

ture, and above all by a wise use of the ballot, the day is coming when we may have to see our homes and our liberties taken away while we stand by helpless, too poor to defend them."

The G. T. R. calls for bids for coal supplies up to 7th February. This contract is one of the most important of the rail contracts given out during the year, being the earliest and the largest of the fueling contracts that are bid for in Buffalo and making, when the price is known, the basis on which the other contracts are let. As usual, the greater part of the coal will go through Buffalo and because of the fight between the Reynoldsville, Charfield and Pittsburg districts last year, the parceling out of the deal will be of unusual interest. The Company will require 658,000 tons of coal, and the distribution of the supply will be as follows: Suspension of International Bridge, 400,000 tons, net; Detroit, 50,000 tons net; Brockville, 40,000 tons; Portland, 30,000 tons; Chaudiere Junction, 35,000 tons gross. The coal is to be either lump or run of mine, bids being asked on each of these sizes.

The London "Free Press" gives an interesting sketch showing how the credit and resources of the County of Middlesex have risen in recent years until now; "Financially Middlesex stands foremost amongst the counties of the Province, and its bonds are eagerly sought after on the money markets of the country. Its four per cent. debentures readily sell at par or thereabouts, and the most ultra wellwisher of the county could desire no more in the present state of the financial world. This has not always been the case, and several of the older members of the County Council recollect the time when Middlesex bonds were a drug in the market, and had to go begging for a purchaser. When one was found he took advantage of the straitened financial position of the municipality, and "jeweled" it, on several occasions not paying more than 75 cents on the dollar for an issue, and once insisting on a straight." It is highly instructive to note that this advance in the credit of the County has been caused by the provision of better roads. Good roads pay.

Major General Hutton, speaking at Sydney, N.S. W. urged the colonists to take up the breeding of horses for the English army. He said; "There are four descriptions of horses required for military purposes, namely:—(1) the heavy cavalry horse of bone, quality and power, 16.0 hands; (2) the light cavalry horse of good body and quality, 15.2 hands; (3) the artillery horse of power and activity, 15.2 to 16.0 hands; (4) the transport horse of bone power, 15.2 hands. The medium class, or light cavalry horse, may be estimated as representing to a European military power £75 as a five-year-old, or at the commencement of its military life. It may be calculated that 30,780 horses of all kinds are yearly required by the armies of Great Britain, France, Germany and Austria—viz., France, 14,100; Germany, 9,370; Austria, 5,840; Great Britain (exclusive of India), 1,470. This enormous number is with extreme difficulty supplied even in times of peace; with the strain of war the demand for horses would be prodigious." Canada has a far better chance of doing a large share in this trade than Australia.



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Manitoba grows about 360,000 bushels of flax.

Gananoque is likely to have the Merrickville Home Co., located there.

The "Louisiana Planter" suggests as a measure to relieve the U. S. Treasury that the duty on sugar be raised 50 per cent.

"A proposal that the Dominion Government should encourage the development of the butter industry by a bonus for exportations, has aroused the opposition to the "Globe" and "Witness," the latter contending that this is bribing the electors with public money. This objection is, we think, insincere. If the butter trade of Canada can be encouraged to the same magnitude as the cheese industry, it will be an advantage to all classes. The farmers would receive a direct benefit that would fully justify the Government in giving such assistance in addition to the work done in the dairy schools. The bonus should be paid to the actual makers of the butter, who should themselves become the exporters. To secure a first-rate standing in the foreign market our butter must compete with the Danish and Australian article in Great Britain. Any efforts of the Government which will aid in placing this trade on a favorable footing with these countries will be in the right direction."—Goderich Star."

J. H. LEFEBVRE, CIVIL ENGINEER

—AND—

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GRAND TRUNK RAILWAY CO.

CHANGE OF TIME.

Taking effect at 6 10 p.m., October 7, 1904.

Trains leave Bonaventure Station.

(Note * signifies runs daily, all other trains run daily except Sunday).

9.00 a.m., 4.37 p.m.—For Ottawa and all points on the C.A. & O.A. & P.S.R's.

9.10 a.m., 4.55 p.m., 10.25 p.m.—For Toronto, Niagara Falls, Detroit, Chicago, etc.

1.39 p.m. (Mixed).—For Brockville.

5.00 p.m.—For Cornwall.

7.00 a.m.—For Hemmingford, Valleyfield and Massena Springs.

4.20 p.m.—For Hemmingford, Valleyfield and Fort Covington.

8.15 a.m. (Mixed).—For Island Pond.

7.50 a.m.—For Sherbrooke, Island Pond, Portland, Quebec and the Maritime Provinces, (runs to Quebec daily).

10.10 p.m.—For Sherbrooke, Portland, Quebec and points on the I.C.R'y to Campbellton, N.B. Saturday night train remains at Island Pond over Sunday.

11.55 a.m.—For St. Johns, on Saturdays, this train leaves at 1.25 p.m.

4.00 p.m.—For Sherbrooke and Island Pond.

4.40 p.m.—For St. Johns, Rouens Point, also Waterloo via St. Lambert and M.P. & B.R'y.

5.30 p.m.—For St. Hyacinthe and points on the D.C.R'y, also St. Cesaire via St. Lambert.

5.08 p.m.—For Sorci via St. Lambert.

9.00 a.m., 4.10 p.m., 8.25 p.m.—For Boston and New York via C.V.R.

9.10 a.m., 4.20 p.m.—For New York via D&H.

4.00 p.m.—For the Adirondacks and New York via Coteau Jct. and N.Y.C.

For suburban time tables, tickets and full information apply at City Ticket Office, 143 St. James Street, and at Bonaventure Station.

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