

# The Mining Record.

Vol. III.

SEPTEMBER, 1897.

No. 9.

## BRITISH COLUMBIA MINING RECORD.

Devoted to the Mining Interests of British Columbia.

PUBLISHED BY

The Mining Record Limited Liability.

ALEXANDER BEGG, Editor.

### SUBSCRIPTION TERMS:

Canada and the United States, one year - - \$1.00  
Great Britain and Foreign, " " - - 1.50

### ADVERTISING RATES ON APPLICATION.

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### EDITORIAL NOTES.

THE action of the Canadian Pacific Railway Company in reducing the tariff charges on freight consigned from the Coast to Kootenay is very highly to be commended.

It is obvious, naturally, that the company are taking this course from motives of business policy alone.

Nevertheless, it will have the direct result of diverting (if the word is permissible) much of the trade that rightfully belongs to the province into the proper channel, for so long as the people of Kootenay can afford to patronize the Canadian road they will do so.

When, however, sentiment is priced in the market like butter, at so much a pound, one is inclined unless he is a Croesus, to dispense with the commodity as an unnecessary luxury.

The C.P.R. have certainly done a great deal in the way of advertising the country, but they have seemingly taken more trouble to make known our agricultural rather than our mining resources. Why, is

not quite clear. The company, we believe, have a capital plan of loading a car with fruit and other farm produce. The car is then attached to a train and at different stopping places visitors are allowed to examine the exhibits. Why not, may we suggest, follow this idea out, substituting, instead of vegetables, specimens of ore from the several mining districts of the province? Furthermore, one would imagine, collections of ore prominently placed on view in the principal railway stations in Canada and the Company's offices in England would materially increase their business, for mining attracts when nothing else will.

*Apropos* of railway matters, it is the prevailing opinion among the people of the Boundary Creek District that Mr. Heinze will hand over his Penticton-Columbia River Charter (for a consideration, of course) to the C.P.R., and that that company will then wait patiently until the next session of the Federal Parliament and make another attempt for the subsidy of \$8,000 per mile before taking active steps in the way of road construction; moreover, as the Provincial Government's offer of \$4,000 a mile for a road from Penticton to Boundary Creek is open until the 1st of July next, there is really very little incentive to induce the company to move with undue haste.

The ability to affect this situation is practically in the hands of Mr. Corbin, the president of the Spokane Falls & Northern Ry. If, as is not at all improbable, he sees fit to commence the immediate construction of a branch line from either Northport, Marcus, or some other point on his system, through the Colville Indian Reservation to the International Boundary line, the C.P.R. may see (and this is not at all a difficult operation) the folly, from a business point of view, of long delay.

A railroad providing transportation of the Boundary Creek ore would pay handsome dividends almost at once, and we venture to assert that but for the foolish "potlatch," or bonusing policy, carried on in this country in the past—a policy which saps the life of legitimate enterprise—a railway would ere now have been in the course of building to Boundary Creek.