

with extinction by starvation, the world would be none the worse, but very much the better for their exit. They, however, unlike the more innocent and deserving, die hard, and it is well, therefore, to expel them ruthlessly at the earliest opportunity in order to give better folk a better chance of obtaining returns.

The C. P. R. has, it is stated, failed to make terms with Mr. Augustus Heinze for the purchase of the railroad connections owned by himself and his associates in the Trail Creek district. It is, however, safe to predict that the great company will "get there all the same," and, indeed, its directors are now preparing to extend their system to Rossland, just as a little later they will doubtless make for the Boundary country. Whether we in British Columbia like the present railroad situation or not, it is impossible to avoid its recognition. The C. P. R. is "on top," and there it will long remain; so long, in fact, as throughout the length and breadth of the Dominion the pursuit of politics continues to be mainly a question of place hunting, jobbing and contract seeking. There is talk enough and to spare anent the state ownership and management of railroads, but the very men who talk the loudest are usually ready and eager enough to vote money and other subsidies to railroad companies, and take good care to find ample excuse for avoiding the taking of any—even the slightest—opportunity for government ownership of railroads. Under these circumstances it is better for a strong and well capitalized company to command the situation than for it to be half held, but assuredly not commanded by sets of mere charter mongers, a small host of whom are clearly giving notice of their intention to apply for railroad franchises in the province.

BIG YUKON PLANS.

Lieut.-Col. Domville M. P. the managing director of the Klondike Yukon Stewart Company, has stated in the course of an interview with a representative of the Victoria Times, that his company will, when the Yukon rush begins in the spring, be in a position to carry passengers from any point in the civilized world direct to Dawson City, doubtless by arrangements made with leading trans-Atlantic steamship companies and with the Canadian Pacific Railway Company enabling booking via Vancouver. His company is, says the Colonel, now building a wagon road over the Skagway route, from Skagway to Lake Bennett. One hundred and fifty men are now at work on this road and when the colonel left about six miles had been built and graded. In the spring, anytime after February—for he says the road will be ready by then—there will be no difficulty in getting supplies in, for wagons will run

direct to Lake Bennett capable of carrying as much as 2,500 to 3,000 pounds each trip. A wharf will be built at the lake, from where four stern-wheel river steamers of a special design will run to the White Horse rapids. Here a tramway will be built around the rapids, connecting with four other steamers, specially built to pass the Five Fingers, plying between the White Horse and Dawson City. Thus it will be seen that the transportation problem will then, if the colonel be not altogether over sanguine, be completely solved and instead of wearily battling their way over the passes and down the lakes the miners who go in next year will have all the comforts of a civilized community.

The main object of Lieut.-Col. Domville's visit to Skagway was to ascertain the best trail by which to send in his supplies, as he was unwilling to send out any parties over any route before seeing it for himself. In his opinion, the bulk of those going in next spring must go over the White pass route. All are impassable save for men with packs, but taking all things into consideration the Skagway trail is, he says, the best. As regards the shortness of the route, the Dyea and Skagway trails are both alike, but it is impossible to build a railroad over the Dyea route.

Lieut.-Col. Domville's company not only intends to enter the transportation business, but will go into the mining business also, having acquired several claims. While up at Skagway the colonel bought a sack of gold from a returning miner, one of the nuggets being valued at \$583. This and several other specimen nuggets have been sent by him to the head office of the company in London, England. Another line of business upon which the company will enter will be to start stores at Dawson and other places for the sale of food, and according to Lieut.-Col. Domville there will be no talk of any shortage next season, for his company alone will take in enough provisions to supply the greater portion of the population of the interior.

The wagon road his company is making from Skagway, and over which the railway will afterwards be built, will cross the Skagway river several times, and three steel bridges are now on their way north. These with several wooden bridges will be placed in position at once. The trail, which does not follow the route used this summer, is most favorable for a railroad, for in no place is a grade of more than about three per cent. met, and in no place will a switch-back be necessary. It will follow the oed of the river most of the way. Orders for the locomotives, which will be of a special design, and for the eight river steamers, will be placed at once.

The above must be taken, of course on the "ipse dixit" of Lieut.-Col. Domville, and subject to confirmation or otherwise in the early future.