



# *Historic Gloucester*

Newsletter of the

**GLOUCESTER HISTORICAL  
SOCIETY**

[www.gloucesterhistory.com](http://www.gloucesterhistory.com)

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Summer 2012



*Space Shuttle Enterprise at  
Ottawa International Airport  
June 8, 1983*

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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 3 AND OCTOBER 25, 2012,  
 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:**

*The NASA shuttle Enterprise landed piggybacked on a Boeing 747 jetliner at the then Ottawa International Airport on June 8, 1983. Prior to landing at the airport the shuttle and jetliner flew over Parliament Hill, giving a thrill to local residents.*

*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.*

**PRESIDENT’S REPORT**

Again this year, our History Room, located on the lower level of the building at 4550 Bank Street South at the intersection of Leintrim Road, is open every Thursday, from 10 a.m. to 3 p.m., as of the 3rd of May and until October 25th. We offer researchers a unique collection of documents on the history of Gloucester as a former township and municipality, including family files, community files, school files, church files, published books, reports, council minutes and by-laws, old newspapers, scrap books, Women’s Institutes Tweedsmuir Histories, as well as personal advice concerning research strategies and other sources of documentation.

Since 2004 my chief satisfaction as a member of the Gloucester Historical Society has been the continuing opportunity to gather information about a specific aspect of Gloucester’s past, prepare a clear and concise article or book, and publish it. I am still at it! This opens up a number of possibilities for other people as well. Our society welcomes manuscripts, copies of old documents and publications dealing with Gloucester’s past, some of which we are prepared to buy. One of our responsibilities is to preserve this kind of material. Furthermore, people who would like some assistance with a research project of their own concerning Gloucester will find a sympathetic ear when they visit our History Room.

*Robert Serré*

**Note: The Grace Johnston History Room is now supplied with Internet to assist researchers when they come to visit us. Drop in some Thursday and see us!**

**Public Notice** – The Gloucester Historical Society notifies all members that photographs donated to the society over the years may be copied, distributed or published by the society or the Ottawa City Archives. Whenever possible, credit will be given to the original donor of a photograph. If you have donated photographs to the society and you wish to restrict the use of those photographs, please notify the Gloucester Historical Society.

<b>Board of Directors 2012-2013</b>			
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## **A Brief History of Ottawa MacDonald-Cartier International Airport**

by Glenn Clark

Gloucester plays a crucial role in the history of flight in the Ottawa area through its two airports at Rockcliffe and Uplands.

The first airplane flight in Ottawa took place in 1911 and was a demonstration for the Central Canada Exhibition. This was followed by the first intercity flight in 1913 which delivered Montreal newspapers for the mayor, Prime Minister and the Governor General. This made use of Slattery's Field, now part of Ottawa East.

On August 15, 1918, the first airmail flight arrived at Rockcliffe from Leaside Field in Toronto. It made use of a Curtiss JN -4 "Canuck" airplane piloted by Lieutenant A.M. Dunstan of the Royal Air Force.

A site at Uplands between Bowesville and River Roads and south of the Ottawa Hunt Club was considered ideal for a landing field because it was flat, mainly free from obstructions and not ideal for agriculture. As a result, it soon played a role in Ottawa's flight history. The first flight landed at this site on July 19, 1919. Initially, it was simply known as "The Landing Field at Bowesville" or "Ottawa Hunt Club field at Bowesville" but soon became known as simply Hunt Club Field. It was simply a grass landing strip.

The site became engrained in Ottawa's minds as an airfield on July 2, 1927, when 60,000 jubilant spectators converged on the site to witness the arrival of Charles Lindbergh in celebration of Canada's Diamond Jubilee. This was less than two months after his famous Trans-Atlantic flight. The event

turned tragic when two of Lindbergh's accompanying planes collided at very low elevation which resulted in the death of one of the pilots, Flight Lieutenant Thad Johnson. A street at the airport honours his memory. As a result of this event, the airfield became known as Lindbergh Field.

Soon after, the airfield would start seeing regular use. On January 14, 1928, the Ottawa Flying Club was incorporated. Although, the Rockcliffe airfield was already well established, it had mainly military use. As a result, civilian flights needed another location and the Uplands site was the natural choice for the Flying Club.

The first regular airmail service was established on May 5, 1928 and the airport was officially named, Uplands Aerodrome in April 1929. At this time, buildings started to be erected at the location.

The Great Depression was difficult for the Flying Club and plane operations at Uplands and as a result, Uplands Realty, who owned the land, were preparing to use the site as a housing development in 1936.

On November 2, 1936, the federal Department of Transport decided to establish a national air service, which would become Trans-Canada Airlines in April 1937. Today, that airline is known as Air Canada. At about the same time, Laurentian Air Services decided it needed a new base of operations and on May 1, 1937 they leased the site from Uplands Realty for ten years. In September 1937, Laurentian formally purchased the land. Hangars were now appearing at the site.

In developing a national air service, it was determined that an Ottawa landing site was needed for Trans-Canada Airlines and on

May 11, 1938, the Department of Transport purchased the airport. In order to accommodate the needs of the national airlines, hard surfaced runways were built in preparation of the official opening of Uplands Airport on August 20, 1938.

Trans-Canada Airlines commenced air express operations on December 1, 1938 and the first scheduled passenger flight departed on April 1, 1939. At this point, the airport was officially named Ottawa Airport, but the Uplands name remained in popular usage for decades to come. On July 18, 1939, scheduled flights to Toronto began. Navigation in the early days was facilitated by a radio beam station on Metcalfe Road in Gloucester, now Bank Street.

With the arrival of World War II, federal responsibility for the airport switched from the Department of Transport to the Department of National Defense and in December 1939, RCAF Number 2 Service Flight Training School was established.



In May 1940, a contract was signed to extend the runways, additional land east of Bowesville Road was purchased and a CNR rail spur was extended to the site.

On August 1, 1940, the British Commonwealth Air Training Program opened using Harvard aircraft. Military flight training continued until 1947. During the war years, some civilian air operations moved elsewhere including the Ottawa Flying Club.

To the great excitement of many Ottawa residents, Technicolor filming com-

menced of the Hollywood movie 'Captain of the Clouds' starring James Cagney, Dennis Morgan and Alan Hale on July 16, 1941 and included World War I flying ace Billy Bishop. [*Ottawa Citizen*, July 16, 1941 p.1] The film had general release in the United States on February 21, 1942.



**Uplands Harvards, photo courtesy of 'Captain of the Clouds' film**

In December 1945, international passenger flights were inaugurated to Washington D.C. by Canadian Colonial Airlines. Responsibility for the airport shifted back to the Department of Transport in May 1947 and military operations ceased temporarily.

In preparation for use by military jet aircraft, a large area to the south of the airport including the village of Bowesville was expropriated starting in September 1950 and on December 1, 1950 the Department of National Defense returned when they established Canadian Forces Base (CFB) Uplands. On May 9, 1950, First Lieutenant J.A. Omer Levesque of 410 Squadron set a flight record by flying between Ottawa and Montreal in 8 ½ minutes. On May 29, 1953, a de Havilland Comet aircraft used by 412 Squadron conducted the first Trans-Atlantic jet flight.

Surprisingly, it was not until 1954 that the first proper passenger waiting room was built. In the same year, the airport was certified for international North Atlantic flights as an alternate landing location in the event of bad weather.

Considering combined passenger, civilian and military flights, Ottawa airport had

the most landings of all Canadian airports in 1959. As passenger traffic continued to grow, a proper passenger terminal was needed and construction commenced in 1957 but as the new airport building neared completion on August 5, 1959, a U.S. Air Force F-104 Starfighter broke the sound barrier during a flight demonstration and blew out the windows and caused serious structural damage in the new building. This setback the opening of the new terminal until June 15, 1960 with the official opening ceremony on June 30, 1960. [*Ottawa Citizen*, June 30, 1960 Ottawa Airport Section p.1] The new airport passenger terminal was designed by Gilleland and Strutt, Architects. Also included, was an outdoor spectators deck and the National Aviation Museum, which relocated to Rockcliffe in 1964.

In 1961, the runways were extended again and this allowed another record non-stop flight to Tokyo by a Yukon aircraft on January 14, 1963. In order to facilitate further flight research, a wind tunnel operated by the National Research Council opened in 1962.

On August 24, 1964, the airport was officially renamed Ottawa International Airport. In 1972, CFB Uplands was renamed CFB Ottawa (South). At the same time CFB Rockcliffe was renamed CFB Ottawa (North). In 1975, a proper road link to the city, the Airport Parkway opened. In 1977, enclosed walkways between aircraft and the passenger terminal were built.

Another memorable event took place on June 8, 1983 when the space shuttle Enterprise landed piggybacked on a Boeing 747 jetliner. The author recalls this event as the shuttle and jetliner flew over Parliament Hill earlier that day. In order to address increasing passenger traffic, a major renovation of the terminal building started in July 1983 and opened in 1987. The designer was Murray and Murray, Architects.

In 1991, a new Control Tower and Air Navigation Facility opened. In the same

year, the RCMP Air Service relocated from Rockcliffe Airport, where it had operated since March 1946. The RCMP aviation service had been inaugurated on April 1, 1937.

The first mobile walkway system connecting aircraft and the terminal was completed in 1992 and was designed by Dew Engineering and Development Ltd. In celebration of Canada's 125<sup>th</sup> Anniversary, Queen Elizabeth II arrived in Ottawa in a Concorde supersonic passenger aircraft.

The airport was renamed one last time in June 1993 when it assumed today's name, Ottawa MacDonald-Cartier International Airport. Military operations ceased in April, 1995 and most military buildings were demolished. The Department of Transport gave up control of the airport on February 1, 1997 when the not-for-profit corporation named Ottawa MacDonald-Cartier International Airport Authority took over.

In order to promote better air connections with the United States, a U.S. Customs Pre-clearance Facility opened on July 7, 1997. This allowed Ottawa passengers to clear American Customs before departing from Ottawa.

The largest achievement of the new Airport Authority was the opening of the new passenger terminal on October 12, 2003 replacing the 1960 terminal. This was accomplished under budget and ahead of schedule. [*Ottawa Citizen*, October 13, 2003 p.B5]. The Airport Authority continues to improve airport facilities and has received excellent ratings for the quality of service offered.

#### Bibliography

Rennert, Robert, "A City Takes Flight. The Story of Ottawa International Airport," 2000, 68 pages.

Photos courtesy of film 'Captain of the Clouds.'

Cover photo courtesy of Z. Christopher Witkowski.

**There's a Radar in My Kitchen''**  
**- A Brief Recap of a Talk by Brian Mendes**  
by Joan Scott

On April 22, 2012 the Gloucester Historical Society held its Annual General Meeting and as part of this, a lecture from Brian Mendes on the development of military radar during World War II was presented. Although the topic was of both national and local interest, special emphasis was placed on the Metcalfe Road National Research Centre (NRC) Field Station in Blossom Park,

Mr. Mendes spoke on Canada's contribution to radar and the testing of equipment at the Metcalfe Road Field Station. Many former residents of the area will remember the station, which was situated at the corner of Albion Road and Queensdale Avenue. The long-range early warning tower at the station was a familiar landmark. It had an elevator of sorts as well as stairs going up its approximately 200 foot height. The tower was built entirely of wood with no nails used in its construction.

Canada's role was in the development of accurate gunlaying radar which allowed greater ability to direct anti-aircraft guns. The first very crude basic system was an adaptation of short wave transmissions, based on triangulation. To be more effective it was necessary to be able to concentrate a narrow beam instead of this triangulation of radio waves bouncing back and forth. Sir Robert Watson is sometimes credited with creating radar but that is not so. He did, however, recognize the potential of high energy radio waves and their use in recognizing approaching aircraft, either enemy or friendly. In 1935 Chain Home Stations were erected along the east coast of England to provide information and warning of incoming planes

in the early years of World War II. Prior to the development of radar, it took about 1200 rounds to hit an aircraft with the existing equipment. Units with two telescopes were used to ascertain the bearing and elevation of the aircraft and to predict where it was and its rate of speed by means of a 'predictor' which was akin to a computer. Direction radar would lock on aircraft and make the aim better.

The GL2 was the first fairly accurate radar. It was operated by three people. In most cases women were deemed best suited to operate this equipment and many stenographers found themselves with a new job in the military. In September 1939, Canada was asked to make these GL2 units. General Andy McNaughton was a scientist and had been the head of the National Research Council. His prior achievements included a World War I invention of a target detection technique involving an oscilloscope, a forerunner of radar. He would play a key leadership role in the development of radar in Canada.

The pressing issue was to develop a narrow beam. X-rays worked well, but they did not have the power needed for longer range. Sir Henry Tizard headed a mission across the Atlantic to Canada with a resonant-cavity magnetron which produced the needed narrow beam. In fact, this device made it possible to put radar in aircraft. The magnetron used in 1940 is similar to what we find in our microwaves today. NRC was able to develop accurate radar based on magnetrons. The GL2 was replaced by the improved Canadian accurate position finder GL3c and the ZPI Trailer.

Between October 1940 and July 1941 work was carried on with a 10 centimeter

magnetron and demonstrations were given at the Blossom Park site which resulted in radar unit orders in July 1941 amounting to \$26,000,000. This order was later increased. A plant was built at Leaside in Toronto to build these units and Research Enterprises Ltd. manufactured them as well as making binoculars for the military. Canada had radar before the United States or Britain, but both worked to improve it. For example, the United States found how to rotate the antenna and still get accurate results, which was a significant improvement.



Mr. Mendes showed a number of photographs including some of the Metcalfe Road NRC Field Station and its imposing tower. He also showed photos of an old GLC 3 unit which had been located in the yard of the Royal Canadian Artillery Museum in Shilo. Museum staff were not aware of the historical importance of it. Apparently this is the only unit of its type known to be still in existence retaining a full set of components.

During the war, radars were made for aircraft, ships and land units. There were 10 radar stations along the Gaspé coast to spot submarines operating in the Gulf of St. Lawrence.

At the end of the presentation, a 1944 film found in the British War Museum was shown illustrating the research conducted at the Metcalfe Road Field Station and the familiar red and white tower.

Approximately 44 people were present to hear Mr. Mendes talk. Among them were some who had worked in the radar field and some who had actually been stationed at the Metcalfe Road Field Station. One man said he had been up in the tower many times – sometimes by elevator and sometimes by stairs. After the talk many people shared memories of their experiences working with radar. We thank Brian Mendes for his lively talk, great research and interest in preserving Canada's radar history.

*One Sunday morning the pastor noticed Little Alex standing in the foyer of the church staring up at a large plaque. It was covered with names and small flags mounted on either side of it. The six-year old had been staring at the plaque for some time, so the pastor walked up, stood beside him and said quietly, "Good morning Alex."*

*"Good morning Pastor, he replied, what is this?"*

*The pastor said, "Well son, it's a memorial to all the young men and women who died in the service."*

*Soberly they stared at the plaque. Finally little Alex's voice, barely audible and trembling with fear asked, "Which service, the 8:30 or the 10:45?"*



## WHO WAS WHO IN GLOUCESTER

by Robert Serré

[The following entries are taken from a book our Society hopes to publish this summer. It will include men and women who lived in Gloucester, and who left their mark in one way or another.]

**Grace JOHNSTON**, maiden name Whitmore, was born in Ottawa on 26 June 1912 of parents newly arrived from Gloucester, England. She was educated at the First Avenue Public School, the Glebe Collegiate and the Ottawa Teachers' College, and studied library science at the University of Toronto. She taught at North Gower, Leitrim and Ottawa public schools. During World War II she did volunteer hospital work through St. John Ambulance. On 24 December 1945, she married Allan Kennedy (Ken) Johnston, and they had two sons named Allan and Frank, their home being in Johnston's Corners. She was a proofreader and editor with Love Printing Service Ltd. for several years, and served as the first president of the Gloucester Historical Society formed on 13 May 1978. She published a number of books, notably *Bowesville: a place to remember* (1988). With her husband she started the Gloucester Room, at the Edward D. Jones Public Library, renamed in February 1989 "The Grace Johnston History Room." Also in February 1989, she officially opened the Gloucester Historical Society and Museum. She died in hospital on 18 October 1990, and was buried in Johnston's Corners Community Cemetery.

### Sources:

JohnstonFF (Johnston family file) [held in the History Room of the Gloucester Historical Society].

*The Leader/Gloucester News*, July 1982 page 4.

*The Leader/Gloucester News*, May 1986, page 3.

*The Leader/Gloucester News*, November 1990 pages 6-7.

**Gordon LAVERGNE**, son of Henri (Henry) and Lilly Lavergne, was born in Eastview in April 1910 according to the 1911 census. He was educated at Eastview public schools, at night school in Ottawa and through correspondence courses. In 1935 he married Yvonne Goulet, and they had four children. He was a merchant, and served as mayor of Eastview from 1949 to 1960. He was first elected to the Ontario legislature as the Conservative member for Russell on 16 September 1954, when the death of Daniel Nault caused a vacancy, and was re-elected in 1955 and in 1959. His residence in Eastview was located at 11 Montreal Road. He died in 1970.

### Sources:

Normandin, Pierre G., ed. *The Canadian Parliamentary Guide*. Ottawa, Normandin, 1963.

Paquette, Léo. Vanier (Eastview) au temps des maires G.H.A. Collins 1928-1929-1930, David Langelier 1931-32. *Ville de Vanier*, 2001.

Quesnel, Albert. *Nécrologies des pierres tombales du cimetière Notre-Dame d'Ottawa*. Vanier, Les Éditions Quesnel de Fomblanche, 1981-, Volume 7.

Sylvestre, Paul-François. *Nos parlementaires*. Ottawa, Les Éditions l'Interligne, second Edition, 1987.

*The Ottawa Citizen*, 5 December 1950, page 19.

**John STEGMAN**, born in 1754, was a lieutenant in a German regiment which fought on the British side during the American Revolutionary War. He settled in Canada, and was appointed deputy surveyor on 18 October

1790. Between 1793 and 1795 he surveyed four townships designated A, B, C and D, later known as Osgoode, Gloucester, North Gower and Nepean. He drowned in 1804 while on a surveying assignment.

Sources:

Burns, Mrs. John C. Stewarton, a suburb of Ottawa. Ottawa, The Historical Society of Ottawa, Bytown Pamphlet Series #2, 1981.

Thomson, Don W. Men and Meridians, the History of Surveying and Mapping in Canada, Volume 1, Prior to 1867. Ottawa, Queen's Printer, 1966.

**William UPTON**, son of John Upton, was born in England around 1811. His father, a civil engineer, was engaged around 1827 by Russian Czar Nicholas I to build port installations at Sevastopol in the Crimea. Young William, who married Charlotte Rowles, was his father's assistant as various installations were built over some twenty years. John Upton died in 1851, and William took over the assignment, completing it so efficiently that he was made a colonel, and established himself on an estate near Sevastopol. The Crimean War broke out on 28 March 1854, and William moved back to England with his family in rather turbulent circumstances. A son, William Jr, was born in Cheltenham, England, on 18 October 1856, and in September 1857, the Uptons set sail from Liverpool with five children, making their way to Ottawa. On 25 February 1859, William Sr. moved his family to lot 5 in the second concession of the Rideau Front in Gloucester Township, giving his farm on the Bowesville Road the name Groveland. William Jr. married Margery Bayne. William Sr. was 82 years old when he died on 26 February 1893, and his wife Charlotte died at the age of 73 in March 1894; they were buried at Long Island

near Manotick. The farm was taken over by William Jr., who sold a small part of it in 1902, and the rest of it to Ottawa Hunt Limited in 1907, eventually moving to Calgary with Margery and their four children.

Sources:

MacCabe, Eddie. The Ottawa Hunt Club, 75 Years of History 1908-1983.

Serré, Robert, comp. Gloucester Township Ratepayers Listed by Family Name and by Concession/Lot Number for the years 1855, 1864 and 1872. Ottawa, Gloucester Historical Society, 2009.

**Alexander Smith WOODBURN** was born in Garvagh, County Derry, Ireland, on 13 November 1830. He was the son of James Woodburn and Martha Mayne, who came to Canada and settled first in Hull Township, Canada East, and then near Green's Creek in Gloucester Township in 1841. He learned the printer's trade under Dawson Kerr, publisher of the *Orange Lily* launched in Bytown in 1849. In 1862 he married Hannah Mills. He was the owner and manager of Woodburn's Printing Establishment, and at one time was the foreman in the office of the *Bytown Gazette*. On 10 December 1885 he founded the *Ottawa Evening Journal*, and in 1891 he was forced to sell his remaining interest in the *Journal* to P.D. Ross. He served as Chairman of the Board of the County of Carleton General Protestant Hospital. He died on 31 March 1904.

Sources:

IHACC. Illustrated Historical Atlas of the County of Carleton [originally published in 1879 by H. Belden & Co., Toronto]. Belleville, Mika Silk Screening Limited, 1971.

Knowles, Valerie. Capital Lives, profiles of 32 leading Ottawa personalities. Ottawa, Book Coach Press, 2005.

**Plaque to Honour Important Gloucester Anniversary**

by Glenn Clark

In 1812, Braddish Billings built his first home on the south shore of the Rideau River just east of Bank Street. In doing so, he became the first permanent settler of Gloucester Township and one of the first settlers in what now constitutes Ottawa. The following year, he married Lamira Dow in Merrickville and the couple returned to Gloucester, where they gradually established a thriving farm.

To honour the 200<sup>th</sup> anniversary of this important event, a bronze plaque is being prepared explaining a little of Braddish’s story. The plaque is being sponsored by the Gloucester Historical Society, the Association of Friends of the Billings Estate Museum, the Gloucester Lions Club and Billings Bridge Shopping Centre. A location has been selected and it will be announced when it is confirmed.

We welcome donations towards this project and a tax receipt will be issued for amounts of \$20.00 or greater. Cheques may be made payable to the Gloucester Historical Society (Billings Plaque) and mailed to 4550 Bank Street, Gloucester, Ontario K1T 3W6.

NEW PUBLICATION

The Gloucester Historical Society has just issued a new publication entitled WHO WAS WHO IN GLOUCESTER EASTVIEW/VANIER AND ROCKCLIFFE PARK (now part of Ottawa). In it local historians and curious readers will find concise biographical profiles of 234 men and women who lived in Gloucester, including Eastview (later Vanier) and Rockcliffe Park, and who left their mark in one way or another, notably in sports, politics, business, science and the arts. This 59-page document costs \$10.00 (postal orders, add \$3.00). Please send your cheque to: Robert Serré, GHS Publications, 1057 Riviera Drive, Ottawa ON K1K 0N7. For more information, contact: [bob.rosealine@gmail.com](mailto:bob.rosealine@gmail.com) or call 613-749-0607.

**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 year runs from April 1st to March 31st the following year)

**\*\* NOTE: NEW MEMBERSHIP FEES EFFECTIVE APRIL 2012 \*\***

**Membership Form—Gloucester Historical Society/Société historique de Gloucester**

Membership/Adhésion 2012 - \$20.00 for one year..... \$150.00 for life membership.....

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ PROV \_\_\_\_\_ POSTAL CODE \_\_\_\_\_

Mailing Address: Gloucester Historical Society  
4550B Bank Street,  
Gloucester, Ontario, K1T 3W6

In commemoration of the **200<sup>th</sup> Anniversary** of the arrival in 1812 of  
En souvenir du **200<sup>e</sup> Anniversaire** de l'arrivée en 1812 de

# BRADDISH BILLINGS

(1783 – 1864)

In 1812, Braddish Billings became the first permanent settler in Gloucester Township when he settled east of today's Bank Street on the south shore of the Rideau River.

After clearing the land and building a sawmill, Braddish worked hard as a farmer and later supported the construction of the Rideau Canal by providing food and building materials. Early on, he operated a ferry to get his produce to the early residents of Bytown, and he later canvassed for the construction of a bridge that now bears his name.

His lands became the administrative centre of the township for more than 100 years. Billings helped shape the community by building a school, churches and the township hall, and became very active in civic affairs as clerk, assessor, path-master, collector, pound-keeper, warden, magistrate, Justice of the Peace and District Councillor. He assisted in building Bytown's first jail and courthouse, and also helped bring Bytown its first railway, which crossed through his farm. His descendants continued to spread the family's influence as philanthropists, politicians, scientists and writers.

Completed in 1829, "Park Hill" was Braddish's third home in the area and is now known as the Billings Estate National Historic Site. It is located on nearby Cabot Street, off Pleasant Park Road.

Unveiled in 2012 and sponsored by the

Gloucester Historical Society

Association of Friends of the Billings Estate Museum

Gloucester Lions Club

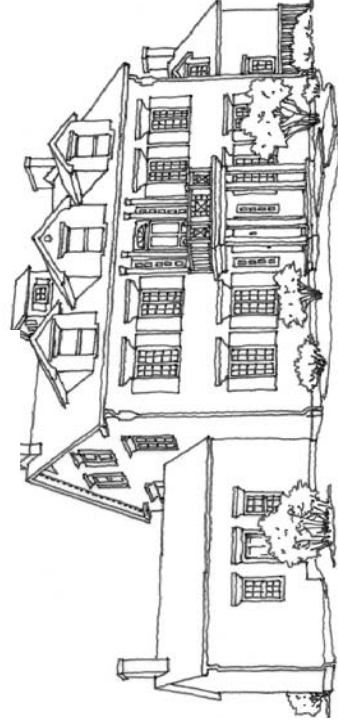
Billings Bridge Shopping Centre

En 1812, Braddish Billings est devenu le premier colon permanent du canton de Gloucester lorsqu'il s'est établi à l'est de la rue Bank actuelle, sur la rive sud de la rivière Rideau.

Après avoir défriché sa terre et bâti un moulin à scie, Braddish a travaillé avec diligence comme fermier, appuyant plus tard la construction du canal Rideau en fournissant des vivres et des matériaux de construction. Il a tôt fait d'établir un traversier pour acheminer ses produits vers les pionniers de Bytown, et a plus tard planifié la construction d'un pont qui porte aujourd'hui son nom.

Ses terres sont devenues le centre administratif du canton pendant plus de cent ans. Il a aidé à transformer la communauté en bâtissant une école, des églises et l'hôtel de ville. Il a ensuite manifesté beaucoup de civisme à titre de greffier, d'évaluateur, de garde-piste, de percepteur, de garde-fourrière, de gardien, de magistrat, de juge de paix et de conseiller de district. Il a aidé à construire la première prison et le palais de justice de Bytown, aidant aussi à doter Bytown de sa première voie ferrée, qui traversait sa ferme. Ses descendants ont poursuivi l'influence familiale au niveau philanthropique, politique, scientifique et littéraire.

Terminée en 1829, « Park Hill » a été la troisième résidence de Braddish dans le voisinage, et elle constitue le Lieu historique national du domaine Billings, situé sur la rue Cabot, qui donne sur le chemin Pleasant Park.



Dévoilement en 2012 avec le parrainage

de la Société historique de Gloucester

de l'Association des amis du Musée du domaine Billings

du Gloucester Lions Club

du Centre commercial Billings Bridge