

CANADA AND BRAZIL

The people of Canada cannot view with indifference the mutinous behavior of the military and naval forces of Brazil. The relations between the two countries are already very intimate and must become increasingly so as both add to their population and their wealth. From Brazil Canada must get year after year large quantities of rubber of coffee, and probably ere long of iron ore, for there are very remarkable iron deposits in the valley of the Parana that would mix admirably with Canadian and Newfoundland ores in the production of high grade steel. To Brazil we send already a considerable quantity of fish and wood products, and as the population grows the market will become very great.

Our most intimate relationship with Brazil at the moment is that of creditor to debtor. The Canadian capitalists who have exploited the transportation services and the light and power franchises in the cities of Rio Janeiro and Sao Paulo, two of South America's richest cities, have had great success in enlisting Canadian capital in their ventures. Rio and Sao Paulo are active stocks on Canadian Exchanges, and thousands of Canadian investors had a very real interest in the news that the crews of some of the Brazilian ships had turned their guns for a second time on the capital. Were there to be frequent outbreaks of the same sort as those of the past two months in Mexico and Brazil it would be difficult to secure capital from abroad for the development of the industries and public services of the two countries and probably of Argentina also. It may be taken for granted therefore that the Governments of the chief Republics of Central and South America will do everything humanly possible to restore and maintain peace within their borders. Canadian investors may be sure that their interests will be safe-guarded. Neglect to do so would result in the diversion of the stream of gold and of immigration that are causing the present marvelous development of Latin America.

Brazil has but twenty million people, many of whom were born and lived to manhood as slaves. In the north the climate of the Amazon Valley is such as to prevent the possibility of colonization by white men, who can not work in the field or forest. But in the south there are great States that could absorb ten times the present population of Brazil and provide them with all the comforts of modern civilization. As Brazil is filled up with Italians, Portuguese, Germans, Russians and colonists of other European nations public order will be more easily obtained and the army and navy now necessary to overawe the semi-barbarous population of Indian ancestry will be less a necessity. At the moment the army and navy seem to be a greater peril to the Republic than to its enemies, but without the power to crush political disturbances conferred by the army and navy there would be no Republic. Brazil will find a way out of her troubles. She has too much national pride and too much faith in her future to sink into anarchy.—Toronto Globe.

HEAVY INCREASE IN IMMIGRATION EXPECTED

Ottawa, Dec 29.—The immigration authorities are now in a position to state that the immigration to Canada during the year which is just closing will reach the total of three hundred and fifty thousand. The indications point to a heavy increase next year, which will carry the immigration arrivals in Canada to the half million mark.

WHAT PROFIT PER COW IN 1910?

Business men of Canada will shortly take stock, close their books for another year's trade, and figure out how they stand financially as a result of their hard labor and enterprise. How many farmers are preparing their 1910 balance sheet which will act as a sign post for 1911 transactions? Perhaps the steers paid well, while small fruit and poultry brought in a good supply of cash. But did each cow in the herd earn a good profit, or are some being kept as thankless guests?

A very few minutes book-keeping per month might show a clear profit above cost of feed of forty dollars with some cows, only three dollars with others, and possibly no profit at all on one or two. It would not take long then to decide which to dispose of. Would it not be a sensible resolve to keep only such cows as will make good returns? Determine that your herd shall show an increase of forty per cent in the milk yield in the next three years; you can easily gear the whole herd up another notch or two if some poor cows are beefed. The scores of dairy men who are now reaping large profits per cow date their success invariably to the time when they commenced keeping milk and feed records of each cow separately. Blank forms are supplied free on application to the Dairy Commissioner, Ottawa. C F W

Swiss find in order to reduce the cost of living they reduced its duty on meats 60 per cent. Swiss legislators, like William Tell, usually hit the mark they aim at.

THE ROAD THAT MADE MISSOURI

The most famous highway in the central western part of the United States was the Boon's Lick road surveyed in 1815 from St. Charles, twenty five miles west of St. Louis, to Old Franklin, Mo., 150 miles further west, it turned immigration toward central Missouri and six years later brought Missouri into the Union as a State.

It was the road that made Missouri, says The World To day. It was the father of the Santa Fe Trail, which, extending west from Old Franklin, brought commerce and immigration to Kansas, Colorado and New Mexico. The making of roads means the building of commonwealths. The Boon's Lick road is a notable though almost forgotten example.

In 1804 two sons of Daniel Boone, the great pioneer of the West, Daniel and Nathaniel Boone, made salt at salt springs found in central Missouri. The country was then a wilderness. The Boones and their companions were the only white men in the territory west of St. Charles. They boiled the spring water in huge iron kettles and the crude salt which formed the residue they floated in hollow logs down the Missouri River to be sold at the French village of St. Louis.

Deer had come to the salt springs to lick the salt. The place in Western Missouri slang was a "lick," and because the Boones there manufactured salt the locality was named Boon's Lick. The Boones spelled their name differently with or without the final 'e.'

Two years later a settlement of English speaking men and women was made near Boon's Lick and shortly thereafter the town of Old Franklin, twelve miles distant, upon the Missouri River, was founded. Then arose the necessity for a highway between Old Franklin and St. Louis and St. Charles each with several thousand inhabitants. The Boon's Lick road was the result.

It was not much of a road as roads go now. It was not macadamized or paved or gravelled. Indeed it was little better in its early days, than a mere "trace," or hint of the road's direction.

The two Boons, with surveying parties, ran a line that followed the ridge or watershed between the Missouri and Mississippi rivers. The smaller streams were forded. On the larger rivers were primitive ferryboats, hollow log canoes locked together. There were no bridges. The sign posts were the blazes, or marks, cut in the forest trees along the road way. The road machinery consisted of a life ax and a grubbing hoe.

THE TROUBLE IN MEXICO

The insurgents are still causing trouble in the northern districts of Mexico. How widely extended or how serious the trouble is cannot be ascertained from newspaper dispatches. The dispatches from the American boundary are doubtless often unreliable. They almost invariably exaggerate both the numbers of the rebel forces and the damage they do. On the other hand, the information obtained through dispatches from the capital and from other Mexican cities is defective in that it suppresses essential facts. The telegraph lines are under Government control, and all dispatches are censored. The same is practically true of the newspapers in Mexico. Nothing reflecting on the Government or injurious to the Federal cause is given publicity. The English newspapers from Mexico City and Monterey would convey the impression that the rebellion is a fiasco and that there is no trouble anywhere in the Republic.

The truth of the situation is between these two extremes. In and about the State of Chihuahua and along the American boundary there is undoubtedly very serious trouble. Large numbers of Mexicans from the United States have crossed the border and are fighting under the rebel flag. Their hope is the overthrow of the Diaz Government. Of course they will fail. Conditions are against them. They have neither the strength of numbers nor the resources necessary to a successful revolution.

Physical conditions make the cause of the insurgents hopeless. The disloyal forces can not get together. Great areas of the country are thinly settled and wholly without roads. All the railways centre in Mexico City, with no cross lines. They are all under Government control. The Government can transport Federal troops and supplies to any point by rail, but the rebels must march and their commissariat breaks down. So far as is known the Federal army has stood loyal to President Diaz and his Government.

There can therefore be but one ending to this rebellion. But this rebellion will not be the end. Changes are inevitable in Mexico. A military despotism, even of the benevolent sort supplied by Diaz, is not the last form of government for any American country. The situation in Mexico quite apart from Madero and his ambitions is critical but not unhopeful.—Toronto Globe

CURE FOR CHILBLAINS.

To cure chilblains use a wash made by adding one teaspoon of alum to a little water. This wash is used by those who have used it will give immediate relief from the painful inflammation.

U S BREAKING AGREEMENT.

President Taft's message makes it clear that it is a part of his policy to fortify the Panama Canal. This is certainly at variance with the international understanding regarding the administration of this great highway. The undertaking of the United States not to fortify the canal was accepted in good faith by all the nations interested. It was not expected that the world's commerce crossing the Isthmus through the canal would pass under the guns of American forts, nor was it that the Republic would after agreeing to the contrary seize the great naval advantage that the armed control of the canal would give. In the event of hostilities the canal would be available for American ships, but closed to the ships of other nations. There would be no possible chance of any other strategic situation, for the armed power established could easily make the highway impassable for all vessels except its own.

In its canal policy the United States promoted the dismemberment of the Republic of Columbia. Panama was aided in its secession by the threat of interference in its behalf and the virtual forbidding of Columbia to assert its authority by force. The seceding State was thus aided to become a separate republic, because it would grant the canal right of way, a concession which the parent republic would not make. The acquiescence of all interested nations was secured by the understanding that there would be a neutral zone of territory, and that the canal would not be fortified. Britain as the chief owner of the Suez Canal has never attempted to use that authority for the purpose of erecting fortifications.—Toronto Globe.

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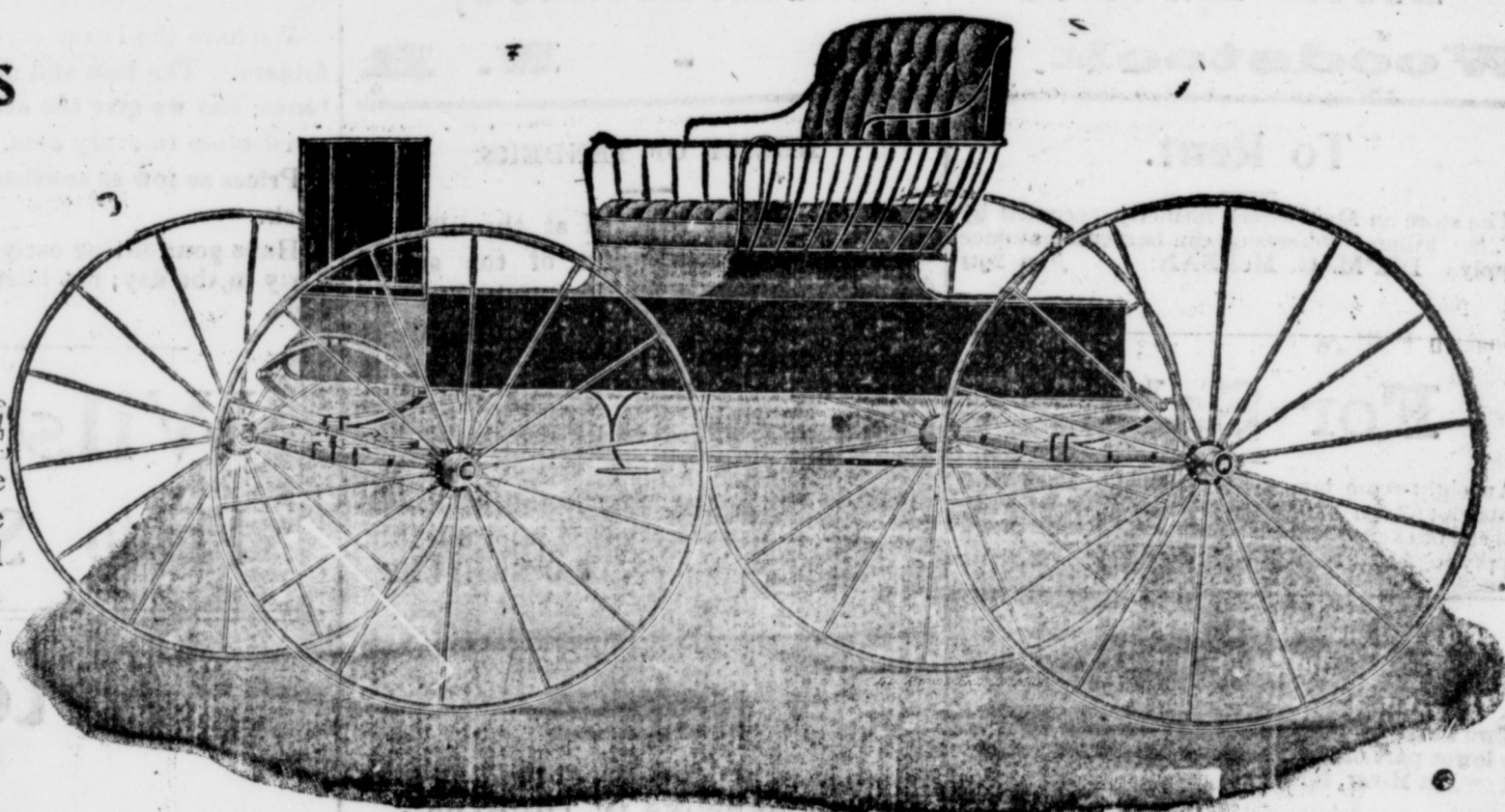
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