

British Columbia Mining Critic.

"I am Nothing, if Not Critical."—Shakespeare.

British Columbia Mining Critic.

ISSUED WEEKLY.

Devoted to the Interests of Mining and the Protection of Investors.

THURSDAY, SEPT. 23. 1897.

Letters from practical men on topics connected with mining, mining machinery, mining laws, and matters relating to the mineral development of Canada, are always welcome.

Manufacturers and Dealers in appliances used in and about mines are invited to send illustrations and descriptions of new articles.

Views and descriptions of mines and mining locations solicited.

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IN ALL CANADIAN YUKON RAILROAD.

The Kamloops Sentinel argues strongly and notes some apparently good personal evidence produced by Mr. J. F. Smith, of that city, to prove that the North River route, either by way of Tete Jaune Cache or Mahood Lake, or Clearwater Lake, is the best in every respect for an Canadian route into the Yukon country. The Sentinel is striving hard to convert East Canadian M. P.'s, neglectful of the west, to its views on this subject. Such conversion work is useful and desirable if the route has all the merits asserted. But it will probably be found most sufficient, as the C. P. R. already runs from Kamloops and has the ear of the Ottawa administration, plus that of the Toronto "Globe," to convince Sir Wm. Van Horne and his associates of the advantages of the route, and thus secure its adoption at an early period, unless the Yukon suddenly ceases to attract. The C. P. R., with its eastern connections via Kamloops, holds the key to the position as regards the suggested northern railroad route, and the key to a position is what the great company seldom loses, though sometimes it defers for a moment the use of such a key. The Sentinel

doesn't love the C. P. R., as the MINING CRITIC opines, but our contemporary will probably admit the fact that the great railroad men can and will, if they see fit, make the scheme suggested feasible. At present, however, the C. P. R. has work to do at Victoria in facilitating the progress of its Vancouver-Stickeen-Teslin steamship and railroad route to the Yukon, which we naturally hope, in the interest of our own city, to see an accomplished fact sometime in 1898. It may perhaps be as well to prevent misapprehension by the Sentinel or others to note very briefly in conclusion that the MINING CRITIC is not in politics nor does it hold a brief for the C. P. R. or any other railroad organisation. It simply looks facts as "squarely in the face" as possible.

SATISFACTORY.

Well informed English papers state that most of the Clondyke company schemes attempted to be floated in London have failed to secure sufficient response to their endeavors to raise in the aggregate capitals of £3,000,000 sterling. Some have been formed—not always with the capital sought—but more seem to have died still born, as doubtless their demerits deserved in most cases. The better class of English newspapers sum up the position as to these shrewdly enough. Thus Truth warns investors to have nothing to do with the Clondyke promotions, and to be very wary also of B. C. ventures that are often associated with them, and the Manchester City News boldly predicts that nineteen shillings out of every sovereign invested in Clondyke companies are or will be as irretrievably lost as if they had been dropped in the middle of the Atlantic. These are strong words, but scarcely exaggerated, for placer mining is not well adapted to company working, whilst the profits of Clondyke trading and transport are far more likely to be got by well organised and locally informed western American and Canadian companies, such as are already in the field, than by companies directed from London by men who really know nothing either