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

The "*Canadian Electrical News*" has been appointed the official paper of the Canadian Electrical Association.

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An illustration of the growing application of steam power for agricultural purposes was given last month at Morden, Manitoba, where a test was made by the Canadian Pacific Railway Company of a steam plough. The machine moved at a speed of one and one-quarter miles per hour, and dragged after it a gang of ten ploughs, which turned over a width of twelve feet of earth, of the depth of four inches. The fuel used was the herbage which had grown on the prairie common to the western country, and which had been cut down a few days previously. We are told that the fly-wheel moved at the speed of 203 revolutions per minute, and the driving wheel of the machine at four and one-half revolutions. At the speed at which the test was made, the ploughing done in one day would be about 20 acres. As the price paid for ploughing in the North-West is said to be about three dollars per acre, it would seem that from the point of economy the steam plough is a success. That they will come into more general use is almost a certainty. In Germany, for instance, steam ploughing is said to be very largely adopted.

#### Fixed vs. Moveable Coils.

In dynamo design, a debatable question at the present time is the relative superiority of moving or fixed coils. Elsewhere in this issue Mr. W. A. Johnson presents arguments in favor of the type of machine with stationary wire, contending that the two coil inductor alternator overcomes the objections of bad regulation and over-heating which may be made against the single coil machine. In European countries this question is also receiving some attention, and it has by no means been decided which method of construction possesses the greater merit. Although the idea of the inductor alternator was conceived twelve years ago, it is only recently that a machine of this pattern became one of the standard types of the Brush Company. They have now been installed in some of the largest electrical works, and are said to be giving satisfaction. On the other hand, a correspondent writes to a British exchange that there is a tendency on the part of Swiss dynamo makers to return to the revolving coil machine. We are not told, however, whether or not more than one field has been employed.

Dr. N. H. Edgerton, of Philadelphia, The Storage Battery, is building a factory in the city of Hamilton, Ontario, for the manufacture, on a somewhat extensive scale, of the high tension battery of which he is the inventor. Considering the limited demand as yet in Canada for the storage battery, this is a strong indication of the faith of Dr. Edgerton in the future of storage batteries generally and of his invention in particular. As it is said to be the intention to employ some fifty workmen, the question of a market for the output of the manufactory suggests itself. This is in part answered by the fact that the Cataract Power Company, which has already secured control of several electric railways in and around Hamilton and contemplate building other new roads, are very likely to install a storage battery system as an auxiliary to their railway power plant. From this it may be judged that the promoters of this manufactory anticipate a much greater use of the storage battery for railway purposes, not for direct operation, for which they have not been found satisfac-