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

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NOTICE.

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EDITORIAL.

THE SENATE'S REASONS.

Senator Macdonald of Victoria has given the Montreal Witness the following good reasons for the Senate's action on the Yukon railway bill:

1. The access to the proposed railway is through United States waters, which renders our commerce liable at all times to the caprices of a foreign power and to vexatious restrictions.

3. The access to the proposed railway is through frozen, or rather, half frozen waters, and at the present time there are about six thousand men and thousands of tons of merchandise at the mouth of the Stikine which cannot proceed or be forwarded by steamer or sleigh.

3. The proposed railway is narrow gauge, therefore cannot make connection with a trunk line of the ordinary width.

4. The railway cannot possibly be finished before September, and if the Yukon miners depend on it for food, law and order, what are they to do from now to the end of October, which would be the earliest date at which supplies could go in by it?

5. The Stikine river will not, before the early part of May, be fit for navigable purposes.

6. The Yukon river will be open by the end of June. There are fully ten or twelve ocean steamers ready to carry supplies to its mouth, and probably there will be thirty or forty light draught steamers ready in June to carry supplies to Dawson City from the mouth of the Yukon.

7. Three months before the railway could land a pound of food at Dawson City thousands of tons will be landed there by the Yukon.

8. Every miner going in this year takes a year's supplies, consequently no danger of starvation.

9. The universal testimony is that American miners in

British territory under British laws are most law-abiding, and have the greatest respect for our laws—that has been the experience in Cariboo, Rossland and other places.

10. The idea of an attempt being made to wrest the Yukon country from Canada is an idle dream, and is used merely as a lever to exercise pressure.

11. If American miners respect British laws more than they do their own, and our country is as free to them as to British subjects, why should they revolt?

12. Canada cannot send a policeman in uniform, or a militiaman, to the Yukon by the Stikine route without the consent of the United States.

13. Added to all this the land grant is excessive.

The earlier arguments go far to show that not only is the boasted all-Canadian route of the rejected railroad disagreeably and dangerously subject to obstruction at the hands of the United States officialdom, but also inadequate to provide the access required for men and goods, save for a short period of each year. The way to remedy these things is, of course, to make a new railroad contract, extending the Stikine-Teslin railroad to a point far further south in open waters on the northern coast of our own Province. The later arguments of Senator Macdonald show that the proposed railroad could not in any case have carried in more than a meagre amount of men and goods this year, whilst the plea that its immediate construction is absolutely required by considerations of national self-preservation is also groundless. Last, and of course not least, comes another strong reason for the Senator's vote, namely, the wholly excessive value given to the favored contractors.

The points made by Senator Macdonald are well known to most British Columbians, but they may and probably will be new to British readers of the MINING CRITIC, who will learn therefrom the chief reasons for the Senate's decisive veto of the Mann-Mackenzie deal.

What is now needed is of course a new and better agreement for opening up the Stikine-Teslin route by wagon road and railroad, and connecting them directly with undoubted and unobstructed Canadian territorial waters in British Columbia. In the way of such highly advisable action the senate's vote places no obstacle, and it only remains for the Dominion government to adopt—if its members will—a statesmanlike policy which shall adequately meet a national emergency of considerable importance.