

controlling influence. Hence Sir William states that all the powerful influence of the Company will be brought to bear to secure the charter and other privileges for the C. P. R. throughout this region, no matter what opposition be brought to bear either by the present men of the Coast-Kootenay railroad project, or by Mr. Heinze and those associated with him in the Columbia & Western line. Sir William adds also, that if Vancouver City specially aids by subsidy or otherwise, any such competing company in the Boundary and Similkameen country, the C. P. R. will regard the municipal action as hostile and in return govern its railroad service extension policy accordingly, rendering this apparently less fully than at present contemplated, in favor of Vancouver's local trading and other interests. The C. P. R. President adds, in justification or excuse of the threatened action, that any other railroad scheme to tap the country in question must be dependent upon some American railroad, probably the Northern Pacific, and therefore militate strongly against the development of the great Canadian railroad, with whose future the Terminal City's interests are indissolubly connected.

THE MINING CRITIC, not being in politics, prefers not to discuss the pros and cons of the large issue thus raised. Hence we shall content ourselves with noting certain practical conclusions which are of very special significance to Vancouver, and seem to us to be capable of brief epitome as follows:

The C.P.R. policy declared by Sir William Van Horne means first, that Vancouver must and will become the chief Western entrepot for next year's outfitting trade in connection with the Yukon, a fact of very great importance since whatever be the real acquirable gold wealth of the Clondyke, which THE MINING CRITIC has believed and still believes to be considerably exaggerated—there is not a doubt that thousands of gold seekers and traders will flock thither next year by the C. P. R. route. The railroad policy means next, unless we seriously misinterpret the "signs of the times" at Ottawa and elsewhere, that neither the Coast-Kootenay people nor the Heinze group of financiers will succeed in thwarting the C. P. R. in its effort to secure the necessary railroad charter and other rights in connection with the opening of

coast and on the other with Robson and other south Kootenay points. Doubtless a deal can and will in due course be arranged with the chief men now behind the Coast-Kootenay project, who know well and are just as well known by the heads of the C. P. R. We also believe that the Heinze group cannot successfully contend against the C. P. R. If so, there vanish into thin air much discussed plans for constructing and working a railroad between the Coast and South Kootenay in competition with the C. P. R. The former men of the Coast-Kootenay railroad were not strong enough for their task and it is questionable indeed—despite a large recorded volume of platform talk and a considerable amount of curious "lobbying" at Ottawa and elsewhere—whether some of the projectors meant more than the making of a good bargain and sale of their railroad charter and other rights.

As a result the C. P. R. holds the fort and commands the situation, as Sir Wm. Van Horne always predicted that his railroad would, and what remains to be done is to obtain as good terms as are possible for the protection of public interests, by reasonable conditions to be imposed on the C. P. R. by the Dominion Parliament and the Provincial Legislature respectively.

Meanwhile we note with satisfaction that the consummation of the present plans of the C. P. R. should in general tend to increase very markedly the importance of Vancouver as a mine supply centre.

AN IMPORTANT INTERVIEW.

Ere these lines appear in print, the Hon. J. H. Turner, M.P., and Sir Wm. Van Horne will, it is stated, have met in important conference, regarding, doubtless, amongst other matters, railroad extension and Provincial subsidies in connection therewith, as affecting the Robson, Boundary and Similkameen country.

We shall most probably not err if we surmise that the C. P. R. will arrange terms, which the Provincial Premier will recommend to the favorable consideration of his government and the majority in the House behind it. The Premier knows well the practical strength of the C. P. R. position, which he and his colleagues can scarce afford to disregard, as things are.

all rail linking on the one hand with the provincial government, notably the Hon. C. E. Pooley,