

The C. P. R. Monopoly.

The subject of the Canadian Pacific Railway monopoly clauses is again before the public of Great Britain, the *Financial News* of London having once more brought up the matter. It says that the Canadian Government should buy back the monopoly, and states that some of the directors are inclined to accept a lump sum of between one and two millions sterling for yielding the monopoly. The *News* contends that a continuation of the present guarantee in perpetuity is far better calculated to serve the shareholders' interests. This topic is one that will no doubt have the serious consideration of the Government, and of the Dominion Parliament when the latter next meets. The question is a very important one, and upon it much will depend. No doubt it will be contended that the early abandonment of the monopoly clauses was one of the conditions of the last advances made to the company, when Sir Charles Tupper, if our memory serves us right, distinctly stated that, in return for the concessions to be made then, the company were perfectly willing to relinquish the monopoly clauses. This being the case, it is to say the least of it, singular, no matter whether or not the present information comes from authoritative sources, that there should be a revival of anything approaching an agitation for better terms.—*Canadian Trade Review.*

BRANDON city council will grant the local Agricultural Society \$2,700.

J. W. ANDERSON, shipped 23,000 pounds of hides from Brandon direct to an Ontario tanner last week.

VERGE & D'AUTUEL, dry goods, clothing, etc., St. Boniface, are dissolving partnership; business will be continued by J. E. Verge.

G. F. & J. GALT, wholesale grocers, Winnipeg, have had a large lithograph of their handsome new warehouse made. The picture is a gem, and shows this grand building to the best advantage.

WHEAT receipts were large at Brandon last week, and owing to the shortage of cars and lack of storage facilities, prices dropped from 52 to 50 cents for hard wheat. Total receipts to date amount to about 750,000 bushels. Oats were worth from 24 to 27 cents; barley 30 to 35c.

SMITH & SHERRIFF, agricultural implement dealers, Brandon, have purchased the Brandon machine shops from the owners, Thomas Clark & Co. They are putting in some new machinery, hiring competent mechanics, and making arrangements for doing business on a large scale.

THE Brandon *Times* came out last week with an excellent special number, giving a great deal of information about that district and the country in general. Some of the special features are: A sketch of the city of Brandon; practical experiences of settlers in the district; sketches of representative men of the city and district; and other valuable features. The *Times* is to be commended on its enterprise.

A late despatch concerning the private bank failure at Guelph, Ontario, says: The Cutten bank failure is a most complete one. All the assets in sight are mortgaged heavily and

depositors and creditors get nothing. Many clients who entrusted money for investment with Cutten find their money gone. No assignment has been made and nothing can be done till the sheriff seizes, but there is nothing to seize. The local press is severe on Cutten. The Imperial bank has a judgment against Cutten for a large amount. The board of trade has passed a resolution asking the Dominion bank to establish a branch here, as the Cutten failure leaves insufficient banking accommodation.

THE Brandon *Times*, the most ably conducted provincial Conservative paper in Manitoba, soundly condemns the compromise resolutions discussed at the Brandon Conservative convention, at the instigation of Cliffe and Daly, M. P. The *Times* sensibly remarks: "Why say that disallowance shall cease in 1891, when we are going to the foot of the throne to prove that its exercise now is unconstitutional. We would indeed be set down as a lot of children who deserved spanking more than ought else, if we were able to go ahead with our case, as already proposed by the Conservative Government, and at the same time adopt this as a plank of the Conservative party in the province. No, we reckon the Conservatives of Manitoba are not quite prepared to accept that plank without some further explanation."

Sum: The C.P.R. tariff on wheat from Winnipeg to Montreal is 46 per 100 pounds. Over the same road it is ten cents a hundred extra to the seaboard, which makes in all 56 cents a hundred to send Manitoba wheat to the sea. On 'change this morning great indignation was created by the announcement, believed to be perfectly correct, that since the opening of their Sault Ste Marie road, the C.P.R. was carrying wheat from Minneapolis to the seaboard for 27c a hundred, less than one-half the price Manitobans have to pay. The moral is too plain not to be seen. Where competition exists in Minnesota the farmers are protected to the extent of 27½ cents per 100 lbs on their wheat.

Manitoba and Northwestern Ry.

CHANGE OF TIME.

Taking Effect Monday, August 15th, 1887

No. 4 MIXED	No. 2 PASS.	STATIONS.	No. 1 PASS	No. 3 MIXED
LEAVE	LEAVE		ARRIVE	ARRIVE
13 00	13 00	Portage la Prairie	14 45	14 45
15 30	14 50	..... Gladstone	13 05	12 20
17 25	16 02	..... Neepawa	11 35	10 00
19 45	17 00	..... Minnedosa	10 45	8 40
	18 10	..... Rapid City	9 00	
22 30	18 48	..... Shoal Lake	8 52	5 05
21 10	10 55	..... Birle	7 45	3 30
	22 25	..... Blinscarth	5 10	
	23 45	..... Russell	3 45	
	1 05	..... Langenburg	2 30	
ARRIVE	ARRIVE		LEAVE	LEAVE

Meals.
No. 4, Mondays and Thursdays. No. 1, Wednesdays and Saturdays. No. 2, Tuesdays and Fridays. No. 3, Tuesdays and Fridays.
Trains leave Minnedosa for Rapid City Tuesdays and Fridays at 17.10; returning leave Rapid City Wednesdays and Saturdays at 9. For Langenburg leave Birle Fridays only at 21.00; returning leave Langenburg Saturdays only at 2.30. For Russell leave Birle Tuesdays only at 21 returning leave Russell Wednesdays only at 3.15, making connection with main line trains.
Above trains connect at Portage la Prairie with trains of the Canadian Pacific Railway to and from Winnipeg.
For information as to Freight or Passenger Rates apply to A. Macdonald, Assistant Freight and Passenger Agent Portage la Prairie, or to
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St. Louis Fast Ex.....	b 6.25 p.m.	b 7.05 p.m.
Chicago Fast Ex.....	c 8.35 p.m.	c 7.05 p.m.
Des Moines Passenger.....	a 6.25 p.m.	a 7.05 p.m.
Excelsior and Watertown.....	a 8.00 a.m.	a 8.45 a.m.
Arlington and Excelsior.....	a 4.15 p.m.	a 4.50 p.m.
Mankato Express Accom.....	a 3.15 p.m.	a 4.00 p.m.
a Ex. Sunday. b Ex. Saturday. d Daily.		

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