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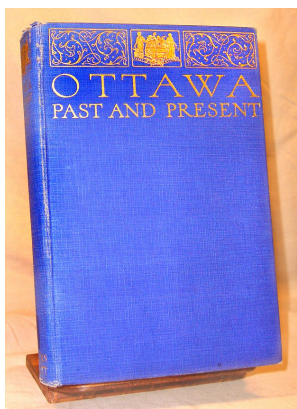
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Ottawa Past and Present - 1927

by A. H. D. Ross, M.A., M.F.

CA0260



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ABOUT THIS CD.

In the preface the origins of this book are given as due to the donation of a cache of papers to Mr A. H. D. Ross, the author, which were the legacy of Thomas Burrowes of the Royal Engineers. Thomas had been one of Col. By's principle assistants in the planning and building of the Rideau Canal and was responsible for some of the well known pen and wash drawings of the building of the locks. More was added to this material from other expert sources filling in further detail about the origins of white settlement in the area so that the finished product - this book - is a remarkably detailed record of the people and events that established not only the city of Ottawa but also the principle towns and communities in the surrounding area.

Starting with the exploration of the Grand (now Ottawa) River by Samuel Champlain the story moves along to the establishment of the first settlement of farmers by Philimon Wright and then to the selection of the Rideau River as the basis of the construction of the Rideau Canal. The enormous influence this canal construction project had on the development of the area can be appreciated when it is realized that it was then the longest canal in North America and was intended to provide a safe route for powered vessels to supply the military establishment in Kingston as a "lesson learned" from the war of 1812.

Mr. Ross's account is about the people as well as the events, and he manages to relate the names of many of the local pioneers, even when their part in events was relatively minor, making this a gold mine for those searching for signs of their ancestors part in the building of the area.

Having established the outline of building the area's community Mr Ross then goes on to provide a chapter each on important topics such as: Churches & Schools, Doctors & Hospitals, Newspapers & Libraries, Lumbering, Railways, "Events" and "Milestones." The concluding chapter is an appreciation of the city of Ottawa as it stood shortly before the book's publication in 1927.

There is also one more interesting chapter which provides an explanation for the naming of all but a few of the streets in Ottawa. Many are, of course, references to saints and to world figures and events. Equally, however, many commemorate the founders and contributors to the growth of Ottawa. Finally the Author provides a 15 page index to his work which is estimated to provide reference for approximately 850 people's names. Even with such a complete index our searchability features will still be a great asset in speeding up your access to the gold mine of historical and genealogical information contained in this fascinating history. The FastFind feature has also been enabled on this CD.

ABOUT THIS BOOK:

This book has been loaned to us through the good will of the Ottawa Historical Society so that we could scan it and make it available to you. The Ottawa Historical Society houses its library in the Bytown Museum, sited on the lock-side in downtown Ottawa. Please join with us in thanking both the Ottawa Historical Society for allowing us to borrow this valuable old book and to the museum staff for their assistance in accessing the library. Copies of the CD have been presented to the Ottawa Historical Society for everyday use so the life expectancy of the original book can be vastly increased.

OTTAWA

PAST and PRESENT

By

A. H. D. ROSS, M.A., M.F.

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University of Toronto*



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PREFACE

TWENTY years ago some of the original field-notes, maps, plans and copies of official correspondence relating to the construction of the Rideau Canal and the founding of Bytown were presented to the author by an aunt living in Detroit, Michigan. One of these maps shows the first lots surveyed in Canada's Capital and the names of the thirty-eight people who applied for them in October, 1826, and another (drawn in December, 1830), the exact location and size of each of the 147 buildings in Upper and Lower Bytown. Accompanying these valuable records there is a detailed account of "The Building of the Bridges at the Falls of the Chaudiere, Ottawa River, in the years 1826-8", a short description of "The Building of the Sappers' Bridge to connect Upper and Lower Bytown", and two large portfolios containing 115 accurately drawn and artistically finished water-colour paintings, done by Thomas Burrowes, of the Royal Engineers. Seventy-seven of these century-old drawings are of places in the vicinity of Ottawa and along the route of the Rideau Canal from there to Kingston, and the other thirty-eight of places along the St. Lawrence River and Lake Ontario between Prescott and Trenton.

Possession of these interesting and valuable records naturally led to the preparation of a thirty-page pamphlet dealing with the early history of Ottawa, but it was decided to delay publication until other sources of exact information could be studied with care. In the Public Archives at Ottawa and in the Reference Department of the Toronto Public Library a considerable amount of research work has been done during the last three years,

and generous assistance has been given by the Honourable Senator Andrew Haydon and Dr. A. H. U. Colquhoun, who have furnished extracts from state papers, lent rare books and donated hundreds of newspaper clippings. Their assistance, and the kindly encouragement of Dr. Adam Shortt, Mr. T. G. Marquis, Mr. Frank Yeigh, and Mr. P. D. Ross, have enabled the writer to complete this story of the founding and growth of the straggling back-woods village, which was eventually to become the Capital of the Dominion of Canada.

Toronto, Ont.
May, 1927.

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Sorel, Que. Next day the grief-stricken colonists conveyed his body to Richmond Landing; whence the journey to Montreal was made in batteaux. From there to Quebec the trip was made on the steamer *Malsham*, the mortal remains of His Grace being interred in the Cathedral Church there. Major G. A. Elliott's report of the 10th of July, 1824, shows that the Richmond Road was shockingly bad, even at that date. "The first bad spot is a low swamp, which, even in this dry season, is very bad, and is quite impassable in Spring; when the Ottawa rises so much as to overflow the neighbouring land and actually sets afloat the logs. This spot should be avoided by cutting a road from the projected village at Sleigh Bay (at the foot of the first eight locks) along the high land through Lot C and Lot 40, and thence through or close to the clearing commenced this year by Mr. Firth on Lot 39. This cut would join upon a cross-road (running south) already travelled upon to Mr. Billing's place, four miles up the Rideau River, and would pass over land well adapted to make a road. The first four miles from Richmond Landing, or "The Point," as the people call it, to Thompson's on Lot 29 (Westboro) is very much covered with rock and large stone, requiring to be blasted in many places. The causeways, though neither long nor frequent, require ditching and repairs. From Thompson's to Boyd's (Bell's Corners) is through country that is not so rocky, but with rather more causeways. At Boyd's the road takes a new direction (southward) and crosses Concessions V and VI (of Nepean) before crossing the Goulbourn Boundary; the total distance from Richmond Landing to Richmond being about twenty miles. The inhabitants have made every exertion to put it in order, and I have no hesitation in saying that any assistance that can consistently be given them will be well bestowed. To me, it appears that the sum of £200, if faithfully and

was born on the 26th of August 1818, and married Sarah Ann Sparks, daughter of George Sparks, who came to Canada in 1824. For several years their son, Theodore Arthur Burrows, was one of the leading lumbermen in Manitoba, from 1892 to 1908 represented the Constituency of Dauphin in the Provincial and Dominion Parliaments, and is now Lieutenant-Governor of the Province of Manitoba; his sisters being the late Lady Sifton and Mrs. Maria Chubbock, of Ottawa. Other sons of John Burrows were George Burrows who for many years lived in Dundas, Ontario, and his half-brother Philip Palmer Burrows, M.D., of Lindsay, Ont.

Thomas Burrowes was born in Worcester, Worcestershire, England, on the 27th of October, 1796, came to Kingston with the Royal Sappers and Miners in June, 1818, and on the 27th of August, 1819, married Grace Rodgers of Kingston. Their eldest son, Thomas George, was born on the 28th of July, 1820, and their second son, Samuel William, at Isle aux Noix (at the north end of Lake Champlain), on the 12th of June, 1822. In September they returned to England, where their third son was born; this son losing his life at the battle of Chata-nooga, Tennessee. In 1826 Colonel Durnford recommended Thomas Burrowes for a position on Colonel By's staff. Leaving his family in Montreal for a time, he arrived at Hull on the 23rd of September, and eight weeks later sent word for his wife and children to join him. On the 22nd of November they entered a small log house which Colonel By had prepared for them, and on the 25th their fourth son was born. Being the first white child born in what was then known as "The Rideau and Ottawa Canal District," Colonel By asked the parents to give the child his name and presented him with a deed of "Lot E in Rideau Street"; at the northwest corner of Rideau and Mosgrove Streets, where the A. J. Freiman

Patterson. The bakers were Thomas Hanly, James Lang and George Patterson, whilst Thomas Hickey was the only butcher. The carpenters were Pierre Desloges, James Fitzgibbon and James Matthews; the blacksmiths H. S. Blaisdell, Lyman Perkins and William Tormey; the watch-makers, Maurice Dupuis, Arthur Hooper and William Northgraves; and the auctioneers, Daniel Fisher and James Johnston. There were also eight shoemakers, two tailors, one harness-maker and a tinsmith. Later on John McGraves, Miss Fitzgibbon and John Cowan had stores on the north side of Rideau Street, whilst on the south side there were Watson Little (printer), Baptiste Homier, Robert Mosgrove, John Wade, and John Duggan. On Sussex Street Donald McArthur had a hotel (where the Mines Building is), and there were general stores kept by James Inglis, Michael McVean, Samuel Fraser and Charles Friel.

EARLY CEMETERIES

Until 1828 the dead had to be ferried across the Ottawa River and buried on the Hull side, but in that year so many deaths occurred amongst the canal workers that half an acre of land between what are now Elgin and Metcalfe Streets (in the neighbourhood of Sparks and Queen Streets) was cleared and fenced in with a stockade of stout cedar posts about ten feet high, sharpened at the upper end, spiked to longitudinal stringers about two feet from the ground, and further secured by bands of strap-iron nailed to them two feet from the top. This enclosed ground was divided into three parts; furnishing a "Graveyard" apiece for the Presbyterians, Anglicans and Roman Catholics. Later on John Burrows established a fourth for the Methodists, but only a few bodies were ever buried there. By 1844 these cemeteries extended south and west so as to cover the ground

to record my objections and remarks with respect to voters.”

It is certainly a matter of regret that the honour of being the first member to represent Bytown did not go to one of its founders but there is some satisfaction in knowing that at a bye-election held the following year Mr. Stewart was elected for Russell, and at the next general election was chosen to represent Bytown. In 1848, John Scott represented Bytown, and later Agar Yielding. From 1857 to 1863 Richard W. Scott was member for Ottawa; from 1863 to 1882, J. M. Currier; from 1877 to 1882, Dr. St. Jean; from 1882 to 1896, Sir Charles Mackintosh and Joseph Tasse. In 1887, W. G. Perley and H. Robillard were elected; from 1911 to 1921 Alfred E. Fripp was member; from 1911 to 1921 and again in 1926, Dr. J. L. Chabot; from 1921 to 1925, Hal McGivern; in 1921, E. R. E. Chevrier; in 1925, Stewart McClenaghan; whilst the present members are Gordon Edwards and Dr. J. L. Chabot.

STONY MONDAY RIOTS

In 1849 the peregrinating Canadian Parliament was located at Montreal, and passed the famous 1837 Rebellion Losses Bill, which was most unsatisfactory to the Loyalists, or Tories as they were called. Lord Elgin was Governor-General at the time, and, in spite of all protests, signed the Bill. At this distance of time, it is difficult to see how he could have acted otherwise. The majorities in the House of Assembly never fell below 20, and the measure finally passed by 47 to 18. Elgin pointed out that there was a majority not only amongst the British members of Lower Canada but also in Upper Canada, so it would appear that he acted wisely under trying circumstances. Most unfortunately party feeling ran high, riots occurred all over the

appoint a Committee to take care of our interests from time to time." In the early forties a solid stone manse was built where the Sunday School Hall now stands.

The second minister of St. Andrews was the Rev. Alexander McKidd, M.A., from 1844 to July 1846. There there was an interval of "hearing ministers," and the "calling" of the beloved William Durie, who was inducted in the spring of 1847 and threw himself so vigorously into the work of caring for the poor typhus-stricken immigrants passing through Bytown that he contracted the dread disease himself and died in September. In July 1848, the Rev. Alexander Spence, D.D., began his long and useful ministry of nearly twenty years. In 1854 the church was enlarged. During 1865 the Rev. J. H. McLardy was Assistant Minister, and during 1866 and 1867, the Rev. Daniel Miner Gordon. Two years later Dr. Gordon returned as Minister, remained until 1883, was in Winnipeg for a time, and for many years was Principal of Queen's University, Kingston, Ont.

On the 7th of August, 1883, the Rev. W. T. Herridge, D.D., was inducted. In 1913, the Rev. A. M. Gordon was Assistant Minister, but in 1914 went overseas with the first Canadian Contingent and served with distinction throughout the Great War. Early in 1919 Dr. Herridge's request to retire after thirty-six years of brilliant and distinguished service was most reluctantly granted, and he was appointed Minister Emeritus. Until June 1925, (when many of the congregations of the Presbyterian Church in Canada, by a majority vote, decided to become a part of the United Church of Canada), the Rev. George Kilpatrick, B.D., was Minister. He is the only son of Rev. Professor Kilpatrick, of Knox College, Toronto, and during the Great War, also served with distinction overseas.

NEWSPAPERS AND LIBRARIES

THE story of Canadian newspapers is closely related to that of the settlement and development of the country itself. In 1749 the English founded Halifax, and three years later the *Halifax Herald* was founded. In 1763 France ceded Canada to Britain, and in 1764 the *Quebec Gazette* was founded, its lineal descendant being the *Quebec Chronicle*, which was merged with the *Quebec Telegraph* in 1925. In 1788 the *Montreal Gazette* made its bow in French and has a record of continuous publication probably not exceeded on the continent. On the 13th of April, 1793, the first copy of the *Upper Canada Gazette* (a folio of fifteen by nine and a half inches) was printed at Newark (Niagara-on-the-Lake) by Louis Roy.

On the 2nd of February, 1836, the first number of the *Bytown Independent & Farmers' Advocate* was published in a house near the corner of Wellington and Bank Streets. It was a small five-column sheet edited by James Johnston, "a man of considerable energy and no inconsiderable talent," and under its title bore the admonition: "Let it be impressed upon your minds, let it be instilled into your children, that the liberty of the press is the palladium of all your civil, political and religious rights." Two months later Johnston sold out his interest in the *Independent* to Alexander James Christie, "a veritable human dynamo," who formerly edited the *Montreal Gazette* and changed the name to that of *The Bytown Gazette & Rideau Advertiser*, the first issue being on the 26th of May, 1836. Watson Little, who was a printer in the office of the *Independent*, "went with the office" and remained with the *Gazette* for eight years, before starting

- Cambridge, (including Turner and Percy)—After the famous English university town.
- Cameron—After the builder of Stadacona Hall.
- Carling Avenue—Sir John Carling (1828–1911), Minister of Agriculture from 1885 to 1892.
- Carlyle Avenue, (formerly Queen Street in Ottawa South)—After Thomas Carlyle (1795–1881), historian and philosopher.
- Carruthers Avenue—Aaron Carruthers, lumber foreman.
- Cartier Street and Square—Sir George Etienne Cartier (1814–1873), one of the “Fathers of Confederation.”
- Cathcart Street and Square—Second Earl of Cathcart (1783–1859), who fought at Waterloo and was Governor-in-chief of Canada from 1845 to 1847.
- Cayuga—An Indian tribe of the Iroquois confederacy.
- Chamberlain Avenue—Joseph Chamberlain (1836–1914), British Colonial Secretary from 1895 to 1903.
- Champagne Avenue—Napoleon Champagne, member of the Ottawa City Council for over a quarter of a century and M.L.A. from 1912 to 1914.
- Champlain Avenue—Samuel de Champlain (1567–1635), founder of New France.
- Chapel—Because of a Methodist chapel built there in 1828.
- Chapleau Avenue—Sir Joseph Adolphe Chapleau (1840–1898), Premier of Quebec from 1874 to 1882, and Lieut-Governor from 1892 to 1897.
- Charles—After the third son of the Hon. Thomas MacKay.
- Charlotte—Princess Charlotte, only child of George IV.
- Chesley—After an Ottawa family of that name.
- Christie—Dr. A. J. Christie, physician and founder of the *Bytown Gazette*.
- Clarence—Fourth son of George III, afterwards King William IV (1765–1837). Between Anglesia Square and the Rideau River, it was formerly called Franklin Street, and from Anglesia Square to King Edward Avenue, Parry Street; to commemorate the names of two notable arctic explorers seeking a North West Passage to China.
- Clarendon Avenue—Fourth Earl of Clarendon (1800–1870), for many years British Foreign Secretary.
- Clarey Avenue—Thomas Clarey, contractor, alderman and city controller.
- Claverhouse—Scottish officer (1643–1689), distinguished for his military talents and killed at the Battle of Killecrankie.
- Clegg—William T. Clegg, for many years Ordnance Paymaster.
- Clemow Avenue—Hon. Francis Clemow, Senator from 1885 to 1902.
- Cliff, (formerly Rear Street)—Because on a high rocky promontory overlooking the Ottawa River.
- Cobalt Avenue—Named after Ontario’s great silver-mining camp.
- Cobourg—A variant spelling of Coburg, a German city where Martin Luther once lived.
- College Avenue—Runs southward from the University of Ottawa.
- Commissioner—In honour of the commissioners who directed the installation of Ottawa’s waterworks system.
- Concord—A Massachusetts town where Emerson, Hawthorne and Thoreau once lived.
- Connaught Place and Park—Named in honour of the Duke of Connaught,

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