

CANADIAN CAPITAL.

Appreciative Sketch of
the Beautiful City of
Ottawa.SEAT OF THE CANADIAN GOV-
ERNMENT.And a Great Commercial and
Industrial Centre.

(Special correspondence to the Herald.)

Ottawa, Jan. 24.—Intercourse between the Maritime provinces and central Canada is not nearly as great as it should be. The result is, that to a blue-nosed Boston and New York are more familiar than Montreal, Ottawa and Toronto. And the ideas that some people of Ontario have concerning the lower provinces are amusing. This condition of affairs is due to several reasons. The maritime provinces are more closely related geographically to the New England States than to Ontario. Another cause is to be found in the fact that too many Canadians, when making a pleasure trip, go to the States where they believe more interesting sights are to be seen. They are also attracted there to visit relatives and friends, who formerly joined the exodus to the States. While it would be altogether a wrong policy for us to cease crossing the line on our sight-seeing tours, a change of route so as to include points of interest in our own country would be beneficial from a national standpoint. Then we would better understand of what a great domain we are inheritors, and we would find fewer Canadians ready to speak in a disparaging manner of our own country as compared with that of our neighbors.

Among Canadian cities, Ottawa is in many respects the most interesting. But all interest does not lie in the fact that it is the political capital of the Dominion, for it is a city of many other attractions. Ottawa, then called Bytown, had its beginning in 1826, when Col. By, of the Royal Engineers, commenced the construction of the Rideau Canal, on the chain of lakes and rivers between the Ottawa and the St. Lawrence at Kingston. This work was built for the purpose of obtaining a continuous and secure system of water navigation, from the lakes to Montreal. When our late Queen chose Ottawa to be the capital of the united provinces of Ontario and Quebec, it was a place of 15,000 inhabitants and of considerable commercial importance derived from the lumber industry. At the present time Ottawa has a population of 60,000, while Greater Ottawa, including Hull just across the river, called the Trans-ontario city, and several other suburbs, has 80,000 inhabitants.

Any person taking a bird's-eye view of Ottawa will easily see why a city was established in this locality. The river several miles above here is very wide, forming Lake Deschene, but on reaching the city, it narrows to a width of only a few rods and the vast bulk of water goes over the Chaudiere Falls, 60 feet in height. At the lower end of the city, the Rideau river, flowing from the south-west, falls into the Ottawa over a high vertical wall, forming the Rideau Falls. Just across from here on the Quebec side, the Gatineau river joins the Ottawa, and the three united continue their winding course to the St. Lawrence at Montreal.

It is the power generated at the Chaudiers and Rideau Falls, that gives the city its commercial importance. In the vicinity of the Chaudiere are situated J. B. Booth's large saw-mills, the E. B. Eddy mills, the city water-works, power-houses for generating electricity for lighting, heating, manufacturing and railway purposes, and many other mills and factories on either side of the river. Ottawa is one of the greatest lumber centres in the world. The pioneers in this industry were Bronson & Weston, J. R. Booth and E. B. Eddy who put up their mills in the "early fifties." Nearly all the wealthy men in the city today, some of whom are millionaires, made their pile in the lumber business.

Among the newer manufactures that owe their existence in Ottawa to its magnificent water-power, is that of Calcium Carbide, which is carried on here on a large commercial scale. Calcium Carbide is the material used for the production of acetylene gas and is obtained by fusing coke and lime together, by the aid of great heat. The heat required is so great, that it can only be procured by means of electricity. Ottawa was chosen as the site for the works, on account of the low price for which electricity can be obtained. The inventor, Thos. E. Wilson, is largely interested in these works. Of course, the Government buildings

are the centre of attraction in the City. They are situated on a hill, which slopes gently towards the city, but with a precipitous face towards the river, overlooking a landscape of surpassing beauty and extent. The buildings on the hill form three sides of an open square and comprise the Central, Eastern and Western blocks. The Langevin Block is situated on Wellington street facing the other buildings. The Central block contains the House of Commons and Senate Chambers. This building has been undergoing some repairs. The old free-stone pillars in the corridors have been replaced by columns of polished marble. Two elevators have been installed for the accommodation of the Commons and Senators. Several additional committee and private rooms have been built, by utilizing some of the space formerly left open for the purpose of lighting the building. Then various other improvements have been made giving the structure a brighter and more modern appearance. The other blocks contain the offices of the different Governmental departments.

The hill is very elaborately laid out with the drive ways and tastefully decorated with trees, shrubbery and flower beds. On a mound on the west end of the Central Block is situated the monument of Queen Victoria, which was unveiled by the Prince of Wales during his recent visit to this country. There are also statues erected to the memory of Sir Geo. Cartier, Alex. McKenzie and Sir John A. McDonald. Half way down the face of the bluff and almost overhanging the river, an ideal lover's walk has been constructed. This is a favorite resort during the summer for those desiring to escape the burning rays of the sun. To a person standing back of the Parliament buildings there is a grand view. Elevated as he is at least a hundred and fifty feet above the river, he sees to his left the roaring falls, covered with a shroud of rising mist, and surrounded by the hives of many industries. Across the river is the city of Hull, the cathedral being the most conspicuous building, a feature of all French-Canadian communities. Back of Hull, on the horizon, are the Laurentian Hills, which geologists tell us was the first dry land formed of the North American continent. To the right he sees the Ottawa, calm after its mad leap over the falls, grasp the Rideau and Gatineau rivers in its bosom and glide peacefully onward to the sea.

Ottawa is growing faster than any other Canadian city outside of the west. Its development has been gradual and steady, without the unhealthy boom through which so many of our cities have passed. In the past, the city's growth has been due to the development of the great forest wealth of the district watered by the Ottawa and its tributaries, and to the establishment here of the seat of government. In the future, she is bound to go ahead as a great manufacturing and transportation centre. Only a small fraction of the available power of the Chaudiere is being used at the present time. Electricity can be generated here as cheaply as at any point on the Continent, and it is only natural to conclude, that the city will on account of this valuable asset become one of the great manufacturing centres of Canada. Today there are four systems of railways, with nine different routes entering the city. The C. P. R. has four separate branches, one of them being the main line to the west. The Canada Atlantic Railroad has been of great benefit to Ottawa, and is the enterprise of Mr. J. R. Booth, who has shown himself to be as successful in the railway, as in the lumbering business, in which he has built up a continental reputation. By the acquisition of the Parry Sound road the C. A. R. now connects Montreal with Georgian Bay in Lake Huron. This route is used very largely in the transportation of grain from the west to the port of Quebec.

The building of the Georgian Bay Canal is a question of vital importance to the capital. The promoters of this scheme propose, by the aid of locks and dredging, to form an all water route from Lake Huron to Montreal, via French River, Lake Nipissing and the Ottawa River. The building of this canal, either by the government or a private company, would make a much shorter route than the present one, through the Great Lakes, and should secure for Canada the bulk of the carrying trade of the west.

The fire, which broke out in the timber yards situated on the Hull side of the river, nearly two years ago was a great blow to the two cities. Several square miles of mills, factories, churches and residences were destroyed. Already the greater part of it has been rebuilt, and everywhere evidence abound that the whole district will be re-constructed on nobler lines than ever.

A. H. McK.

Special Notice.

I wish to thank my numerous customers and the public generally for the very liberal patronage bestowed upon me during the past sixteen years, and I

earnestly solicit a continuance of the same liberal patronage for the future. I also wish to announce that I have secured the services of Mr. J. Robert McKenzie, a cutter of first class ability, he having cut in a number of large cities in the United States. This gentleman's experience together with my own twenty-five years knowledge of the tailoring trade places me in the front rank of merchant tailoring. I guarantee all customers who patronize me the very latest styles, and first class workmanship at reasonable prices. We ask you to call and give us a trial and be convinced that we mean what is stated above.

JOSEPH WALKER,
Merchant Tailor.First door above People's Bank.
Jan. 20.—d6w7in.

BEAVER DAM.

(Special Correspondence to the Herald.)

Jan. 24.—We are having very unpleasant weather this week. It is feared that the recent rain will be fatal to the interests of the O'Leary, Harris Co., who are lumbering at Skagway.

Messrs E. Smith and W. Hatch returned home from Maine last week.

Mrs. W. Fletcher, sr., is spending a few days with her daughter-in-law, Mrs. E. Fletcher.

Lewis F. Charters, Upper Mangerville, spent Sunday visiting friends here.

Miss Ethel Fletcher spent Wednesday evening with Miss Laura and Lottie Lord.

Miss Millie Moore has recovered from her recent illness.

Miss Mina Haining has returned home from Fredericton.

Mrs. J. B. Moore spent Sunday evening with Mrs. John Lord.

We think we hear the merry chime of wedding bells.

BROCKWAY.

(Special Correspondence to the Herald.)

Jan. 23.—We have had a heavy rain which has destroyed the good sleighing. The river is at freshet height.

Our bridge builder, W. R. Fawcett is at Fredericton attending council. He is much missed by the young people.

We had a diphtheria scare but it did not amount to much.

Miss Stella Young, who has been away to St. Stephen, has returned home.

H. V. B. Bridges called at the school in this place on the 27th.

Theo Vail is in the wood and milk business. The girls say Theo is all right.

Our pastor, C. J. Steeves, preached a very eloquent sermon on Sunday, 19th inst.

James Vail has a fine driving colt; he says it can trot further in a hour than any other colt of its age.

We are glad to see the smiling face of Dan Speedy among us again.

A number of young people spent an enjoyable evening at Mr. Robert Vail's recently.

A number of ladies of this place spent a pleasant afternoon at Mr. Sinclair's.

Mrs. A. L. Libby made a flying trip to Harvey one day this week.

Prompt as Usual.

Fredericton, N. B., Jan. 16th, 1902.
Albert J. Machum, Manager, Agency Union Mutual Life Ins. Co., St. John, N. B.

Dear Sir—I desire to thank you and the company you represent for the very prompt and satisfactory settlement of claims under policy No. 41079, on the life of my deceased husband, James D. Macpherson.

The fact that both the policy-receipts and the policy cannot be found, make such a prompt settlement doubly appreciated, and I can certainly recommend the "Old Union Mutual" as a most satisfactory company with which to do business.

Yours truly,
(Signed) MARY A. MACPHERSON.
Beneficiary.

F'ton, N. B., Jan. 17th, 1902.—Albert J. Machum, Manager Union Mutual Life Ins. Co., St. John, N. B.

Dear Machum:—Re policy 41079, J. D. Macpherson, I beg to acknowledge receipt of your two favors, of the 16th, and assure you that Mrs. Macpherson and I very much appreciate the course of your Company, as well as your own prompt action in the matter of this claim.

Yours truly
(Signed) A. R. SLIPP,
Solicitor.

The local agent of this Company is W. S. Hooper. Jan. 21.—d.t.f

Children for Adoption.

Parties wishing to secure children for adoption should call on Mr. J. W. Spurdun for forms of application. It is desirable that all applications be in the hands of the secretary of the committee before April 1. See adv. in another column.—d.w.6l.

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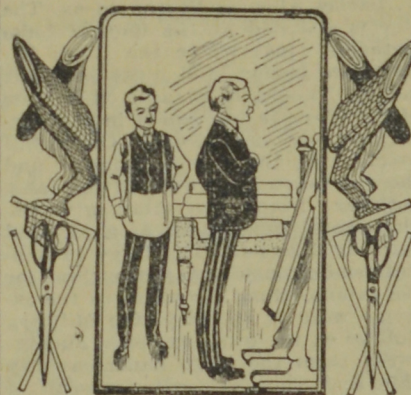


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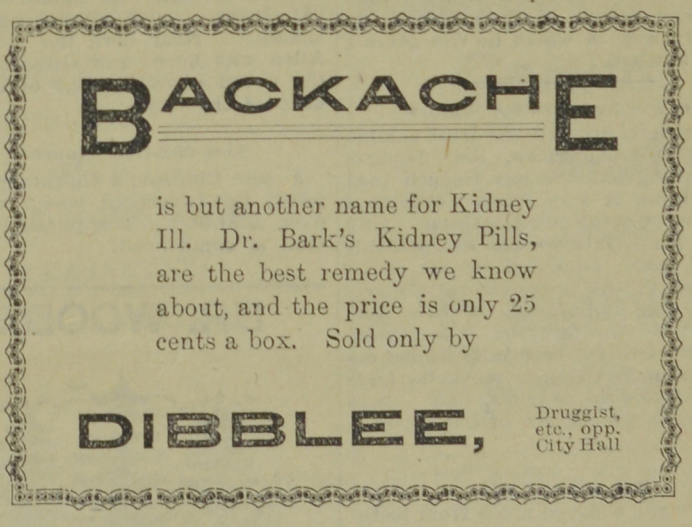
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To those wishing to get the watch with pills, if they send us a money order for \$5.00 being a reduction of \$1.00 we will send both the money and watch. WRITE PLAINLY.

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Should you desire to see a sample box of our pills we will send a full 50c. box to everybody sending us 10c. in stamps. Mention this paper.

Dec. 27. -w8l