

west Fur Company, also recognized the importance of this particular district by establishing a trading post near that of the North-west Company, and which they called Brandon. This is no doubt the earliest association of the name that can be referred to, and it is interesting to note that when in 1812 the number of trading posts throughout the length and breadth of the great North-west were computed to be one hundred and thirty-three, one of them was a Brandon. These few facts are significant and assuring for history has but repeated itself, for the creation of the Brandon of to-day is but an endorsement of the fact that the traders of a hundred years ago and the pioneer founders of our city have held the same ideas that the locality was a desirable distributing and collecting centre for a large interesting and valuable district. The trading centre has but shifted its location so as to be accommodated now as then by the principal highway of the period. It is said that the debris of the Brandon House trading post still marks the site, and it is to be hoped that so interesting a memento will be protected that future generations may see and venerate the spot from which our fair city derives its name.

The scenery about Brandon is particularly picturesque and attractive, the river Assiniboine winds from side to side of a valley a mile in width; its banks are embowered in groves of oak, ash, elm, willow, poplar, and a rich variety of undergrowth; these again are fringed with meadows of luxuriant grasses, here and there the presence of ranker vegetation indicates a swampy situation, termed a slough. In by-gone days the trapper and hunter must have regarded this fair valley as a grand scene for their operations. These woods, swamps, river-scenes, meadows and prairie slopes were then the haunt of the buffalo, bear, elk, wolf, fox, skunk, beaver, badger, otter, rabbit, gopher and chipmunk, and the resort in their season of the wild goose, wild duck, teal, prairie chicken, partridge, bustard, owl, bluejay, woodpecker and chickadee. What a tumult of living nature! The picture has yet other favored proportions: the scene is sheltered from north winds by a range of hills, and on its south side by a more gentler slope, backed in the distance by the beautiful Brandon Hills, while to the east, the valley widens into a beautiful agricultural valley deservedly called the Grand Valley. Near this point the Canadian Pacific Railway now crosses the Assiniboine River, and at a spot about half a mile to the westward of the crossing on the south bank of the river the company ultimately decided to erect their depot, the nucleus of the future city, Brandon. Up to April, 1881, the future town site had only been recognized as the location of several rather undesirable agricultural sections, three of them more or less affected by spring floods, and two others as being of a light and gravelly nature. In this light had the locality been often viewed and discussed by steamboat passengers on their way to and from Fort Ellice and Winnipeg. Attention had also been withdrawn from the locality in question and directed to the favored spot in the immediate vicinity of McVicar's Landing, the ferry boat crossing of the Assiniboine, a spot highly favored by nature and richly meriting the name it has gained, the Grand Valley, and which public opinion had concluded would be the location of the depot of the Canadian Pacific Railway; consequently a settlement of some importance had so far anticipated the Railway Company's decision as to pitch their tents and rear some more substantial dwellings near McVicar's Landing. Early in the spring of 1881, however, the presence of Mr. Vaughan, D.L.S., and a surveying party engaged in marking out a town site where Brandon now stands, was sufficient to guarantee the policy of a general move towards the new town site, and from that moment our present city can date her existence. The despised gravelly section now became the centre of attraction as soon as the survey was complete, which was about the latter end of May, town lots were put up at auction, and in some instances they realized as many dollars as they contained yards. The river boats now were freighted with hundreds of people and tons of merchandize, for which Brandon was the destination. Accommodation for such crowds was out of the question, and the majority had to spend their first

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