

WHAT WILL THEY DO?

THE Fenian scare still exists, though in a modified form, and the question is still of interest to the public. To us here, with no special means of exercising personal judgment as to what is going on in the various circles of the brotherhood, or among their followers, it is not an interrogatory easy of answer. For the time, our Government state that they consider the danger to be over, but in view of the re-election as President of Gen O'Neill, it would not be safe to take for granted that no raid would be attempted before the summer is past. Judging from all the reports which reach us, from private as well as public sources, it would seem probable that O'Neill will use his utmost endeavours to organize an invasion of Canada, and that he will be able to get men and money to a certain extent for the purpose. We do not ourselves think, so long as it is known that sufficient preparations have been made here to give them a proper reception, that it will be possible for O'Neill to delude a great many men into following him on such a dangerous service. Should all our volunteers, however, be disbanded, we would not like to guarantee the frontier against invasion by Fenians, and that in considerable force. And of this fact we may be certain (and it is to our mind the strongest reason why Government should not neglect any precautions) that should a fourth in Canada once be obtained by them, and they have ever so temporary successes, thousands who now hang back would flock to their standards, and those who are real, but not avowed Fenians within our own borders would immediately show their true colours.

People generally throughout Canada we find disposed to treat the whole affair as existing only in the imaginations of the secret service-men, whose means of drawing Government pay would be at an end if they could not show cause for their being still retained. We do not know the entire extent of the information which has been furnished to Government, and some, or even much of it may consist of exaggerated rumours; but these rumours were based on facts reported from various and independent sources, and they could not be safely disregarded.

THE SILVER QUESTION.

THE fractional currency, most ignorantly and ridiculously nicknamed "shipplasters," is received by the public with much favour, and cannot be supplied with sufficient rapidity to meet the demand for it. Canadian silver and Canadian cents are also scarce, and a good deal of trouble is caused by the insufficiency of small change. We hope it will not be long before a large supply of five and ten cent Canadian pieces will be furnished, for they are much needed, and will be still more wanted as the purchase by the brokers and shipment to the States of U. S. small silver becomes profitable and is carried on to a greater extent.

It will be some time, undoubtedly, before the "silver question" becomes entirely settled, and before American coin becomes as scarce in Quebec and Ontario as it now is in New Brunswick and Nova Scotia, but we are glad to see that generally speaking, the trading public are disposed to take the uncurrent silver only at a discount, and laborers of all kinds have made up their minds not to accept anything but current money for their wages, striking work when employers are mean enough to insist on paying silver.

A very large meeting was held on Monday evening last in this city, numbering it is stated not less than 4,000 persons. The feeling was unanimously in favour of such action as would tend to strengthen the hands of Government in carrying out their scheme, and to give expression to this feeling, the following resolutions were passed:—

1st. Moved by the Hon John Young, seconded by Alderman Alexander, and carried:

Resolved—"That the state of our currency, compared in a large part of coins subject to a considerable discount, has long caused and still causes serious inconvenience and loss to many classes."

2nd. Moved by Mr Dunbar Browne, seconded by Mr R. W. Cowan, and carried:

Resolved—"That the Government measure to establish a uniform currency upon a gold basis is deserving of commendation, and we pledge ourselves to support it."

3rd. Moved by Mr John Ritchie, seconded by Alderman David, and carried:

Resolved—"That we call upon all traders, manufacturers and others to pay out so far as practicable Canadian currency only, and to receive the depreciated

ed coins heretofore current only at their value, as compared with bankable funds," viz:

The Half-dollar at 2 4d or 47 cents.
"Quarter " " 2d " 23 "
"Dime " " 6d " 9 "
"Half Dime " 2 1/2d " 4 "

4th Moved by Mr John Gardner, seconded by Alderman Bastien, and carried:

Resolved—"That to prevent the loss sustained by depreciated currency, we recommend clerks, mechanics and labourers to stipulate that they be paid in bankable funds."

5th Moved by Mr C. Casler, seconded by Mr D. Shannon, and carried:

Resolved—"That the workmen and employees hereby bind themselves to be guided by the foregoing resolutions."

6th Moved by Mr Wm Clendinning, seconded by Mr A. A. Murphy, and carried:

Resolved—"That all retail merchants and traders generally be requested to fix the prices of their goods on a gold basis."

7th Moved by Mr John Dougall, seconded by Mr M. Doherty, and carried:

Resolved—"That in order to render the currency uniform it is necessary to replace the cumbersome and unending copper coinage, at present in use, wholly with Canadian coin, and that this meeting especially request the Finance Minister to effect this change as soon as possible in order to secure the success of his currency measure."

8th Moved by Mr A. McGibbon, seconded by Mr Beatty, and carried:

"That a copy of these resolutions be signed by the Chairman and Secretary of the meeting, and forwarded to the Hon. the Minister of Finance."

A vote of thanks was passed to the Chairman, and after one or two other speeches the meeting was closed, and the crowd dispersed.

PETROLIA.

(From our own Correspondent.)

REPORT FOR THE WEEK TO APRIL 25.

A FLOWING well has been struck in the far west near the McDougal well (on Lot 7 12 on Enn) by Mr Blackburn of London. Mr. Noble has also struck a good 40 barrel well near the old Baxter wells on the Tye Road.

The production of crude about the same as last week 3,000 to 3,500 barrels. The shipments about 23 car loads. The price unaltered with a limited demand. Holders asking higher than Refiners are willing to pay.

Refined very quiet, no outside demand. Exporters doing their full capacity. The Standard works are being refitted and will soon be in active operation. About fourteen new wells are being commenced near the McDougal well, and land in the west is much sought after. Several sales have been effected there this week with the view of immediate development. Things generally lively here.

Crude Oil \$1 75 to \$1 80 per bbl.
Refined 21c to 24c per gal

AMERICAN.

TITUSVILLE, April 22th, 1870.

Crude—Lower Creek \$4 10 to \$4 20 per bbl.
Crude—Upper Creek \$4 00 to 0.00 per bbl.

NEW YORK, April 22, 1870.

Refined Oil 25 1/2c to 26c per gal.

M. P.

THE FRENCH COD AND HERRING FISHERIES OF 1869.

An interesting report of the fisheries has just been published in the *Revue Maritime*, which shows their increasing importance in public estimation. The principal locality of the cod-fishing is on the Baugereau, near the Island of Salle, and on the bank of St. Peter, though of late years the fish have shown a preference for the former and are found there in greater abundance. But there is considerable danger attached to this bank fishing, owing to the prevalence of gales, and, in particular, of a tremendous cyclone which blows every year from south-east to north-west in the early part of September, causing much damage to the vessels and fishing gear, and frequent loss of life. This was especially the case last September. The cod-fishing in the gulf was more successful than that of the bank, indeed, so good was it that the vessels were forced to leave some of their cargoes behind. At the same time there is a good deal of eccentricity about the fish, for while it was so plentiful on the French

coast of Newfoundland it almost entirely failed on that of Labrador and the Bay of Blanc Salle, where it is usually abundant. From 400 to 600 vessels annually frequent this coast, but their total catch in 1869 was only about a hundred quintals, a quintal being equal to 112 lbs, and if it had not been that the herring was very abundant the owners of the vessels would have been ruined. Fortunately, cod and herring seldom fail in the same year. The herring off the coast of Newfoundland is generally seen in great force at two different seasons. In May and the end of September. The fishermen who arrive at the early part of the season use it for bait until the capelin appears, and they seldom turn their attention seriously to the herring fishery until that of the cod is over when they fit up with it. This is a singular fact, considering that the herring enters France duty free, and would naturally be expected to be the object of much care. The French, however, leave it pretty well to the English and Americans, and an American company has just fitted out a steamer for the trade. The English generally fish off the Bay of St. George and the Humber River (Bay of Ls) where 60,000 barrels were taken this last season most of which were taken to Quebec and Nova Scotia. A little jealousy exists on the part of the French on account of an impression which has got abroad among the English and Americans that they have the principal right to the herring-fishing, and that the French have no *locus standi*. The success of the English was very marked on the south coast of Newfoundland, but exceedingly bad at Cape Ray, Cape St. John, and off the coast of Labrador. One of the greatest dangers incurred in cod fishing arises from the sudden fogs, which are the most frequent causes of accidents. Therefore to a considerable extent obviated by the excellent arrangements at the stations, where the captains of vessels can always make use of finding stores of food and clothing, besides blacksmiths to repair what damages they have sustained. Neither are these the only advantages of the stations, for in the last year 250 passengers from the Germania, wrecked off the coast, found shelter, and to the fishermen they must inevitably have perished. Whatever stores may be left at the end of the season, at the departure of the fleet, are tolerably sure of being pilaged by the natives, who do not bear a particularly good character for honesty. The English, indeed, know this so well that they take good care to leave nothing behind. Considerable attention is paid to the currents of the sea—a knowledge of which is very essential to the fishing fleet, on account of their connection with icebergs. In the Belle Isle Straits the currents are often diametrically opposed to each other one running N. E. along the coast of Newfoundland, while a cross current meets it from Labrador. On the latter coast icebergs are prevalent, while the Newfoundland coast is free from them, except in the north, which during the last year had been very persistently blocked up by them. The trade of the coast can have been nearly closed by fogs and the temperature of the whole island has been greatly modified by them. The fleet consisted of 223 vessels, 27,516 tonnage, and manned by 4,975 sailors, for whose protection the *Clorinda* frigate and a tender have been constantly cruising off the Newfoundland coast, in case of any dispute among themselves or any foreign fishermen. There is, however, but little occasion for interference on their account, only one complaint having been made by the Governor of Roussik. Authorities generally bear testimony to the excellent behaviour of the crews, who frequently meet with a good deal of grumbling and dislike on the part of the native fishermen. For the herring fishery, off the coast of Scotland, there has been a considerable increase in the number of boats from the various French ports in 1869, as compared with that of 1868. The Boulogne fishers are increasing their craft each year and are devoting much attention to build new boats, specially adapted for the trade. Courseilles, Calais, Gravelines, and Dunkirk on the other hand have given the fishery up altogether while St. Valery sur Somme has taken to it again. The boats leave Boulogne about July 5, and steer straight for Peterhead, taking up their quarters between that port and Aberdeen at 30 miles distant from the shore. Formerly the boats went to Wick and Thurso to buy herrings, but this was found to be anything but paying, as most of the yields of the Wick boats were sold before they arrived on shore. At Wick the fishing in 1869 produced 80 crans against 41 in 1868; Fraserburg, 113 against 140; Peterhead 118 against 112. Generally speaking, the French boats did very well last year, particularly those at Boulogne, Dupppe, and Ecamp. They attribute their greater success over the Scotch ports to the larger area of the fishing—at least 30 miles from the coast—while the English boats seldom venture beyond 10 or 12 miles. The French, therefore, get the first pull at the herrings which always travel from north to west. A suggestion is thrown out in the report that if the English companies would use steamers they might extend their area more profitably, and at the same time preserve their custom of returning to shore with their fish every night.

Etna Life Insurance Co.

In our advertising columns will be found a brief statement of the life insurance business done in Canada during the past year by the Companies whose figures have appeared in the Official Returns or elsewhere. As usual the Etna maintains the lead in the good work of making provision for a time of sorrow and want. During the past year it has carried comfort and support, in the shape of nearly \$40,000, to the homes of twelve widows and over fifty fatherless children, some of whom would otherwise have been almost destitute.