning for camp, a large grey hawk swooped down and, seizing some small animal near the edge of a clump of bushes not over ten feet from me, lifted it from the ground and flew back across the creek to a shelf which projected from the face of a cliff a few hundred yards from where I was standing.

Thinking the bird had its nest somewhere up there in the rocks, I turned back in search of an easy place to make the ascent, and was surprised to find, near the edge of the valley, a tolerably well-beaten trail leading up the side of the mountain, and on to the very shelf on which the bird had rested with its quarry; but on reaching this point no trace of the hawk or its nest could be found. A large hole or cave, which I discovered in the face of the cliff, might have been its hiding place, but an examination of the loose sand near the entrance proved it to be the home of some member of the bear family, probably the one Bill had shot the night before.

Laying down my pail I turned and walked across to the edge of the shelf, which was not over ten feet wide, and took a survey of the valley below. The uncertain gray of early dawn was just giving way to the more decided tints of sunlight, which were silently creeping down over the peaks of the higher mountains.

A tiny column of smoke circled up from our smouldering camp-fire until, reaching a certain elevation, it broke up into phantom-like forms, and drifted off in the direction of Grouse creek. My two companions were still, no doubt, wrapped in slumber, probably dreaming of the future which the bedrock of the new creek might open up to us. At the foot of the cliff, two hundred feet below me, lay the broken fragments of the mass of rock which, tumbling away from the main wall, was the result of the solid shelf on which I stood. I shuddered as I thought what a place to fall from. At that particular moment I was startled by hearing the rattle of my pail behind me, and on looking, discovered a cub bear in the act of gobbling up the fruit of my morning's work. Maddened at the loss of my berries, I sprang forward and hitting the brute a kick sent it howling into the cave in the side of the cliff, and in a moment after I was confronted by its enraged mother, who came upon me with a rush, and before I had time to draw my sheath skife, encircled me with its powerful arms, bore me to the ground, and with its huge paws on my breast pinned me to the rock, my head hanging over the edge of the precipice. For a moment I closed my eyes expecting every moment to be bit in two, but just then I heard the well-known voice of Bill shouting from below to look out, he was going to shoot, followed in a moment after by the report of his rifle. A drop of blood struck me in the face, the great brute trembled for a moment, his fore legs gave way, and then falling forward with his whole weight, carried both of us over the cliff. As I struck with my back on those broken rocks below, I sprang up with a yell and grasping hold of the ridge pole of the tent looked around me. My two companions were asleep. The gray of early morning hung over the beautiful valley. Slowly and with returning wakefulness the ludicrousness of my position dawned upon me. I had eaten too much bear and been dreaming!

CUSTOMS' STATISTICS.

Returns for the Fiscal Year Ending 30th June, and Collections for the Last Six Months.

EXPORTS.

Following are the exports from the ports of Victoria, New Westminster and Nanaimo, for the fiscal year ending 30th June, 1887:

VICTORIA.	
Produce of the Mines (Gold in dust and bars)	$684,689 00
Produce of the Mines (Ore)	420 00
Produce of the Fisheries	910,459 00
Animals and their Produce	380,129 00
Manufactures	15,867 00
Agricultural Products	2,328 00
Miscellaneous	240 00
Total the produce of Canada	$1,994,169 00
Goods not the produce of Canada	100,215 00
Total Exports	$2,094,384 00
NEW WESTMINSTER.	
Produce of the Forest (Burrard Inlet)	$230,589 00
NANAIMO.	
Produce of the Mines (coal)	$1,137,618 00
Produce of the Mines (iron ores)	101 00
Produce of the Fisheries	60 00
Produce of the Forest	3,520 00
Manufactures and Agricultural Products	195 00
Total Exports	$1,141,494 00

Memo. of coal shipments from Nanaimo for the fiscal year ending 30th June, 1887:

Country where sent.	Tons.	Value.
United States	315,380	$1,103,829 00
Sandwich Islands	7,904	27,664 00
Mexico	250	875 00
Japan	1,500	5,250 00
Total	325,034	$1,137,618 00

Total exports, countries whence exported and articles of export are as follows:

Countries Exported to.	Value.	Articles Exported.
Great Britain	$650,039	Salmon, lumber, furs, etc.
United States	2,062,355	Gold dust, coal, fish, hides, etc
Germany	136	Curios.
China	55,415	Lumber.
Chili	11,723	Lumber.
Peru	6,064	Lumber.
Mexico	1,500	Coal.
Sandwich Islands	13,197	Salmon, Planks and Boards.
Australia	148,123	Salmon, Lumber, &c.
Russia in Asia	5,064	Coal.
Total Value	$2,953,616	

IMPORTS.

Following are the imports for the ports of Victoria, New Westminster and Nanaimo for the fiscal year ending 30th of June, 1887:

VICTORIA.	
Dutiable Goods.	
Value of total imports	$2,567,055 00
Entered for consumption	2,646,582 00
Duty paid thereon	778,557 77
Free Goods.	
Value of total imports	$403,033 00
Entered for consumption	403,033 00
Leaf tobacco subject to excise	17,406 00
Leaf tobacco entered for consumption	16,695 00
Total value of imports	$2,987,494 00
Total value of goods ent'r'd for con'p'n	3,066,310 00
NEW WESTMINSTER.	
Dutiable and free goods value	$398,533 00
Duties collected	63,041 52
NANAIMO.	
Value of dutiable goods imported	$142,471 00
Value of free goods imported	14,186 00
Duties collected	32,596 85
OTHER REVENUE COLLECTED.	
Victoria	$36,988 78
New Westminster	2,025 24
Nanaimo	2,769 33
Total	$41,783 35

DUTIES PAID.

Following are the amounts of duties paid by the province of British Columbia for the past sixteen years, ending 30th June, 1887:

1872	$342,400 84
1873	302,147 65
1874	336,494 97
1875	413,991 50
1876	488,383 52
1877	403,920 21
1878	426,125 14
1879	484,704 04
1880	450,173 43
1881	589,423 63
1882	678,104 53
1883	907,765 54
1884	884,076 21
1885	966,119 36
1886	880,393 36
1887	877,188 78
	$9,431,415.00

PROVINCIAL IMPORTS AND EXPORTS.

The following are the imports into the province for the year ending 30th June, 1887:—

	Value.	Duties Col.
Total Imports	$3,532,684 00	$877,188 78
Other Revenue		41,783 35
		$918,972 13

The following are the exports of the province for year ending 30th June, 1887:—

Produce of the mine:—		
Gold Dust and Bars	$684,689 00	
Coal	1,137,618 00	
Iron Ore	521 00	
		$1,822,828 00
Fisheries		910,559 00
Forest		234,109 00
Animals and their produce		380,126 00
Manufactures		16,062 00
Agricultural		2,328 00
Miscellaneous		240 00
Goods exported not the produce of British Columbia		100,215 00
		$3,466,467 00

VICTORIA COLLECTIONS.

The following are the returns at the Victoria Customs House, the collections being for six months ending 28th December, 1886. It will be seen that the amount collected for duty is considerably less than last year, due to the increase of goods imported from Eastern Canada:—

CUSTOMS COLLECTIONS.

1886.		1887.	
July	$64,462 63	July	$53,973 27
August	59,842 83	August	66,336 50
September	62,963 55	September	51,873 09
October	79,644 13	October	63,858 67
November	62,286 61	November	61,610 93
December 28th	45,782 13	December 28th	49,691 96
	$385,001 88		$347,294 12

CHINESE COLLECTIONS.

From 1st January, 1887 to 28th December, 1887...$7,078.

The number of Chinese who returned to this port from the 1st January, 1887, to November 30th, 1887, upon certificate of leave, is 180. The total number of new arrivals during the same period is 122. The total number who left the port during the same period on certificate is 657.

NANAIMO CUSTOMS

Following are the total collections on imports, etc., and the total exports for the year 1887, at the port of Nanaimo:—

COLLECTIONS.	
Import Duty	$35,228 75
Sick. M. Dues	2,643 42
Petroleum Inspection	185 70
Miscellaneous	423 76
Total Collections	$38,481 63

EXPORTS.

	Quantity.	Value.	
Coal—	TONS	VALUE.	
United States	335,854	$1,175,488	
Sandwich Islands	3,885	13,597	
Japan	1,500	5,250	
China	3,700	12,950	
Total Coal	344,939	$1,207,285	
Iron Ore— United States	TONS. 1,410		3,525
Oolachans— United States	BBLS. 10½		60
Potatoes— Sandwich Islands	BUSH. 250		125
Manufactures— United States			70
Rough Sawn Lumber—	FEET.		
United States	656,000	$7,216	
Sandwich Islands	320,000	3,520	
Mexico	630,000	6,930	17,666
Flooring—	FEET.		
United States	150,000	$2,700	
Mexico	100,000	2,150	4,850
Piles—			
United States	362	$1,628	
Mexico	166	847	2,475
Rustic— United States	FEET. 5,000		90
Shingles— United States	50,000		100
Pickets— United States	58,000		580
Laths—			
United States	40,000	$80	
Mexico	40,000	80	160
Miscellaneous— United States			54
Total Exports			$1,237,040

B. H. SMITH, Collector Customs.

VANCOUVER CUSTOMS.

This port of entry has only been in existence since 1st July last, Custom House business for Burrard Inlet having previously been connected with New Westminster. The following is a statement of imports and exports and duty collected for five months ending November 30th.

Imports—Free Goods	$22,249
Dutiable Goods	83,521
Total Imports	$105,770
Duty Paid	$24,710 48
Exports	$148,845

UNITED STATES CONSULATE.

The following statement of business transacted through the U. S. Consulate for the past year has been furnished us by Col. W. J. Stevens, consul:—

Shipments from British Columbia to United States Ports from January 1st, to December 31st, 1887.

Coal	Dec. 31	$1,281,447 84
Furs, Hides and Skins	Dec. 28	219,283 66
Sealskins	"	152,332 97
Treasure	"	531,186 05
Canned salmon, fish oil	"	87,543 90
Rice, Chinese Mdse	"	37,560 72
Lumber	"	29,901 70
Miscellaneous Mdse	"	27,797 71
Tobacco and Liquors	"	16,687 36
Skedgate Oil	"	3,358 38
Grand Total		$2,387,783 29
		2,027 50
		$2,389,810 79

Being an increase of about 6 per cent. on the exports of last year in the total, and an increase of 50 per cent. in the output of coal from the Nanaimo and Wellington mines. Five cargoes of anthracite coal from the Banff mines, B. C., have already been shipped from Vancouver to San Francisco, as well as a large amount of silver ore and platinum.

During the year Consul Stevens has had consular agencies established at Vancouver and Nanaimo. The large general call of commerce having rendered it necessary, particularly at Vancouver, where there has been nine arrivals of large steamships from the Orient, connecting with the Canadian Pacific railway, during the last half year. Thousands of tons of merchandise have passed over the road from San Francisco to United States ports. There are also the cargoes from the Orient.

The marine casualities during the year have been numerous; some eighteen vessels have been wrecked, two steamers, four ships, eight barks and four others, aggregating a tonnage of 24,047, and involving the loss of fifty lives. Among these may be cited the S. S. Mexico, floated, and now in active service again; the ships St. Stephen and Austria, of Bath, Me.; the Harvey Mills, of Thomaston, Me.; the Ocean King, of Boston; the barks North Star and Ella S. Thayer, of San Francisco; and the brig Irene, of New York.

The U. S. revenue cutter Wolcott, Glover, master, in her tardy search for the St. Stephen, reported having seen twenty-nine wrecks.

Imports into the Province of British Columbia for Fifteen Years, Ending 30th June, 1886.

	Value of Total Imports.	Goods Entered for Home Consumption. Dutiable Goods.	Free Goods.	Total.	Duty Collected.
To 30th June, 1872	$1,790,352 00	$1,600,361 00	$166,707 00	$1,767,068 00	$342,400 48
From Canada	22,215 00		22,215 00	22,215 00	
To 30th June, 1873	2,191,011 00	1,569,112 00	507,364 00	2,076,476 00	302,147 65
From Canada	75,604 00		75,604 00	75,604 00	
To 30th June, 1874	2,085,560 00	1,676,792 00	371,544 00	2,048,336 00	336,494 47
From Canada	66,104 00		66,104 00	66,104 00	
To 30th June, 1875	2,543,552 00	1,924,482 00	566,111 00	2,490,593 00	413,921 50
From Canada	117,654 00		117,054 00	117,054 00	
To 30th June, 1876	2,997,597 00	2,237,072 00	707,906 00	2,944,978 00	488,384 52
From Canada	129,735 00		129,735 00	129,735 00	
To 30th June, 1877	2,220,968 00	1,820,391 00	346,318 00	2,166,709 00	403,520 21
From Canada	163,142 00		163,142 00	163,142 00	
To 30th June, 1878	2,244,503 00	1,905,201 00	367,926 00	2,273,127 00	426,125 14
From Canada	144,754 00		144,754 00	144,754 00	
To 30th June, 1879	2,440,781 00	1,997,125 00	320,329 00	2,317,454 00	484,704 04
From Canada	184,951 00		184,951 00	208,072 00	
To 30th June, 1880	1,689,394 00	1,614,165 00	122,451 00	2,457,116 00	450,175 43
From Canada	208,072 00		208,072 00	184,951 00	
To 30th June, 1881	2,489,643 00	2,214,153 00	242,963 00	1,736,616 00	589,423 62
From Canada	387,111 00		387,111 00	387,111 00	
To 30th June, 1882	2,899,223 00	2,472,174 00	404,287 00	2,875,461 00	678,104 53
From Canada	449,768 00		449,768 00	449,768 00	
To 30th June, 1883	3,937,536 00	3,331,023 00	550,833 00	3,866,856 00	907,765 54
From Canada	624,207 00		624,207 00	624,207 00	
To 30th June, 1884	4,142,286 00	3,337,642 00	702,693 00	4,040,335 00	884,076 21
From Canada	789,287 00		789,287 00	789,287 00	
To 30th June, 1885	4,089,492 00	3,458,529 00	564,923 00	4,023,452 00	966,143 64
From Canada	927,054 00		927,054 00	927,054 00	
To 30th June, 1886	3,953,299 00	2,951,379 00	1,060,347 00	4,011,726 00	880,226 65
From Canada					

Exports, the produce of Canada from the Province of British Columbia for 15 years, ending 30th June, 1886.

YEAR.	MINES	FISHERIES.	FOREST.	ANIMALS.	AG'L.	MFG.	TOTAL.
1872	$1,389,585	$37,706	$214,377	$214,700	$142	$1,540	$1,858,050
1873	1,224,362	43,361	211,026	259,292	2,885	1,197	1,742,123
1874	1,351,145	114,118	260,116	320,625	5,296	443	2,051,743
1875	1,929,294	133,986	292,468	411,810	9,727		2,777,285
1876	2,032,139	71,338	273,430	329,027	3,080	68	2,709,082
1877	1,708,848	105,603	287,042	240,893	3,083	1,500	2,346,969
1878	1,759,171	423,840	327,360	257,314	462		2,763,147
1879	1,530,812	633,493	273,366	268,671	2,505	57	2,708,848
1880	1,664,626	317,410	258,804	339,218	3,843	100	2,584,001
1881	1,317,079	400,984	172,747	350,474	248	22	2,231,554
1882	1,437,072	976,903	362,875	300,429	946	2,616	3,080,841
1883	1,309,646	1,332,385	407,624	287,394	6,791	443	3,345,263
1884	1,441,052	899,371	458,365	271,796	1,745	1,413	3,100,404
1885	1,759,502	727,672	262,071	414,364	2,324	5,948	3,172,391
1886	1,720,335	643,052	194,488	329,248	1,917	2,811	2,891,811

GOLD SHIPMENTS.

(Reported by Garesche, Green & Co., Wells Fargo & Co.'s Agents.)

1887.	Bank of British Columbia.	Bank of British North America.	Garesche, Green & Co.
January	$16,745 35	$4,070	$11,681 78
February	5,378 22	3,160	5,361 55
March	8,074 48		2,157 90
April	27,520 04	5,170	11,558 23
May	25,239 99	3,670	8,830 15
June	19,261 03	6,839	14,383 12
July	38,220 75	7,680	18,073 00
August	34,498 46	5,675	20,420 65
September	36,196 38	3,280	16,510 37
October	47,492 21	7,205	21,240 19
November	31,073 25	8,959	50,373 00
December	30,794 39	3,065	8,685 06
Total	$320,794 33	$58,774	$199,356 19

RECAPITULATION.

Bank of British Columbia	$320,794 33
Bank of British North America	58,774 00
Garesche, Green & Co	199,356 19
Total for 1887	$578,924 52
Total for 1886	753,043 33
Decrease	$174,118 81

THE GOLD YIELD.

Below are the amounts of gold taken out of the placer mines of British Columbia for the past twenty-eight years, so far as can be accurately determined, and making a total of $50,289,417.

Year.	Yield.	No. of Miners.
1858 (6 months)	$520,353	3,000
1859	1,615,072	4,000
1860	2,228,543	[illegible]
1861	2,666,118	[illegible]
1862 } 1863 }	4,246,266	[illegible]
1864	3,735,850	[illegible]
1865	3,491,205	[illegible]
1866	2,662,106	[illegible]
1867	2,480,868	3,044
1868	2,372,972	2,390
1869	1,774,978	2,369
1870	1,336,956	2,348
1871	1,799,440	2,450
1872	1,610,972	2,400
1873	1,305,749	2,300
1874	1,844,618	2,868
1875	2,474,904	2,024
1876	1,786,648	2,282
1877	1,608,182	1,960
1878	1,275,204	1,883
1879	1,290,058	2,124
1880	1,013,827	1,955
1881	1,046,737	1,898
1882	954,085	1,738
1883	794,252	1,965
1884	736,165	1,858
1885	713,738	2,902
1886	903,651	3,147
	50,289,417	

INLAND REVENUE.

Following is a comprehensive statement of the work of the Inland Revenue Division of Victoria from 1st January to December 25th, 1887:

Statement, Showing the Collections in the Inland Revenue Division of Victoria, from 1st January to 28th December, 1887.

MONTH.	LICENSES.	TOBACCO. Pounds.	TOBACCO. Rate of Duty.	TOBACCO. Duty.	CIGARS. Number.	CIGARS. Rate of Duty.	CIGARS. Duty.	SPIRITS. Gallons. (Proof.)	SPIRITS. Rate of Duty.	SPIRITS. Duty.	MALT. Pounds.	MALT. Rate of Duty.	MALT. Duty.	OTHER RECEIPTS.	TOTAL.
January	$95 00	2,170	Per lb. 20 cts.	$434 00	189,725	Per M. $6 00	$1,138 35	2,700.27	Per gal $1 30	$3,510 35	66,312	Per lb. 1 Ct.	$663 12	$45 07	$5,885 89
February	....	404½	"	80 95	146,000	"	878 00	1,723.77	"	2,240 92	53,791	"	537 91	6 00	3,741 78
March	....	910	"	182 00	163,050	"	978 30	4,470.90	"	5,812 22	55,110	"	551 10	229 78	7,753 40
April	....	6,394	"	1,278 80	162,500	"	975 00	3,615.56	"	4,700 23	85,535	"	855 35	475 60	8,284 98
May	10 00	322	"	64 40	175,200	"	1,051 20	3,242.21	"	4,214 85	120,367	"	1,203 67	31 00	6,575 12
June	....	1,148	"	229 60	221,750	"	1,330 50	6,761.44	"	8,789 89	137,837	"	1,378 37	50 00	11,778 36
July	1,605 00	1,518	"	303 60	128,300	"	769 80	339.62	"	441 50	124,196	"	1,241 96	7 05	4,368 91
August	60 00	5,600	"	1,120 00	183,800	"	1,102 80	961.46	"	1,249 93	120,225	"	1,202 25	9 90	4,744 88
September	20 00	870	"	174 00	177,300	"	1,063 80	666.99	"	867 09	94,252	"	942 52	....	3,067 41
October	20 00	24,712½	"	4,942 50	136,500	"	819 00	3,666.20	"	4,766 06	90,042	"	900 42	....	11,447 98
November	....	2,031	"	406 20	166,150	"	996 90	3,060.36	"	3,978 46	92,696	"	926 96	25 00	6,333 52
December	....	840	"	168 00	133,900	"	803 40	2,510.34	"	3,263 39	61,598	"	615 98	1 00	4,851 77
Totals	$1,810 00	46,920¼		$9,384 05	1,984,175		$11,905 05	33,719.12		$43,834 89	1,101,961		$11,019 61	$880 40	$78,834 00

The following are the inland revenue collections for the past four years; showing a considerable decrease this year from that of 1886, and a slight decrease from the collections of 1885:

For 12 months—Jan'y 1 to Dec. 31...1884	$55,902 89
For 12 months—Jan'y 1 to Dec. 31...1885	78,945 96
For 12 months—Jan'y 1 to Dec. 31...1886	86,815 29
For 12 months—Jan'y 1 to Dec. 29...1887	78,834 00
Total	$300,498 14

The amount in bond on December 28th was as follows:

Cigars in bond December 28, 1887	157,900
Tobacco " " "	11,760 lbs.
Spirits " " "	11,508.47 galls.
Malt " " "	9,025 lbs.

TIMBER OUTPUT, 1887.

CHEMANIUS SAW MILL.

This mill, situated at Chemanius, V. I., of which Croft & Angus are the owners, has been considerably improved during the past year, and now cuts chiefly for foreign shipment. Seven foreign cargoes been shipped during the year, principally in the [illegible] part. Eighty men are employed in the mill [illegible] logging camps.

Total cut for the year...15,00[illegible]

MOODYVILLE SAW MILL.

This is the oldest mill in the province, [illegible] put during this year is a large increase o[illegible] five million feet. Twenty-four vessels [illegible] 1887 against twenty in the year previo[illegible] six are now awaiting cargoes. Mr. [illegible] eral manager.

Total cut for the year... [illegible]

HASTINGS SAW [illegible]

This mill is situated at Vanco[illegible] being general manager. The m[illegible] ing a portion of the year, and t[illegible] somewhat short.

Probable total cut... [illegible]

COMMERCIA[illegible]

Situated at Vancouver, ha[illegible] of the year. Leamy & K[illegible] put has been disposed of [illegible]

Total cut... [illegible]

ROYAL [illegible]

Chief mills at Westmi[illegible] ver. Rough and dre[illegible] house finishings, etc[illegible]

Total cut for the [illegible]

Situated [illegible] & Co. [illegible] ern [illegible] Tot[illegible]