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### EDITORIAL NOTES.

It is generally understood that the Dominion Government favoured the granting of aid to a railway through the rich Boundary district to Penticton.

Indeed there is every probability that the subsidy would have been given and the road built this year.

But a few British Columbians saw fit to checkmate the whole business and thus injure not only a most important section of the province but the interests of the country at large.

The people of the Coast have a just cause when they demand a direct railway route to the Kootenay. But the people of the Coast do not believe in a dog-in-the-manger policy and would never consent to blocking railway enterprises in other parts of the province in order to facilitate their own particular project.

Their cause is a just one and they know that sooner or later the Coast-Kootenay Railway will be built. They are prepared to push their claims on the Government to this end, but not at the expense of another enterprise.

Yet the promoters of the Vancouver, Victoria & Eastern saw fit to block the Penticton road until finding there was little hope for them they ended by agreeing to sell out their claim to their rivals for a paltry sum of \$55,000.00.

This agreement, it is said, was signed one evening and repudiated the next morning. Probably on second thought the enormity of the transaction appalled the parties to it and caused them to draw back.

But the evil had been done and the Minister of Railways announced that no charter would be granted this season to either the Penticton road or the Vancouver, Victoria & Eastern.

In taking this course we think the Minister of Railways acted hastily and without due consideration of the facts of the case.

Because a few company promoters got together and while engaged in charter-mongering pursued disreputable tactics is no reason why a most important section of the country and a deserving class of people should be made to suffer for the sins of a few and be deprived of much needed public improvement.

We trust the Minister of Railways will reconsider his decision and that he will arrange for the construction of the road to Penticton without delay.

In this connection the British Columbia Board of Trade at Victoria took a wise, a proper, and a timely step when they forwarded a resolution to the Minister of Railways asking him to grant the aid necessary to secure the construction of the road to Penticton and that the Coast-Kootenay line could remain for future consideration. It showed clearly that the Coast people are not in sympathy with the dog-in-the-manger policy of the few men who put themselves forward as representing at Ottawa the interests of the Pacific Coast.

We do not desire to criticize the actions of Dr. Milne while at Ottawa because he is not here to defend himself. Besides, he may have an entirely different version of the story to tell which may in a measure exonerate him from blame. We hope so. But on his return the people of British Columbia will certainly expect a public statement of the fullest description from him explaining the whole unsavoury matter from first to last.