

BRANDON.

Business is still dull, and grain receipts are very light.

The Post Office is about to be fitted up with Yale lock boxes.

T. S. Durham has sold the building known as the Nailonal hotel for \$800.

Thos. H. Lee, harness maker, of this city, is opening a branch at Carberry.

It is rumored that a large hotel is about to be erected on Rosser avenue, west of Tenth street.

Thos. H. Munson, of the city drug store, has gone west to Regina to carry on the same business there.

Capt. Vivian has procured the patent for his estate, and is prepared to furnish deeds for lots already disposed of.

Messrs. Whitehead & Whitlaw have bought out F. Osburn's stock of groceries, and will continue business in the former stand.

A site has been chosen in the west end of the town, for the purpose of erecting the court house, &c., for the Western Judicial district.

On account of the large increase in the population of the city, is being found necessary to procure the services of a police magistrate.

J. M. Rusberry & Co. have purchased lots on Ninth street, for the purpose of erecting a machine and repair shop; this will supply a want greatly felt in this section.

EMERSON.

Business is dull at Pembina Crossing.

A new frame building is being erected on Main Street by McQuarrie Bros.

John Carmichael, blacksmith, has sold out.

Custom house and post office business has fallen off.

New life has been infused into the Duluth & Winnipeg Railway, which is expected to reach Pembina before long.

Mr. A. Rinskopf has purchased a large grocery store at St. Leon, and will put Mr. Win. Allen, his assistant here, in charge.

Stauffer, Curran & Fraser have added a large amount of new machinery to their mill, and are now able to manufacture by the patent process.

The deliveries of grain during the week have been small and the prices have remained low. No. 1 hard sold at 75c; oats 33c to 35c; barley 38c; potatoes 75c.

The Hon. the Minister of Public Works has approved of the plans for the new bridge, which will be located at the foot of Morris Street, the estimated cost being \$200,000. In this is included \$20,000 for the iron work required for the rebuilding of the old bridge.

QU'APPELLE.

Telegraphic communication between this place and Fort Qu'Appelle was opened this day, (Friday).

The hotels have been doing a good business on account of the irregularity of the trains, some parties traveling east having to wait five days for a train.

Owing to the severity of the weather business has been very dull here for the past two weeks; in fact no person that could afford to stay indoors moved out.

The weather has moderated considerably and building operations are going on again. Another store is to be built here by a firm at present in business at the Fort.

Much inconvenience is caused by the freight trains not running, and if this continues an advance in prices will follow. Very little trade news here at all, every body reporting business to be dull.

Transit Trade.

U. S. Consular Agent Dutcher, stationed at Port Hope, thus writes to his government:— "There is scarcely a subject upon which Canadians are more exercised than the great Northwest, and the facilities which its development will afford them of successfully competing with the United States. The Canadian Pacific Railway, they claim, will render the Northwest the 'land of promise,' in unfolding its resources as a superior grazing and grain-growing country, besides being in the future an outlet to the Pacific coast. The Canadians are certainly on the alert to develop whatever may be valuable in their country. Since the completion of the Welland Canal, connecting Lakes Ontario and Erie, they expect to be able materially to influence the shipping interest. They say that with a continuous water-way from Chicago to Quebec, they must attract the trade to the St. Lawrence. Indeed, some of their papers claim that one-half of the trade of Chicago already goes by that route. They seem confident that with such superior advantages, New York will not be a formidable rival, and that the major part of the immense trade of our own Northwest centring in Chicago will be placed on board English vessels at Montreal, and transported direct to some European port; and this highway once established, no Congressional legislation can permanently affect them." That the new Welland Canal will secure a full share of American Trade in transit is undoubted, but the dues will have to be removed to counterbalance their abolition on the Erie. To secure all of the through traffic, the Georgian Bay Canal will have to be built.

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