

## EXPENDITURE, &amp;c.

	1902. \$	1901. \$
Public Debt.....	1,542,141	1,549,275
Legislation.....	207,721	235,596
Civil Government.....	271,891	278,307
Administration of Justice.....	580,980	534,114
Police.....	27,335	26,296
Inspection of Public Offices.....	10,000	
Public Instruction.....	469,185	427,589
Public Works and Buildings.....	119,693	147,555
Agriculture.....	217,359	199,217
Lands, Mines and Fisheries.....	204,043	138,425
Colonization.....	112,540	189,390
Immigration.....	4,250	
Charities.....	45,211	44,570
Lunatic Asylums.....	353,825	345,000
Reformatories and Industrial Schools ..	60,000	60,000
Miscellaneous.....	264,503	344,180
	4,490,677	4,519,514
Montreal Exposition Company, part proceeds of sales of Exhibition Grounds, Montreal, and expens.s.....	18,271	
	4,508,948	
Trust funds and deposits.....	64,822	45,102
Railway subsidies and Q. M. O. & O. Railway construction.....	68,969	123,318
Redemption of debt and premium (conversion).....	10,979	68,068
Total expenditure.....	4,653,718	4,756,002

The following is a statement of the public debt and temporary loans and deposits of the Province of Quebec, at the 30th June, 1902, compared with 1901:

## FUNDED DEBT.

Date of issue.	Where payable.	Amount June 30, 1902.	1901.
1st May, 1874.....	London.....	\$ 2,723,873	
1st May, 1876.....	do.....	3,111,746	
1st Nov., 1878.....	London or New York..	2,698,000	
1st July, 1880.....	London or Paris.....	1,978,397	
1st July, 1882.....	London.....	1,726,694	
	Quebec.....	780,500	
1st Jan., 1888.....	London or Paris.....	3,197,100	
1st March, 1894.....	London or Montreal.....	2,530,666	
30th Dec., 1894.....	Paris.....	5,332,976	
1st May, 1896.....	London or Montreal.....	292,000	
1st April, 1897.....	London or Montreal.....	1,360,000	
1st April, 1897.....	London.....	9,202,618	
	Cents.....	2	
		\$34,934,871	35,007,895
Sinking Fund invested.....		10,100,143	10,074,453
Net funded debt (including increase of capital by conversion).....		\$24,834,728	24,933,444
TEMPORARY LOANS AND DEPOSITS.		1,140,788	1,138,974
Total.....		\$25,975,516	\$26,072,419

## MANITOBA AND NORTHWEST TERRITORIES.

In Manitoba and the North West there are now 645 elevators in operation with a capacity of over 29 millions of bushels. By next season the elevator capacity will be raised to 40 millions. The development of Manitoba as a wheat grower is shown by following data, showing yield of wheat, barley and oats several past years:

	Wheat, bushels.	Oats and barley, bushels.	Total bushels.
1883.....	5,686,353		
1887.....	12,351,700		
1890.....	14,665,770	11,582,800	26,247,570
1895.....	31,775,000	28,200,600	59,975,600
1901.....	50,502,000	34,350,000	84,852,000
1902.....	*55,000,000	36,000,000	91,000,000

\* Estimate.

One of the significant signs of the times in the North West of Canada are the elevators being erected or projected, in the region extending from Port Arthur to Calgary. A list of licenses applied for to erect these structures is given in "The Telegram," Winnipeg. The number on the list is 155 whose aggregate capacity will be 4,524,400 bushels. The elevators arranged to be built by the Ogilvie Milling Co., the Northern Elevator Co., and other firms are not included in above list. These structures are designed to elevate grain for convenient storage and delivery, but they will contribute to the elevation also of Manitoba and the North West Territories, consequently of the whole Dominion in prosperity.

## THE NAVIGATION LAWS OF GREAT BRITAIN.

The "navigation laws" have been so frequently alluded to in articles dealing with the speculations of the Morgan syndicate in British shipping circles, and so little is generally known about them, that a brief description of their nature and scope may not be uninteresting.

The history of these laws extends as far back as the fourteenth century, and may be said to have begun with an Act passed in 1381, in the fifth year of the reign of Richard II. This measure prohibited the King's subjects from exporting and importing goods in any other than ships "of the King's liegance." As the volume of English trade at that time was larger than the carrying capacity of the mercantile marine, it was felt necessary to modify its provisions twice in the same reign—in 1382, by an Act entitled "Where no English ships are to be had others may be used;" and, in 1390, when, in order to prevent excessive freight charges, it was decided to allow English merchants to use whatever ships they pleased, so long as the rates demanded by English shipowners were unreasonable. Half a century later, when the competition of Italian and other foreign merchants was beginning to make itself seriously felt in England, English merchants petitioned King Henry the Sixth to cause a law to be enacted confining business men in countries beyond the Straits of Morocco to selling in England only the produce of those countries; and they urged that if the trade of the nearer countries—Spain, Portugal and others—were confined to ships of those countries, or to English ships, the navy could be kept in better condition, and commodities would be cheaper and more abundant. The petition, which was adopted by the House of Commons, was rejected by the peers, on what ground is unknown. In 1463 laws were passed for the encouragement of the home woollen trade, and in one of these there was a clause