

## 5.—Causes principales des

An- née.	Dépenses portées au compte								
	Canaux.	Chemin de fer Canadien du Paci- fique.	Dettes des provinces assu- mées.	Terres doma- niales.	Inter- colonial et lignes rattachées.	Travaux publics.	Chemin de fer de la Baie d'Hud- son.	Chemin de fer National Transcon- tental et pont de Québec.	Chemin de fer de l'Île du Prince- Edouard.
	\$	\$	\$	\$	\$	\$	\$	\$	\$
1868	51,498	-	-	-	455,250	41,690	-	-	-
1869	130,142	-	-	-	282,615	8,548	-	-	-
1870	-	-	-	-	1,693,229	-	-	-	-
1871	-	30,148	-	-	2,866,376	-	-	-	-
1872	255,646	489,428	1,666,200	-	5,131,141	68,746	-	-	-
1873	256,547	561,818	13,859,080	-	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	-	-	46,087
1876	2,388,733	3,346,567	-	-	1,108,322	267,840	-	-	42,546
1877	4,131,375	1,691,150	-	-	1,318,352	258,833	-	-	200,000
1878	3,843,339	2,228,373	-	-	408,817	170,120	-	-	6,551
1879	3,064,099	2,240,286	-	-	226,639	77,179	-	-	40,129
1880	2,123,366	4,044,523	-	-	2,048,015	8,730	-	-	16,540
1881	2,077,029	4,968,504	-	334,681	608,733	187,370	-	-	-
1882	1,647,759	4,589,076	-	511,882	585,569	70,949	-	-	402
1883	1,763,002	10,033,800	-	556,870	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	1,247,066	182,306	-	-	76,957
1886	1,333,325	3,672,585	3,113,334	130,653	765,967	569,202	-	-	4,668
1887	1,783,698	915,057	-	162,392	926,030	353,044	-	-	5,800
1888	1,633,118	52,099	-	135,048	1,713,487	963,778	-	-	-
1889	972,918	86,716	-	130,684	2,623,137	575,408	-	-	-
1890	1,026,364	40,981	-	133,832	2,351,787	3,220,926	-	-	-
1891	1,280,725	37,367	-	94,847	1,184,318	515,702	-	-	-
1892	1,463,279	66,212	-	86,735	316,784	224,390	-	-	8,300
1893	2,069,573	413,837	-	115,038	299,081	181,878	-	-	-
1894	3,027,164	146,540	-	149,147	439,209	102,059	-	-	-
1895	2,452,274	49,209	-	99,842	327,605	102,393	-	-	-
1896	2,258,779	65,669	-	82,184	260,396	114,826	-	-	-
1897	2,348,637	14,054	-	91,412	190,570	129,238	-	-	-
1898	3,207,250	692	-	127,505	252,755	364,018	-	-	17,542
1899	3,899,877	8,419	267,026	151,213	1,081,930	385,094	-	-	22,000
1900	2,639,565	236	-	199,470	3,255,348	1,089,827	-	-	53,546
1901	2,360,570	8,979	-	269,061	3,633,837	1,006,983	-	-	280,174
1902	2,114,69C	449	-	370,838	4,626,841	2,190,125	-	-	475,998
1903	1,823,274	-	-	449,542	2,254,267	1,268,004	-	-	829,414
1904	1,880,787	33,076	-	748,855	1,879,566	1,334,397	-	6,249	698,878
1905	2,071,594	-	-	794,410	4,755,578 <sup>2</sup>	1,642,042	-	778,491	591,413
1906	1,552,121	-	-	599,780	3,765,171	2,359,528	-	1,841,270	496,125
1907 <sup>6</sup>	887,839	-	-	526,583	1,512,491 <sup>3</sup>	1,797,871	-	537,867	91,210
1908	1,723,156	600	-	768,244	4,369,738	2,969,049	-	18,910,253	390,962
1909	1,873,868	939	-	797,747	3,874,480	2,832,295	92,428	31,317,132	561,207
1910	1,650,707	-	-	785,157	1,278,409	4,514,606	53,043	19,868,064	206,397
1911	2,349,475	2,918	-	-5,508	763,833	3,742,717	184,150	23,715,549	94,321
1912	2,560,938	-	-	-	1,710,449	4,116,385	159,632	22,264,130	128,042
1913	2,259,642	-	-	-	2,406,988 <sup>4</sup>	6,057,515	1,099,063	15,279,837	103,001
1914	2,829,661	-	-	-	4,348,000	10,100,017	4,498,717	15,274,206	129,575
1915	5,490,796	-	-	-	6,914,977	11,049,030	4,773,744	12,648,242	570,531
1916	6,170,953	-	-	-	7,861,899	8,471,229	4,887,131	9,825,265	1,350,473
1917	4,304,589	-	-	-	4,873,032	7,838,116	2,604,280	6,650,263	609,752
1918	1,781,957	-	-	-	-	6,347,201	1,879,699	103,167	-
1919	2,211,964	-	-	-	-	5,705,348	562,558	1,723,638	-
1920	4,550,761	-	-	-	3,285,736	38,869,883	235,608	527,480	3,540 <sup>5</sup>
1921	5,450,006	-	-	-	731,018	27,559,809	30,036	20,164	-
1922	4,482,610	-	-	-	9,649	10,431,699	34,770	-	97,000
1923	4,995,184	-	-	-	59,950	3,411,510	27,803	-	-
1924	6,747,395	-	-	-	-	3,804,427	207,872	-	196,418
1925	10,619,903	-	-	-	-	6,030,320	-124,154	-	-
1926	12,024,456	-	-	-	-	4,805,949	2,484	-	-
1927	13,845,689	-	-	-	-	2,921,670	2,823,905	-	-
1928	13,762,905	71	-	-	-	3,281,097	3,554,503 <sup>7</sup>	-	63,419 <sup>8</sup>

<sup>1</sup>Y compris \$2,725,504 pour travaux dans le St-Laurent, dépensés les années précédentes par la Commission du Havre de Montréal.

<sup>2</sup>Y compris \$17,956, coût d'un nouveau wagon pour le gouverneur général.

<sup>3</sup>Y compris \$38,583, coût d'un nouveau wagon pour le gouverneur général.

<sup>4</sup>Y compris \$15,000, coût d'un nouveau wagon pour le gouverneur général.

<sup>5</sup>Comprend New Brunswick Railway.

<sup>6</sup>Neuf mois.

<sup>7</sup>Y compris \$880,278, dépense du capital, au terminus de la Baie d'Hudson.