

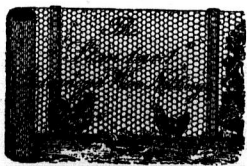
# R. J. DEVLIN'S

## Fur and Hat Establishment

Is probably the best equipped house of the kind in British America. A large staff of furriers is kept employed the year round from January till December. Situated in the middle of a great fur bearing region, Mr. Devlin's facilities for collecting raw material at first cost are unexcelled. Beaver, Otter, Mink, Marten and other fine furs are taken almost at the door and transformed into fashionable garments in a short space of time. But the manufacture of local furs is only a small portion of the business. Mr. Devlin annually uses from 400 to 500 Alaska Seals of the very best quality, costing in the raw state nearly ten thousand dollars. Tiger Skins from India, Grizzly Bears from the Rockies, and Musk Ox from the Great Mackenzie Basin, are also among his importations.

In HATS it is no exaggeration to say that Mr. Devlin sets the fashion for Canada. He has close connections with all the leading English and American manufacturers, and spares neither trouble nor expense to secure the latest and best. He is in constant communication with London and New York, and prides himself on presenting to his customers the latest Hats as they appear in those cities. Importing direct from the manufacturers and paying cash, as he does, he is able to lay the most expensive goods on his counters at a moderate figure. His motto is not only to keep abreast of the times, but to go a little ahead of them.

R. J. DEVLIN, - - - - OTTAWA.



## Galvanized Iron Poultry Wire

Importing direct from the manufacturers and paying cash, as he does, he is able to lay the most expensive goods on his counters at a moderate figure. His motto is not only to keep abreast of the times, but to go a little ahead of them.

R. J. DEVLIN, - - - - OTTAWA.



## Galvanized Iron Poultry Wire

IS JUST THE ARTICLE WANTED

FOR FENCING POULTRY YARDS.

Cheap and durable and looks well.

PRICE FOR 150 FEET ROLL (4 feet high, 2 inch mesh) \$6.25

SPECIAL PRICE FOR LARGER ORDERS.

A. WORKMAN & CO.,

79 to 83 Rideau St. and 301 Wellington St.  
OTTAWA.



## The Russell.

THE PALACE HOTEL OF CANADA.

SPARKS ST., OTTAWA.

# Mortimer & Co.

ENGRAVERS,

PRINTERS,

LITHOGRAPHERS.

PHOTOGRAPHS AND ENVELOPES  
Embossed with Monogram and Crest.

Bookbinders,

Stationers and

Account Book

Manufacturers.

WHOLESALE & RETAIL.

194, 196 & 198 Sparks Street,

OTTAWA.

The Phoenix Dry Goods Store

—AND—

Dress & Mantle Making Emporium,  
135 RIDEAU ST.

Will in point of attraction Rival the Exhibition.

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THIS SEASON

NOVELTIES & IMPROVEMENTS.  
GRAND LEADING LINES IN DRESS GOODS.

MANTLE & DRESS MAKING A SPECIALTY.

MRS. PHELAN having just returned from New York, where she has been looking up the Newest Styles and Fashions, is now prepared to cater to the most fastidious with all the elements of success.

A Perfect Fit Warranted or no Sale.

RYAN & PHELAN,  
135 RIDEAU STREET, OTTAWA.

## VICTORIA FOUNDRY & MACHINE SHOPS

OTTAWA.

N. S. BLASDELL & CO.,

+ MACHINISTS +

MANUFACTURERS OF

All Kinds of Engines, Mill Irons, Etc.

GENERAL REPAIRS.

MILTON W. MERRILL.

## THE CANADA ATLANTIC.

A Popular Local Railway Company, with a Great Future in Store.

The Canada Atlantic Railway, running from Ottawa to Rouse's Point, N.Y., a distance of 135 miles, although a comparatively new line, has obtained an enviable reputation for the manner in which its passenger trains are handled. This is consequent upon the service being run in the interest of the travelling public, and the Company has demonstrated this by placing, between Ottawa and Montreal, two passenger trains each way which are not excelled for elegance and comfort in Canada. These trains were the first in Canada to be lighted by electricity, the Julien storage system being used, thereby giving the Canada Atlantic the reputation of being the first railway in Canada running trains lighted by electricity. They also had fitted up and put in service an entire train heated by steam from the engine. The experiment, although costly, has proved so highly satisfactory, contrary to statements made that enough steam could not be furnished to properly heat the cars in the cold Canadian climate, that all trains are being fitted up in like manner.

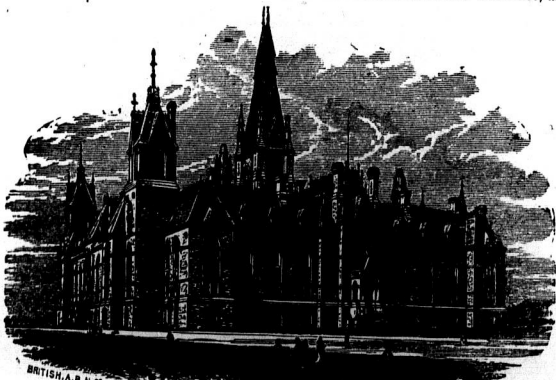
Referring to the steam heating and lighting by electricity introduced by this Company the Montreal *Witness* recently said:—"A few weeks ago the first electrically lighted train in Canada left the Bonaventure Station for Ottawa, and the first train equipped with a continuous heating system by which all the fire in the train is concentrated in the furnace of the locomotive, was sent over the same route yesterday. It is to be hoped that the enterprise of the Canada Atlantic will have its due effect on the older lines, and that next winter there will not be a furnace nor an oil lamp in a single Canadian passenger car."

Mr. A. Begg, Commissioner for British Columbia, speaking to a newspaper correspondent relative to railway travel, said:—"In all my travels in England and Scotland, over the leading railways of Great Britain, I saw no railway carriages as inviting and brilliant and comfortably heated as those of the Canada Atlantic. The thermometer might be below zero several degrees outside, but within summer reigned and the electric light was so clear and, at the same time, so soft and steady, that, reading in the car was as easy as in the best hotel. The management of this model railway certainly deserves the thanks and encouragement of the whole community for their enterprise in the manner of heating and lighting their cars."

Close connections are made via this route with the Richelieu and Ontario Navigation Company's steamers at Coteau Landing, running daily the famous St. Lawrence Rapids. A daily train leaves Ottawa at 1:20 p.m., making the journey to Montreal via the St. Lawrence and arriving there at 6 p.m. and at Quebec the following morning.

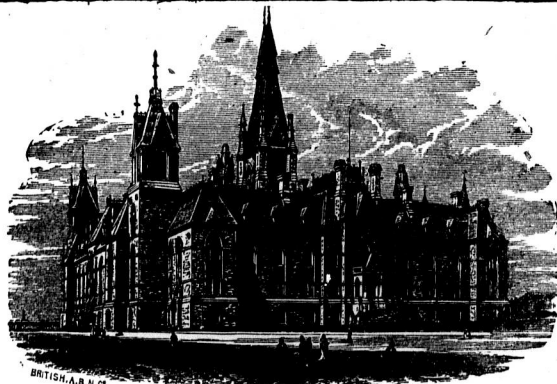
This Company have recently put on a through sleeping car service between Ottawa, Ont., and New York City, also through to Boston, being the only line running through cars from the capital of Canada to the great American metropolis without change. These cars are of the best and have all the latest improvements.

A charming place of resort for excursion pic-nics on the Canada Atlantic Railway is the beautiful Clark's Island in the St. Lawrence, at



DEPARTMENTAL BUILDINGS, OTTAWA.—WEST BLOCK.

the head of the Coteau Rapids and one and a half miles from the manufacturing town of Valleyfield. This is one of the most attractive spots on the St. Lawrence, and the boating and fishing at this place unsurpassed.



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At the southern terminus of this road, Rouse's Point, situated at the foot of Lake Champlain and only a few miles from the celebrated Adirondacks range of mountains, is found one of the finest fishing grounds in Northern New York. The boating is unsurpassed. Parties desiring to spend a length of time there will find all the comforts of a first-class hotel at the Windsor, there being in connection with it a first-class livery, boats, steam yachts and steam launches for the guests. Chas. F. Beck, proprietor, Rouse's Point, N.Y., will furnish full information to all who desire to visit the place.

The general offices of the Canada Atlantic Railway Company are situated at Ottawa.

We might mention the magnificent low level bridge about to be constructed at Coteau over the St. Lawrence River, to connect with the Company's United States system, thereby enabling passengers and traffic generally to be carried without any change whatever. The Canada Atlantic is a model railway conducted upon principles highly creditable to the management.

## Military and Naval Power of the Principal Governments in Times of War.

The Austro-Hungarian army numbers 1,058,900 men; the navy comprises 90 vessels (inclusive of 11 ironclads), of 119,900 horse-power, and carrying 743 guns.

The Chinese army numbers 1,070,000 men; the navy comprises 19 ironclads and an unknown number of vessels of all other kinds. The armament is also unknown.

The French army numbers 2,500,000 men; the navy comprises 381 vessels (including 46 ironclads), of 487,800 horse-power, and carrying 1,670 guns.

The German army numbers 2,650,000 men; she has 84 wooden and 24 ironclad vessels, of 227,900 horse-power, and carrying 1,620 guns.

The Greek army numbers 100,000 men; she has 60 wooden and 2 ironclad vessels of 25,000 horse-power, and carrying 135 guns.

The National army of India numbers 103,716 men.

The Italian army numbers 2,119,250 men; the navy comprises 109 wooden and 18 ironclad vessels, of 196,166 horse-power, and carrying 925 guns.

The Russian army numbers 2,121,864 men; the navy comprises 318 wooden and 40 ironclad vessels, of 196,166 horse-power, and carrying 671 guns.

The Spanish army numbers 452,239 men; the navy comprises 166 wooden and 5 ironclad vessels, of 101,500 horse-power, and carrying 750 guns.

The Turkish army numbers 758,000 men; the navy comprises 130 wooden and 15 ironclad vessels, of 183,300 horse-power, and carrying 915 guns.

The British army numbers 644,700 men; the navy comprises 337 wooden and 63 ironclad vessels, of 877,000 horse-power, and carrying 4,500 guns.

The United States army, in time of peace, numbers 27,150 men, though there are 6,500,000 citizens subject to call in time of war; the navy comprises 92 vessels, of which 32 are ironclad. Several new vessels are under way or projected.