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Correspondence is invited upon all topics legitimately coming within the scope of this journal.

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Interesting Experiments.

Dr. Leopold Kann, of the United States Arctic Geological Survey, is arranging for an expedition to Ellesmere Land, west of Greenland, for the purpose of studying atmospheric electricity. Absence in that latitude of moisture in the atmosphere and of trees and other impeding substances, renders the conditions most favorable for the prosecution of such experiments. Dr. Kann hopes by means of electrometers now under construction to be able to make a series of accurate measurements of the electric currents in that latitude, and thus to demonstrate, if possible, the connection between atmospheric electricity and the rotation of the earth on its axis.

Electricity at the Fair.

ELECTRICITY is much in evidence at the Industrial Exhibition in Toronto. The experiments with wireless telegraphy and telephony and X rays conducted by Mr. W. J. Clarke, of New York, and the exhibit of electric carriages are prominent features, and have attracted much attention. For lighting and decorative purposes there are required in connection with this Exhibition 500 arc and 1,000 incandescent lamps—a plant requisite for the lighting of a medium size city. The majority of these lights must be newly installed each year to suit the constantly changing conditions. The larger proportion of these lamps are employed for signs and to light side-shows and refreshment booths, the location and requirements of which cannot be ascertained until the opening day, when there is an immediate demand from the lessees upon the Toronto Electric Light Co. for the installation of the necessary lamps. It will be seen that the task which is thus suddenly imposed upon the company is a most difficult one, and it is indeed surprising that work done under these disadvantages should have given such satisfactory results.

Horseless Vehicles.

THERE seems little room to doubt that in the near future horseless vehicles will be employed to a considerable extent commercially and for pleasure. It is estimated that in Europe there are at present in use 10,000 such vehicles. Over half this number are in France, where the development in this line has been the most active. In the United States the number is believed to be less than 500, but is increasing rapidly. In view of the possibilities in this new field, great interest attaches to the question—what motive power is best adapted for the propulsion of these vehicles? From statistics recently published, it appears that in France, where, as has been stated, the greatest amount of experimenting has been done, oil and gas motors are in greatest use. The experience of persons who have carefully studied the problem in Canada indicates that no class of motor which has yet been tried is best adapted to meet the requirements of all the varying kinds of service. The electrically propelled vehicle will probably best meet the requirements for pleasure in cities with well paved streets, but for country roads and the heavier class of delivery service the steam wagon appears to be the coming thing. Prof. Elihu Thomson has recently invented a steam boiler for this purpose which is said to be very satisfactory. A steam propelled vehicle, manufactured at Newton, Mass., has recently been purchased by Mr. Wilson Phillips, of Toronto, and will shortly make its appearance on the streets of that city. The claims made for