

### NO NEED FOR HYSTERICS.

Our contemporary, the Daily Province, of Monday last, strongly advocated the immediate construction by the Dominion Government of the Stickine-Teslin railroad. This is right enough, though the Province might well have added the suggestion, that the Dominion Government also take steps to supplement the line as early as possible by the almost absolutely necessary further connection with an open port in Northern British Columbia, free from all opportunity for obstruction on the part of United States officialism. Our contemporary, however, added, as representing "fundamental facts" recognized by it, the following diatribe: "The Senate has been flimflammed and buncoed by an unscrupulous American adventurer, and some means must be found at once of undoing the mischief that has been done." This, of course, is "buncombe," and as such, in vain attempt to hide the forcible feebleness of the utterance, was appropriately clothed in the very largest of type. The Senate rejected the Yukon agreement, not by reason of the utterances of Mr. Livernash of the San Francisco Examiner, but on the ground of its incurable inherent defect, as representing one of the worst of bad bargains ever made by a Canadian minister of state. No persons recognize this fact better than the people of Vancouver, or they would have assembled, not by fifty or so, but to the number of several thousand at last Saturday's town's meeting, and instead of passing—as they did—very sensible neutral-tinted business-like resolutions, have indignantly condemned the Senate's action. Not having adopted the latter policy, it is quite clear that Vancouver public opinion recognizes that the making of a new and better Yukon railroad bargain is obviously the right policy for the Dominion government to adopt.

### EDITORIAL NOTES.

In the present number of the Canadian Mining Review Mr. Henry Croasdaile makes the following plea in support of the placing of an export duty on British Columbia ore shipments in order—more fully than this could be accomplished by an import duty on lead—to protect the young and sorely harassed Canadian industry of ore smelting and refining. Mr. Croasdaile says—we epitomize his remarks: At first it may appear as if an export duty on mineral shipments to the United States would have an injurious effect upon the mining industry of British Columbia and that making the large market south of us more difficult of access to the miner would result in benefiting the British Columbia smelters at his expense. No doubt at first this might be to some extent the case; but I think it would be found in practice that the

local smelters would adhere to a low treatment rate to meet an almost certain reduction in railway rates on ores going out of the country, a reduction which would probably be equivalent to the export duty. To my mind the question resolves itself into this: Is legislation to be for the benefit of the few or the many? If all the ores in Kootenay were smelted at home, it would mean millions of dollars being spent in the country which are now spent elsewhere, and of which not a dollar comes back. It would mean an immense increase in the population of men earning high wages and spending money derived from Canadian ores in the country to which it belongs, and it would mean that mining would receive an immense impetus in the district, that as the demand of the home market increased for various ores, and for fluxes that would only be mined for local smelters, so would development work and prospecting increase also, and thus an export duty that would foster home smelting, is bound to aid the expansion of mining instead of retarding it.

Mr. Croasdaile, as general manager of a company, the Hall mines, that is largely interested in smelting, must of course be regarded as one writing admittedly from the standpoint of one whose business interests would be served by the imposition of such a duty as he suggests. He nevertheless certainly makes something of a case in favor of the imposition by showing that it might, after all, help to build up a big national industry at no great temporary cost to the general community. Of course, on the other hand, the railroad companies running south might refuse to reduce their freight charges and then it would be the more easy for the as yet few smelting organizations of British Columbia to combine and thereafter increase unduly their ore treatment charges.

Almost as surely as the sun rises and sets daily, will there, if Oriental immigration and employment be encouraged as it now is, be a big dispute in the early future between white labor and capital in the Pacific Canada. The British worker in our mines, in our lumber mills and on our railroads will not long submit to be gradually ousted more and more fully from his wonted spheres of work by hosts of Chinese and Japanese. Already capital and labor are at variance on the issue. Our Boards of Trade, representing British Columbian employing capitalists, disapprove the imposition by the Provincial Legislature of drastic restrictions on the engagement of Japanese in our collieries and in provincially chartered undertakings and agree with the Japanese Consul, Mr. Shimizu, in asking for a Dominion veto on the intended Provincial legislation. On the other hand it is absolutely certain that a large majority in British Columbia decidedly approves all reasonable measures that are devised