

with 536 failures, aggregate liabilities \$4,597,000, in three months of last year. We are not particular to reconcile the discrepancy; either set of figures is bad enough, whether the 7 failures of traders per day for the last ninety days, according to the one, or the 5½ failures in each twenty-four hours according to the other. Evidently the bad season has told upon the army of weak traders.

If the figures of the first-named authority be taken as more correct approximations to the truth, the average liabilities of each trader are smaller this year than last. This might be taken to mean that stocks of merchandise were generally reduced. But if, as appears from both sets of figures, the failed traders owe in all more this year than the same period of 1889, there is slender ground for belief that importations of merchandise or the output of home manufactures were reduced in the salutary direction some people hoped for. It is to be said, however, that importations for the present spring seem to have been made on a more prudent scale.

We give the comparative figures of Dun, Wiman & Co. for the first quarter of 1890 and the first quarter of 1889:

Province	3 months, 1890.		3 months, 1889.	
	No fail'r's.	Amount Liab'l's.	No fail'r's.	Amount Liab'l's.
Ontario	353	\$2,451,233	248	\$2,220,425
Quebec	191	2,433,466	"	2,035,738
New Brunswick	22	108,045	19	116,630
Nova Scotia	25	145,984	30	125,300
P. E. Island	5	40,490	3	39,270
British Columbia	8	93,807	8	85,918
Manitoba and Northwest	23	263,847	13	87,681
Totals	631	\$5,485,370	519	\$4,829,562

Monetary Times.

How to Get to Edmonton.

Mails, travellers, and nine-tenths of the freight reach Edmonton by trail of 190 miles from Calgary. The road is passable at all seasons of the year and is generally good. There is very little settlement along the trail so that in summer stock can be driven freely, grazing as they go, and freighters' cattle and horses can get enough to eat without being stabled. There are houses about every ten miles where travellers can be entertained, generally comfortably but not luxuriously, and offering convenient shelter in case of winter travelling. For sixty miles north of Calgary the country is bare rolling prairie; the Rocky Mountains show up grandly to the west. The partly wooded country then commences at the Lone Pine and continues to Edmonton. The Red Deer and Battle and several large creeks are crossed, but all of importance are bridged except the Red Deer upon which there is a ferry when the water is high enough to permit it to run. At other times the ford is good. The stage fare is \$15 to \$25 and the freight rate one to three cents a pound. The trip is five days by stage and eight to twelve days by freight. When the roads are good it can easily be made in four days, by a smart team.

There is water communication with Winnipeg by means of the Saskatchewan river and Lake Winnipeg, and during the past ten years from one to five steamers have visited Edmonton each year, except last, bringing passengers and freight from Winnipeg. But that route is so circuitous, and uncertain on account of bad connections and low water, that the overland route by way of Calgary, is preferred. As soon as the Regina

& Long Lake railway is completed to the Saskatchewan, however, which will not be later than August of the present season, the river route to the east will be the most direct and will no doubt be patronized extensively, especially for heavy and unwieldy freight. The Saskatchewan steamers will also be patronized by tourist travel. At present, however, the route by Calgary is the best for every one to take.—*Edmonton Bulletin.*

Lumber Cuttings.

W. L. Tait has procured 100 men at Brandon and Winnipeg to bring his logs down the Bird Tail river from the Riding Mountain. A good flow of water is looked for.

The sash and door factory owned by A. Haslam and which is in course of erection at Nanaimo, B. C., will be a two-story building, 36 feet wide by 70 feet long. When completed there will be from fifty to sixty men employed therein.

The *Times*, of Victoria, B. C., says: "The schooner *Mary E. Russ*, is discharging 90,000 feet of California redwood at J. Sehl's furniture factory. When this is completed she will unload the remainder, 110,000 feet, for Muirhead & Mann's sash and door factory. The cargo is said to be a very fine one of its kind, and it seldom happens that a vessel brings a full load of this wood for a British Columbia port."

The *Columbia*, of New Westminster, B. C., speaks as follows of a new mill at that place: "The new saw and planing mill and sash and door factory, lately erected by Ackerman Bros. on the water front, is all but complete, and will commence active manufacturing operations next week. The enterprise is controlled by Ackerman Bros and E. Knight and has been incorporated under the title of Mechanics Mill Company. The company has built a new wharf opposite their premises, and put in a large boom to hold the logs as they come from the camps. The intention of the company is to supply the contract trade in the city and country, and will make a speciality of this particular line.

The large McLaren-Ross sawmill on the Fraser river at New Westminster, B. C., is described as follows by *Truth*, of that place: "These mills, when running to their full capacity, will be the largest in the province, if not in the northwest portion of the continent, where big mills are the rule. The average daily output is estimated at a quarter of a million feet, and possibly may be exceeded if the machinery works satisfactorily. The mill will not be entirely in working order before July, but steam will be got up and a portion of the huge machinery put in motion next week, and in about ten days one circular saw and the huge 32 saw gang will commence work. The enormous band saws will not be ready for some time yet, owing to a delay in getting them from the east. One striking peculiarity about the mill is that nearly everything is done by steam or compressed air, all under the immediate supervision of the head sawyer. Even the turning of the logs, the off-bearing, screw-setting, etc., will be done by steam."

In the yards of the Brunette Saw Mills Company at New Westminster, B. C., Mr. Balfour, ex-Superintendent of the bridges for the Canadian Pacific Railway Company, is finishing up a contract for the Qu'Appelle, Long

Lake & Saskatchewan Railway Company. The sixth and last span of the bridge which is to be put across the Saskatchewan river at Saskatoon is now being framed and fitted. Each span of the bridge is 146 feet in length and the total length of the structure, with approaches, will be about 1,100 feet, and the height 70 feet from the water. The bridge is framed and finished in the mill yard and each piece is numbered ready for shipment to Regina. Two cars are required to ship each span or twelve cars for the whole bridge. The last shipment will go east on Friday next. Mr. Balfour is shipping the material for the construction of a scow and two pile drivers for the same company. He has large contracts for the above company, and at present is getting the long timber from the Brunette Mills. The shorter stuff is being cut at Donald and other points in this province east of here. Mr. Balfour maintains that the far-famed Douglas fir of this province, if properly seasoned, smoothly planed and carefully fitted and painted with the right kind of water-proof paint, will last longer and make a more solid structure than any iron or steel.—*Vancouver News.*

Grain and Milling.

There are 371,615 bushels of Manitoba wheat stored at the Port Arthur and Fort William elevators.

A well is being put down at McGregor, Man., for the mill which is to be erected there, to replace the one burned last fall.

Cameron, head miller at the Carberry mill, had both hands crushed in the rolls last week. Both were amputated above the wrist.

Eastern Canada millers propose taking up the freight problem. They claim that the low through rates on flour from western points is a discrimination against them.

The *American Elevator and Grain Trade* is the name of a new paper recently established at Chicago. The journal, as its name implies, is devoted to the elevator and grain interests. It is a large monthly paper, handsomely printed, and published at the rate of \$1 per year. Grain and elevator men wishing to procure the paper should address Mitchell Bros Company, publishers, Howland Block, 188 and 186 Dearborn St., Chicago. The last issue contains a cut and description of the Canadian Pacific elevators at Fort William, Ont.

The *Mercury*, of Manitou, Man., says:—"R. Ironside has been making an estimate of the quantity of wheat he purchased during the season, and finds he has gathered in over 63,000 bushels. We have not heard what amount was taken in at the Ogilvie and McBean elevators here, but presuming that about the same quantity was received, the amount of wheat purchased on the Manitou market for the season of 1889-90 would aggregate in the neighborhood of 190,000 bushels, a large proportion of which graded No. 1 hard."

Notice is given that application will be made to the Lieutenant-Governor-in-Council for letters patent incorporating the following applicants: R. C. Ennis, merchant; John Crawford, merchant; John Wake, merchant; and Joshua Wakefield, merchant, all of Neepawa; John Smith, farmer, and Peter M. Stewart, farmer, both of the municipality of Rosedale; and David Albert Stewart, of the municipality of Glendale, farmer, and such other persons as may become shareholders in the company, a body corporate under the name of "The Beautiful Plains Milling Company, Limited." Chief place of business of the company will be at Neepawa, Man. The capital stock of the company will be \$30,000, divided into six hundred shares of \$50 each. The company proposes erecting a flour mill at Neepawa at once.