

ONTARIO AND IMMIGRATION.

THE Toronto *Leader* observes that there has been no time in recent years when emigration to Canada attracted so much attention both in this country and in England as during the past few months. Perhaps there is no subject so much theorized about, or, it would be more correct to say, there is no subject regarding which so much is written in a general way without much reference to practical details.

We are much pleased to find that the conferences which have taken place at Ottawa, and the general agitation of the subject, are leading to the infusion of more energy into the immigration movement on this side of the water. The removal of Mr. Dixon's headquarters from Wolverhampton to London, the appointment of Mr. Simms in Germany and adjoining States, and the selection of a gentleman whose special duty it will be to encourage settlement in the Quebec and New Brunswick counties through which the Intercolonial Railway will pass, are evidences of the increased interest which is being taken in the subject at Ottawa.

In Ontario, too, we find that the Government has been exerting itself in a special manner of late, to act as fully as possible up to the needs of the country in this matter. The inauguration of the free grant system, whose parentage belongs to the present local government, was one of the most important steps which had been taken for years to extend settlement in the province and bring immigrants hither. The additional advantages offered to the settler last session in the free grant territory were also in the right direction. What further the local government could do became a question for consideration so soon as the conference was held at Ottawa. The understanding came to at that conference was that the general government should appoint agents at central points in the provinces, in Great Britain, and such places on the European continent as might be deemed advisable, leaving it to the local government to supplement this action in whatever way it might consider best. Ought it to appoint agents on its own account? The Ottawa government might do all that a government having general oversight over four provinces could do. The special interests of Ontario could be best served by special agents. Accepting this view to be correct, and desirous of leaving nothing undone whereby desirable accessions to the population might be secured, the government has obtained the services of Mr. Thomas White, of Hamilton, to go to Great Britain for a few months, specially charged with the subject of immigration. It will be Mr. White's business to look into the subject thoroughly, to use his own pen as far as possible on the local press, to address public meetings, to come in contact with those who in London and other places are interesting themselves so much in sending emigrants to Canada, and in every other way doing all in his power to further the interests of Ontario in connexion with this matter. The appointment is an eminently good one. Mr. White is thoroughly practical, a good speaker and writer, and will do as much as any Commissioner whom the Government could appoint at this time to subserve the interests with which he will be charged. He will leave within the next two weeks.

In addition to Mr. White's appointment, the Government are having prepared large bills, containing as much information as can be put into it, and a neat lithograph map of the Province. It has, besides, in course of preparation, a pamphlet containing much valuable information, bearing upon the municipal institutions of the Province, the routes of travel, price of lands in various districts, the terms and conditions upon which lands can be had in the free grant territory—everything indeed which could be useful in encouraging emigration thitherward. These pamphlets will be published in English and German; a large number of copies will be placed in the hands of the Dominion Government, to be used by its agents abroad and in such other ways as may be useful. The Government is also about to address, immediately, a series of questions to the different Reeves of the Province, as to the number of persons who would be likely to find employment during the ensuing season, at specified rates of wages.

Whilst the Government, as a whole, has taken much interest in this subject, the details to which we have just referred, it has necessarily fallen upon Mr. Carling, the Commissioner of Agriculture, in a large measure, to carry them out. It gives us much satisfaction to be able to state the progress which has been made. For, if ever there was a time peculiarly favorable for action it is the present. We are sure much real and practical good will come of the course adopted by the Government of Ontario.

PETROLEUM AS FUEL.

THE experiment of running a locomotive with steam generated by the use of petroleum, has lately been tried with much success on the Chicago and Galena Railroad. On the 27th ult., the locomotive to which the oil-burning apparatus was applied, drew a freight train of twenty-five cars, fifteen of which were heavily loaded, from Chicago to Woodstock, fifty-one miles, making regular time and having abundant steam, particularly on the heavy grades. On one of the longest and most difficult ascents, it is said that sixteen pounds were gained. The oil used in these experiments was distilled from bituminous shale. It is hydro-carbon oil, and before the natural oils were discovered was distilled for the purpose of extracting the illuminating oil; but, as it contains only twenty-five per cent of illuminating oil, it cannot compete with the natural oil. In its application to mechanical purposes, a combination of superheated steam and atmospheric air is forced into a perforated combustion pipe with the oil. The steam vaporizes the oil, and the air gives vitality to the flames, and furnishes oxygen to aid

combustion. Practically this seems to be the only way to bring about a complete combustion of hydro-carbon oil. It will not burn free from smoke with air and oil, nor with steam and oil, but when the air, oil and steam are combined in proper proportions the combustion is perfect.

The apparatus used on the locomotive during the recent experiments consisted of a tank on the engine, holding about four barrels from which a pipe leads down through the footboard in front of the boiler into the fire box, connecting with the combustion pipe. In the fire box is a cross cut on pipe, perforated with holes, extending across the bottom of the fire box and connecting through the front of the boiler by a T joint with an air pipe. The air pipe is connected with a blower which forces air into the combustion pipe. There is also a steam coil in front of the flues in the fire box, which is supplied with steam from the boiler. The coil is inserted into the combustion pipe at right angles to the oil pipe. The effect of the steam superheated in the coil, when it strikes the oil, is to instantly vaporize it, the oxygen of the steam combines with the carbon of the oil, and the hydrogen of the steam is set free and burns. The air forced into the combustion pipe furnishes additional oxygen, and the result is a blue flame of intense heat and entire combustion.

That petroleum can be applied to the generation of steam has been so often and so successfully demonstrated that we have no doubt it will soon come into general use when a liquid fuel could be more conveniently obtained or transported than wood or coal. For locomotives crossing the Plains, over the Union and Central Pacific Railroad, we believe it will be found indispensable, both because it can be used more cheaply than any other kind of fuel in districts where wood is scarce and no coal exists. The chief value of petroleum fuel, however, will be in sea-going steamers. All that would be required for the longest voyages could be stored in a very small part of the space now needed for coal; and, as the weight would be proportionally less, a much heavier tonnage of freight could be carried than is now possible. Besides these important advantages, the superior cleanliness of this kind of fuel, and the considerable saving of expense in handling it, both on shore and at sea, commends it to the favor of ship-owners. We trust, therefore, that the matter will receive all the consideration it deserves from those interested in the subject.—*New York Bulletin*.

THE DRAIN OF GOLD.

IN most of the theories advanced touching upon the payment of the national debt and the resumption of specie payments, one or two leading facts are entirely lost sight of—the acts of nations being but the acts of individuals, a person cannot pay his debts until his income be larger than his expenses; nor can he, while in this condition, pay his debts in a more valuable commodity than that for which they were contracted.

These being accepted facts, the only next point should be how to increase the income and reduce the expenses. This last may be safely confided to the man of President Grant's selection, which leaves only the first open for discussion.

America is the gold and silver producer for the whole world, and could she but retain what she produces, would soon be the wealthiest of nations. Unfortunately this is not the case, and it is doubtful whether, excepting the trifling amount she manufactures into articles of use and ornament, she retains even the smallest tithe of the precious metals she so industriously uncovers. While France, for twenty years, has been drained of the silver she so closely hoarded, by the East, she has, in turn, absorbed our gold, largely for manufacture, and still more largely for circulation. England also engulfs a large share, but through those channels, as well as directly from ourselves, China and the East fall into the largest portion. The stream that sets into these countries never, by any possibility ebbs. The Celestial demand money for all the things which we deem necessities, and has shown that he can well get along without anything from us but cash. In other gold-absorbing nations the story is the same, the balance of trade is against us, and the expenses consequently larger than the income.

Of course there is but one remedy for this, which is to find out how the income can be increased, and to do it either by individual combinations, or by legislation. For England and France we must, looking out as traders, think of corn and cotton, and, for China and the East, manufactures. In the latter countries a great revolution is now in progress, and their citizens are at last becoming cosmopolites by travel. It follows that tastes will be acquired that will need the manufacturer's art to satisfy. This must, necessarily, open up an immense commerce, and, of course, England and France will struggle for it. So far we have the whip-hand of them, firstly, through the prejudices of those people, and secondly, through the better means of communication, which will be wondrously enhanced by the opening of the Pacific Railroad. If we cannot, by quickness, seize and hold that commerce, it will be our own fault.

Next come corn and cotton. The first is doing well, if not well enough, and should be encouraged by all personal and legislative means. In all the history of the world there has never been a glut of corn to disturb the consumer, and cannot be. Of cotton, the world has never yet seen the crop that it could not consume, or encourage the growth of at more than remunerative prices. The sudden swelling of the East India crop and the quickly-acquired wealth of its planters, within the last few years, testifies to this, and instructs us how vitally necessary it is to increase our own by every means. The growth of cotton for the year 1868, was 2,380,000 bales, valued at nearly \$250,000,000. When it is taken into consideration that

this crop is raised on about one and a quarter per cent of the lands within the cotton districts of the U. S., it will be seen at a glance how small is the yield to what it should be.

If, therefore, individuals and legislatures would turn their attention to this great fact, and do something toward encouraging emigration to the South, throwing in capital to those districts now impoverished, and aiding settlers to take up new lands and enter upon this profitable culture—a culture that has been shown to produce more money per acre than any staple in the world—they would be solving the real problem of keeping our gold at home, resuming specie payments, and, by making our credit surer that we may borrow money at the lowest rates of any nation in the world, and pay our national debt.—*Philadelphia Press*.

THE PRESENT PHASES OF THE LABOR QUESTION.

A RETURN of spring brings a renewal of the differences between labor and capital which seem to be usual at this season of the year. It is, however, to the credit of both interests, that their respective troubles are less bitter and conflicting than at any former period. This may be accounted for, partly from the fact that both parties have learned moderation by experience; and, also, perhaps from a general conviction that wages and prices are nearly as closely equitized as is possible under the present uncertain and shifting standard of monetary values.

The important fact, however, should not be overlooked, that working-men's organizations are rapidly extending both in membership and ability. There is a steady improvement in the tone and spirit of the various trade societies, and some of the more intelligent class begin to realize that there are other objects besides the regulation of wages that properly devolve upon them. More attention, for example, is paid to temperance; reading-rooms and libraries are being gradually attached to some of the societies, and the co-operative principle is progressing.

But while conceding and cheerfully recognizing the good points of some of the labor Societies, it must be admitted that, in some important respects, the outlook is not encouraging. If we were to take the temper and spirit of some of the addresses delivered at the recent meeting of working-men in the Cooper Institute as a sample of the whole, we should look forward with fear and apprehension to an irreconcilable conflict between capital and labor that would be likely to imperil the whole structure and frame-work of society. But it would be manifestly unjust to take a few intemperate and injudicious speeches as the sentiments of the great mass of American mechanics. The distinction between classes is so slight in this country, the ranks of capital are so rapidly recruited from those of labor, that they must always feel a community of interests that is scarcely to be looked for in the old world. Our working classes have too much reason to complain of the systems of currency and taxation that press so unequally upon them. But, so far as their grievances may be due to political causes, they have the remedy in their own hands. For the rest, we doubt much whether it is possible for wages to be permanently increased by trades unions.

Of the co-operative societies we find that the most successful are the printers, and the masons and bricklayers. Three years ago the printers started their society on a very limited capital, and now they have a concern fitted up with machinery, &c., to the value of \$12,000. This society is quite prosperous, and seems to be established upon a good basis. But, it is to be observed, that the co-operative printers have not been able to evade a single economic law. Their accumulated capital is simply the savings of wages which, under other circumstances, would have been distributed and spent. It is in this respect that co-operative societies are chiefly useful. They compel habits of economy and industry, and are thus a real boon to working-men. The Tailors' Co-operative Union has not yet made a fair start, owing to the difficulty of obtaining the requisite capital.

Of the other trades we notice that the strikes of the printers and the seamen have practically terminated. With the former it has been pretty much a drawn battle between employers and workmen. The seamen, we fear, did not much improve their condition. Their grievances are real, but they are scarcely to be ameliorated by a suspension of work. The tailors and the bakers threaten strikes, and if they could possibly improve their condition by that means we should heartily wish them success. Next to the sailors, the tailors and bakers are probably the worst paid and most over-worked classes in the community. But this arises chiefly from a flush in the labor market. There are, too, so many tailors and bakers that must obtain work at any price or starve that they underbid each other in the labor market, and in that way reduce the amount of their wages. The strike of the quarrymen of Yorkville and Harlem is gradually dying out, owing to the number of non-union men who took the place of the men on strike.

One of the chief grievances of the workmen is the high rents, and for this they are principally responsible. The wages in the building trades is altogether out of proportion to the rates that prevail at other trades. Plasterers get \$4 and \$5 a day for eight hours work; plumbers the same; masons receive over \$4 a day for eight or nine hours work, and carpenters get \$3.50 and \$4 a day. At such rates it is no wonder that rents should be exorbitant.

It would be very desirable if means were adopted to induce mechanics to leave this city for the interior and the "rural districts." There is scarcely a town in the South or West that could not give immediate employment to several good carpenters, tailors, shoemakers, masons or other skilled workmen. In some towns there is a positive demand for labor of this kind. Work is more steady in the country than in the city.