

ness. But they do it at their own expense and undoubtedly cause some amusement. It is beyond question that the West wants homes as it is also an undoubted fact that homes would be quickly established but for the expense of the journey East and back again.

To reduce the expense would be to increase the number of travellers on the railway and the number of homes in the West. Mr. Lewis' proposal, as a matter of theory is an excellent one. The only question is, "Can it be carried out?" We can see no insuperable difficulty, and we believe that Mr. Lewis' system would be a good one to start on, modifications to be made as experience might suggest. The form devised by Mr. Lewis is simply an agreement for rebate to the ticket purchaser on return providing that he returns with a bride within a certain time, on the back being a marriage certificate to be signed by a clergyman and two witnesses and application to an agent of the company for two return tickets. The paper is surrendered on the tickets being issued. The agent to whom it is surrendered is to satisfy himself that the contract has been carried out in good faith and to send the certificate to the Auditor, taking credit in weekly statements.

The suggestion seems to us a practical and reasonable way of meeting a demand which results naturally from Canada's land and railway policy and from the inherent desire of mankind to move westward.

Editorial Notes.

DR. HARRISON, Commissioner of Agriculture for Manitoba, has spent some time this summer in Ontario presenting the advantages of Manitoba as a field of settlement and inviting farmers in Ontario to take advantage of special terms offered by the Canadian Pacific Company to visit the prairie province, inspect its farms and talk with its people.

AFTER all, the Imperial Government has seen the wisdom of recognizing to some extent the importance to the empire of the Canadian Pacific Railway.

A recent cable despatch is as follows:

The Imperial Government have assented to the granting of a subsidy of £45,000 yearly to the Canadian Pacific Railway for carrying the mails to and from the East.

It was understood that Sir Stevenson Blackwood, under secretary of the post office department, who is now on a visit to Canada, would inspect the Canadian Pacific as a mail route and that the government decision would depend upon his report. Sir Stevenson is still in Canada and could hardly have reported before the decision of the government was made public. It is understood, however, that he was much impressed with the excellent character of the road and with its advantages as an Imperial highway.

THERE have been no special developments in the situation as to the Red River Valley Railway. The Provincial Government is short of funds for the work, and though Premier Norquay has spent some weeks in New York, Toronto, Montreal, and other places, trying to effect a loan, it is openly announced that he has failed. The injunction applied for by Mr. Browning to prevent the road crossing his lots at Morris has been dropped, but the Dominion Government has applied for injunction to prevent the road crossing certain Crown Lands near the boundary. This case has not yet been decided. The grading has been completed, and the first consignment of rails received. Tracklaying is now proceeding. What is to be the outcome of the financial difficulty is not known.

THERE will be six millions of bushels of wheat for export in Manitoba this year, according to the calculations of both local and outside investigators. The season seems to have been phenomenal, rain falling exactly when needed and the frost holding off long enough to allow every bushel of grain to be got in in perfect condition. The average of wheat per acre is held to be 25 bushels and some of the farmers rejoice in finding their grain thresh out the magnificent yield of 40 bushels to the acre. Not only is the yield large but the grain is a splendid sample, running as high as 68 pounds to the measured bushel. This splendid return for the season's operations is proof that when the grain is sown early enough it will ripen in ample time to escape frost. The knowledge of this fact should direct the attention of the young men of the Eastern Provinces still more earnestly to the North-West as a field for emigration, and Manitoba next year should have ten millions of bushels of wheat to sell.

THE improvements in the means of transport which have taken place within the last fifty years has made the commerce of every country dependent, to a greater extent than ever before, upon the conditions existing in distant lands. There is no more marked example of this fact than the eager attention with which the farmers of America are watching the developments of the resources of India. It is claimed by those who pretend to know that the cost of transport of grain in India can be reduced by from fifteen to twenty five percent for the best wheat growing district. Taught by the experience of the past and profiting by the warnings of the future, the farmers of Canada, including those in the great wheat regions of the North-West, are engaging more and more in mixed farming. Even should it be that India improves her position in the wheat market, the change will not take the people of Canada by surprise, but other and more valuable branches of production will have been engaged in by the time the wheat market becomes overcrowded.

SHOULD Edison succeed in perfecting the contrivance on which he is now working, intended to extract the electrical force of coal with at the medium of combustion, he will be the author of the greatest mechanical and engineering revolution the world has ever seen, with with possible exception of that which followed the invention of the steam engine. The great difficulty in the way of using electricity as a motive force everywhere is not that it is impossible, but that it cannot be made to pay. This is due to the great waste in the translation, so to speak, of the force of the coal into the electrical force exerted by the motor, for the reason that a furnace, a steam engine, a dynamo and a stretch of wire intervene, and at every stop there is loss. If the belief of the scientist is true, and heat, light and electricity are only different manifestations of the same power, and if it be further true, as none can doubt, that coal is but the bottled up light and heat of the sunshine of ages ago, there ought to be some discoverable means of releasing that light and heat in the form of electricity without the cumbrous and wasteful machinery which is now found necessary. Edison's wonderful success hitherto gives strong reason to hope that his "pyro-magnetic dynamo," as he calls the new machine, will soon be an accomplished fact.