

and that our lake marine is growing. And if our contributions to the deepening of these western rivers be small compared to those of our great neighbor, we should not allow the Americans to outdo us in public spirit, or in the disposition to do our share, according to our means, in so great an enterprise.

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MARINE INSURANCE LOSSES.

The winter season to which we are now saying farewell, that is the winter of 1905-6, has been a destructive one to shipping almost all the world over. It was a mild winter on shore, maybe, so far as temperature went, but the winds and waves were furious enough. The president of the Board of Fire Underwriters of New York, Mr. Raven, said last week that it is impossible to give an accurate estimate of the losses through maritime disaster, but there is, no doubt, that the combined losses will likely reach \$4,000,000, possibly more.

"Maritime insurance is a peculiar business," he said. "The Atlantic Mutual Insurance Company, of which I am president, carries a widespread list of risks. We insure cargoes all over the world, and we've had an unprecedentedly large number of losses this last winter, especially during the past two months. I think, however, the English companies have been hit harder than any others and perhaps the Germans next. There are only a few distinctively American companies, but they've all suffered severely." Other marine underwriters have placed the losses to insurance companies at \$3,000,000 to \$4,000,000.

It is largely guess-work, to tell what the marine insurance losses have been all over the world for these last five months; but a group of sailing masters, vessel owners, agents, and insurance men, discussing this point on the floor of the Maritime Exchange, a week ago in New York, ventured off-hand estimates of the loss on the North Atlantic alone, for December, January, February, and March, as anywhere from three to five millions of dollars—these figures covering both vessels and cargo insurance.

All over the world it has been exceptionally rigorous and severe at sea, particularly on the North Atlantic, which is the most dangerous sea on the globe in the winter months. North Atlantic risks are considered by all insurance companies especially hazardous. Disasters to shipping along the Atlantic coast of the United States for the four months ended with March, have been greater than for the like period in many years. The lumber-carrying sailing vessels have suffered more, perhaps, than any other kind of craft, and next to them the coal-carriers. Great quantities of lumber and other cargo have been jettisoned, or else swept off the decks of vessels and steamers along the eastern and southern coasts of the United States. And in the experience of an observant mariner, the whole coast from the Gulf of St. Lawrence to New York is lined with floating lumber, spars, rigging and wreckage. Says the mariner, "If the flotsam and jetsam from Marblehead to Montauk alone could be gathered up and sold for junk it would make a man rich. \* \* \* The average landsman has no idea what this winter has been at sea. It is not only the hardships which officers and crews have suffered, but look at the losses of cargo and the damage to hulls and rigging." Thus, then, the prospect to the marine underwriters of profit from the risks carried during the winter of 1905-06, is extremely problematical.

EXPORT STATISTICS.

Several communications have been the result of our reference a fortnight ago to export statistics in the Ottawa Blue Books. One of them from Brantford, signed "Canada First," we print to-day. The others agree that some record should be had of the export values of merchandise going from Ontario or other interior cities to other countries. Since there appears no hope that the Department of Customs will do any thing in the direction suggested last month in the House of Commons by Mr. Cockshutt, M.P., we make the suggestion that the Board of Trade of every inland manufacturing town and city shall exert itself to compile such statistics for its own particular municipality. If they cannot get the facts and figures from the collector of customs at home, (as we could not for this city, on application to the Toronto Custom House), they can apply to headquarters at Ottawa, where there are plenty of clerks capable of such compilation, who are not over-worked as we know some of their superiors are. As to the suggestion of "Canada First" that no attention was paid by the Minister to Mr. Cockshutt's request because he and his supporters were politically opposed to the Government, we do not give it the slightest credit. Mr. Paterson is a business man of good repute, as well as member of a party; and it is not like him, in answering a plain, common-sense proposal to employ political sophistry or departmental disdain. There must be some other reason. Meanwhile, let the Brantford Board of Trade and other boards of trade in Ontario proceed to compile from authentic sources the exports of their various districts. They are needed.

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MARCH FIRE WASTE.

The good showing of February in the matter of fire waste was not continued last month, the losses from fire in the United States and Canada having been close upon four million dollars in excess of those in that month last year. These losses, we are told by "Journal of Commerce," of New York, which makes a careful compilation of the figures each month, were widely distributed, the large cities, especially New York, Philadelphia, and Chicago coming in for a large share. The largest fire of the month was the burning of the S.S. "Plymouth," at Newport, R.I., the bulk of the insurance on this loss, however, being placed with British marine companies. The following figures summarize the losses of the past twelve months:

	1904.	1905.	1906.
January	\$21,790,200	\$16,378,100	\$17,723,800
February	90,051,000	25,591,000	18,249,350
March	11,212,150	14,751,400	18,727,750
Total 3 months.	\$123,053,350	\$56,720,500	\$54,700,900
April	\$23,623,000	\$11,901,350	
May	15,221,400	12,736,250	
June	10,646,700	11,789,800	
July	11,923,200	13,173,250	
August	9,715,200	11,435,600	
September	14,387,650	13,715,250	
October	12,866,200	12,267,000	
November	11,515,000	16,178,200	
December	19,422,350	15,276,600	
Total 12 mos.	\$252,364,050	\$175,157,800	