

## HOME.

BY JAMES MONTGOMERY.

There is a land of every land the pride,  
Beloved by heaven o'er all the world beside;  
Where brighter suns dispense serene light,  
And milder moons enparadise the night;  
A land of beauty, virtue, valor, truth,  
Time-tutored age, and love-exalted youth.

The wandering mariner, whose eye explores  
The wealthiest isles, the most enchanting shores  
Views not a realm so bountiful and fair,  
Nor breathes the spirit of a purer air;  
In every clime the magnet of his soul,  
Touched by remembrance, trembles to that pole;  
For in this land of heaven's peculiar grace,  
The heritage of nature's noblest race,  
There is a spot of earth supremely blest,  
A dearer, sweeter spot than all the rest,  
Where man, creation's tyrant casts aside  
His sword and sceptre, pageantry and pride,  
While in his softened looks benignly blend  
The sire, the son, the husband, brother, friend.

Here woman reigns; the mother, daughter, wife,  
Strew with fresh flowers the narrow way of life!  
In the clear heaven of her delightful eye,  
An angel-guard of loves and graces lie;  
Around her knees domestic duties meet,  
And fireside pleasures gambol at her feet.

Where shall that land, that spot of earth be  
found?

Art thou a man?—a patriot?—look around!  
Oh, thou shalt find, however thy foot-prints roam,  
That land thy country and that spot thy home!

### Lakes, Rivers and Canals, Postal and Telegraphic Communications of the Dominion.

(BY COLONEL W. POWELL, A. G. M., C.)

(Continued from Page 192.)

#### NORTH WEST COMMUNICATION FROM THUNDER BAY, LAKE SUPERIOR, TO FORT GARRY.

The line of communication between Prince Arthur Landing, on Thunder Bay, in the Province of Ontario, and Fort Garry in the Province of Manitoba, is now recognized as a summer route to the Province of Manitoba. Although its capabilities have been only developed in a limited degree, it has, nevertheless extended considerable facilities for the transmission of freight and emigrants proceeding to the Province of Manitoba and the North West Territory.

The expedition to Red River under command of Sir Garnet Wolseley passed over this route in 1870. Since that date extensive improvements have been made in the facilities for transport over the portages and by water. The route has also been shortened by making a wagon road from the N. W. Angle of the Lake of the Woods to Fort Garry, and will be still further improved by the construction of a railway from Lower Fort Garry to the Lake of the Woods and from Fort William on Thunder Bay to Lake Shebandowan now in progress.

Until these navigable waters were improved and made accessible, there was no connection between Ontario and the valley of the Assiniboine through British Territory; the whole travel to Red River—from the south to Fort Garry—passed, as a necessity, through the St. Joe of Minnesota in the United States.

The rivers and lakes used west of Niquaon where the route from Prince Arthur Landing joins the Pigeon River route from Lake Superior, from the boundary line between the United States and this portion of Canada. The location east of Fort Garry of the Railway in process of construction, will give a route entirely within Canadian territory.

The Dominion route is at present as follows:—

By Railway from Toronto to Collingwood.....	94 mls
By Steamer from Collingwood on the Georgian Bay, Lake Huron, to Prince Arthur Landing, through Lakes Huron and Superior.....	532
From Prince Arthur Landing to Lake Shebandowan.....	45,00
From Lake Shebandowan to North-West Angle, navigable water and Portages.....	312.05
Fort Garry Road from North West Angle, to Fort Garry.....	95,00 452.05
Total.....	1078,05

There are two lines of passenger steamers on the route. The one starting from Sarnia on Lake Huron, the other from Collingwood, each steamer of the lines making the trip around Lake Superior, calling at all ports, and returning within about nine days.

The following table gives the intermediate distances between Prince Arthur Landing on Thunder Bay, Lake Superior; and Fort Garry, on Red River, in the Province of Manitoba, shewing the extent of navigable water, the number and length of portages, and the length of the terminal roads:—

Description of Route.	Pa'go by Land.		Pas'go by Navigable Water.
	Road.	Portage.	
	Miles.	Miles.	
From Prince Arthur Landing to Shebandown ..	45		18-00
Portage No. 1.—To Lake Kashabowie ..		0.75	9-00
do 2.—Height of Land Portage to Lac des Mille Lacs, water running to north-west, and south and east ..		1-00	13-50
do 3.—Baril Portage ..		0-25	8-00
do 4.—Brule Portage ..		0-25	12-00
do 5.—French Portage ..		1-75	15-00
do 6.—Pine Portage ..		0-38	1-22
do 7.—Deux Rivières Portage ..		0-19	16-00
do 8.—Maligne Portage (lift ) No horse kept here ..			10-00
do 9.—Island Portage ..		0-00	17-00
do 10.—Nequagou Portage ..		3-25	15-00
do 11.—Kettle Portage ..		0-12	44-00
do 12.—Fort Frances Portage ..		0-12	120-00
From North-west Angle of the Woods to Fort Garry ..	95		
	110	8-33	303-72

## RECAPITULATION.

Terminal Roads .....	Miles. 110.00
Portages .....	8.33
Navigable Water .....	303.72
Total Distance .....	452.05

From the height of land portage the water runs in two directions, that to the south falling into Lake Superior, that to the north west through a number of Lakes and Rivers into Lake Winnipeg, and from thence through the Nelson River into Hudson Bay.

The Lakes and Rivers of Manitoba and the North West Territory, are second in importance only to the St. Lawrence and its tributaries.

The Red River, passing into Manitoba from Minnesota, United States, is now used for freight and passenger traffic, its length is 665 miles, of which 525 are in the United States, it empties into Lake Winnipeg, its tributaries the Assiniboine and the Winnipeg are large and rapid rivers.

Lake Winnipeg is 240 miles long, and 55 miles broad. Lake Manitoba connected with Lake Winnipeg by the Dauphin River is 120 miles long, and 25 miles broad. Lake Winnipegosis, 50 miles west of Winnipeg, 125 miles long, 25 broad, is a magnificent sheet of water, navigable for vessels drawing 10 feet.

The Saskatchewan River, about 1200 miles long, takes its rise in the Rocky Mountains and emptying into the north end of Lake Winnipeg has many tributaries, and for hundreds of miles is navigable by vessels of con-

siderable size; as yet, however, the requirements of the inhabitants of the Great North Land, so graphically described by Captain Butler, have not needed the facilities, the Saskatchewan and the other great rivers and lakes of that region will present, when the helping hand of a paternal government is extended to make them high roads for the transport of the produce of the rich but now undeveloped prairie lands bordering upon them.

As the future of this great territory, rich in promise, cannot be foreshadowed a further description of its wonderful Rivers and Lakes, is unnecessary for present purposes; returning therefore to those works in Ontario and Quebec which have been constructed to meet the actual wants of the population; having completed a description of the St. Lawrence canals and the route to Manitoba and the North West Territory, the next in order is the communication by water between

## MONTREAL, OTTAWA AND KINGSTON.

This route extends from the harbor of Montreal, in the Province of Quebec, to the port of Kingston, in the Province of Ontario, passing through the Lachine Canal, the navigable sections of the Lower River Ottawa and the Ottawa Canals to the City of Ottawa, thence by the Rideau Canal to Kingston on