

## MINING IN THE SLOCAN.

Commenting on the law-suit over the Bon Ton silver claims in the Slocan district, the *Canadian Mining Review* says it involves several very fine points of law which have never come up before in a British Columbia court. The main contention is that the owners of the Bon Ton have discovered that development work on the Big Bertha has been on the ground claimed by the Bon Ton, which on the other hand, it is said to be on the same ground as the License. Several of the posts are not in place and there are no monuments or witness stakes to prove that such posts ever stood. A correspondent of the *Review* already referred to writing from Kaslo on April 19, says that everything in the district is at its lowest ebb owing to the depression in silver; but it is added "the men of the district are determinedly and quietly confident." It was declared that "the camp would be a flourishing one with silver at fifty cents. The Slocan must await patiently the settling of the silver question. When that time comes it will be in the very best shape to take full advantage of it. The mines are being opened up ready for extensive working and the necessary railway communication is being built, a sure foundation is being established which will stand the coming boom without fear of reaction."

## WILFULLY DEAF.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL has, time and again, pointed out how deaf the Government at Ottawa is almost invariably to the representations, not to say the demands, of the business community of Victoria, yet the members from the Province hesitate to call them down, indeed they would appear almost to relish the Ministerial attitude towards this community. Recently, in connection with the appointment of a Harbor Master for the port of Montreal in which the suggestions of the Board of Trade were utterly ignored, there has arisen considerable controversy which, were an election at hand, might cause Sir John Thompson to lose a considerable amount of support. To describe the situation in a word—a former member of Parliament representing a French constituency, who knows no more about the trade of Montreal than a dog does about its father, was appointed in the teeth of the Board's protest, in order to enable the Government to appoint Mr. Robert White, M.P., to the collectorship of customs, which, in his case, would be a sinecure, for Mr. White is not considered to be a business man. The paper, however, with which he is connected has done the Government considerable service, for which, when occasion arises, it never fails to get its reward. The *Shareholder*, having spoken of the appointment of shipping master as a small piece of business, thus speaks of the principle involved and its application in the present case:

"The appointment of political favorites to posts of emolument as a reward of political influence is bad enough, but when it comes to the appointment of mendicants for life to unsought positions in order to avoid competition and its possible disastrous results, the matter becomes even more serious, so much so, in fact, that it

jeopardizes the honest administration of the Government of the country, and becomes a question entitled to the consideration not only of the Board of Trade but of everybody, commercial and otherwise, who desires to see a return in this country to that honest government which will give to the tax-payer the best obtainable value for his money. If the new shipping master, whom, by the way, the Government does not pay, is better qualified for the office than the competitor having the approval of the Board of Trade, the country should know the fact, and if he is not better or as well qualified as is alleged to be the case, the Government should at least be honest and straight forward enough to let the country know why the Board of Trade's recommendation was so signally slighted."

## ALL ON THE ONE STRING.

The Nakusp Slocan Railway matter appears likely to be the great issue upon which the aspirants to cabinet honors in the next Parliament appear to have concentrated their energies, and the Government have necessarily been forced to devote the same or a greater amount of attention to the subject. Even when the Royal Commission, which is now sitting, has given its opinion on the matter, we suppose it will not down, for the same old stories and contradictions will be made to do duty all over the constituencies, to the exclusion of other questions of far greater importance to the future of the Province. Why do not the newspapers at any rate give us a rest while the matter is *sub judice*? This they do not appear inclined to do, for reams and reams of paper have been printed for circulation, all designed either to make the aspect of the case terribly black or to show that the Government policy has been the wisest and most patriotic that could have been imagined.

The Opposition, apparently, have no fancy for an inquiry; they want the accused condemned without a hearing, and in their endeavors to arouse prejudices have utterly failed to disclose what their policy in the matter would have been, or to demonstrate in what way the general policy that they would be disposed to carry out would be better than that of the men now in office. Affirmation, abuse and invective are not politics. Let us, while the Commissioners are hearing the case and deliberating upon it, hear something about other vital issues. Under other conditions all this writing and this talk that is now so freely indulged in would be held by the Honorable gentlemen who compose the Commission to constitute contempt of court of the grossest and most reprehensible character.

## EDITORIAL COMMENT.

THE British Columbia sugar refinery has, we are happy to announce, resumed operations, slight modifications in the tariff having preserved to us that local industry, which was in such imminent danger of being utterly destroyed in spite of all that had been done to establish it.

THE great—and we might almost say the only—"Col." James Coolican is out East endeavoring to begin Port Angeles lots. The inimitable "Jim" has enlisted the services of a brass band and this, even

to some of those associated with him has too much of the appearance of "boom." It is quite possible to overdo the business as has been found to be the case here, and the brass with which it has been done has far more than outshone anything that can be found on the "Colonel's" uniform, no matter how brilliant.

ALREADY some of the new flags to be used by the schooners authorized to go sealing in Behring Sea, under the new regulations, have been forwarded to Sitka by the steamer City of Topeka for distribution among the vessels which may apply for them. The flag has already been described, and constitutes a badge such as no British subject should be forced to carry—a token of the humiliation of the nation to which most people were proud to belong before the question of expediency was made to take first place in Imperial counsels.

IN connection with the Green, Worlock & Co. bank failure, Mr. Justice Drake has given an important judgment that garnishee proceedings before judgment simply operated in the way of an injunction, and in respect to a deed of assignment for the benefit of creditors did not constitute a prior claim. This may possibly prevent hereafter much of that expensive but petty litigation which is not infrequently undertaken in connection with business failures by people who are anxious to get ahead of everybody else and have no consideration of the costs which they are piling up against themselves as creditors of the estate.

THE Trades and Labor Council of Victoria have, it is stated, discussed the question of the best means of helping the union tailors and their employees against Mongolian competition and of endeavoring to secure concerted action on the part of the several unions connected with the Council, so as to be able to contend against the evil. It is to be hoped that it will be found possible to do something, as in times like the present there are many honest and hard working white men who are willing to work but cannot get the means of earning a livelihood for their families and those who are dependent upon them.

ACCORDING to a recent issue of the *London and China Telegraph*, the production of cotton yarns in Japan in 1888 was 1,000,000 pounds weight. In 1892 it had risen to more than 61,000,000 pounds. This result is due, it is pointed out, to the cheapness of labor in Japan, which renders the cost of production even less than in India. Now, the Oriental market was one upon which the Canadian manufacturers counted a great deal. No wonder then that some of them have shut down. Moreover, it is worthy of note that in presence of this experience the agitation, at least in Great Britain, is still going on for shortened hours and increased wages.