

frames a bill making some important change in the system of railroad management, the tariff of charges on freight and passengers, the issuing of stocks or bonds, the declaring and paying of dividends, or some such important matter, and having consulted his constituents in "the ring" determines the probability of securing the passage in case a vote is taken on the question. If he can secure the co-operation of enough members to make up a majority he informs the representatives of such roads as are likely to be unfavourably affected by the bill that it is about to be forced through the Senate or Assembly or both. In framing these bills he thought it good to see how they would affect the commerce of the State or what would be the effect on the agricultural or mining or development of the different sections. The only object sought is to frighten the railroad companies into a "compromise," which can be effected on terms that are satisfactory in proportion as they are liberal. As a general thing nothing more is heard from these bills and they are quietly pigeon-holed in the desk of the Senator or Assemblyman who framed or engineered them—the only purpose sought having been already accomplished—that such transactions as these are of frequent occurrence during the terms of the various State Legislatures is a well known fact, and although it may seem late and disgraceful in the eyes of the world, and in our own estimation, that we have chosen such men to represent our interests and frame our laws, we cannot blot out the fact that has been proved beyond a doubt by the revelations of more than one investigation.

An instance of legislative black-brooding is now being discussed extensively throughout the country which consists in the attempts that are being made in two or more legislatures to establish a pro-rata tariff of charges on freight and passenger travel over several important roads. Any one who gives an intelligent thought to the subject will recognize at once the impropriety of any attempt to regulate the charges on various kinds of freight as long as competition exists between rival routes. When through freight, for example, can come as well by way of Baltimore or Philadelphia as by way of New York, for shipment abroad, it will naturally take the route over which it can be transported cheapest, and to prevent a monopoly of this business by any one road the others are obliged to regulate their tariff of prices in conformity with the lowest rates offered. Passenger traffic is governed by the same laws that apply to freight, and a uniform rate per mile for through and local travel would deprive a road of any chance of competing with other roads which are at liberty to establish such roads as will insure them the largest amount of business. The whole matter is a transparent attempt to blacken the railroad companies which would be injured by the passage of any such enactment, and as an instance of legislative "stratagem" it is one of the most unmistakable on record.—American Exchange

THE BRITISH AND COLONIAL EMIGRATION SOCIETY.

ON Monday, the 22nd ult., a meeting of the managing committee of this society was held at the Mansion-house, the Lord Mayor, M. P. presiding. There were also present, Sir Geo. Grey, late Governor of New Zealand, Major-General Lepro, Sir Thomas Powell Buxton, Mr. Barclay, M. P., Mr. R. B. Torrens, M. P., the Hon. Reginald Campbell, Mr. Henry Kingscote, the Rev. Canon Brown, Vicar of Woolwich, the Rev. J. Kitto, Mr. Philip Cazenove, Mr. F. H. Currie, Mr. C. H. W. A. Court Repington, Mr. Henry Edmund Buxton, Mr. Alex. M. Arthur, and Mr. J. Standish Halp, honorary secretary. It was reported that since the conference recently held at the Mansion House, a large number of donations had been received, including £150 from Her Majesty, £20 from Lord Clarendon, £20 from Mr. Gladstone, £25 from the Home Secretary, £100 from Mr. Cardwell, £50 from Mr. Goschen, £100 from Lord Northbrook, £100 from Earl Grosvenor, £100 from Mr. Peck, M. P., £100 from Messrs. Rothschild, and £100 from Messrs. Baring. Mr. Cazenove said that the very gratifying list was mainly owing to the great exertions of Mr. Kingscote and the secretary. The Lord Mayor said a circular had been addressed to the twelve great city companies, asking for aid but the Liver had not met since, and therefore no answer had been received. The committee unanimously adopted a letter prepared by the secretary to the Colonial Governments, requesting pecuniary and other assistance, and the free carriage of emigrants under the supervision of their respective agents. The Lord Mayor remarked that agents of the Government of Queensland were now sending out large numbers of emigrants free, and it was sincerely to be hoped that other colonies would do the same. The Emigration officers in Park street, Westminster, seemed to be really doing nothing. Mr. Torrens said some years back the Emigration Commissioners sent out a large number of people to the colonies, but they were of a class taken from the workhouse, and the consequence was that the Australian Governments withdrew their aid altogether rather than have their possessions filled with such persons. A letter was read from the Home Secretary to the effect that he did not intend at present to advise Her Majesty to issue a Royal Commission on the subject of emigration. Mr. Kingscote added that he had heard from the Colonial Secretary to the same effect. A report of the sub-committee was next brought forward, recommending the society to send out by their next ship to Quebec two hundred emigrants, consisting of one hundred from Woolwich, 50 from other parts of England, and 50 who were willing to contribute something towards their passage money. The free passages were for families only, and very young children were excluded from the first ship on account of the probable cold weather. Mr. M. Arthur thought it extremely injudicious to send out very young children at all. In answer to a question, Mr. Kitto said the Society had

never assisted single men. The Rev. Canon Brown said that there were now nearly 1,000 men discharged from Woolwich Arsenal, many of whom were single, and who would be glad to emigrate. They were, however, stopped from obtaining free passages by that class. Mr. Campbell remarked that the Emigration Office had no objection to send out single men. The Lord Mayor said the Guardians of any Parish on seeing a man or a family on the verge of pauperism were empowered to make a loan of £10 for the purpose of emigration. The recipients were prevented from again burdening the rates, as they were not allowed to return to England unless they repaid the loan. It might, moreover, be recovered before a Magistrate. Mr. M. Arthur said by doing that the Guardians were relieving themselves but burdening the Colonies. Mr. Currie suggested that the Society should take single men who were willing to contribute a share of the expenses. He knew a number of men in the East-end who would rather do that than go out on charity. Canon Brown said that in Woolwich he found the men quite the reverse. Instead of saving money, they were deluged with pawn tickets. The passages given gratuitously by the Society was treated as a nominal loan, and he thought many of the emigrants would be anxious to repay it. Mr. Currie considered pauperism to be fostered by the granting of free passages. General Leroy said he had no doubt the Society would be repaid the loans. He suggested that wives and children be taken out gratuitously but that men should be called on to pay for their own passages. If that were so, intending emigrants would soon raise the money, and the funds of the Society would go twice as far. On the motion of Mr. Kitto, the committee authorized the insertion of an advertisement in the daily papers, to the effect that the Society was ready to receive applications from persons who were willing to pay the whole or a portion of the passage money—preference being given to those who were able to pay the most. A letter was read from Mr. William Dixon, emigrant agent for Canada, to the effect that his Government was not at present in a position to give a very definite opinion as to the approximate number of emigrants there in the year, but that it was considered likely that a large number of Irish Protestants would remove in consequence of the Irish Church Bill now before Parliament. He, however, thought there would be no difficulty in settling 20,000 labourers, 2,000 female servants, 8,000 female farm servants, 3,000 navvies, 4,000 mechanics, and 6,000 agricultural labourers. Canada was essentially an agricultural country at the present moment, and a practically unlimited number of agriculturists could be easily placed. He added that persons of that class would materially benefit their position in life, and could save in Canada sufficient means in three years to enable them to take a plot of land, with every reasonable prospect of obtaining moderate wealth, and leaving their families provided for in a way they could not dream of in this country. The letter gave great satisfaction to the committee; and it was also stated that about 8,000 emigrants could be at once placed in good positions in West Australia. General Leroy, as an Australian landowner, concurred in the statement that emigrants were very much wanted. He had recently communicated with Mr. Ross D. Mangles, who had large possessions there, and found that he was willing to co-operate in any way with the Society. Mr. Kingscote said if the proposal with regard to Hudson's Bay was adopted, a large plot of land near Red River would be available for emigration purposes. On the motion of Rev. Canon Brown, the Rev. J. S. Ruddack, of Woolwich, was added to the committee. Mr. Kingscote gave notice of his intention to propose Colonel Henderson, C. B., who was well acquainted with Australia, at the next meeting. Mr. Halp repeated that the Society had now £3,630 in hand. The meeting then separated.

(To the Editor of the Times) Sir.—Permit me to correct a trifling error which appears in your report of the British and Colonial Emigration Society's meeting, held at the Mansion-house yesterday.

The statement made by me was that if the Society could send the undermentioned persons to Canada, our agents would have little or no difficulty in settling them comfortably in the four Provinces—viz., about 20,000 farm labourers, 2,000 assorted female servants, 8,000 female servants with some knowledge of farmhouse work, 3,000 navvies, 4,000 building mechanics and 6,000 mechanics following the trades usually conducted in towns through the agricultural districts.

Your obedient servant, WM. DIXON, Canadian Government Emigrant Agent, 11 Adam-street, Adelphi, March 23.—London Times.

THE TROUBLES OF TRADE.

CONSIDERABLE distress exists in commercial circles in Montreal and Quebec, and, in a lesser degree, in Western cities. It does not appear that this arises from any course peculiar to the present season. Although the price of produce is low, it is not so low as to cause extraordinary distress even among those specially engaged in producing or conveying it to market, much less among importers, who are the parties chiefly troubled at the present moment. It is evident that we must look deeper for the source of trouble. Merchants are apparently suffering from the depression which regularly follows a long season of great prosperity. Although the ten-yearly crises are tolerably regular in their appearance, special events cause them to be hastened or delayed. The great fire in N. Y. in 1835, caused a commercial convulsion, before the usual time, and the fall of Gurney's house antedated the crisis of the present decade in England by a year. The postponement of troubles in Canada was probably owing to the extraordinary demand for goods at the

close of the American war, which put merchants on their feet by clearing out whole stocks and enabling them to sell at large profits the importations of 1835. Two years more were apparently required thoroughly to fill up the cup of inflation and cause it to overflow.

It is a remarkable fact, that closely connected as are the Provinces of Quebec and Ontario in commercial transactions, the ten-yearly crises never strike with the same severity upon both Provinces at the same time. From 1847 to 1849, Montreal lay in a perfect slough of Despond, while Upper Canada, although it suffered to some extent by the failures of individuals, was comparatively unharmed. In 1857, however, a long career of prosperity in Upper Canada added to the expenditure of the Grand Trunk, caused a state of Inflation, which resulted most disastrously to all classes. Montreal, which was still enjoying a large expenditure on the Victoria Bridge and the extensions of the Grand Trunk throughout Lower Canada escaped comparatively unharmed, and has since then had a career of prosperity unexampled in the history of Canadian cities. It is suffering now, simply because it has been remarkably progressive for many years, and its merchants have—as men always do under such circumstances—imported too many goods, and built too many stores and dwelling houses. Toronto, Hamilton and London, on the other hand, warned by the recent crisis of 1857, have been more moderate in their proceedings, and though they cannot expect altogether to escape disaster, are not suffering as severely as Montreal at the present time. In times of depression it is well for bankers and wholesale dealers to be as moderate in dealing with their debtors as their own difficulties will permit, and not to press for the settlement of claims which at other times they would be willing to postpone. The present distress will probably neither be so extensive nor long-continued as some periods of depression which have preceded it. The western country, at all events, is comparatively free from debt, and if the coming season is a favourable one, we shall look for an early and rapid revival of trade.—Toronto Globe.

EXPORT OF CANADIAN PETROLEUM.

WE have frequently referred to the Petroleum business of Canada, and urged upon the refined trade the necessity of vigorous efforts to secure a share in the markets of the world for this valuable product. Notwithstanding the almost inexhaustible stores which underlie the clays of Enniskillen, it was only last Fall that an effort was made by three enterprising refiners to manufacture an oil suitable for the foreign trade. It is satisfactory, however, to be able to announce that a complete revolution in the business will soon commence, and that, instead of the oil business being confined to the petty requirements of the Canada trade, exportation on a large scale will in future be the rule.

The great difficulty has been to secure a proper treatment of Canadian crude. Pennsylvania crude is a far superior article to that raised in Canada, being of an average gravity of 45°, while Canadian is as low as 32°. Then, the American is, to use the trade term, "sweeter"; it is free from a strong pungent odour which has hitherto been such an objectionable feature in the Canadian article when treated by the old-fashioned process. To render our refined pure, white, and sweet, has been the problem. That several refiners have succeeded and have produced an article in every way satisfactory redounds to the credit of those who have given their energies to the task. It is an assured fact that we can now make from Canadian crude a sample equal to the American "standard white," in colour and odour, and far in advance of it in the valuable qualities of a high fire test and greater burning endurance.

The Canadian Lard and Mineral Company of Petrolia, under the management of Mr. John McMullan, have already extensive works, capable of turning out 1,200 barrels of refined per week. This Company has purchased 70,000 barrels of the Crude Oil Producers' Association, and are now engaged in the manufacture. A tin factory in connection with the works is being erected, and the oil, when refined, will be packed in five and ten gallon tins, placed in cases and shipped to Australia, Germany and other countries. The capital invested is about \$120,000. The above is from the London Press, and our contemporary then goes on to mention a number of firms who are about to engage in the oil business.

The enterprise described will, it is said, absorb crude oil to exceed 200,000 barrels, and will revolutionize the business of Canada. About 100,000 barrels is yet to be produced, but has been contracted for at the wells, and will be delivered as wanted. The present stock tanked is about 320,000, so that the oil is no fear of any lack of the crude article, and doubtless the stimulus given to the business will induce the sinking of a number of new wells. This trade is in addition to the demands of Canada and the Lower Provinces, which amounts to about 80,000 barrels a year. The foreign shipment is in the hands of men of large experience, acquainted with the business, and with the command of capital to carry on the enterprise. It will give employment to thousands of men, besides giving work to machine shops, chemical works, and large numbers of labourers. The railways will profit by the freight, and the money put in circulation will be considerable. After a period of stagnation extending over three years, the oil business bids fair to develop to an extent which had not been looked for, and that in a legitimate manner.

During 1863 the total exports of American petroleum amounted to 2,425,618 barrels, while the amount shipped in 1867 was 1,645,177, showing an increase last year in the export of 777,441 barrels! In the face of these facts the contemplated shipment by Canada of 100,000 to 120,000 barrels of refined will have no visible effect upon the market.