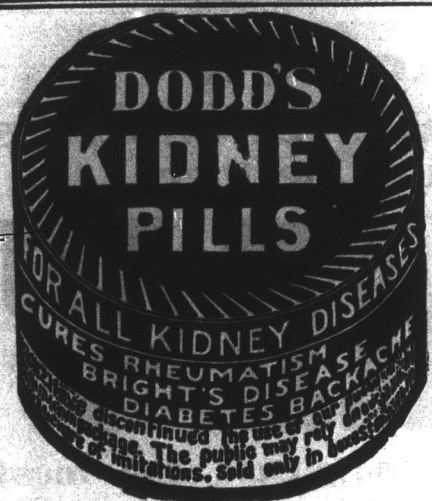




THE CANADIAN NORTH-WEST. Homestead Regulations.

Any even numbered section of the Dominion Lands in Manitoba or the North-west Territories, excepting 5 and 26, which has not been homesteaded or reserved to provide wood lots for settlers, or for other purposes, may be homesteaded upon by any person who is the sole head of a family, or any male over 18 years of age, to the extent of one-quarter section of 160 acres, more or less.

ENTRY

Entry may be made personally at the local land office for the district in which the land to be taken is situate, or if the homesteader desires he may, on application to the Minister of Immigration, Winnipeg, the Commissioner of the Interior, Ottawa, or the local agent for the district in which the land is situate, receive authority for some one to make entry for him. A fee of \$10 is charged for a homestead entry.

HOMESTEAD DUTIES.

A settler who has been granted an entry for a homestead is required by the provisions of the Dominion Lands Act, and the amendments thereto, to perform the conditions connected therewith, under one of the following plans:—

(1) At least six months residence upon and cultivation of the land in each year during the term of three years. It is the practice of the Department to require a settler to bring 15 acres under cultivation, but if he prefers he may substitute stock; and 20 head of cattle, to be actually his own property, with buildings for their accommodation, will be accepted instead of the cultivation.

(2) If the father (or mother, if the father is deceased) of any person who is eligible to make a homestead entry under the provisions of this Act, resides upon a farm in the vicinity of the land entered for by such a person as a homestead, the requirements of this Act as to residence prior to obtaining patent may be satisfied by such person residing with the father or mother.

(3) If a settler was entitled to and has obtained entry for a second homestead, the requirements of this Act as to residence prior to obtaining patent may be satisfied by residence upon the first homestead, if the second homestead is in the vicinity of the first homestead.

(4) If the settler has his permanent residence upon farming land owned by him in the vicinity of his homestead, the requirements of this Act as to residence may be satisfied by residence upon the said land.

The term "vicinity" used above is meant to indicate the same township, or an adjoining or cornering township.

A settler who avails himself of the provisions of clauses 2, 3 or 4 must cultivate 30 acres of his homestead, or substitute 30 head of stock, with buildings for their accommodation, and have besides 80 acres substantially fenced.

The privilege of a second entry is restricted by law to those settlers only who completed the duties upon their first homesteads to entitle them to patent on or before the 2nd June, 1889.

Every homesteader who fails to comply with the requirements of the homestead law is liable to have his entry cancelled, and the land may be again thrown open for entry.

APPLICATION FOR PATENT

Should be made at the end of three years, before the local Agent, Sub-Agent, or the Homestead Inspector. Before making application for patent, the settler must give six months' notice in writing to the Commissioner of Dominion Lands at Ottawa of his intention to do so.

INFORMATION

Newly arrived immigrants will receive, at the Immigration Office in Manitoba or the North-west Territories, information as to the lands that are open for entry; and from the officers in charge, free of expense, advice and assistance in securing lands to suit them. Full information respecting the land, timber, coal and mineral laws, as well as respecting Dominion Lands in the Railway Belt in British Columbia, may be obtained upon application to the Secretary of the Department of the Interior, Ottawa; the Commissioner of Immigration, Winnipeg; Manitoba; or to any of the Dominion Lands Agents in Manitoba or the North-west Territories.

W. W. CORY.

Deputy Minister of the Interior.
NB.—In addition to Free Grant Lands, to which the regulations above stated refer, thousands of acres of most desirable lands are available for lease or purchase from railroad and other corporations and private firms in Western Canada.

ENTERTAINING MISCELLANY

VARIOUS SUBJECTS CLEVERLY TREATED

Provide Shelter for Machinery.

If you were to pick out all the farmers in the country who just hold their own, and ask me what is keeping most of them poor, I would say that buying tools is an important factor. I would like to say that this is the greatest, but I believe that it comes next to the waste of the fertility of the soil. At any rate, it is becoming a serious question with the farmers of the land, and it is time that we open our eyes and take care of the tools for which we have to pay the hard earned cash. It has been estimated that more machinery is worn out by the weather and not being sheltered than is worn out by actual use, and I believe this estimate to be not far from correct. This is a good way to keep the manufacturers rich, and it is keeping more farmers poor.

It will pay to build a shed just for the purpose. It will be an investment that you will never regret, for you will find it to be one of the most profitable investments that you ever made. One man has figured it out, and in the course of ten years, after counting the cost of the shed and the interest on the money and all the expenses to shelter the tools, he finds that he has saved and made over five hundred dollars.

It is not only the rotting of the tools, but in the shape in which the tools are in the spring after having taken the weather all winter. Just imagine a plow which was run in the fence corner as soon as the last furrow was plowed, and remained there until hitched to next spring, all rusted. The owner will have work and worry half a day to get it in shape to do good work. This is only a fair example of the thousands of plows and other more valuable implements which spend the winter season in such places.

Then take a plow owned by the other kind of a farmer, and note the difference. As soon as this man turns the last furrow the plow is taken to the shed and put under cover, and given a good coat of grease. There it remains in the dry, and protected from all kinds of weather, until needed next spring. But the difference is that when this man takes his plow out in the spring he wastes no time, but the plow is in working order, and he begins work at once. And does not this pay?

But don't think that plows and other implements which directly till the soil are the only ones, but just think of a binder standing out and taking the weather for the winter and for the rest of the year for the use of it for a couple of weeks.

I know a man who used a mowing machine for fifteen years, and did cutting regularly, and I know another man who wore out three in the same time, and he did no more cutting than the first. There is a lot of difference in the care of a machine while using, as oiling, etc., which may have made some difference, but I know where a great difference was. The first would shelter his machine the best he could, and the other would run his machine under a tree until the next season (probably because his fence corner was full of worn-out tools.) Which paid?

Oldest Vehicle in America.

One of the most interesting curiosities in Southern California is an old Mexican carreta, on exhibition in the Chamber of Commerce, Los Angeles. It is supposed to be more than 200 years old, and represents the earliest primitive efforts of the untutored Pueblo Indians. This ancient ox-cart was first discovered in 1878, in the possession of San Alfonso, a Pueblo Indian, who resided in the village of Tesuque, nine miles from Santa Fe, the capital of New Mexico. Alfonso, then eighty-five years old, had been converted to Christianity, and had sufficient intelligence to assist in tracing the history of the vehicle. It was in the possession of his ancestors nearly a hundred years. The workmanship is crude and not a piece of iron is used in its make up; but as constructed, it is strong and shows considerable ingenuity. The body of the carreta is composed of cottonwood and the tongue, twelve feet in length, is a gnarled limb of

mesquite. A cross section of sycamore was used in making the wheels, and even now they are so strong that a great weight could be sustained in a haul over smooth roads. The long tongue extends beyond the axle and helps to form a support for the wagonbed. Oxen were hitched to the tongue by means of rawhide thongs. Thousands view the carreta annually, and, no doubt, think it a safer, though slower, means of travel than the sixty-mile-an-hour automobile.

Tell-Tale Faces.

The *Lancet* in calling attention to the influence of occupation on the human face, says that certain callings betray themselves indelibly. There is, for example, the ecclesiastical face, the legal face, the scientific face, and the military face. No allusion is made to the "yellow" journalistic face, which is presumably the only one that does not give away its owner's profession. The only way to get at him is to smack it and see if it has a brassy sound.

The Second City in the World.

The incomplete census figures indicate that the population of New York is now just under 4,000,000, or, to be exact, 3,987,154. The probabilities are that Manhattan and the Bronx alone will be found to have a population of 2,378,696. It is interesting to go back and compare the population of New York in the successive stages of its growth with that of to-day. The first federal census, taken in 1790, shows that the population was 33,131. In 1800 it had risen to 60,515, and in 1810 it was 96,373. In the next twenty years it more than doubled, having reached 202,589 in 1830. By the middle of the century it had passed the half million mark. Thirty years later, in 1880, it had again more than doubled, the population being 1,206,293. From 1900 to 1905 New York has grown from 3,437,000 to 3,987,154, or at the rate of over 100,000 a year. The standing of New York among the big cities of the world is shown by the following figures: London comes first with 4,536,641 people, and next to New York are Paris, with 2,714,008; Berlin, with 1,888,848, and Chicago with 1,698,575. Then follow Vienna, Canton, Tokio, and Philadelphia, all of which have over 1,000,000 inhabitants, the last named having 1,293,697 in the census of 1900.

As to the possibility of New York city becoming the largest city in the world, there is no indication that London will lose the first place for many decades to come, for within the metropolitan and city police limits that city contains 6,581,372 souls, this being the population of what might be called Greater London. To put it another way, London's "Manhattan" contains 4,613,812 souls as against

New York's Manhattan population of 2,127,602; while her Greater London has 6,581,372 people as compared with Greater New York's population of just under 4,000,000. The rate of growth, however, is faster in New York than in London and if the present rates should continue, it will only be a question of time before the largest city in the world will be found in the Western Hemisphere.

Problems of Agriculture.

In Canada the so-called problems of agriculture have been largely those of the mere conquest of land. They are the result of migration, and of the phenomenal development of sister industries. They have resulted from a growing, developing country. They have been largely physical, mechanical, transportation, extraneous—the problems of the engineer and inventor rather than the farmer. The problem has not been to make two blades of grass grow where only one grew before, but how economically to harvest and transport the one blade that has grown.

Tunnels Connecting Two Continents.

Of the three barriers to a continuous railway route from Great Britain to Africa through France and Spain, the *Moniteur de l'Industrie et de la Construction* expresses the satisfaction of the French people that two are prospectively broken down. The tunnel under the Pyrenees will soon be an accomplished fact. The problem of one under the Straits of Gibraltar will be successfully solved by the French engineer Bertier. The length of the latter will be forty-one kilometers, and the depth four hundred meters under the sea. It is difficult, says the *Moniteur*, to estimate its cost, but judging from the work under the East and North rivers at New York, it cannot be less than 425,000,000 francs. The third barrier to the continuous route, the Straits of Dover, is regarded as unsurmountable at present, in view of the conviction of the English people that safety depends on their insular position.

Max O'Rell's Ideal Wife.

The following original description of the perfect wife is taken from a book by the late Max O'Rell, the French humorist, published in Paris:—

"Marry a woman," he writes, "smaller than yourself. Do not marry a woman whose laugh is forced and does not spring from the heart, but marry a woman who enjoys a joke and looks at the bright side of everything."

"Marry a girl who is a bit of a philosopher. If you take a girl to the theatre, and hearing there are no seats in the stalls or circle, she gaily exclaims: 'Never mind, let us go into the gallery!' marry her. It will be easy to live happily with a girl willing to sit even on the back benches with her husband."

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