

British Columbia Mining Critic.

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

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EDITORIAL.

BIG WITH PROMISES.

Lieut.-Col. Domville, M.P., the well known managing-director of a highly speculative undertaking, known in slightly abbreviated form as the Klondike-Yukon-Stewart River Co., of London, England, has just made some very remarkable statements as to the progress which his company is making and about to make, in connection with the opening up of the Skagway route to the Yukon. He promises very big things indeed, but knowing the gallant Colonel's remarkable characteristics for tall talking, we feel compelled to discount very considerably—laying this necessity to the score of the very sanguine temperament that he possesses—the exceptionally large "boom" predictions which Col. Domville makes. We shall indeed be much surprised if his Company not only builds a good long wagon road, but also erects three fine steel bridges, puts eight lake and river steamers on parts of the Skagway route; builds wharves on Lake Bennett, and circles with a short line of railway certain very dangerous intervening rapids, all in the course of the next travelling season, and moreover doing some of these things at a very early period of such season. Then, too, the Colonel declares—to cap all—that his Company will ship food enough to the Klondike next summer to keep most of its rapidly growing population. This

really sounds more than a little as though the gallant Colonel has been rather loudly "talking through his hat," as we say out West, and, we shall be greatly surprised, nay we shall be startled, if the more than double-barrelled company which the gallant Colonel represents, accomplishes next season even a modest part of the programme laid down for it by him, as quoted in another column of this issue.

If Col. Domville's company should do what he predicts, even the C.P.R. will have to take a back seat, whilst Sir William Van Horne must doff the hat in recognition of a greater railway rival.

But jocularly apart, we have not the least doubt that when the Yukon season next comes round it will be learnt that another and easier route than that via Skagway, will be satisfactorily opened by the efforts of the Canadian Pacific Railroad, and when thus opened, head off all competing modes of access.

We refer, of course, to the Vancouver, Stickine and Teslin Lake route, in regard to which the chiefs of the C.P.R. are quietly maturing their plans. They don't talk so long nor so loudly as Lieut.-Col. Domville, but they will assuredly "saw a lot more wood."

BAD NEWS FROM THE YUKON.

There is no longer any doubt that famine and sickness threaten, in the early future, several thousand gold seekers now in the Yukon country. The worst, however, will not happen until February, though already men short of food are in the British Yukon committing thefts, and on the United States side of the border, where, as usual, law and order are less effectively maintained, making more serious depredations. Fortunately, our Canadian magistracy and Police of the Klondike are likely to prove equal to the occasion. They are already not only maintaining law and order fairly, but getting some of the hardier, but at the same time ill-supplied, men of Dawson out of the Klondike by enabling and inducing them to make Fort Yukon, where provisions are more plentiful. The magistrates and police are also stated to be prepared, if necessary, to take the extreme measure of controll-