

Toronto is a pretty large city—200,000—and is quite as enterprising and more beautiful than most American cities of that size. Canadian geography and history will be taught with better understanding in many schools of the United States henceforward. In our conceit we expected to show the Canadians a thing or two about schools. Perhaps we did; but we were obliged to confess that they had a good deal to teach us.—*The Tri-State School News (Ind.)*.

A GREAT WATERWAY.—The great canal between the North and Baltic Seas, which is now being constructed by the German Government, is destined to be one of the greatest artificial waterways of the world. For three centuries the project of cutting through the Danish peninsula has been discussed, but it has only been seriously considered during the last thirty years. It took positive legal form in 1886, and in 1887 the work was begun. Since then thousands of men have been employed on it, and at the present rate of progress it will require the labour of 7,000 men seven years to construct the gigantic work, which will be completed in 1895, and cost over \$37,000,000. The canal is nearly sixty miles long, running across the province of Schleswig-Holstein north-east by south-west from Holtenau, on the Bay of Kiel, to Brunsbüttel, on the River Elbe. At lowest tide it is to be 20 feet deep and 115 feet wide at the bottom, and will thus permit the largest Baltic steamers to pass each other. For about fifteen miles it runs through a line of hills where the cut to the

bottom of the canal is from 45 to 100 feet, and on the watershed between the Elbe and the Eider an excavation of about 95 feet is required for nine miles. The work calls for the removal of an immense amount of earth and rock, and indicates in a measure the gigantic character of the undertaking. All told, it is estimated 78,000,000 cubic meters of earth will have to be moved, or enough to cover nearly 30 square miles to the depth of a yard. The cost is borne by the Russian and German Governments in the proportion of one or two and one-tenth, but Germany constructs the work and will control the canal when finished, so much so that in times of war only German war ships pass through it. The saving in time will be an immense item even for one year. It now requires about three days for a steamer to go around the Skaugh; it will take but half a day to get through the canal. This, when 29,000 steam and sailing vessels are concerned, means a saving of time equivalent to at least 1,500 men's labour for a whole year. But there is besides a vast saving in the lessening of risk and the prevention of wrecks. The Sound is now proverbially dangerous, and thousand of dollars' worth of property and many lives are lost in passing through it every year. Between 1877 and 1881, for example, 708 lives were lost. From a national point of view it will be a great advantage to Germany, as it will unite the German seaport Wilhelmshafen on the North Sea with Kiel on the Baltic, and its opening will prove to be strategically and commercially one of the events of the century.—*The Free Press (London)*.

"In these days one must not only live upon what has been learnt, but learn more; and instead of sleeping away our acquired ideas, we should seek for fresh

ones, make new opinions, fight old ones, and compare those of youth with those of an altered state of thought and society."

—*De Tocqueville*.