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OTTAWA, ONT.

Mr. W. L. Magee, of the Department of Marine and Fisheries, who acted as commissioner during the recent cattle shipping enquiries, has been invited by the Allan Steamship Company to go over to England on one of their cattle boats, so as to observe the effect of the proposed changes in the live stock during the voyage. Mr. Magee will not be able to go across, but he will most probably go to Montreal about the 15th of next month, and make the voyage as far as Quebec or Father Point on one of these cattle vessels, which will serve the purposes of investigation equally as well as a trans-Atlantic trip, the St. Lawrence being the most trying part of the voyage over.

The Nor'-Wester, of Winnipeg, asks its contemporaries of the East to make a note of the fact that 22,000 farmers of Manitoba will this year produce 60,000,000 bushels of grain from 1,887,796 acres of land. It adds:—"We have drained the Eastern provinces of so much of their best that perhaps the contemporaries mentioned will prefer, as a measure of precaution, to observe an audible silence on the matter." The Nor'-Wester's Eastern contemporaries acknowledge this unkind remark with a low bow, but cannot make out why it was passed. For one, The Mail and Empire has always rejoiced in the prosperity of the prairie country. The East, as a whole, is proud of the North West, when it looks upon as a colony out of its own lines, a plantation from its own fields. Provincialism is not all of Canadian patriotism, and of the large amount there is over and above provincialism, the North-West gets a liberal share. The older provinces may not take that keen interest in one another's

internal affairs that they should, but all of them, Ontario and Quebec especially, are warmly interested in the North-West's welfare. The fact that portion of the country has taken away so many of our people is a reason in favor of, not a reason against, its progress receiving attention from Eastern papers. The hundreds of Eastern families now settled in the North West have friends scattered all over old Canada who will be glad to hear that the next crop is to be a fine one. There are hundreds of other people here who have sold goods or who wish to sell goods, others again who think of investing money, in the North-West. These conditions, aside from pure patriotism, suffice to raise good crop advices from the prairie country into news of first class importance for Eastern journals.

Mr. A. Goyette, solicitor, of Montreal, gives notice that application will be made to Parliament at its next session for an act to incorporate a company to construct and operate a railway or tramway from some point on the northeastern limit of the county of Vercheres, through the county of Laprairie, parallel with the St. Lawrence river, and with branch lines of railway or tramway from the southern and southeastern limits of counties aforesaid to a point on the above described main line, at or near Longueuil or St. Lambert, in the county of Chambly, said railway or tramway system running through several villages and parishes on its route, or connecting the same by branches; with power to connect said system with railways or tramway lines on the north bank of said St. Lawrence river, by a railway and general traffic bridge on said river at

Montreal, also with power to develop and utilize one or more water powers in the Chambly river, and to generate, rent, sell, distribute and dispose of electricity, electrical power and hydraulic power for any purpose whatsoever, and for other purposes.

Under the Nicholson law of Indiana, the druggist has a good look in. At Jeffersonville the saloon keepers are justly indignant as it has transpired that one doctor on July 4th, wrote 250 liquor prescriptions. How surprisingly effective is a Prohibition ordinance against the old fashioned and doubtless wisely-ordained physical nature and requirements of man.

A new departure is about to be made by an influential railroad company which will be watched with the greatest interest by every railroad corporation. The company proposes not only to install electric passenger cars on many of the "feeders" to its trunk lines which, at present are run by steam, but to place in regular use a service of electric freight cars specially built for the transportation of grain. The cars are to be lighter than the ordinary freight cars, but much more durable. Each car will carry a set of buckets, by which the loading and unloading will be done electrically. It is proposed by means of these cars to make the work of shipping and unshipping much less tedious and expensive than it is at present. The cars can be backed into an elevator switch and be hauled without any trouble or delay. A well known railroad magnet prophesies that within two years nearly all the grain from the great grain belt of the Northwest will be carried into Minneapolis, its centre, by electric trolley.—St. Louis Globe Democrat.