

a depot at Brandon they have found it necessary to increase the passenger station accommodation and to extend the freight sheds and sidings. Mr. Peters has furnished us with a few facts and figures which speak for themselves and which are of general interest. During the six months ended 31st Dec., 1882, the freight received for distribution in Brandon and its environs and the produce shipped from Brandon to foreign parts, excluding altogether freight passing through the depot to points east and west, is represented by the following figures :—

TONS OF FREIGHT.

Months.	Received.	Forwarded.
July	4760	796
August	502	1710
September	8061	1470
October	6518	2065
November	8552	4554
December	4033	2461
Total	32426	13056

Readers of the above statistics will understand the fluctuations better than we do, so that comment upon them is unnecessary. Over and above all this, for the convenience of the railway traffic, the Company have constituted Brandon one of their divisional points. This being the case a large number of officials and men make the city their home or their headquarters. Thus the Company's agent, Mr. Peters, besides his immediate staff of clerks, has warehousemen and coal men and yardmen. The roadmaster has also a staff of men, and the mechanical foreman has a third staff of men in his department. These are material aids to Brandon as well as evidences of the importance of the C. P. R. depot. Looking forward it would be difficult to gauge the influence upon this City of the future programme of the Canadian Pacific Railway. Ideas have been published from time to time of their intentions to locate lines, one to tap the district which would skirt a line leading from the Touchwood Hills by the Riding Mountains, Fort Ellice, across the Little Saskatchewan to a point twenty miles east of Brandon, and another from Brandon south-westward to the Souris and Turtle Mountain districts. The necessity for these branches is apparent enough but it might be premature to endeavor to sketch the programme of the C. P. R. The service of trains running at present is one passenger train from the east arriving at Brandon at 2:50 p. m. and one passenger train from the end of the track arriving 11:40 a. m. daily. Freight trains laden with either produce or emigrants effects or outfits, or railway construction material, or exports and imports of various descriptions are running continuously.

EMIGRATION ACCOMMODATION.

This has been and still is an important consideration at points on the Canadian Pacific Railway, destined for a long time to come to be ports of disembarkation for hundreds of families who will strike northwards and southwards to the lands yet open for settlement. At such places the incomers need considerable time to mature their plans and decide where they will direct their steps. To afford this convenience to those whose means are limited, handsome and commodious buildings have been erected by the Government at Brandon. They are situated so conveniently to the railway that the stranger is put to the least trouble and to no expense to reach the provided shelter. The