

Revenue and Expenditure on account of Consolidated Fund.	Total to 31st March, 1905.	Total to 31st March, 1904.
	\$	\$
Revenue :		
Customs	30,488,279	30,247,704
Excise	9,314,492	9,763,404
Post Office	3,710,155	3,487,516
Public Works, including Railways	5,470,725	5,120,790
Miscellaneous	2,447,054	2,684,150
Total	\$51,430,768	\$51,303,567
Expenditure	\$32,861,254	\$32,661,254
Expenditure on Capital Account, etc.		
Public Works, Railways and Canals	\$4,813,296	\$3,023,299
Dominion Lands	526,462	431,078
Militia Capital	725,472	589,992
Railway subsidies	1,145,249	1,905,938
Bounties	1,187,094	632,181
South Africa Contingent	-737	-7,718
Northwest Territories Rebellion	-1,808	-1,882
Total	\$8,395,029	\$6,572,870

**Government Aid
Is Needed At
St. John, N.B.**

The situation at St. John, N.B., in regard to accommodation for vessels is declared by Sir Thomas Shaughnessy, president of the Canadian Pacific, to be very unsatisfactory. Sir Thomas has expressed his views as follows:—"With all that may be said upon the subject, the Canadian port must, of necessity, be at St. John, or in that immediate vicinity. There are one or two other points quite close to St. John that could be utilized, but at either of these it would be necessary to start anew, and build up a port where there would be none of the advantages of a city of considerable size like St. John. The Grand Trunk Pacific, when completed, can no doubt utilize Halifax or Sydney for business originating along its line, but for a great many years to come 90 per cent. of the export tonnage available for Canadian steamship lines will come from the railways centering on Montreal, and for this Halifax would be out of the question by reason of the long rail haul. The Grand Trunk has, of course, its own winter outlet at Portland, and this, I should say, would never be changed for business passing over the Grand Trunk Railway, because export traffic yields at best but a very narrow margin of profit to the rail carrier. Portland, by reasons of its proximity to Montreal, is an easy and economical outlet. The distance to St. John is 60 per cent. greater, and to Halifax 150 per cent. greater than to Portland, and to every person familiar with railway affairs the handicap resulting from this difference in distance is manifest.

"In the face of obstacles of every description, and at a cost that I would not like to mention, this company has made a determined effort during the past 10 years to establish at St. John as a winter outlet for the traffic originating on the 12,000 miles of railway that it owns and controls, but the result has been far from gratifying."

The works needed to render St. John, N.B., a winter port of the greatest advantage to Canada are too costly to be undertaken by that city without Government aid.

CITY OF MONTREAL STATISTICS.

EXHIBIT OF CITY'S GROWTH IN 37 YEARS; RATIOS OF VALUATION, OF PROPERTY, OF DEBT, OF REVENUE, ETC., TO POPULATION; EXTENT OF EXEMPTED PROPERTIES, THEIR EXCESSIVE GROWTH, ETC.

In the above statistical table is presented an exhibit of the financial record of the city of Montreal brought down from the year 1868 to the end of 1904, that is, for each year since Confederation. The table is one of the greatest interest from a municipal history point of view, and of great value from the material it provides for economic considerations relative to the present and future administration of this commercial capital.

In regard to the population, some misapprehension is likely to arise unless the conditions of this locality are kept in mind. No other cities in Canada and few, if any, in the United States, have such a cluster of independent, suburban municipalities attached to them, which are only separated from the city proper by an imaginary line, running, in most cases, through the middle of a thoroughfare which is situated, as to one half, in the city and, as to the other half, in another municipality. Thus, on every side, Montreal is, as it were, invested by towns and villages, each one of which has its system of self government, but not one of which has sources of economic life independent of Montreal. These suburban places derive their sustenance from this city as the parasitic plant draws its life from the tree to which it clings. When then we note the extent of the city's population, as given in the table, it should be borne in mind that, were the city with its immediate, its attached, its dependent suburbs all consolidated, as they should be, the population of Greater Montreal would be about 360,000. These bordering towns and villages are more rapidly growing in population than the city proper, because they have confined the old city within limits far too narrow to allow of accommodation being provided inside its area for the expanding population of so large and so prosperous a commercial centre, one, too, which is so attractive residentially.

This condition has a serious economic aspect, for a very large portion of the expenditures of Montreal in the past and yearly has been incurred to meet the needs of a large population of citizens who are not rate-payers at all, or, who are only partially so, as, though their business income is earned in this city, their taxes, to a large extent, are paid to an outside municipality.

In estimating the growth of this city and comparing its population at various periods with its revenue and its indebtedness, it must be considered that there has been a steady efflux of population towards the suburbs. Provision has been made