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

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NOTICE.

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EDITORIAL.

THE SENATE DID WELL.

The action of the Dominion senate in rejecting the Yukon railway bill by a substantial majority, is amply justified. The senate has simply vetoed one of the worst of bad bargains, the agreement being all in favor of enterprising and energetic contractors, who easily got the better of that overrated minister, the Hon. Mr. Sifton. Only party loyalty kept a bare majority of western Liberals in line with their leaders on a measure, which sinned against almost every declared principle of the party, and though not a few B. C. Conservatives, on the other hand, supported the bill, they did so, as a rule, on purely sordid grounds, caring little or naught what the agreement would cost the country, so long as it helped themselves and their friends to make big trade profits. These Conservatives, however, forgot that in any case the railway is fairly sure to be built so soon as possible, and doubtless on better terms as a direct government undertaking, and on lines which should from the first have been adopted. The policy now likely to be chosen is apparently also what the Hon. Mr. Blair, the Dominion Minister of Railways, would at any rate have supported, judging by the lukewarmness of his advocacy of the bill now defeated.

It has long been made clear by the action of the contractors, Messrs. Mann & Mackenzie, that they

have secured Dominion government pledges to indemnify them against the loss of at any rate the ordinary and largely profitable returns of the construction work, which their party has done and is doing, and it is, therefore, about equally clear that, as we have already said, the railroad will be built, as a state line. No doubt a very good price will be given for its construction—Messrs. Mann & Mackenzie being so well in with the powers that be at Ottawa—but the cost cannot begin to approach the extraordinarily large speculative sale value of the monopoly mineral rights over millions of acres, which Hon. Mr. Sifton sought to confer under the original arrangement. In fact, the action of the senate should in this case, as in the somewhat similar instance of the Drummond County Railroad scheme, result in the securing of far better terms for our country and its taxpayers. Hence the senate need fear no uprising of popular indignation in respect of its bold action in thus vetoing a "boom" railroad bill. There is sound reason on the contrary to believe that very large numbers of good Canadian Liberals everywhere rejoice in their secret souls over what has happened. It is at least an open secret that very many leading British Columbia Liberals will be by no means sorry, provided only, of course, that proper means be taken by the Dominion government to build the railroad promptly, and, above all, extend it to a good ocean port on the north coast of our own Province.

EDITORIAL NOTES.

Considering the generally friendly relations which Mr. F. C. Cotton, M. P. P., has consistently maintained with the C. P. R., much surprise is expressed in Vancouver anent his attitude in stoutly opposing the suggestion of Sir William Van Horne and Mr. Shaughnessy in the matter of Mr. Corbin's application for a Boundary Creek railroad charter, the granting of which the junior member for Vancouver more than half favors. It is an open secret that the honorable gentleman loves not and has no faith in certain of those who were behind the Vancouver, Victoria & Eastern railroad project, but now that the C. P. R. has its grip on that enterprise and its charter, the member for Vancouver