

manship, Heaven deliver Pacific Canada from much more of it. The past Dominion administration certes did little enough for and took a good deal from British Columbia; the present prematurely eulogized Government of Canada shows few signs as yet of bettering the record.

THE STICKINE DISTRICT RAILROAD.

Evidently a railroad is with all speed to be built from the Stickine river to Teslin lake, and connected by shallow draught steamboats with Dawson City, at the instance of the Dominion Government. This is as it should be, and displays more Government promptitude than usual. Full particulars of the construction agreement are not to hand, but it appears that there will be no cash subsidy, the contractors, Messrs. Mann & Mackenzie, expecting to recoup their expenditure of probably \$1,500,000, in part by the results of a large land grant in the Stickine district, and in remainder by sharing the profits on line working, which will, it is stated, be undertaken by the C. P. R. The line will most likely have but a short lease of very productive life, since in all probability the rich placers of the Yukon will be all worked out, or nearly worked out in less than ten years, and there is not thought to be an enormous store of mineral wealth in the district of Cassiar, through which the line will run. Still, whilst the Yukon gold yield holds out, the railroad which, being light and of narrow gauge, can on the whole be moderately cheaply built and worked, should earn enough to repay its promoters all their outlay with substantial profit returns in less even than ten years, as during its existence it will almost certainly be "the route" to the Yukon. A big force of workers will almost immediately commence construction, and the line should be completed before September, much of it being opened earlier for traffic. Its construction and subsequent working by the C. P. R. should easily make Vancouver the best place of outfit and general embarkation for the Yukon, and gain for our city for several years a large amount of valuable trade, even if, as is certain, the dangerously inflated present Klondike "boom" collapses ere the leaves fall in early autumn. There will even then probably remain some 25,000 goldseekers in the Yukon, whose considerable needs must be supplied, and should be, to a large extent, via Vancouver.

THE PROVINCIAL CHAMBER OF MINES.

As our news columns briefly show, this important Provincial endeavor is well under way, being apparently in good and capable hands, and receiving the general all-round support of our mining community. This secured, there should be little doubt that whatever can be done to aid the project by various

city boards of trade will not be found wanting. The rock of sectionalism seems happily to have been rounded in safety, and the project is apparently sailing in smooth water. If necessary, the Provincial Government will facilitate the grant of the statutory charter by taking it up officially, but in all probability the general assent of the Provincial legislature will, irrespective of party, be given to the introduction of the measure in the ordinary way by a body of private members, full compliance with the standing orders as to notice, and otherwise, being waived by unanimous vote.

EDITORIAL N. TES.

It is now certain that the C. P. R. absolutely controls the railroad situation in the Boundary country, as everywhere else in the Province outside of Vancouver Island. The purchase of the Columbia and Western interests of the Heinze combination absolutely assures this.

The Kamloops Sentinel talks very wildly of the Cassiar Central Railroad project, most absurdly describing it as a bubble instead of what it is—a very substantially capitalized undertaking, in the hands of strong and capable British men of business, who mean to commence without delay the construction of a very necessary railroad, and with it the development of a difficult but probably productive mineral country.

The frequency of goodly dividends on Slocan district silver mines makes it clear that ere long the Payne will be no longer the only rival of Trail creek's famous mine, the Le Roi, as a big dividend payer. The Slocan will almost certainly produce several mines that will as dividend earners head off even the famous Le Roi, values per ton being higher and current expenses in the aggregate lower in the case of our richest silver mines, than in those of our best present copper-gold producers.

Major Walsh, the Yukon administrator does well to sound a note of warning against the expected inordinate inrush to Klondike. He clearly hints that there is no opportunity for even a fourth of the 250,000 immigrants expected, and asserts that if a big host rushes in, it will be quite impossible to convey into the country during the short import season half the requisite necessaries of life. One thing, however, the Major leaves out of his reckoning: The 250,000 people, mostly foolish and misguided, wont stay—at least 200,000 will return to warmth and civilization long before next winter. The Yukon most assuredly cannot maintain long 50,000 people; a fluctuating population of from 20,000 to 25,000 will probably fully suffice for its adequate development.

Western Australia's gold yield increased hugely