

STATISTICS OF FAILURES IN CANADA (INCLUDING NEWFOUNDLAND), FOR
1896, WITH TOTALS FOR NINE PREVIOUS YEARS.

	ACCORDING TO BRADSTREETS.			ACCORDING TO R. G. DUN & Co.		
	No. of failures	Realized Assets.	Liabilities.	No. of failures	Nominal Assets.	Liabilities.
Ontario	930	\$ 2,402,923	\$ 5,024,476	1,072	\$ 4,299,451	\$ 5,950,992
Quebec.....	870	2,803,495	8,158,426	718	6,272,100	8,623,467
New Brunswick...	81	277,890	597,311	68	169,653	392,368
Nova Scotia.....	155	375,267	782,520	125	496,343	754,316
Prince Ed. Island...	23	58,528	125,737	19	71,468	112,932
Manitoba	29	160,430	323,599	52	571,853	528,593
Northwest Ter.....	19	40,487	104,085			
British Columbia...	72	605,605	1,092,306	64	772,969	807,015
Newfoundland.....	24	26,722	66,116	22	77,707	122,053
Total 1896.....	2,203	\$ 6,751,257	\$ 16,274,576	2,140	\$ 12,734,544	\$ 17,291,736
1895.....	1,923	\$ 6,299,177	\$ 15,793,559	1,940	\$ 12,289,705	\$ 17,120,119
1894.....	1,873	11,947,253	23,985,283	1,862	14,424,365	18,490,029
1893.....	1,781	7,388,692	15,690,404	1,754	11,502,764	16,753,103
1892.....	1,682	4,848,095	11,603,210	1,688	9,420,983	13,766,191
1891.....	1,846	6,014,000	14,884,000	1,889	.....	17,100,649
1890.....	1,626	6,746,000	12,482,000	1,847	.....	18,289,935
1889.....	1,616	6,119,585	13,147,910	1,777	.....	14,713,223
1888.....	1,730	7,178,744	15,498,242	1,677	.....	14,081,169
1887.....	1,315	8,407,000	17,054,080	1,252	.....	10,386,884

N.B.—The figures of assets given by Bradstreets are for the valued realized; those by R. G. Dun & Co. for their nominal value.

The following table shows a considerable improvement in the business of the port during 1896 as compared with 1895. The total tonnage of ocean vessels arriving here during 1896 amounted to 1,216,468 tons, being an increase of 147,082 tons. The total value of merchandise exported amounted to \$49,160,364 against \$40,348,197 for 1895, while the aggregate imports were \$45,900,270 against \$41,996,686 in 1895. It is therefore evident that, although the general trade of the country has fallen below expectations, the trade of the port of Montreal has shown quite an expansion in the volume of business.

The unusual and increasing demand for United States produce, not alone from Europe, but also from South Africa and Asia, was perhaps the most noteworthy feature of the closing months of last season's export business, and Canada benefited to some extent in consequence thereof. The carriers, both inland and ocean, also received their share of the benefit, and prices of both goods and freights were