

British Columbia Mining Critic.

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

WEEKLY EDITION.

Vol. I, No. 45. VANCOUVER, B.C., SATURDAY, MARCH 5, 1898 PRICE 5 CENTS.

NOTICES.

All communications intended for THE EDITOR should be sent direct to

THE EDITORIAL OFFICES,
319 CAMBIE STREET,
VANCOUVER, B. C.

The British Columbia Mining Critic is published weekly in the interest of Mining, Finance and Commerce, and for the protection of investors.

Subscription, Two Dollars a year, payable in advance.

FRANK S. TAGGART,
Editor and Managing Director.

British Columbia Mining Critic

Printing and Publishing Co., Ltd.

Publishing Offices: 401 and 403 Cordova St., Vancouver, B. C.

EDITORIAL.

THE YUKON RAILROAD.

It now seems that enormous as it was in the first instance, totalling 3,500,000 acres, the Yukon land grant under the Mann-Mackenzie deal will almost certainly be increased by at least 300,000 acres, and more likely by an addition of nearly 1,000,000 acres. The original route is found to be longer in mileage than at first supposed, and the land grant is based on a concession of 25,000 acres per mile. It is, moreover, quite likely that the original route may of necessity be much extended in length, even if the line be not carried, as it certainly should be, further south by at least 150 miles and taken to a point on the British Columbia coast, thus avoiding the vexatious American customs regulations, which will certainly take away much of the advantage of a nominally all-Canadian route, access to which our grasping neighbors can, however but too largely impede. The original land grant was enormously excessive in extent and sale value, and now it seems certain—if the original provisional bargain be confirmed—to be largely increased without really commensurate increase of cost in construction. This circumstance, taken in conjunction with the American obstruction that is now assured, should certainly cause the Dominion Government to make far-reaching changes in the present lop-sided, costly and altogether ineffective

arrangement. These can all be made without doing any wrong to the contractors, whose outlay in the matter, apparently authorized by the Dominion, can easily be reimbursed, due allowance being also made for the reasonable remuneration of all engaged, unless, as should be likely enough under the circumstances, the railroad's contractors agree to very considerable modifications of the original arrangement. The railroad should clearly also be continued to a port on the northern coast of British Columbia under a better considered and more mutual contract, than the one to which the Hon. Mr. Sifton adheres with singular obstinacy, despite the hundred and one defects already discovered in a document which seemingly leaves a whole host of loopholes through which astute railroad contractors can legally creep with no small profit to themselves.

THE MONGOL LABOR QUESTION.

It seems that the revised statutes of British Columbia now include a properly drawn act, containing an enforceable penalty clause, in exclusion of Chinese underground labor from the collieries of the Province. This will be good news for our Canadian collier, provided that he this time manages to secure general compliance with the statute. Meanwhile local authorities don't do half what they might to level up the conditions of Mongol labor in our midst, and reduce the possibilities of its being sweated by unconscionable employers and labor contracting intermediaries. Thus there is still far too much municipal negligence in enforcing against both Chinese and Japanese the necessary sanitary by-laws against overcrowding, though such overcrowding not only endangers the public health but also facilitates the giving of very low wages to Orientals, who are suffered rather to "pig together," than to live as decent human beings. Thus the MINING CRITIC learns on high authority that at Sapperton, New Westminster, there are at this moment crowded together in great squalor nearly 40 Japanese, whom the city authorities have hitherto permitted to live in a house wherein certainly no more than six or seven decent Britons or Canadians would find it possible to live healthily. And there is reason to believe that there are still