

ment of a mint, the machinery for which, originally imported by the Government of Columbia, is carefully preserved. The constructors of our Canadian Pacific Railway will, no doubt, direct it in the direction of our eastern enterprizes, manufactures and products. At the same time we should bear in mind that the gold crop, if it causes no cultivation, has left behind it grand improvements. We must not forget that it has created roads in British Columbia, opening up the mining districts and developing resources generally, which would be an honour to the engineering skill of any age or country. Commander Mayne, R. N., who wrote in 1859, and who saw these roads "before they were made," describes graphically (p. 107) the inaccessibility of the mountain ranges, forcing the explorer upon trails or tracks found on the accidental ledges of precipices, hundreds of feet above the raging waters of the Frazer and the Thomson rivers. Quoting from the Journal of the Bishop of Columbia, he speaks of the ascent of the Frazer river as "impassable, much of it, for horses and mules, and even for man not without danger. At a height of 2,500 or 3,000 feet our pathway lay along the edge of a perpendicular fall. Sometimes, in the descent, the path was *nil*, the projections for the foot not an inch; it seemed like the crawling of a fly upon the face of a wall." Time and experience having proved these to be the only practicable lines of route, roads have been constructed through these cañons or ravines, along the faces of precipices, following tracks and trails indicated by the hand of Nature; impending here over gorges hundreds of feet deep, and yet from foam and spray invisible; here hollowed out into the rock itself, there built up upon huge balks and cribs of timber, and hanging, like swallows' nests, over the mad waters below. These roads, 18 feet wide, and substantial, by easy grades penetrate into the interior of the country, and each is an abiding record to the honour

of the daring, persevering and scientific men—the *vrais hommes de genie*—who planned and executed them.

But the great promise of the future of British Columbia lies deep seated in its coal measures. Coal has been found, of excellent quality, to lie on Vancouver's Island and on the main. In 1859 coal was obtained outcropping in Coal Harbour of Burrard's Inlet, and was critically used on board of H. M. ship *Plumper*, with most favourable results. Coal abounds all over the north end of Vancouver Island. It has been found of good quality a little way to the northward of Fort Rupert. But the present chief source of supply, the most practical and the most convenient, is Nanaimo. This place is 75 miles north of the capital, Victoria, on the Gulf of Georgia. The harbour is good, and there is no difficulty in making it. The coal is found handy to the ships' side. It is highly bituminous and well suited to the manufacture of gas. For economic purposes it is most valuable, resembling in quality the varieties of coal produced in the central coal fields of England, and it has been remarked at Nanaimo that the deeper the workings have been carried the better the quality becomes. For domestic consumption and for use in factories, it is thought to be equal to that brought from the Welsh mines. It is considered to be better steam coal than that of Newcastle. The English ships of war stationed at Esquimaux are all supplied with it. It can be laid down alongside the ship at from \$5 to \$6 per ton. It is sold at San Francisco at from \$12 to \$15 per ton, where English coal costs from \$20 to \$35. On 21st March, 1872, John Trutch, C. E., reported by Sanford Fleming, Engineer in Chief, states, "that at Nicolas Lake there has also been discovered a seam of coal, of superior quality, and six feet in thickness." Between Lake St. Anne and Jasper House Frank Moberly, C. E., and his subordinates confirm former discoveries of "extensive coal seams on the Pembina river, which