

Expenditure, 1868-1928—concluded.

North-west Territories.	Militia.	Canadian Government Railways.	Total Capital Expenditure.	Other Expenditure.			Total Expenditure.	Fiscal Yrs.
				Railway Subsidies.	War and Demobilization.	Other Charges.		
\$	\$	\$	\$	\$	\$	\$	\$	
19,113	-	-	548,438	-	-	37,158	14,071,689	1868
1,821,887	-	-	440,418	-	-	429,663	14,908,166	1869
773,872	-	-	3,515,116	-	-	155,988	18,016,614	1870
241,889	-	-	3,670,396	-	-	-	19,293,478	1871
63,239	-	-	7,853,050	-	-	222,456	25,665,975	1872
-	-	-	19,859,441	-	-	5,719	59,039,808	1873
-	-	-	10,177,746	-	-	4,619	33,498,076	1874
-	-	-	6,922,743	-	-	2,253,097	32,838,911	1875
-	-	-	7,154,008	-	-	315,764	31,958,144	1876
-	-	-	7,599,710	-	-	1,388,984	32,507,996	1877
-	-	-	6,657,200	-	-	385,413	30,545,772	1878
-	-	-	5,648,332	-	-	676,225	30,779,939	1879
-	-	-	8,241,174	-	-	949,948	34,041,756	1880
-	-	-	8,176,317	-	-	117,772	33,796,643	1881
-	-	-	7,405,637	-	-	201,885	34,674,625	1882
-	-	-	14,147,360	-	-	21,369	42,898,886	1883
-	-	-	23,977,702	206,000	-	2,567,453	57,860,862	1884
-	-	-	13,220,185	403,245	-	502,587	49,163,078	1885
-	-	-	9,589,734	2,701,249	-	10,534,973	61,337,669	1886
293,918	-	-	4,439,939	1,406,533	-	-	41,504,152	1887
539,930	-	-	4,437,460	1,027,042	-	155,623	45,064,124	1888
31,448	-	-	4,420,313	846,722	-	1,333,328	43,518,198	1889
4,773	-	-	6,778,634	1,678,196	-	44,947	41,770,333	1890
2,901	-	-	3,115,866	1,265,706	-	68,074	40,793,208	1891
-1,243	-	-	2,164,457	1,248,216	-	2,093,569	42,272,136	1892
8,911	-	-	3,088,318	811,394	-	139,963	40,853,728	1893
-1,149	-	-	3,862,970	1,229,885	-	330,354	43,008,234	1894
-833	-	-	3,030,490	1,310,549	-	399,294	42,872,338	1895
-543	1,000,000	-	3,781,311	3,228,746	-	137,185	44,096,384	1896
3,284	745,965	-	3,623,160	418,955	-	682,881	42,972,756	1897
-1,272	173,740	-	4,142,231	1,414,935	-	944,589	45,334,281	1898
-1,553	387,810	-	6,201,516	3,201,220	-	236,399	51,542,635	1899
-1,473	230,851	-	7,467,370	725,720	-	1,549,098	52,717,467	1900
-1,632	135,885	-	7,993,857	2,512,329	-	900,312	57,982,866	1901
-1,543	299,697	-	10,677,095	2,093,839	-	1,040,374	65,670,803	1902
-3,040	428,223	-	7,049,684	1,493,222	-	1,541,763	61,746,572	1903
-2,616	1,299,910	-	7,879,102	2,046,878	-	6,716,235	72,255,048	1904
-2,478	1,299,964	-	11,931,014	1,275,630	-	2,277,812	78,804,139	1905
-1,767	1,299,876	-	11,912,104	1,637,574	-	2,487,323	83,277,642	1906
-1,352	975,283	-	11,327,792	1,324,889	-	1,583,297	65,778,139	1907
-911	1,297,905	-	30,428,996	2,037,629	-	3,470,608	112,578,680	1908
-1,045	1,243,072	-	42,582,122	1,785,887	-	4,999,283	133,441,624	1909
-650	1,299,970	-	29,655,703	2,048,097	-	4,390,227	115,395,774	1910
-33,658	-	-	30,813,767	1,284,892	-	2,988,393	122,861,250	1911
-	-	-	30,939,578	859,400	-	7,181,665	137,142,082	1912
-	-	-	27,206,046	4,935,507	-	255,737	144,456,878	1913
-	-	-	37,180,176	19,086,237	-	2,640,162	185,241,048	1914
-	-	-	41,447,320	5,191,507	60,750,476	5,186,016	248,098,526	1915
-	-	-	33,586,950	1,400,171	166,197,755	3,178,898	339,702,502	1916
-	-	-	26,880,032	959,584	306,488,815	15,275,345	498,208,118	1917
-	-	-	32,999,880	43,111,904	720,405	10,706,787	576,660,210	1918
-	-	-	14,827,753	25,031,266	43,805	-7,283,582	697,042,212	1919
-	-	-	23,307,366	69,391,878	334,845	19,995,313	786,030,611	1920
-	-	-	6,221,774	40,012,807	-	18,997,544	528,302,513	1921
-	-	-	1,239,605	16,295,333	-	1,544,250	463,528,389	1922
-	-	-	1,313,022	9,307,124	-	4,464,760	434,735,277	1923
-	-	-	94,835	10,861,277	-1,523	446,083	370,589,247	1924
-	-	-	24,442	16,550,511	-	506,931	315,953,803	1925
-	-	-	29,872	16,708,549	-	191,392	355,186,423	1926
-	-	-	31,562	19,558,703	-	64,485	358,539,751	1927
-	-	-	26,347	20,635,648	-	1,656,011	378,658,440	1928

* Includes Advances to Railways (non-active), amounting to \$45,780,690 in 1920, \$109,662,655 in 1921, \$97,650,645 in 1922, \$77,863,938 in 1923, \$23,710,617 in 1924, \$9,934,453 in 1925, \$10,000,000 in 1926, \$10,000,000 in 1927, together with advances of \$5,979,856 in 1923, \$1,590,000 in 1924, \$900,000 in 1925, \$668,000 in 1926, \$426,817 in 1927, \$999,837 in 1928 to the Canadian Government Merchant Marine; also other advances shown at the end of Table 3 on page 797.