

The construction of this work created a small collection of houses for the use of the labourers, mostly Irish, on the site now occupied by the Messrs. Bate, which was called "Corkstown." This was in 1827 and the population gradually increased. The place was incorporated as a city in 1854 with a population of 10,000, in 1861 the population had risen to nearly 15,000, and in 1871 to 21,545, in 1880 to 25,000. The slowness of its early growth may be accounted for by its isolated position. Slow steamers enabled residents to visit Montreal if they could spare three days to do so. The construction of the Ottawa and St. Lawrence Railway made a very slight improvement in matters, but a great change took place when what the Hon. R. W. Scott termed "the golden link" was opened between here and Carleton Place. Still further improvement in facilities for reaching the city from east and west have sprung up since the main line of the Canadian Pacific was located to run to it and the Canada Atlantic built, and it is now the acknowledged railway centre of a vast, valuable and but partially developed territory. In its scenic surroundings it offers many attractions to the tourist. The grand panorama which meets the eye from the bluffs on which it stands equals in beauty and grandeur that of Quebec and far surpasses the boasted palaces of the Hudson both in scope and variety. The graceful curtain of the Rideau, the wild waters of the Big Kettle are both full of beauty though different in kind. In its industries Ottawa is in many respects in its infancy. Lumber is still its grand staple, but great changes have occurred in that trade since the first trees were cut. Square timber to be rafted was all the lum-

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all sizes and sorts.