



Historic Gloucester

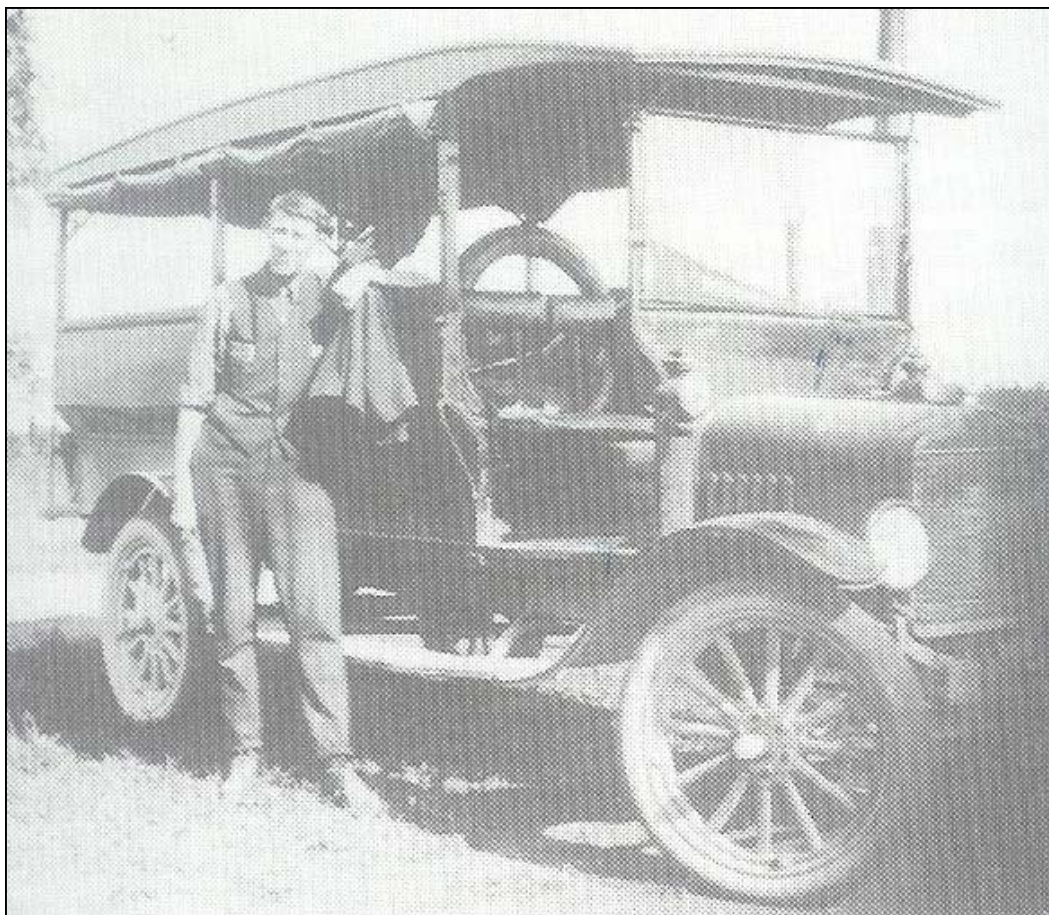
Newsletter of the

**GLOUCESTER HISTORICAL
SOCIETY**

www.gloucesterhistory.com

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Fall 2011



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THE GLOUCESTER HISTORICAL SOCIETY
 IS HAPPY TO ANNOUNCE
 THAT ITS HISTORY ROOM IS OPEN TO THE PUBLIC
 EACH THURSDAY FROM 10:00 A.M. to 3:00 P.M.
 BETWEEN MAY 5 AND OCTOBER 27, 2011,
 OR BY APPOINTMENT

LOCATION: 4550B BANK STREET (AT LEITRIM ROAD)

FOR MORE INFORMATON
 Contact Robert Serré at 613-749-0607 or bob.rosealine@gmail.com

Cover Photo:

This photo depicts Johnston Clapp with his Model T Mail Truck. Johnston did the mail run from Manotick Village to Manotick Station from 1908-29. This photo is courtesy of Dorothy Clapp and Mary (Clapp) Spratt and was printed in Grace Johnston’s Gloucester Roots with the story on page 7.

Historic Gloucester is published by The Gloucester Historical Society. It is intended as a Newsletter to members of the Society to provide interesting articles on Gloucester’s past and to keep them informed of new acquisitions by the Museum, publications available, upcoming events and other items of general interest. Comments and suggestions regarding the Newsletter are always welcome.



Gloucester Historical Society gratefully acknowledges the financial support of the City of Ottawa.

FROM THE EDITOR'S DESK

We are pleased to welcome Laurel Sherrer as a new member of the Board of Directors of the Gloucester Historical Society. She has a strong sense of history and will be a great addition to the board.

On November 13, 2011, the Woodburn Fall Lecture will be given with Loral Dean as the guest speaker. It will take place at the Gloucester Adult Seniors' Centre, Earl Armstrong Arena at 2 pm. Light refreshments will be served after the lecture. There is free parking available.

We are always looking to enhance our family records of Gloucester families. If you have any information you would like to share with us, or if you would like to discuss anything concerning Gloucester and its people, please phone the GHS office at 613-822-2076 and leave a message and someone will get back to you. As well, if you have any story that you think would be suitable for this newsletter, we would be delighted to hear from you.

The Board of Directors meets the third Saturday of every month at 9:30 am in the Research Room. Anyone is welcome to come to these meetings so please feel free to join us some time.

*Joan Scott,
Newsletter Editor*

Board of Directors 2011-2012

President:	Robert Serré	Directors:	Bob Kemp
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A smile is the magic language that even a baby understands.

The only sure way to avoid criticism is to think nothing, say nothing, and do nothing.

Maybe a dog is known as man's best friend because he wags his tail - not his tongue.

A BRIEF HISTORY OF THE MONTREAL ROAD

by Robert Serré

As early as 1817, there were plans to build a road in Lower Canada between the Long Sault Rapids, above Hawkesbury, and Hull. Many settlers on the south side of the river were concerned that their lands would become worthless unless a road was built along the river in Upper Canada as well [Biggsby 1850].

Thomas Keefer surveyed a road from Bytown to L'Orignal, and oversaw its construction [Bohay 2011]. In 1840, this road was used to set up the first mail service between Bytown and L'Orignal, and people called it the Post Road. It ran along the south shore of the Ottawa River through Plantagenet, Clarence Point and Cumberland. Around 1843 work began on making this road more suitable for horses and wagons [Laporte 1982]. Eventually, it was extended to Lachine near Montreal, and Archibald Petrie of Cumberland, who represented Russell County in the first and second parliaments of United Canada from 1841 to 1848 [IADC 1881], succeeded in procuring a government grant of four thousand pounds to complete its construction [MacKenzie 1990].

The section of the Montreal Road – as it came to be known – that linked Cumberland and Gloucester townships to Bytown was completed during the winter of 1850 [Legros 1949]. A private company was placed in charge of road maintenance. It was authorized to establish tollgates at strategic points along the way. There was a tollgate at Green's Creek, roughly half way between Saint-Joseph d'Orléans and Bytown, and for many years a man named Wilson collected the 10-cent and 20-cent fees, initially for the ferry crossing, and later for the bridge over

the creek. In 1879, the tollgate located on the south side of the Montreal Road east of Green's Creek was operated by James Coombs.

In his *History of the Ottawa Valley*, published in 1896, J.L. Gourlay mentioned the fine lands that soon became settled and occupied “between Cumming's Island and Green's Creek.” He went on to name George Lang, John Bareille who “first built a wharf, then kept store in town in our school days,” Robillard who “furnished lime, then great building stone, from his quarry, went to Parliament and retired,” the brothers James and Robert Skead who “had fine farms on this road at a later date,” Mr. Simpson who “now lives there in the fine old stone house and furnishes dimension stones from his fine quarry in the farm, and ships on the river side, north of the place.” Continuing eastwards beyond Lester Simpson's farm (lot 21), Gourlay pointed in his book to “the site of one of the oldest settlers in the township, Benjamin Rathwell, who died going to a meeting in Cumberland.” Between the farms of Simpson and Rathwell, you could “ascend from either side the highest elevation in the township,” and in this region there were “milk wagons driving to and from the city on the fine macadamized road that stretched into Cumberland.” This thoroughfare was known as the King's Road or Montreal Road.

Both the Russell and Montreal roads were toll roads in the early days, and they were run by the Ottawa, Montreal and Russell Consolidated Road Company. There were two toll gates, one for each road. In later years, a second gate was added a few hundred yards further east of the Montreal Road, in order to stop anyone who might try to run the first gate, and the gate keeper would phone ahead to the second gate keeper [Shea 1964].

On 6 January 1880, a disgruntled traveller wrote a letter signed "Ottawa" to the Editor of *The Free Press*, to complain about the manner in which the tolls were collected. "Ottawa" had left the city, paid the toll upon entering Janeville, paid another toll upon reaching Green's Creek almost ten kilometers to the east, and had eventually returned to Ottawa. Two days later, John Sharp, the toll-keeper at Cummings Bridge, wrote to the Editor of *The Free Press* in reply to the charges made by "Ottawa." The toll-keeper mentioned winter rates and summer rates, indicated that there were exceptions for "wood drawers" and "residents," felt that he was not responsible for people losing their return tickets, and "entirely repudiated" the charges.

The Ottawa, Montreal and Russell Consolidated Road Company was still being listed in the 1904 city directory, with G.B. Greene as president and H.C. Monk as secretary-treasurer in Janeville [Anon. 1904]. In 1920, roads were placed under provincial control, and the system of tollgates was abolished [IHACC 1879, Walker 1968, Émery 1985].

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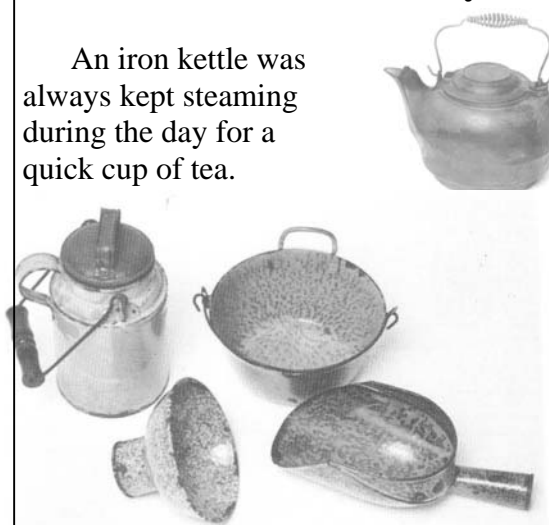
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Kitchen Essentials of Yesteryear

An iron kettle was always kept steaming during the day for a quick cup of tea.



Graniteware, also known as enamelware, grante-iron-ware, glazed steelware and agate-ware, was very popular, partly because it was lighter than ironware and easy to clean.



The Gloucester Historical Society

**Presents
a lecture titled**

“In Memory of a Gloucester War Hero

**James Douglas Woodburn
Killed in Action 70 years ago”
by Loral Dean**

Sunday, November 13, 2011 at 2:00 pm

Gloucester Senior Adults’ Centre

Earl Armstrong Arena, 2020 Ogilvie Road, Gloucester

Free Admission

There is free parking and light refreshments will be served.

For further information, please consult our website at

www.gloucesterhistory.com

or leave a message at 613-822-2076. Your call will be returned.

Johnston Clapp Mail Route

By Grace Johnston (*Gloucester Roots*)

The town line bordering Gloucester and Osgoode was the road that Johnston Clapp took to “run” the mail between Manotick Village and Manotick Station for many years - 1908-29.

Using a horse and buggy at first, he turned to motor vehicles in the latter part of his tenure - a Chev 490 followed by a Model T Ford Truck.

This picture (see cover page) of the courier beside his Model T is an interesting one. Note among other things, the curtains which could be unrolled and tied down in inclement weather; the spare tire ready to be slipped on with strong tools, strong hands and sometimes, strong words; and the running-board which usually was equipped with an anchored tool-box, and it made, too, a great place for the family dog to hitch a ride. The crank at centre-front is blotched out, but for sure it was there, for without it, the motor would not start.

Johnston Clapp chugged along the town line twice, sometimes three times daily, delayed occasionally by cattle being walked down to the station. A “flat” and/or a boiling “rad” could cause a slowdown too on that isolated, unpaved thoroughfare. In the horse and buggy days, there seemed to be time to stop and enquire about an approaching neighbour’s family and his crops. In the shade of the tall pines on the top of the hill near Downey’s farm was a favourite place for a pause in summer. However, with the Model T replacement, only a friendly wave and a saluted greeting were possible because a short stop with the motor running was too noisy for conversation and a full stop with the motor turned off meant the repetition of

the crucial cranking, instead of a little chirp to the horses, a flip of the reins and away!

The few landmarks on the eastern four-mile stretch were well-known to this courier. That way out of Manotick Village was by an old hair-raising, one-lane bridge from the Dickinson (Spratt) mill across the Rideau’s back channel and on to Long Island. A short curve north led to the road east, past several houses, the school, the home of Frank Driscoll the bridgemaster, the Presbyterian Church and on to the swing bridge over the main channel, where Moodie’s house on the Gloucester side and Mansfield’s grove in Osgoode made a picturesque sight nestled by the river. After the Presbyterian manse, no lights stopped progress east over the River Road at the cheese factory in Gloucester.

Families remembered on the straight town line were Christies, McNeeleys, Hawkins, Mulligans, Downeys and Foxes - and as well, Alex Potvin’s store, the railway station and just beyond on the hill, the Tomkins.

On board, besides bags bound for the Manotick Post Office, on the return trip may have been passengers on the benches at the back, exciting parcels of goods ordered from Eaton’s catalogue, salesmen’s sample trunks, boxes of merchandise for the store and perhaps, a crate of farm fresh eggs. It has been told that the Women’s Institute ladies availed themselves of this Model T convenient conveyance and its reliable driver, as a means to attend picnics and annual meetings further afield.

There was one trip Johnston Clapp never forgot, one in fact made with the horse and buggy from Manotick Station to the village on the 27th of April in 1910, with a very important passenger, his bride, Annie Tomkins, from the house on the hill near the station.

Publications Available From the Gloucester Historical Society:

For further details regarding publications visit our website: www.gloucesterhistory.com
(Postage, if mailed, in brackets)

<i>Blackburn - Glen Ogilvie - Centennial History 1887-1967</i> Compiled and Edited by Mrs. Anna Elliott	5.00 (3.00)
<i>Bowesville: A Place to Remember</i> By Grace Johnston	20.00 (12.00)
<i>Famillies pionnieres des Carrieres de Gloucester dans l'Est de l'Ontario</i> By Robert Serré	10.00 (3.00)
<i>Famillies pionnieres de Cyrville (Canton de Gloucester)</i> By Robert Serré	10.00 (3.00)
<i>Gloucester Lions Club Inc. , History of the First 42 Years, 1968 to 2010</i> By the History Committee of the Gloucester Lions Club and Robert Serré	25.00 (8.00)
<i>Gloucester Memories</i> By Mel Rowat	5.00 (3.00)
<i>Gloucester Roots</i> Compiled and edited by Lois Kemp	20.00 (5.00)
<i>Gloucester Township Ratepayers Listed by Family Name and Concession/Lot Number for the Years 1855, 1864 and 1872</i> Compiled by Robert Sérre	10.00 (3.00)
<i>Hawthorne Reflections</i> by Laurel Sherrer	10 .00 (3.00)
<i>Memories of the Lock Stations</i> Compiled and Edited by Grace Johnston	5.00 (3.00)
<i>Milk/Cream Producers—Distributors in Gloucester 1892-1975</i> Compiled and edited by Grace Johnston	15.00 (5.00)
<i>Pioneer Families of Cyrville (Gloucester Township)</i> By Robert Serré	10.00 (3.00)

Publications (continued):

<i>Pioneer Families of Glen Ogilvie (Gloucester Township)</i> By Robert Serré	10.00 (3.00)
<i>Pioneer Families of the Gloucester Quarries</i> By Robert Serré	10.00 (3.00)
<i>Pioneer Families of Hurdman's Bridge (Gloucester Township)</i> By Robert Serré	10.00 (3.00)
<i>Pioneer Families of Janeville (Gloucester Township)</i> By Robert Serré	10.00 (3.00)
<i>Pioneer Families of New Edinburgh, Volume One: 1830-1870</i> By Robert Serré	10.00 (3.00)
<i>Pioneer Families of St. Joseph (Orleans) in Eastern Ontario</i> By Robert Serré	10.00 (3.00)
<i>Pioneer Families of Rockcliffe Annex and Manor Park in Gloucester Township</i> By Robert Serré	10.00 (3.00)
<i>Remembering Carlsbad Springs (Gloucester Township)</i> By Mary Boyd and Robert Serré	10.00 (3.00)
<i>The Story of the First English Church of Gloucester Township:</i> The history of St. James Anglican Church, Leitrim, 1853-2003 By Glenn Clark	50.00 (20.00)
<i>1879 Belden Map of Gloucester Township</i> The map shows who owned each lot in 1879 as well as the location of roads, churches, schools and interesting features of the township during that early time.	10.00 (5.00)

Note: Copies of publications may be ordered through: Robert Serré, President of the GHS, 1057 Riviera Drive, Ottawa K1K 0N7, e-mail: bob.rosealine@gmail.com. A shipping charge as shown for each publication will be added to mail orders.

A little girl was diligently pounding away on her father's computer. She told him she was writing a story.

"What's it about?" he asked.

"I don't know, Daddy," she replied, "I can't read."

Members Wanted:

The Gloucester Historical Society is always looking for new members. Regardless of age, anyone who is interested in the history of Gloucester, as a Township, City, or part of the City of Ottawa, can benefit from membership in the Society. There is a well-stocked history room at our Leitrim Road office. Every Thursday, from 10:00 am to 3:00 pm from early May to the end of October, there are knowledgeable people there to help you in all aspects of research about your family, friends or neighbours in Gloucester.

Your membership entitles you to receive the *Historic Gloucester* newsletter four times a year so that you can keep up with what is going on with the GHS and read interesting articles of times and places of long ago. For more information on the Gloucester Historical Society be sure to check out our wonderful website at **www.gloucesterhistory.com**.

Family Histories Wanted:

If you have information on any family who resided in Gloucester, we would be happy to add this to our records. There may be others who would like to share this information but have been unable to find it. And, you may find that the family of someone you know was once a neighbour of your ancestors!

Volunteers Wanted:

The GHS is always looking for volunteers to assist others with research, to assist at society functions or to help the Board of Directors in many other ways.

IF YOU HAVE NOT YET RENEWED YOUR MEMBERSHIP, OR IF YOU WISH TO BECOME A NEW MEMBER, PLEASE COMPLETE THE FORM BELOW AND SEND IT IN WITH YOUR CHEQUE.

Membership Form—Gloucester Historical Society/Société historique de Gloucester

Membership/Adhésion 2010 - \$15.00 for one year..... \$100.00 for life membership.....

NAME: _____

ADDRESS: _____

CITY: _____ PROV _____ POSTAL CODE _____

Mailing Address: Gloucester Historical Society
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Gloucester, Ontario
K1T 3W6