



REGULATIONS

Respecting the Disposal of certain Dominion Lands for the purposes of the Canadian Pacific Railway.

DEPARTMENT OF THE INTERIOR,
Ottawa, July 9th, 1879.

"Public notice is hereby given that the following regulations are promulgated as governing the mode of disposing of the Dominion Lands situate within 120 (one hundred and twenty) miles on each side of the line of the Canadian Pacific Railway:—

1. "Until further and final survey of the said railway has been made west of the Red River, and for the purposes of these regulations, the line of the said railway shall be assumed to be on the fourth base westerly to the intersection of the said base by the line between ranges 21 and 22 west of the first principal meridian, and thence in a direct line to the confluence of the Shell River with the River Assiniboine.

2. "The country lying on each side of the line of railway shall be respectively divided into belts, as follows:

"(1) A belt of five miles on either side of the railway, and immediately adjoining the same, to be called belt A;

"(2) A belt of fifteen miles on either side of the railway, adjoining the same, to be called belt B;

"(3) A belt of twenty miles on either side of the railway, adjoining belt B, to be called belt C;

"(4) A belt of twenty miles on either side of the railway, adjoining belt C, to be called belt D; and

"(5) A belt of fifty miles on either side of the railway, adjoining belt D, to be called belt E.

3. "The Dominion lands in belt A shall be absolutely withdrawn from homestead entry, also from pre-emption, and shall be held exclusively for sale at six dollars per acre.

4. "The lands in belt B shall be disposed of as follows: The even-numbered sections within the belt shall be set apart for homesteads and pre-emptions, and the odd-numbered sections shall be regarded as railway lands proper. The homesteads on the even-numbered sections, to the extent of eighty acres each, shall consist of the easterly halves of the easterly halves of such sections; and the pre-emptions on such even-numbered sections, also to the extent of eighty acres each, adjoining such eighty acre homesteads, shall consist of the westerly halves of the easterly halves of such sections, and shall be sold at the rate of \$2.50 (two dollars and fifty cents) per acre. Railway lands proper, being the odd-numbered sections within the belt, will be held for sale at five dollars per acre.

5. "The even-numbered sections in belt C will be set apart for homesteads and pre-emptions of eighty acres each, in manner as above described; the price of pre-emptions similarly to be \$2.50 (two dollars and fifty cents) per acre; the railway lands to consist of the odd-numbered sections, and to be dealt with in the same manner as above provided in respect of lands in belt B, except that the price shall be \$3.50 (three dollars and fifty cents) per acre.

6. "The even-numbered sections in belt D shall also be set apart for homesteads and pre-emptions of eighty acres each, as provided for in respect of belts B and C, but the price of pre-emptions shall be at the rate of \$2 (two dollars) per acre. Railway lands to consist, as in the belts B and C, of the odd-numbered sections, and the price thereof to be at the uniform rate of \$2 (two dollars) per acre.

7. "In the belt E, the description and area of homesteads and pre-emptions, and railway lands, respectively, to be as above, and the prices of both pre-emption and railway lands to be at the uniform rate of \$1 (one dollar) per acre.

8. "The terms of sale of pre-emptions throughout the several belts, B, C, D and E, shall be as follows, viz.: Four-tenths of the purchase money, together with interest on the latter at the rate of six per cent. per annum, to be paid at the end of three years from the date of entry; the remainder to be paid in six equal annual instalments from and after the said date, with interest at the rate above mentioned, on such balance of the purchase money as may from time to time remain unpaid, to be paid with each instalment.

9. "The terms of sale of railway lands to be uniformly as follows, viz.: One-tenth in cash at the time of purchase; the balance in nine equal annual instalments, with interest at the rate of six per cent. per annum on the balance of purchase money from time to time remaining unpaid, to be paid with each instalment. All payments, either for pre-emptions or for railway lands proper, shall be in cash, and not in scrip or bounty warrants.

10. "All entries of land shall be subject to the following provisions respecting the right of way of the Canadian Pacific Railway or of any Government colonization railway connected therewith, viz.:

a. In the case of the railway crossing land entered as a homestead, the right of way thereon shall be free to the Government.

b. Where the railway crosses pre-emptions or railway lands proper, the owner shall only be entitled to claim payment for the land required for right of way at the same rate per acre as he may have paid the Government for the same.

11. "The above regulations shall come into force on and after the first day of August next up to which time the provisions of the Dominion Lands Act shall continue to operate over the lands included in the several belts mentioned, excepting as relates to the belts A and B, in both of which, up to the said date, homesteads of 160 acres each, but no other entries will, as at present, be permitted.

12. "Claims to Dominion lands arising from settlement, after the date hereof, in territory unsurveyed at the time of such settlement, and which may be embraced within the limits affected by the above policy, or by the extension thereof in the future over additional territory, will be ultimately dealt with in accordance with the terms prescribed above for the lands in the particular belt in which such settlement may be found to be situated.

13. "All entries after the date hereof of unoccupied lands in the Saskatchewan Agency, will be considered as provisional until the railway line through that part of the territories has been located, after which the same will be finally disposed of in accordance with the above regulations, as the same may apply to the particular belt in which such lands may be found to be situated.

14. "The above regulations it will, of course, be understood will not affect sections 11 and 29, which are public school lands, or sections 8 and 26, Hudson's Bay Company lands.

"Any further information necessary may be obtained on application at the Dominion Lands Office, Ottawa, or from the agent of Dominion Lands, Winnipeg, or from any of the local agents in Manitoba or the Territories, who are in possession of maps showing the limits of the several belts above referred to, a supply of which maps will, as soon as possible, be placed in the hands of the said agents for general distribution."

By order of the Minister of the Interior,
J. S. DENNIS,
Deputy of the Minister of the Interior.
LINDSAY RUSSELL,
Surveyor-General.



TENDERS FOR STEEL RAILS.

TENDERS addressed to the Honourable the Minister of Railways and Canals will be received at the Canadian Emigration Office, 31 Queen Victoria Street, E. C., London, England, until JULY 15th, next, for Steel Rails and Fastenings, to be delivered at MONTREAL, as follows:—

5,000 tons by October 1st, 1879.

5,000 tons by June 1st, 1880.

5,000 tons by October 1st, 1880.

Specifications, Conditions, Forms of Tender and all other information will be furnished on application at this office, or at the Canadian Emigration Office, 31 Queen Victoria Street, E. C., London, England.

By order,
F. BRAUN,
Secretary.
Department of Railways and Canals,
OTTAWA, 13th June, 1879.

PACIFIC RAILWAY TENDERS.

TENDERS for the construction of about one hundred miles of Railway, west of Red River, in the Province of Manitoba, will be received by the undersigned until noon on Friday, 1st August next.

The Railway will commence at Winnipeg, and run north-westerly to connect with the main line in the neighbourhood of the fourth base line, and thence westerly between Prairie la Portage and Lake Manitoba.

Tenders must be on the printed form, which, with all other information, may be had at the Pacific Railway Engineer's Offices in Ottawa and Winnipeg.

F. BRAUN,
Secretary.
Department of Railways and Canals,
OTTAWA, 16th June, 1879.

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PIANOS.

LETTER

FROM

WEBER of NEW YORK

TO THE PEOPLE OF THE DOMINION OF CANADA.

I see by the Canadian papers that I am reported as about to "establish a piano manufactory in Kingston, Ontario, to employ 250 hands," &c., and this is given as a result of the recent advance in the Canadian tariff. I thought that the Canadian people would have known there was already a "Weber" piano manufactory in Kingston. Why should they require two in the same town? This Canadian manufactory, now turning out Weber pianos at Kingston by adopting my name, has done me and my agents in the Dominion great injury, and I now appeal to the good sense and honesty of the Canadian people against it.

Some years ago a piano factory was started in the town of Kingston, which turned out several pianos under the name of "Fox." It would appear that these pianos were not very popular with the people of Canada, as the demand for the "Fox Piano" was very limited. The directors of the concern, however, got a new manager, who, it appears, was equal to the occasion, and to build up the reputation of their pianos adopted the name of Weber, procuring, as I am informed, a person of that name to work in the factory as a pretext for the great injustice of using my name on their instruments.

I do not insinuate that this Kingston piano is not a fair instrument. It is probably too good to continue any longer to sail under false colours, or to push itself on the public by adopting another maker's name. It is hardly in place here that I should tell the public how much time, capital and labour it has cost me to perfect an instrument that is now the favourite piano of every great musician, every leading prima donna, and noted pianist in both hemispheres. It is very hard to have my good name filched from me in your Dominion. I will not venture to quote the Holy Scriptures; you are an earnest religious people, and know the great precepts probably better than I, but I will refer you to that great bible of humanity, Shakspeare. Othello, Act III., Scene 3, "Who steals my purse, &c. Shakspeare knew that stealing of a man's good name is a greater crime than highway robbery. I hope you read your Shakspeare—we Germans do.

I am informed that in the Dominion there were several Weber pianos advertised and sold by auction in private houses recently, not one of which were made by me, but all of them from this Kingston factory. In some instances the word Kingston had been rubbed off, in others it was placed below the keys, so as not to be easily legible, and I notice the style of their advertisements is intended to mislead the public and confound the two pianos. Even the grand piano, furnished by me to the Windsor Hotel, at Montreal, has been claimed as a Kingston instrument.

You are now launching out as a manufacturing people, and I have no doubt will succeed, but depend upon it your manufacturers cannot succeed by fraud, or "filching my good name," as Shakspeare has it, or "building on another man's foundation," as the Bible has it.

You belong to a nation pre-eminently honest and independent, detesting all spurious imitations and shams, slow to adopt even the good that is peculiar to other nations. It was long after America and every nation in Europe acknowledged my superiority that the great heart of England was opened to me, and now, in the language of their leading musical papers, they "place me in the front rank of all the great manufacturers."

I must remind you that no amount of capital, musical inspiration, or mechanical skill applied to the piano, could accomplish these results had I adopted for my piano dishonestly the name of any other well-known maker.

I hope the Kingston people will change the name of their piano; it will be better in the end. My piano was widely known by the musical world before their "Fox" became a "Weber." If they make a good instrument the honour will be all their own; if they do not why should my name be used any longer to palm off their instruments on the public? One thing the Canadian people may rest assured of, no good article was ever manufactured when the foundation was dishonour or fraud.

I cannot start a manufactory in the Dominion; the capital and time and labour required is too great. My agents in Montreal and Toronto are instructed to sell my pianos at the lowest possible price to meet your demands. Meantime your people should understand that there is no connection or much resemblance between the Weber piano of Kingston and those of

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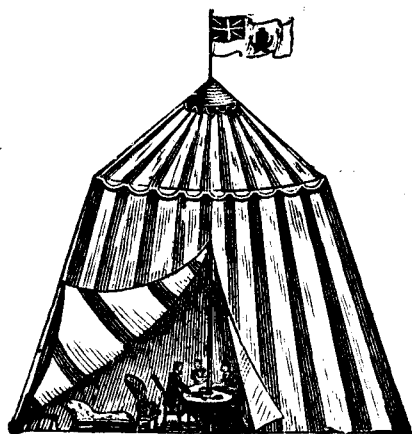
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