

— BROWNIGG will erect a hotel at Banff Springs.

TAYLOR BROS, butchers, Minnedosa, will open a branch at Birtle.

— FRENCH has opened a general store at Banff Station, Alberta.

ROOME & ROSANE have assumed control and re-opened the Royal Hotel, Lethbridge.

CRERAR & MYERS, barristers, Minnedosa, have dissolved partnership. R. H. Myers will continue the business.

UNDER the new quarantine Act several stations are to be established along the boundary line in the Territories.

WYATT & Co. are thinking of establishing a sash and door factory in connection with their Virden lumber yard; so says the local paper.

C. J. MICKLE, barrister, of Birtle, and John Crerar, bassister, of Minnedosa, have formed a partnership and opened offices at Birtle and Shoal Lake.

J. B. McMAHON has severed his connection with the Medicine Hat (Assa.) Times, and the stock-holders of the paper are on the lookout for another manager.

J. E. GELLY and H. Soucisse, carrying on business as contractors, at Winnipeg, have dissolved partnership, J. E. Gelly assumes the settlement of the business.

GEO. H. RODGERS & Co, merchants, Winnipeg, has bought out the grocery stock of A. B. Donaldson, at a rate on the dollar. The stock will be cleared out to allow of the use of the premises for other purposes.

At a public meeting held at Austin, Man., it was agreed to offer a bonus of \$3,000 for the erection of a flour mill at that place. A committee was appointed to endeavor to arrange for the establishment of a mill.

D. K. ELLIOTT, of R. J. Whitla & Co., wholesale dry goods, Winnipeg, left this morning for Europe, to make the purchases for the fall importations of the firm. Buying will be done on a large scale to meet the requirements of the large and growing trade of the house.

YOUNG, of the Northwest Central Railway Company, states that his company will be in a position to go on with the work from Brandon by the 1st of May. The line is to tap the road from Rapid City to Shoal Lake and proceed thence to Prince Albert.

GEO. H. WEBSTER, chief engineer of the Manitoba and Northwestern, authorizes the Portage Liberal to deny the report that 100 miles of that road will be built toward Prince Albert this season. The company has not yet decided as to what will be done this season.

THE Calgary Tribune estimates the wool crop of Alberta for 1887 at 164,000 pounds, from 27,350 sheep. The quality of this wool would rank Montana medium, and at an average value of, say, 16c per lb. would represent a total of \$26,256. The freight on that wool to Montreal would cost \$5,201.97, or just about 25 per cent. of the total value.

THE colonization committee of the Winnipeg Board of Trade met on Saturday afternoon. It was decided that the only thing which could be done to direct the attention of immigrants to the vacant lands surrounding the city, would

be to issue a short pamphlet. It was agreed that the city council should be asked to appoint a committee to work in conjunction with the Board committee, and place a small sum at their disposal to carry on the work, the Board having already incurred considerable expenses in securing a list of vacant lands, prices at which they were held, etc.

THE quarterly meeting of the Northwest Travelers' Association was held on Saturday evening. The membership of the Association was reported to be 4 life, 15 honorary and 125 active members. A letter was read from Geo. E. Tuckett & Sons, tobacco manufacturers, Hamilton, containing a donation of \$100 to aid in the establishment of the proposed library and reading room. The secretary stated the arrangements which had been made for reduced rates on the railways, and for the incorporation of the Association. A resolution was passed expressive of regret at the loss sustained to the Association through the death of the late Colonel MacKeand, one of the life members.

A DEPUTATION composed of S. J. Dawson, M. P., Major Macdowell, Geo. T. Marks and W. F. Davidson have been appointed by the Port Arthur Board of Trade, to urge upon the Dominion Government the necessity of dredging the harbor at Port Arthur, and also of enlarging the canals so that the produce of the Northwest could be shipped direct to the seaboard without transshipment. A deputation similar to the above, with the exception that the name of Jas. Conmee, M. P., was substituted for S. J. Dawson, was appointed to wait upon the Ontario Government and urge the granting of a bonus to the amount of \$4,800 per mile, to the Thunder Bay Colonization railway, or the Port Arthur, Duluth and Western railway. The latter deputation would also urge the establishment of a school of mines at Port Arthur, in view of the great mineral wealth of the district, and the probability of greatly renewed activity in mining during the coming summer. A committee was appointed to investigate with a view to having a permanent building erected for the use of the board.

THE Brandon board of trade seems to be an enterprising institution, and it will undoubtedly be able to to accomplish much for that ambitious and progressive trade centre. Last week's COMMERCIAL contained the annual report of the board, which presented a very full and interesting review of the trade of Brandon for the year, thus showing that the board intends to make itself more than an ornamental institution. The board has also taken the lead in endeavoring to secure the establishment of manufacturing industries at Brandon, in which direction it is hoped it will be very successful. Railway matters have also received a full share of attention, and a strong effort will be made to secure connection with Rapid City by railway. The people of Brandon are thoroughly sick of humbugging and scheming going on in connection with the proposed Northwest Central, and they are determined to take the matter in their own hands, and secure the road, independent of political wire-pullers. THE COMMERCIAL wishes the people of Brandon every success in this and other undertakings for the advancement of their city.

"NONE are so blind as those who will not see." The Toronto Monetary Times doggedly refuses to perceive the difference between the disallowance of railway charters granted by the Manitoba Government and the enforcement of the monopoly clause in the C.P.R. agreement. The Times is one of the few journals which has persisted in misrepresenting that the monopoly clause in the agreement between the Government and the C.P.R. Company is binding upon Manitoba. Notwithstanding the many declarations made by cabinet ministers and others, from the Premier downward, that the disallowance of Manitoba charters (for projected lines within the old boundaries of the province) was a question of policy, and in no way a "legal or moral" obligation, the Monetary Times continues to obstinately prate about buying off the C.P.R. monopoly "rights" in Manitoba. It seizes upon the letter recently directed by the Minister of Railways to the Brandon council, as an endorsement of its intenable assertions, and comments as follows: "The policy of the Federal Government on disallowance in Manitoba has once more been officially declared. The Minister of Railways and Canals has directed his secretary, Mr. N. P. Bradley, to reply to an inquiry of the Brandon City Council that he "is not aware that any change has taken place in the policy of the Government in reference to such railways." And he adds, significantly, that "he does not see how the Government could depart from its agreement with the Canadian Pacific Railway Company in that regard." There is only one way and that implies compensation, as the Winnipeg Board of Trade foresaw, but this way it would seem the Government does not feel that it would be justified in going." No doubt the Times, in its hostility to the interests of the Northwest, whether it be in regard to the Hudson's Bay Railway or freedom from railway monopoly, gloats with satisfaction over this letter. When a journal occupying such a position as the Monetary Times claims to fill, wilfully persists in following such a course of misrepresentation, there is little use in pointing out that the letter of the Minister of Railways cannot be taken as indicating the policy the Government may intend following in regard to charters for railways confined to the limits of the old province. Brandon is situated within the territory added to the province after the passing of the C.P.R. Bill, and it is therefore clearly the duty of the Government to disallow the charter for a railway proposed to run from that point to the United States boundary, this added territory coming under the monopoly clause of the C.P.R. agreement. The position taken in this matter by the Monetary Times can hardly come of ignorance, and therefore must be attributed to some sinister motive. The Monetary Times again repeats the falsehood that the Winnipeg Board of Trade suggested compensation to the C.P.R. to induce the Company to give up monopoly in Manitoba. The members of the Board would, to a man, oppose the granting of a single dollar to the C.P.R. to bring about such a result. It is certainly not honest in the Times to repeat this false statement, when it has been shown that it is exactly the opposite of the opinion of the Board so far as disallowance within the old boundaries of Manitoba is concerned.