

SUPPLEMENTARY ESTIMATES.

The supplementary estimates brought down by the Finance Minister this week total \$13,072,526 on consolidated fund and \$6,537,512 on capital account, making \$19,610,039 altogether. The main estimates were \$104,919,304 on consolidated fund and \$44,870,372 on capital account, making a total of \$149,789,677. Thus the total will be: Consolidated fund, \$117,981,831; capital account, \$51,407,885; total, \$169,389,716. In addition, a "further supplementary estimate" for the year 1911-12 gives \$600,000 to the Intercolonial.

The supplementaries contain appropriations of \$300,000 for new Dominion buildings in Toronto; \$200,000 for Welland Canal construction; \$100,000 for French River waterways improvements; \$1,500,000 for terminal elevators, and \$200,000 for seed grain to settlers on unpatented Western lands.

Chargeable to the Department of Agriculture is a grant of \$500,000 to be paid to the provinces for the encouragement of agriculture. It is apportioned on a basis of population as follows:—

Ontario	\$175,733
Quebec	139,482
Nova Scotia	34,288
New Brunswick	24,509
Prince Edward Island	6,529
British Columbia	27,334
Manitoba	31,730
Saskatchewan	34,296
Alberta	26,094

There is a grant of \$200,000 for seed grain to settlers on unpatented lands in the Prairie Provinces.

The totals for militia are \$561,947, among the votes being Stoney Creek monument, \$14,000.

Under the head of railways and canals is a grant of \$1,000,000 for subsidies to the provinces for improvement of highways. This is in proportion to population, and works out as follows:—

Alberta	\$ 52,189.90
British Columbia	54,669.52
Manitoba	63,460.10
New Brunswick	49,019.86
Nova Scotia	60,576.90
Ontario	351,466.64
Prince Edward Island	13,059.70
Quebec	278,964.80
Saskatchewan	68,592.58

Other important grants are: Hudson Bay Railway, railway terminals and elevators, \$1,500,000. Welland Ship Canal construction, \$200,000.

Under the heading of public buildings capital appear the following votes: Acquiring site and construction of a Dominion Government Building at London, England, \$1,000,000; buildings at Ottawa, \$917,512.

Under harbors and rivers capital appear: French River waterway improvements, \$100,000. Quebec harbor improvements, \$1,000,000. Victoria Harbor, Ontario, improvements, \$30,000.

Mail subsidies and steamship subventions amount to \$204,000, including \$105,000 for a service between Canada and West Indies or South America, or both.

There is a vote for \$2,100 for gratuity and pension to the mother of Inspector Fitzgerald, who died on the Dawson-McPherson trail.

The National Battlefields Commission gets \$114,500; \$100,000 for the park at Quebec; \$6,000 to repair No. 4 Martello tower, and the rest for administration.

The Farmers Bank enquiry is appropriated \$15,000. A similar sum appears for expenses under the Enquiry Act. The monument to Alexander Muir gets \$1,000. The Olympic team gets a grant of \$15,000. The Child Welfare Exhibition is given \$5,000. Under the post-office appears \$200,000 for rural mail delivery. Under Trade and Commerce appears a vote of \$1,500,000 for acquisition of terminal elevators. The Canada-West Indies Conference at Ottawa is allowed \$5,000.

Tenders Called for

TOWN OF BATTLEFORD, SASK.

LAYING CEMENT SIDEWALKS.

Sealed tenders, addressed to the Secretary-Treasurer of the town of Battleford and endorsed "Tender for Cement Sidewalks," will be received up to noon of Monday, April 15th, 1912, for the following:—

Approximately 150,000 sq. ft. of Cement Sidewalk, with crossings and curbing.

A deposit in the amount of \$500.00 must accompany each tender, and a bond in the amount of \$2,000.00 will be required of the successful bidder. The lowest or any tender not necessarily accepted. Plans and specifications can be obtained from the Town Engineer, or at the office of The Canadian Engineer, 820 Union Bank Building, Winnipeg.

WM. KITSON,
Town Engineer.

H. C. ADAMS,
Secretary-Treasurer.

Tenders Continued on Pages 72, 74 and 76.

QUEBEC GRANTS RAILWAY SUBSIDIES.

Railway land subsidies amounting to \$5,000,000 and printed in the form of resolutions, have been prepared for the consideration of the Quebec House of Assembly. Of the many hundred miles of railway to be subsidized which have been included in the said resolutions, a good part are re-voted from the Act of 1908 for the reason that the conditions prescribed at that time have not been fulfilled. Included in the resolutions is a subsidy for the construction of a line to James Bay and for the extension of a line into the Temiskaming district. Hon. Mr. Taschereau, minister of public works, stated that the general idea of the grants of subsidies was to encourage the building of the railroads and for the opening up of new tracts of land in Quebec province.

The subsidy to the James Bay line makes no reference to the name of the railway which is to win the aid from the government. For the first two hundred miles from Montreal a company will be subsidized at the rate of 4,000 acres per mile, that is, for the section from Montreal to the Trans-continental, and 5,000 acres per mile from the latter point to the mouth of the Nottaway River, on James Bay, being a distance of 300 miles.

In but two instances is the clause omitted that the grant is not convertible in money, and these instances are for the construction of a line from Chaudiere Junction, in Levis county, to Sherbrooke, and for two other short lines, as well as for the construction of a line from Nairn Falls, in Charlevoix county, to Ha-Ha Bay.

The Canadian Pacific Railway Company's shops at Calgary will be built by Messrs. Westinghouse, Church, Kerr & Company, of Pittsburg, U.S.A. It is intended to have the shops in operation December 1st next. The contract includes the design and construction of locomotive, machine, boiler, blacksmith, pattern, coach, freight car repair and paint shops, and foundry, planing mill, power-house, dry-kiln, scrap docks, material bins, storeroom and office buildings. In general the construction will be concrete, steel, brick or hollow tile.

Latest reports from the Rocky Mountain section of the Grand Trunk Pacific Railway show that track has been laid on the various sections as follows—Wolf Creek to Athabasca River, 100 miles; Yellowhead Pass to Tete Jaune Cache, 58.5 miles; Aldermere to Copper River, 38 miles; Copper River to Prince Rupert, 100 miles. Rivetting on the superstructure of the Athabasca River Bridge has been completed, and the deck was commenced on February 26th, so that trains are now able to cross upon it. The round house at Fitzhugh has also been completed.