

though the Hon. Mr. Sifton may—thanks to the United States government—be enabled as a result of a necessary extension of the projected Stickine railroad, to make a change for the better in the public interest—taking things as a whole—in the lamentably one sided agreement with Messrs. Mann and Mackenzie. We can but hope that he will make better use for the country at large of the later, than he did of the earlier opportunity. He has at least had ample warning so to do, for even Western partisan advocates of the Stickine deal show clearly by the apologetic tone of long-drawn and unconvincing arguments in support, that they are well aware that they have to say the best they can for what most persons in Western and Pacific Canada, if not in the far-away Eastern Provinces, regard as a suspiciously bad bargain. Somewhat later Mr. Sifton will, no doubt, find it needful also to formulate a third and very considerably revised code of Yukon mining laws. It clearly won't do to give a big company millions of acres of land possibly gold bearing, subject to a royalty of 1 per cent. only, and to continue charging poor devils of miners who in nine cases out of ten won't earn more than living wages, a royalty of ten times that amount.

#### EDITORIAL NOTES.

The Cassiar Central Railway company evidently means business, a stern wheel steamer having already been bought at Portland to carry prospectors, railway workers, and mining and railroad supplies up the Yukon. The company is also engaging skilled miners as prospectors at fair wages with a share in resulting profits, and is preparing, in addition, to supply cheap food and other necessaries to prospectors exploring the Cassiar country on their own account. A complete assay plant will also be set up at Dease lake, and warehouses and buildings promptly created at convenient points along the line which surveyors are already locating. The company will clearly justify the grant of Provincial land and mineral rights which it recently acquired in face of the resolute opposition of a crowd of the very politicians, who now applaud and approve the infinitely larger grant made by the Dominion to the Stickine-Teslin railroad constructors.

“Quoth the Toronto Monetary Times. “The Klondike road may bring something in the form of royalty, but if we keep the figure at 10 per cent. for government lands, while it is only 1 per cent. on the railway company's lands, we shall get much less than would have come under a uniform figure of reasonable amount.” The 10 per cent. royalty is, as the Monetary Times infers, unreasonable. It is as unreasonable indeed by way of excess, as on the other hand, the 1 per cent. royalty to be levied on the lucky railroad people, is unjustifiably small,

having regard to the enormous rights and privileges granted in return for an expenditure, not large in itself, were even the line to be made of the best new material and certain to be considerably reduced by the use of light and second hand rails, and the adoption of many other thrifty, not to say “penny pinching” methods.

The Stickine railway men may not after all enjoy—even if their provisional contract passes both houses as it stands—the expected monopoly of Yukon railroading. It is stated that the British Yukon company, which possesses a prior Yukon charter, recently for the time almost forgotten by most, may under it build a 45 mile railroad over the White pass, on a narrow gauge of three feet six inches. The grades will however be steep, but their difficulty may be in part obviated by the use of cog-wheeled locomotives. It is on the other hand of course possible that the Mann-Mackenzie people may, if their project secures parliamentary endorsement, buy out the British Yukon charter in order to prevent competition. There would certainly be enough money realizable by Canada's improvident deal to make a tempting offer to the British Yukon company, of which the Duke of Teck is president.

The Hon. Mr. Macdonald's suggestion to exclude Japanese from the Yukon seems unfortunately to be impracticable, having regard to the relations between the two countries. The immigration of Japanese sweated labor into British Columbia will however cause very serious social and industrial trouble ere long and efforts should be made by the Dominion to induce Japan to place some reasonable restrictions on coolie emigration to Pacific Canada. Skillful conciliatory diplomacy, and much of it will be needed doubtless, to attain this end.

#### HOIST WITH THEIR OWN PETARD.

The members of the Gypsy Queen Mining Company, of Chicago, who recently arrived in Victoria on their way to the Canadian Yukon, find themselves in rather an uncomfortable position. They brought with them from Chicago a lot of machinery, and from Seattle forty horses. These goods, being American, cannot be taken north in British bottoms, and if they pay duty here, instead of waiting until they reach Glenora, they will not be able to use the horses for packing purposes across the strip of American territory from Fort Wrangel.

A public meeting of American residents in Victoria has now been held to protest to Washington against the United States regulations respecting the carriage of American goods in British bottoms from a Canadian to an American port. These have in this, as in other cases, recoiled disastrously on American interests.