

every year has thrown him with men to draw comparisons by, precisely what he is now doing with you. Now mark the necessity of his shewing you well: you are under his charge in fact for this business is his living, and his reputation as a voyageur has procured his employment for you. You did not hire him: Mr. Livingston, the American Fur Company's Agent at St. Mary, probably furnished him; and if he did, he knows him better than you ever will, and knows you are safe with him. But why does this Indian wish to know you? may be asked. He merely wants to know your calibre, if I may so speak, and then he fixes you at your proper place on his scale of men, in order to know when and on what points to consult you, to know what dependance can be placed upon in an emergency; and these points, you may be sure, are all settled in his mind before he passes White-Fish Point. He now knows you by contrast; you only know him as you first saw him, a besotted, helpless being, and you cannot help divining him as such. You may go the whole voyage, even repeat it, without an occasion presenting itself for that Indian to exhibit what he really is; but if one should come, in which he is required to put forth his powers of judgment, skill, or endurance, to preserve the safety of one committed to his charge, then, and then only, can the true character, the endurance and self-devotion of those hardy and honest-hearted voyageurs be truly known. Gay and mirthful by nature and habit, patient and enduring at labour, seeking neither care nor wealth, and, though fond of their families, "take no heed for the morrow." Such are the voyageurs of the Lakes, a distinct and different people from all others upon the globe.

These voyageurs, or *courcurs des bois*, as some call them, have many sketches and songs, to the chorus of which they ply their oars, and cheer their toil. The following two are much in vogue, and heard from a full crew in a still light, well might have given origin in the heart of Moore to his "Canadian Boat-Song." These were formerly published in a work entitled "Tales of the Northwest," but are still in use, one leading with the text, the others joining in the chorus. Dr. Houghton's crew woke me at the dawn of day with their song, the last time he departed from Copper Harbour.

1.

Tous les printemps
Tant de nouvele;
Tous les amants
Changent de maitresses.
Le bon vin me endort,
L'amour me reveille.

Tous les amants
Changent de maitresses;
Pour moi, je garde la mienne.
Le bon vin me endort,
L'amour me reveille.

2.

Dan mon chemin j'ai rencontre
Trois cavaliers bien montee.
Lon, lon laridon daine,
Lon, lon laridon dai.
Trois cavaliers bien montee,
L'un a cheval et l'autre a pied.
Lon, lon laridon daine,
Lon, lon laridon dai.

The Sault St. Mary's was last year reached by taking steamboats of the Chicago line at any of the ports, and from which passengers landed at Mackinaw, which the tourist finds a most beautiful and pleasant place in hot weather, which was the resort and sojourn of many last season. From Mackinaw, a steamboat, I am assured, will run daily, instead of tri-weekly, next year, to the St. Mary's. This route, for beauty, boldness, and diversity of scenery, is unequalled in the world as a panorama. It is for most of the way among the "Ten Thousand Islands," as reported by Lieut. Bayfield of the Royal Topographical Engineers, who was for se-

veral years employed by the British Government in surveying Lakes Huron and Superior. He reports having been upon twenty thousand islands in Lake Huron, and that ten thousand of them lie in and around the embouchure of River St. Mary's into Lake Huron. The steamboat is continually winding its devious way among these islands of various sizes, standing amid waters of vast depth at their very margins. Some are large, and covered with forests of sugar-maple; others bring forth into the cedar from the opening crevices in their sides; others bear upon their brows the stunted pine and silver fir; while others are but stupendous piles of naked rocks, whose perpendicular sides, as you pass them, sometimes within a few feet, shew by their disjointed seams that a "crash of matter and a wreck of worlds" must have raised them into their giddy heights and overhanging positions. Anon, the "slow bell" rings, and gradually the boat turns at a right angle from a lake-like space, and enters a labyrinth of islands, out of which an inexperienced pilot might not find his way for days. On the one hand open deep caverns in island rocks, and on the other are spread out in solitude the small grassy meadows where the foot of beast never trod. Along Lake George, upon the projecting points and island shores, are often seen the Indian's wigwag. There these children of nature ply their only toil, procuring food, mainly from fishing, content in primitive simplicity, and free from the great sources of unhappiness and care to the civilized,—fashion, and the accompanying responsibilities."

[TO BE CONCLUDED IN OUR NEXT.]

MISCELLANEOUS EXTRACTS.

CHEAP FARES.—'MONSTER' EXCURSION TRAIN ON THE BRIGHTON RAILWAY.

The *Morning Advertiser* gives a pleasing account of the vast capabilities of the railway as an instrument for the innocent enjoyment of the masses, in an interesting description of a pleasure trip to Brighton, on Wednesday, 8th July, in aid of the Licensed Victuallers' Protection Society. Nearly two thousand persons were conveyed down in the morning by two trains; for as the number far exceeded the limits of one huge train, a second was prepared and dispatched with the remainder of the company with marvellous rapidity. The travellers were allowed between eight and nine hours to enjoy the fresh air of Brighton, and to inspect the "lions" of the place; and by midnight the whole party reached London Bridge, without the slightest accident. The arrangements of the railway authorities were admirable, and elicited the warmest approbation.

It may be interesting to observe that the charges for conveyance from London to Brighton and back was 5s. 6d. per head; and when it is stated that a handsome balance per ticket will accrue to the *beneficiaires*, the liberality of the Directors cannot be too highly prized, or over-anguine hopes entertained of the benefits to accrue to the public from the general adoption of low fares. The *Morning Advertiser* pays a well merited compliment to the ill-requited services of Thomas Gray, and quotes an interesting passage from his work, written eight-and-twenty years ago, in which he predicts, among other benefits which must flow from the general adoption of the system, that the railway would one day become an important instrument for the recreation of the people. Our excellent contemporary adds:—"Poor, and in humble, but not ignoble, obscurity, Gray now beholds the rich fruition of his prediction in the grand march of railway progress, with its thousand commercial and social improvements, and not the least remarkable and pleasing to the benevolent mind, the happy results which a more liberal

railway policy has created in the popular feature of the excursion train. The panting citizens of our huge metropolis owe many thanks to the liberal mind of Rowland Hill, when at the head of the Brighton Company. Let us hope that his worthy example will speedily be more extensively followed in railway management, and that to all classes,—even the poorest working man and his children—may occasionally be realized the healthful picture which the poet has given of the joys of a change from the smoke and dust of the crowded streets for the fresh pure air of the country:—

'Through the town, and out at the street,
While a light wind blows from the gates of the sun
And waves of shadow pass over the wheat,
They may sit them down in the lonely place,
Hearing melodies chanted loud and sweet
That make the wild swan pause in her cloud,
The lark drop down at their feet.'

The Brighton line seems to be a favorite with cheap excursionists connected with Benefit and other societies. It would add much to its popularity if arrangements were made by which a trip to France could occasionally be enjoyed. If the extremely low railway charge above stated remunerate the Company, surely a proportionate reduction of fare by the steam-packets would be equally remunerative, and within the means of many of the metropolitan pleasure excursionists. The suggestion is worth the attention of the Brighton and South-Eastern Directors. We are happy to see that something of this kind is about to be adopted by the Companies in the Eastern Counties' district, in a cheap rail-way and steam-boat trip to Rotterdam.—*Railway Record*.

COPPER ROCK.

Messrs. Editors.—You have undoubtedly heard of the enormous copper rock at Eagle-Harbour location, pronounced by Dr. Pent the great-grandfather of all the rocks of this kind, estimating its weight at from 75 to 100 tons. A brief description by an eye-witness may be interesting to your readers.

At Eagle Harbour, commencing at the shore of the lake, is an open cut 12 feet wide, 85 feet long, 7 to 8 feet deep, in which is found this enormous mass of copper.

The sheet, which is 90 per cent. pure copper, is in the centre, running the entire length of the cut, varying in thickness from six inches to two feet, having branches of from 1 inch to 2 inches in thickness shooting from it east and west, and varying in length from 1 to 2 feet. The interstices are filled up with sand and trap-rock, charged with native copper, say 50 to 75 per cent, also small masses of beautifully-crystallized marcasite or spar, filled with what has the appearance of copper filings, being quite rich.

This is what is called the copper rock. As unlike a rock as possible: it looks more like a large tree that has fallen and turned to metal, with this exception, that its depth is not in proportion. Large, detached masses of native copper, weighing from 50 to 300 lbs. are taken from alongside of this sheet, and the vein stone up to the wall rock is richly charged with copper in its native state.—*Detroit Advertiser*.

We are happy to see that the mineral wealth of Lake Superior is not altogether confined to the South shore, but that the Northern or British side abounds in rich mineral ore, both copper and silver. A large company has been formed, composed of our most influential and wealthy citizens, who are already prosecuting their exploration with considerable success. We are quite of opinion that the resources of this immense country are far from being developed, and that a rich harvest awaits those whose energy and enterprise lead them to efforts for the development of these resources. We hope Government will extend a fostering hand to these undertakings, and that while they restrain and prevent monopoly, they will do all in their power to encourage and protect well-directed enterprise.—*Montreal Transcript*.