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THE EDITOR, B.C. MINING RECORD,  
P.O. Drawer 57, Victoria, B.C.

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### EDITORIAL NOTES.

HEWITT BOSTOCK, M. P., has returned to British Columbia from Ottawa where, during the late session of Parliament, judging from the reports received, his labours were by no means light. His report to his constituents of Yale-Cariboo will we have no doubt be of a most satisfactory character. The report of a member who looks after the interests of his constituents instead of his own cannot fail to be anything else than satisfactory to those who sent him to Parliament.

Dr. Milne has also returned home from Ottawa, where we understand his labours were by no means of a light order, although the result in the end was far from being satisfactory. His explanations of the railway muddle at the Capital in which he played so prominent a part show in our opinion that nothing was done that could reflect on his personal character. They demonstrate however that the bungling of some of the men who presumably posed as representing the interests of Southern Kootenay and the direct coast line brought the whole matter into such a tangle that the final result was the abandonment of both schemes by the Government.

British Columbia so far as these schemes are concerned made a very poor showing indeed in the Railway Committee Room.

We do not however agree with the idea which seems to have found footing in some quarters—that the direct coast line to Kootenay is a dead letter unless the Government choose to take it up and build it independent of any private company. This view of the matter is jumping at conclusions—in a hurry—with a vengeance.

We prefer to wait for another session of Parliament before we come to any conclusions on the subject. Doubtless the personnel of the officers at the head of the enterprise will be changed between now and the next meeting of the House and stronger and more experienced men will be sent down to Ottawa to advocate the claims of a railway, the building of which is of so much importance, not only to the coast, but also to Kootenay.

By that time the Government will have been educated regarding the necessity of the road to give British Columbia a share of the Kootenay trade, and as there is not likely to be any further entanglement with the Heinze people the way will be clear to make out a good case before the Government.

We hardly think it possible that Heinze will forfeit his bond by declining to go on with the road from the Penticton to Columbia. It is to his interest in every way to go on with construction this summer.

Surely he has sufficient securities in cash and land grant from the Provincial Government to enable him to raise the money to build the line, especially as under such circumstances he will stand a very good chance of securing a subsidy from the Dominion.

Let him stand back now when the country is crying out for the building of the Penticton line and he will lose the sympathy of the entire community which may have some effect on his chances of obtaining a subsidy hereafter.

We have all along predicted good travel into the Kootenay this season. Up to now our predictions