

of his successors. Sir John Franklin happened along on his fateful voyage to the pole, and laid the corner-stone of the canal locks in August 1827, and the work was rapidly pushed forward. A settlement at once sprang up. Upper Town was first laid out into lots, just a few streets, Wellington, Vittoria, Tyon or Sally, and Kent, and just a few blocks on each. These were soon taken. The following spring ('27), Lower Town was well-drained into the canal basin, and at once surveyed. In 1828, and thereabouts, there were one hundred and fifty houses in the place, a few on Wellington Street, half a dozen on the flats, the rest divided between Corktown, Sussex and Rideau Streets. Corktown was a wild, lawless place along the border of the canal, from Bates' wholesale grocery over to Maria Street, a row of labourers' huts, built in the mud. There were civilian barracks in the neighbourhood of George and Rideau Streets, two frame buildings facing one another, built to accommodate the canal workers. In 1828, the workmen of the Hon. Thomas McKay erected the "Scotch" church, now St. Andrew's. It was not until '32 that Nicholas Sparks gave the land on which the first Anglican Church was built, on condition that he and his heirs were granted a pew for all time.

As soon as the building of the canal became determined upon, it followed that a bridge must span the Ottawa, and the islands below the falls offered natural stepping-stones for such an undertaking. It was not so easy a task as one might think to keep a bridge across the Chaudiere. The first one attempted broke and three workmen were drowned. The second, when nearly completed, was blown down stream by a gale of wind. There is a picture of the Chaudiere in existence, taken in 1828, entitled "The Bridge over the Ottawa at Bytown," where, instead of the Suspension bridge of today, there appears a perilous-looking affair built with an invex curve. This must have been the second bridge. The third had better fortune and endured

for twelve years when it followed the example of its predecessors.

The earliest map of Bytown reveals its progress. The "Scotch" church seems out of bounds, Sussex Street is only a few yards long, a path is traced leading through the woods to Colonel By's residence, the direction of Sapper's bridge is incorrect, there is no centre town at all, and certain of the few streets laid out have since changed their names. According to the sketch it would seem that the river flowed north! The canal was completed in 1832 and at once all the trade between Upper and Lower Canada went past Bytown. For years the chief amusement of the townspeople was to watch a procession of boats slowly making their way through the locks. Bytown was never a compact, orderly appearing place. In the beginning its growth was of such a mushroom character, that its houses were hidden from each other by the forest, people had not time to clear a way. A similar state of things lasted for many years. A distinguished traveller has left this record of his impressions as late as '54: "There has been as yet no time to pave the streets, and in bad weather they are in a desperate condition. Only near the houses there are run what are called 'plank roads.' As for gardens, fruit trees or flowers, no one has had time so much as to think of them, and the old rough boulders and masses of rock are lying about still, among the groups of houses, and firs and other forest trees are springing up again out of the stumps. Here and there amongst elegant colleges and churches are to be seen fragments of the primeval forest, lofty pines and firs and thick underwood that occasionally may give shelter to a bear. By and by they will be changed into gardens, but as yet the unbroken mass of the primeval forest fences in the town on all sides, and if you get a view of it from a high point you see for miles and miles nothing but a sea of wood in which the town lies like the nest of a heathcock."

For the first twenty years of Bytown's life, the division into Upper and