

**Canada's
Leading Customers.**

Detailed statistics were issued this week by the Trade & Commerce Department at Ottawa regarding Canada's trade with the United Kingdom, the United States, France and Germany. For the year ending 31st March last the summary figures are as follows:

EXPORTS FROM CANADA.

	1909.	1908.
France.....	\$ 3,176,096	\$ 1,806,449
Germany.....	1,476,552	2,374,607
United Kingdom....	133,745,375	134,484,156
United States.....	92,604,357	113,520,500

IMPORTS BY CANADA.

	1909.	1908.
France.....	\$ 8,028,806	\$ 10,251,717
Germany.....	6,601,454	8,250,745
United Kingdom....	70,556,738	95,885,209
United States.....	192,661,360	220,791,209

Nine months' trade of what is nominally the 1909 record really belongs to the calendar year 1908, the earlier part of which was a time of considerable depression. The showing for the full calendar year 1909 promises to show marked increases.

Taking the figures of the above table, it is of interest to note that—depression notwithstanding—the United Kingdom continued a steady customer for Canadian products. Purchases by the United States, on the other hand, showed considerable falling off. Another point of special interest is the marked increase in exports sent to France, as compared with the decline in those taken by Germany. Of course trade depression was more severely felt by the latter country, but this would by no means account for the great contrast between French and German purchases from the Dominion. Undoubtedly, the Franco-Canadian *rapprochement* is destined to bring notable trade quickening between the two countries.

**Royal Insurance
Commission
in Australia.**

The Australian Royal Insurance Commission, which was to have submitted a report in June last, has asked that it be allowed to defer it until the close of June, 1910—the reason being that another year is necessary for adequate digestion of the mass of material obtained through questioning the companies and from other sources.

According to The Post Magazine, the Life Offices Association, of Sydney, was communicated with by the Commission, and submitted suggestions relative to amendments in the law of life assurance, based on a critical examination of the existing statutes. Fire brigade boards were applied to, concerning the provisions made for fire extinction, and city councils for their experience in the matter of fire insurance. The first sectional report will deal with life assurance, including industrial, the branch which gave rise to some demand for an enquiry.

It is safe to say that British precedents, rather than the American legislative methods that for a time threatened Canada, will be followed in Australia.

**Montreal as a
Grain Port.**

Montreal has already begun to receive western wheat in considerable quantities, and from now on "Busy" will be the port's watchword. United States ports are repeating last year's grumbings at the advantage Montreal possesses over them in respect of cheapness of route.

"So far this year, Montreal has handled sixty per cent. of the total amount of grain exported from all the north Atlantic ports," stated Major G. W. Stephens, President of the Montreal Harbor Commission, upon his return from a trip to New York where he made a careful study of conditions governing the grain export trade from that port. He is convinced that that city's competitive position as a grain exporting centre is now gone. "Montreal," he said, "holds the export grain business and will continue to hold it as long as the terminal facilities are kept ahead of the business here."

Peary and Cook.

While Peary and Cook both have evidently their enthusiastic partisans, the disposition of the great majority of people seems to be to suspend judgment until the evidence of the two rival explorers is produced. It is noteworthy that there has been no official endorsement of Dr. Cook in the United States, and Commander Peary has saved the authorities from any embarrassment in this connection on his account by announcing that he will accept no public honours until the question at issue has been cleared up. This is, under the circumstances, a dignified and proper attitude. There is no absolute necessity for haste in the matter and the spectacle of two claimants for the honour of discovery of the North Pole endeavoring to take a snap judgment from an indiscriminating public, would be more ludicrous than edifying. If Commander Peary is right, he can well afford to wait a week or two for a vindication that will emphasize his triumph. The confidence of each man in his own case is sublime, but manifestly one of them will have to take the single step from the sublime to the ridiculous. The greater the climb, the greater the fall.

**A Modest
Claim.**

The corporations are getting back at the United States Government in the matter of "fancy" law suits. The Missouri, Kansas & Texas RR. is suing Uncle Sam for the modest sum of \$61,687,801 (never mind the cents). The company alleges that by acts of Congress the United States agreed to convey to it the fee simple title to every alternate section of land to the extent of ten sections per mile on each side of its line through the Indian Territory and Kansas, and that subsequently many of these lands had been deeded to the Indians in severality and had otherwise been disposed of to the great loss of the railroad company.