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

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FRANK S. TAGGART,

Editor and Managing Director.

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EDITORIAL.

CANADA'S BAD BARGAIN.

Good often results from evil, and we confess that we are not broken-hearted to learn that through the intended energetic action of the United States government, in placing numerous obstacles in the way of profitable Canadian transshipment at Fort Wrangel, there is just a chance of a reconsideration and modification of the scandalously unequal bargain, recently provisionally concluded by the Dominion government with Messrs. Mann & Mackenzie, at the instance of the Hon. Mr. Sifton, and subsequently approved—seemingly with a wry face—by the Hon. Mr. Blair, as Canadian Minister of Railroads. The latter minister, by the bye, still occasionally utters brave words in favor of a people's policy of railroad reform, but as invariably swallows his utterances, when "circumstances confront theories." He then assents to agreements which favor persons and corporations "having varied pulls" at Ottawa, by conferring upon them exceptionally valuable privileges in return for comparatively modest public advantages. The United States government is, however, in this instance, likely to force the hands of our ministerial mal-administrators, by showing the country at large that their bargain "wont work," even to the partial extent anticipated by its makers. In fact, it seems clear that to avoid the great obstacles which

the United States government intends to impose on Canadian passenger and freight transportation via Fort Wrangel, the proposed Stickine River & Teslin Lake railroad must be connected with a port in northern British Columbia, by an extension of at least equal length.

The Toronto Globe is naturally annoyed to find the doubtful deal thus thwarted and fulminates loudly, albeit harmlessly, against the display of American greed, so characteristically made. The Globe suggests that American aliens be excluded in retaliation from Yukon gold mining, unless the United States grant facilities of transshipment at Fort Wrangel to Canadian transport and navigation companies, but it is clear as the day that it is now all too late to adopt such a policy. To do this would raise the most dangerous disturbance throughout the Yukon country and moreover embody the grossest breach of national good faith, inasmuch as thousands of American miners have paid and are paying heavy customs and excise dues to Canada on a distinct implied understanding that they be permitted to locate claims and engage generally in gold mining in the far and frozen Northwest, on terms generally similar to those accorded to other temporary settlers. Large and increasing numbers of other American goldseekers in the Yukon are also, on the like implied understanding, fitting out here in Canada, to the benefit of our traders and transport companies. Hence there can be nothing behind the Globe's fulminations, which are, under the circumstances, as obviously and harmlessly artificial, as is the tin plate thunder that growls ever and anon in the course of a well staged storm. It is moreover as certain as in the case of the theatric variety, that all this would be terrific press thundering will full soon be silenced, either of necessity or of convenience, just as it was when the famous Crow's Nest coal deal was satisfactorily arranged on terms calling promptly for a former editorial "volte face" on the part of the Globe. Hence we may in all probability shortly expect the Dominion's present railroad policy and therewith its party supporters, to yield to the "inexorable logic of facts" and be subjected in the one case to very considerable modification and in the other compelled to strike a new or varied keynote. It looks indeed as