

British Columbia Mining Critic.

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

British Columbia Mining Critic.

ISSUED WEEKLY.

Devoted to the Interests of Mining and the Protection of Investors.

SATURDAY, NOV. 13, 1897.

Letters from practical men on topics connected with mining, mining machinery, mining laws, and matters relating to the mineralogical development of Canada, are always welcome.

Manufacturers and dealers in appliances used in and about mines are invited to send illustrations and descriptions of new articles.

Views and descriptions of mines and mining locations solicited.

Subscription. Two Dollars a year, payable in advance. Remittances should be made by Express, Postal Order or Bank Draft, payable to the "British Columbia Mining Critic."

Advertising rates quoted on application.

British Columbia Mining Critic Co.,
Publishers.

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STILL UNEXPLAINED.

It should, and we may fairly assume, would interest many citizens of Vancouver not a little to learn accurately what position the Vancouver, Victoria and Eastern Railway and Navigation Co. occupies towards the C. P. R. No doubt Mayor Templeton, as a director and leading member of the former syndicate, either knows this, or if he does not know it, is able to form a tolerably accurate advance conclusion thereon, but neither he nor any member of Vancouver's civic deputation to Victoria has vouchsafed to his constituents the slightest explanation on the matter.

Yet the citizens of Vancouver have every right to know the position of the Mayor and his colleagues in the case. Clearly, if the Vancouver, Victoria and Eastern Railway Co., or rather Syndicate, is in opposition to the C. P. R.—as "on the surface" indicated—the City Council of Vancouver is playing rather fast and loose with the great railroad company in the matter, since, whilst professing readiness to meet the C. P. R. at least half way, and in a friendly spirit, as regards concessions asked, they are, as a Council, actively supporting what Sir Wm. Van Horne declared to be a hostile force to the C. P.

R. If, on the other hand, the rights of the Vancouver, Victoria and Eastern combination are again to be "placed on the market," and by the aid of men, who know the C. P. R. well, to be transferred for value to that Company, there is an end to the rather widespread notion, that in supporting the Vancouver, Victoria and Eastern project, there is implied the furtherance of active competition to the C. P. R., and the promotion of a new and direct line between the Coast and South Kootenay, via Boundary Creek. The Mayor and City Council of Vancouver, are, in fact, on the horns of a dilemma. They are either inconsistent in their attitude to the C. P. R., or else inconsistent in their attitude towards those who believe that the Vancouver, Victoria and Eastern Railroad men really mean to establish a new and competitive Coast-Kootenay Railroad route.

Again, therefore, we ask, as regards Mayor Templeton and his colleagues, "Where are they at?" not speaking politically, but as a journal naturally much interested in the facilitation and cheapening of the freight and passenger transport services, between Vancouver, the Boundary Creek country and South Kootenay, which if satisfactorily accomplished, means a large further development of the trade of the Coast cities and Victoria.

Meanwhile we note, that as has been too usual in their case, the men of the Vancouver, Victoria and Eastern Railroad syndicate were unprepared to give to Premier Turner many very necessary details, as to the financial and general status and business policy of their Company. This gave the Hon. Mr. Turner excellent opportunity for a temporising reply, pending doubtless due consideration also of the claims of the C. P. R. and the Heinze group of railroad capitalists. Verily our Premier and his colleagues of the Provincial Ministry have before them no easy nor pleasant task in deciding between or rather among the various claimants for railroad subsidies in respect of services proposed to open up the Boundary Creek country, and to connect it on the one hand with Kootenay smelting points, and on the other with the great trade centres of the Province. Whatever the Ministerial decision, big interests will surely be offended; and feeling offended and aggrieved, manifest their indignation somewhat practically in what will be for them due season, shortly to arrive.

The situation is interestingly com-

licated all round, and as regards the Vancouver City Council, calls for very much further and more detailed explanation, than has yet been given. Whether this will be early vouchsafed seems somewhat doubtful. And still the "Mining Critic" holds, that in the end, the C. P. R. will be found as usual "on top," at the finish, and be the first to get into and connect with the Coast and the Kootenays, the fine copper-gold region of Boundary Creek. This we believe, because we know that the means and methods of the great railroad are far reaching, and that of a certainty. Sir Wm. Van Horne "means business." And when he and his colleagues mean business, either in Eastern or Western Canada, they "do business." These are facts of practical railroad politics, and not mere theoretic suggestions of the platform, which the people of British Columbia ought by now to have learnt to estimate as regards railroads at least, at their full worth—little or nothing. The enthusiast spends his force for naught, the cynic promises much, that he has no intention of performing, "gets there" if he can, and when he has "got there," sits and does nothing to redeem his pledges.

THE RUSH TO CLONDYKE.

The Toronto "Globe" forecasts a rush into Klondike this Spring of some 500,000 gold-seekers, gold camp followers, traders and others. In this we fervently hope, for the sake of human happiness, and indeed we also believe that the "Globe's" estimate will be falsified. We do, however, expect that despite all warnings, some 100,000 people will, early next year, set out for the Yukon country. Of these, very likely 25,000 will start from the United Kingdom, another 25,000 from points in Canada and Australia, and a remaining host of 50,000 from the United States. Needless to say, four-fifths will, at an early period, return disappointed, for even Mr. Ogilvie—whose estimates are those of a somewhat sanguine man albeit an undaunted explorer and officer of proved worth and integrity—only apparently estimates the gold yield of the accessible Yukon at about \$100,000,000, which he also seems to think may be got out in ten years, more or less. There are also quartz formations bearing gold, but those found up to date can scarcely be worked to any profit in so hard, expensive and cold a country as the Yukon, since they are either of low or moderate grade, and run only from