

the land, millions upon millions of acres; we have the climate, of every variety suited to the human frame and fitted for every kind of grain, fruit and flower; we have three seaboard commanding the import and export markets of the world—let us fill up our vacant spaces, give work to every hand that can turn, and furnish a home to all that want to make a fair livelihood and live under free institutions.

In no small way, and very much in the same proud and eager spirit, we ought to argue on similar grounds, and work to a like result. Territorially, Canada is larger than the United States, and even discounting our Arctic region as against the great American desert, we have arable and prairie land in excess of the Americans. Our forests are greater; our mines spread over a larger surface; and, saying nothing of our fisheries, in the way of manufactures and industries, we are almost self-sustaining. We acquired the immense Hudson's Bay Territory at a bargain; we secured a foothold on the Pacific coast through the offer of British Columbia to join the Confederacy; in five years we built a railway across the continent and binding two oceans, and now there remains the reaping of the fruit of so much outlay. The Northwest must be filled up; the land pledged for the railway must be sold, and passengers must be provided for the railway itself. It is not enough that the company is managed with rare energy and skill by very able men; the Government and the country must give them a helping hand in the encouragement of immigration. It is inexplicable that there should be found anyone to object to this policy, and, whatever may be said about immigration into the older provinces, which are not one-third settled, especially Quebec, there can possibly be no difference about the absolute necessity of settling the Northwest as fast and as well as possible. Much money has been spent in this behalf, and doubtless there have been mistakes and much waste, but at present the system works almost of itself, and, like all good things, immigration reproduces itself, by those who have settled in the Northwest writing over to their people and friends at home to come and join them. State aid is no longer essential; the movement is necessary and spontaneous, as of overflowing springs, and all that the country need do will be to provide cheap lands and a comfortable homestead to the thousands that will continue to come over for years.

IMPERIAL FEDERATION.

Like the wizard's looking glass, this scheme has been playing before our eyes these five or six years, dazzling with fantastic forms, captivating colours and far horizons of unbounded possibilities. The writer has watched it with interest, and occasionally with amusement, during that time. He was entertained in the men who gradually took sides in the discussion. Mr. Blake spoke out in its behalf; Sir Charles Tupper, not in our parliamentary halls, where he had to feel his ground, but in congenial London clubs, favoured it with all his might; Mr. Dalton McCarthy does more than talk; he works, and has a strong backing of young men in all the provinces working with him. On the other hand, some of our wisest men do not care to commit themselves, arguing that the day is not yet, and that we had better go on a while longer enjoying Tennyson's dream. The papers are

equally divided. Some are enthusiastic in praise of the project; see no difficulty in it, and urge its adoption as soon as possible. Others laugh it to scorn, as visionary and fantastic, without a single good argument to uphold it. Others, again, go gravely to work to demolish it, on paltry financial grounds, and through a horror of wars which this Union would entail. The French papers of Quebec, of every hue, are specially outspoken in their hostility. They will not hear of the fad. They dismiss it as unfeasible, or, if not that, as untenable, inasmuch as it would bring on the ruin of their nationality. All these things we have seen and heard, with varying feelings, one way and the other, but we have not done observing yet, because we should like to know what the keenest and longest head of them all says on the subject. Considering what he is, and what he has done for the country, not in a partisan, but in a national sense, seeing that he has been a Minister of the Crown for nearly forty years, and has been thus concerned with all the legislation of Canada, in that time, we should have liked to learn the views of the First Minister on the point. Attempts have been made to draw him out, but his replies were only in generalities, and, to this day, Sir John Macdonald's opinion cannot be brought to bear on either side. Yet we all know his stand on the subject of British connection, which he himself looks upon as one of the secrets of his political strength. Now, there are many in his own party, and outside of it, who observe the same line of conduct, and who, anxious for the consolidation of Canadian nationality before all, deprecate any immediate change in our actual relations with the Empire.

In Britain itself, the adhesion of the Home Rule party to the plan of Imperial Federation will be more likely to slacken than to hasten the march of the measure, inasmuch as a large number of Englishmen would object to Ireland entering the league as an independent colony, maintaining that she is, and must, stay an integral portion of the United Kingdom of Great Britain and Ireland, join the colonies as such. Even Mr. Gladstone's sudden change of front on this interesting question would not help to lessen the objection. In the meantime, the chances are that the matter will remain in abeyance for years yet to come, and suppose we should say that it will be "caviare to the general," even to the end of the century.

THE CAPITAL OF THE DOMINION.

It is the Chaudière, where millions of feet of lumber from the mills are piled, awaiting shipment to their destination by boats, some of which are sometimes occupied by the owner's family in a comfortably fitted up cabin for their accommodation, as well as the slides for passing logs for the mills, and the cribs of square timber, which are firmly constructed into rafts for proceeding down the rivers Ottawa and St. Lawrence for shipment to ports in Europe and elsewhere. It is a novel sight to witness these rafts proceeding to their destination, with small *cabanes* for sleeping and cooking purposes, occupied by the hardy *voyageurs*, some of whom have assisted in felling the trees composing the raft.

In the vicinity of the Chaudière Falls are the lumber, flour and other mills, the former turning out annually upwards of 200,000,000 feet of sawn lumber.

Crossing the suspension bridge, where a fine view is obtained of the Chaudière Falls and the city of Ottawa, is the city of Hull, where are located extensive mills for the manufacture of lum-

ber, matches, wooden ware, etc. Besides the mills, are others situated at New Edinburgh, on the outlet of the river Rideau, consisting of flour, lumber and woollen mills. These various industries give employment to a great number of workmen, and represent a large amount of capital invested therein.

The water-works are a strongly built stone edifice, with ponderous machinery, and supply the city with an average consumption of upwards of 1,000,000 gallons a day, with a capacity of increasing the volume to 6,000,000 gallons.

In configuration the length of the city at present much exceeds its breadth, the chief business portions being confined to one long street, commencing at the Chaudière Falls, branching off in devious ways, until it reaches the Rideau river, the principal thoroughfares being Wellington, Sparks, Sussex and Ridout streets, on which are several handsome architectural structures—the Parliament buildings, post office, custom house, banks, stores and other edifices.

The earliest pioneer into the once dense forest, now occupied by the cities of Ottawa and Hull, was Mr. Philemon Wright, an energetic, persevering man from the United States.

It is a comparatively short period since Ottawa emerged from an obscure provincial town, under the name of Bytown, then known only as a flourishing lumber industry, which had grown up beside her inexhaustible water power. Apart from this, Ottawa has a history of its own of no ordinary interest. Shortly after the advent of Mr. Wright, the Imperial authorities, warned by the events of 1812-15, decided to construct a line of canals connecting the St. Lawrence with the great inland lakes, so as to afford complete communication with the ocean, safe from attack in the event of further difficulties. To carry out this design, Lieut.-Col. Bye, R.E., vigorously prosecuted the work for four years, and Kingston, then the key to Canada, was connected with Montreal, its commercial metropolis, by an efficient water-way entirely independent of the St. Lawrence. Since that period a large and increasing carrying trade for the transport of various commodities and passenger traffic has been established on this canal by steamers, barges, yachts, etc. The Canada Pacific Railroad, being now completed from ocean to ocean, forming a gigantic highway from the Atlantic to the Pacific, and Ottawa being one of the stations, must reap, in a measure, some benefits from this great undertaking, forming as it does an important railway centre.

The population has now reached about 30,000 inhabitants, which will be much increased by the annexation of the adjacent suburban districts. Among the public buildings the Parliament edifices occupy the most prominent positions, besides the new and handsome building recently erected for departmental services, on Wellington street, forming an architectural pile, with dainty towers, pinnacles and buttresses. The library is one of the finest structures of the kind in America, containing over 100,000 volumes of the most valuable literature in the world. The Lovers' Walk is a picturesque terraced path, encircling the whole cliff face of the hill, affording occasional glimpses of the distant scenery, which is really beautiful to behold, the surroundings being adorned with public squares, fountains, and artificially arranged flower gardens.

Rideau Hall, the residence of the Governor-General, is an edifice of no great pretensions; the interior, besides a large ball-room, contains pleasant vice-regal apartments, richly furnished.

Ottawa is not like Washington, but it has some of its counterparts as the capital of the Dominion, with all its governmental adjuncts, and when Parliament, opens a large transient influx is added to the population, creating a busy, bustling scene throughout the city. Then the buildings are thronged with pompous statesmen, noisy wire-pullers, and all that miscellaneous crowd of interested and uninterested individuals, who appear as essential to the business of legislation as camp followers to an army.

G. S. P.

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