

(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 respectively.

4. The odd numbered sections in each of such townships shall not be open to homestead or 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, \$5 per acre; in Belt B, \$4 per acre; in Belt C, \$3 per acre; in Belt D, \$2 per acre; in Belt E, \$1 per acre; and the terms of sale of such lands shall be 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.

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 per acre; in Belt D, at \$2 per acre; and in Belt E, at \$1 per acre; the terms of payment to be four-tenths of the purchase money, together with interest thereon 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 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 inure 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and pre-emption lands or sales of railway lands obtained or made under the regulations of the 9th of July hereby superseded.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Order-in-Council of 9th November, 1877, relating to the settlement of the lands in Manitoba which had been previously withdrawn for railway purposes having been cancelled, all claims of persons who settled in good faith on lands under said Order-in-Council shall be dealt with under these provisions as to the 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 persons 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 the 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 land shall be subject to the following provisions respecting the right of way of the Canada 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