

fall, both due largely to the beneficence of Sir William Macdonald. At each of these places the district schools within a radius of six miles have combined to support one central school, meanwhile closing their own doors, the pupils being conveyed the further distance in specially provided vans. By this concentration of forces it is hoped to procure greater effectiveness of results, and the experiment at the first school has so far proved a pleasing success.

Educational experiments are not being limited, however, to the public school system. One of the most novel of the new departures is the organization, under the auspices of the Ontario Bureau of Mines, of travelling schools among the miners. Classes are being held this summer at the mines in various parts of the province, in which instruction is given for a short time in practical mineralogy by two competent specialists. The purpose of these classes is to teach the miners the properties and characteristics of all kinds of minerals, so that they may the more intelligently assist in discovering and developing new deposits. All such attempts to raise the standing and economic value of the common people are worthy of encouragement, and may well be extended in other directions.

The Habit of Travelling

A PROSPEROUS farmer in one of the eastern provinces achieved a certain amount of fame a few years ago by his record of having until then never travelled beyond ten miles from his home. One of the members of the British Columbia Legislature had never seen a railway train until he went to take his seat in the House for the first time. It would be interesting to know whether or not there are many other such stay-at-homes in Canada, and whether their lack of travel is a matter of choice or necessity.

The travel habit may not be as general as it should be, but it has greatly increased in the last twenty years. The improvement in transportation facilities has, to a great extent, been responsible for this, but, it is probable that the matter of fares has a still closer bearing. Another important factor

is the electric railway, which by its convenience and cheapness has induced people to move about oftener and more freely than in the days before it came. This applies as yet, however, to only the vicinities of the cities and to a few country districts, but the tram-car idea is growing, as the number of charters applied for each year clearly proves.

In one way or another, Canadians owe it to themselves to travel, beginning with their own country. There are wonders in Canada of scenery, industry, and civic achievement that will furnish ground for many a grand tour, as we have not long since begun to learn. To say nothing of the broadening influences of travel in other lands, an increase of travel in our own country will give an appreciation of our national heritage that nothing else will, and, at the same time, it will furnish abundant and varied entertainment. If need be, let us have more railways and cheaper fares, but the habit of travelling is in any case one that can be cultivated with benefit.

What Canada Can Do

ONE of the many attractive placards displayed in the Canadian exhibit at the World's Fair reads to this effect:

NORTH-WESTERN CANADA CAN PRODUCE
800,000,000 BUSHELS OF THE BEST
WHEAT IN THE WORLD.

Such a claim is one that no country could afford to make without facts behind it, and in the case of Canada it may prove a matter of surprise even to thousands of the native born. Yet the figures given in the Dominion Experimental Farm's blue book, recently published, sustain the claim and show that the possibilities of Greater Canada are nothing less than wonderful.

Last year the wheat yield of Manitoba and the Territories was nearly 70,000,000 bushels from 3,280,000 acres of land. This, however, is only a fraction of the possible yield, for the total area suitable for cultivation is estimated at 171,000,000 acres. This estimate is the result of care-