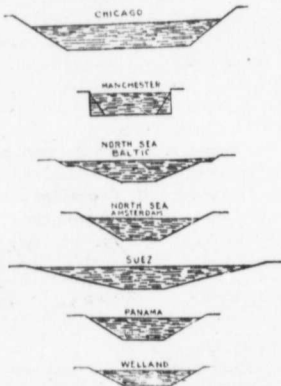


## THE ENTRANCE.

miles. At first it was the intention to use the canal for drainage purposes only, but there is a growing desire on the part of the promoters to have a canal which may be used for shipping purposes.

The canal is of great interest to Canada and the states on the St. Lawrence route, as it is feared that to divert such a volume of water from Lake Michigan to the Mississippi will affect the navigation of the St. Lawrence route. The volume of water required even for drainage purposes for the city is estimated at 300,000 cubic feet per minute; but if the canal is to become a channel for vessels, there will be drawn from Lake Michigan a volume of water equal to that passing through the Ohio.

That teachers and pupils may compare the Chicago Drainage Canal with other and older canals, we present the accompanying pen and ink sketch. Should the Chicago canal become a chan-



nel for shipping it will afford a waterway for boats drawing less than twenty-two feet of water. With a deepening at certain points of the Mississippi and Illinois rivers, ocean steamers may pass from the Gulf of Mexico to Lake Michigan.

It is thus quite easily seen how important the canal scheme is to the states and provinces of the east. The opposition from this source is so strong that it is within the possibilities that Congress will be called upon to decide whether the "Windy City" may thus change the course of these waters to the detriment of the commercial interests of the more easterly states.

NOTE.—In our next issue we shall resume questions on current events.

J. R. Bloor, Ingersoll, says: "My pupils show their appreciation of your History Notes by ordering six copies."



GEOGRAPHY.

GRAND TRUNK RAILWAY SYSTEM.

GEO. A. FRASER.

NOTE.—The time honored names of branches of the G.T.R. such as "Buffalo and Lake Huron," "Wellington, Grey, and Bruce," etc., are no longer recognized in the official time-tables.

MAIN LINE.

1. *Detroit*, Port Huron, Sarnia, St. Marys, Stratford, Berlin, Guelph, Georgetown, Brampton, Toronto, Whitby, Oshawa, Bowmanville, Por Hope, Cobourg, Trenton, Belleville, Napanee, Kingston, Gananoque, Brockville, Prescott, Cornwall, Montreal, St. Hyacinthe, Richmond, Sherbrooke, *Portland*.

2. *Detroit*, Windsor, Chatham, Glencoe, London, Ingersoll, Woodstock, Paris, Harrisburg, Dundas, Hamilton, St. Catharines, *Niagara Falls*.

BRANCHES.

1. London to Sarnia:—London, Strathroy, Kingscourt Junction, Sarnia (with a short branch to Petrolia).

2. Hamilton to Toronto:—Hamilton, Oakville, Toronto.

3. Goderich to Buffalo:—Goderich, Clinton, Seaforth, Mitchell, Stratford, Paris, Brantford, Caledonia, Dunnville, Port Colborne, Fort Erie, Buffalo.

4. Port Dover to Owen Sound:—Port Dover, Simcoe, Woodstock, Stratford, Listowel, Palmerston, Harriston, Owen Sound (with a short branch to Warton).

5. London to Wingham:—London, Lucan, Exeter, Clinton, Wingham.

6. Harrisburg to Southampton:—Harrisburg, Galt, Guelph, Elora, Fergus, Palmerston, Harriston, Walkerton, Port Elgin, Southampton.

7. Palmerston to Kincardine:—Palmerston, Listowel, Wingham, Kincardine.

8. Palmerston to Durham:—Palmerston, Mount Forest, Durham.

9. Buffalo to Kingscourt Junction:—Buffalo, Fort Erie, Welland, Cayuga, Simcoe, Tilsonburg, Aylmer, St. Thomas, Glencoe, Kingscourt Junction.

10. Tilsonburg to Harrisburg:—Tilsonburg, Brantford, Harrisburg.

11. London to St. Marys.

12. Elmira to Galt:—Elmira, Waterloo, Berlin, Galt.

13. Port Colborne to Port Dalhousie:—Port Colborne, Welland, Thorold, Merriton, St. Catharines, Port Dalhousie.

14. Toronto to North Bay:—Toronto, Newmarket, Barrie, Orillia, Gravenhurst, Bracebridge, Scotia Junction, North Bay.