BRITISH COLUMBIA COMMERCE.

Large Increase in Exports During the Year 1889.

MINERALS.

Coal exports, 450,000 tons, at $4 50 per ton	$2,025,000
Gold	135,000
Total	$2,160,000

FISHERIES.

Canned Salmon, exports, cases, 493,160	$2,528,310
Fish in Pickle, 3,000 kgs	75,000
Seal Skins, 15,000	210,000
Total Value Fisheries	$2,813,310

FURS.

Total Shipments	$30,000
Export duty 32,000,000	480,000
Total Value Furs	$510,000

With much gratification are we able to record that trade and commerce during the year just closed have been marked with unprecedented progress in almost every branch, and it is a further source of satisfaction to note that while Victoria has not only held her own in this respect, and indeed forged considerably ahead, this prosperity has been shared in by nearly every section of the province. Our exports have largely exceeded those of any previous year in the history of British Columbia, and show a very respectable balance of trade in our favor. This is as we all desire to have it, the prosperity of any country being necessarily gauged by the extent of the export trade it is able to carry on.

Although we are unable to obtain complete statistics, there is every reason to know that the import trade also has been well maintained, business with Eastern Canadian points has been largely extended, and has opened up an outlet within the province for certain lines of Canadian manufactures and products, hitherto imported from foreign markets. This will be more fully borne out by the large increase which we observe in the returns of inland revenue furnished by that department.

As commercial paper has generally been promptly met, the banks have not found it necessary to draw the purse strings too tightly, and the satisfactory condition of trade has, of course, brought about this *desideratum*. Business failures have not been numerous, and none, fortunately, of a serious character. To excessive competition and trading on insufficient capital (too often the cause) may be attributed nearly every case, and although Vancouver has had the bulk of these misfortunes, yet, after all they are but the experience of almost every town or city in its earliest stages, and generally result in a healthy weeding out of a most undesirable element in trade.

To elaborate more fully on the exports of the past year, those from our fishery resources must be placed at the head of the list—a position never before attained. The extent of salmon canning during the last season can be better realized by a perusal of the statistics we publish in our columns to-day, giving full details of the aggregate packs reaching 414,294 cases, valued at $2,288,617. The bulk of this large quantity was distributed from Victoria, including about 300,000 cases shipped by the salmon fleet direct to Great Britain, and also by steamers to San Francisco for Australia, and by rail to Eastern Canadian points. The shipments of frozen salmon from Fraser river, and the salted salmon packed on the different rivers, have also not been inconsiderable.

On Fraser river the operations exceeded those of any other year in this industry, and the canners being fully supplied for a full pack were fortunate in securing it. The canners on our northern rivers being less successful, although a fair catch resulted. Those who have borne the burden and heat of this day in the earlier period of this industry have a fair share of more or less precarious character in it, and it is their fore all to join in crying to find that the efforts of the past year have been crowned with success in spite of many drawbacks. The British Columbia Board of Trade some time since very properly directed the attention of the Marine and Fisheries Department to the necessity of framing such rules and regulations for fishing on different rivers of our coast with the view of avoiding the in vitable evil results of over fishing and securing a proper close season, while a rally coming the interests of those engaged in this most important industry. The canners themselves appreciating this have sent a deputation to the minister, who, it is to be hoped, will carry out the suggestion not unfrequently made of paying a personal visit to the rivers during the fishing season. The Dominion Government will doubtless realize the desirability of fostering our fishery wealth by adopting such regulations as will ensure the preservation of the rivers, while conceding fair latitude to the canners.

The sealing industry, which we have adverted to on many occasions during the past year, owing to the large local interests involved, has employed no less than 26 schooners, manned by 225 whites and 300 Indians, and the estimated catch is placed at over 35,000 skins, probably half of which were taken in the Behring Sea. The value of this product reaches $245,000, and but for the continued interference on the part of the United States Government and the illegal seizures of vessels which we have made from time to time, far more profitable results might have accrued to the sealers. With the New Year, however, let us renew the hope that the long standing grievance of our sealing friends will be simply redressed. We are, to a great extent, confirmed in this hope of an early adjustment, in view of the lively interest in the Behring Sea difficulty evinced by His Excellency the Governor-General during his late visit to the capital of the province.

The fur trade has been marked by considerable buoyancy, owing to the heavy advance in prices which took place early in the year and considerable sales of the coast shipments (which, following the custom of many years past, have invariably been conveyed at this port) have taken place to competition for the various lines in the market being entered into by the representatives of leading London and New York houses, resident in Victoria.

"Riches of the Sea" are practically untouched along our coast, and until our American cousins are prepared to dive into an already overfished sea, sufficient treasury is heavy duty for the privilege. It is this barrier to the neighbouring market which retards the development of what might otherwise prove a very extensive industry, furnishing profitable employment to a hardy and desirable class of industrious people.

Our coal deposits on Vancouver Island, which form such an important factor in our export list, and furnish an extensive field for labor, have been actively worked during 1889, although not all to our chief neighbour's market, have been somewhat depressed throughout the year, which necessarily restricted the output. Nevertheless, there still is a healthy profit to a certain extent. However, close upon 450,000 tons have been sent out of the province during the period under review, and employing between three and four hundred ships and steamers, and if we add another 100,000 tons for home consumption, i. e., for domestic purposes and bunker use of steamers and coasters, it will be readily seen that our collieries rank high among our local industries.

The attention deposits in the interior of the country in the immediate vicinity of the Canadian Pacific Railway, are now receiving attention, and it is fully believed that the time is not far distant when regular shipments of the coal will be forthcoming.

Speaking more particularly with regard to the coal output as the mines of Robert Dunsmuir & Sons, the Wellington Coal Co. and the East Wellington Colliery, the bulk of which is absorbed in San Francisco, it is a remarkable fact that favorably adapted as it is for domestic and steaming purposes, there is no other coal possessing these advantages upon the coast of our American neighbours. It is therefore all the more difficult to realize why our coaling trade, the Gulf of the Golden Gate, should be content to tax themselves to the tune of seventy-five cents for every ton of an article which they value so much and which they must have. Under such circumstances, it is readily seen that the removal of such an impost would redound to their benefit in getting a cheaper article, and more of it.

A short time since, we intimated the intentions of the Esquimalt and Nanaimo Railway Co. of extending their dockage facilities in the harbor along the westerly side. This should prove of no small advantage to Victoria, as steamers and coasters will therefore avail of the opportunity and put in here for their bunker requirements, and when arrangements are fully decided, for cargoes also.

The precious minerals, which sooner or later must make British Columbia famous, are referred to in the statistics, as are also the returns of bullion made through Wells, Fargo & Co.'s express during the past year.

The understanding which is said to have been arrived at between the Dominion and Local Governments with respect to regulations for working the richer minerals in the railway belt will be fully appreciated by the different companies and others engaged, or about to engage, in the pursuit of our hidden wealth. In the Kootenay region, especially where considerable work has been already undertaken, we look for extensive developments, encouraged, as they must be, by proposed rail and navigation facilities, which there is reason to believe will be undertaken during the present year.

Old Cariboo also will undoubtedly give a fresh account of herself and demonstrate to the world that she is by no means played out.

It is in the development of our richer minerals that we look for a large and important contribution to British Columbia's trading prosperity, and looking generally at the prospects in this connection, which certainly were never more favorable, we are of opinion that the result of the year's operations at the close of 1890 will form no inconsiderable factor in the country's exports.

The shipments of lumber during the past year approximate some 32,000,000 feet, valued at nearly half a million dollars, and about fifty ships having an aggregate tonnage of some 43,000 tons were employed. This industry has been fairly active, although several of the leading mills shut down temporarily early in the season, during the progress of extensive additions to buildings, plant and modern machinery, notably in the case of the Moodyville Sawmill at Burrard Inlet, and the capacity of these establishments has been enlarged that they are now in a better position to fill orders than heretofore. We are glad also to note the largely increased demand from eastern points for the products of our mills, including flooring, windows, sashes, doors, &c., the quality of which is being rapidly appreciated. The future of this industry cannot be otherwise than encouraging to our mill owners, in view of the large and valuable timber limits within the province, a value to which is greatly enhanced by the fact that our neighbors across the border are exhausting their supply far more rapidly than we are on this side.

Doubtless, then, this has proved not unattractive to our important acquisitions to the lumber manufacturing industry during the past year, the huge milling establishments of the Ross-McLaren & Co. now in progress on Fraser river and at Port Moody, the large extensions of Mr. W. Jones's, Mr. Macaulay's, interests at Chemainus and elsewhere on Vancouver Island, being not the least among them.

The convenient position of our Royal Roads for vessels engaged in the lumber trade has, up to now, escaped sight of, and we are assured that the erection and equipment of a given size sawmill in the vicinity of Esquimalt will are, ere long, assume practical shape. The advantages of such a position are many, and we feel confident that ship-owners will not overlook them in realizing the saving in time, towage, pilotage and many other incidentals in connection with employment of their vessels in this trade.

A glance at our shipping statistics will indicate an important volume of business during 1889. The entries inward and outward of steamers and coasters have increased, while the direct English trade is more than fully maintained. The matter of preventing American steamers from bringing Canadian bonded goods to this port is so fresh in the minds of our readers that it is unnecessary to repeat it, suffice it to say that the Dominion Government have been fully convinced that the enforcement of such a regulation would be altogether opposed to the interests of Victoria, and they have at length conceded the demands of her merchants, or revoke the objectionable order.

The mail service between China and this port, which has been made with the object of having it as a condition of the contract with the Canadian Pacific Railway Company that the steamers should call at the port on their inward and outward passages. Although the arrangement has been put forward, the Railway Company have intimated that the steamers shall call inward and outward, conditional on sufficient accommodation, which forthwith will be provided in our outer harbor. While docks and warehouses will be proceeded with during the year, doubtless, however, that Victoria, by its large contributions to the Dominion revenue, pays in proportion of the subsidy granted by the government at Ottawa, we do not look upon this matter of steamer calling as one of favor, but one of right, and in spite of the many objections put forward against it, we are still of opinion that the contract should have embodied the condition pertaining to Victoria. However, the Canadian Pacific Railway Company will very soon realize that it will be as much in their own interests as those of this port, that regular connection should be made by these steamers with the commercial capital of the province. It must not be forgotten, too that our neighbors on Puget Sound are alive to the trade developments to be gained between this coast and Japan and China, and as they realize the necessity of subsidies in order to encourage steamship and mail services, they are already petitioning congress for a considerable grant for a proposed line from Tacoma and Victoria, can rest assured that such a service would not pass its doors, but rather seek to facilitate the connection.

Freights from England have advanced materially, owing to the serious strikes among the dock laborers (and, subsequently the lightermen) in London, and there is every indication of the present rates of freight maintained for some time hence.

In this imperfect review of our commerce for 1889, it is especially gratifying to note the healthy state of trade, which has gone well prevailed, and those engaged in it have cause for congratulation in looking back on the old year, as one in which their operations have largely exceeded its predecessors, in volume and net results. Particularly has the Port of Victoria cause for rejoicing in this respect, maintaining as she has her commercial supremacy with a largely increased trade. In these days of railway extensions and development the advantageous geographical position of the Port is becoming daily more and more appreciated.

To the enterprise of her merchants, capitalists and manufacturers can the duct of the results be attributed, the many indications around us of improvement in many directions, there is with the cheerful outlook of trade for the New Year every prospect before us, that in the 4th long article of progress will be accomplished before the close of 1890.

THE SEAL INDUSTRY.

The Total Catch for the Year, 35,810 Skins, Having a Value of $247,170.

The following is a complete list of the schooners engaged in the sealing industry, making their headquarters at Victoria, with the number of skins taken on the coast and in Behring's Sea. The total number taken is 35,810, having a value in Victoria of $247,170. The total would have been considerably larger had it not been for the uncertainty existing during the season as to the safety of entering Behring's Sea. As it proved, a number of British schooners were boarded by the legalized American pirates, and their catch to date confiscated. It is hoped that before the date for clearing for Behring's Sea this unfortunate condition of affairs will have been remedied, and our schooner owners freed from danger of loss while engaged in legitimate seal hunting.

LIST OF VESSELS AND CATCH—1889.

NAME.	Coast.	Beh. Sea.	Total.
British Vessels.			
Pathfinder	942	48	990
Teaser	481	829	1,310
Viva	1,481	1,352	2,833
Annie C. Moore	976	1,214	2,190
Penelope	384	1,766	2,150
Sapphire	1,364	1,026	2,390
Onward	816		816
Juanita	1185	60	1,245
Mary Taylor	746		746
Minnie	700	500	1,200
Wanderer	178		178
Ariel	341	344	685
Lily	299	55	354
Black Diamond	629	55	684
Kate	624	800	1,424
Favorite	340	1,769	2,109
Mountain Chief	216		216
Sheet Anchor	30		30
W. P. Sayward	569	2,641	3,210
Winnifred	22		22
Beatrice	500	700	1,200
Maggie Mac	777	1,260	2,037
	12,391	15,497	27,888
American Vessels.			
Walter L. Rich	1,419		1,419
San Diego	69		69
I. Hamilton Lewis	242		242
Wenture	317		317
Allie L. Alger	253		253
Henry Dennis	118		118
Lottie	225		225
Mot le Adams		1,555	1,555
Bessie Rutter		525	525
	2,816	3,905	6,721
German Vessels.			
Adele	249	1,451	1,701
	249	1,451	1,701
Grand total	14,456	20,853	35,310
Total value at $7 per skin			$247,170.

EXPLANATORY NOTE.

P.S.—If Mr. D ugla had not been at Langley Beardmore would have had to go to Victoria, in which case he would have seen Governor Blanchard and explained matters to him and so prevented Blanchard being led into error by Mr. Muir's letters, which he carried in his canoe. Blanchard and Douglas were not on friendly terms and had little intercourse, so did not talk over the matter. Mr. Muir was a stripling of some fifteen years at this time. He might have known something of Gulle but not of Gulle. He died of brain disease a few years ago.

OVER THE PLAINS IN '59.

Graphic Description of a Hazardous Transcontinental Trip from Ontario to the Pacific Coast—By Rev. Buckberry Dayne, and Some of Their Thrilling Experiences.

[illegible] Lake Superior and Winnipeg, and, what was a very serious matter, in those days, to the amount of nearly so of the supply of bacon and flour. Shortly afterwards, in making one of the numerous portages between Lac des Milles Lac and Rainy lake, a bag of peas was picked up which had evidently grown too heavy for some of the H. B. brigade that had gone before us. This was treated a variable delicacy, and so long as bacon lasted made a by no means despicable bill of fare. Afterwards, pea soup, straight, twice a day—a third meal could not be afforded—was a cuisine that can hardly be recommended as a permanency. All well, however, are said to have an end, and so had the bag of peas by the time Fort Francis, at the outlet of Rainy lake, was reached. This Hudson's Bay Co.'s post was called HUNGRY HALL.

And right well it deserved the name, for not a pound of fish or flour or potatoes, or anything else eatable, could be obtained. Down Rainy river, therefore, the party had to go, with an elongated visage and an aching void about the stomachic region of each anatomy. Half way down to the Lake of the Woods, a supply of sturgeon was purchased at an Indian encampment, but it was soon noted unanimously that pea soup, straight, was far and away preferable to Rainy river sturgeon, with no sweeteners. The only one of the party who reached British Columbia still some years afterwards could not look at a Fraser sturgeon without loathing until the early seventies, when, being at Langley with nothing else to eat, he could not stand the Pacific coast sturgeon bears about the same resemblance to the Rainy or Red river article of that name as the delicious culchan or its near boss to an Eastern stickleback.

But to return. Nothing more toothsome could be procured until Portage for either love or money, so that the ranks of the shipping river were run and the numerous portages made with no better fare till camp was struck at Fort Alexander. Here a little welcome flour was added to the commissariat, and the canoe voyage ended a few days later, at Fort Garry, about the end of June.

THE FIRST STEAMBOAT.

A few miles down Red river, the first steamboat to reach the fort was met on an excursion trip to the Stone Fort, which the entire population of the Selkirk settlement from Kildonan north lined the banks and gazed with wonder and astonishment upon a steamboat for the first time in their uneventful and peaceful lives.

At Fort Garry, Fraser river seemed infinitely further off than at the mouth of the Kamministiquia, and, with this exception, all the party called a permanent home. The exceptional adventure purchased an old gray horse and a Red river cart and harnessed them together, nor the harness could boast of a particle of iron or other metal in their composition, yet this motley equipage travelled with sundry repairs to the barren wilds of Rocky Mountains, fully a thousand miles to the foothills of the Rockies, and then would have called back again, for that matter, had it not been broken up to make primitive pack saddles.

THE ROCKY MOUNTAINS.

To get back from another digression, a new start for the West was made on August 1st, when the Fallowfield young man decided to share the fate of the overlander and thus made a party of two for the trip over plains and mountains. To add to the hardiness of this undertaking the Sioux Indian disaffection, which culminated in a terrible massacre of settlers in Northern Minnesota the following year, was creating not a little uneasiness among the Red River people. However none of these men of the plains were encountered and Fort Ellice was made in ten days with but the following episode worth recording.

Two or three times south of the Bow or Belly, for the junction of these rivers was not observed, such duties were struck, which necessitated an immediate return to the river for water. On one of these occasions night overtook the party after four teen or fifteen hours travel without a drop of water. One of the men, a stalwart Missourian, in arranging his cart took hold of the handle of a rifle, which accidentally exploding carried away all the fleshy part of the right thumb, inside. The ball then went through the neck, almost grazing the jugular vein and passed out near the collar bone. His companions thought he was certainly killed; but the neck wound proved only a slight one, that of the hand being much more serious. Both were bound up as quickly as possible, but not before bleeding and thirst had rendered the poor fellow delirious. A little rain water caught in blankets, not of the cleanest, partially quenched his thirst, it goes without saying that there was little or no sleep in camp that night.

Before break of day a start was made for the river with the wounded man still delirious, strapped down to a cart. Mid-afternoon men and horses were in the river and maddened by thirst was alleviated. The two or three days the man got better, but in the meantime his sufferings were terrible, by having to ride in an absolutely upright cart diagonally over deep buffalo trails, and yet rallying on his feet again he rapidly recovered strength but before mountain travelling commenced he nearly well, but with a hand which threatened for life.

By the middle of September the party was anxiently on the lookout with the understanding that the cart would be sought up with early next morning. By some means the trail was struck, ahead of the camping ground, and expecting to catch up with his companion at every turn, who was supposed to be ahead, the lonely pedestrian tramped on and on till the shades of Saturday night closed in upon him. To add to the discomfiture of the situation rain poured down in torrents, and minus food, blankets, a fire, or the means of procuring one, he had full weight of reason, the swarms of mosquitoes but what might be called a "good time" of it. Sunday morning came at length and the late sun soon relieved himself of his otter hair all wet. Oh! And on with nothing to eat till near noon, when a strawberry patch afforded some relief to the thirty-hour fast. So much of this point, but two or three miles on the other side of a narrow lake, along which the traveller had been trudging for some time, and which seemed to stretch far to the west, and a settler's home. A committee of one decided that this Rome must be reached by fording and swimming this lake. The kind settler soon corrected the emotion of long fasting and then conducted his guest back to the Portage la Prairie trail without again crossing the water. Soon a speck appeared on the distant horizon which developed speedily into a white horse and cart and a satisfactory reunion. Each had thought the other behind, and both had conducted to go back to White Horse Plains on the following morning.

PORTAGE LA PRAIRIE.

[illegible] then consisted of a small mission house, with a few Salteaux Indians camping occasionally close by. The above-mentioned settler was the only one from White Horse Plains to this point, some forty-five miles. None of the now numerous cities, towns and settlements of Manitoba had an existence till more than a decade later. At Fort Ellice half a dozen Assiniboine canoes were met with, which carried from St. Paul on the Pacific Coast, but generally themselves eventually on the Assiniboine, instead of the Yellowstone. Thus a company of sight was formed, and instead of the original programme being carried out of making for Fort Edmonton it was decided to strike west to the South Saskatchewan, then follow up Bow and Belly rivers to the Rockies and cross by Kicking Horse Pass. Thus unexpectedly reinforced another start was made, and in about eight days travel buffalo were sighted travelling in the same direction. At this time on for five or six weeks and over an area of probably 600 miles, not a clear day passed without seeing from one to a dozen to as many thousands or more of these noble animals.

It was not then within the range of human probability that in less than a quarter of a century later scarcely one of these teeming millions would be found either north or south of the international boundary line.

In these buffalo ranges then extending from 100 miles east of the Saskatchewan Elbow to beneath the shadow of the Rockies the question of commissariat was never discussed. Buffalo hefer formed the staple with now and then a calf varied with plenty of antelope. Vegetables were only memory of a bygone Red River flour in stock was carefully stowed away with all that was left of pemmican for mountain provender. For a few weeks both man and beast lived literally and figuratively on the fat of the land. All had to walk from 15 to 30 miles more or less, per day, and occasionally if before buffalo were sighted the guns among the party would bring down as many ducks, mud-hens and prairie chickens as would make a stew for all hands sufficient for supper, breakfast and sometimes a snack take, while en route next day.

Vicious looking prairie wolves were close companions, and a dozen or more of them would take possession of a camp ground before the rear cart could get 100 yards away. On one occasion two buffaloes were killed about half a mile from camp in the dusk of the evening and left with the intention of taking what was needed of them next morning. The wolves, however, brought hundreds of their prairie scavengers from all points of the compass, and the pandemonium thus created can scarcely be imagined. At daylight not an ounce of flesh was to be found, while thoroughly picked bones were scattered over an acre or two of ground. Among these bones were the half devoured remains of several wolves that were killed in the frightful scramble for buffalo meat.

NO MISHAP OCCURRED

from attacks by the buffalo, either wounded or in defense of their calves, with one exception, when a bull charged down upon one of the men near the edge of a deep ravine. He saved himself by a tremendous jump of ever so many feet to a ledge on the opposite side. After looking over the precipice the animal concluded not to follow and at once started after the herd. The hero of this adventure found it no joke to get back to the other side of the gulch.

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By the middle of September the party was anxiently on the lookout for some time kind which at Fort Pelly, the last of the posts. The day for the demands of the season in the mountains in a deserted fort. The

[illegible]

[illegible] Crossing of the Kootenay had to be made by swimming the animals and rafting the packs. This took after a couple of unsuccessful attempts at different places, was accomplished during a snowstorm, by one of the party finding the remains of a spruce bark canoe and getting across in it to an island with a rope. One horse was then hauled over and the others were compelled to follow. Mounting the one, with the longest legs the rider but shallowest feet, the river was soon crossed, and the balance of the day devoted to drying our property, to a fresh start next morning. The second crossing at an Indian camp was made without difficulty by the aid of an Indian and his canoe.

At the Pen d'Oreille the party divided, four crossing the river for the Cour d'Alene mountains and the valley to Spokane river, except through scarcity of food. An Indian or two were found at the Kootenay Catholic mission, but the Father had away left nothing behind to obtain at.

NEITHER WHITES NOR INDIANS

were met on the Spokane, and, above this stream was struck early, a dense or sea of, small, bones fish, were left. Without the means now of killing game or catching fish the condition of the small company was by no means enviable, at a distance still of 75 or 100 miles from the Columbia and civilization. A day spent so far from where the city of Spokane Falls is now located having shewn ponies that were left did not improve the situation. Next morning at dark the newly made military road to Colville was reached and the party camped on very short commons. Long ere then while out in the early morning found a banana in a handful or two of dried salmon skins at a recent camp ground, and with these he sustained on through the night to Colville. On the afternoon of this next day (Sunday) he reached a settler's house and dead than alive, but a hearty meal of newly baked bread and rashes of bacon soon resuscitated him.

Being informed that a pack train was preparing to leave for Fort Colville for the Semilkamen mines on the following day, an effort had to be made to reach that post, some twenty miles distant, in time to call himself of this chance of getting to Victoria via Kamloops and the Fraser. Going through the Garrison Town, as it was then called, made up of a company of United States troops under canvas, he was the observed of all observers. One of the boys in blue wanted to know where he was bound, to, but nothing was felt behind the curtain of what was a decent period of head rest six months previously. Another was anxious to ascertain where his boots were made, as his only pedal protections were rawhide moccasins of his own manufacture. A third was interested in the garment that had once been a pair of tweed pantaloons, but of which nothing was left below the knees, and indeed not very much above. A couple of shirts then long days (all his stock) were minus sleeves. The front and back of vest were fastened together with buffalo thong. Coat wanting, having long since been traded off to an Indian for something to eat. An old Scotch chief over all did yeoman's service as a protection against almost zero weather. Thus clothed, or partially so, the overlander reached Fort Colville that Guy Fawkes' Day, '59.

Weather set in too severe for the Semilkamen Coast, and the rest of the trip had to be made on foot down the Columbia via Thompson's Prairie to Vancouver, Wash. Crossing the Cascades in those days with zero weather or below, with few settlers en route, and bad roads, or no roads at all, was anything but agreeable work. It was finally accomplished, however, and the overland journey ended, having occupied nearly eight months, of which much more than five were spent in actual travel.

GOLD DUST SHIPMENTS.

REPORTED FROM THE B. C. ASSAY OFFICE.

1889	B. C.	B. N. C.	G. G. & Co.	Total.
January	$ 8,346 40	$ 810 00	$ 10,988 95	
February	13,252 25	2,352 00	11,502 29	
March	16,370 00	1,000 00	10,756 88	
April	26,709 25	9,663 00	10,662 80	
May	14,962 25	4,500 00	17,731 12	
June	13,383 25	1,000 00	14,815 72	
July	20,991 00	1,000 00	21,249 13	
August	23,491 50	1,000 00	20,862 38	
September	20,135 67	3,148 56	21,078 18	
October	24,585 50	6,000 00	18,629 33	
November	24,916 25	4,850 00	23,955 21	
December	16,957 94	883 07	14,784 53	
Total	$253,122 67	$46,439 64	$218,660 11	
1890				
Bank of British Columbia			$253,122 67	
Bank of British North America			46,439 64	
Garesche, Green & Co.			218,660 11	
Total, 1889			$518,222 42	
Total, 1888			432,442 15	
Increase			$ 85,781 47	

P. O. BOX 65. ESTABLISHED 1863.

J. P. DAVIES & CO.,

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Williams, Engelbach & Co., Leon—Sherry.
M. B. Foster & Sons, London—Bottled Ale and Stout.
Bass & Sons, London—Ale and Liquors.
Power & Co., Dublin—Whiskey.
H. Walker & Sons, Walkerville—Canadian Whiskey.
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Liberal advances made on consignments of Salmon, Wool, Timber, Hides and other Produce shipped to our correspondents in England, Australia, China, Japan and elsewhere. Special attention given to the purchase and shipment of Lumber, Cargoes and Spars. Indents for Merchandise executed on favorable Terms.

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