

district shows that at an earlier period in the geological history of the great lakes this was their actual outlet.

At Chicago the natural barrier is less than 30 feet above the rock rim at the head of the Niagara River, and is of a formation easily excavated or tunnelled. A depression of 50 feet would give Lake Michigan an outlet into the Mississippi Valley. The waters of Lakes Huron and Superior would follow. The current in the St. Clair and Detroit Rivers would be reversed, giving Lake Erie also an outlet by way of the Mississippi. The Niagara River above the Falls would become a dry bed, and Lake Ontario and the St. Lawrence would be depending on local rivers and streams. This at a later period has been the actual course of the great lakes, evidences of the outlet by the Mississippi being conclusive. Mr. Langmuir draws attention to the fact that it is proposed to cut through this barrier a drainage system for the City of Chicago—really a canal connecting Lake Michigan with the Mississippi. In order to carry sufficient water to prevent the pollution of the Illinois River it will be necessary to build a canal 160 feet wide by 18 feet deep.

It is also stipulated that when the population of Chicago exceeds 3 000, 000 the capacity of the canal shall be enlarged. It has been estimated that the canal will carry about one-twentieth the water now passing over the Niagara Falls. This is far more important in its secondary results than any scheme yet proposed for diverting the course of the international waters. Mr. Langmuir also calls attention to the proposed Lockport canal, to run from a point on the Niagara River between Buffalo and the Falls through Lockport to Lake Ontario, to bring water from Lake Erie to Hamilton, and the proposed power aqueduct from Lake Simcoe to Toronto. The questions arising are of great international interest, and efforts should be made toward a conference with a view to reaching a definite understanding regarding the future policy—*Toronto Globe*.

“What more dost thou want when thou hast done a man service? Art thou not content that thou hast done something conformable to thy nature, and dost thou seek to be paid for it, just as if the eye demanded a recompense for seeing, or the feet for walking.”—*Marcus Aurelius*.

THE DRIFT OF POPULATION TO CITIES.

THE closing decades of this century are witnessing no more remarkable phenomenon than that shown in the migration of population, not so much from country to country, as from place to place in the same country. This interior migration is most noticeable in the most progressive lands. It is effecting a rapid transformation in Germany, in England, in Australasia, under widely different conditions, but nowhere is its operation more general than in the United

States. In Australia, for example, the rural districts prosper and a few great cities grow enormously, while all the intermediate communities are relatively stagnant; but in the United States the drift is unmistakably from the farms to the nearest village, from the village to the town, and from the town to the city. Out of a total of 909 townships in New York, 274 gained numerically between 1880 and 1890, while 635, or more than two-thirds, became less populous.