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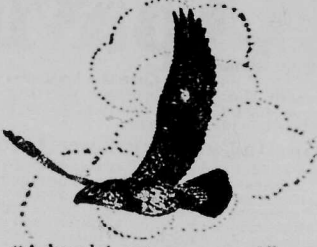
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**SYNOPSIS OF CANADIAN NORTHWEST LAND REGULATIONS**

ANY person who is the sole head of a family or any male over 18 years old, may homestead a quarter section of available Dominion land in Manitoba, Saskatchewan or Alberta. The applicant must appear in person at the Dominion Lands Agency or Sub-Agency for the district. Entry by proxy may be made at any agency, on certain conditions, by father, mother, son, daughter, brother or sister of intending homesteader.

Duties.—Six months' residence upon, and cultivation of the land in each of three years. A homesteader may live within nine miles of his homestead on a farm of at least 80 acres solely owned and occupied by him or by his father, mother, son, daughter, brother or sister.

In certain districts, a homesteader in good standing may pre-empt a quarter section alongside his homestead. Price \$3.00 per acre.

Duties.—Must reside six months in each of six years from date of homestead entry (including the time required to earn homestead patent) and cultivate fifty acres extra.

A homesteader who has exhausted his homestead right and cannot obtain a pre-emption may take a purchased homestead in certain districts. Price \$3.00 per acre. Duties.—Must reside six months in each of three years, cultivate fifty acres and erect a house worth \$300.00.

**W. W. CORY,**  
Deputy of the Minister of the Interior.  
N.B.—Unauthorized publication of this advertisement will not be paid for.

recommend that it be commenced far enough back from that point so that one half of the total rise would be gained at the commencement of the turn. For convenience, it would be well to lay off stations of 44 feet each, commencing four stations back from the point of curve and gradually raising one half foot in each station, so that when the commencement of the turn was reached two feet of the outside elevation would be gained. From that point the grade could be increased to one foot in each 44-foot station, until the required outside elevation was reached. This 'throwing up' of the turns should be commenced on both stretches for both turns and worked toward the apex of each.

For draining purposes it is well to have the outside of the stretches somewhat higher than at the pole—say one foot. Two feet inside the pole fence there should be a ditch at least a foot wide and the same in depth, to receive the drainage, and at intervals of 25 feet, or oftener if required by wet spots, there should be small gutters from the inside edge of the track to the ditch. These gutters must be shallow, especially on the turns, to avoid carrying the water off too rapidly and by so doing creating small 'washout' places on the track opposite them.

Of course, natural soil, if the right kind, is the best. If, however, the soil is naturally sandy, then the road-bed must be covered with a dressing, about six inches deep, of clay or clay-loam, and be as free as possible of pebbles. Therefore, in choosing between two locations, the one with the naturally good soil has many advantages; for the cost of top-dressing a track is a larger item than those not posted would imagine, even though the desired soil be close at hand. Besides, the natural soil wears much better than the artificial article, the latter having to be renewed every few seasons, while the former not only lasts much longer but when worn out the top can be plowed under and new soil brought to the surface at very slight expense. Between clay, clay-loam, muck, or any rich soil that packs readily, with the least tendency to 'cup,' there is little choice.

The care of the track has much more to do with its speed than is generally supposed. Tracks differ so much in the nature of the soil that to write down rules as to their care and preparation would be like giving a set formula to train every horse by and expect the best results. The old Chicago track, at a certain stage after a rain, was one of the fastest that I ever saw, strange to say, its particularly fast stage would be the slowest stage of the Cleveland track, and the latter would be dead and cuppy. Later on, as they became drier, the Chicago track would get too hard, and the Cleveland track get right. I think the Cleveland track stays in condition a longer time without rain than almost any in the country. Lexington, Ky., has a most wonderful track. It is of natural soil, and very fast soil at that, and I am told, gets but little care. Although, during the training season—which commences there early and continues late—there are probably on an average 100 horses trained over it daily, and nothing has been done to it in the way of renewing the surface for over 10 years, yet it is as lively and fresh as any track in America, and I doubt if there is a faster one. Any other track I know of with the same use would be utterly and irrevocably worn out, and not fast enough for a first-class funeral procession.

A slight grade on a track is far from being a disadvantage, but it seems to me that the descent should be in the last part of the mile.

The first requisite to keep a track in condition is water, and when the heavens do not furnish a sufficient supply of that fluid the sprinkling wagon must. And right here let me say, in order to have a fast track during race week, you cannot let it go without care the other 51 weeks in the year. The sprinkling wagon should have wheels with a tire six inches wide, to prevent cutting up

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My great success has brought forth many imitations of my Belt, but my great knowledge, gained by forty years' experience, to guide and advise my patients is mine alone, and is given freely with the Belt. Be sure you get the genuine!

Call to-day and take a Belt along. Or send for one and my two books on Electricity and its medical use, which I send free, sealed, by mail.

**DR. C. F. SANDEN**

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Office Hours, 9 to 6; Saturdays until 9 p. m.