

will simply be—sent off to do mischief elsewhere. Our mounted police will doubtless keep them out of the Yukon.

The Hon. Mr. Blair has, as Minister of Railways, declared that the Dominion government has under consideration the establishment by statute next session of a Canadian railroad commission having, no doubt, like powers of supervision of rates and prevention of preferences to those exercised by the like English tribunal. If so, this will be good. When, however, Mr. Blair spoke eloquently in favor of the state ownership of railroads, and regretted that Canada did not build, own and work the C. P. R., he talked what in his case seems very like claptrap, since despite these and many other like sentiments of his, the Minister of Railways assented to the handing over of the Yukon railroad concession on the easiest terms to a body of contractors. The trouble with the Hon. Mr. Blair is, that he does not live up to his opinions.

It is clear from careful comparison of the conflicting reports as to the various Yukon routes and equally careful sifting of their contents, that those who can so do, will be wise, if they postpone making north for a fortnight or three weeks, and meanwhile remain in one or other of our British Columbia cities. Evidently no progress worth mentioning can be made on any of the trails until about the beginning of the first week in May, and meanwhile living will be found far safer and more comfortable in Vancouver or Victoria than in Dyce, Skagway or Port Wrangel. Those who leave by the trails ere mid-May will likely enough soon find themselves little behind those who "footed it" much earlier.

#### ANOTHER KLONDIKE GULL-TRAP.

A company, entitled the Klondike-Cassiar Miners and Traders, Limited, has been incorporated in London, England, under an authorized capital of £125,000. It is to acquire, for the big sum of £60,000, of which £27,000 are payable in cash, the remainder in stock, three claims on Boulder creek in the Klondike, engage in river navigation on the

Yukon and connected rivers, and undertake general trading. The directors propose also—as they state—and if they can, to purchase a Klondike railroad charter and peddle it off to a subsidiary company. The company will also prospect in Cassiar. None of the directors appears to be a man possessed of any Northwest Canadian experience, and, as the London Statist says, the company is "playing it very low down" in some of its offers to catch investors, two of which the MINING CRITIC ventures to quote. They run as follows:

£300.—INVESTORS WISHING TO GO TO KLONDIKE.—Although the Directors feel satisfied that there will be no lack of men available at Dawson City for all posts they may require to fill, they have decided to send out a few others whom they shall consider qualified to fill positions of trust at various points of the Klondike district, each one of whom must, however, be a holder of not less than 500 Ordinary Shares of this Company, and must be willing to sign a contract engaging to devote his entire services for two years to the interests of the Company, which in turn will engage itself to furnish all supplies for that period, pay him a salary of £250 per annum, and procure his passage out and back at the end of the two years. Before the two years have expired it is confidently expected by the Directors that several subsidiary companies will have been formed by this company, in which case preference will be given to those shareholders who accompany this expedition and show the requisite qualifications to act as managers, etc., of such companies at increased salaries.

£400.—Investors of this amount in the "KLONDIKE-CASSIAR MINERS AND TRADERS, Limited," will be entitled to a free passage on the Company's own steamship as far as St. Michaels, and thence by the Company's own river steambot to Dawson City, thus avoiding long and tedious railway journeys and the necessity of tracking across the dangerous passes. The steamship will leave England about April 2nd, and be thoroughly equipped with first-class accommodation for a limited number of passengers.

Experienced surgeon and staff. Excellent cuisine.  
One of the Directors will accompany the ship.

The first of these offers is singularly suspicious, it being a usual method of a dubious concern to secure the money of investors by offering a situation on salary in return. Everything about the Klondike-Cassiar Miners and Traders, Limited, looks doubtful, and though the directors suggest a likely profit of £50,000 a year, it is more than likely that any investors foolish enough to back the concern will lose all their money. It is to be hoped that the British public has left the promoters of so doubtful a concern well in the lurch. The company's steamship, if ever it starts, misses by twenty-four hours only the correct time for its departure. It certainly should leave with its investor passengers on April 1st—"All Fools' Day."

#### DOESN'T THINK MUCH OF THE EDMONTON ROUTE.

The Western Mining World, in its last issue, contains the following brief and suggestive "personal."

"The Hon. Richard Lockey, who is suspected of being very intimate with the Edmonton route to the Klondike, was in Butte this week. It is thought he was trying to organize a stampede to the north pole."

Our Butte contemporary is not so very far out in comparing winter and early spring travel to Klondike via Edmonton with a north pole expedition.