

A fire at Donald did damage to the extent of \$1,000. A restaurant owned by W. H. Lilly, and occupied by Harris, was burned, also Brown's shoe store.

The number of cases of salmon packed by Ewen & Co., and Bon Accord Fishery, on the Fraser River, last season, were: For the former, 22,819 cases, and the latter, 15,508 cases. The output of these canneries is handled by Robert Ward & Co., of Victoria, and was through an error, previously placed at 13,000 cases.

The steamship Batavia arrived at Victoria, from China and Japan, on Tuesday, Dec. 27th, with a full cargo and a number of passengers, including 20 Chinese. Her cargo consists of 118 chests of opium, 105 packages of silk, 14,530 packages of tea, 9,300 packages general merchandise consigned to New York, Montreal and other eastern points.

Vancouver now has 13½ miles of graded streets, 5½ miles planked, and 1 mile gravelled, and 18½ miles of broad, plank side-walks. An idea of the amount of timber used can be given by saying that if the plank were laid end to end there would be sufficient to build a single broad walk over four hundred miles in length. The board of work's report shows the expenditure up to date on completed street contracts, foots up to the large amount of \$110,478.50. This, however, does not include gravelling, cost of tanks and public buildings.

A Victoria despatch says: Charles Spring, owner of one of the sealing schooners seized in 1887, has been notified that the American Government has ordered the release of the Carolina, Onward and Thornton, with all their tackle as they now lie at Ounalaska. The owners here state that they will not take the schooners unless delivered in the same condition as when seized and the value of the skins. It would be impossible to proceed to Ounalaska unless at greater cost than the schooners are worth. The equivalent of the value of the vessels and their catch to be paid by the American Government will probably be the final result.

The *Inland Sentinel*, of Kamloops, says: "Unless the Canadian Pacific Railway Company reduce their high freight rates the trade of the Lower Kootenay country will remain tributary to the United States, and even the business of the upper part of the district will return to that channel. The experiment made this last year of bringing in goods from Golden station, on the C. P. R., proved a failure as the old way of packing from Sandpoint, Idaho, on the Northern Pacific, was the cheapest. With a United States steamer on the Upper Kootenay river to connect with that portion of the water-way in that country—the whole Kootenay trade will be taken from Canada for ever, if a reduction is not made in the high rates on the C. P. R.

Times: The Nanaimo Water Works Company have announced the approaching completion of the water service for the black-diamond city, and water was to have been turned into the mains from Chase river for the first time this (Thursday) afternoon. The water is taken from the river and brought by pipes for a distance of over three miles into the city. Two large dams have been erected at the source,

thus forming two extensive reservoirs in which millions of gallons of water can be accumulated. The mains follow nearly the course of the old Harwood road and enter the city at Hospital hill; from there they are carried down Franklin street to Wallace street and then along the different streets of the city. The vertical pressure will be considerably over 200 feet, thus insuring a supply to all points of the city as well as an available pressure for fire purposes.

D. Oppenheimer, chairman of the finance committee of the Vancouver city council, has presented his annual report. It shows;—

The total receipts from various sources for the current year up to the 1st of December, were.....	\$203,253.69
Total expenditure.....	170,776.43
Balance in Bank B. C.....	\$32,483.26

Out of this balance about \$22,000 will be required for running expenses for December and work under contract, and available for contingent fund say \$8,000, and the \$5,000 unpaid taxes, making a total of \$13,000 available for next year.

The assessment roll for 1887 was:

\$2,733,806 at 1½ per cent.....	\$33,703.00
Taxes collected.....	\$27,342.61
Five per cent. rebate if paid on or before Aug. 1st, 1887.....	1,369.26
Unpaid taxes to be collected.....	\$ 5,111.13

Of the receipts, \$156,752, were proceeds of debentures, and \$12,000 from licenses. The principal items of expenditure were: Board of works, \$53,836; fire, water and light, \$7,635; salaries, \$9,859; interest, \$6,869; sewerage construction, \$13,997; notes paid off, \$7,412; sinking fund, \$2,619; debentures paid off, \$56,769.

Opium Smuggling.

Special Customs Agent Wolff, who visited Victoria last July in the hope of being able to discover many more nests in connection with the customs business in this province, according to an Ottawa dispatch by way of Chicago, has stated in the capital that in the course of his investigations here he had learned that enormous quantities of opium were being smuggled into the United States at that and other points in the Dominion. He got into the confidence of several Chinamen purposely to report to the American authorities how the business was being carried on, which information he has communicated to the customs officials on the other side of the line, where, he states, the revenue of the country is being defrauded to an almost incredible extent. According to Mr. Wolff's story large quantities of manufactured opium are being sent east over the Canadian Pacific from Victoria, whence it makes its way into the United States and various points along the St. Lawrence. There are now eleven factories refining crude opium in Victoria, says Mr. Wolff, any one of which is sufficient to supply the local demand of the Chinese in that province. The production of the other ten, as a matter of course, finds its way into the United States. In British Columbia a large business is done in smuggling articles from Cadboro Bay to San Juan Island, where it is held until placed on board sloops or small steamers and taken to Seattle, Port Townsend and Tacoma. Considerable quantities are also finding their way in lumber-laden vessels into San Francisco from Victoria.—*Victoria Times*.

Lumber Cuttings.

James Drake, of Selkirk, is moving his saw mill from that town to Broken Head River, on Lake Winnipeg, where he purposes the manufacture of oak timber, the demand for that class of lumber being good.

Of the great raft venture, the *New York Press* says: "It is the largest and most dangerous waif that the waves have ever borne, and mariners, particularly those engaged in the coasting trade, have reason to fear the monster. It is 580 feet in length, is sixty-five feet in width on the water line, and is 38 feet high. Dark almost as the sea green itself, with no masts to be seen by day, or light to be exhibited by night, it travels on stealthily, with a velocity each moment almost increased by the surging of the rear portions of the timbers. No more dangerous impediment to navigation has been on the coast or ocean for years, and has been a fortunate matter that the history of the raft ends with the failure of the venture, the practicability of which it sought to illustrate. It was built at a little place called Jogjins, in Nova Scotia, for Mr. James D. Leary, of New York City, and by its failure to reach port safely that gentleman estimates his actual loss at \$35,000, and his prospective one at \$75,000. It had almost reached the harbor of New York when, on Sunday morning, December 18th, in a fearful storm, the 15-inch towing cable parted, the tug was compelled to put into port and the raft drifted out to sea. It is probable that it will break up. An immense cable core runs through the heart of the raft, to which at intervals of every 18 inches two and a half inch chains encircle it and are 'swifted' tightly by hydraulic pressure, and everybody knows the tenacity with which wreckage holds together. Should the chain swifters part, however, the presence of 27,000 large logs, 70 feet in length and from 14 to 24 inches at the butt, floating loosely on the ocean would probably be so fraught with danger to navigation as would the raft in its entirety. Viewed from all points, the raft adrift is exceedingly dangerous, and it would be a relief to the seafaring public if it should be recovered and brought into some port."

Canadian Lumber Dues.

The lumber interests of Ontario are much exercised over the coming into operation this winter of increased duties on lumber cut on government lands. At present the duties are 75c per thousand feet Crown dues and \$2 per square mile ground rent. The new duties coming into effect this winter call for Crown dues of \$1 per thousand feet and \$3 per square mile ground rent. An association has been formed by the lumbermen, and a deputation from it called upon the Premier of Ontario, Mr. Mowat, and Mr. Pardee, Commissioner of Crown Lands, and respectfully protested against the imposition of higher duties. Among the points made by the lumbermen of interest to Americans was the fact that southern yellow pine and poplar were each year coming into increasing competition with Canadian lumber. The Premier in reply said it was out of the power of the government at present to guarantee the permanent prices. The fact that previous changes in duties had only been made at long intervals, he thought was a fair guarantee that the present duties would not be changed in a hurry.—*Bradstreet's*.