

4.—Principal Items of Dominion

Capital Expenditures.

Fiscal Year.	Canals.	Canadian Pacific Railway.	Debts Allowed to Provinces.	Dominion Lands.	Inter-colonial and Connected Railways, Miscellaneous.	Public Works, Miscellaneous.	Hudson Bay Railway.	National Transcontinental Railway, Including Quebec Bridge.	Prince Edward Island Railway.
1868	\$ 51,498	\$ —	\$ —	\$ —	\$ 455,250	\$ 41,690	\$ —	\$ —	\$ —
1869	130,142	—	—	—	252,615	8,548	—	—	—
1870	—	—	—	—	1,693,229	—	—	—	—
1871	—	30,148	—	—	2,866,376	—	—	—	—
1872	265,646	489,428	1,666,200	—	5,131,141	68,746	—	—	—
1873	266,547	561,818	15,859,080	—	5,019,240	99,517	—	—	—
1874	1,189,592	310,225	4,927,061	—	3,614,899	135,963	—	—	—
1875	1,714,830	1,546,242	—	—	3,426,100	189,484	—	—	—
1876	2,388,733	3,346,567	—	—	1,108,322	267,840	—	—	46,087
1877	4,131,375	1,691,150	—	—	1,318,352	258,833	—	—	42,546
1878	3,843,339	2,228,373	—	—	408,817	170,120	—	—	200,000
1879	3,064,099	2,240,286	—	—	226,639	77,179	—	—	6,551
1880	2,123,366	4,044,523	—	—	2,048,015	8,730	—	—	40,129
1881	2,077,029	4,968,504	—	334,681	608,733	187,370	—	—	16,540
1882	1,647,759	4,589,076	—	511,882	585,569	70,949	—	—	402
1883	1,763,002	10,033,800	—	511,882	1,616,633	119,869	—	—	57,186
1884	1,577,295	11,192,722	7,172,298	723,658	2,689,690	491,376	—	—	130,663
1885	1,504,621	9,900,282	5,420	303,593	1,247,006	182,306	—	—	76,957
1886	1,333,325	3,672,585	3,113,334	130,653	1,765,967	589,202	—	—	4,668
1887	1,733,698	915,057	—	162,392	926,030	353,044	—	—	5,800
1888	1,033,118	52,099	—	135,048	1,713,487	963,778	—	—	—
1889	972,918	86,716	—	130,684	2,623,137	576,408	—	—	—
1890	1,026,364	40,981	—	133,832	2,351,737	3,220,926	—	—	—
1891	1,290,725	37,367	—	94,847	1,184,318	515,702	—	—	—
1892	1,463,279	66,212	—	86,735	3,116,784	224,330	—	—	8,300
1893	2,069,573	413,837	—	115,038	2,999,081	181,878	—	—	—
1894	3,027,164	146,540	—	149,147	439,209	102,089	—	—	—
1895	2,452,274	65,669	—	99,842	327,605	102,393	—	—	—
1896	2,258,779	14,054	—	82,184	260,396	114,826	—	—	—
1897	3,207,250	692	—	91,412	190,570	129,238	—	—	—
1898	3,899,877	8,419	267,026	127,505	252,756	364,018	—	—	17,542
1899	2,639,565	236	—	151,213	1,081,930	385,094	—	—	22,000
1900	2,360,570	8,979	—	199,470	3,255,348	1,089,827	—	—	53,546
1901	2,114,690	449	—	269,061	3,633,837	3,006,983	—	—	280,174
1902	1,823,274	—	—	370,838	4,626,841	2,190,125	—	—	475,998
1903	1,880,787	—	—	449,542	2,254,267	1,268,004	—	—	829,414
1904	1,880,787	—	—	748,855	1,879,566	1,334,397	—	—	688,878
1905	2,077,594	—	—	599,410	4,755,578	1,642,042	—	—	688,878
1906	1,552,121	—	—	794,780	3,755,171	2,359,528	—	—	591,413
1907 ¹	887,839	—	—	526,583	1,512,491	1,797,871	—	—	496,125
1908	1,723,156	—	—	768,244	4,389,738	2,969,049	—	—	390,982
1909	1,873,868	—	—	785,244	3,874,480	2,832,295	—	—	561,207
1910	1,650,707	—	—	797,747	1,278,409	4,514,606	—	—	206,397
1911	2,349,475	—	—	785,157	1,763,833	3,742,717	—	—	94,321
1912	2,560,938	—	—	—	1,710,449	4,116,385	—	—	128,042
1913	2,256,642	—	—	—	2,406,988	6,057,515	—	—	108,001
1914	2,829,661	—	—	—	4,348,000	10,100,017	—	—	129,575
1915	5,490,796	—	—	—	6,914,977	11,049,030	—	—	570,531
1916	6,170,953	—	—	—	7,861,899	8,471,229	—	—	1,350,473
1917	4,304,589	—	—	—	4,873,032	7,838,116	—	—	609,752
1918	1,731,957	—	—	—	—	6,347,201	—	—	—
1919	2,211,964	—	—	—	—	5,706,348	—	—	—
1920	4,550,761	—	—	—	3,285,736	38,869,683	—	—	—
1921	5,450,006	—	—	—	731,018	27,559,809	—	—	—
1922	4,452,610	—	—	—	9,649,10	10,431,699	—	—	—
1923	4,995,184	—	—	—	59,950	3,411,510	—	—	—
1924	6,747,395	—	—	—	—	3,804,427	—	—	—
1925	10,619,903	—	—	—	—	6,030,320	—	—	—
1926	12,021,456	—	—	—	—	4,805,949	—	—	—
1927	13,845,689	—	—	—	—	2,920,670	—	—	—
1928	13,769,905	—	—	—	—	3,281,097	—	—	—
1929	13,164,582	—	—	—	—	3,554,503	—	—	—
1930	9,324,117	—	—	—	—	—	—	—	—
1931	9,842,011	—	—	—	—	—	—	—	—
1932	3,298,951	—	—	—	—	—	—	—	—
1933	3,026,931	—	—	—	—	—	—	—	—
1934	1,975,073	—	—	—	—	—	—	—	—

¹ Including \$2,725,504, for the improvement of the St. Lawrence, spent during the previous years by Montreal Harbour Commission. ² Including \$17,956, cost of new car for the Governor General. ³ Including \$38,683, cost of new car for the Governor General. ⁴ Including \$15,000, cost of new car for the Governor General. ⁵ Includes New Brunswick Railway. ⁶ Nine months. ⁷ Includes capital expenditure on Hudson Bay Terminals \$380,278. ⁸ Included with Canadian Government Railways since the consolidation of the system.