

The persistency of the agitation of labor representatives, especially those in British Columbia, to obtain legislation regarding Chinese immigration, has at last been recognized by the Government. Sir Richard Cartwright gives notice of a bill to amend the Chinese Immigration Act. It is proposed to increase the head tax to \$300.

Ontario's nickel mines have passed under the control of one of the great trusts of the United States, and the question of how this will affect the industrial prospects of nickel in this country has created a great deal of newspaper controversy. It will certainly not tend to promote the refining of the metal here, or the manufacture of nickel steel, or the making of the highly-finished products of nickel.

Mr. Wm. Hutchison, ex-M.P. for Ottawa, Canadian Commissioner at the Pan-American Exposition, will be commissioner to the St. Louis Exposition in 1903. The Canadian exhibit at the St. Louis Fair will be one representing the entire Dominion, and not the different provinces. It is thought that the amalgamation of the exhibits from the provinces into one of a Dominion character will be more satisfactory.

One of the most satisfactory and reliable of the barometers of industry in Canada is the "Mechanics Wanted" column in The Globe. That there is no decline in the prosperity of the country is evident from a comparison of advertisements under this head for the five days of issue ending Thursday, and for the corresponding five days in 1901. In the five days ending Thursday there were calls for 392 mechanics, chiefly from country points, the demand for blacksmiths, tailors and woodworkers being especially large. During the same days in 1901 there was a demand for 192 men. These figures mean that the season now opening will be one of the busiest for mechanics in the history of the province.—Toronto Globe.

If some of the goods that are constantly being imported into Canada—those of a character which could be made here to advantage, were actually made here instead of in other countries, The Globe would have to increase its "Mechanics Wanted" column many times. But it seems to think that the acme of Canadian greatness can only be demonstrated by an ever increasing volume of imports.

It is reported that Mr. James Ross, on his recent trip to Great Britain, made a contract for the sale of 90,000 tons of steel billets at \$21 per ton, making a profit to his company, the Dominion Iron & Steel Co., of \$750,000, exclusive of whatever bounties may be paid by the Dominion Government for that production. The Government bounties on iron and steel during the next five years will be:

	On Pig Iron	On Steel
April 21, 1902, to July 1, 1903..	\$1 80	\$2 70
July 1, 1903, to " 1, 1904..	1 50	2 25
" 1, 1904, to " 1, 1905..	1 10	1 65
" 1, 1905, to " 1, 1906..	70	1 05
" 1, 1906, to " 1, 1907..	40	60

That portion of the output of the blast furnaces that is turned into steel will receive bounties first as pig iron and afterwards as steel, so that during the coming year for every ton of steel produced the Dominion Iron & Steel Co. will receive \$4.50 from the Government. Thus on the 90,000 tons of steel sold by Mr. Ross the bounties would amount to \$405,000. This, added to \$750,000, gives a total profit on this order of \$1,155,000. Estimating the annual output of the open hearth steel furnaces to be 270,000 tons of steel, this order of 90,000 tons would be one-third of the steel output. This does not take into account the portion of the pig iron output that is not converted into steel, on which large profits may be expected.

At a meeting of the Toronto Board of Trade, held last week, a resolution was adopted endorsing the reports of a committee recently appointed, having reference to subsidizing the Canadian shipbuilding industry. The report, after pointing out the disadvantages under which Canada labors, they recommended "that the board petition the Government of Canada to make such increase in the rebates now allowed, and provide such other suitable allowance as would place Canadian builders on an even basis with British builders and bring such increase into effect at the earliest possible moment so as to facilitate the establishment of shipyards of sufficient capacity to meet the rapidly growing demands made by the products of Western Canada, and in order that the carrying trade of Canada, both on ocean and inland waters, may be retained in Canadian hands." They further suggested "that the board request the Government of Canada to make and put into force provisions which would prohibit the registration in Canada of foreign-built ships, by applying to them the same regulations as foreign countries apply to Canadian-built ships, thus preventing an unfair foreign competition with Canadian shipbuilders."

Richard A. Yates, Adelaide, South Australia, one of the leading florists and seedsmen of Australia, suggests the establishment of a bureau in London, England, taking the form of a commercial agency, where Canadian possibilities could be presented in a proper manner. Australia established an institution of this kind recently and the result was proving satisfactory. In connection with the bureau they had cold storage establishments, and the business that sprang up in a short time was astonishing.

The Toronto Globe approvingly quotes the London Saturday Review as follows:

A Zollverein, by which the colonies would take our manufactures duty free in return for differential duties in their favor on raw material and food, would be an intelligible arrangement. The colonies, however, would not listen to it for a moment, for two satisfactory reasons. In the first place, several of them raise their revenue by customs and must continue to do so. Therefore they cannot let us in duty free. In the second place, there are many interests protected by colonial tariffs, which would tear the empire to pieces before they left themselves exposed on equal terms to the competition of English manufacturers. If, then, commercial union can give us only pretty much what we have, in return for heavy sacrifices, of what good will it be?

This, The Globe informs us, is as relentlessly logical as a proposition of Euclid; but it does not appear that either of these journals ever considered the possibility of a medium course, by which both Great Britain and the colonies would show tariff favors each to the other in their own markets, while they observed higher tariffs against all other countries.

The danger of a steel famine appears to be past for the present at least, but prices are not going to weaken on that account. The situation is very strong, for a large majority of the mills in the United States have sold ahead up to the end of the present year, and some orders have been placed for the first quarter of 1903. The fact that the steel trust has purchased 300,000 tons deliverable as late as April, 1903, is significant, especially at the figure named, \$16.50, which is half a dollar higher than the quotation of three months ago.

Mr. Robert Hanbury, British Minister of Agriculture, in a speech recently said that he hoped that the new corn duty would have the effect of reviving the British milling trade. He regretted that the duty on imported flour had not been made higher.