

The following table shows the position of the Canadian Northwest wheat crop on November 30. Probably about 95,000,000 bushels of the marketable total of 104,000,000 will go abroad.

	Bush.
Wheat inspected Sept. 1 to Nov. 30, 49,683 cars at 1.070 bushels	53,166,000
In interior elevators:—	
C.P.R.	6,500,000
C.N.	2,500,000
	9,000,000
In transit, not inspected	2,000,000
Ground by country mills, not inspected	1,500,000
	65,666,000
Estimated crop	120,000,000
Marketed	65,666,000
	54,331,000
Required for seed.	16,000,000
Yet to market	38,334,000

Canadian Attaches. Sir Wilfrid Laurier takes the sensible position that at present Canada does not need a Canadian attache to the British embassy at Washington. No doubt, there are hundreds of prospective attaches who need the job—but as Rudyard Kipling would say: "that is another story." As the Premier points out the need may arise, but it has not arisen. A Canadian attache would be a sure source of expense; a possible source of diplomatic embarrassment; and of about as much use as a fifth wheel to a coach.

Steel-Coal. To-day is the last day which shareholders of Dominion Coal are given to decide whether they will retain their stock and enter the merger, or accept the terms given to Mr. James Ross. Up to yesterday, holders of 28,040 shares have agreed to go into the merger, while holders of only 3,059 shares ask for the same terms as accepted by Mr. Ross.

The outcome of to-day's meeting of the Steel directors is naturally awaited with much interest by the Street.

Premier Asquith and Home Rule. Whether Premier Asquith has gained materially by pledging the Liberal party to a modified measure of Home Rule for Ireland is very doubtful. His policy has not satisfied the Home Rulers, and it is apt to remind the opponents of Home Rule that the House of Lords is the only thing that stood between the United Kingdom and Home Rule in Mr. Gladstone's time.

Canadian Dreadnoughts. Sir Thomas Shaughnessy, who is nothing if not original and practical, suggests that Canada should build two Dreadnoughts and lease them to England for ninety-nine years at a dollar a year. The term perhaps is longer than necessary, because at twenty-five years of age a battle-ship is about as handy as a dead donkey.

Ocean and Inland Navigation, 1909.

The season of 1909 has been an active one as regards Canada's inland navigation and the connecting ocean traffic. From the Soo comes word that traffic through both the Canadian and American channels has passed all previous records. Coming nearer home, the traffic through the Lachine Canal during the navigation season showed a marked gain over last year. Canadian steamers entering the canal numbered 3,648, and barges 3,753, and American vessels, steam and sail, 621. The whole represented a tonnage of 2,790,056.

The one important class of traffic in which there was any falling-off was wheat; the quantity which passed down the Lachine Canal this season was 18,256,038 bushels, against 23,446,649 bushels in 1908, a decrease of 5,190,611 bushels.

So, too, the port of Montreal (while its season was an active one, as is reflected in the gain of \$17,760 in harbour dues) experienced a falling-off in its wheat export trade, as is seen from the following:

Year.	Bushels.	Year.	Bushels.
1909	25,939,705	1904	7,425,308
1908	24,303,982	1903	15,891,946
1907	21,148,592	1902	16,951,132
1906	14,469,187	1901	13,630,801
1905	10,579,635	1900	10,510,467

But in this connection various points are to be taken into consideration. First, there was the lateness of the harvest. Probably more important still has been the deterrent effect of milling demand upon export of American wheat. United States prices have, for the most part, been ruling above an export basis. The European tendency has been to buy on somewhat of a hand-to-mouth basis. Such being the case, there has been a greater tendency than last year to ship to Buffalo for storage rather than to a summer port. It will be remembered that in 1908 it was a rush of American wheat to Europe that increased Montreal's shipments to a record showing. Then, too, there was last year more ocean-carrying space offering at Montreal; numerous "tramp" steamers came here during slack months when their more usual routes had no business for them.

Phenix of Brooklyn. Mr. Henry Evans, now chairman of the executive committee of the Phenix of Brooklyn, made the following statement this week:

"I still believe the company has, besides its large reserves for unearned premiums and other liabilities fully stated, a capital intact of \$1,500,000, and a net surplus of \$500,000, and I am willing personally to buy the stock of the company on that basis.

"The work of housecleaning and rehabilitation is going on as rapidly as possible, and to our satisfaction. The Phenix policyholders are safer to-day than they have been for years past."