

Thus the pleasure traveller has a new route of unequalled beauty and interest opened to him, with accommodations and comforts. From Lake Superior, he may proceed by the voyageur's canoe up the Bois Brule River, through Upper St. Croix, and down the River St. Croix to its Falls, where is a village, fine hotel, and steamboats depart for New Orleans, or up to the Falls of St. Anthony, twenty miles above the junction of the St. Croix and Mississippi. From both the St. Croix Falls and Falls of St. Anthony millions of feet of lumber are yearly sent down. This route from Lake Superior to the Mississippi has already been traversed by many ladies with their husbands, in journeys to and from the fur stations, and may be performed with no more fatigue or inconvenience by any lady than the romance of a few nights' camping with a good India-rubber tent, sleeping on mats, skins, and blankets, laid upon boughs, and eating without a table. There is one party of ladies and gentlemen organized, I learn, for a trip on this route next season, from Hartford, and no doubt many others will be met there, for, from Buffalo, in three days Mackinaw is reached; another day, Sault St. Mary; in another, Copper Harbour; another, La Point; in one day more, Fon du Lac. If the traveller shall not wish to go to Fon du Lac, or if he do, on return of the steamer he may have his canoe or canoes launched from her off the mouth of the Brule, and entering that river two days brings him to the portage of Lake St. Croix, two days more to the Falls of St. Croix.

The canoes of any required size and convenience, and the necessary outfits of voyageurs, and supplies of any kind desired, can be obtained at all times, and on terms cheap in comparison to the usual expectations, either at St. Mary's, La Point, or Fon du Lac. The canoes may be purchased and voyageurs obtained on wages, or both canoes and men may be hired for time or voyage. All these may at any time be obtained at the Falls of St. Croix by travellers desiring to cross from the Mississippi to Lake Superior. Even last season dozens of canoes might be seen in a day, or the light of their camp-fires at night, upon this route. Often far ahead would be heard coming, on the night air, the voyageurs' chorus, till tuning a point, with arrow speed and graceful circle, on they come. They meet—the chorus ceases—a mutual "Bon soir!" "Bon soir!"—"Adieu! adieu!"—we pass—again the song. Perhaps an hour after, we hear, though far apart by the river's turns, faintly, across the bends, the whoop that interlards their song. On, with the current and the oar, they fly toward the frigid north, and we toward the equator.

STEAM AND SAIL VESSELS.

Before leaving the Sault St. Mary's, I examined the vessels, which are as follows: *Julia Palmer*, steamboat, belonging to Col. W. F. P. Taylor, of Buffalo, was lying at the foot of the rapids, preparatory to being hauled over the desert. She is a staunch and very well found vessel, capable of running ten miles an hour. Has accommodations for 300 passengers, and is about 250 tons burden, rigged with sails. Her main deck contains a ladies' cabin, and there is below that a steerage cabin. On the upper deck is the dining cabin, on each side of which is a tier of state-rooms fore and aft, opening on the deck and into the dining room. Having a larger number of state-rooms than will be likely to be required, it is intended this winter, in making many proposed convenient arrangements, to throw two of those together, with a door opening into the third, in this way forming four or more family rooms, to be furnished with French bedsteads, and trundle beds under them for children. Forward, on the same deck, two large rooms are to be constructed from state rooms, one for a gentlemen's room, and the other a ladies' parlour. This boat will afford every desirable comfort to the pleasure traveller.

Independence, propeller, owned by Capt. Bristol & Co., commanded by Capt. Bristol, many years a skilful navigator of the lower lakes. She is 280 tons, a good sea vessel, and of the propeller speed. She has good cabins and accommodations, and will probably leave alternately with the *Palmer*.

Schooner *Napoleon* is a new and beautiful, as well arranged, found, and rigged vessel, of 180 tons, as floats on any waters in the world. She was built at St. Mary, and made one trip last fall, in which she proved herself to possess useful qualities, only equalled by her beauty and symmetry. She is owned by Oliver Newbury of Detroit, who, I have lately learned, is this winter having a similar one built at the same place, to be launched next spring.

Schooner *Swallow*, Capt. John Stanord, belongs to the New York and Lake Superior Mining Company. Is being overhauled this winter, for next year's business.

Also, schooners *Merchant* and *Algonquin*, of about 80 tons each; the *Sis-kaw-it*, *Fur-Trader*, *Chippewa*, and *Ocean*, of a smaller class; and a small British vessel, the *White-Fish*.

THE NECESSITIES OF THE RAILWAY SYSTEM.

(From the London Railway Record)

The instability of principle which marked the whole public career of the Minister who lately held the reins of the state coach was probably never more strongly exhibited than in the line of policy he pursued with reference to railway legislation. The leading feature of expediency in his character, which has at times rendered him a useful, but always by consequence what the world reckons an unprincipled, statesman, has prominently marked his sayings and promises of doing on behalf of what he has himself eloquently acknowledged to be one of the greatest civilizing instruments of the age. The burning fever of speculation which afflicted the public in the summer and autumn of last year was so violent, and its inevitable results were so palpable, that it could not escape the prescriptions of the "Great Doctor," whose skilful eye foresaw its debilitating effect on the constitution of our commercial and monetary system. The workings of the disease were strong at the time Parliament met in January; and hardly had the echo of the Royal voice departed ere Sir Robert Peel announced his purpose of unfolding his gracious intentions on behalf of the fever-stricken railway.

The important day, big with the fate of scrip and stags, arrived, and with it came as clever a veiling of Government intentions as ever was tried by a hard-pressed occupant of the Treasury Bench. The Government to the fullest extent admitted the importance of the question; but they dreaded the consequence of a deviation from the old English rule of non-interference with enterprise, and very coolly transferred the responsibility of dealing with the evil to the shoulders of a Select Committee. Months have since elapsed, and have more strongly brought to light the results of the mad mania of the past year. And what have been the practical remedies of the momentous Session which is now about to close? Like Addison's conceptions, they have brought forth nothing.

No one can be more fully alive than we are to the great benefit which this country has derived from the freedom which our system has permitted to enterprise. It is evidenced in the great works which British capital has reared as monuments to future ages of the skill and the enterprise of England in the nineteenth century. But there is much of cant and misconception in the common phrase of "free, unshackled enterprise." It has become a rallying cry of party, hardly less ridiculous than the belabouring of "the British lion," or the solemn

appeal "to the wisdom of our ancestors."—Railway undertakings bear small affinity to the commercial enterprise for which this country has so long and so beneficially been distinguished. Railway-making is not commerce, in the sense, at least, which the British merchant is accustomed to attach to his idea of the pursuit. Modern intellect has discovered a great civilising principle, which has revolutionised one system of internal, and is daily affecting the international, communication of the civilised world. Good means of communication from one place to another have always been reckoned among the chief promoters of commercial and industrial prosperity. Railways now monopolise the main lines of the traffic of this country. The associative principle, which experience has proved to be of so much advantage in many departments of commerce, has happily achieved what the intellect of Gray conceived, and the energy and skill of Stephenson worked out—it has, in less than twenty years, effected that which would have cost a Government a century and a half; it has been accomplished by a large investment of private capital, producing moderately remunerative returns to those embarked in it; while, had it been left solely to state enterprise, the consequence would have been a large draw on the public purse, and judging from the trial of the system in Belgium, with but slender returns to the national coffers. No man who has the courage to wade through the verbiage of a Railway Act can fail at once to discover the complete dissimilarity between railway enterprise and commerce generally, or—still further to limit the comparison—between railway undertakings and other works carried out on the associative or joint-stock principle. The vast compulsory powers, the extensive privileges, and, above all, the gigantic monopoly which the Legislature sanctions in each Act of Railway incorporation, preclude the supposition. It is just then to infer that the grantor has the right of control or supervision for the public weal, over the exercise of the powers conferred on the grantee.

The advance of the Railway system has been so very rapid and legislative appreciation of the subject so remarkably slow, that the multifarious evils flowing from the almost uncontrolled powers vested in this *imperium in imperio* have forced themselves on public attention. Railway legislation has been of the crudest and most unsystematic character, and public opinion has been tinged with the same disordered hue. When thought has been directed to the subject, it has unfortunately rushed into extremes—into blind bigotry or prejudice, or, as some contend, selfishness, on behalf of things as they are, on the one hand—and into the most unworkable liberalism by those who would reform, on the other. Of Mr. Morrison's recent attempts to tinker the system of Railway legislation we say nothing, for *de mortuis nil nisi bonum*. We are now under a new dynasty of Ministerial rule. In the few years that have elapsed since the same statesmen held the seals of office, wonderful has been the stride of Railway enterprise, and its importance as a branch of State care is such, that it must soon have the earnest attention of a Ministry who have so solemnly pledged themselves to a liberal dealing with all great questions of social well-being. Much is anticipated from the men who have just succeeded to power. Their first exercise of it has been creditable as evincing an earnestness to deal with great questions under large views. Much will be expected of them by the Railway interest next Session. Let them bear this truth in mind, that if they would thoroughly reform the abuses of the past system of Railway legislation, they must avoid the shallow expediency and temporising policy of their predecessors; they must