

RATHER LATE.

THE report of the Chief Emigration Agent of Canada for 1867, has only recently come to hand. This is rather late for a report of last season's operations to appear, and it is to be hoped that a little more despatch will be shown in future. There is a good deal of public money now being spent through our Emigration Department, and the public have a right to demand that the business shall be promptly attended to. From the report, we learn that the arrivals of immigrants at Quebec was slightly larger last year than in the previous one. The exact number was 21,335, being 2,208 more than arrived in 1864: of these 1,500 were cabin passengers, and 19,795 steerage. By far the greater portion came out in steamers, of which 1,400 were engaged in their conveyance. The number of sailing vessels which brought over passengers was 58, but they only carried a small number compared with the steamships—the high fare and short passage being deemed preferable to the cheap fare and long passage. The steamers averaged about 13 days, and the sailing ships 30, during the season, in making the passage. A large increase took place in the emigration from the British Islands last year; the increase was no less than 41,855 souls. A large portion of the emigrants were Irish, Norway, Sweden, Denmark and adjoining countries, contributed 21,669 less than usual. Among all the emigrants from the Mother Country, only seven died in crossing the Atlantic, the season having been an unusually healthy one. Of those coming to Canada, a large percentage passed through by the Grand Trunk to the Western States, attracted thither by the expectation of getting cheap lands. Canada, however, retained a fair share, many of whom found employment in this neighborhood and throughout the Western Peninsula. The Emigration Agents report that there was a demand for a much larger number of men and women than remained, and it seems a pity that so many able-bodied emigrants should annually pass through to the States, which are certainly not now so attractive to the poor man as Canada is. Surely our Emigration Department ought now, when living and taxation are so enormously high across the lines, to secure for this Province a large share of the tide of emigration than we have ever enjoyed before. The contrast with the United States was certainly never so favorable for us as at the present time. If we cannot, therefore, attract more of the masses of Europe to our shores now, when will we be able to do it?

PETROLEUM.

THE Canadian market for this important article, either in its crude or refined state, is not extensive enough to maintain its price at a point satisfactory to producers, and, at the same time, the home market is, to a certain extent, closed against it; previous shipments not having found favor there, owing to the imperfect deodorization of the oil shipped. In order to overcome this difficulty and open up a market in England, it is now proposed in London, C.W., to establish a joint-stock company for the purpose of manufacturing, by a new process, an entirely deodorized oil, and air-tight cemented barrels in which to ship it. This is a move in the right direction, and is much better calculated to produce the desired results of increased profits to the producers of oil than the protection they asked for, (which, however, has been granted to them,) and we hope the enterprise will be as successful as its objects are important. With the increased consumption of petroleum, both for manufacturing, lubricating and illuminating purposes, caused by the discoveries constantly being made of its usefulness in now and unthought of directions the foreign market, if the superior quality of Canadian oil can once be established, will always furnish an outlet for all the surplus produce of our wealth; and thus a leading industrial interest of great direct and indirect importance, will be placed on a sound and permanent basis.

FREE TRADE AND PROTECTION.

The following is an extract from a letter of Mr B Rosamond, of Almonte:—
Referring to the article of Woollen Machinery I have no hesitation in saying that the request of the Ottawa meeting is a very absurd one. The absurdity consists in supposing that Mr Glen is not able to compete with the United States manufacturers without a protection of 15 per cent. The only thing in the way of woollen machinery he has yet tried is the 'Crompton loom. The price which the United States manufacturers of this machine ask is \$500, U. S. currency.

Mr. Glen, of Oshawa, asks for a similar loan \$250, and guarantees it equal, in every respect, to that made in the United States. But, better still, in the town of Perth, the firm of Morris & Miller are now making and selling Crompton looms, and first rate ones too, at \$190. Two were delivered here at that price yesterday. Compare these prices with \$500, even in United States currency, and the Ottawa doctors, &c., who figured at the Ottawa meeting, will understand that Mr. Glen does not require any protection. Mr. Glen is a shrewd, practical man, who knows a thing or two, and will, of course, make no objection to this agitation in his favor, but he knows as well as any one that the manufacturer who cannot compete now with the United States manufacturers without protection, will never be able to do it, and had better give it up. But, granting for a moment that the Canadian manufacturers of woollen machinery cannot compete without this 15 per cent duty, would it not be a great injustice to oblige manufacturers of woollen goods to pay this duty on all their machinery, that two or three concerns should be able to make looms and cards, the only things yet attempted in the country. It seems to me our true policy is in place of adopting that of the United States to make our country one in which everything can be produced at the least possible cost. This is the true protectionist policy, and the only one by which our manufacturers can hope to obtain a permanent footing. The policy now in favor at Washington is no doubt a capital one at the present time for the manufacturers, but their huge profits are obtained at the expense of the consumers, and in the end it will work its own cure. To this policy is to be attributed the increased cost of living, as shown by the fact that a man can live as well and save as much money on \$500 here as he can on \$1000 there. The effect of this policy has been to increase the cost of production to the maximum, let ours be to reduce it to the minimum, and the only competition Canadian manufacturers will have to fear will be what they find at home."

SHIP-LABORERS' STRIKE IN QUEBEC.

LAST week the Ship-laborers of Quebec struck for higher wages, and to obtain some changes in the mode of payment which would secure them against losses. A meeting of Merchants was held on Monday afternoon to take the matter into consideration, and the following resolutions carried:—

"That the action of the Ship-Laborers' Society in causing a strike amongst the laborers on board of ships is not only illegal but unreasonable, inasmuch as they have prevented those ships and stevedores from working who were paying the wages demanded. Moreover, such acts on the part of the Society are quite contrary to the Act of Incorporation of the said Society, which expressly states that it was incorporated for the purpose of assisting the families of members reduced to distress by the illness or death of such members, and for no other purposes whatsoever."

"That it is desirable to take such steps as the law will allow to prevent the ships loading being interfered with in their work, and that the municipal authorities be called upon to furnish sufficient force to insure protection to stevedores and laborers willing and desirous to work."

"That as long as the men belonging to the Society refuse to work, the captains of ships be recommended to proceed with the loading of their ships with their own crews, and the assistance of such stevedores and laborers as are willing to work."

"That this meeting will have much pleasure in recommending all owners and agents of vessels to instruct the shipmasters to see that the laborers on board the ships are duly paid."

The following statement from the Ship-Laborers' Society was read at the meeting:

"To J. G. Ross, Esq., chairman of the meeting of merchants to be held on the twenty-third day of July instant."

"The petition of the Quebec Ship-Laborers' Benevolent Society."

"Represents—

"That the strike or refusal to work by the laborers of this port is not intended to interfere with or in any way impede or obstruct the work of the port."

"That the object of the 'strike' is simply to secure to the ship laborers their just rights, and to prevent them from being placed and subjected to losses by certain stevedores and shipmasters—as in the case of the ship 'Norwood,' which sailed from here a few days ago, owing to her laborers eight hundred dollars."

"That by reason of the unwillingness of these stevedores and shipmasters to ensure the laborers their just rights, large sums of money are annually lost to the laborers, and the latter have no recourse."

"That the Ship Laborers' Society are willing to return to work and do all that is right to carry on the business of the port, provided the merchants will agree to sustain them and prevent anything like exactions from being practised on them."

"That the Ship Laborers' Society would respectfully suggest that for the future shipmasters and others having laborers to pay would pay the moneys or see

the same paid to the laborers instead of paying all to one man, as is now practised; and if this plan were adopted, the work of the port would go on harmoniously, shipmasters saved from long and vexatious law-suits, and the laborers receive their just dues."

"That the rate of wages established by this Society, viz., the sum of two dollars and fifty cents per day for stevedores and holden, and one dollar and sixty cents per day for other laborers, is not too high, considering the short period of work during the summer season."

"Wherefore your petitioners represent that this meeting ought to adopt such rules and recommend such proceedings as would ensure the working of the port; and at the same time recommend that ships should be held responsible for contracts for loading, and that the captains should pay or see the laborers paid."

"JAMES PAUL,
Secy. S. L. Ben. Soc'y."

"Quebec, July 23, 1868."

A meeting of shipmasters was held the same evening, at which it was resolved.

"That we, the masters of ships at present loading in Quebec, do not consider ourselves justified in throwing ourselves into the breach now existing between the Ship Laborers' Benevolent Society and the merchants of Quebec."

And we furthermore resolve that we are willing to pay the present rate of wages, to wit: 12s. 6d. for holden and swingmen, and 8s. for winches."

And it is furthermore resolved that we do not feel justified in sacrificing the interest of merchants at a distance, for the sole benefit of a few denizens of Quebec, although we may condemn the measures the ship laborers have taken in suspending labor for those ships that have dealt justly by them."

And we furthermore hope that all masters in the minority will comply with the majority, and pay the same rate of wages, and also join with us in giving the Ship Laborers' Society the preference."

And we, the undersigned, furthermore agree to hold ourselves responsible for the payment of all labor performed on board our respective ships."

And we also recommend the payment of all wages weekly."

These resolutions proved satisfactory to the strikers, and the terms were accepted as follows:

We, the delegation of the Ship Laborers' Benevolent Society, on behalf of the members of the above Society, return our sincere thanks to the chairman and gentlemen of committee of the meeting of shipmasters, which was held at the Imperial Hotel last evening, and furthermore state that we have accepted the terms they have proposed, they being satisfactory to our views and we hereby promise faithfully to return to our work in the morning."

"JAMES PAUL,
Secy. S. L. Ben. Soc'y."

Quebec, July 23, 1868.

On Tuesday, the laborers accordingly returned to work, terminating a strike which had threatened to damage very seriously the shipping interest of Quebec.

THE TARIFF.

THE following resolutions were proposed in Committee of the House:—

1. That it is expedient to provide, that the Governor in Council may, in his discretion, authorize any drugs, varnishes, tinctures, perfumes, extracts, cordials and goods of like kind which he may, from time to time, see fit to designate, and in the production of which spirits or other articles subject to duties of customs or excise are used, to be manufactured in bond by persons licensed to that effect, and under regulations to be made by the Governor in Council, and that such articles when so manufactured shall, if taken out of Bond for consumption within the Province, be subject to duties of excise equal to the duties of customs to which they would be subject, if imported into this Province from the United Kingdom, and entered for consumption;—and that for every such license or renewal thereof, there shall be paid a duty of \$5; such license to be renewable yearly on the thirtieth day of June.

2. That it is expedient to provide that in determining the value of goods imported into Canada from Foreign Countries except in cases otherwise provided for upon which duties imposed are to be assessed, the actual value of such goods on ship board at the last place of shipment to Canada, shall be deemed the dutiable value. And that such value shall be ascertained by adding to the value of such goods at the place of growth, production or manufacture, the costs of transportation, shipment and transshipment, with all the expenses included, from the place of growth, production or manufacture, whether by Land or Water, to the vessel in which shipment is made to Canada, or to the frontier of Canada if the importation is by land, the value of the sack, bag, box, cask or covering of any kind in which such goods are contained, commission at the usual rate, but in no case less than 2 per cent., brokerage and all export duties, together with all costs and charges paid or incurred for placing the said goods on ship board, and all other charges specified by law.

The last resolution, in its mode of determining the dutiable value of imported goods, is considered by the trade here as vexatious to an extent quite out of proportion to the increase of revenue obtained thereby, and it is to be hoped that the Finance Minister will give due weight to any representations that may be made to him on this point.