

creates a sensation such as neither balloon nor diving bells afford, and such a whirl as only three-quarters of a mile down the great timber shoots of the Ottawa can ever give.

The population of Ottawa, with its recently acquired suburban additions, exceeds 40,000, and is steadily progressing. Everything that characterizes the modern cities of the world may now be found at the Capital. A splendid water works' system, admirably arranged telephone and telegraphic bureaus, magnificent electric light organizations, first-class hotels, thriving factories (for which there are attractive openings in various lines), a railway system east, west and south; the Pacific Railway running through from Montreal to British Columbia, the Canada Atlantic connecting with the Grand Trunk, the Ottawa River Navigation Co's splendid boat plying between Ottawa and Montreal—all conspire to make the Capital one of the brightest, most go-ahead, thriving and prosperous hives of industry in the Dominion.

Ottawa is now a great railway centre. With its natural advantages, its favorable surroundings, its metropolitan character, its increasing commercial importance and gigantic lumber trade, it must ultimately grow, progress and expand to an extent not dreamed of by the most sanguine a few years ago. Under the impetus which must naturally be given to trade, agriculture, commerce and manufactures by the many railroads converging towards the Capital, it may be reasonably assumed that, within a few years, this city shall have expanded and increased in wealth and importance to such an extent as fully to justify the action of Her Majesty the Queen in its selection as the Seat of Government. The rise and progress of Ottawa, if slow compared with the spasmodic advance of other places, has been sure, certain and permanent, and altogether free from features of an ephemeral character. In its agricultural surroundings and internal capacities for large manufacturing industries, Ottawa has been singularly fortunate; and no one possessing practical foresight can now entertain a doubt that it is destined to become ultimately one of the most important cities in the Dominion. Its outskirts on all sides are bordered by fine flourishing villages, which will, doubtless, in a short time become incorporated within its limits, adding materially to its size, wealth and population.

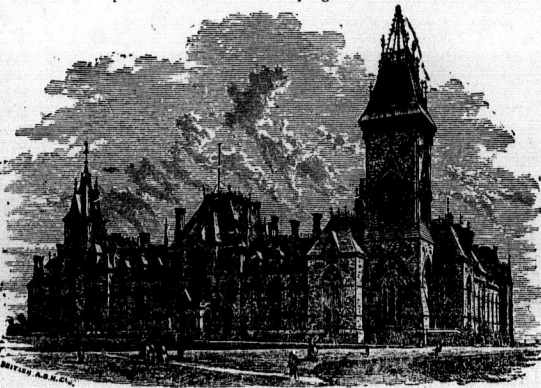
Surrounded by exquisite scenery, it seems almost superfluous to particularise, still those who visit the Capital should not fail, after "doing" the Parliament Buildings, to visit some if not all of the places here referred to.

The Patent Office, also, will well repay a visit. In this department is kept models of all the patents which have been granted. The list of the patents issued is long and varied; and if they continue to increase in the future as they have multiplied during the past few years, additional room will shortly be required for the proper disposition and custody of those important and interesting evidences of the inventive talent of the country. Another object of great national value and deep scientific interest is the Government Geological Museum, in which may be found, technically arranged, classified and labelled, all the rich, abundant and varied mineral productions of the Dominion, comprising a vast collection of great diversity and attraction. In addition to the very complete and comprehensive aggregation of mineral products of this Museum, there is also a large assortment of native fossils and curious specimens of organic remains; together with a vast variety of aboriginal curiosities appertaining to the past and present history and illustrative of the manners and customs of several tribes of the North American Indians. In addition also to the admirable display of our national resources already mentioned, many fine and valuable zoological and ornithological specimens have recently been added to the Natural History department, which will materially enhance the pleasure and interest of a visit to the Museum. The Fisheries Exhibit in Victoria Hall, O'Connor street, is possessed of many and varied attractions. It contains preserved specimens in natural form, colour and size, admirably executed, of all the fishes indigenous to the waters of the Dominion of Canada, embracing each species, from the white whale down to the smelt and the mudpout. The collection also includes a splendid display of stuffed and preserved specimens of the many fish-eating birds of Canada, from the bald eagle down to the kingfisher; together with several specimens of fish-destroying animals, comprising seals of various kinds, otters, minks and fishers. Objects of peculiar attraction in the Fisheries Exhibit are the white whale, the giant salmon and immense lake trout, the sharks, the horse mackerel or tunny, the large sturgeons, maskinonge, pike and the varied and complete collection of trout and lake whitefish. A mention of the attractions of the Exhibit would not be complete without a reference to the machinery and appliances for the hatching of fish to be seen there. The various stages of the interesting process of artificially producing fish, can be observed; and the sight is an exceedingly instructive and interesting one. Those who visit the Fisheries Exhibit should not fail to see the Geological Museum and the Fisheries Exhibit. Tourists may travel far without witnessing sights of so attractive intrinsic merit. Major's Hill Park, situated on the

of dams and piers at the head of the current. The Mills of Messrs. Bronson & Weston, John R. Booth, Parley & Pattee, at the Chaudiere on the Ontario side, the immense establishment of E. B. Eddy and Hurlman Bros., at Hull, on the Quebec side, and the newly-constructed mill of James MacLaren & Co., at the Rideau Falls, are all wonders of extent and cutting capacity. When in full operation, cutting at night, under the powerful and diffusive blaze of the electric light, these mighty lumber manufacturing establishments present scenes of bustle, brilliancy, and magnificence unequalled, as evidences of enterprise, in any part of America. The vast piles of lumber by which they are surrounded, notwithstanding the millions of feet shipped every week, furnish ample proof of the extent and importance of this great staple trade. The fine cut-stone Court House and Gaol, and Registry Office of the County of Carleton, are situated on Nicholas street, in the City of Ottawa, and are an ornament to the locality. The City Public Buildings are the City Hall (which cost \$90,000), Registry Office, Central and Primary School buildings in the different wards; By, Wellington, Victoria and Ottawa Ward Market houses, and the Fire Stations, connected by electric telegraph, for fire alarm purposes, with the Central Office at the City Hall. The Collegiate Institute and Model and Normal School buildings are centrally situated on Cartier Square. The Educational Institutions are all costly, commodious and ornamental structures.

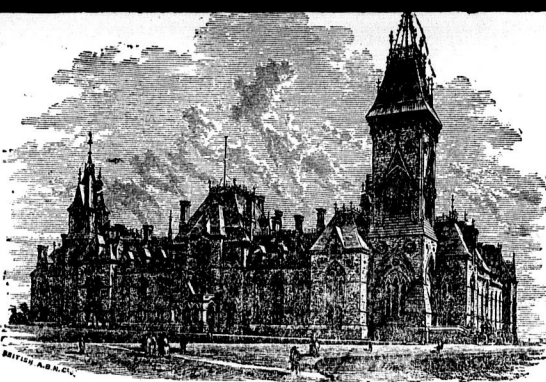
There are twenty-six churches, many of which are costly and imposing in architectural design and appearance, in the City of Ottawa. Denominationally described, they are as follows: 1 Baptist, 1 Congregational, 1 Catholic Apostolic, 1 German Lutheran, 5 Episcopal, 5 Methodist, 5 Presbyterian, and 7 Roman Catholic. The greater number of these churches are of elegant construction. Notably so, the Basilica, Roman Catholic; St. Andrew's, Knox and Bank Street churches, Presbyterian; the Dominion and Metropolitan, Methodist; the St. Patrick's, St. Joseph's and St. Jean Baptiste, Roman Catholic, and Christ's Church, English. Christ's Church cost \$45,000; the Dominion, Methodist, \$50,000; St. Andrew's, \$60,000; Knox Church, \$52,000; St. Patrick's, \$42,000; Baptist, \$30,000; St. Jean Baptiste, \$40,000.

The Dufferin Bridge, so named in honour of Lord Dufferin, a former popular Governor-General of Canada, is a noble iron structure connecting Rideau and Wellington streets; and the Sapper's Bridge, thus designated from having been built by the Royal Sappers and Miners in 1828, in its enlarged and widened form, forms a commodious connecting link between Sparks street, the "Broadway" of the metropolis, and Rideau street, which runs easterly to the Rideau River. Amongst the outlying attractions in the vicinity of the City of Ottawa, Rideau Hall, the residence of His Excellency the Governor-General, occupies a conspicuous place; not only on account of its pleasant and commanding site, but also in consequence of its being the stated abode of Her Majesty's Representative. Rideau Hall is situated upon a rising ground in the midst of a beautiful grove of fine, old forest trees, in the village of New Edinburgh. It was built for a private residence by the late Hon. Thomas Mackay, and has been enlarged and improved since it came into the hands of the Canadian Government. The grounds attached to the Vice-regal residence contains about eighty-seven acres, a portion of which is covered by a grove of fine trees. The cost of the



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place together with the improvements affected, amounts to about \$300,000. Rideau Hall has been occupied by the representatives of Her Majesty since the time of Lord Monck. The occupants immediately prior to the arrival of Lord Lansdowne, were the Marquis of Lorne and Her Royal Highness the Princess Louise. The largest and finest cricket ground in the Dominion is on this Domain.



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Canadian Canals.

The great lake and river system of Canada has been made continuously navigable for a distance of 2,384 statute miles, by a connecting chain of ten canals, comprising 71¼ miles of artificial navigation. This system extends from the Straits of Belle Isle to Thunder Bay, at the head of Lake Superior. The following table of distances indicates also the respective positions in statute miles of these canals, thus:—Straits of Belle Isle to Father Point, 64½; Father Point to Rimouski, 6; Rimouski to Quebec, 177; Quebec to Three Rivers (or tide-water), 74; Three Rivers to Montreal, 86; Lachine Canal, 8½; Lachine to Beauharnois, 17¼; Beauharnois Canal, 17¼; St. Cecile to Cornwall, 32¾; Cornwall Canal, 11½; River and Farran's Point Canal, 16½; Rapids Plat Canal, 4; River and Point Iroquois Canal, 7½; Junction and Galops Canals, 4¾; Prescott to Kingston, 66¾; Kingston to Port Dalhousie, 170; Port Dalhousie to Port Colborne (Welland Canal), 27; Port Colborne to Amherstburg, 232; Amherstburg to Windsor, 18; Windsor to Foot of St. Mary's Island, 25; Foot of St. Mary's Island to Sarnia, 33; Sarnia to Foot of St. Joseph's Island, 270; Foot of St. Joseph's Island to Sault Ste. Marie, 47; Sault Ste. Marie Canal, 1; Head of Sault Ste. Marie to Pointe aux Pins, 7; Pointe aux Pins to Duluth, 390. Add to this the 2,234 statute miles' distance from the Straits to Liverpool, and it gives a total navigable length of 4,618 miles from Duluth, the extreme head of Lake Superior, to Liverpool. The difference in level to be overcome, to where tidal influence ceases, is about 600 feet. Of this, the Canadian canals, with a total number of 53 locks, overcome a height of 532¾ feet. The one-mile long Sault Ste. Marie Canal, built by the United States, has one lock, lifting 18 feet. The size of the locks in this system ranges from 200 to 270 feet in length by 45 feet in width. The depth of the water is from 9 to 14 feet, and the Government intends to make the whole route fit for vessels of 12 to 14 feet draught of water. The canal route from Montreal to Ottawa and Kingston has a total length of 246¼ miles, with 59 locks exclusive of the Lachine Canal, and a lockage of 533½ feet. The new works on this route give 9 feet water in locks 45 x 200 feet. Canal navigation is secured between St. Lawrence and New York by means of the Richelieu River and Chambly Canal. This has 9 locks with 7 feet depth of water; and connects by Lake Champlain with the United States Erie Canal, and the Hudson River; a total distance of 411 miles. Of the Trent River navigation, between Lake Huron and the Bay of Quinte of Lake Ontario, 235 miles, only part has been made navigable, chiefly for the passage of timber; and 155 miles' distance is available for light draft vessels. Finally, there is the St. Peter's Canal, cut through an isthmus half-a-mile wide, between St. Peter's Bay on the Atlantic, and the Bras d'Or Lakes of Cape Breton. It has a lock 48 x 200 feet, with a depth of 18 feet and a breadth of 55 feet. The Government of the Dominion has decided upon enlarging the St. Lawrence system and connecting a new canal on Canadian soil at Sault Ste. Marie, which will give an immense impetus to the national carrying trade.

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