



Historic Gloucester

Newsletter of the

GLOUCESTER HISTORICAL SOCIETY

www.gloucesterhistory.com

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Spring 2014



Ellwood
Sherwood
House

Ellwood
Post
Office



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*‘Be sure to check out our website at
www.gloucesterhistory.com
For a complete list of publications available from the GHS
As well as information on various historical events, an historical timeline, and links to other
sites of interest to historical and genealogical interest.*

THE GLOUCESTER HISTORICAL SOCIETY
IS HAPPY TO ANNOUNCE
THAT ITS HISTORY ROOM WILL BE OPEN TO THE PUBLIC
EACH THURSDAY FROM 10:00 A.M. to 3:00 P.M.
BETWEEN JUNE 5 AND AUGUST 28, 2014,
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 cover photo shows the Sherwood House in the process of being moved from
Ellwood in 1950. It was moved by truck to Albion Road, just south of Bank Street where it still
stands. Also shown is the former Ellwood Post Office, which was also the Cutts homestead.*

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

By Glenn Clark

After what has seemed like an endless cold and snowy winter, the sun is finally getting stronger with each day and spring is on the horizon.

The Society is now preparing for our Annual Meeting and we invite all of you to attend on Sunday, April 13, 2014 at 2:00 p.m. at the Orléans Public Library, 1705 Orléans Boulevard. Our speaker will be from SFOPHO and the topic will be the history of Orléans. SFOPHO operates out of Orléans and is conducting substantial research on this part of old Gloucester. They are in the process of installing 26 plaques on St. Joseph Boulevard denoting historic points of interest in the old village. This is a very impressive project and it is but one that they are tackling. Please come and learn more about this part of Gloucester.

I am also pleased to announce that the Grace Johnston History Room again will open to researchers during June, July and August 2014 on Thursdays between 10:00 a.m. and 3:00 p.m. We welcome your visits or your queries by e-mail and telephone. We will try our best to assist you. We will also be participating in a variety of public events including Gene-o-rama on March 22nd, Jane's Walk on the first weekend in May, and Doors Open on June 7th and 8th. For more information on various events, please visit our website www.gloucesterhistory.com periodically.



The Gloucester Historical Society

presents a talk in English on

The History of Orléans

by **La Société franco-ontarienne du patri-
moine et de l'histoire d'Orléans**

Sunday, April 13, 2014 at 2:00 p.m.

Orléans Public Library, 1705 Orléans Boulevard, Orléans

Free Admission and Parking. Bus Route 134

Light refreshments will be served.

A brief GHS Annual Meeting will precede the presentation

The Village of Ellwood Lost to The Gréber Plan

By Glenn Clark

(continued from last issue)

In the last issue of Historical Gloucester, the topics covered by this article were: Bank Street and Its Various Names; The Railway; Chaudier Junction; School Section 3; Gloucester (Ellwood School); St. Thomas Aquinas School; The General Store; The 1888 Cyclone; The Naming of Ellwood; New Subdivisions for Ellwood. This issue takes up the the History of Ellwood from that point.

New Subdivisions for Ellwood (cont'd)

For the most part, these subdivisions were built up in the 1950s and 1960s. In the case of Paardeburgh Square, which honoured a Boer War battle, much of the subdivision became part of a proposed parkway corridor and was expropriated for that purpose. Only in recent years, has another subdivision been built in its place. Garden City Heights gradually became part of the hydro corridor starting in the 1930s and was purchased for that purpose.

Ellwood Churches

Sometime before 1920, the community started holding Anglican religious meetings at Ellwood School. Clergy from the Gloucester Mission with churches at Leitrim and Hawthorne started holding services there [Clark p.83]. When Trinity Anglican church decided to build a larger church in 1926, the original building was offered to the group at Ellwood. The Smyth family had previously donated land at Bank Street and Portland Avenue for the expanded Trinity church but those plans changed with John Smyth's death in 1925. That property was given to the Ellwood congregation and the old Trinity

building was demolished and reconstructed at this new site. Reconstruction took place between 1927 and 1930. This became St. Thomas the Apostle Anglican Church, Ellwood [Clark p.84]. As the Alta Vista area developed quickly in the 1950s, the Bank Street building became too small. A new St. Thomas the Apostle Church was dedicated on September 24, 1957 on Alta Vista Drive. The old church was sold and demolished [Clark p.142].

In 1925 church union was approved by Methodists and Presbyterians. As a result, South Gloucester Presbyterian Church on south Albion Road became a United Church. Not all Presbyterians accepted church union and they soon were looking to build a new church. The new church named Gloucester Presbyterian Church opened in 1927 at Bank Street and Sieveright Road and would serve the Ellwood community. It too would be demolished in 1990 after the church relocated to the new community of Greenboro at 91 Pike Street where the church remains today.

St. Lawrence Hotel

In the horse and buggy days, hotels were needed at regular points on major roads such as the Metcalfe Road. One hotel was named the St. Lawrence Hotel or the Dazé Hotel and was located just south of the centre of the village of Ellwood near the bend in Bank Street at South Keys Shopping Centre. It was operated over the years by Guillaume and Dionne Dazé. In later years, it was converted into a farm but the buildings remained a familiar sight until at least the 1960s. In the early days, the hotel was a centre of political campaigning and many constituents received free meals and beer thanks to the generosity of the candidates [Walker, *Ottawa Citizen*, March 15, 1930]. The Dazé name has been preserved with a street name at the south end of South Keys Shopping Centre.

Cemeteries

The cemeteries serving Ellwood were located on the higher land to the south. The Protestant cemetery is known as Wood's Cemetery but was occasionally referred to as the Ellwood Burying Grounds. It is located on Metcalfe Road (now at the intersection of Bank Street and Athans Avenue). The Protestant pioneers of the area are buried there including members of the Ellis, Wood and Cutts families. This cemetery was associated with the Anglican Church at Leitrim (St. James) and St. Thomas the Apostle Church at Ellwood as well as Gloucester Presbyterian Church. This cemetery dates to the 1850s although officially transferred to the Anglican Church in 1881 [Clark p.233].

The Roman Catholic cemetery was located on Albion Road (now at the intersection of Daoust Street) and was originally associated with St. Thomas Aquinas Church, Billings Bridge. Since its formation in 1957, it has been associated with the new parish of St. Bernard in Blossom Park. This cemetery dates to the 1890s shortly after St. Thomas Aquinas Church was founded. Also on Metcalfe Road and next to Wood's Cemetery is the Jewish Cemetery that has served a number of synagogues in Ottawa since the founding of Ottawa's Jewish community in the 1890s.

The Right Spot Inn

Around the start of World War II, a restaurant opened in Ellwood known as the Right Spot Inn. It would remain until demise of the village. It was situated near the northeast corner of the intersection of Bank Street and Ledbury Avenue and between the school and the General Store.

Police Station

As a result of approving By-Law 46 of 1948, Gloucester Township Council contracted with the Provincial Police Force of Ontario, to provide police service for Gloucester Township effective December 1, 1948 [Gloucester]. A police station opened at 1663 Bank Street (at Ridgemont Avenue) just north of the original location of St. Thomas the Apostle Church. This contract continued until July 1, 1959. A provincial police station remained at this location into the 1960s. The station was originally built as a residence by James Taylor some years earlier. It has an unusual diagonal cement block design [Rooney]. The building still exists.

Bus Service

Bus service was first offered by the sales agent of the Ridgemont subdivisions in order to bring potential customers to the site during the years immediately prior to World War I. There was also at least one attempt by the Ottawa Electric Railway to extend bus service to Ridgemont in the 1920s but it appears that it was short lived. Colonial Coach Lines offered intercity service between Ottawa and Cornwall via Metcalfe Road (Highway 31) through Ellwood. It is believed that sometime in the late 1940s, Uplands Bus Lines began offering regular bus service at least as far south as Ridgemont. On July 1, 1950, the Ottawa Transportation Commission (OTC) took over Uplands Bus Lines routes including the Metcalfe Road service which at that time ran as far south as the new city limits at Hunt Club Road [*Ottawa Citizen*, June 23, 1950 p.34].

The Demise of Ellwood

The 1950 Gréber Plan included major proposals to change Ottawa's urban design. It

planned to make the city more beautiful and modern. Amongst its ideas, it planned to remove the plague of railways in the centre of the city, clean up the riverfronts for public enjoyment and placed a bigger emphasis on private vehicles for transportation. This involved moving the railways to the suburbs and building a series of new parkways and other roads.

One of the plans was to relocate the freight yards to the south end of the city and to build new parkways along the Ottawa River. The Ottawa River parkways would then be connected by a ring parkway across the south tier of the city.

This latter ring parkway and the proposed freight yards ended up converging on the village Ellwood. In addition, another consideration of the railway relocation was to reduce the number of level railway crossings. Since Ellwood was on a provincial highway, and the main freight yards were planned immediately to the east, Ellwood became a high priority for a railway overpass. All of this required that the centre of the village be expendable.

When the Gréber Plan began to be implemented, relocating the railways became a top priority and quickly the residents of Ellwood were expropriated in 1950. Houses were either relocated or demolished. Some were moved to the new community of Blossom Park to the south. Others had a temporary reprieve if they were not directly in the path of the railway or overpass construction. But in the long run, all was demolished.

The railway overpass was built in the early 1950s and Walkley railway yards opened in 1955. The overpass was widened in 1968 as Bank Street was improved to serve the expanding suburbs. By the time the

Southbank Dodge Chrysler Jeep car dealership opened in August 1974 at Bank and Johnston Road and South Keys Shopping Centre opened in 1996, all of the original buildings of the village were gone.

The Ellwood name persisted beyond village's demise and occasionally the community between Walkley Road and Kitchener Avenue is still referred to by that name but memories of the village are quickly dwindling.

In the late 1960s, what was left of the centre of the village was replaced with Ottawa Community Housing townhouses. More often than not and perhaps thankfully, the former village location has since been known by another name, Ledbury.

The author's great grandmother was Mrs. Jane Cutts, first postmaster of Ellwood.

Ellwood Pioneers (Appearing on 1863 Walling Map)

J. Bordgers, Lot 3 Concession 3 Rideau Front

P. Brady, Lot 8 Concession 3 Rideau Front

J. Button, Lot 5 Concession 4 Rideau Front

M. Charlebois, Lot 2 Concession 3 Rideau Front

G. Dazé, Lot 3 Concession 3 Rideau Front

R. Ackles (Eccles), Lot 7 Concession 4 Rideau Front

R. Finn, Lot 21 Junction Gore

William Finn, Lot 2 Concession 4 Rideau Front

Gamon, Lot 4 Concession 4 Rideau Front

P. Goodman, Lot A Concession 4 Rideau Front

E. Hall, Lot 4 Concession 3 Rideau Front

J. Halpenny, Lot 8 Concession 4 Rideau Front

N. Henderson, Lot 5 Concession 3 Rideau Front

William Herron, Lot A Concession 4 Rideau Front

Hotel, Lot 3 Concession 3 Rideau Front

J. McVey, Lot 2 Concession 4 Rideau Front

A. Morgan, Lot 22 Junction Gore

P. Lacount, Lot 2 Concession 3 Rideau Front

School House, Lot 1 Concession 3 Rideau Front

E. Sebera, Lot 21 Junction Gore

J. Severight, Lot 6 and 7 Concession 4 Rideau Front

J. Smith, Lot 1 Concession 3 Rideau Front

J. Subra, Lot 2 Concession 3 Rideau Front

J. Taylor, Lot A Concession 4 Rideau Front

P. Tompkins, Lot 5 Concession 3 Rideau Front

E. Walkley, Lot A Concession 3 Rideau Front

Wilmuth, Lot 5 Concession 4 Rideau Front

H.O. Wood, Lot 3 Concession 3 Rideau Front

L. Wood, Lot 8 Concession 4 Rideau Front

**Residents of the Ellwood School Section,
(from the 1906 Gloucester Assessment
Roll)**

The Junction Gore is located north of Walkley Road while the Rideau Front is to the south. All the lots in the Junction Gore ran on an angle facing the Rideau River. Heron Road marks the boundary line between Lot 20 Junction Gore and Lot 21 with Lot 20 being to the north. The boundary between Concession 3 and 4 Rideau Front is Albion Road with Concession 3 being to the west. Lot A Rideau Front was closest to Walkley Road and lots are numbered starting at 1 as you travel south. Hunt Club Road is the dividing line between Lots 5 and 6.

Ages are denoted in brackets.

Mrs. William **Anderson**, northwest part of Lot A, Concession 4, Rideau Front, 9 acres. G.W. (72) and F.W. (34)

Barrette, east half of Lot 6, Concession 4, Rideau Front, 100 acres and 130 acres elsewhere.

J.A. Becker (79), southeast quarter of Lot 4, Concession 4, Rideau Front, 50 acres

Samuel Boyd (55), east three quarters of Lot 9 of Concession 3, Rideau Front, 142 acres and 142 acres elsewhere.

Edward Burk (30), sub lot 16 and parts of sub lots 17, 18, and 19 of Lot 22, 19.75 acres.

Joseph Brule (52), Part of sub lot 22 of Lot 23, Junction Gore, 4 acres.

Charles R. **Chugg** (34), south half, north half, east quarter of Lot 1, Concession 3, Rideau Front, 15.5 acres

W.A. (34) and L.A. (27) **Crawford**, west half of Lot 1, Concession 4, Rideau Front, 100 acres.

Mrs. T (Jane), William, David (32), George (35) and John (22) **Cutts**, sub lot 8, northeast quarter of Lot 2, Concession 3, Rideau Front, 5 acres and west part of southeast quarter of Lot 2, Concession 3, Rideau Front, and 142 acres elsewhere.

Thomas **Dazé** (36), southeast part of Lot 3, Concession 3, Rideau Front, 43 acres and 3 acres elsewhere.

Robert (61), J.R. (32), W. (26) and Henry (24) **Eccles**, northeast quarter of Lot 7, Concession 4, Rideau Front, 50 acres and 50 acres elsewhere.

William **Ellis** (40), northeast part of Lot 5, Concession 3, Rideau Front, 50 acres and 47 acres elsewhere.

Charles (56) and J.M. (24) **Erney**, east half of Lot 5, Concession 4, Rideau Front, 100 acres.

Miss L.P. **Evans**, east part of Lot 23, Junction Gore, 6 acres.

W.E. **Fairbairn** (42), northeast part of Lot 4, Concession 4, Rideau Front, 70 acres.

John **Finn** (37), sub lots 27, 28, 39, 30, 31, 32 and 33 of Lot 21 and Lot 25, 26, and 27 of Lot 22, Junction Gore, 90 acres.

James **Foley**, sub lots 23, 24 and 25 of Lot 21, Junction Gore, 30 acres.

Thomas **Foran**, northwest part of Lot 23, Junction Gore, 30 acres.

Abraham **Fowler** (38), southwest quarter of Lot 5, Concession 4, Rideau Front, 50 acres.

E.H. **Gamble**, parts of sub lot 19 and 20 of Lot 22, Junction Gore, 1 acre.

Mrs. Thomas and Robert (30) **Gray**, Lot 3, Concession 4, Rideau Front, 200 acres.

Robert (47) and I. (36) **Halpenny**, east half of Lot 8, Concession 4, Rideau Front, 100 acres.

Nathaniel (73), David (31) and John(27) **Henderson**, southeast part of Lot 5 and 6, Concession 3, Rideau Front, 47 acres and southwest part of Lot 6, Concession 4, Rideau Front, 15.5 acres

W.H. (35) and G.P. (32) **Henderson**, north-west quarter of Lot 5, Concession 4, Rideau Front, 50 acres.

Alexander **Herron** (57), west part of east half of Lot 1, Concession 4, Rideau Front, 32 acres and sub lot 36 of Lot 21 Junction Gore, 5 acres and west part of east half of Lot A, Concession 4, Rideau Front, 15 acres.

J.J. **Herron** (49), sub lot 34 and 35 of Lot 21, Junction Gore, 17.5 acres and 50 acres elsewhere.

Mrs. M., Albert, Matthew (24), Robert, and John (61) **Herron**, east part of Lot 21, Junction Gore, 100 acres.

William (67) and James (27) **Herron**, east half of west half of Lot 6, Concession 3, Rideau Front, 50 acres and 50 acres elsewhere

Nelson (36) and David (30) **Hull**, east part of west half of Lot A, Concession 4, Rideau Front, 12 acres and centre part of Lot 1, Concession 4, Rideau Front, 7 acres.

Paul **Lacompte** (45), sub lots 20, 21 and part of 19 of Lot 22, Junction Gore, 20 acres.

Napoleon **Larabe** (49), south part of sub lot 18 of Lot 22, Junction Gore, 1 acre.

Adolphe **Lurges**, southwest part of east part of Lot 3, Concession 3, Rideau Front, 13 acres and part of southeast quarter of Lot 2, Concession 3, Rideau Front, 4 acres and north part of south part of Lot 2, Concession 3, Rideau Front, 5 acres and northwest part of east half of Lot 2, Concession 3, Rideau Front, 8.5 acres and 29 acres elsewhere

Alexander **Lyall** (39), part of sub lot 22 of Lot 23, Junction Gore, 6 acres.

William **Martin** (65), southwest part of Lot 4, Concession 4, Rideau Front, 80 acres.

Mrs. M., John and R.R. (23) **McConnell**, parts of sub lots 15, 16, 17 and 18 of Lot 21, Junction Gore, 33 acres.

Owen **McCurtin** (49), parts of sub lots 18, 19 and 20 of Lot 21 and sub lot 19 of Lot 22, Junction Gore, 24.5 acres.

George **McDonald** and George **Steatham**, center part of west half of Lot A, Concession 4, Rideau Front, 12 acres.

George **McLaughlin**, northwest quarter of Lot 2, Concession 4, Rideau Front, 50 acres.

George **McLaurin**, Northeast quarter of Lot 3, Concession 3, Rideau Front, 46 acres and East part of Lot 4, Concession 3, Rideau Front, 85 acres and 75 acres elsewhere

Mrs. E., Edward (46), Philip (42), John (38), and Michael (40) **McMahon**, Lot 7 and 8, Concession 3, Rideau Front, 395 acres

Joseph **McVeigh** (65), southwest part of Lot 2, Concession 4, Rideau Front, 70 acres.

Ottawa & Gloucester Macadamized Road Company, part of north half of Lot 6, Concession 4, Rideau Front, 2 1/3 acres.

John B. **Parent** (38), part of sub lot 22 of Lot 23, Junction Gore, 1 acre.

John **Patterson** (49), centre part of south half of Lot 5, Concession 3, Rideau Front, 15 acres and 55 acres elsewhere.

Joseph **Potvin** (32), northwest quarter of Lot 7, Concession 4, Rideau Front, 50 acres and northwest part of Lot 6, Concession 4, Rideau Front, 83 acres.

William H. **Quinn** (40), Southeast quarter of Lot 1, Concession 3, Rideau Front, 25 acres

J.P. **Ryan** and Joseph **Doria** (45), sub lots 57, 58, 59, 60, 61, 67, 68, 69, 70 and 71 of Lot 21, Junction Gore, 40 acres.

Francis **Sabourin** (51), sub lot 21 of Lot 21, Junction Gore, 10.25 acres.

Joseph (31) and Moses (49) **Sabourin**, Southeast part of Lot 2, Concession 3, Rideau Front, 33 acres

William H. **Sherman**(53), west centre part of east half, Lot 4, Concession 3, Rideau Front, 2/3 acres and an additional 110 acres elsewhere

J.H.A. **Spratt** (29), south half of Lot 7, Concession 4, Rideau Front, 100 acres and 100 acres elsewhere.

John **Stackpole** (48), sub lot 26 of Lot 21, Junction Gore, 10.5 acres.

L.W. **Watts** (65), southwest part of Lot A, Concession 4, Rideau Front, 11.75 acres.

Elizabeth **Webb** (31), north part of east quarter of Lot 1, Concession 3, Rideau Front, 12.5 acres.

Sidney **Webb** (31), east part of Lot A, Concession 3 Rideau Front, 46 acres and 23 acres elsewhere.

L.L. **Webster**, sub lot 22 of Lot 21 and sub lot 22 of Lot 22, Junction Gore, 18.5 acres.

Albert (66), Henry (41) and Guy (24)**Wood**, west part of east half of Lot 5 and 6, Concession 3, Rideau Front, 90 acres and northwest quarter of Lot 8, Concession 4, Rideau Front, 32 acres.

H.D. **Wood** (37), southwest quarter of Lot 8, Concession 4, Rideau Front, 50 acres and east part of northwest quarter of Lot 8, Concession 4, Rideau Front, 15 acres.

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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)

Membership Form—Gloucester Historical Society/Société historique de Gloucester

Membership/Adhésion - \$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
Tel: 613-822-2076