

new idea has an ocean prerogative, and is comprehensive of the local and the international. Investigation establishes this possibility on an economic and available basis. The distance between the chief ports of Lakes Michigan and Superior and Liverpool is about 4,000 miles of water navigation, and only seventy-one of these are restricted by natural obstacles in the channels. This inland navigation is the most comprehensive of any on the globe. Lake Superior has an area of 31,200 square miles. It is 412 miles in length, 167 in breadth and a maximum depth of about 1,000 feet, and its surface is 602 feet above mean high tide of the ocean. Lake Huron is 265 miles long, 101 miles broad, with a maximum depth of 702 feet, and is 585 feet above sea level. Its area varies from 15,760 square miles to 23,800, dependent on the inclusion of adjacent bays. Lake Michigan is 345 miles long, 84 miles wide and 581 feet above sea level. Its area is 22,450 square miles. Lake Erie is 250 miles long, 60 miles wide, with a maximum depth of 201 feet. It has an area of 9,960 square miles. Lake Ontario is 190 miles long, 54 wide, and has a maximum depth of 738 feet. It is 247 feet above sea level, and has an area of 7,240 square miles. This magnificent group of inland seas empty their surplus waters into the St. Lawrence, and debouch at Cape Gaspe, where the noble river pours its royal flood into the gulf. The

following figures represent the consensus of the best thought on the proposed routes which will soon be settled by actual practical test on the completion of the Chignecto Ship Railway, now in course of construction. Chicago to Liverpool—description of routes:—

Huronario Ship Ry. lakes and St. Lawrence River, 4,226 miles; 313.47 hours; \$3.48 per ton; No. days route is open, 225. Lakes, Welland Canal and St. Lawrence River, 4,418 miles; 346.91 hours; \$3.97 per ton; No. days route is open, 225. All rail to Montreal, 4,062 miles; 328.33 hours; \$6.25 per ton; No. days route is open, 234. All rail to New York, 4,353 miles; 33.733 hours; \$6.74 per ton; No. days route is open, 365.

The enlargement of the St. Lawrence canals, and the removal of tolls between Lake Ontario and Montreal would reduce the total cost of transportation from the lakes to Liverpool 20 to 22 cents per ton. The Huronario route as compared with the all-rail route to New York would be less than one-half the cost by rail. In the competitive conditions of modern trade these advantages would be of a substantial character to the agricultural and material interests of a territory embracing 450,000 square miles, comprising the basin of the Great Lakes and reaching out to every industrial centre contributory by rail or water route to our inland ports and ocean outlets.—*St. Louis Age of Steel*

PUBLIC OPINION.

'Tis education forms the common mind,
Just as the twig is bent the tree's inclined.

To SECURE to our children the best helps within our reach is the first and supreme duty both of parents and those who have the public welfare

in charge, and that regardless of any nearer consideration. It is one of the encouragements of our time, that in our larger towns and cities more just views are prevailing; that the necessity of securing the best minds