

The Celebrated Plantagenet Water, wholesale Agency No. 42 Sussex street, Ottawa.

he might make something of, so that after some hard bargaining, and the addition of a yoke of oxen "thrown in," he accepted as payment for his arrears, the site of the present city of Ottawa.

Years afterwards, the Canadian authorities wishing to find a channel in the interior of the country, for the conveyance of munitions of war to the Upper Lakes, as the St. Lawrence was too much exposed to the assaults of the Americans in event of war ever occurring, inaugurated the scheme of the Rideau Canal. One day, in the year 1823, Mr. Sparks, looking down from one of his high precipices, was astonished by seeing a crowd of engineers, soldiers and laborers advance towards the bluffs. The hills were taken possession of as the ordnance property of the British Crown. The Chief Engineer charged with the construction of the Rideau Canal and its attendant works, was Colonel By. The work went on fast, huts and labourers appeared in due proportion, as did shops and other necessary buildings, and these were built on either side the hills, and by way of joke, were called "Upper Town," and "Lower Town," names retained to the present day. In time as the straggling "towns" become more united by their buildings, they obtained a single designation, and in compliment to the Chief Engineer, were called "Bytown," not a very high sounding name, but one that gave hopes to Mr. Sparks, who owned all the land beyond the fall of the hills inward. A bridge was thrown across the Chaudière, connecting Hull or Wrightstown with Bytown, and as the latter slowly grew, the other remained stationary.

Years passed away, and still Bytown grew larger and more populous, and suddenly, in its prosperity, it became ashamed of its name, and by act of Parliament it was changed to that of the noble river which foamed and roared at its base. Money flowed in upon Mr. Sparks; he no longer himself guided the oxen obtained with his land; he sold lots; went into a successful business, and was presently said to be worth half a million of pounds sterling; his town "looking up," and Hull, the place of early promise, being dead.

In 1851, Ottawa had a population of 8,000. In 1861, it numbered 15,000, and now 1873, it may be estimated at 25,000. It is now the chief seat of the lumber trade, there being upwards of seventy firms engaged in cutting that article of commerce on the banks of the Ottawa River and its tributaries, and transporting it to Quebec and the United States. Railways connecting the city with the St. Lawrence at Prescott, and with Renfrew and the Upper Ottawa, and the canal connecting it with Lake Ontario at Kingston, greatly facilitate the means of transport. Till those means of communication were provided, all that was not required for local consumption was taken to Quebec. Of the population, a very large number are lumberers, French Canadians, or Irish. From the number of French *caleche* drivers, Canadian voyageurs, and priests, it has a less English look than the other towns of Ontario. From its situation it is one of the most healthy cities on the continent, but very bleak in winter.