CANADIAN LIVE STOCK IN AUSTRALIA.

The establishment of the line of steamers running from Vancouver to New Zealand and then to Australia may afford an opening for thoroughbred Canadian stock, says Mr. J. S. Larke The calm passages characteristic of the Pacific from the month of May to October should enable animals to be carried much safer than they can be brought around the long Atlantic passage. If the Canadian Live Stock Association would make an effort, and thus the possibilities of the Canadian market to furnish high-grade horses, cattle, pigs and sheep become known there would be, I believe, a steady demand for these animals. In the past there has been one or two propositions to attempt the trade, but the mail line of steamers had no facilities for carrying stock other than sheep, of which they carried some number of Merinos from Vermont. In New Zealand there should be a market for high-grade sheep of the mutton breeds. I am afraid that the trade will have to be begun by Canadian exporters, as Australians are not likely to seek the market until the stock of Canada are better known here.

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The James Bay Railway Company (or Canadian Northern) has filed plans for its proposed lines from Montreal to Georgian Bay and from Toronto to Ottawa. The latter will strike easterly in a fairly straight line through the counties of York, Ontario, Durham, Northumberland and Hastings, at a distance north of the Grand Trunk varying from three to twelve miles until it strikes Lime Lake, in the north-east corner of the township of Tyendinaga. It will pass close to Tamworth, across the Kingston and Pembroke Railway at Reynold Station, run through Westport, pass a little north of Smith's Falls, and thence follow a northeasterly direction to the capital. The line from Montreal to Georgian Bay will follow the north shore of the Ottawa River to Grenville, and will cross the river in the neighborhood of Hawkesbury, continuing along the south shore to Ottawa. Ottawa River will be crossed near Arnprior, and again at Portage du Fort, and the Pembroke Southern half way between the Grand Trunk line to Parry Sound and the C.P.R. From here the railway will run straight as possible in a northwesterly direction to Key Inlet, on the Georgian Bay, from ten to twelve miles south of the French River.