

dépenses fédérales, 1868-1926—fin.

capital.				Autres déboursés.			Total des déboursés.	An-née.
Territoires du Nord-Ouest.	Milice.	Chemins de fer de l'Etat.	Total des dépenses au compte capital	Subsides aux chemins de fer.	Guerre et démobilisation.	Autres charges.		
\$	\$	\$	\$	\$	\$	\$	\$	
-	-	-	548,438	-	-	37,158	14,071,680	1868
19,113	-	-	440,418	-	-	429,663	14,908,166	1869
1,821,887	-	-	3,515,116	-	-	155,988	13,016,614	1870
773,872	-	-	3,670,396	-	-	-	19,293,478	1871
241,889	-	-	7,853,050	-	-	223,456	25,665,975	1872
63,239	-	-	19,859,441	-	-	5,719	39,039,808	1873
-	-	-	10,177,740	-	-	4,019	33,498,076	1874
-	-	-	6,922,743	-	-	2,253,097	32,888,911	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	208,000	-	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	61,837,569	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	-	-	6,778,663 <sup>1</sup>	1,678,196	-	44,947	41,770,333	1890
2,901	-	-	3,115,860	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	-	3,523,160	416,955	-	682,881	42,972,756	1897
-1,272	173,740	-	4,142,231	1,414,935	-	944,589	45,334,281	1898
-1,853	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	-	7,693,857	2,512,329	-	900,312	57,982,866	1901
-1,543	293,697	-	10,077,095	2,093,939	-	1,040,374	63,970,800	1902
-3,040	428,223	-	7,049,684	1,463,222	-	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	-	3,470,603	112,578,680	1908
-1,045	1,243,072	-	42,592,122	1,785,887	-	4,999,283	133,441,524	1909
-650	1,299,970	-	29,655,703	2,048,097	-	4,280,227	115,395,774	1910
-33,688	-	-	30,813,767	1,284,892	-	2,988,393	122,861,250	1911
-	-	-	30,939,576	859,400	-	7,181,665	137,142,082	1912
-	-	-	27,206,046	4,935,507	-	255,787	144,456,878	1913
-	-	-	37,180,176	19,036,237	-	2,640,162	186,241,048	1914
-	-	-	41,447,320	5,191,507	60,750,476	5,186,016	248,098,526	1915
-	-	-	38,566,950	1,400,171	166,197,755	3,186,898	339,702,502	1916
-	-	-	26,880,032	959,584	308,488,815	15,275,345	498,203,118	1917
-	-	32,999,880	43,111,904	720,405	343,836,802	10,706,787	576,660,210	1918
-	-	14,827,758	25,031,266	43,805	446,519,440	-7,283,582	697,042,212	1919
-	-	22,307,366	69,301,878	334,845	346,612,955	19,995,313	786,030,611	1920
-	-	6,221,774	40,012,807	-	16,997,544	492,048	528,302,513	1921
-	-	-1,239,005	-16,295,333	-	1,544,250	301,518	463,528,389	1922
-	-	1,313,022	9,807,124	-	4,464,760	4,042,931	434,735,277	1923
-	-	-94,835	10,861,277	-1,523	446,083	7,902,759	370,589,247	1924
-	-	24,442	16,550,511	-	506,931	3,953,433	351,169,803	1925
-	-	-29,372	16,798,549	-	191,392	6,330,092	355,186,423	1926

<sup>1</sup>Y compris avances aux chemins de fer (sans intérêt) s'élevant à \$45,780,690 en 1920, \$109,662,655 en 1921, \$97,950,645 en 1922, \$77,863,938 en 1923, \$23,710,617 en 1924, \$9,934,453 en 1925 et \$10,000,000 en 1926, plus \$5,979,856, avancés à la marine marchande du gouvernement en 1923, \$1,500,000 en 1924, \$900,000 en 1925 et \$668,000 en 1926, ainsi que d'autres avances indiquées à la fin du tableau 3, page 776.