

that the names of these first settlers are : Holt, Honeywell, Moore, McConnell and Thompson, their land ranging in the order named. We realize how young we are as a people, remembering that the first white child born on the south shore was a John Honeywell, only in 1811. It was Martin Moore, the historian of the County of Carleton tells us, speaking of these settlers, who drove the corpse of the Duke of Richmond with a double yoke of oxen from Chapman's to the "Landing." The mention of the latter place brings us to the founding of Richmond in 1818.

For two centuries "*La Place des Rideaux*" had been the only name to distinguish a large stretch of country. Nepean and Nepean Point came into use at the beginning of this century and for some years following 1818, the place we now call "*Le Breton Flats*" went under the more euphonious name of "*Richmond's Landing*." The summer long, the wives and children of those Richmond pioneers tarried there, and had a taste of cold and hunger, before their soldier husbands and fathers succeeded in building a road and making ready log-cabins, preparatory to transporting them to the pretty spot chosen for their settlement. Richmond was a place of importance until the advent of the Rideau Canal caused a town to spring up which overshadowed and killed its growth.

The townships around Nepean were also being slowly inhabited. The Billings of Billings' Bridge settled in Gloucester as early as 1812, soon followed by three families of Dow's.

To go back a little, the township of Nepean had been surveyed in the last decade of the eighteenth century. It was laid out in concessions, which fronted, half of them on the Ottawa, and half on the Rideau river. The land on which our city now stands was originally comprised in six lots, three lots of concession C and three lots of concession D, the boundary line between them being Cumberland Street. The first of these to leave the possession of the Crown, were the two lots cover-

ing about six hundred acres, extending north and south, from Maria as far as Ann Street, and east and west from Concession Street to the Rideau. These were patented by the Crown to Grace McQueen in 1801. Her family held them until 1832, when they were sold to Colonel By for £1,200. In 1802, Jacob Carman took out a patent for two lots similar in size, a long strip of land which stretched from about Pocley's Bridge to the Rideau, between Ottawa and Cathcart Streets on the north, and Wellington and Rideau Streets on the south, including, as you may perceive, Parliament Hill and Major's Hill Park. This property changed hands for £10, and was again taken possession of by the Crown in 1823, at a price something more than £700. There remain the two lots running between these two properties, one of them to become the business centre of Ottawa. This slice of land, the well-known Sparks estate, was originally the property of John Honey Burrows, who sold it to Nicholas Sparks in June, 1826. The rest of the city proper, what we now call Sandy Hill, was patented to Lewis T. Besserer as late as 1821.

It is not known that Jacob Carman ever settled upon the rocky shore of which he held the title deeds. The earliest note of habitation are lumber shanties about 1816, in Lower Town. At the coming of the Richmond settlers there were three householders at the "Landing," who might be called the advance-guard of our city—Caleb T. Bellows, who kept a dock and a little store; Isaac Frith, who kept a tavern, and a genial settler by the name of Ralph Smith, whose hospitality Mr. Lett has immortalized in his "*Recollections of Bytown*." Mr. Burrows lived for a short time on the uncleared land he eventually sold to Mr. Sparks, the only settler in a wilderness of forest and rugged hills. He had come out to Canada in 1818, and settled on a farm between Hull and Aylmer. After Colonel By's arrival, he was appointed on the engineering staff of the Ordnance Department, where he remained until