

The mining districts require roads and other improvements, and unless the Government is provided with the means to prosecute these necessary works they cannot be had, and mining will be checked in consequence. We cannot go on borrowing for ever. But in levying the tax, too much care cannot be taken in seeing that nothing excessive or unfair be done to throw a damper on what is destined to be the salvation of the Province—mining.

Another important matter which is agitating the public mind is the proposed use of traction engines on the Cariboo road for the hauling of freight to the mines of that district. Here is a question which, like others, has two sides to it. The heavy cost of transportation, especially on machinery to the Cariboo country, is certainly a drawback to the development of the mining industry in that part of the Province.

On the other hand the employment of traction engines on the only road leading into the country is likely to interfere with the general travel of the people living along it. Accidents to horse teams and conveyances are liable to occur, and unless the parties using the traction engines are restricted in some way, much damage to life and property may be the result.

In England, we believe, where traction engines are in use, the owners of them are restricted in several ways and held responsible for any accidents that may occur through heedlessness of the rules laid down for their guidance. The practice of the old country might perhaps be applied to the traction engines of Cariboo.

It seems hard that a road which has cost the people a great deal of money should be rendered almost useless to them. On the other hand, unless freight rates into the Cariboo country can be lowered considerably from what they are at present, the development of the mines will likely be slow. The success of these mines means much to the farmers of the district. It would therefore be a good thing if some middle course satisfactory to both the interests involved could be discovered.

We do not pretend to know how the matter can be satisfactorily arranged unless the traction engines should run at night, leaving the road open during the day for ordinary travel. But this we do know, that a monopoly should not be granted in any case, and there should be restrictions for the protection of life and property. The traction engine company should also be obliged to repair any damage to the road bed from running the engines over it.

Although the traction engine Bill was rejected by the committee of the Legislature, it does not mean that it is killed, and our notes apply to any further application on the part of the promoters.

The idea of building a narrow gauge railway into the Cariboo country is a good one and we hope the C. P. R. may be able to see their way clear to employing the rails of the old Lethbridge road for this purpose. See our Railway news in this issue.

The Provincial Government did a wise thing in reserving a tract of timber land on the west bank of the Columbia for the use of the smelter near that point. Every encouragement should be given to smelters erected in the mining districts so that the ores may be treated at home and the whole benefit arising therefrom enjoyed by the Province.

The Dunsmuirs, we understand, are erecting a number of coke ovens at their mines on Vancouver Island, the foundations being already laid. This is a step in the right direction and the undertaking is one of the marks of progress in the Province which will well repay the promoters.

The Dunsmuirs, with their immense wealth and the great resources at their command, can do much to promote the mining industry of this Province, especially on Vancouver Island. They are, as it is well known, keen men of business, and we are not astonished therefore to hear that they are awake to the great possibilities of the mining industry of British Columbia.

The great Yukon country with its wealth of placer mining, much of which is in British Columbia, has attracted the attention of the business men of Victoria, as will be seen from the report of a committee of the B. C. Board of Trade to be found in another column. There is no reason why an immense trade should not be done with that country by the coast cities, and the Dominion and Provincial Governments should lend their aid to so worthy an object without delay.

It is about time the Dominion Government should awaken to the fact that the Kootenay country has wants which are not being supplied as they should be. Proper public buildings in that part of the Dominion form one of the things much needed, and a better mail service is another. Kootenay East and West are not only large producers of wealth, but they are also large consumers of supplies, and in this way the treasury of Canada is enriched. Over \$130,000 has already been paid in customs duties at the port of Nelson alone, and this is only a drop in the bucket to what the revenue during the coming season will be from Kootenay. It should not be all "take" without a proportionate "give." At present the mining districts of the Province are being starved by the Ottawa authorities.

A great deal of responsibility rests with the member representing this Province in the Commons to constantly urge upon the Government the needs of the country.