

British Columbia's pioneer settlements. Ten marine parks with mooring facilities and campsites have been developed on the islands of the Strait of Georgia for the benefit of water-borne vacationers.

The popularity of British Columbia's parks, with their integrated campsites and picnic areas, is attested by the fact that about 5,150,000 park visits were recorded during 1966; about 25 p.c. of the visitors were campers and the remainder day visitors. Records show that Mount Seymour, Cultus Lake and Garibaldi Parks were the most heavily used.

### Subsection 3.—Ottawa, Canada's National Capital\*

Canada's capital city lies in a magnificent natural setting, its hub high on the limestone bluffs bordering the Ottawa River where it tumbles over the Chaudière Falls and where, a short distance downstream, the lazy Rideau River falls in twin curtains over the cliffs from the south and the once-turbulent Gatineau River flows in from the north. Here Champlain paused and portaged on his way westward in 1613. The priests, soldiers and traders who followed him travelled past these cliffs and around the rapids. By this place passed most of the great overland explorers. Champlain called the river "la grande rivière des Algommequins" and early English traders called it the Grand River. "Ottawa" is the anglicized form of Outaouac or Outaouais, the name of a tribe of Indians from Lake Huron who traded with the French in the seventeenth century. They carried their furs by the river that now bears their name. The first settlement in this region is associated with an American from Massachusetts, Philemon Wright, who, in 1800, located on the north shore of the river where Hull stands today, bringing with him families and tradesmen and forming the nucleus of a busy community. Taking advantage of Britain's needs for squared timber, Philemon Wright ran the first raft of white pine to Quebec in 1806, and started the Ottawa River squared timber trade that soon came to be fostered by British tariff concessions. This was the beginning of a great industry that remained the life blood of the community for half a century.

Settlement on the south side of the river did not begin in earnest until a generation later. During the War of 1812 communications by the St. Lawrence River, the main route to the settled area in Upper Canada, had been under American attack and a safer water route between Montreal and the Great Lakes was considered an urgent need for the future. Ten years were spent in sporadic investigation and consideration of a route by the Rideau and Catarqui River systems and finally, in 1826, Lieutenant-Colonel John By of the Royal Engineers was sent to the Chaudière to build a canal from that point to Kingston. The next year two companies of Royal Sappers and Miners, numbering 162 men, began the construction. To Colonel By also goes the credit of planning the original townsite which was, in 1827, named Bytown in his honour. Where Ottawa's central area is today, the Earl of Dalhousie, the then Governor-in-Chief, had wisely secured commanding ground for the Crown in 1823 and, adjacent to this, Colonel By laid out two settlements called Upper Town and Lower Town, separated by part of the Government lands called Barrack Hill. The canal was finished in 1832 and the town that sprouted around Colonel By's military camp began to grow and prosper. Stores and banks were set up, churches and schools were built and a little manufacturing community was started in New Edinburgh near Rideau Falls.

Bytown was now the inland centre of the squared timber trade and by 1850 could boast of some fine stone buildings, among them the home of Thomas MacKay which today forms the central part of the residence of the Governor General of Canada. A change then occurred in the timber industry, the British system of preferential import duties on squared white and red pine logs was abandoned and trade began to decline. However, by this time the accessible forest stands of the eastern United States were depleted and sawn lumber was needed to house a growing population. Also, the American railway and canal network had extended to the Canadian border, making transportation easy. Encouraged

\* Revised by the Information and Historical Division, National Capital Commission, Ottawa.