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

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EDITORIAL.

VANCOUVER'S YUKON OPPORTUNITIES.

It is already quite clear that as a natural result of Vancouver's all-world direct connections, by means of the C. P. R. and its associated rail and steamship services, our Terminal City must next spring and summer become the point of departure par excellence so too in a host of instances the place of outfitting for Yukon gold seekers and other far northern travellers.

Not only is it now certain that the Canadian Pacific Railway will about March next put on the Vancouver-Stickine route two excellent steamships, recently bought from the noted Union Steamship Company of London and South Africa, but it is also stated on good authority that Mr. Lipton, the famous millionaire provision dealer of the United Kingdom, will also next spring place on the route between Vancouver, Victoria and the Stickine River two fine ex-Cunarders, the steamships Scythia and Bothnia, each of more than 4,000 tons register. Other vessels, British and American, will make for the far north either from or via Vancouver, and there will clearly be no lack of steamship accommodation for travellers who will doubtless, despite all warnings, make for the frozen Yukon coast next year, via the Terminal City, in tens of thousands.

It is also certain that good wagon-road staging will in spring be provided for such part of the favored Vancouver-Yukon route as lies between Tele-

graph Creek or Glenora and Teslin Lake, with connecting steamboat services plying beyond; whilst it is now known that ere early summer, perhaps even before, the great Canadian railroad will be running a regular train service from the Stickine River to Teslin Lake.

We learn too, on apparently good authority, that Mr. Lipton will shortly open a large provision supply store in Vancouver, with a view to cater specially for the food requirements of the Yukon inrush. If so, his venture, backed by exceptionally big resources in energy and capital, will add largely to the potentialities of Vancouver as an outfitting point, whilst there should, notwithstanding his entry upon part of the trade, be ample Yukon provisioning demanded "to go the round" and give all present capable local outfitters a chance, with others no doubt to boot.

In another respect, however, a great need of Vancouver in its expected Yukon connection remains to be supplied, as doubtless it will be ere the big rush begins, it being very clear that the boarding and residential accommodation of the city is, like that also of Victoria, inadequate to meet the coming influx. In Victoria it would appear that more preparations to meet, by further house accommodation, the spring demand for board and lodging are about to be made to a larger extent than in Vancouver, but there are signs that our own city is awakening to the need of further efforts in this direction, as to which, if it be possible soon to substitute for several fourth-rate saloons two or three respectable and well managed travellers' hotels, by means it may be of license transfers arranged on equitable terms, the general local community will prove a genuine gainer.

We have hitherto strongly deprecated a largely unfounded Yukon boom and see no reason to change our views in this respect. It is, however, impossible not to recognise that a big volume of travel will depart for the Yukon within the next three or four months via Vancouver however loud and persistent our and others' warnings. Hence the necessity of an early provision of far more ample board and lodging accommodation for travellers than is at present available within Vancouver's limits.

The close and careful attention of the licensing board, the city council and the board of trade might