

**CREDIT VALLEY RAILWAY.**

**ADVANCE OF WAGES.**

**500 MEN**

**WANTED AT**

**Toronto, Brampton, Milton, Cooksville,  
Galt, Woodstock, Drumbo, and at  
Boston Mills, on the Ham-  
ilton and North-West-  
ern Railway.**

**WAGES: \$1 12½.**

Good, steady men applying to the Foreman in charge at any of the aforesaid points will be engaged.

**G. LAIDLAW, Pres't.**

NOTE.—Brampton, Milton, Orangeville, Galt, Woodstock, St. Thomas, and London papers please insert twice and send account to C. V. R. Office. xiii-11-11.

**FIRE! FIRE! FIRE!**

*To my Customers and the Shoe Trade of Ontario:*

**I would say that owing to the FIRE IN MY FACTORY on 16th July, I will not be able to fill all orders for three or four weeks, when I hope to be so far in working order again as to meet all the wants of my customers and friends in the Shoe Trade.**

**WM. B. HAMILTON,**  
Front-st. Toronto. xiii-11-11.

**FOR FIRST-CLASS PHOTOS.**

GO TO  
**J. B. COOK,**  
PHOTOGRAPHER,

(Successor to S. J. DIXON).

**Albert Hall, 191 & 193 Yonge-st.**

Unequalled in Canada, judging quality of work and price. Cards from \$1.00 per doz. up; Cabinets, from \$3.00 per doz. up. Four large sized Ambrotypes for 50 cents, the best in the city, and satisfaction guaranteed to all or no charge. xiii-11-12.

**GRAND TRUNK RAILWAY.**

ON AND AFTER JULY FIRST,

**THROUGH CARS**

WILL BE

**Attached to Trains leaving Toronto.**

at 7:12 a.m. and 4:37 p.m. for PETERBOROUGH, via FORT HOPE. Returning from Peterborough at 6:45 a.m. and 6:15 p.m.

Through Connections will also be made, via WHITBY, for LINDSAY, ORILLIA, WAUBASHENE, and MIDLAND, daily, thence by boat on Monday's and Wednesday's to PARRY SOUND; and vice versa.

For further particulars apply to the Company's Agents.  
**JOSEPH HICKSON,**  
General Manager. xiii-11-11.

Montreal, 30th June, 1879.



**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 110 (one hundred and ten) 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 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 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, also of the westerly halves of the westerly 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, also of the easterly halves of the westerly 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 \$2.00 (two dollars) per acre. Railway lands to consist, as in 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 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 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 bal-

ance 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 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 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 the 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 Minister of the Interior.

LINDSAY RUSSELL,

Surveyor General.

xiii-10-11

**VERNON,**

**Manufacturing Jeweller,**

159 YONGE STREET.

**Watches and Clocks Repaired. Pipes Mounted.**

xiii-4-11

**CREDIT VALLEY RAILWAY.**

**TENDERS.**

Tenders will be received at this office for the erection of FIVE GRAIN WAREHOUSES; also for the supplying of the material necessary to build a wharf opposite the Union Station.

Plans, specifications, and all other information may be obtained from Mr. Bailey, Chief Engineer of the road.

xiii-10-21.

GEO. LAIDLAW,

President C. V. R.

**\$2 Per Annum, Free of Postage.**

**PRESS OPINIONS.**

A FAIR HIT AT BLAKE.—One of Grip's latest cartoons represents Mr. BLAKE as seated on the huge wagon drawn by the N. P. elephant, and weighed down badly with "Financial Depression," "Hard Times," "Trade" having got the wagon into a rut. BLAKE is blowing bubbles, such as "Compulsory Voting," "Imperial Federation," and "Representation of Minorities." GOLDWIN SMITH appears in the same, and pointing his umbrella to the bubbles says: "Here, stop blowing those impracticable bubbles, and bear a hand to help the cart along." A fair hit, no doubt, but the men who are most concerned to help to get the cart out of the rut are the men who started the N. P. elephant on its fatal march.—*St. John Telegraph.*