

Province. There is not the slightest need, nor would it be desirable—as an opponent of the proposal suggested to be possible in the course of the recent Board of Trade meeting—for the proposed Provincial Chamber of Mines to shackle mining development by seeking restrictive legislation.

A well conducted Provincial Chamber of Mines has, on the contrary, big scope for multifarious special work, as its objects—quoted elsewhere in our columns—prove, without seeking in anywise to promote hampering legislation. Very much the reverse is the attitude of a well constituted and well advised and capably directed Chamber of Mines, for such body will do all in its power to further the development of the mining industry by, amongst other things, supporting soundly advised legislation which, whilst adjusting the laws of the land to the due requirements of the mining of the country, will safeguard the permanent interests of the industry, by preventing fraud and misrepresentation and aiding, in all legitimate ways, a great mining country in general, and its sturdy mine workers and trusting mine investors in particular.

EDITORIAL NOTES.

It is to be hoped that the Dominion Government will not make any very considerable grant in aid of the proposed railroad between Edmonton and the Klondike, the route being very long, difficult and dangerous, and any costly railroad constructed along it being quite unlikely to earn dividends or even pay its way. There would be more to be said, perhaps, for aid towards light railroad communication, intended to open for settlement a large tract of country more immediately north of Edmonton. The Edmonton-Klondike route is almost an impossible one, and certainly impassable for 99 of every 100 would be northern travelers. Reports to the contrary have had the effect of dangerously misleading not a few would-be Yukon gold-seekers hailing from England. The sea, land and river routes from the British Columbia coast, and the inland route from Eastern British Columbia via Ashcroft are infinitely preferable to the suggested Edmonton-Klondike route of travel.

Few indeed of the leading insurance companies will accept new Life risks on Klondike goldseekers, the noted Sun Life Company being an exception, and quoting a special and necessarily high rate on the lives of intending settlers in Klondike. The companies will, however, as a rule—this being the case with the North American Life, the Confederation Life, the Imperial Insurance company, the Northern Life, the Sun Life, the Great West, and Aetna, amongst other offices—permit travel to the Yukon under old policies. No doubt, when the Yukon country gets further opened and easier of access for travel and supplies, the insurance compa-

nies in general will, at higher rates, accept Klondike life risks. Most will not, however, do so ere the end of the present season and its certain tale of many and great disasters to rash, weak, inexperienced or ill-supplied prospectors in the Yukon.

The mad rush to the far north should and must be most obnoxious to the interests of Ontario and Quebec in general, though it must add to the large temporary impetus given to the manufacturing life of the larger cities. It bids fair to drain from Eastern Canada much of the best blood of fair rural districts, that are even now, in many cases, comparatively slightly developed and thinly peopled. The sturdy Eastern Canadian rural settler will certainly, as a rule, fare better by remaining at home, though such a man may, of course, in exceptional cases, "make his pile" in the Yukon. Better far for him, as a rule, if he will make west, to better himself in the "coming Province" of Canada, our own vast and varied territory of British Columbia, wherein doubtless many an Eastern migrant will to his own ultimate advantage find it needful to stay, without attempting to journey "due north."

The Hon. C. H. Mackintosh is likely to feel almost "spoiled for choice" in and about Rossland, so numerous are the mine and mine claim offers now made to him in his capacity of Canadian managing director of the great British American Corporation. Amongst other overtures, it seems fairly certain that the Heinze syndicate of Trail has made offers to the corporation for the sale of the valuable smelting, railroad and other interests of the syndicate. If ever a man needed to keep a "level head" such must surely be the case of Mr. Mackintosh just now. And, judging from statements of his, his line of action will be in the direction of conservatism—non-political, of course—and safety.

The Silvertonian thinks that the adverse comments of the *Mining Critic* on the Galena Mines flotation have been inspired by personal spleen, and adds that the editor has never visited the mines. The former assertion is unfounded; and as to the latter, the editor writes on the strength of expert information, obtained by highly competent men connected with the *Mining Critic*, who have visited and carefully scrutinized the Galena mines and their working.

The annual report of the Golden Cache Company contains a very significant admission, which implies that the results of the latest operations at the mine were by no means conducted so efficiently as they should be. The vanners of the mill were, it is stated, frozen, as a result of which all the concentrates from 755 tons of ore treated were lost. And these concentrates should, in the opinion of capable men, have proved more than equal to the results obtained from the mill crush-