

registers 40° to 50° below zero, easily pierce such garments as the Washington state men generally sell, and give the wearers dangerous if not fatal chills. The usual apology made by one of the "cheap and nasty" class of outfitters at Seattle, when challenged and confronted with the facts, is: "I do the best I can. I know the goods won't stand the worst Klondike weather, but I can't get the fur goods that are best for the prices at which I have to sell." In fact, Seattle clothing outfits for the Yukon are usually cheap and permeable, and certain soon to yield to stress of wear and weather. They will not in general begin to compare with the outfits put up by the best Vancouver supply men. As for the dogs sold almost everywhere for Yukon work, most will, so our Manitoban friend avers, never stand even a few days on the Alaskan trails, being beasts quite too thin skinned and too slightly supplied with woolly hair, and used, moreover, only to a mild climate. Not one British Columbia or Washington born dog in a hundred will be of the least use in the sub-arctic north. The dog there needed is a beast rough and tough enough for anything, and ready, if not hindered, to seize and devour even his own leather harness. Manitobans, who are used to very keen winters, have a fair knowledge of Klondike requirements in the way of protection from cold and exposure, in the case alike of men and dogs. Hence the criticism of our informant is in all probability generally accurate. Words fail to express his contempt for the Seattle outfitter of the usual type.

"DONE ON THE DEAL."

A dispatch from Washington summarizes as follows the new United States regulations as to the entry and transportation of merchandise destined for the Klondike region and Northwest territories of British Columbia, by way of Juneau, Dyea and Skagway, or other customs ports in Alaska:

"It is provided that imported merchandise arriving at any of those ports, en route for the Klondike, may be forwarded without payment of duty, in charge of a customs officer, at the expense of the importer, or upon the filing of a bond for its exportation, equal to the duties and charges, or the owner may make a deposit with the collector, the same to be refunded upon the certificate of the deputy collector on the frontier line, that the goods have been exported."

This necessity of filing a bond with the American collector of customs, or in the alternative making a deposit with him, in either case involves a value on the average of many dollars for securing duty which is not properly exactable. Hence it practically nullifies, in the case of the average Yukon goldseeker, outfitted in and by Canada, the effect of the equitable concessions sought and

alleged to have been obtained by the Hon. Mr. Sifton. The changed United States regulations will be practically as hard on a poor miner provided with few spare dollars, as those for which they are substituted, and they are clearly designed by the tricksters in control of American financial affairs at Washington, with a view to retain in, or drive to, Pacific coast centers in the States the supply trade of the British Yukon. We repeat our last week's assertion that Mr. Sifton has been "jockeyed," a fact which he and his colleagues will resent, if they have any spirit, by effective retaliation, directed with a view to limit, so far as possible, to British subjects, the opportunities of the Yukon country.

EDITORIAL NOTES.

The Mann-Mackenzie contract of the Dominion Government may turn out to be good for Canada, and a mutually advantageous arrangement. It is, meanwhile, certain that it embodies for the enterprising contractors and their associates of Canada's great railroad an exceptionally profitable bargain, as it should be easy enough for the contractors, by disposal in the British or American money market of their enormous grant of land and mineral rights in the Yukon, to obtain more than all the cost of the line's construction, which should not exceed \$2,000,000, and may be less, while it may be taken as certain that there are big British company projectors who would readily purchase for £500,000—as a grand speculation for promoters—the rights granted over several thousand square miles of Yukon mineral country. Probably the very productive life of the railroad will not exceed 10 years, but in that time passenger and goods traffic should easily yield a goodly profit on the working of the line by its joint owners or the contractors, with a sufficient additional sum to provide a sinking fund for redemption of capital. The fact of the railroad being of narrow gauge will, of course, materially lessen construction expenses. The monopoly clause in the contract is certainly on general principles objectionable, but may very likely in this instance be largely justified by the argument, which we are apt to believe valid, that whilst the Yukon country will for about a decade yield goodly returns for one railroad, the aggregate traffic would, if divided amongst several railroad companies, provide too scanty dividends for their stockholders.

Another circumstance of the greatest significance in connection with the Stickine and other recent railroad deals is the proof which they abundantly afford that the Canadian Pacific railroad is, as the MINING CRITIC has previously observed, absolutely master of the situation in Canada. Messrs. Mann & Mackenzie, behind whom is, or will, no doubt, be the C. P. R., control the Coast-Kootenay project. The great railroad is now acquiring the Columbia