

ing to Lawrence, and as much higher as the stage of the water and the encouragement extended to the enterprise will warrant. Fare from Wyandotte, and probably Quindaro, to Lawrence, will be three dollars; time occupied about ten hours.

We consider that no more profitable business could be engaged in, than that of transporting freight to the various settlements on Kansas River. It is true that the state of the river during a large part of the boating season of 1855, seems to militate against such an opinion. That season, however, was an extraordinary one; the Kaw River being throughout the period, lower than it had been known to be for twenty-five years; and the cause which produced this, also seriously affected the Missouri and other Western rivers; viz., the small quantity of ice and snow in the Mountains the preceding Winter. The great abundance of both, the past Winter, gives promise of a good state of navigation the coming season. Competent judges inform the writer, that the Kaw River will, on an average, be navigable at least as far as Lawrence, three years out of four, through the greater part of the Missouri river season; when not navigable, the Boat could be remuneratively employed on the Missouri, conveying flour up or grain down. To ensure a profitable business, attention to several points is absolutely requisite; the Boat must be of very light draught; the Captain must be an experienced, sober, active and energetic man; and the Pilot must possess, and bring into practice, strict temperance principles.

A very intelligent contributor to the columns of the Kansas City Enterprise, an individual, if we are not mistaken in the person, of great experience, extended observation and good judgment, says, "We believe there is no time in ordinary seasons, when there are less than thirty inches of water to be found on the lowest bars; and the Ohio has often less than that. The main difficulty to be encountered is the short turnings in the channels and the shifting nature of the bed, being in