

Year.	Revenue.	Expenditure.	Surplus.
1898-9	\$1,753,736	\$1,719,834	\$ 33,912
1899-0	2,110,234	1,850,630	258,604
1900-1	1,991,154	1,955,525	35,629
1901-2	2,193,526	2,129,466	64,060
1902-3	2,328,044	2,270,028	58,016
1903-4	2,513,633	2,393,286	120,347
1904-5	2,574,059	2,443,814	130,255
1905-6	2,660,805	2,591,235	69,570
1906-7	2,751,690	2,625,336	125,854
1907-8	2,829,078	2,785,835	43,183

DUE TO RAILWAY POLICY.

The continued prosperity of this island and its people is the most conclusive testimony to the wisdom of the railway policy and the fullest justification of those who inaugurated it.

Bounteous fisheries, remunerative prices, and a generous measure of success in the other avocations of the people were reflected in a steadily-increasing revenue, which resulted not alone in the Treasury being able to secure a large surplus each year, but in a concurrent reduction of taxation. In considering the progress of Newfoundland during the period under review, it is important to remember that the colony enjoys no immigration from any source, and that it has to face a serious emigration of its young men and women. The census returns for the decade ending 1901, showed, as already stated, an increase in population of 9.37 per cent. Assuming that the ratio is maintained during the present decade, it will be seen by the figures of trade and revenue that the prosperity of the people, as shown by those indices, has increased about 60 per cent.

The Modern Era.

The modern era in Newfoundland affairs may be said to begin with the Reid railway contract in 1898, which involved that Company undertaking the operation of the colony's railroad system for 50 years, with subsidiary contracts for the operation of its coastal