

majority's action a half-strangled and genuinely infantile industry of our Pacific Province, something like a fair chance to grow to healthful maturity, despite the frustrating efforts of our grossly selfish American neighbors, whose present policy is to ask everything possible on earth of other nations and give as little as is humanly possible in return.

In conclusion, we would, however, strike a necessary warning note. If silver-lead ore smelting is to become a great national industry of ours, this cannot be effected solely by the imposition of a higher import duty on manufactured lead. Our supply of this will assuredly in time grow so great that it will become necessary to bring about a large expansion of the demand for it both at home and abroad. Hence there should follow in the wake of any such import duty as suggested, strenuous efforts to develop home manufactures in connection with lead and its products, and also to secure considerable increases of our present very small export trade in manufactured lead and products associated with lead.

#### THAT YUKON RAILWAY DEAL.

We cannot agree with a well-known local contemporary that it is the duty of the Dominion senate, acting in the interest of the nation at large, to pass the Yukon railroad agreement bill in its present form and with its enormously excessive grant of mineral lands, subject only to an attenuated royalty, compared with which the ordinary working miner in the Yukon—who remains mulcted in 10 per cent.—will naturally deem his case hard indeed. The senate should certainly vote on the measure, as our contemporary says, on non-party lines, each member regarding it from the standpoint of a business transaction. If the senators do this they will certainly, by a substantial majority, either reject the bill or vastly reduce its wholly inordinate concessions. No time will in all probability thus be lost, as if the Mann & Mackenzie group won't modify their bargain --as most probably they will—other capitalists will doubtless be glad enough to make a better offer by far, now that the world knows

how great is the volume and how large is certain, therefore, to be the profit of the Yukon transport trade. There is, moreover, another reason for reconsidering the Mann-Mackenzie bargain, it being clear, as a result of successful American obstructiveness to the ready passage and transshipment of goods at the mouth of the Stikine, that to secure a really free and open All-Canadian route it will be necessary to carry the Stikine-Teslin line at least 150 miles further south to a point on the coast of British Columbia. Preparations for this are, unless we greatly err, being already made both here and at Ottawa. The Kitinat railroad bill, which is now passing through our British Columbia legislature, affords apparently the railroad privileges that are needed for the southerly extension in question.

The best proof of the badness of the Mann-Mackenzie bargain is afforded by the fact that wherever and whenever loyal supporters of the Laurier government meet in British Columbia to talk over the case, about a third of them indignantly denounce the Mann-Mackenzie agreement as not only embodying the very dearest of railroad buys, but as being contradictory also to the general principles of the Liberal party, as recently expressed on the platform from one end of Canada to the other. And only motives of loyalty to the party restrain a substantial majority of British Columbia's Liberals from condemning the Sifton misdeal openly, as Mr. McInnes, M. P., has most pluckily done at Ottawa, both by voice and vote.

#### EDITORIAL NOTES.

The MINING CRITIC held that the leasing of Yukon gold dredging rights at fixed rentals would afford a ready opportunity for favoritism and probably lead to much jobbery. And so it has proved, as witness the words of the Montreal Gazette, which does not speak from the standpoint of Dominion Opposition politics. The Montreal Gazette says: "The leasing of Yukon dredging rights by tender has resulted in eighty-four persons, nominally, but, judging from family grouping,