

## RAILWAY LANDS IN THE NORTH-WEST.

When the subject of the new regulations respecting the disposal of certain Dominion lands for Pacific Railway purposes is exciting so much discussion among our political cotemporaries, the time seems opportune to publish the terms on which lands in proximity to railways in Minnesota and Dakota may be acquired in comparison with those promulgated by the Mackenzie and Macdonald Governments respectively. The following facts are collated from trustworthy sources:—

I. The Mackenzie Government, by Order in Council dated the 26th December, 1874, withdrew entirely "from sale and settlement" all the lands within twenty miles on each side of the Canadian Pacific Railway, as then surveyed, lying between the westerly boundary of the Province of Ontario and a point twenty miles to the westward of Fort Pelly," and all parties were notified by proclamation "not to settle thereon." On March 1st, 1876, the Hon. David Laird, Minister of the Interior, issued a proclamation withdrawing from sale and settlement the lands for twenty miles on each side of the telegraph line between Fort Pelly and a point twenty miles westward of the mouth of Battle River. Then, on April 22nd, 1876, an Order in Council was passed reserving twenty miles each side of the railway line from the point twenty miles westward of the mouth of Battle River to Jasper House, in the Yellow Head Pass through the Rocky Mountains. It was nearly three years after the original reservation was made when, by Order in Council dated Nov. 9th, 1877, this prohibition was partially revoked in so far as actual settlers were concerned, but the terms upon which the lands could be acquired were not even at this time determined. No single individual was permitted to enter for more than a half section (320 acres). He was required to pay down one dollar per acre in cash, on account, at the time of making his entry, and it was stipulated that he was at some future time to pay the balance "at whatever rate and upon such terms as may be fixed therefor by the Government." There was the further condition that, if the party entering failed to settle upon and cultivate his land within one year, the sum he had paid on account should be absolutely forfeited. The fourth clause of the regulations stated that no scrip of any kind, or military or mounted police bounty warrant, would be received in payment. A notice was issued by Mr. Donald Codd, agent of Dominion lands at Winnipeg, January 2nd, 1878,

modifying the above terms in favor of settlers who had squatted on the railway reserve in defiance of the proclamation constituting it, by allowing them twelve months in which to make the payment, on account, of one dollar per acre. No provision was made by this Administration for the entry of the culture claims in the railway reserve.

II. The Macdonald Government, by Order in Council dated July 9th, 1879, proclaimed as "certain Dominion lands for the purposes of the Canadian Pacific Railway" all the lands lying 110 miles on either side of the assumed present route of the railway west of Red River, which passes westerly along the Fourth Base Line to a point between Ranges 21 and 22 west of the principal Meridian, whence it leads in a direct line to the confluence of the Shell River with the River Assiniboine. The whole of the Province of Manitoba is included in the area thus described, and within it therefore the regulations recently promulgated necessarily supersede the provisions of the Dominion Lands Act, which ordinarily govern the disposal of the public lands. The new regulations divide such railway lands into belts, and according to their distance from the assumed route of the railway is their respective value appraised. Belt A, which includes the lands lying five miles on either side of the railway, are reserved for sale only, at \$6 per acre, on the following terms:—One-tenth in cash at time of purchase; the balance, in nine equal annual instalments, with interest at six per cent. The lands in the remaining belts, designated B, C, D, and E, are to be disposed of as follows:—The even-numbered sections, to be set apart for homesteads and pre-emptions exclusively; the odd-numbered sections to be sold as railway lands proper. Every actual settler may take up 80 acres as a free homestead. He is also permitted to enter for an additional 80 acres as a "pre-emption." The table below shows the graduated price charged to the pre-emptor and the ordinary purchaser respectively according to distance of location from the railway:—

BELT.	Miles from Railway.	Price to Pre-emptor.	Price to Speculator.
B	From 5 to 20	\$2.50 per acre	\$5.00 per acre
C	" 20 " 40	2.50 " "	3.50 " "
D	" 40 " 60	2.00 " "	2.00 " "
E	" 60 " 110	1.00 " "	1.00 " "

The terms upon which the railway lands proper can be bought outright are the same in all the belts as above mentioned in connection with Belt A. Pre-emptors, however, are not called upon to pay anything

for three years, when two-fifths become due, the balance being payable in six equal annual instalments, six per cent. interest being charged upon all unpaid purchase money from date of entry. Like the Mackenzie regulations respecting the disposal of railway lands, these also announce that neither scrip, nor military, or police bounty warrants will be accepted in payment. No provision either is made for the entry of tree-culture claims.

III. The U. S. Government grants either homesteads or pre-emptions of 160 acres—but not both—to citizens or to aliens who have taken what is called the "cast-iron" oath, by which they pledge themselves to foreswear forever allegiance to their own sovereign and to become citizens of the Union. The settler is, however, required to reside on and cultivate his homestead for five years before he can obtain his patent, while in the Canadian North-west the period is only three years. To obtain a pre-emption from the U.S. government a man must commence by actual settlement, and within 90 days file a declaratory statement continuing such settlement and improvement. Any time after six months, or within thirty-three months from date of settlement, and on making proof, he may purchase his claim at \$2.50 in cash per acre, if within railway limits, irrespective of distance from the railway. A citizen, or an alien who has declared his intention to become such, can take up a tree-culture claim of 160 acres, either within or without railway limits, in addition to his homestead or pre-emption claim, under a law which exactly corresponds with that now governing similar tree-culture claims on Dominion lands.

IV. The Northern Pacific Railway Company offers its appraised lands at from \$2.50 to \$10 per acre. When full payment is made at the time of purchase the company offers to receive its preferred stock at par. Time sales are made on the following terms:—One-tenth at time of purchase, and balance in seven annual payments, all unpaid purchase money bearing seven per cent. interest. All deferred payments have to be paid in cash. In order to encourage settlement and improvement the company allows a discount from the regular schedule price of its lands of 10 per cent. for improvement of one-fourth; 20 per cent. for one-half cultivation; and 30 per cent. for three-fourths cultivation—in each case the improvement to be made within one year from date of entry.

V. The Western Railroad Company of Minnesota offers the lands contiguous to its line of road, between Sauk Rapids and Brainerd, at from \$1.25 to \$8.00 per acre, on seven years time, at seven per cent. in-