

### The Edmonton Route

Mrs. Frank Wishart, of Duluth, formerly of Winnipeg, has received two letters from Mr. Wishart, who is making his way to the Klondike via the Edmonton route. The first letter is as follows:

"Smith's Landing, Sept. 19.— Since writing a week ago from the other side of Lake Athabasca, we have managed to reach this point safely. The day after writing my last letter we tried to cross the lake to Fort Chipewyan, but owing to a big storm we were obliged to wait two days for favorable weather. The 15th we made the crossing and arrived at Fort Chipewyan safe and sound. It is very difficult without a guide to get on the lake. When we got to Chipewyan we found Foote, H. L. Belliveau and Hough. The other boat, which Knickerbocker, Esh and two Englishmen went on, got to the lake one day ahead of Foote's boat and they have not been heard of since. It is supposed they are lost. An Indian that came to Chipewyan a few days ago reported having seen a boat drifting before a heavy sea away down near the other end of the lake, almost 300 miles out of their course and in very dangerous water. We left Fort Chipewyan next morning early for this place, 102 miles distant. We made good time the 16th, but the next day there was such a strong head wind we could not leave camp, so we concluded not to try. The river is very large here, some places a mile wide, and it gets up quite a sea. Saturday morning the 18th, broke fine and we made good time and arrived here about sunset. Here we have a 16-mile portage to make. There are three cascades, where we will have to take our boat out of the water every time. We expect to get over it in three days, but I don't expect to reach Fort Smith, which is at the other end, before Thursday noon. The multitudes of geese and ducks from where I last wrote you are indescribable. They cannot be estimated in figures. Hundreds of thousands of acres are literally covered with them. I thought to-day I would take my shotgun and go back in the timber to get a few partridges. I had shot a couple and was going along quietly, when up jumped a monster lynx. Not having a rifle with me, I concluded I had enough partridge and made tracks for camp. I am still enjoying superb health, ready to eat any time of the day. I think its owing to my whiskers. They are getting so long now that I require plenty of grub to sustain them. From Fort Smith our next stop will be Fort Resolution, on Great Slave lake, about 20 miles from here. We have been very fortunate, and if we can get our boat through the rapids between Smith's landing and Fort Smith, we shall be all right. I don't know when you will get this, so tell all my friends that when I get in winter quarters I will write them all good long letters and give them some idea of this route. Anybody coming should have a guide all the way from the landing to Fort Providence. If we had done that we would have been across Great Slave lake now."

The next letter was written from Great Slave Lake Sept. 29. The writer says: "We arrived here about 11 a. m. The lake looms up before us, but the wind is so strong we thought best to wait until evening before crossing over the bay to Fort Resolution, which is a few miles away. Since my last letter we have passed Smith's

landing and Fort Smith. They are only 10 miles apart. From the landing down to Fort Smith is one continuation of rapids of the worst kind. We had to take our boats out of the water three times. The first portage we made we had to pack all our goods almost a mile, then take our boat out of the water and haul it the same distance. Then we loaded up again and went a few miles and repeated the dose, only instead we took about twice as much. After loading again we proceeded to what is called the Mountain portage. I don't think I shall ever forget it. It's like going from the Northern Pacific dock up the incline to the Pavilion, then down again the same distance. It took twenty-five men to get the boat over, or four days from Smith's Landing to Fort Smith. We left Fort Smith last Saturday noon, the 25th. From there here is 195 miles. The river has been fine all the way, not a rock to be seen. It's 108 miles across the lake to Fort Providence, where I will try to drop another letter for you. Or the last 200 miles we have seen any number of moose, bear, geese, ducks and fish. We live like princes, with enormous appetites. I never felt better in my life. I think I must weigh about twenty-five pounds more. Tell Mr. Schofield he could shoot game here to his heart's content. Fish like hocks without bait, and clubs are about as good as guns to kill ducks and geese. The weather here to-day on the shore of Great Slave Lake is immense. I am now lying stretched on the grass, writing this in my shirt sleeves. We have a little frost at night, but have not seen any ice yet. We may have to lie here a few days to cross the lake. We will cross on the western end, and then go down the Mackenzie river. I have not had a word of news since I left. We are pushing hard to get just as far as we can before it freezes up."

### Trade Returns

Ottawa, Dec. 27.— Trade and navigation returns will shortly be published by the customs department. They will show that on the whole the fiscal year, 1896-7, was one of activity in Canadian trade. Our imports remained about stationary and the revenue was slightly less than for the previous year. There was a satisfactory expansion of exports.

The total imports entered for consumption were \$11,294,021, as against \$10,587,480 in the preceding year. The duty collected amounted to \$10,891,977, as against \$20,219,037, a decrease of \$327,040. The exports amounted to \$128,959,838, an increase of \$17,581,086. The average rate of duty is 17.8 per cent. on the total imports for consumption, and 30 per cent on the dutiable imports, which is about the same proportion as last year.

Great Britain still remains Canada's best customer, but the preferential tariff has not brought about an increase of British imports. The growth of imports from the United States has been considerable, but the volume of imports from Great Britain was depressed woefully. During the year there were exported to the States, Canadian products to the value of \$43,991,485 as against \$34,460,428 in 1895-6. Great Britain took of our exports \$69,533,852, yet our imports from the old country were about \$20,412,188, a decrease of \$3,567,554, as compared with the previous year,

while from the States we imported to the value of \$61,643,041, an increase of \$8,075,023 over our imports of United States products of the year before. Upon the total imports of British goods, there was collected duty to the amount of \$6,205,367, an average rate of 21 per cent.; upon the total imports from the States the sum of \$8,147,075, an average rate of but 13 per cent., was collected.

### The Public Accounts

Ottawa, Dec. 24.—The public accounts for the year ending June 30, 1897, have been issued. The receipts were \$37,829,778 and expenditures \$38,349,759, leaving a deficit of \$519,981. The expenditure on capital account was \$3,505,821. Of this amount \$2,539,206 was expended on railways and canals, as follows: Intercolonial, \$149,112; Annapolis and Digby, \$41,457; Lachine canal, \$282,052; Ottawa river works, \$1,908; Rideau canal, \$10,702; St. Lawrence river canal, \$1,355,525; Sault Ste. Marie canal, \$209,561; Trent canal, \$106,577; Welland canal, \$2,284. There was expended on public works \$129,237, distributed as follows: River St. Lawrence, \$109,308; Collingwood harbor, \$3; Rainy River, \$5,205; Port Arthur harbor, \$9,096; Nanaimo harbor, \$7,625. The Canadian Pacific railway was paid \$14,054. Subsidies amounting to \$416,955 were paid to the following railways, Atlantic and Northwestern, \$186,606; Canadian Pacific, \$52,000; Cap de la Madeleine, \$7,124; Gulf Shore, \$2,635; Ironclad, Bancroft and Ottawa, \$48,000; Lake Temiskamingue, \$6,476; Lotbiniere and Megantic, \$22,400; Montreal and Ottawa, \$32,000; Ontario, Belmont and Northern, \$30,723; United Counties, \$2,700. The amount at the credit of depositors in the saving banks at the close of the year was \$48,934,975, an increase over the previous year of \$2,135,657. Dominion notes circulation increased by \$1,945,881. The net debt was increased by \$3,041,163 and amount to \$261,528,596 at the end of the year.

The average of interest on the gross debt was 3.20 per cent. against 3.23 per cent., whilst the net rate was 2.76 per cent. against 2.80 per cent. in the previous years.

### Holiday Reminders

A handsome calendar has been received from D. K. McLaren, mill furnisher, Montreal.

Holiday numbers gotten up by Northwestern Miller Minneapolis, have always been high-class productions. The 1897 holiday edition has set a standard of excellence, hard for even the Northwestern Miller to improve upon. No holiday number issued in America can compare with it as an example of all that is best in the art of printing. The literary matter, is of superior order. There are a number of appropriate stories written for the number. Illustrated articles on British Corn and Flour Trade associations, the British National Association of Bakers and Confectioners, The Bread of Paris are an interesting feature. Newcastle, England, is described and illustrated. A review of milling interests for the year in America assists in making up the letter press of a faultless edition. Among many artistic advertisements in the number is one of our own Ogilvie Milling Company.