

north country. As, however, it is certain that for a considerable period, beginning with the spring, many thousands will make thither, together with freight of all kinds in abundance, it is very satisfactory to note that the C. P. R. proposes to establish the best possible railroad and steamship service to the Yukon, via our own city of Vancouver, and in connection with a world-famous transcontinental route and an equally noted trans-oceanic service. Surveys are immediately to be made for a narrow gauge railroad between Glenora and Teslin Lake, which construction work will thereafter speedily be pushed, whilst excellent coasting steamers to be run in connection, will connect Glenora on the Stickeen River with Vancouver, and a well appointed lake and river service link Teslin Lake with the Yukon and its gold country. The proposed new and complete communication should certainly—considering the C. P. R.'s world wide connections and practically limitless capacity of transport service—become "the route" to the Yukon and thus secure quite sufficient patronage to make the venture a commercial success, ere the end is reached of the far north country's gold resources.

The establishment of such a service will moreover reduce to a minimum the risks and hardships of travel to the Yukon, and make life in that grim country fairly safe and endurable for the gold seeker and trader. It should also make Vancouver, without the slightest need of "booming" the far north region, the greatest entreport for Yukon supplies of all kinds, if only our merchants rise in due course to their opportunity, using it well and prudently and not in anywise deceptively. The C. P. R.'s proposal to establish, as speedily as possible, the new freight and passenger transport service to the Yukon is at the moment by far the best, because the most reassuring news to hand concerning the far north gold fields.

The Victoria Board of Trade apparently takes little heed of the news of starvation and other troubles in the Yukon and regards all too lightly the climatic dangers involved in a Yukon journey made so late in the year as this. Else surely the Board would not seek now to send to the Clondyke via Teslin Lake those 80 disappointed gold seekers, lately brought back from the north by the Bristol. It is sincerely to be hoped that the effort will fail. Far better send

the men home to winter in Seattle, if their presence be not further desired in Victoria. But the Island City firm, which has apparently profited by the miserable failure to forward the men to the Yukon, should certainly pay into the necessary relief fund every cent it has earned by their trouble, beyond its actual expenses.

\* \* \* \* \*

Another scheme of doubtful purport is one that proposes by photographic lectures and polyglot pamphlets to "boom" the Yukon far and wide, to the temporary advantage of British Columbia cities. The proposal would be commendable were it not certain to mislead many, much to their cost, for it is absolutely sure that as success depends wholly on outfitters and caterers' advertising, everything possible will be said of the few advantages of the Yukon gold country, whilst little indeed will be told of the more than counterbalancing disadvantages for all save a fortunate few, who win prizes in a lottery wherein the chances are far more adverse to the investor than those of a ticket holder in a Louisiana or Hamburg lottery. The latter had or has to risk cash only, not health and even life itself, as in the case of the Yukon gold seeker.

#### *THE COAST RAILWAY PILGRIMS.*

It does not seem likely that Messrs. Maxwell, Templeton and McDonell have accomplished very much for the Vancouver, Victoria & Eastern railroad scheme by their hurried visit to South Kootenay. What is wanted to give the necessary impetus to that particular railroad movement is full assurance that it has enough of solid capital behind it to prevent it from being made into yet another of the many charter peddling railroad ventures with which this Province has been cursed. Into this—but a few months since the scheme seemed in rapid process of conversion—price \$55,000 or thereabouts. The attempted deal, however, failed through the greater astuteness of the other party to the transaction.

And now it is not very easy to see how the chances of the Vancouver, Victoria & Eastern Railway are likely to be materially improved when another session begins at Ottawa. Opposing railroad influences are there very strong and the Eastern Canadian member of Parliament