

trade, which is carried on over the White Pass Railway running to Whitehorse (111 miles), it would have the same fate as Dyea. This railway is owned by British capital, but is officered mostly by Americans. The only bank in Skagway is a branch of the Canadian Bank of Commerce. A customs post is maintained, but the customs dues do not approach the expenses.

Skagway is connected with the south by Canadian and United States steamers. The Canadian Pacific Navigation Company run two steamers from Vancouver and Victoria every ten days. There are at present, I think, four United States vessels running from Seattle and calling at Victoria and Vancouver. According to our coasting regulations this privilege of calling is not permissible, but our Canadian Government has seen fit, and rightly, to make an exception in this respect on account of the small number of Canadian boats in the service. It is a privilege, however, that should soon come to an end, if suitable arrangements can be made with the C. P. N. Co., which is really the C. P. R. The volume of Canadian trade with the Yukon is much greater now than two or three years ago. The impression in the west is that the C. P. R. is holding out for a subsidy.

For some time the United States Government has compelled Canadian boats to call and clear at Ketchikan before going on to the Lynn Canal, but if Canadian vessels find any such regulations objectionable, more satisfactory arrangements could doubtless be made in that Canada permits United States vessels to pass unhindered through the inner channel up as far as Dixon entrance. This channel is Canadian water.

A word may be said as regards the management of the White Pass and Yukon Railway. At the present moment it is difficult for our Government to come to an understanding with the railway company as regards freight rates. It would be a great advantage to through Canadian trade, and, we believe, to the shareholders of the company as well, if the C. P. R. would come to some working arrangement with the White Pass Railway and secure the management of the line. As the matter now stands, the Canadian Government might see to it that the railway head offices and repair shops, which have a total staff of 130 or more men, are removed to Whitehorse. Whitehorse is the head of the Yukon River transportation, and the most natural site for traffic negotiations, being halfway between Dawson and Skagway. It is an anomaly that the headquarters of the railway should remain in foreign territory when all the traffic is with British territory.

The decision of the tribunal forces the question of building an all-Canadian railway once more to the front. Now, other than the Lynn Canal, there are but three inlets of importance reaching through the coast strip into British Columbia. By the treaty of St. Petersburg we have right to navigate them. They are: Taku Inlet and River, the Stikine River, the Portland Channel. The Taku River is not navigable for larger craft. The Stikine is often shallow, and traffic would be interrupted by shifting sands. The Portland Channel is alone navigable. The channel is roughly 60 to 65 miles long.

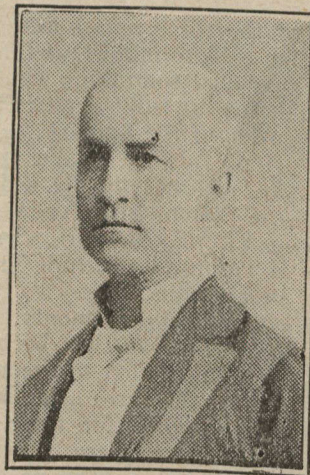
A railway from Taku River via Atlin to Cariboo Crossing on the White Pass Railway would be about 150 miles long. A line from the Stikine would have to cover more than twice that distance. One from the head of the Portland Channel would run approximately 500, or from Port Simpson 575, miles. Only this last line, with its alternative terminus, seems to be worthy of serious consideration. To construct it would entail a probable outlay of ten to twelve millions.

As I ventured to remark on another occasion, it is most regrettable that the Yukon railway as originally contracted for—perhaps with some modification in terms—was not constructed. It would probably have paid both the country and the company.

A line from Port Simpson would pass through the known gold fields, the Cassiar and the Atlin, and open up a most promising mineral region. Gold, copper, timber and coal are its resources. Professor Coleman, the geological authority in Canada to-day, permits me to state as his conviction that this region is worth the money necessary to build a railway. Government policy will not allow a state railway, but a liberal conditional land grant might conceivably bring about its construction. Certainly the country is helpless without railway transport.

Strangely, the award does not appear to have fixed definitely the entire boundary. For instance, it has not laid down the line from Devil's Paw to a point fifteen miles north of the Taku River. Yet the final determination of the line is only a question of time. We may accordingly cease anathemas and, as they say in Dawson, "mush along." A vigorous, intelligent policy regarding northern British Columbia and the Yukon is one of the heritages of the present award, and should now become a matter of Parliamentary consideration.

S. Morley Wickett.



MR. A. B. AYLESWORTH, M.A., K.C.

Mr. A. B. Aylesworth, one of Canada's representatives on the Alaska Boundary Tribunal, is numbered with the distinguished graduates of the University of Toronto. Born at Newburg, Ont., and educated at the High School of his native town, Mr. Aylesworth entered upon his University career in the early seventies. In June, 1874, he graduated a B.A., and winner of the prize presented by the Prince of Wales. The following spring he received the degree of M.A., and four years later was called to the Bar. Mr. Aylesworth was at one time interested in the firm of Messrs. Moss, Aylesworth and Armour, and is now a member of the firm of Messrs. Barwick, Aylesworth, Wright and Moss. In 1889 he was created a Q.C. by the Ontario Government. Mr. Aylesworth is a Bencher of the Law Society of Upper Canada, and is a Senator of the University. He was appointed to the Alaska tribunal on July 20th of the present year to fill the vacancy created by the death of Mr. Justice Armour. Mr. Aylesworth has long been considered one of the leaders of the Common Law Bar, and his appointment was looked upon as a just reward of merit.