

The rates used in the above statement of list are :

Railway rate per ton, mile.....	.005
Lake " " "	.0015
Canal " " "	.003
Ocean " " "	.005

Present western rates are higher than the above, but in making the comparison it is of course necessary to use the same rate for both. The rates of speed from which time in hours is computed are : Rail, including stops, miles per hour, 15; canal and river, 10; lakes and ocean, 15. By reducing the time and distances to the equivalent number of round trips which can be made in a season from Chicago and Winnipeg to Liverpool, it is found that from Chicago seven and one-half round trips are possible, and from Winnipeg eight round trips are possible. That the Hudson's Strait may not open at the same time as the inland navigation, or that they may not be open as long each season, which is taking the worst possible view of the case, does not materially affect the value of the route, because it will in any event be necessary to elevate the grain at the ocean terminus. The straits are open a sufficient length of time for all practical purposes. The Dominion Government and the Winnipeg and Hudson's Bay Railway Company have demonstrated that fact in the interest, and to the satisfaction of the latter, and the railway, which has been commenced,

will be in operation to York or Churchill it is expected in a year or two. It is certain that within the next decade the quantity of wheat for export from the Canadian North-West and the adjoining states of the Union will reach 200,000,000 bushels. This wheat can be delivered at Winnipeg with an average rail 'haul of about 200 miles, as against 1,000 miles to Chicago, the difference in favour of Winnipeg being equivalent to a saving of 12 cents per bushel, or in round figures \$24,000,000; add to this a saving of \$1 per ton to Liverpool via the Hudson's Bay route, and the outgoing freight alone shows a saving of \$30,000,000 per annum in favour of that route.

By applying the above rates to the distances of the St. Lawrence route via Port Arthur or Duluth, it will be found that the Winnipeg and Hudson's Bay route is much superior in point of time, distance and cost; in fact, that it is the natural outlet and highway from western North America to Europe. As to whether the Nelson or Hayes route is the most favourable, or which is the best point on the bay for an ocean terminus, it is not intended to express an opinion. The object of this article will be attained if it has thrown any light upon the subject which will show the practicability and great importance of the Hudson's Bay route.—*The Manitoban*.

THE TRUE END OF EDUCATION.

BY EMERSON E. WHITE, CINCINNATI, OHIO.

TWO extreme theories are earnestly contending for the control of American education. The one asserts that the sole end of school training is the perfection of man as an intellectual, æsthetic, and moral being; and the other asserts that the supreme test of the worth of education is its

practical utility in life's business and toil. The watchword of one is culture; of the other, utility. The one is represented by the Hellenism of Matthew Arnold; the other by the Utilitarianism of Froude.

These two extreme and opposing theories justify an earnest inquiry for