

Ottawa 2025





Rue Sparks Street

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By Jeff Rosen
July 27-August 2, 2025

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Thanks to Jordana Rosen for her photo contributions on pages 12 and 41, as well as the special birthday cake which appears on this page and 77.

FRONT: Lady Dive Tours' Amphibus leaves the dock in Gatineau, Quebec.

PREVIOUS PAGE: The Ottawa sign on Sparks Street, Ottawa, Ontario.

BACK: D'Arcy McGee's Pub on Sparks Street, Ottawa.



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Around Ottawa





We stayed at Delta Ottawa City Centre and enjoyed eating at Prova every morning.



Room 1005 was our home while visiting Ottawa.



Sparks Street is a pedestrian mall. It was a main street in Ottawa that was converted into an outdoor pedestrian street in 1967, making it the earliest such street or mall in Canada.

Sparks runs from Elgin Street in the east to Bronson Avenue in the west. The Sparks Street Mall, which contains a number of outdoor restaurants and several works of art and fountains, only runs from Elgin to Bank Street. The pedestrian-only portion continues for another two blocks westward. The final two blocks, west of Lyon Street, consist of a regular road, merging into Bronson Avenue heading south.

The mall and most of the buildings on the south side are owned and operated by the National Capital Commission.

Buildings on the north side of the mall were expropriated by the Government of Canada in 1973, and are currently operated by Public Works and Government Services Canada.

Located one block south of Wellington Street (the home of the Parliament of Canada), Sparks Street is one of Ottawa's more historical streets and features a number of heritage buildings. The street is named after Nicholas Sparks, a farmer who, early in the mid-nineteenth century, cut a path through the woods on his holding, which would eventually become this street.

When Ottawa was selected as Canada's capital, this area became even more important, as the street became home to a number of government offices and homes for parliamentarians. One of these was Thomas D'Arcy McGee who, in 1868, was assassinated outside his home at the corner of Sparks and Metcalfe. The street also became Ottawa's commercial hub in the late 19th and early 20th centuries, and was home to a number of the city's banks and the lumber companies of the Ottawa Valley.

The peak of the street was in the early twentieth century, when a number of Beaux-Arts buildings that still stand were erected.

Starting in 1960, the street was closed to vehicular traffic in the summers in an attempt to improve commerce. The success of these temporary summer closings convinced the city to close the street permanently to vehicles in 1967.

Today, the pedestrian mall is open year-round and extends from Elgin to Kent Streets. Although the mall is quite busy during the week, it is only lightly used on the weekend.

There are two prominent bear statues on Ottawa's Sparks Street: the traditional bronze grizzly bear sculpture called "Territorial Prerogative" by Bruce Garner, and a more recent aluminum art installation. This one depicts a mother bear with a fish and serves as a commentary on the cruelty of human population growth on wildlife.





The Terry Fox Memorial Sculpture has moved to its third home in downtown Ottawa. The sculpture was designed by Canadian artist John Hooper and placed in its first home near the current Senate of Canada Building in October 1983, two years after Fox passed away. Since 1998, the sculpture had stood across the street from Canada's Parliament buildings. On June 10, 2024, it moved to its new home on the Sparks Street Pedestrian Mall. This new location is the route that Fox ran during the Ottawa portion of his Marathon of Hope on Canada Day in 1980.

The Bank of Nova Scotia building at 125 Sparks Street was designed in the Beaux-Arts style in 1924 by a Belfast architect.

The symmetrical sandstone south facade includes columns, basins, mahogany and bronze doors, and bas-reliefs inspired by Canadian economic activities. The bank occupied the building until 1985, after which the building remained vacant for almost 15 years.

In 2000, renovations began, and the following year, the Library of Parliament moved into the building. Modern features include a new north facade entirely covered in glass on the exterior.

In 2017, as part of the Parliamentary Precinct's Long Range Vision and Plan, the branch was redesigned as the Interim Main Library. Modernizing the building has helped the Library of Parliament meet the ever-changing needs of its parliamentary users.

The space now includes a new reading room equipped with a multimedia wall on which news and sittings of the two houses of Parliament are broadcast.





The Lord Stanley's Gift Monument is a monument in Ottawa. It commemorates the donation of the Stanley Cup ice hockey championship trophy by Canada's Governor-General the Lord Stanley of Preston in 1893. It is located on the eastern end of the Sparks Street Mall. It was constructed at the culmination of a public campaign to commemorate the donation of the trophy. In 2009, ice hockey historian Paul Kitchen started organizing a campaign to create a public monument to be placed outdoors in Ottawa, to commemorate the donation of the Stanley Cup by Lord Stanley.



D'Arcy McGee's Pub on Sparks Street, was our favourite place for lunch during our stay in Ottawa. The restaurant is located near the site of the 1868 assassination of Thomas D'Arcy McGee on Sparks Street.





Lady Dive Tours' Amphibus tours around Ottawa on land and the water.



The National War Memorial, titled *The Response*, is a tall, granite memorial arch with bronze sculptures, designed by Vernon March and first dedicated by King George VI in 1939. Originally built to commemorate the Canadians who died in the First World War, it was in 1982 rededicated to also include those killed in the Second World War and Korean War and again in 2014 to add the dead from the Second Boer War and War in Afghanistan, as well as all Canadians killed in all conflicts past and future. It now serves as the pre-eminent war memorial of 76 cenotaphs in Canada. In 2000, the Tomb of the Unknown Soldier was added in front of the memorial and symbolizes the sacrifices made by all Canadians who have died or may yet die for their country.





The Tomb of the Unknown Soldier is a tomb situated before the National War Memorial in Confederation Square in Ottawa. It is dedicated to Canadian service members and holds the remains of an unidentified Canadian soldier who died in France during the First World War; selected from a Commonwealth War Grave near Vimy, in the vicinity where the Battle of Vimy Ridge took place. A tomb with an unidentified soldier was added to the National War Memorial in 2000, the culmination of a project begun by the Royal Canadian Legion. Since 2007, the Canadian Armed Forces have posted sentries at the tomb and the National War Memorial from April to November.



1914-1918
IN SERVICE TO CANADA AU SERVICE DU CANADA



The National Sentry Program posts two members of the Canadian Armed Forces as sentries at the Tomb of the Unknown Soldier in front of the National War Memorial from April 2 to November 10, with the changing of the sentries occurring every hour on the hour from 9 a.m. to 5 p.m. This daily duty is performed by the Ceremonial Guard, fully-trained soldiers from various Canadian Armed Forces units, with their shifts beginning and ending with a formal changeover.



Parliament Buildings

The Parliament Buildings are three edifices arranged around three sides of Parliament Hill's central lawn. The speakers of each legislature chamber oversee the use and administration of the spaces within each building. The Centre Block has the Senate and Commons chambers. It is fronted by the Peace Tower on the south facade, and the Library of Parliament lies at the building's rear. The East Block (completed 1866) contains ministers' and senators' offices, meeting rooms, and other administrative spaces. The West Block (completed 1865) is serving as the temporary seat of the House of Commons. The buildings' unifying architectural style is Gothic Revival.

Ground was broken on Parliament Hill on December 20, 1859, and the first stones were laid on April 16 the following year. Prince Albert Edward, Prince of Wales (later King Edward VII), laid the cornerstone of the Centre Block on September 1. The construction of Parliament Hill became the largest construction project undertaken in North America to that date. By early 1861, the Canadian Department of Public Works reported over \$1.4 million had been spent on the venture, leading to the closure of the site in September and the covering of the unfinished structures with tarpaulins until 1863, when construction resumed following a commission of inquiry.

By 1876, the structures of Parliament Hill and the surrounding fence and gates were completed. On February 3, 1916, a fire destroyed the Centre Block. Despite the ongoing war, Governor General Prince Arthur, Duke of Connaught, re-laid the original cornerstone on September 1, 1916, exactly 56 years after his brother, the future King Edward VII, had first set it. Eleven years later, the rebuilt Centre Block was completed, and a new, freestanding bell tower was dedicated as the Peace Tower to commemorate the Canadians who had died during the First World War.

Since 2002, an extensive \$3 billion renovation-and-rehabilitation project has been underway throughout the precinct's buildings to bring the Parliament buildings to modern safety standards and to address their deteriorated state; work is not expected to be complete until after 2028. The West Block was completed in November 2018 before the House of Commons moved there, and renovations on the Senate of Canada Building concluded in 2019 to accommodate the Senate while the Centre Block and East Block undergo renovations.

Parliament Building, East Block and Wellington Street.





1875
2025



Supreme Court of Canada

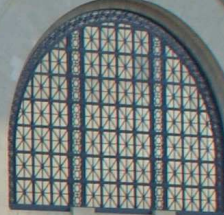
The Supreme Court of Canada building was designed in the late 1930s by Ernest Cormier, a well-known Montréal architect who also designed the Quebec Court of Appeal building in Montréal, the Government printing Bureau in Gatineau and the University of Montréal's main pavilion.

Located just west of the Parliament buildings on a bluff above the Ottawa River and set back from Wellington Street by a large lawn, the building provides a dignified setting worthy of the country's highest court.

There are two flagpoles in front of the building. A Canadian flag flies permanently on the west pole, while the Supreme Court's flag is raised on the east pole only when the court is sitting.



WESTIN



Senate of Canada/Union Station

The Senate of Canada Building is a government building and former railway station that serves as the temporary seat of the Senate of Canada. Located at 2 Rideau Street in downtown Ottawa, it was known as Ottawa Union Station and served as the city's central railway station from 1912 until 1966. Due to public efforts at the time to save it from demolition, the Beaux-Arts style station was preserved. Instead, it was operated by the Government of Canada as the Government Conference Centre from 1966 to 2018.

Before the turn of the twentieth century, several railway companies had run lines into the city and had begun to build railway stations.



The ByWard Market is a retail and entertainment district in the downtown core of Ottawa. It is located east of the government and business district. The Market district includes the market buildings and open-air market. The name refers to the old “By Ward” of the City of Ottawa (“By” deriving from the surname of the engineer, John By, who was the area’s original surveyor). The market building is open year-round, and open-air stalls offering fresh produce and flowers are operated in the warmer months. Traditionally, the ByWard Market area has been a focal point for Ottawa’s French and Irish communities.





Cour suprême
du Canada



1875
2025

escape
Ottawa

LA TERRASSE
LA TERRASSE

AU LAURIER

5 6 7 8 9 10 11 12 13 14 15 16 17 18
Rideau



Fairmont Château Laurier

The Fairmont Château Laurier is a 660,000-square-foot hotel with 429 guest rooms in the downtown core of Ottawa.

The hotel was commissioned by Grand Trunk Railway president Charles Melville Hays and construction occurred between 1909 and 1912 for \$2 million, in tandem with Ottawa's downtown Union Station (now the Senate of Canada Building) across Rideau Street. A tunnel under Rideau Street links the two buildings. When the hotel first opened, private rooms cost \$2 per night. Out of the 350 bedrooms, 155 had private baths, while the remaining 104 rooms were equipped with washstands with hot and cold water connections.

The hotel was scheduled to open on April 26, 1912. However, Hays, who was en route to Canada for the hotel opening, perished aboard the RMS Titanic when it sank on April 15. Grand Trunk officials held a more subdued opening ceremony on June 12, 1912, with Sir Wilfrid Laurier in attendance.

When the Grand Trunk became part of the Canadian National Railway in 1923, the Château Laurier became one of CN's most important hotels.

For years, the hotel thrived, playing host to royalty, heads of state, political figures, celebrities and members of Canada's elite. However, during the 1960s and 1970s, the construction of numerous competing hotels in the capital, as well as the closure of Union Station, led to a slow decline in the Château's fortunes.

In 1981, the hotel was designated a National Historic Site of Canada. The Westin Hotel opened across the street in 1983, and the owners undertook a \$21 million renovation in the 1980s to refurbish and renovate the Château Laurier, thus restoring its position as Ottawa's pre-eminent hotel.

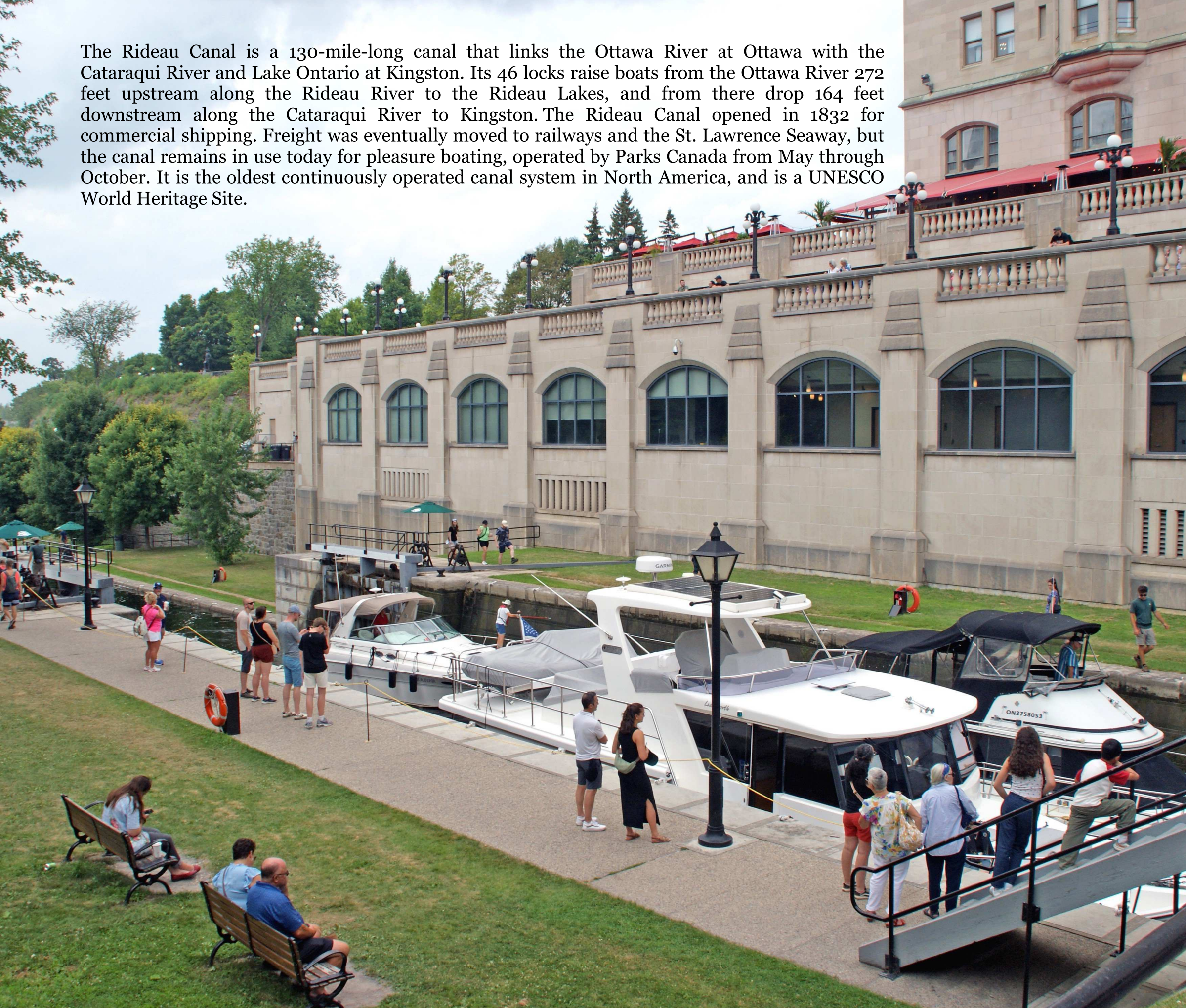
The hotel was operated by Canadian National Hotels until the chain was purchased by Canadian Pacific Hotels in 1988.

In 1999, it was renamed the Fairmont Château Laurier after Canadian Pacific Hotels bought the American Fairmont hotel chain and changed its name to Fairmont Hotels and Resorts.

In 2013, Capital Hotel Limited Partnership (an affiliate of Vancouver's Larco Investments Ltd.) purchased the hotel but retained Fairmont to manage it. In September 2016, Larco proposed a significant addition to develop suites for long-term stays. The design of the addition differs considerably from that of the original building, and has been met with criticism.

Ottawa council unanimously voted to download the power to approve the renovation to city staff in June 2018. Because of an unprecedented public outcry, there was a motion to revoke Larco's Heritage permit until it submitted a design more aligned with the original structure. That motion was defeated by Ottawa Council by a vote of 13–10 on July 11, 2019, and the project proceeded. Despite initial proceedings, UNESCO has requested that the extension on the hotel be re-assessed, as there are concerns about the integrity of the view of the surrounding canals.

The Rideau Canal is a 130-mile-long canal that links the Ottawa River at Ottawa with the Cataraqui River and Lake Ontario at Kingston. Its 46 locks raise boats from the Ottawa River 272 feet upstream along the Rideau River to the Rideau Lakes, and from there drop 164 feet downstream along the Cataraqui River to Kingston. The Rideau Canal opened in 1832 for commercial shipping. Freight was eventually moved to railways and the St. Lawrence Seaway, but the canal remains in use today for pleasure boating, operated by Parks Canada from May through October. It is the oldest continuously operated canal system in North America, and is a UNESCO World Heritage Site.









Tours





Visiting Parliament Hill for a tour of the House of Commons.

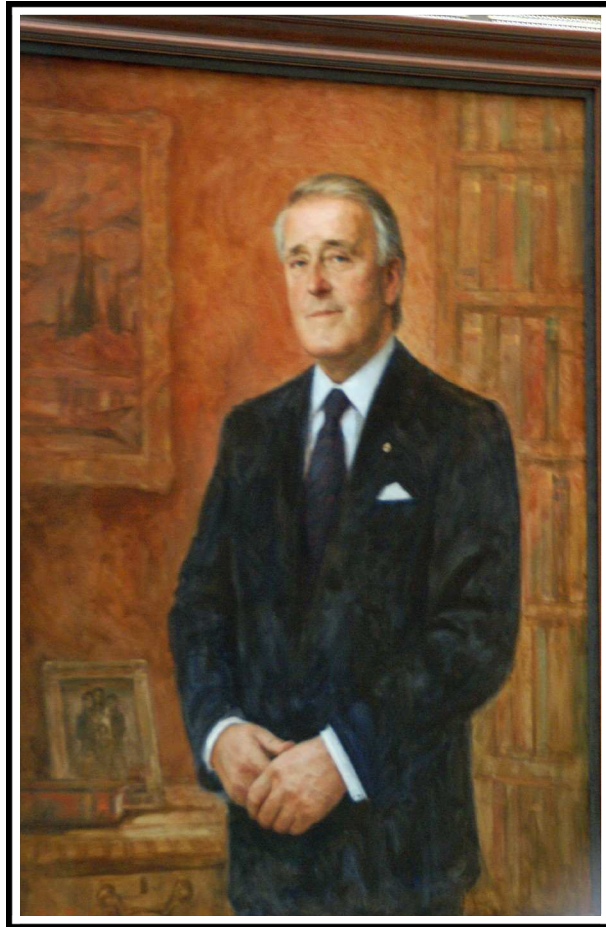




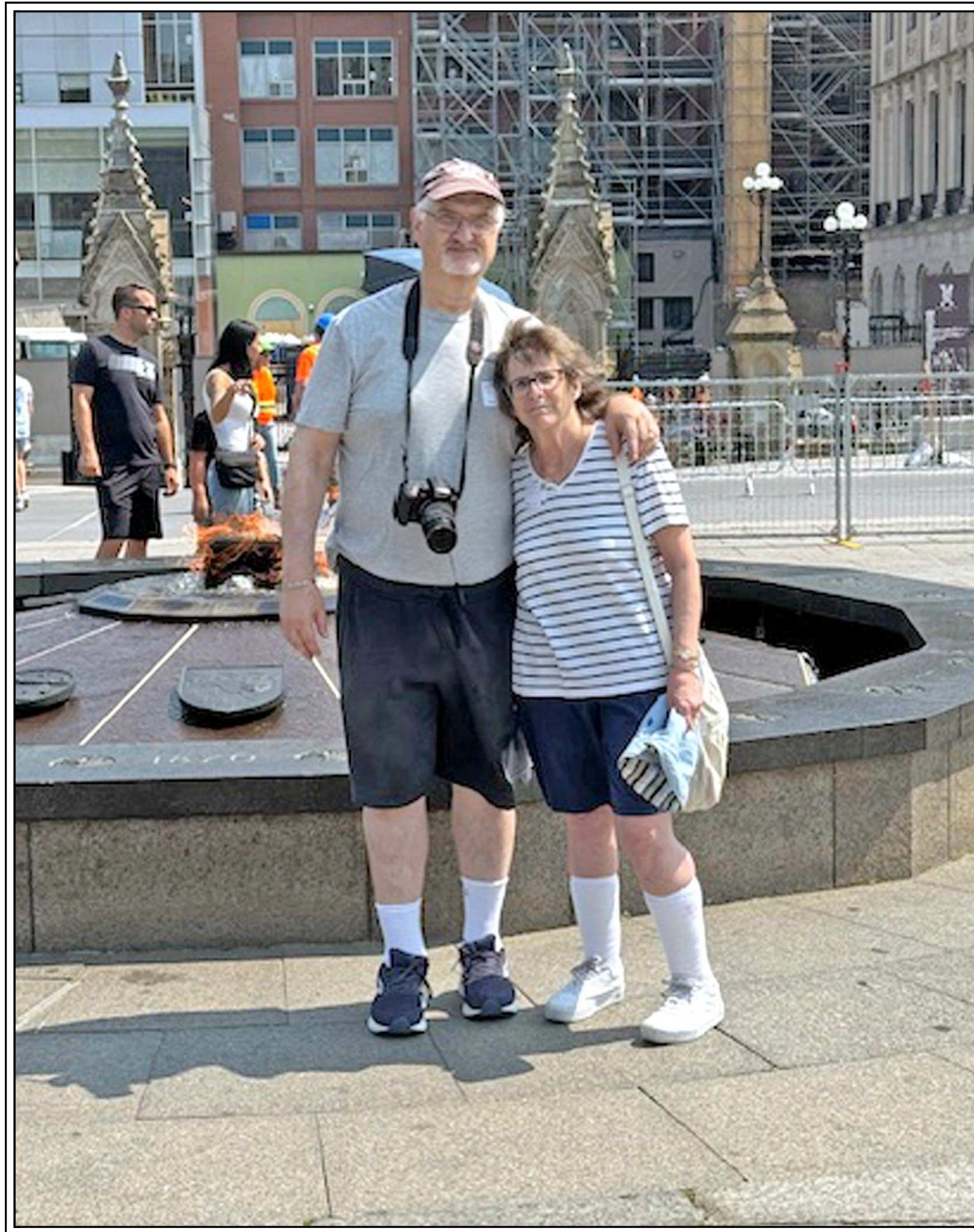




For Centre Block to be repaired and modernized, the West Block was significantly renovated to house the House of Commons and includes a light-filled, glass-roofed chamber built in the central courtyard. Construction on this project started in January 2011 and was completed in November 2018. The House of Commons began sitting in the building in January 2019. The result is a light-filled space with a glass ceiling, located in the transformed central courtyard of the building. The Centre Block is estimated to reopen to the public around 2032, with the construction completion planned for 2031, followed by a year for testing and operational readiness. This massive undertaking is the most significant heritage rehabilitation project in Canadian history.



Portraits of Canadian Prime Ministers are held by the Parliament of Canada, with various painting displayed in the West Block. Seen here, from left, former prime ministers: the Right Honourable Kim Campbell (June-November 1983), the Right Honourable Brian Mulroney (1984-1993) and the Right Honourable Jean Chrétien (1993-2003).





On Wednesday, July 30, Lisa's birthday, we headed to the Rideau Canal for a cruise on the Ottawa River.



PAULA-D

PAULA-D

Wörte Famen!



Mentalment Célédig!



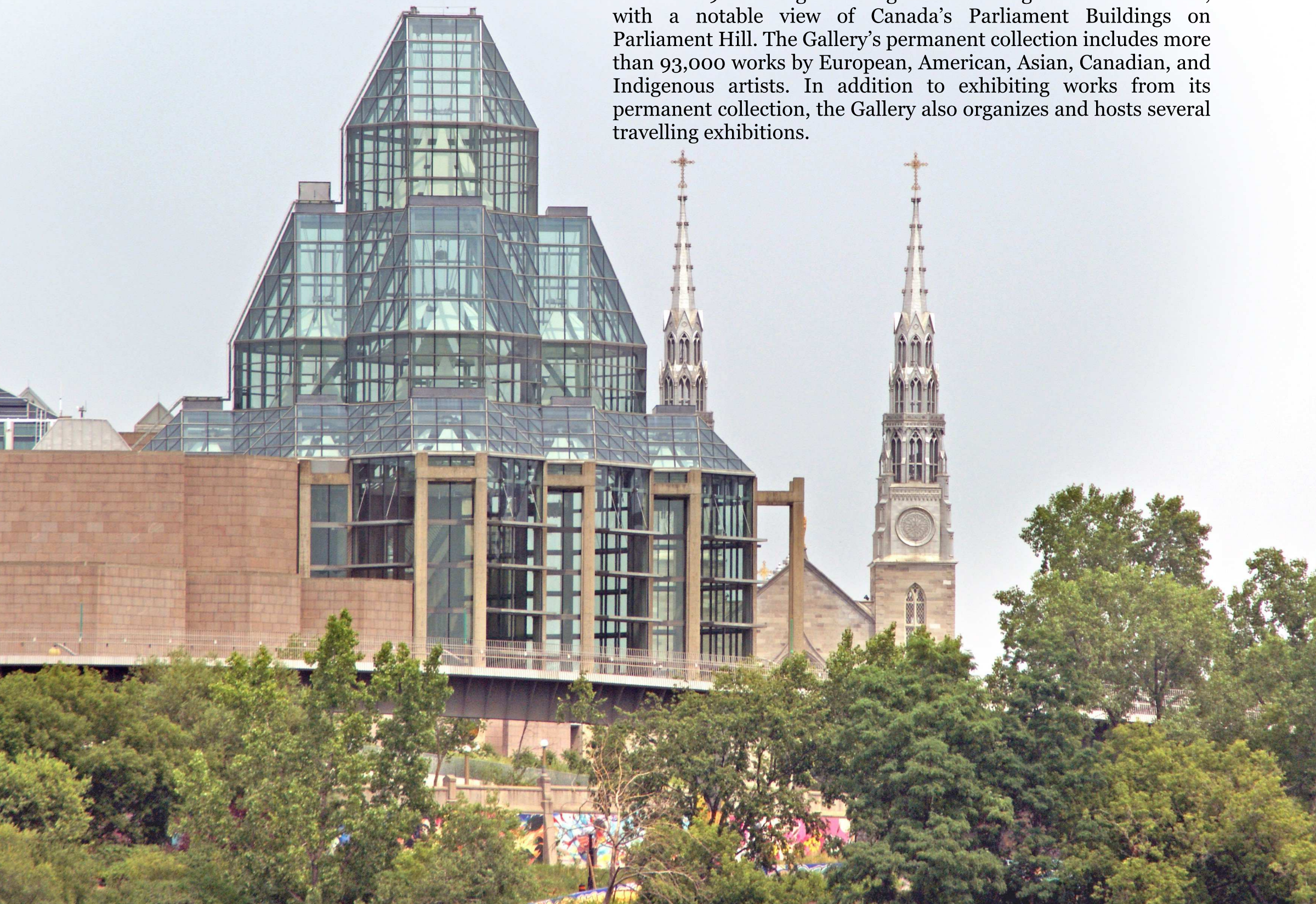
In 2013, the Canadian Museum of Civilization adopted its current name, the Canadian Museum of History, and modified its mandate to emphasize Canadian identity and history. The museum's collections contain over three million artifacts and documents, with some on display in the museum's permanent exhibitions. At this museum — located in Gatineau, Quebec — the focus is on anthropology, Canadian history, cultural studies, and ethnology. The purpose of the museum is to promote the heritage of Canada, as well as support related research.





24 Sussex Drive, originally called Gorffwysfa and usually referred to simply as 24 Sussex, is the official residence of the prime minister of Canada, in the New Edinburgh neighbourhood of Ottawa. Built between 1866 and 1868 by Joseph Merrill Currier, it has been the prime minister's official home since 1951. It is one of two official residences made available to the prime minister. As parts of the house have become worn and outdated, 24 Sussex has not been an actual residence since 2015.

The National Gallery of Canada is Canada's national art museum. The museum's building takes up 501,820 square feet, with 133,000 square feet of space used for exhibiting art. It is one of the largest art museums in North America by exhibition space. After moving from place to place over the years, the Gallery was relocated to a new complex designed by Israeli architect Moshe Safdie in 1988. The glass and granite building is on Sussex Drive, with a notable view of Canada's Parliament Buildings on Parliament Hill. The Gallery's permanent collection includes more than 93,000 works by European, American, Asian, Canadian, and Indigenous artists. In addition to exhibiting works from its permanent collection, the Gallery also organizes and hosts several travelling exhibitions.





Lady Dive Tours' Amphibus enters the water from the Gatineau dock.





The Rideau Falls are two 36-foot waterfalls where the Rideau River empties into the Ottawa River. The falls are divided by Green Island, with Ottawa's Old City Hall just to the south. To the west of the falls is the headquarters of the National Research Council, while to the east are the Canada and the World Pavilion and the French Embassy. The falls were named by the early French for their resemblance to a curtain, or rideau in French. The Rideau River was later named after the falls. The Rideau Canal was constructed to bypass these falls and the Hog's Back Falls.



The Peace Tower is a focal bell and clock tower sitting on the central axis of the Centre Block of the Canadian Parliament Buildings. The present incarnation replaced the 180-foot Victoria Tower, which burned down in 1916 along with most of the Centre Block; only the Library of Parliament survived.

The tower reaches a height of 302 feet, 6 inches, over which are arranged a multitude of stone carvings, including approximately 370 gargoyles, grotesques, and friezes, keeping with the Victorian High Gothic style of the rest of the parliamentary complex. The walls are of Nepean sandstone, and the roof is reinforced concrete covered with copper.

This was the highest accessible space in Ottawa until the early 1970s; the Peace Tower dominated the Ottawa skyline, as a strict 150-foot height limit was placed on other buildings.

Continued on next page

That limit, however, was later rescinded, leading the Peace Tower to lose its distinction as the city's tallest structure.

The tower's flagpole holds symbolic significance, serving as the nation's flagpole. Although the flag was initially changed once a week, the Department of Public Works began changing it daily starting in 1998.

The Peace Tower was designed not only to serve as an architectural feature and landmark, but also as a memorial to Canadians who had given their lives during the First World War.

Accompanying the Peace Tower clock is a 53-bell carillon, conceived by an act of parliament to commemorate the 1918 armistice that ended World War I and was inaugurated on July 1, 1927, the 60th anniversary of Confederation.

Starting in 1994, the Peace Tower was covered and the accessible spaces closed for a two-year conservation project aimed at reversing masonry deterioration and preventing further moisture penetration.

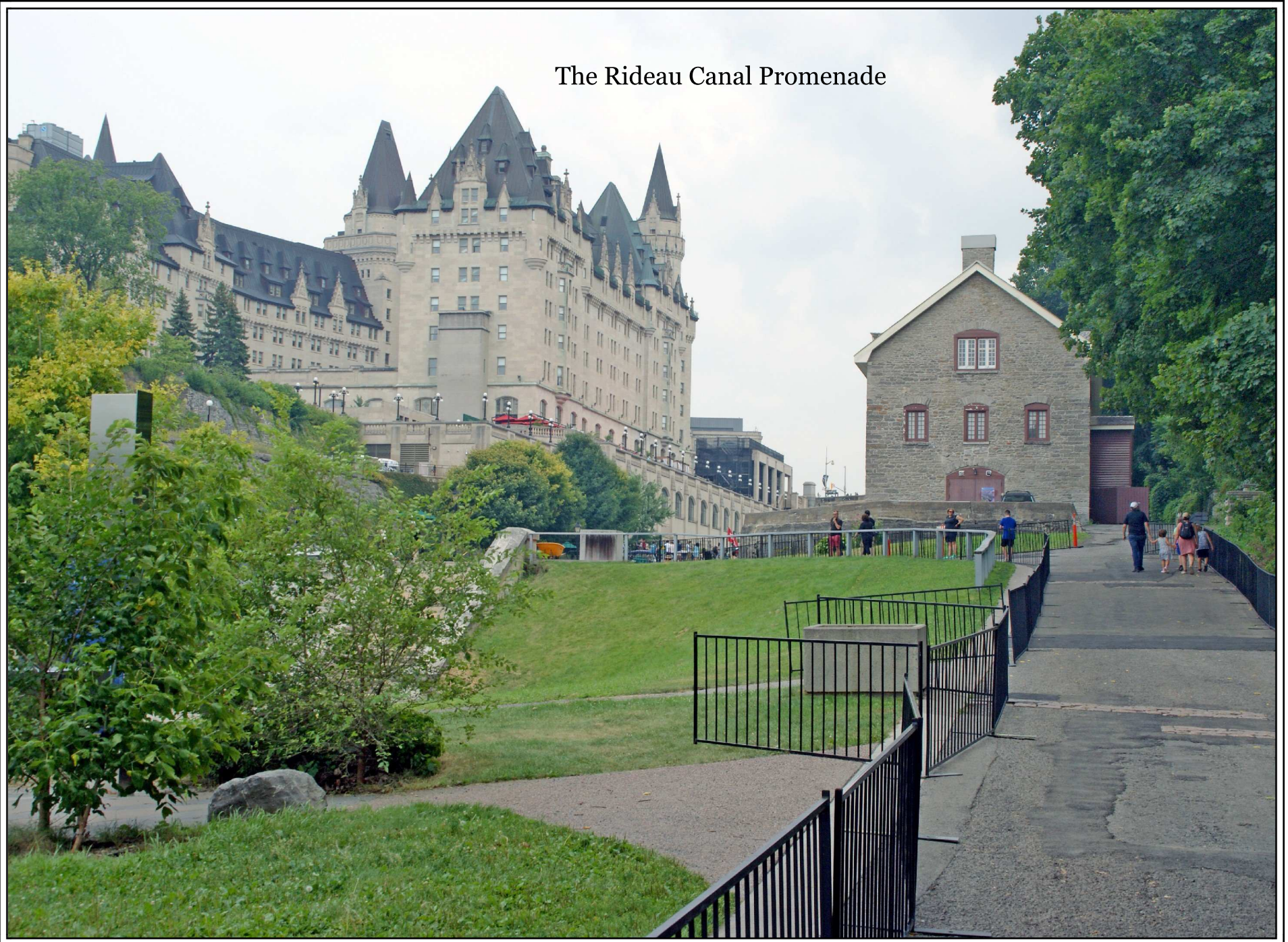
The carillon has been silent since its last recital on February 17, 2022, as it undergoes restoration. The final recital was scheduled for February 18, 2022, but it was cancelled due to arrests made in conjunction with the Canada convoy protest.

The Peace Tower clock chimes and carillon will now remain silent until about 2027, as the entire carillon is dismantled and restored.





The Rideau Canal Promenade



Museums



The Canadian War Museum is a national museum on Canada's military history. The museum serves as an educational facility on Canadian military history and a place of remembrance. The 439,800 square foot museum building houses several exhibitions and memorials. The building, situated south of the Ottawa River in LeBreton Flats, also houses the Military History Research Centre, the museum's library and archives.

The Canadian War Museum was formally established in 1942, although portions of the museum's collections originate from a military museum that operated from 1880 to 1896. The museum was operated by the Public Archives of Canada until 1967, when the National Museums of Canada Corporation was formed to manage several national institutions, including the war museum.

Plans to expand the museum during the mid-1990s resulted in the creation of a new building at LeBreton Flats, which was opened to the public in 2005.

The museum's collection contains more than 500,000 items related to military history, including more than 13,000 works of military art. In addition to its permanent exhibition, the museum has hosted and organized several travelling exhibitions relating to Canadian military history.



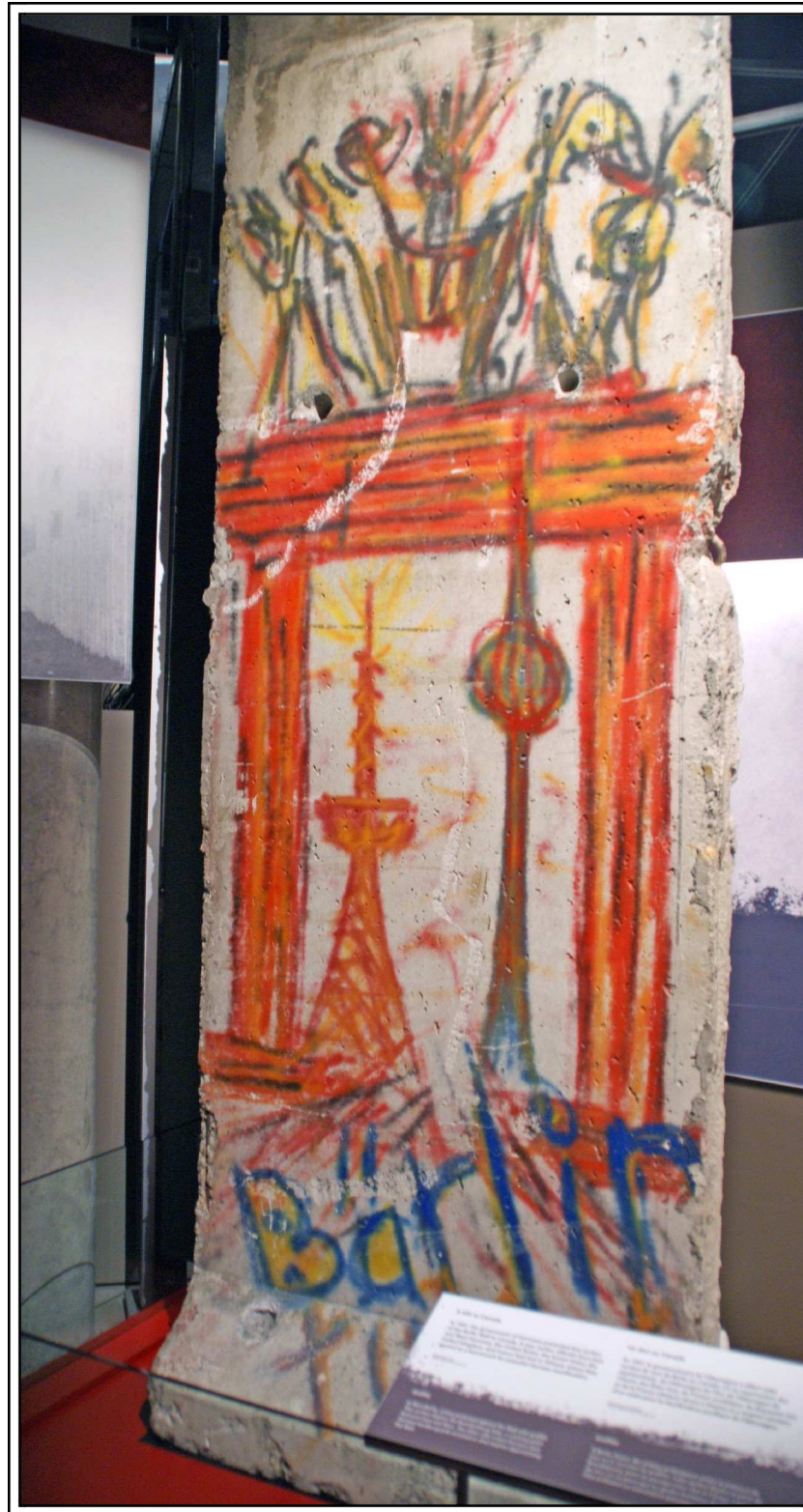


The Warsaw Pact based its military planning for a war with NATO on a rapid offensive. Columns of heavy tanks, such as this T-72, along with tactical nuclear weapons, air power, and saboteurs and commandos, would quickly punch through the defences, defeating NATO before US-based forces or European reserve units could be brought into the fight. The Canadian Forces acquired this T-72 in 1992, one of eight acquired from the former East Germany for use as a practice target for weapons testing.

A Gift to Canada

In 1991, the government of newly reunified Germany presented this section of the Berlin Wall to Canada. A year earlier, foreign ministers from France, East and West Germany, the Soviet Union, the United States, and the United Kingdom had conferred in Ottawa, where they agreed to a framework for peaceful German reunification.

This is a section of the Berlin Wall, a barrier that East Germany first erected in 1961 to keep its own citizens from leaving the country. Thousands still tried. Border guards killed 246 of them, and wounded or arrested many hundreds of others.



Courage under Fire

Two Canadian soldiers were seriously injured in this Iltis patrol vehicle.

In 1994, on New Year's Eve, as Private Philip Badanai and Master Corporal John Tescione drove through a Serb-held town in Croatia, Serbian troops fired on them. Their vehicle was hit more than 100 times. Badanai was shot in the back, and Tescione, in the head and arms.

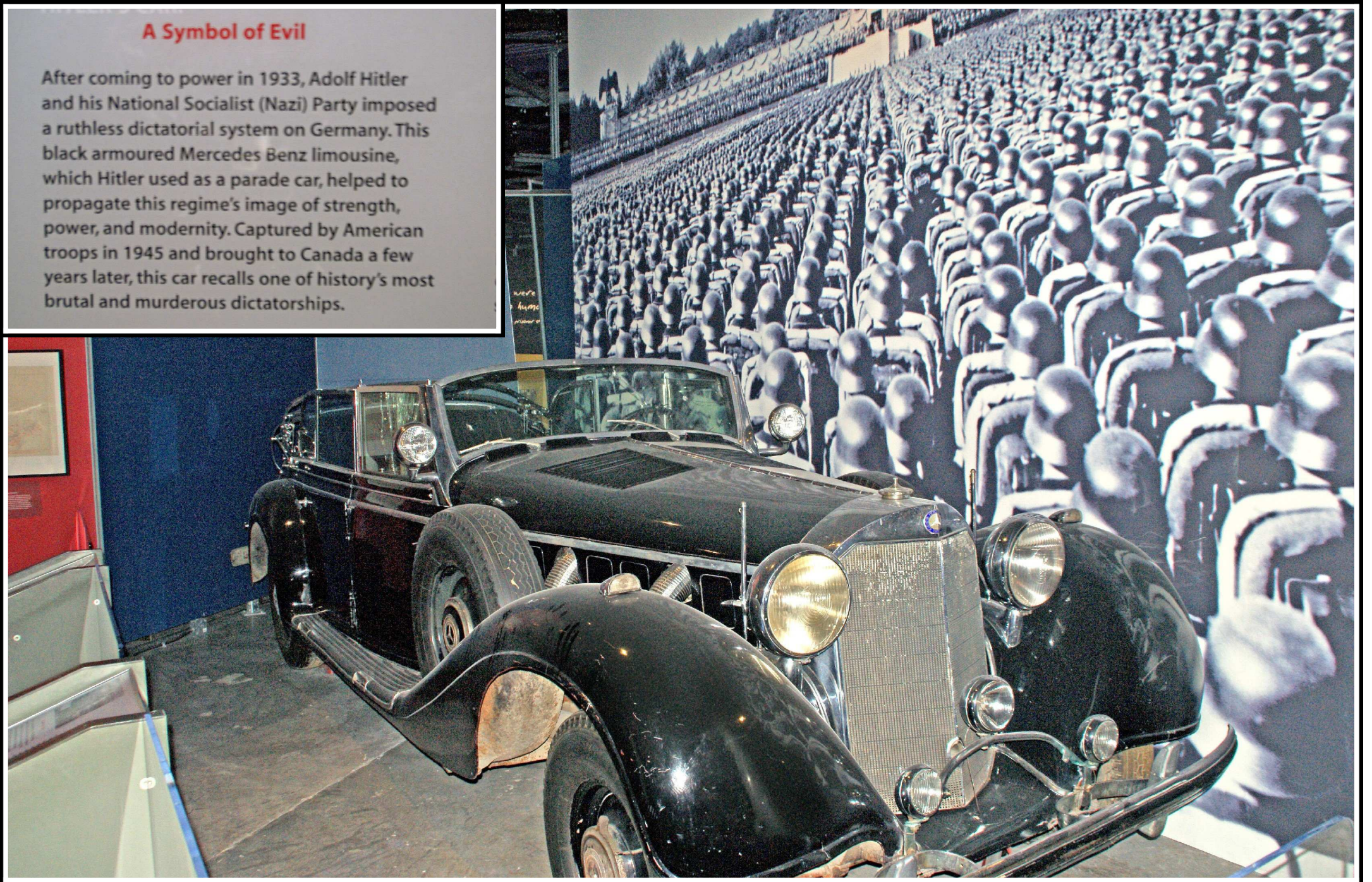
They managed to drive 15 kilometres to their camp, where they received medical treatment.

Light-Utility Vehicle Wheeled (Iltis)
Canadian War Museum 19950050-001



A Symbol of Evil

After coming to power in 1933, Adolf Hitler and his National Socialist (Nazi) Party imposed a ruthless dictatorial system on Germany. This black armoured Mercedes Benz limousine, which Hitler used as a parade car, helped to propagate this regime's image of strength, power, and modernity. Captured by American troops in 1945 and brought to Canada a few years later, this car recalls one of history's most brutal and murderous dictatorships.





While it looks like a tank, this self-propelled howitzer remained behind the front lines, providing mobile artillery support to tanks and infantry. The M109 was designed to keep up with the forces it was supporting, while protecting its crew from shell fragments, small arms fire, and nuclear, biological, and chemical contamination. While it carried some ammunition for its gun, the M109 was usually accompanied by a separate carrier vehicle that helped supply this need.



Canadian Army (German design) Leopard 1C2 tank with mine-clearing rollers used in the 2001-2014 Afghanistan war.



NATIONAL HOLOCAUST MONUMENT
MONUMENT NATIONAL DE L'HOLOCAUSTE

Please be respectful when visiting this monument.
Veuillez faire preuve de respect lorsque vous visitez ce monument.

National Holocaust Monument

The National Holocaust Monument commemorates the six million Jewish men, women and children murdered during the Holocaust and the millions of other victims of Nazi Germany and its collaborators. It also stands as a tribute to the courage and resilience of the survivors who were able to make their way to Canada following one of the darkest chapters in human history. The monument recognizes the immense contributions these survivors have made to Canada and serves as a reminder that we must be vigilant in standing guard against antisemitism, hatred and intolerance.

Inaugurated by the Right Honourable Justin Trudeau, PC, MP, Prime Minister of Canada, on September 27, 2017.



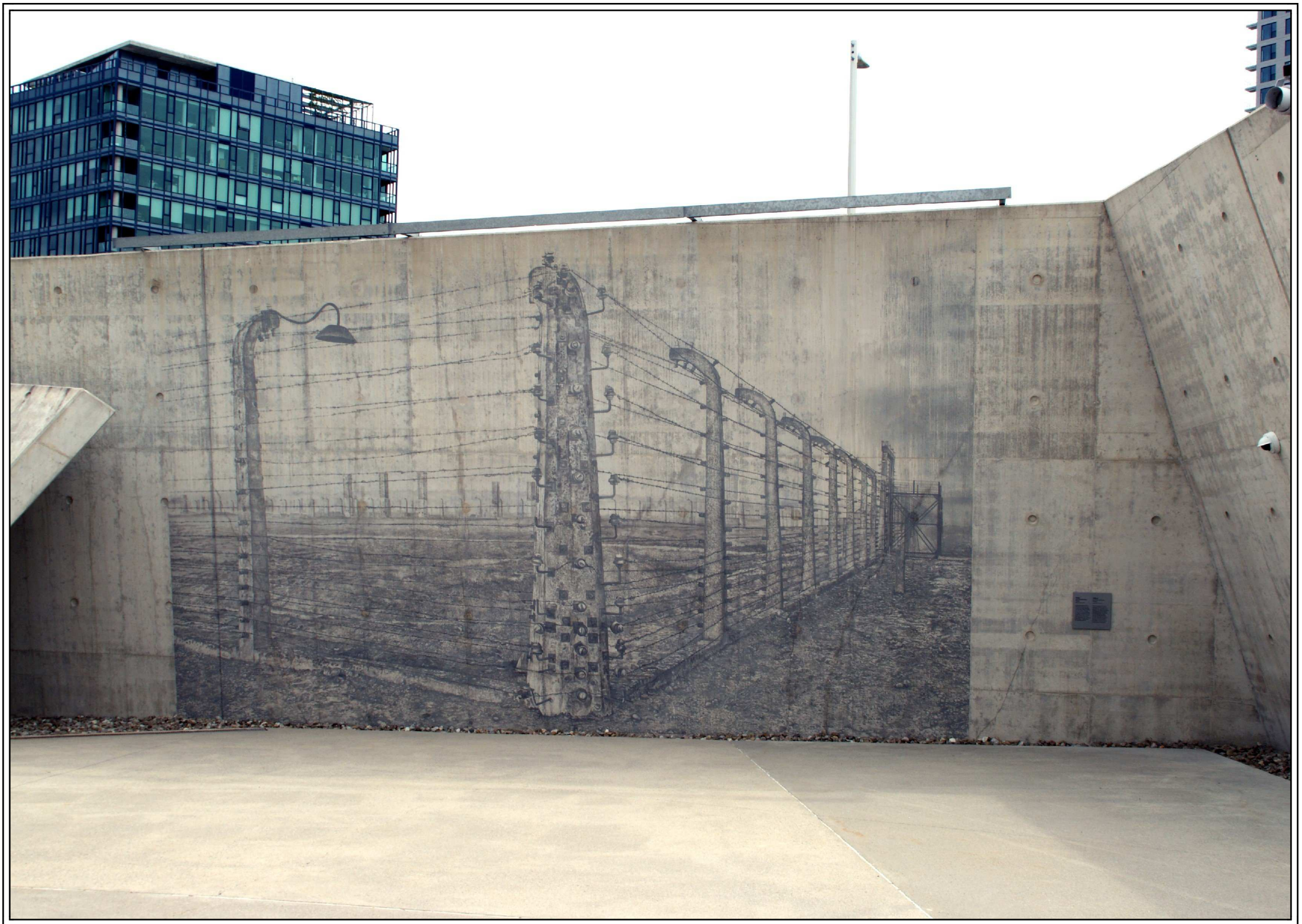
Fence

Auschwitz-Birkenau,
Poland

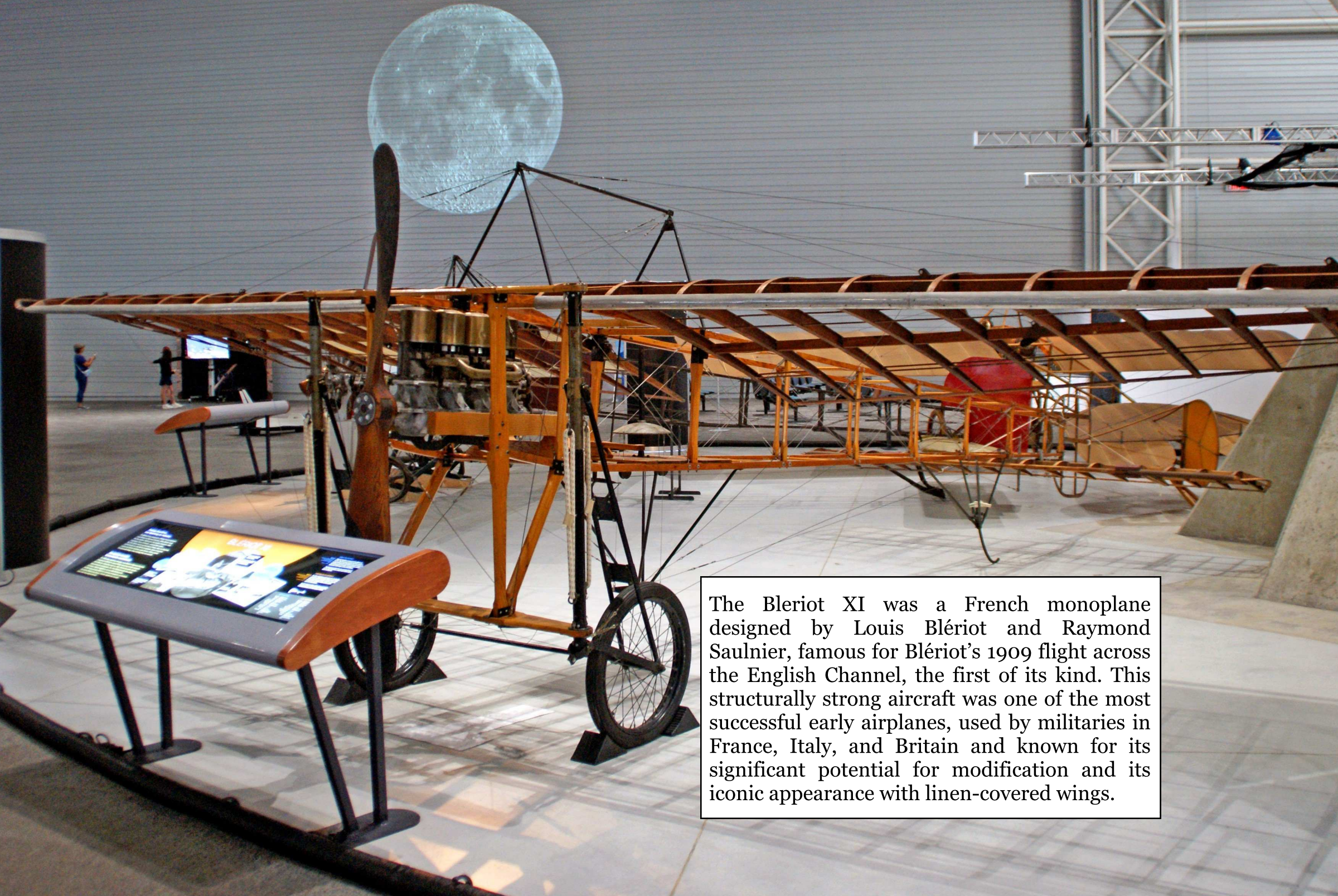
Edward Burtynsky, 2014

Barbed-wire electric fences evoke the horror, terror and cruelty of Auschwitz-Birkenau. These fences isolated prisoners from the outside world and divided them from one another. An estimated 960,000 Jews and 120,000 Poles, Roma and Sinti, Soviet prisoners of war and other individuals were murdered at Auschwitz — the largest of the Nazi killing centres.





Canada Aviation and Space Museum



The Bleriot XI was a French monoplane designed by Louis Blériot and Raymond Saulnier, famous for Blériot's 1909 flight across the English Channel, the first of its kind. This structurally strong aircraft was one of the most successful early airplanes, used by militaries in France, Italy, and Britain and known for its significant potential for modification and its iconic appearance with linen-covered wings.



The CH-113 Labrador, originally called a Voyager, this helicopter was designed as a troop and cargo carrier and was built by Boeing's Vertol division in Morton, Pennsylvania. When redesigned for search and rescue under Canada's Search and Rescue Capability Upgrade Program (SAR-CUP), it was renamed the Labrador.

The Piasecki HUP first flew in 1948. Its compact design made it ideal for ship-based operations such as light transport and search-and-rescue work. The U.S. Navy flew HUP Retrievers, while U.S. Army models were called H-25 Army Mules. Nearly 350 were built between 1948 and 1954. The Royal Canadian Navy flew three HUPs. All had retired from military service by 1965, and many were later used by civilian operators.





The Bell HTL is a military version of the Bell 47 – one of the world’s most popular helicopters. Designed in 1945, the Bell 47 was produced for nearly 30 years. It was the first helicopter to be certified for civilian flight, and has been used for everything from forest conservation to crop spraying. There were many military variants, including the H-13 Sioux featured in the TV series M*AS*H. As of the early 2020s, there were still hundreds of civilian Bell 47s flying worldwide.



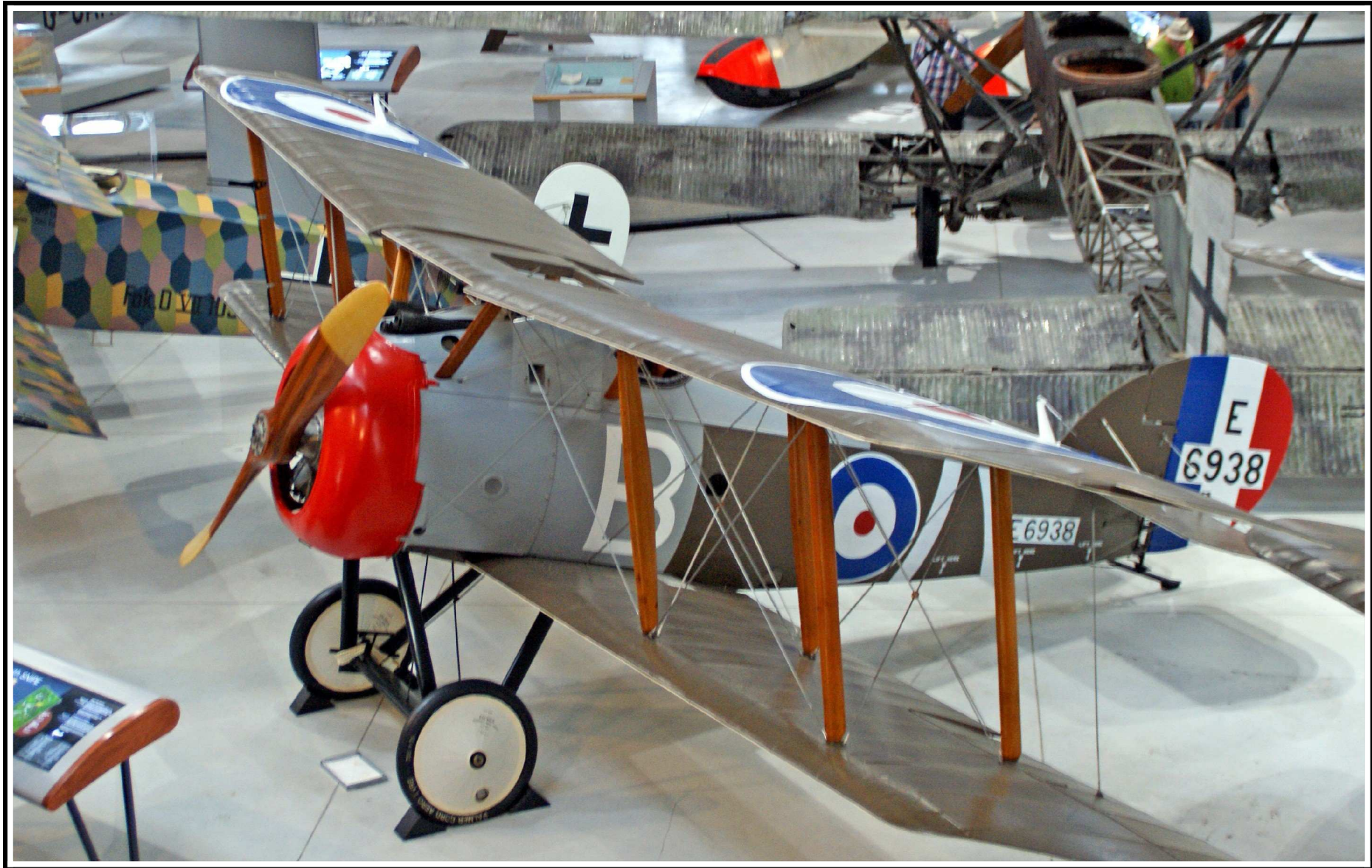
The F/A-18 Hornet, a multi-role fighter, was developed for the U.S. Navy. Canada was the the first of several foreign buyers, ordering 138 in 1980. Designated the CF-188, but more commonly called the CF-18, it replaced Canada's aging Voodoos, Starfighters, and CF-116s in North America and Europe. It is used for air defence, air superiority, ground attack, tactical support, training, aerobatic demonstration, and aerospace testing and evaluation. Canada announced the purchase of 25 used CF-18s from the Royal Australian Air Force in 2017. As of 2025, it remains Canada's current fighting plane.



The Voodoo was designed in 1951 as a long-range supersonic escort fighter for the U.S. Air Force. Its intended role evolved to include bombing, reconnaissance, and all-weather interception. The aircraft entered service in 1957. Canada acquired second-hand Voodoo interceptors in 1961 for continental defence. These aircraft were the only available option to replace the aging CF0100, following cancellation of the Avro Arrow. The last operational Voodoo, a Canadian aircraft, was retired in 1987.



The Canadair North Star is a 1940s Canadian development, for Trans-Canada Air Lines (TCA), of the Douglas DC-4.[1] Instead of radial piston engines used by the Douglas design, Canadair used Rolls-Royce Merlin V12 engines to achieve a higher cruising speed of 325 mph (523 km/h)[2] compared with the 246 mph (396 km/h) of the standard DC-4. Requested by TCA in 1944, the prototype flew on 15 July 1946. The type was used by various airlines and by the Royal Canadian Air Force (RCAF). It proved to be reliable but noisy when in service through the 1950s and into the 1960s. Some examples continued to fly into the 1970s, converted to cargo aircraft.[3]



The Sopwith Camel had a significant history in Canada, both through its use by Canadian pilots in World War I and its post-war service with the Royal Canadian Air Force (RCAF). In the early 1920s, the RCAF received several Camels as an Imperial gift and purchased more for use at Camp Borden, primarily for refresher training for experienced fighter pilots. While a small number of operational Camels served in the RCAF, the aircraft also has a legacy through the numerous Canadian pilots who flew it during the war, making it a well-known symbol of early Canadian aviation.

Ottawa Journal

Saturday, July 26

This is it, decision day, the day we have to make a final decision about whether to embark on a trip that we started planning last August and actually booked our hotel in September. So you are thinking, what's to decide? Well, my good people, so much has happened in the past few weeks that actually forced us to rethink this entire adventure. First came the pain in the neck (a real one), followed by a bout of gout (say that 10 times quickly). In the end, both issues were resolved. I guess they had to be if you are reading this journal, hours, days, months and even years after the fact. What's left is to pack our bags and wait another day before we depart Thornhill for Canada's capital.

Sunday, July 27

9:55 a.m.

Now, that's not too bad. We aimed for an 11 a.m. departure. Instead, we're ready to rock 'n' roll. The car is packed, all that's left is to set the GPS, and we're off for a major adventure.

12:16 p.m.

We are stopping at OnRoute Odessa for lunch and a break. We have just entered the Greater Kingston Area.

12:53 p.m.

Delicious lunch at Popeye's, courtesy of Jordana. Leaving OnRoute and heading back on Highway 401, bound for Ottawa.

3:50 p.m.

We're here at the Delta Ottawa City Centre and finally checked into room 1005 (Jordana is in room 1003). We actually pulled up in front of the hotel at 3:27, but could not find a car-friendly entrance. So we drove around the block at least once, maybe twice. We finally stopped in front of the Hilton Garden Inn in the area and called the Delta, but we were connected to a central number and talked to someone who had no idea where we should go. We continued our journey and eventually found ourselves back on the street in front of the hotel. At that point, I was tired and frustrated. We sent Jordana into the hotel to ask for assistance, and a few minutes later, she returned with two staff members. One started to give us verbal directions, but the other offered to get into our car and guide us to the underground parking garage. We accepted, and in a few minutes, we had what we agreed was the perfect spot near the elevators. The staff member, Hilda, then got a baggage cart, helped us unload the car and brought it to the front desk. After we checked in, she brought the cart up to our rooms.

I think that brings us up to date. Talk to you later.

5:35 p.m.

We've changed and are heading to check out the area and eventually find a place to have dinner.



8:00 p.m.

We're back. We went for a walk earlier, along the Sparks Street Mall. Most of the businesses were closed. We finally made our way back and went to Baton Rouge for dinner. The restaurant is just across the street from the hotel. When we got there, it was practically deserted, but by the time we left, the place was packed and there was a lineup for tables.

I came back to finish the paper and update my journal. Lisa is downstairs in the lobby. I think I will join her. In any event, that's it for today. Ottawa 2025 is underway.

* * *

Monday, July 28**8:55 a.m.**

Good morning. We're almost ready and will head downstairs for breakfast. After that? Who knows?

10:05 a.m.

Back from breakfast at Prova in our hotel. The food was good, but there was definitely too much on my plate. Now we are getting ready to head out for the day. Eventually, we have an aquabus tour of Ottawa.

10:25 a.m.

Heading out now. We will talk later.

3:15 p.m.

Now that was an outing. We walked the entire length of Sparks Street Mall and continued to the War Memorial and the Rideau Centre (a shopping mall). We were definitely too early for the 1:15 Amphibus Tour.

Eventually, we returned to the tour's start point and, after inquiring at the ticket counter, we were told we could get on the 12:40 outing. We jumped at the chance, especially since it was pretty hot outside.

The tour itself was fascinating, especially the part on the Ottawa River.

Afterwards, we went to D'Arcy McGee's on Sparks Street for food and refreshments. What did we order in this scorching heat, you may be wondering? We shared a bowl of French onion soup. I know it sounds crazy, but given that the restaurant was air-conditioned, it was a great choice.

We then continued to the Byward Market. It is mostly souvenir shops and restaurants.

Finally, Jordana called Uber (hello Uber) and we returned to the hotel. Now we are relaxing.

5:20 p.m.

I feel so refreshed now that I've showered and changed. We're going out for dinner shortly.

7:05 p.m.

We're back from dinner. We went to the Royal Oak. Another great choice. 8:47 p.m.

I guess I should close off this journal for the day. I've just been too busy relaxing, watching TV and reading. It's been a pretty good day. So, until tomorrow, good night.

Tuesday, July 29

8:55 a.m.

Good morning. Once again, we slept in and are in no hurry to get going. Right now, though, I am up and dressed. Lisa just got up.

9:15 a.m.

We are heading out, well, actually downstairs for breakfast.

10:10 a.m.

I think we are going to the pool, well, at least Jordana and I are heading there.

11:20 a.m.

We're back from the pool. We actually went into the water and actually swam lengths. It was great having the pool to ourselves. The water was perfect.

12:05 p.m.

We're ready to head out for today's excursion. Where are we going, you are probably wondering? Today takes us to Parliament and a tour of the (temporary) House of Commons.

3:05 p.m.

The end of another fantastic adventure. What an adventure. We walked to Parliament along Wellington for our tour of the House of Commons. Actually, right now the House of Commons are situated in the West Block in a former courtyard that was set up for Canada's elected leaders while renovation is underway in the Centre Block. Work was commenced in 2011 and is slated to be finished in about 11 years. However, given how government works, it will probably be much longer.

There were a lot of stairs to deal with on the tour, but fortunately, Lisa and I used the elevators. Before the tour started, we had to go through three separate security checkpoints, including one typically found at an airport. There, we emptied our pockets and put the contents through an X-ray machine. At least we didn't have to remove our shoes.

The tour itself was pretty interesting. The Chamber looks so much smaller than what one sees on television.

Afterwards, we walked to D'Arcy McGee's for our second lunch visit.

In case you are wondering, we did have the same table and placed the same order as yesterday. Why wouldn't we? We are such creatures of habit.

After lunch, we walked back to the hotel.

I can't believe all the walking we have done.

Now we are going to relax before heading out again.

I think we are going to The Rabbit Hole for dinner.

Lisa spotted it on the way back.

6:00 p.m.

I'm showered and changed. We're heading out for dinner to The Rabbit Hole.

Til later.



8:00 p.m.

This was quite an enjoyable evening. We walked along Sparks Street Mall to The Rabbit Hole. There, we learned why this place has such a unique name. Apparently, you have to walk down a dimly lit staircase to get a good indoor table. Of course, there are outdoor tables and some on the main floor, but we found it too warm to eat outside, and there were no available spots on the main floor. So we left and headed to The Three Brewers. That was also a dud, in our opinion, as we didn't like the booths. So we continued on our trek for a great dinner to Jordana's first choice of the evening: The Caesar Company. The place wasn't busy, the background music was not too loud, and the food and service were fantastic. So, that's it for another day. It was a lot of fun and we did a lot of walking. I'm sure we will do more tomorrow. In the meantime, so long.



9:50 a.m.

We're heading down to the pool.

11:05 a.m.

Back from the pool. The water was definitely cooler than yesterday, so I didn't really swim, just bobbed around in the shallow end.

11:35 a.m.

We are heading out for the day for an Ottawa River Cruise. David just called and wished Lisa a happy birthday.

* * *



Wednesday, July 30
HAPPY 65TH BIRTHDAY LISA

8:27 a.m.

Wow, Lisa is now officially a senior!
Good morning. We're up and getting ready for another day.

8:45 a.m.

Going downstairs to Prova for breakfast. See you later.

9:45 a.m.

We're back. Breakfast was delicious. When we were ready to pay the check, our server, Rebecca, asked how long we had been here and if it was for a special occasion. We told her why we were visiting, and she removed Lisa's meal from the bill.



3:35 p.m.

Four hours later, we are back in the room. It was a fantastic boat tour. Kate, the guide, was very interesting and knowledgeable, pointing out the various landmarks along the way and the area's history. After walking to the Rideau Canal, we started down a series of ramps until we reached the Ottawa River, where we reached the boat dock.

As we had paid for premium boarding, we got to board the boat first. Before that happened, though, one of the guides told us to line up in the general boarding line with the rest of our fellow travellers. However, we showed our tickets and were allowed to remain in this special area. In fact, we were the only ones with premium boarding.

After we boarded, Lisa told me to get to the front of the boat to get better photos. Shortly afterwards, it started to rain. Fortunately, though, it stopped before we left the dock. We headed out and stopped in Gatineau to pick up additional passengers before continuing. It was a lot of fun, and the popcorn was delicious. We got to see the various embassies that line the Ottawa River, as well as galleries, and various government structures.

Finally, just before 3:00, we returned to the dock and made our way back up the ramps to street level (Lisa was fantastic!). When we returned to street level in front of Chateau Laurier, Jordana called an Uber, and in less than six minutes, we were back, dropped off right in front of the hotel's front door, even though the driver drove the wrong way into the hotel's entrance.

Now we will relax before heading out for a special birthday dinner. Oh yes, forgot to mention, but before we boarded the boat, we changed our reservations from 6:00 to 6:30. This way, it's less of a rush.

6:00 p.m.

We are leaving for a very special birthday dinner. If you don't know whose it is, then you have not been paying close attention.

8:15 p.m.

Guess what? We're back from Al's Steakhouse. It was a fantastic meal, but I would hardly say it was the best steak dinner we have ever had. They knew it was Lisa's birthday and offered her a special dessert, but we were all full, so we passed on it. Our server, Victoria, was great. Said she loved Toronto and asked us for a recommendation on a good place to eat in our city (even though we lived in Thornhill). We said we loved The Keg, and she said, "Well, you can't go wrong with that choice."

9:20 p.m.

I should have mentioned that we're going downstairs to Prova for a complimentary birthday dessert. Jennifer also called and wished her a happy birthday.

Now we are watching the fireworks from our hotel room. It's part of an annual festival that starts tonight.

Anyways, that's it for July 30th and Lisa's 65th birthday. It really was a very special day for a very special person. Until tomorrow, have a good night.



Thursday, July 31

8:10 a.m.

We're up and getting ready. Jordana was in our room earlier, and we all agreed to change today's agenda. Lisa and Jordana are now going to the mall, while I am going to the War Museum. These were originally Friday's plans, but everyone agreed this change would work better. Tomorrow we will head to the Air & Space Museum, which we originally planned to visit today.

8:30 a.m.

We're heading down for breakfast.

9:10 a.m.

We're back from Prova. Breakfast was delicious (should I say that every day?). I love how our server, Rebecca, remembered our drink orders. We had her every day except Monday. She does not work on the weekend, and we plan on going elsewhere for breakfast tomorrow, so we said our goodbyes and thanked her for the great service.

9:15 a.m.

I'm leaving now for the War Museum.

10:02 a.m.

OK, I zigged when I should have zagged, and a 20-minute walk turned into a 45-minute trek. I still found my way, even asking a local if I was going in the right direction. In any event, I am here, ready to check this place out.

12:10 p.m.

I'm back from the museum. I walked there, getting a bit lost on my journey. So, I stopped and asked a local for directions and continued on my way.

It's strange. In Washington, admission to the national museums is free, while here you pay to tour the facility. I think it's disgusting. Still, I enjoyed walking around and seeing the place. Afterwards, I walked across the street to the Holocaust Memorial. The sculpture is quite moving.

After finishing everything I wanted to see, I returned to the museum entrance and called Uber (*According to Uber receipts, I was picked up at 12:01 and dropped off at 12:07*). There was no way I was going to walk back to the hotel.

12:35 p.m.

Back in the room. Actually, after being dropped off, I returned to the room and then went downstairs to Tim Hortons to get something to eat. Another conference started at the hotel today. Unlike the business conference, which concluded yesterday, delegates at this one, CanFURence 2025, are incredibly annoying. I know it's probably just me, but I find their huge animal costumes annoying. The delegates congregate in the hotel lobby, making it difficult to move around. As well, the delegates in their outsized costumes take up more space in the elevators, making it difficult to get to our room.

4:45 p.m.

We are heading out for dinner and then to see a play, "Always a Bridesmaid." In case you are interested, I have showered and changed. (Of course, that is only if you are interested.)

10:00 p.m.

We're back, but not finished for the day yet. We are heading downstairs to Prova for dessert.

After we left the hotel this afternoon, we took an Uber to Chuck's Roadhouse. Dinner was delicious and the service fantastic. In fact, I think we all enjoyed it more than last night. It definitely was quieter. After dinner, we walked to the Ottawa Little Theatre, stopping a local for directions.

Of course, we got to the theatre too early, but it's impossible to time these things.

Finally, the doors opened and we went inside. Eventually, we got to our seats. In hindsight, I think staying in the lobby all evening would have been a better choice. The theatre was extremely cold. Also, it was hard to make out what the actors were saying, and I didn't find the humour so funny. I would have left at intermission, but I was in the minority, so we stayed.

In the end, Lisa and I gave the play 5/10 while Jordana rated it 6/10 for an average score of 5.3/10. Once the play let out, we got an Uber and returned here, stopping briefly in the room before heading downstairs.

10:45 p.m.

We are back in the room. The quiet is so nice. Just one day left in Ottawa 2025. As to what's in store for the Rosens, I guess you will have to tune in to see what transpires. In the meantime, I'm signing off for the day.

* * *

Friday, August 1**8:20 a.m.**

Good morning. Well, it's our final day here. We are all up and getting ready. Despite my post-breakfast entry I made yesterday, we are returning to Prova for breakfast today. This is because we are not on a schedule today.

So what's on the agenda for the first day of August? How does a visit to the Aviation and Space Museum sound? Pretty cool, right?

Stay tuned for further post-visit details.

8:45 a.m.

Heading downstairs. See/talk to you later.

9:35 a.m.

We're back. Breakfast was good, but unfortunately, the service was poor. Would you believe Lisa had to wait for an order of toast?

9:50 a.m.

We're out of here. See you later.

2:10 p.m.

What an interesting day. Traffic on Lyon Street was quite busy this morning, so we walked over to the Hilton Garden Inn and called an Uber to take us to the museum. The place was fascinating, with lots of interactive exhibits as well as planes from every era. Finally, we decided enough was enough and called an Uber to take us to our favourite place for lunch, D'Arcy McGee's, where we enjoyed a traditional (for us at least) Ottawa lunch. We arrived there around 1:10. We finished at 1:40, and I continued on to Indigo in search of a new book, while Lisa and Jordana headed back to the hotel. In the end, I was unsuccessful in my search. Now I'm going to the car to ensure it is still functioning properly.

2:45 p.m.

The car is fine. Heading to the pool now.

3:15 p.m.

In the end, I didn't go in the water. Jordana said the water was cold and the pool deck was slippery. We stayed there for a short bit and came back to the rooms. Of course, it takes longer to get around the hotel as the CanFURence delegates, or what I term "fur people," are using all the elevators all the time and hanging around the lobby.

6:00 p.m.

We are heading out for our final dinner in Ottawa.

8:10 p.m.

Well, that's almost it. We returned to The Caesar Company for dinner. The food and service were fantastic. As the area caters to the business community, we learned that the place is not as busy on weekends (and long weekends). Going to pack up now.

10:02 p.m.

We've long packed up and been watching TV. I guess it's time to close down this journal for today, so good night!



Saturday, August 2

7:21 a.m.

Yes, I know it's early, but you know what they say about the early bird? Anyway, we're both up and getting ready for the day.

7:50 a.m.

Not too bad. We're ready and heading down for breakfast.

8:40 a.m.

Breakfast is done. Before we went to the restaurant, we headed to the front desk to check out, as no one else was there. I mentioned to the manager about our lost Fern cups. He checked our invoice and said he saw we charged one breakfast to our room, and he would remove it as compensation. However, we explained that we never charged any meals to the room (debit only). So he removed the charge and offered us a complimentary breakfast buffet today. I asked him if he would remove the hotel's parking charges, and he agreed to do so. As a result, we saved \$90 on breakfast today and \$150 on parking for the week.

Breakfast itself was just ok. The thing with buffet breakfasts is that they are a "hit and miss" thing. Sometimes the food is hot, sometimes it is not. It all depends on when you go to the buffet.

So, that's it from room 1005. This journal is going mobile, and we are heading out very soon.

Goodbye, Delta Ottawa City Centre.

8:52 a.m.

The car is loaded. We're heading out. So long, Ottawa.

12:00 p.m.

We are stopping for lunch at The Big Apple in Coburg.

12:56 p.m.

After lunch, we walked around the place, leaving some money and walking away with a few choice items.

We just have to make one more stop, to buy gas, before getting back on the highway.

2:30 p.m.

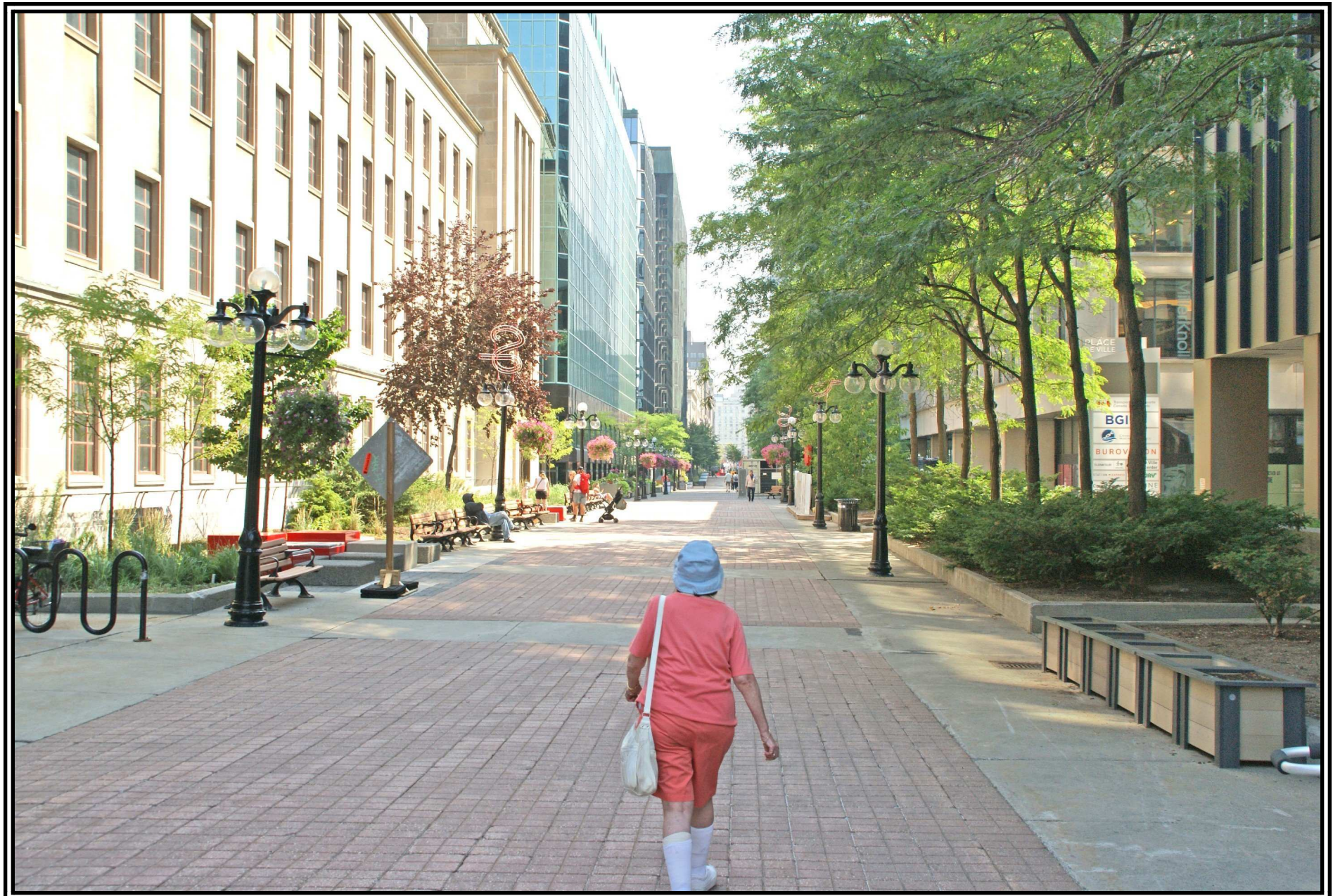
That's it. We're home. Ottawa 2025 is officially over.



POSTSCRIPT:

We began planning this special 65th birthday vacation last September. After deciding on Ottawa as our destination, we researched various hotels, tours, and attractions to visit. I've always believed that half the fun of a vacation is in the planning. The planning phase was completed weeks ago, and now our actual vacation has also come to an end. What remains are the memories — not only of the tours and places we visited but also the small moments that make such trips truly special. I know that in the days, months, and years ahead, this journal will help me recall the little details that made this week memorable. For now, it's time to wrap up this record and set it aside as a part of history.

So long and au revoir.



Jordana in space





GUINNESS

HERE'S TO US ALL | À NOUS TOUS

Welcome
Please Wait
to be Seated!
1664

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IRISH PUB

GUINNESS
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