

BRANDON LICENSES.

Brandon, Man., May 18.—The license commissioners for district No. 1 met this afternoon in the city hall to consider applications for licenses, the following being granted:

W. J. Jones, Windsor hotel, Bradwardine; John Sinclair, Sinclair house, Edinburg; John C. Hall, Leland, Piersen; Albert Dennison, Imperial hotel, Brandon; Neil M. Smith, Kelly house, Brandon; C. J. R. Poynter, restaurant, Souris; Thos. J. Beaulier, Carleton hotel, Virden; L. G. Shore, Langham hotel, Brandon; C. Brovov, the Eskimo, Rapid City; John Evey, queen's, Rapid City; Henry Johnston, Windsor, Brandon; C. McKinnon, Pacific house, Brandon; W. A. Thompson, Oak River house, Oak River; Thompson & Grey, Hamlet house, Hamlet; Martha Clark, Royal hotel, Carberry; J. M. Fitzgerald, Leland, Oak Lake; A. W. Thompson, Dufferin hotel, Carberry; E. A. McKelvie, Brunswick hotel, Brandon; W. J. Dixon, Manitoba hotel, Brandon; H. Shore, Manitoba, Melilla; F. T. Hallett, Western, Carberry; W. W. Jones, Carberry; J. R. Jones, O. R. Jones, Roseberry, Elkhorn; Westergard and Lee, Manitoba, Wadena; Empire Brewery Co., Brandon; W. A. Thompson, wholesale, Hamlet; G. D. Hadly, Palace, Brandon; W. J. P. W. Jones, Carberry; E. A. Munro, wholesale, Brandon; D. and C. McCredy, Royal, Brandon; W. W. Jones, Carberry; J. R. Jones, Carberry; Jas. Nation, Crescent, Souris; John Cobb, Metropolitan, Melilla; T. B. McDonald, Western, Graveland; Jos. H. McKay, wholesale, Carberry. C. E. Brennan, application of Lander was not entertained. The commissioners then adjourned until May 25, when the remainder of the applications will be considered.

PRINCE ALBERT PROGRESS.

A. J. Reid, of Reid & Co., of Prince Albert, civil engineers and dealers in engineering supplies, was a passenger on Saturday's train from the west. Besides his interest in his firm, Mr. Reid is city engineer of Prince Albert. His trip is for the purpose of purchasing a supply of engineering materials together with a couple of complete engines. One of these is a sixty horse power will be placed in a new seventy-five foot boat now building for carrying lumber on the Saskatchewan. The latter commodity, he states is the scarcest thing in the town. Orders are so far ahead that not a foot of lumber can be obtained unless ordered months ahead of the time it is wanted. It looks as if many of the farmers would have to be satisfied with pole and rod dwellings for the winter, as the supply cannot possibly satisfy the demand. The second engine will be installed in W. H. Brewer's.

The town of Prince Albert, Mr. Reid says, is growing wonderfully. It now numbers 4,000 inhabitants and he is confident that by this time next year it will have reached the 6,000 mark. While the city will make arrangements to increase the electric lighting of the town from 500 lamps to 1,000 in addition to the carbon arc lamps will be placed in the central parts of the town to replace the ordinary small incandescent lamps now in use. The congestion all along that branch is being felt at Prince Albert as elsewhere, the accommodation being severely taxed and tents having to be used. The land around the town is settling very rapidly and eastward the settlers are flocking in large numbers into the Carleton river country. The latter district, Mr. Reid speaks very highly of as one of the finest stretches around the Saskatchewan. The projected C. N. R. line is adding greatly to its value.

MAILS FOR THE NORTH.

The forwarding of a mail from Winnipeg to the far north is an event which occurs only about three times in a year. The H. B. Co. will be the main Mackenzie River supplies about the 20th to the 25th of this month from Athabasca Landing by which they meet the Athabasca steamer; then on to Fort Smith Portage, 16 miles, and thence by the Mackenzie steamer, Wrigley, on to the most northern post, Fort Macpherson, on the Peel river, a tributary of the Mackenzie river, within the Arctic Circle.

Some idea of the remoteness of that territory may be formed from the fact that the only steamer, the Wrigley, can make but one trip in the year as far as Fort Macpherson. Pas-

sengers who wish to go after the steamer has left, have to depend upon the chance of getting an open boat late in the fall. Archdeacon McDonald, of Mackenzie river, who is stationed at Fort Macpherson, has not been heard from since last July, but letters are expected from him next month.

For some time complaints have been made to the Dominion government, and the Northwest Territorial government, in regard to whaling vessels at Herschel Island and vicinity, about 150 miles northwest of the mouth of the Mackenzie river; these have reference to the manner in which these whalers conduct their trade with the Eskimo and the Indians, particularly by the introduction of intoxicating liquor.

Two of the old stand-by's of the H. B. Co. who came out last fall on a holiday are returning to the Mackenzie River district again; Mr. Joseph Hudson, who will likely take charge of Fort Providence on the Mackenzie, just below the débouché of Great Slave lake, and Mr. John Pirih, who for years has been in charge of Fort Macpherson, Peel river, and who will, in all likelihood resume his position there this fall. The latter left with his family, consisting of his wife and seven children, on Saturday; and Mr. Hudson left yesterday, accompanied by his wife and two children. Mrs. Capt. Mills, wife of the captain of the steamer Wrigley, on the Mackenzie, also left on Saturday. She is the eldest daughter of the retired chief factor of the H. B. Co., J. S. Cammell. She takes with her her little daughter,

having left her two sons in Halifax, N.S., with their grandmother, Capt. Mills' mother, attending school.

Bishop Rice, of the Mackenzie River diocese, Church of England, was expected to return to his sphere of work this summer, but owing to ill health, he has been unable to do so, and he is at present travelling on the continent of Europe.

Rev. Mr. and Mrs. A. Stringer were also expected to return to their mission at Great Slave lake, at the west end of Hay River lake, but they also have been prevented owing to some trouble Mr. Stringer has experienced with his eyes.

ANOTHER NEW INDUSTRY.

The buildings of the Manitoba Iron Works, Limited, on Logan avenue, are fast approaching completion. Sixty mechanics and laborers are employed. The buildings are being constructed of Tyndall limestone and Rat Portage red bricks, and are of the following dimensions: Machine shop, two storages, 60x125; foundry, 50x50; boiler shop, 40x60; pattern shop, 30x40; forging shop, 40x40; core room, 10x32; cupola room, 10x15; tumbling room, 81x20; lavatory and heating rooms, 20x40.

The most modern machinery will be installed at a cost of \$30,000, and the establishment is intended to be one of the best equipped and most up to date in western Canada. Messrs. J. & G. Kelly, formerly of Rat Portage, have the contract for the stone and brick work. This firm have constructed several buildings in Rat Portage and

have been engaged for several years constructing bridges for the Canadian Pacific Railway company, but the present structure is the first one of importance that they have undertaken in the city. J. H. Neil has the contract for the wood work. The buildings are being constructed under the personal supervision of T. H. Deacon, C. E., president and manager of the company. The Messrs. Kelly expect to complete their part of the work in two weeks.

CANADIAN NORTHERN IN QUEBEC.

Montreal, May 17.—The Great Northern railway to-day concluded arrangements for a lease of all the lines of the Chateaugay and Northern railway and the Montreal Terminal railway. By condition of the lease the Great Northern will have priority of right of way along the line from Joliette to Montreal over Bout De L'île bridge and tracks of the Montreal terminal company.

For some time leading holders of the Great Northern railway have been anxious to secure a lease of these properties and when negotiations were concluded between the Canadian Northern and the Great Northern, Mr. D. B. Hanna, general manager of the Canadian Northern, said that his principals were eager to gain an outlet from Montreal as soon as possible. By the present lease the Canadian Northern will, as soon as this year's crop begins to move, ship from this port as well as from Quebec.



The Crown Bank of Canada

Incorporated by Special Act of Parliament of the Dominion of Canada

HEAD OFFICE, TORONTO

AUTHORIZED CAPITAL, \$2,000,000

IN 20,000 SHARES OF \$100 EACH
ISSUED AT A PREMIUM OF 10 PER CENT.

The following Gentlemen have consented to act as Directors:

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R. Y. ELLIS, Director of The P. W. Ellis Company, Limited, Toronto.

CHARLES ADAMS, of Messrs. Adams Brothers, Wholesale Saddlery, Toronto.
F. H. BURTON, President of The Merchants Dyeing and Finishing Company, Toronto.
JOHN L. COFFEY, of Messrs. L. Coffey and Company, Grain and Commission Merchants, Toronto.

JOHN C. COPP, Manager Toronto Land and Investment Corporation, Toronto.

E. F. B. JOHNSTON, King's Counsel, Toronto.

JOHN WHITE, Merchant, Mayor of the City of Woodstock, Ont.

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