

OUR FISHERIES.

It has always seemed to us that the policy followed by our Government, since the abrogation of the Reciprocity Treaty, with regard to the Fisheries has been most childish. They have clung with the utmost tenacity to a shadow, while they let the substance slip from their grasp. By way of asserting his right of proprietorship, they levied at first a merely nominal tax on United States fishermen, assessed at the rate of fifty cents a ton on the vessels used, subsequently raising the rate to a dollar, and last year to two dollars per ton. This apparently increased tax, however, did not yield in 1863, half the amount obtained in 1867, owing it must be presumed to infraction of our laws by United States fishermen, and inefficient means employed to prevent it on our part. The New York Tribune in a recent issue states that the Gloucester fishermen "irritated at the frequent and persistent interference of British cruisers in their legitimate pursuits,"—interference which they were not going to put up with any longer—obtained legal advice as to the extent of their right to resist, and since then "have armed themselves abundantly with Enfield rifles," determined to be driven away by no meddling "dismal" Britishers. The Tribune further says that "the issue of a conflict between a fleet of a dozen schooners and a cutter would not be very doubtful," but admits that the international complications to which it would give rise, might be endless.

If our Government instead of merely levying an insignificant tax on foreign fishermen fishing in our waters—to the injury of our own fishermen—had at once taken the bold policy of completely excluding them, there would have been nothing of this kind, and no chance of "complications." It would have been seen that we were in earnest: no Gloucester or other foreign fishermen could attempt to cruise in Canadian waters, except at the risk of capture; and our own people would have taken the fish, and would have been able to sell them too, spite of duty, to the fish-eaters in the States.

A memorandum of the Minister of Marine and Fisheries, on this subject dated February 27, 1863, and concurred in by the Privy Council, shows that Government did not err through ignorance of the effect of their policy, or through indifference to its result. The memorandum contains the following paragraph:—

"Thus the practical effect of a formal license system has been to admit Americans to an almost free use of our fisheries, whilst incurring on our part, and that of the Imperial Government, a very considerable and uncompensated expense to merely regulate foreign participation in those important advantages, to protect British fishermen in the concurrent enjoyment of their rightful privileges, and to guard the fishing grounds against substantial injury." And this same memorandum a little further on states that "whatever may be at present determined on by Her Majesty's Government, unless before the advent of another fishing season some satisfactory arrangement shall be effected, the existing and any other mere provisional system ought wholly to cease, and all concessive liberties of fishing be absolutely withheld." And regarding this very withholding of the liberty of fishing, while it is conceded that the adoption of this course "is considered to be fraught with disagreeable and perhaps dangerous complications," nevertheless "it is obviously that one which sooner or later must be adopted. The difficulties and delicacies of this question constantly increase through deferment."

It was then, before the commencement of the fishing season of 1863, determined to continue for that year the licensing system at a tonnage rate of \$2 per ton but as shewn, with the clear understanding that such system was only temporary, and in default of any satisfactory arrangement with the United States, ought wholly to cease before the advent of another season. Another season has come and nearly gone, and the same system is still continued under the recommendation of the Minister of Marine and Fisheries, as we find from his memorandum of 29th April last.

We should like to know how much longer this shilly-shallying is to last. It is of course necessary, as long as Prince Edward's Island is outside the Confederation, that nothing should be done in the matter without the consent of Her Majesty's Government; but it is equally necessary, and ministers should be held to a strict accountability if they fail in this respect, that the matter should be pressed on the home government for final decision. Either we have

rights, or we have none; either our rights are valuable, or they are not. We Canadians have made up our minds that we have exclusive right to our own fisheries, and we think the privilege sufficiently valuable. We have come to the conclusion too, individually and as a nation, that our rights should be no longer practically surrendered, but that they should be at once claimed and enforced. We feel assured that the Imperial Government will give consent to any policy on the part of the Dominion for the settlement of this question, provided it does not interfere with existing agreements between England and the United States. And we quite agree with Mr Mitchell that the only policy which would at all match the circumstances of the case, is that of total exclusion of Americans from all participation in our fisheries, within the prescribed limits of three miles from our shores. We trust the licensing system will end with the present season, and that at next session of Parliament Government will be able to announce, that, not as a measure of retaliation or coercion towards the States, but as a resumption of our own rights, and as an encouragement to our own fishermen, they have decided to withhold altogether from foreigners the right under any circumstances to catch fish in Canadian inshore fisheries.

THE TRANS-CONTINENTAL RAILWAY.

THIS great railway project continues to attract much attention in the United States, particularly in the cities of Portland and Oswego. The immediate object of the promoters of the enterprise is a line of railway from Portland by the South-east shore of Lake Ontario—Oswego being a principal point—and thence to Chicago; but connections are expected to be made with the great Northern Pacific line, and thus it is hoped there may be a continuous line of rail from Puget's Sound on the Pacific, to Portland on the Atlantic. A great railway convention was recently held in Oswego, to discuss and forward this great undertaking. There was a large gathering of railway men from New York State, Michigan, Maine, Illinois, and other States interested. The convention seems to have been very harmonious, and strong resolutions were adopted, urging the necessity of more railway facilities between the Mississippi and Upper Lake region and the Atlantic seaboard, and particularly commending the proposed Trans-Continental line to the east of the Gulf of St. Lawrence—Portland being the terminus—on account of the saving in ocean transit. We may explain that the Trans-Continental line is not intended to be new throughout. Several companies already in existence, are expected to amalgamate and form part of this great project. As we understand it from the resolutions passed at the Convention, which are unfortunately not very clear in their meaning to one who was not present, the Michigan Air line is intended to form part of the Trans-Continental. A new company is to be formed in New York to "organize a railway from the most feasible point in the eastern part of New York, between Whitehall and Albany, to run in the general direction of the south-east basin of Lake Ontario," and it is hoped, if possible, to make connections with a line through Ontario. Arrangements were made by which a meeting of all parties interested in the various lines can be called together when the necessity arises and from the tone of the speakers we should suppose that there is little doubt but that the Trans-Continental railway will before many years become an accomplished fact. The Convention in one of their resolutions strongly urged the Government to assist the two new Pacific roads which are being advocated—the Northern and Southern Pacific lines. The latter is a competitor of the Pacific road now running. In all the North-Western States the Northern Pacific is popular. It is intended to run close to our North-West Territory, with its Western terminus at Puget's Sound, and the eagerness of our American friends to get the line constructed, arises in no small degree from the desire to get the start of Canada, and thus possibly prevent our building a Pacific line through British Territory. There can be no doubt of the fact, that the shortest, and possibly the easiest constructed line, to the Pacific Ocean, could be made through British America, and it is equally clear that if any considerable amount of Asiatic trade is ever to pass across this continent to Europe a Canadian Pacific Railway would have the inside track of all competitors, being the shortest and cheapest route. Our neighbours exhibit great eagerness in building railways. Considering the popula-

tion and wealth of Canada, however, we have not lagged behind, but it is evident there is a great deal yet before us to do in this respect.

OUR PETROLEUM TRADE.

WE have marked with much gratification the increased activity manifest of late in the oil business of Canada. For a long period everything was dull and flat almost to the verge of absolute stagnation. Whilst in Pennsylvania the greatest activity was manifest,—old wells being pumped dry, and new ones sunk,—in Canada there was no demand for the crude oil. The fact was, our home market, which does not require over 100,000 barrels, was completely glutted, and from some cause or other there was no demand for the oil for foreign export. Canadian petroleum had got a bad name abroad from some early shipments; neither in point of color nor smell was it considered equal to the American article. Mainly through the enterprise of Messrs Englehart & Co., of New York, this state of matters has been changed. These gentlemen have created a large establishment at London, Ontario, and have shipped some first-class Canadian oil to Europe, and there is now every promise that not only will the objections to our petroleum disappear, but that it will rival in popularity the produce of the best Pennsylvania wells.

There is a wide field open for the increase of this branch of Canadian industry. There is scarcely a single important part of the civilized world that American petroleum is not now exported to. England, Germany, France, Turkey, India, South America, Australia, and many other parts of the world, now purchase it in large quantities. From an able article in the London Free Press, we learn that the production in Pennsylvania in September was 12,645 barrels per diem, and during the nine months of 1863 no less than 3,012,232 barrels had been produced: And the rate at which production is augmenting, may be known from the fact that these last figures show an increase of 234,561 barrels over the same period of 1863. Over 800 wells are constantly in process of being drilled; as fast as old ones give out, new ones being commenced. Although the enormous quantity of 419,000 barrels were obtained during September, the stocks on hand do not accumulate, for out of a tankage of 1,220,933 barrels, there was over one million barrels of tankage unused; in other words, there were over 210,250 barrels of oil on hand. The following statistics of the exports of American oil will show the valuable addition it makes to the exports of our neighbours:—

Exports from New York from January 1st to October 10th, and from all other ports to October 2nd, during the years indicated:

From	1862.	1863.
New York	62,851,861	43,902,005
Boston	1,802,763	1,946,435
Philadelphia	22,256,508	29,010,332
Baltimore	1,607,444	2,690,164
Portland	"	668,970
Total export from U. S. ..	77,068,733	77,627,075
Same time 1867	"	77,478,855
Same time 1866	"	47,625,601

These figures fully bear out the statement that petroleum is now one of the most important exports of the United States. We have referred above to the yield of oil during September. Taking that quantity at the prices given during that month, \$5.59 per barrel, the receipts run up to no less than \$2,374,645! And taking the whole exports for this year (nine months) as given above, 77,068,733 gallons, and counting the same at the market price of 32c per gallon, we have a total value of \$24,859,935 for nine months! Taking the remaining three months at the same rate, the total revenue from the wells of Pennsylvania during 1863 will not be less than the enormous sum of \$31,062,493. These statistics indicate the vast dimensions to which the petroleum trade of our neighbours has swelled.

Now, what is to hinder Canada from reaping a large part of this rich harvest. As our oil is now being refined, it is quite equal to American; and why, then, should we not soon have a large export trade of this article? We are glad to know that the trade is looking up, and that around Petrolia, Bothwell, and other places in the oil district, old wells are being vigorously pumped, and new ones are being put down. But our total yield is, after all, but trifling. A good authority sets it down at 1,200 barrels per day, or 430,000 per annum. Pennsylvania produces as much in a single month, and, with proper efforts to introduce our Can-