

& Western interests, and it has already acquired the one-Yukon route. Meanwhile the officials of that hapless undertaking, the Grand Trunk Railroad Company, hasten to assure the world that they have neither hope nor intention of seeking their only apparent salvation, by early future Western and Pacific coast extensions. It is a veritable triumph for the Canadian Pacific Railroad Company, which has with this as with previous Dominion Governments, "got there, as usual, with both feet."

Truth, in its latest issue to hand, speaks of some two dozen recent British Columbian promotions in London, England, and avers that most of these—the British America Corporation being a notable exception—are of the "wild-cat" order. The general verdict thus pronounced by Truth is fairly correct as to most of the companies to which it refers, but Mr. Labouchere's organ, as usual, confounds British Columbian with Yukon ventures, which are not the same thing, it being safe to say that a large majority of Yukon flotations have been of the "wild-cat" order. And of the two dozen promotions to which Truth refers, more than half are Yukon schemes. Mr. Labouchere's money editor is seemingly quite ignorant of Canadian geography, for he places his denunciations of Yukon undertakings under the heading of "British Columbia Companies."

The Nelson Economist objects to the proposed Provincial Chamber of Mines, on the grounds, first, that the Chamber is to be worked and run by mining brokers; and, secondly, that it is to be a body, having its offices and usual place of meeting at Vancouver. The former objection is untenable, for the Chamber will be broadly representative and include doubtless more members that are directly interested in mine working or mine ownership, than it will brokers, whilst the Chamber is by no means bound to select Vancouver as its headquarters. Its members will doubtless choose the place they deem most convenient, and are in nowise bound in advance to locate in any particular city.

THE BRITISH COLUMBIA YEAR BOOK.

The MINING CRITIC acknowledges with thanks the receipt of a copy of this most creditable production by Mr. R. E. Gosnell, the Provincial Librarian. It is replete with statistical and other most valuable information as to the present position and prospects of British Columbia, and in addition contains a most interesting resume of the history of the Province. It is not saying too much to aver that it is one of the best year books of the day. Indeed it compares favorably even with the similar general Canadian compilation for which the Dominion Department of the Interior has received much credit. Intelligent mining and business men of the Province

should certainly obtain a copy of the work ere its issue becomes exhausted.

A NECESSARY WARNING.

It is to be hoped that English tenderfeet and other inexperienced mortals will not be misled by an unfortunate statement in the Klondike issue of the British Columbia Mining Record to the effect that there is gold enough to be gotten out of the Klondike to make millions rich. On the contrary, there is nothing to indicate that at best it will make rich more than a few thousands of people—more probably a few hundreds. Even \$70,000,000 in gold, which is a value that it would take the Klondike years to yield, and is probably a big estimate of the productiveness of the placers, would not, after deducting cost of living, working expenses and interest on capital sunk, make even moderately rich more than a thousand people. A little and very simple figuring will easily show this. To put it plainly, most of the Klondike migrants won't even make decent wages, though a small band of Yukon goldseekers will, favored by special good fortune, make their fortunes. But they will most assuredly be but a small band, and not represent one in fifty of those that make far north. As a rule, transport men and companies, promoters, general traders, liquor men and gamblers will there make far more than men of the mining class. The Kootenays, so, too, Cassiar—as we venture to predict—will soon be found to be better far for the gold winner than the Klondike. "Better twenty years of Kootenay than a cycle of Yukon," to parody the words of Tennyson. Indeed, the gold of the Yukon will probably be all of the past in less than twenty years.

COLONEL DOMVILLE OBJECTS.

Col. Domville, M. P., does not think much of, or rather thinks and feels badly, concerning the Mann-Mackenzie arrangement. It would be better, in his opinion, to aid the construction of a railroad over one of the passes from Lynn canal. On dit, by the bye, that the Mann-Mackenzie arrangement in part frustrates a rival speedy transport scheme of the gallant colonel's Yukon company. Sir Charles Tupper, who ever stands by the C. P. R., naturally endorses the proposal, it being so fully associated with Canada's great transcontinental railroad. The chief objection to the alternative routes suggested by Colonel Domville is that they would be too largely exploited by our hoggish neighbors on the other side of the international boundary, who would, whilst affording no British opportunities in Alaska, fain grasp all that there is of profit in our British Yukon territory.