

Extraordinary	20,345
Agriculture	217,358
Lands, mines and fisheries	204,043
Colonization	112,540
Immigration	4,250
Charities	45,210
Lunatic asylums	353,825
Reformatories and industrial schools	60,000
Charges on revenue	122,609
Miscellaneous services	198,000
Building and jury fund; payments by sheriffs out of collections	17,336
Land sales	18,370
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	\$4,508,948
Trust funds and deposits	64,822
Railway subsidies and Q.M.O. & O. Ry. construction	68,969
Redemption of debt and premium (conversion)	10,978

Total expenditure\$4,653,718

The funded debt of the province, consisting of twelve issues at various dates between 1874 and 1897, amounts to \$34,934,871. Against this a sinking fund is invested amounting to \$10,100,142, leaving the net debt, "including increase of capital by conversion, \$24,834,728." There have been effected, besides, temporary loans of \$700,000; there are security and trust deposits of \$216,921; a teachers' pension fund of \$188,274, and the sum of \$35,591 for the Protestant Council of Public Instruction.

GREAT NORTHERN RAILWAY OF CANADA.

This is a road of which the people of Western Ontario and even of mid-Ontario know but little, although it touches the eastern edge of the province at Hawkesbury. Something less than three hundred miles of it are completed, namely, from Hawkesbury to Quebec, 225 miles, and two short branches to Shawinigan, etc.; from Joliette to Montreal, thirty miles, is under construction, and there is the St. Catharines connection, fifty-nine miles, and branches projected, forty-eight miles, making a total of three hundred and seventy miles. At the border of Ontario it connects with the Canada Atlantic Railway, and has carried thousands of cars of grain and other freight which came from Parry Sound on the shore of Lake Huron to the harbor of Quebec and has northern connections at Roberval and Chicoutimi on Lake St. John. Portions of the railway run through the pine and spruce forests of the Laurentian hills and much of its freight consists of lumber and timber from those districts.

We are interested in hearing of an official inspection made by shareholders and officials of the road, and finished on Saturday night last. Of the party were Mr. J. R. Booth, president of the Canada Atlantic Railway; Mr. Chas. Magee, president of the Bank of Ottawa; Mr. Wm. Hanson, Montreal; Mr. J. G. Scott, general manager of the railway, with his assistant and the general superintendent. The road was found to be in excellent condition, and on some parts of it a speed of sixty-three miles per hour was reached. The party were much impressed with the developments and enterprises at Shawinigan Falls and Grand Mere. These give an idea of the progress being made by the province of Quebec in the pulp and other industries

Among the important facts elicited in a conversation with the general manager, Mr. Scott, to whose enthusiasm and persistence Quebec is much indebted for the successful prosecution of the railway, a representative of the Monetary Times was struck with the following: There is a population of 40,000 already settled around Lake St. John, and this is being steadily added to. In June last a beginning of work was made upon the Trans-Canada Railway, which is intended to run from Quebec or thereabout passing north of Lake Winnipeg to Port Simpson or Port Essington on the Pacific Ocean, and sixty miles of the first division of this road has been located. This first division is intended to run from Roberval 380 miles to James' Bay, and the facts presented as to the easy gradients of the entire route and the character and products of the territory through which it is to pass are of extreme interest, but must be reserved for another article. This railway and the Great Northern will serve a district of northern Quebec only lately coming into adequate notice. Among the most recent settlers north and west of Lake St. John are some hundreds of Finlanders, a thrifty and desirable class of immigrants. There are in Finland some two millions of people, and as they have lately shown some restiveness under Russian rule at home, and as the few who have come here to live find the Canadian climate and conditions to suit them, it is not unlikely that the hundreds of them now in the Dominion may grow to hundreds of thousands, to the great benefit of this country and of themselves.

WEST INDIAN TRADE.

One of the most interesting exhibits at this year's Toronto Fair, and one which, we are glad to observe, draws the attention of large numbers of visitors, is the exhibit from the West Indian Islands, situate in the annex. Great credit is due to Messrs. Pickford & Black for their share, a very important one, in obtaining such a fine and varied assortment of the products of these islands for the information of Canadians. This shipping firm run handsomely equipped steamers from Halifax to no less than thirteen ports in those waters, including Demerara, British Guiana, and they offer inducements to those desirous of escaping the rigors of a northern climate by a well-arranged trip amid summer seas.

The list of exhibits shown at the Fair is a long one. From Trinidad and Barbadoes there are rum, aromatic spices, falernum, cocoanut oil, coffee, jams, essential oils, asphalt, butter coloring, sugar, cocoa, balata gum, copra or cocoa nut pulp. From Dominica and St. Vincent are obtained the oils of lemon, lime and oranges, Vanilla beans, jams, and spices. From British Guiana come most of these, besides minerals, including diamonds, the discoveries of which have created so much interest along the borders of Venezuela. From Jamaica there are some magnificent specimens of honey and beeswax, and there are also ginger, kola, cocoa, all sorts of spices, coffee, sugar, rum, pickles, fancy walking sticks. In addition to these widely different articles, there is a good assortment of photographs to give one an idea of tropical life and scenery. Another exhibit of great popular interest