

WOMAN'S LOVE.

In the little roomed cottage,
Which is nestled on the shore,
There's a package of old letters,
Packed by a cherished hand,
And you go and look at them,
And read them o'er and o'er,
For the tears that dimmed his eyes,
For the love that dimmed his eyes.

Come up closer to me, sister,
Let me lean upon thy breast,
For my life is in thy hand,
And I need thee more than ever,
Read the letters he has written,
Whose voice I've often heard;
Read them over, love, dearly,
That I lose not one word.

When you see him, sister, tell him
That I never ceased to love him,
That I, dying, prayed to meet him
In a better world above;
Tell him that I never upbraided,
Ne'er a word of censure spoke,
Though he seemed to love me dearly,
My heart had loved him all the while.

Tell him that I watched his coming,
When the moonlight was high,
And when at eve he came,
Let their star-lights be his eyes;
And when I saw he came not,
Tell him that I did not chide,
But that I ever loved him,
That I loved him when I died.

When in the grave's white garment,
You have wrapped my form around,
And have laid me down to slumber,
In the quiet chamber above,
Place the picture and the letters
Close against my pillow here,
For years have passed since I died,
And in death I may not part.

I am ready now, dear sister,
You may read the letters o'er,
I will listen to the words of him
Which I shall never hear;
And you shall have finished,
Should I calmly fall asleep,
Full of love and peace,
And in death, I may not part.

IMPRESSIONS OF OTTAWA.

(From the Toronto Globe.)

Twenty years ago the ground upon which
the capital city of Canada now stands was
a wilderness. Ten years ago it had not five
thousand inhabitants—now it has upwards
of thirteen thousand. The progress of
Ottawa, though rapid, has been secure.
Few false steps have been taken; but the
caution exercised has neither caused an
abatement of energy nor retarded improvement.

In the beauty of the site upon which
it is built, there is but one city upon the
continent which is at all equals it, and that
city is Quebec. But Ottawa has a few
inconveniences generally attendant upon an
elevated position. The cliff upon which it
stands is level to the river's brink; the
descent is precipitous, the line of rock
forming a right angle with the river below.

But with this exception, all is flat as the
greatest lover of commercial facilities and
despiser of natural beauties can desire.
Between the edge of the cliff and the river
the main street, running all along the
front of the city, a wide space of ground
has been left unbuilt upon. Imagine the
whole of Front-street, quite clear of houses,
the bank rising perpendicular from seventy
to one hundred and seventy feet above the
level of the bay, leaving no room for ugly
round or still ugly raised stations, and
some idea may be gained of the splendid
promenade reserved for Ottawa, if civility
be not allowed to interfere. There is plenty
of room upon the shore between the cliffs
and the river for steamboat landings and
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means regular. But these faults have
of course to be remedied. The first is
by placing the plank upon an endless
chain which carries it towards two circular
saws. The saw to the left is fixed fast
upon the shaft; the one to the right is so
made that the man who places the board upon
the chain can regulate its distance from
other instantaneous saws; and thus any require-
ment is gained. Side by side with this
machine stands another, on to which the
planks are lifted, and by a process similar to
the one through which they have just gone,
all are cut to an equal length, and the name
of the firm, by a most ingenious contrivance
—patented by Messrs. Currier & Co.—each
board is pressed upon each end. From this
machine it is lifted in a truck standing upon
a small rail, having an incline just suffi-
cient to allow the carriage to pass slowly down.
These roads generally run along the edge of
the cliff between the base of which and
the river there is a narrow strip. Here
stand immense towers of lumber in rows,
some of them a hundred feet in height,
each size being kept in a separate pile. As
already noted, the cars run along the edge
of the cliff, and being easily stopped at any
desired point by the application of a power-
ful brake, and each of the boards placed
along with its brethren of others of an equal
length and thickness. In the river below
float huge barges—From the top of the
lumber pile to the decks, are a series of
slides, placed at such angles as will ensure
a rapid, but not too swift a descent. Down
the slides each separate piece of lumber goes,
and a light horse possible trouble is packed
away. When a dozen barges are filled,
they are taken in tow by a steamer and
transferred to Whitehall on Lake Champlain
for the American markets. The mills of
Messrs. Currier and Company when in full
working order, cut up about 450 logs every
twenty-four hours, yielding an average of
from eighty to ninety thousand feet of
lumber per day.

LATH MAKING.

In conjunction with the saw-mill is a sash
and lath manufactory, and here, too, all that
skill and ingenuity can do, has been brought
to bear. Scarcely any wood at all is wasted;
bits and scraps which to ordinary eyes,
looked utterly worthless, are turned into
an excellent, merchantable commodity. Thus
out of the rough slice cut from each side
of the boards by reducing them to their pro-
per width, laths are made. They are first
cut into equal lengths by the aid of circular
saws placed at regular distances from each
other—whole boards of them being brought
against the revolving teeth, and instantane-
ously torn through. Close by stand other
circular saws, to which they are carried.
The first saw cuts off strips of the width re-
quired for laths, the remainder complete the
work by making each strip the necessary
thickness. The process is gone through
with extraordinary rapidity—two boys work-
ing together being able to make about twenty
thousand laths a day.

WOODEN MILLS.

On the east bank of the Rideau river,
close by the falls, are the wooden mills,
one of which, known as the "New
Edinburgh Cloth Factory." Two large,
substantial stone buildings afford accommo-
dation for the machinery and the work-
people. Here all kinds of cloth and flannels
are made. In the winter, an average of
summer goods and in the course of twelve
months not less than 100,000 lbs. pass
through the mills. The principal market of
the firm is Montreal where they have a
large central depot. Far from complaining
of dullness of trade they have too much to
do. In fact, would perhaps like a little
competition. The market is open for
those who like to enter it. The raw material
for cloth can be purchased far cheaper
than in the United States, and as much of
the finished article can be manufactured
may be sold. An inexhaustible water power
is waiting to be used, and plenty of labour is
at hand. There is some talk of establishing
a cotton mill, but until the water has been
let in English or American capitalists, capable
of forming an intelligent judgment in the
matter, were to visit Ottawa, so great
are the facilities offered for such a manufac-
ture, that it could not be long before it would
be commenced. The very first condition
of success belongs to Ottawa, for the raw
material taken at the falls at a lower
rate than to the eastern mills of American
manufacture.

RIDEAU FALLS.

By going down a series of stairs, to the
ground floor of Mr. Burritt's mill, the visitor
may place himself within two or three yards
of the Rideau Falls and enjoy a scene of
brilliantly prismatic colours delight the eye of
man who looks through the crystal curtain.
That these Falls are so accessible is known
to few. This one of the most splendid natural
objects in Canada is either altogether neg-
lected by visitors or favored with but a cursory
glance.

MEAT MARKET.

Not far from here is the seat of the late
Hon. Thomas McKay, M. L. C., now oc-
cupied by the widow and sons. To the
father Ottawa owes much; but it seems
likely that to the sons she will owe much
more. Their house is of stone built, water,
brilliant prismatic colours delight the eye of
man who looks through the crystal curtain.
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LUMBER MANUFACTURES.

The principal seat of Ottawa manufac-
ture is near the Rideau Falls. Here
are the immense lumber mills of Messrs.
Harris Brownson & Co., L. Young & Co.,
Mr. Philip Thompson and Messrs. Parley,
Pattie and Brown. The mode in which the
lumber is made at these places varies little
from that already described. There may be
occasional differences, but in all the estab-
lishments named, nothing which will econo-
mize labour or produce as good an article
as it is possible to make, is neglected. All
have their railways running along the edges
of the cliff; in all the result of an intelligent
enterprise is visible. Messrs. Parley, Pat-

tie and Brown, an American Company, and
the latest comers. They build a very large
mill and commenced work last year. They
turn out about 75,000 feet of lumber per
day, and expect before the season is over to
have manufactured no less than eight mil-
lions of feet.

MACHINE AND RAIL FACTORY.

Then there is the manufactory of Mr. E.
B. Eddy, at which fifteen hundred thousand
feet are annually cut up into matches and
pails. The machinery by which the pails
are made is exceedingly ingenious—the pro-
duct of much thought and skill. Blocks of
timber of the length required by the height
of the bucket to be made are first cut by
a circular saw into pieces of equal thickness.
In a similar manner these pieces are cut in-
to widths of different sizes, wedge shaped.
They are then rapidly grooved on one side
and rabbitted on the other, all so accurately
to one size, that any two pieces taken from
a large heap, will dovetail tightly together.
In this state they have given to them the
name of "staves." An iron ring the circum-
ference of a bucket, is then provided, round
the inside of which a number of staves are
placed. Being of equal width as already
mentioned, they readily and regularly
wedged in together, now forming a pail
minus the bottom. At one end they are
taken hold of by a tool, which holding each
stave in its place very firmly, is fastened to
a "hub" in a lathe, and while quickly re-
volving the surface smoothed with a chisel
and a light hoop of wire is placed over it,
within an inch or two of the top. Although
the outside is now nicely levelled, the inside
is still rough and another process of turning
has to be gone through. This done the bottom
is placed inside, a second hoop is clamped
on the outside, and with the addition of the
handle the pail is ready for use. Every
so excellent and yet so simple are the ma-
chines used, that boys alone are employed
in the work. One boy can make about a
hundred pails per day. One hundred thou-
sand pails are annually sent from the man-
ufactory.

Up stairs is the match making depart-
ment. The machine used is that invented
by Mr. Edward Whitney, a Yankee genius.
Blocks of wood, cut by the circular saw into
the requisite widths, are first placed in the
machine, pressed against a series of teeth,
and instantaneously, a number of little
strips which only require the addition of
brimstone to make them into matches emerge
from multitudinous holes at the rate of 5,000
a minute and arrange themselves in wooden
frames ready to be dipped—Through so far
they are easily made, it is no little labour
to pack them up, label them and get them
ready for the merchant. Look frequently
Mr. Eddy employs from one hundred and sixty
to one hundred and eighty pair of hands.
The article he makes is of a very superior
description and once seen can easily be
known from others in the market.

Other manufactures exist in Ottawa, not
less worthy of notice than those mentioned.
Among the principal are: the soap manufac-
tury of Messrs. Mackintosh; the brewery of
Messrs. Patterson & Co.; the machine-shop
and foundry of Messrs. N. S. Blaisdell &
Co.; and the foundries of Messrs. James
Wilson & Co., George Street, and of Mr.
T. M. Mackintosh, Wellington Street.

The streets of Ottawa are wide—wider
than those of Toronto, and well laid out.
For a city of recent growth the stores
are very numerous and exceedingly well
built—nearly all of them being stone, thus
possessing the advantage of fireproofing.
Wanting to be like establishments in western
cities. The following are the names of
some of the principal merchants of the
city:

DRY GOODS MERCHANTS.—Cunningham
Barclay & Lindsay, Rideau-street; Brough
Bro., Sussex-street; Elliott & Hamilton,
Rideau-street; England & Draper, Sussex-
street; and the Victoria Warehouse, Sussex-
street.

HARDWARE MERCHANTS.—Workman
& Griffin, Rideau-street; G. McEduard,
Rideau-street.

BOOT & SHOEMAKERS.—George Offord,
two establishments on Sussex-street; Brough
Bro., Sussex-street; John H. Hensley, Sus-
sex-street; T. Nelson, Wellington-street Upper
Town.

JEWELLERS.—John Leslie, Spark-street;
Jas. Tracy Rideau-street; J. Smith, Sussex-
street; J. Coates, Sussex-street; George
Sutherland York-street.

TAILORS.—George Mortimer, Sussex-
street; Alexander Moratt, Sussex-
street; Bernard Mullin Spark-street.

GROCERS.—O. T. Bate, Spark-street;
Brough Bros. & Co., Sussex-street; Thomas
Patterson, Rideau-street; A. C. & A. Camp-
bell, Sussex-street; B. F. Gaylord, Sussex-
street; James Leamy, York-street.

DENTISTS.—George Mortimer, Sussex-
street; W. A. Beale, Rideau-street; John
Roberts Rideau-street; Robert Garvey, Ri-
deau-street.

HATTERS.—C. W. Bangs Sussex-street;
Jas. Peacock Rideau-street; H. J. Freilich,
Rideau-street.

HOTELS.—Ottawa has a very efficient hotel
accommodation. That kept by Mr. James
Doran, a very beautiful of what "nine
score" ought to be, stands at the head of the
list. It is situated upon Wellington-st., and
is well "found" in every respect. Then
there is the hotel of Mr. J. M. Campbell, on
Spark-street; the Champagne Hotel, on Sus-
sex-street; Mathew's Hotel, on York-street;
and Rideau-street; and the brick Hotel on
Rideau-street, all of which are equal to those
of any other city in the Province.

In the suburbs of Ottawa are many pretty
country residences. Among them, besides
the house of the late Thomas McKay, Esq.,
may be mentioned those of Dr. Hunter, at
"Rockliffe," Philip Thompson, Esq., at the
Richmond Road; John McKinnon, Esq., of
the Gas Co.; and of Charles Wright Esq.,
Hullville. If Ottawa continues her present
rate of progress—there is no reason
why she should not—she will not long be
able to support the political capital of the
Province. In all probability she will not
overtake either Montreal or Toronto in the
extent of trade or number of her people, but
there is no reason why she should not be
nearly the most important commercial city
of British North America.

The special correspondent of the London
Times gives an amusing account of attempts
of the Chinese to work the engines of the
Cormorant, the British vessel sunk last
year in the Peiho. The Chinese, it seems,
succeeded in making the engines run, but
they then built a boat, into which they
transferred the Cormorant's engines. But,
alas, they would not work, and no one could
set them "going." So Sanghain-sin sent
down four watchmakers from Peking. "You
are accustomed to machines," said he; "set
that watchmaker to work, and you will see
I will not let you down." The unhappy
watchmakers succeeded in making the fire,
and inducing the smoke to ascend through
the funnel. This seems to have contented
their task-master; for though the engines
are not working, we have no account of
the watchmakers' disappointment.

An Irish lover remarked that it is great
pleasure to be alone, especially when your
sweetheart is "in ye."

A red-nosed gentleman said a wit whether
he believed in spirits. "Aye, sir," replied he,
"I see too much evidence before me to
doubt it."

Curious and interesting rail-
way statistics.

The following curious calculations, show-
ing the importance of railways as an aid to
agriculture, are extracted from a recent lec-
ture before the Missouri Agricultural Soci-
ety of St. Louis, by Mr. J. M. McKinnon.

RAILROADS AS AIDS TO AGRICULTURE.

We have before us a pamphlet copy of an
address delivered before the Missouri Agri-
cultural Society of St. Louis, by Mr. J. M.
McKinnon. We give below a most inter-
esting extract from it. "In this connection,
the means of transportation employed in our
days are worthy of remark. The improved
sailing vessels, the steamer, and even the
common wagon, are each and all superior
to any machine known before the present
century. Their importance in the produc-
tion and distribution of wealth is so great,
that an adequate statement would seem fabu-
lous. But I can only mention particulars
of one branch of our transporting machinery
—the railways which are now becoming to us
an agency of incalculable value."

Six years ago, in addressing the people
of a portion of Missouri on the advantages
and growth of railways, it seemed extraor-
dinary that it predicted that thirty thousand
miles of railroad would be made in the Uni-
ted States by 1860; yet railroad authorities
now say that the prediction is already history.

A late publication, the Railroad Re-
cord, gives the figures of one present estab-
lishment as follows:

Whole length of railroads—30,000
Miles—30,000
Fuel consumed yearly as wood—3,000,000
Persons employed at railroads—80,000
Locomotives—number—6,000
Passenger cars—number—5,000
Freight cars—number—10,000
Gross annual revenue—\$1,175,000,000
Net annual revenue—\$120,000,000

For labor and materials alone, the annual
outlay of these roads are told by millions.
Eighty thousand employees, at an average of
only one dollar a day each, take twenty-five
million a year in wages. These employees
are an iron army, ready for the farmer,
for the miner, for the manufacturer, for the
trader, for the soldier, for the sailor, for the
man of every trade and profession. They are
the backbone of the nation, and their strength
is the strength of the nation. They are the
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Mr. McKinnon, in addressing the people
of a portion of Missouri on the advantages
and growth of railways, it seemed extraor-
dinary that it predicted that thirty thousand
miles of railroad would be made in the Uni-
ted States by 1860; yet railroad authorities
now say that the prediction is already history.

A late publication, the Railroad Re-
cord, gives the figures of one present estab-
lishment as follows:

Whole length of railroads—30,000
Miles—30,000
Fuel consumed yearly as wood—3,000,000
Persons employed at railroads—80,000
Locomotives—number—6,000
Passenger cars—number—5,000
Freight cars—number—10,000
Gross annual revenue—\$1,175,000,000
Net annual revenue—\$120,000,000

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Curious and interesting rail-
way statistics.

The following curious calculations, show-
ing the importance of railways as an aid to
agriculture, are extracted from a recent lec-
ture before the Missouri Agricultural Soci-
ety of St. Louis, by Mr. J. M. McKinnon.

RAILROADS AS AIDS TO AGRICULTURE.

We have before us a pamphlet copy of an
address delivered before the Missouri Agri-
cultural Society of St. Louis, by Mr. J. M.
McKinnon. We give below a most inter-
esting extract from it. "In this connection,
the means of transportation employed in our
days are worthy of remark. The improved
sailing vessels, the steamer, and even the
common wagon, are each and all superior
to any machine known before the present
century. Their importance in the produc-
tion and distribution of wealth is so great,
that an adequate statement would seem fabu-
lous. But I can only mention particulars
of one branch of our transporting machinery
—the railways which are now becoming to us
an agency of incalculable value."