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

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EDITORIAL.

VANCOUVER AND THE YUKON TRADE.

Mr. John R. Wolcott, of Seattle, after, as is natural, making the best of the case for his own American city as an outfitting center and point of embarkation for the Yukon, makes also, in the course of a very ably written recent article, the following suggestive reference to the position and possibilities of our city of Vancouver: "Natural causes and railway terminals have," he says, "placed Seattle and Vancouver in a position to control this great trade. It is seldom that such trade opportunities come to any city. Seattle is keenly alive to the importance of this trade, and will fully protect her own interests. Will Vancouver also grasp the trade that is begging at her door? Vancouver's fight for the Northwest Territory trade is not with Seattle, but with Victoria, Winnipeg, Toronto, and Montreal. It is Vancouver for headquarters of the Northwest Territory trade as against the other Canadian cities. The important and most profitable feature of the trade is its permanency, for it is a trade for many years. To secure and hold a large share of the Northwest Territory trade to Vancouver requires the immediate organization of a strong transportation and trading company with headquarters at Vancouver, and which will promptly place on the Stikine, Yukon, Stewart and Pelly and other rivers a strong fleet of steamers and

barges, establish trading posts throughout the Northwest Territory, a supply depot in Vancouver, and establish numerous other matters necessary and profitable. This is the first and all-important step, and is to be followed by several other matters greatly to the advantage of Vancouver—as the establishment of fruit and vegetable evaporators, condensed milk works, and a variety of manufacturing interests required by the trade, all of which will be greatly extended by the development later on of the great mineral resources of British Columbia. The trade with the mining regions alone is ample to make Vancouver the second city north of San Francisco. To establish a depot, gather supplies, assemble a river fleet, and acquire interests in lines already established, requires energetic action, the enterprise is a sound and highly profitable one, and will be the making of Vancouver."

Most will admit the general accuracy and local applicability of the above remarks, even granting—as is the opinion of the MINING CRITIC—that the Yukon boom is based too largely upon exaggeration, whilst the bulk of the gold of the far north country will probably be either got out or practically exhausted in but a few years. For, notwithstanding these facts or possibilities, certain it is that for several years there must be a large and profitable supply trade to be done with the Canadian Yukon, or rather with the big host of gold seekers there for a time settling. There is, moreover, excellent reason to believe that far more permanent, far more accessible, and far more generally productive regions—geographically tributary in large part to our own port of Vancouver—will, as a result of the Yukon boom, be opened and developed in Cassiar, in Omineca, and in other outlying areas, situate to the north of us, yet within our own rich Province. But with the exception of the important transport proposals of the C. P. R., and certain smaller developments of the Union Steamship Company, and with the exception also of promising extensions of our outfitting trade of distribution, little indeed is being done by or in behalf of Vancouver, to take advantage of the many and varied opportunities suggested in Mr. Wolcott's letter. Far more is meanwhile being done in and by Victoria, which is by nature a less suitable cen-