



REGULATIONS

Respecting the Disposal of certain Public Lands for the purpose of the Canadian Pacific Railway.

DEPARTMENT OF THE INTERIOR, Ottawa, Oct. 14, 1879.

PUBLIC NOTICE is hereby given that the following provisions, which shall be held to apply to the lands in the Province of Manitoba, and in the territories to the west and north-west thereof, are substituted for the regulations, dated the 9th July last, governing the mode of disposing of the Public Lands situate within 110 (one hundred and ten) miles on each side of the line of the Canadian Pacific Railway, which said Regulations are hereby superseded:—

1. "Until further and final survey of the said railway has been made west of the Red River, and for the purposes of these provisions, 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 Belt A, 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 even-numbered sections in each township throughout the several belts above described shall be open for entry as homesteads and pre-emptions of 160 acres each respectively.

4. "The odd numbered sections in each of such townships shall not be open to pre-emption, but shall be specially reserved and designated as Railway Lands.

5. "The Railway Lands within the several belts shall be sold at the following rates, viz:—In Belt A, \$3 (five dollars) per acre; in Belt B, \$4 (four dollars per acre); in Belt C, \$3 (three dollars) per acre; in Belt D, \$2 (two dollars) per acre; in Belt E, \$1 (one dollar) per acre; and the terms of sale of such lands shall be as follows:—One-tenth in cash at the time of purchase; the balance to be paid in 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.

6. "The Pre-emption Lands within the several belts shall be sold for the prices and on the terms respectively as follows:—In the Belts A, B and C, at \$2.50 (two dollars and fifty cents) per acre; and in Belt E, at \$1 (one dollar) per acre. The terms of payment to be four-tenths of the purchase money, together with interest on the latter at the rate of 6 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 instalments annually from and after the said date, with interest at the rate above mentioned on such portions of the purchase money as may remain unpaid, to be paid with each instalment.

7. "All payments for Railway Lands, and also for Pre-emption Lands, within the several Belts, shall be in cash, and not in scrip, or military or police bounty warrants.

8. "All moneys received in payment of Pre-emption Lands shall issue to and form part of the fund for railway purposes, in a similar manner to the moneys received in payment of Railway Lands.

9. "These provisions shall be retroactive so far as relates to any and all entries of Homestead and Pre-emption Lands, or sales of Railway Lands obtained or made under Regulations of the 9th of July, hereby superseded; any payments made in excess of the rate hereby fixed shall be credited on account of sales of such lands.

10. "The Order-in-Council of the 9th November, 1877, relating to the settlement of the lands in Manitoba which had been previously withdrawn for Railway purposes having been cancelled, all claims of persons who settled in good faith on lands under the said Order-in-Council shall be dealt with under these provisions, as to price of Pre-emptions, according to the belt in which such lands may be situated. Where a person may have taken up two quarter-sections under the said Order-in-Council, he may retain the quarter section upon which he has settled, as a Homestead, and the other quarter section as a Pre-emption, under these provisions, irrespective of whether such Homestead and Pre-emption, may be found to be upon an even numbered section or otherwise. Any moneys paid by such person on account of the lands entered by him under the said Order-in-Council, will be credited to him on account of his Pre-emption purchase, under these provisions. A person who may have taken up one quarter-section under the Order-in-Council mentioned will be allowed to retain the same as a Homestead, and will be permitted to enter a second quarter-section as a Pre-emption, the money paid on account of the land previously entered to be credited to him on account of such Pre-emption.

11. "All entries of lands 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 case of the railway crossing land entered as a Homestead, the right of way thereon, and also any land which may be required for station purposes, shall be free to the Government.

b. "When the railway crosses Pre-emptions or Railway Lands, entered subsequent to the date hereof, the Government may take possession of such portion thereof as may be required for right of way or for station ground or ballast pits, and the owner shall only be entitled to claim payment for the land so taken, at the same rate per acre as he may have paid the Government for the same.

c. "In case, on the final location of the railway through lands surveyed, or surveyed but not entered for at the time, a person is found in occupation of land which it may be desirable in the public interest to retain, the Government reserves the right to take possession of such land, paying the squatter the value of any improvements he may have made thereon.

12. "Claims to Public 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, subject to the operation of sub-section c of section 11 of these provisions.

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 these provisions, as the same may apply to the particular belt in which such lands may be found to be situated, subject, as above, to the operation of sub-section c of section 11 of these provisions.

14. "With a view to encouraging settlement by cheapening the cost of building material, the Government reserves the right to grant licenses, renewable yearly, under section 52 of the Dominion Lands Act, 1879, to cut merchantable timber on any lands situated within the several belts above described, and any settlement upon, or sale of lands within, the territory by such licenses, shall for the time being be subject to the operation of sub-section c of section 11 of these provisions.

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

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

JUST PUBLISHED CHISHOLM'S ALL-ROUND ROUTE AND PANORAMIC GUIDE OF THE ST. LAWRENCE,

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C. R. CHISHOLM & BROS., 179 Bonaventure street, Montreal.



Canadian Pacific Railway. Tenders for Work in British Columbia.

SEALED TENDERS, addressed to the undersigned and endorsed "Tenders Pacific Railway," will be received at this office up to noon on MONDAY, the 17th day of NOVEMBER next, for certain works of construction required to be executed on the line from near Yale to Lake Kamloops, in the following sections, viz: Emory's Bar to Boston Bar, 29 miles; Boston Bar to Lytton, 29 miles; Lytton to Junction Flat, 29 miles; Junction Flat to Savona's Ferry, 40 miles. Specifications, bills of quantities, conditions of contract, forms of tender, and all printed information may be obtained on application at the Pacific Railway Office in New Westminster, British Columbia, and at the office of the Engineer-in-Chief at Ottawa. Plans and profiles will be open for inspection at the latter office. No tender will be entertained unless on one of the printed forms and all the conditions are complied with.

By order, F. BRAUN, Secretary. Department of Railways and Canals, Ottawa, October 3rd, 1879.

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WELLAND CANAL ENLARGEMENT. NOTICE TO CONTRACTORS.

SEALED TENDERS addressed to the undersigned, and endorsed "Tender for the Welland Canal," will be received at this office until the arrival of the Eastern and Western mails on FRIDAY, the 14th DAY OF NOVEMBER next, for the deepening and completion of that part of the Welland Canal, between Roney's Bend and Port Colborne, known as Sections No. 33 and 34, embracing the greater part of what is called the "Rock Cut."

Plans showing the position of the work, and specifications for what remains to be done, can be seen at this office, and at the Resident Engineer's office, Welland, on and after TUESDAY the 10th DAY OF NOVEMBER next, where printed forms of tender can be obtained. Contractors are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms, and—in the case of firms, except those are attached the actual signatures, the nature of the occupation and place of residence of each member of the firm; and further, an accepted Bank cheque for the sum of three thousand dollars for Section No. 33, and one for four thousand dollars for Section No. 34, must accompany the respective tenders, which sum shall be forfeited if the party tendering declines entering into contract for the works, at the rates stated in the offer submitted.

The cheque or money thus sent in will be returned to the respective contractors whose tenders are not accepted.

For the due fulfilment of the contract, satisfactory security will be required by the deposit of money to the amount of five per cent. on the full sum of the contract; of which the sum sent in with the Tender will be considered a part.

Twenty per cent. only of the progress estimates will be paid until the completion of the work. To each tender must be attached the actual signatures of two responsible and solvent persons, resident of the Dominion, willing to become guarantors for the carrying out of these conditions, as well as the due performance of the works embraced in the Contract.

This Department does not, however, bind itself to accept the lowest or any tender.

By order, F. BRAUN, Secretary. Department of Railways and Canals, Ottawa, 25th October 1879.

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(Signed) GEO. A. PAYNE. State of New York, City and County of New York. Sworn before me this 22nd September, 1879. J. B. NOLAN, Notary Public, 91 Duane street, N.Y.

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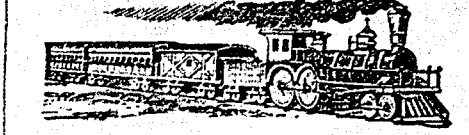
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