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A HIGH-CLASS LITERARY WEEKLY JOURNAL

EDITED BY

THE REV. ALFRED J. BRAY.

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W. C. BAYNES, Secretary.



REGULATIONS

Respecting the Disposal of certain Pub-
lic Lands for the purposes of the
Canadian Pacific Railway.

DEPARTMENT OF THE INTERIOR,
OTTAWA, October 14, 1879.

PUBLIC NOTICE IS HEREBY GIVEN
that the following provisions, which shall be
held to apply to the lands in the Province of Mani-
toba, 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 120 (one hundred and ten)
miles on each side of the line of the Canadian Pacific
Railway, which said Regulations are hereby super-
seded:—

1. "Until further and final survey of the said rail-
way 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 rail-
way, 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 homestead or pre-
emption, but shall be specially reserved and desig-
nated as Railway Lands.

5. "The Railway Lands within the several belts
shall be sold at the following rates, viz:—In Belt A,
\$5 (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, 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 re-
spectively as follows:—In the Belts A, B and C, at
\$2.50 (two dollars and fifty cents) per acre; in Belt
D, at \$2 (two dollars) 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 un-
paid, 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 the 9th November,
1877, relating to the settlement of the lands in Mani-
toba which had been previously withdrawn for Rail-
way 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-emption lands, 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 Home-
stead 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 fol-
lowing 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 and also
any land which may be required for station purposes,
shall be free to the Government.

b. "Where 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 grounds 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 unsurveyed, 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 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 par-
ticular belt in which such lands may be found to be
situated, 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 Govern-
ment reserves the right to grant licenses, renewable
yearly, under Section 22 of the 'Dominion Lands Act,
1879,' to cut merchantable timber on any lands situated
within the several belts above described and any set-
tlement upon, or sale of lands within, the territory
covered by such licenses, shall for the time being be
subject to the operation of such licenses.

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's
Bay Company's lands.

Any further information necessary may be ob-
tained on application at the Dominion Lands Office,
Ottawa, or from the agent of Dominion Lands, Win-
nipeg, 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.



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 FOURTEENTH day of NOVEMBER
next, for the deepening and completion of that part of
the Welland Canal between Ramey's Bend and Port
Colborne, known as Sections Nos. 33 and 34, embrac-
ing the greater part of what is called the "Rock Cut."

Plans showing the position of the work, and speci-
fications for what remains to be done, can be seen at this
office, and at Resident Engineer's Office, Welland, on
and after TUESDAY the FOURTH day of NOVEM-
BER 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 printed forms, and, in the case of
firms, except there are attached the actual signatures,
the nature of the occupation and place of residence of
each member of the same; 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 fulfillment of the contract, satisfactory
security will be required by the deposit of money to
the amount of five per cent on the bulk sum of the
contract; of which the sum sent in with the Tender
will be considered a part.

Ninety per cent. only of the progress estimates will
be paid until the completion of the work.

To each Tender must be attached the actual signa-
tures of two responsible and solvent persons, residents
of the Dominion, willing to become sureties 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, October 25th, 1879.

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