



# *Historic Gloucester*

Newsletter of the

**GLOUCESTER HISTORICAL  
SOCIETY**

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

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*Canadian Pacific Railway Line*

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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 6 AND OCTOBER 28, 2010

LOCATION: 4550B BANK STREET (AT LEITRIM ROAD)

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

**Cover Photo:**

*This is a photo of the Canadian Pacific Railway Line looking westward towards Ottawa. This line runs underneath the St. Laurent Boulevard overpass south of Cyrville  
 Photo by Robert Serré, 2004.*

**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

The Annual General Meeting of the Gloucester Historical Society was held on April 18, 2010. The guest speaker was our President, Robert Serré. Because the topic of his presentation was "*Looking Back at the Pioneer Days of St. Joseph (Orleans)*," it was decided to hold this event at a location in North Gloucester. The meeting and presentation were held at the Gloucester Senior Adults Centre on Ogilvie Road. A good crowd was in attendance and Robert's presentation was enjoyed by all. After the presentation a small reception followed.

The names of the new slate of officers elected at the AGM are as follows:

President:	Robert Serré	Directors:	Bob Kemp
Past President:	Mary Boyd		Jean-Marc Jossinet
Vice-President and Webmaster:	Glenn Clark		Aline Mageau
Treasurer:	Graham Ritchie		Flo McRostie
Recording Sec:	Shirley McCooey		Mary Patterson
Newsletter Editor:	Joan Scott		

For anyone interested in genealogy, the 16th Annual BIFHSGO Family History Conference will be held 10-12 September 2010 at Library and Archives Canada, 395 Wellington Street, Ottawa. This year the theme is "*Celebrate your Anglo-Celtic Roots, Featuring Ireland*." There will also be special presentations marking 2010 as the *Year of the British Home Child*.

If you have not attended a BIFHSGO Conference before, you will be pleasantly surprised by the extent of the information and help that is available. In addition to the formal presentations there is access to many genealogy databases with researchers on hand to help you find your ancestors. A large selection of books is also on sale at this event and representatives from various associations interested in history or genealogy will be present.

### **Anna Leighton-Kyle**

was the Treasurer and Editor of the Osgoode Township Historical Society & Museum Newsletter. She died on Tuesday, August 11, 2009, and the OTHSM has had a tree planted in her memory.

A memorial service will take place on Saturday, May 29th at 2:00 p.m. at the Museum located in Vernon, Ontario. Family and friends will be in attendance.

All are welcome.

## **The History of Railways in Gloucester Township**

by Robert Serré

### **Bytown and Prescott Railway**

The first railroad tracks to run through Gloucester Township were those of the Bytown and Prescott Railway Company. This 52-mile line ran east of the Rideau River, from Prescott on the St. Lawrence River, via Kemptville, and on through the Junction Gore in the township of Gloucester. Its first train arrived in New Edinburgh on 25 December 1854. During the following spring, a bridge over the Rideau River was completed, and the trains could directly enter Lower Town in Ottawa, now only two hours from Ogdensburgh, New York, and less than 24 hours from Boston [Brault 1981].

A charter was granted to the Bytown and Prescott Railway on 10 May 1850. John McKinnon, a son-in-law of Thomas McKay, was the President of the railway. It was renamed the Ottawa and Prescott some time after 1855. The Ottawa and Prescott became the St. Lawrence and Ottawa Railway Company, organized on 21 December 1867 [Bond 1965], but in 1870 the Ottawa city directory still had a listing for the Ottawa and Prescott Railway, with general offices on Wellington Street in Ottawa [Irwin 1870]. This rail link then became part of the Canadian Pacific Railway in 1884 [Bond 1965].

### **Canada Atlantic Railway**

In March of 1879, J.R. Booth launched the largest project of his life up to that time, namely the building of the Canada Atlantic Railway. He wanted to deliver his lumber to markets in the American Northeast [Trinnell 1998]. Construction began during the following year, at the eastern end of the line. By July of 1882, regular passenger service began between Coteau Junction, 52 km west of Montreal, and Casselman in Cambridge Township, east of Ottawa. West of Casselman, the railway passed through nine kilometres of dense forest to Eastman's Springs, in Gloucester Township, crossed a great swamp known as Mer Bleue, and reached Ottawa. The 125 km of track was laid by Booth and associates using private funds, and the grades and curves of the well-ballasted roadbed were so easy and gentle that the

line was "practically straight throughout." The first passenger train arrived in Ottawa on 13 September 1882 [Bell 1991].

In 1904, it was announced that the Grand Trunk had bought the Canada Atlantic, and in 1920 the Government of Canada acquired ownership of the Grand Trunk, which a few years later became part of the Canadian National Railways (CNR) [Bond 1965].

### **Canadian Pacific Railway**

The CPR line that ran south of Cyrville, in Gloucester Township, was known as the South Shore Line, and extended from Saint-Eugène to Ottawa. In 1890, the Montreal and Ottawa Railway, owned by Canadian Pacific, had been opened between Vaudreuil and Rigaud. By 1897, this line had reached Alfred, and two years later it extended into Ottawa itself. There were a total of thirteen stations between Rigaud and Ottawa, the last three being Leonard and Navan in Cumberland Township, and Blackburn in Gloucester Township [Brown 2000].

By the mid-1980s, the South Shore Line had been abandoned, and the tracks were lifted, except for one section which was left intact between Blackburn and Ottawa, and which can still be seen stretching into Ottawa under St. Laurent Boulevard, between Belfast and Tremblay roads.

### **Canadian Northern Railway**

The Canadian Northern Railway finished building its Hawkesbury-Ottawa line in 1909, passing through the village of Cyrville, in Gloucester Township, where a station was built, and continuing through the Junction Gore into Ottawa by way of Hurdman's Bridge. The Canadian Northern was taken over by the Government of Canada in 1917, and the Canadian Government Railways was established in 1918. Soon afterwards, the name was changed to Canadian National Railways [Bond 1965].

The line was abandoned in the early 1930s, and the tracks lifted in the early 1950s, with some of the right-of-way being used for the Trans-Canada Highway.

## New York Central Railway

Yet another rail link into Ottawa was established from the south-east. It was called the New York and Ottawa Railway, and was part of the New York Central Railway system, which linked New York State to Ottawa via Cornwall Junction on the St. Lawrence River. Residents of Eastern Ontario still have fond memories of taking the New York Central into Ottawa. Trains leaving Cornwall Junction stopped at thirteen stations along the way before reaching Ottawa. These stations were Black River, Harrison's Corners, Northfield Station, Newington, Finch, Berwick, Crysler, Cambridge, Embrun, Russell, Edwards, Ramsayville and Hawthorne. This line was at its peak in the early 1930s, with two freight and four passenger trains daily. By 1954, passenger service had stopped completely, and the line was closed three years later [Brown 1994].

## Train Stations

Initially, all these railways used small wooden stations or recycled buildings located in Ottawa. In 1912, the Grand Trunk opened a new central terminal on the site of the former military store that had been used as a station by the Canada Atlantic Railway. This Central Station became the Union Station in 1920 when the CPR moved in with the CNR [Brown 1991]. It was located in the heart of the capital, across from the Chateau Laurier.

In the middle of the twentieth century, a new train station was built east of the Rideau River, in Gloucester Township, and much of the train traffic was rerouted away from the heart of the capital. In 1960, the cross-town tracks, originally the Canada Atlantic line, were abandoned, and work was started on the construction of a rapid transit road called the Queensway. The old Hurdman Bridge was still there, just north of the Queensway, but it gradually deteriorated and was closed in 1983. Three years later, it was demolished to widen the Queensway [Bond 1965; Walker 1968; *The Citizen*, 12 March 1986, p.

*The first product Motorola started to develop was a record player for automobiles. At that time, the most known player on the market was the Victrola, so they called themselves Motorola.*

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### *Proofreading Goofs*

*Man Kills Self Before Shooting Wife and Daughter*

*Something Went Wrong in Jet Crash, Expert Says*

*Police Begin Campaign to Run Down Jaywalkers*

*Miners Refuse to Work After Death*

*Juvenile Court to Try Shooting Defendant*

*War Dims Hope for Peace*

*If Strike Isn't Settled Quickly, It May Last A While*

*Cold Wave Linked to Temperatures*

*Red Tape Holds Up New Bridges*

*Man Struck by Lightning: Faces Battery Charge*

## About the Renaud Road

Those of you who are familiar with the area from Mer Bleu Road, along the recently renamed Renaud Road, across the Navan Road and through the twists and turns to the Anderson Road, may be interested in the history of this artery which has borne several names for various parts of its route. What was left of the old Kemp Road was incorporated into and renamed Renaud as well. The mushrooming new housing complex that is springing up in this area has led to this road becoming a busy thoroughfare. In her book "*Gloucester Roots*" Grace Johnston described its history and this is reprinted below.

### Renaud Road

By Grace Johnson

Originally the "Renaud Road" was the name of the complete stretch between the Innes and Kemp Roads in the central part of Gloucester. Until the 1950s it was a typical country road, travelled by wagons, sleighs, a few light trucks, cars and agricultural machinery. The sandy top blew in clouds in a high wind between two long wheel tracks with rough spots here and there. The best driving was in winter but spring was a different matter.

From the Innes Road to the then Anderson Road cut-off at Lucien Leblanc's butcher shop, prosperous dairy farms on the banks of Mud Creek were run by O'Donnells, Clarks, Whites, Lancasters and Delaneys. A general store on a short road on the south side, owned by Edgar Desjardins and later by Fern Chenier, sold overalls, work socks and boots as well as staple groceries.

French-Canadian market gardeners produced excellent crops of strawberries, cabbages, tomatoes, carrots, lettuce, etc, on their lots from Leblanc's corner east to Kemp Road. The Renaud family were the first gardeners in that part, beginning with two brothers, Joseph and Charles in 1872. Other families are remembered as living there - Charles Rheaume who sorted the mail for RR#2 Blackburn, William Rocheleau, Antoine Brazeau, Eugene Beaudoin, Narcise Giroux, Dollard Levesque, Fred Beaudoin and Louis Leblanc. It was at the east end where the train tracks

twice cross the incoming road from the east, that a tragic accident took the life of Dr. Irwin from Navan as he came into the Renaud Road settlement to visit the sick.

The Kemp Road was still little more than a trail. Vehicles from the Renaud Road headed west to the paved Innes Road. In spring the local road was a treacherous muddy mass in which wheels could sink. One such day a determined resident had an appointment in Ottawa that could not be missed. The paved Innes Road seemed a very distant goal on the other side of the sea of mud. Nothing daunted, the family truck was readied, sights set and an attack launched. Switching into second gear, pressing the gas pedal to the floor and hearing clunks and clanks below the floor as each few extra rods were gained, the driver strived on. Finally, with a desperate thrust the Innes Road was reached, but the truck would go no farther. After frantic checking, it was found that the battery was missing - only to be retrieved later from a muddy grave by the next commuter!

Not only the Renaud Road but also other secondary roads had similar stories told about muddy experiences before widening, grading and paving which began to take place in the fifties.

The part west of the meat market was considered a continuation of the longer thoroughfare, the Anderson Road, and given its name, while the part east of the corner retained "Renaud."

In the early 1960s the National Capital Commission's expropriation of the land led to the exodus of old families and the dispersal of friends and neighbours, as well as the closure of the Renaud Road Roman Catholic School. It was the end of an era, but the memories of meetings in that school, and Farm Forum gatherings in the homes, linger on in the minds of those who lived on the old Renaud Road.

*Thanks to Mr. and Mrs. Aldege Chenier, Weldon Lancaster and Lionel Renaud.*

*Did you Know - that if you have three quarters, four dimes, and four pennies, you have \$1.19. You also have the largest amount of money in coins without being able to make change for a dollar.*

## An Old Man's Poem

When an old man died in the geriatric ward of a nursing home in North Platte, Nebraska, it was believed that he had nothing left of any value. Later, when the nurses were going through his meager possessions, they found this poem.

### What do you see?

What do you see, nurses? What do you see?  
What are you thinking when you are looking at me?  
A crabby old man, not very wise,  
Uncertain of habit, with faraway eyes?

Who dribbles his food, and makes no reply  
When you say in a loud voice 'I do wish you'd try!  
Who seems not to notice the things that you do  
And forever is losing a sock or shoe?

Who, resisting or not, lets you do as you will,  
With bathing and feeding the long day to fill?  
Is that what you're thinking? Is that what you see?  
Then open your eyes, you're not looking at me.

I'll tell you who I am, as I sit here so still,  
As I do at your bidding, as I eat at your will.  
I'm a small child of ten with a father and mother,  
Brothers and sisters who love one another.

A young boy of sixteen with wings on his feet,  
dreaming that soon now a lover he'll meet.  
A groom soon at twenty, my heart gives a leap.  
Remembering, the vows that I promised to keep.

At twenty-five now I have young of my own.  
Who need me to guide and a secure happy home.  
A man of thirty my young now growing fast,  
Bound to each other with ties that should last.

At forty, my young sons have grown and are gone,  
But my woman is beside me to see I don't mourn.  
At fifty, once more, babies play 'round my knee,  
Again, we know children, my loved one and me.

Dark days are upon me, my wife is now dead.  
I look at the future, shudder with dread  
For my young are all rearing young of their own.  
And I think of the years and the love that I've known.

I am now an old man and nature is cruel.  
It is jest to make old age look like a fool.  
The body, it crumbles, grace and vigor depart.  
There is now a stone where I once had a heart.

But inside this old carcass a young guy still dwells,  
And now and again my battered heart swells.  
I remember the joys, I remember the pain,  
And I'm loving and living life over again.

I think of the years, all too few, gone too fast,  
And accept the stark fact that nothing can last.  
So open your eyes, people, open and see.  
Not a crabby old man, look closer, see ME!!

### Anyone Remember These??

## Butter Churns



..and Molds



**Publications Available From the Gloucester Historical Society:**  
**For further details regarding publications visit our website: [www.gloucester-history.com](http://www.gloucester-history.com)**  
**(Postage, if mailed, in brackets)**

<i>Blackburn - Glen Ogilvie - Centennial History 1887-1967</i> Compiled and Edited by Mrs. Anna Elliott	<b>5.00</b> (3.00)
<i>Bowesville: A Place to Remember</i> By Grace Johnston	<b>20.00</b> (12.00)
<i>Familles pionnieres des Carrieres de Gloucester dans l'Est de l'Ontario</i> By Robert Serré	<b>10.00</b> (3.00)
<i>Familles pionnieres de Cyrville (Canton de Gloucester)</i> By Robert Serré	<b>10.00</b> (3.00)
<i>Gloucester Memories</i> By Mel Rowat	<b>5.00</b> (3.00)
<i>Gloucester Roots</i> Compiled and edited by Lois Kemp	<b>20.00</b> (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 Serré	<b>10.00</b> (3.00)
<i>Memories of the Lock Stations</i> Compiled and Edited by Grace Johnston	<b>5.00</b> (3.00)
<i>Milk/Cream Producers—Distributors in Gloucester 1892-1975</i> Compiled and edited by Grace Johnston	<b>15.00</b> (5.00)
<i>Pioneer Families of Cyrville (Gloucester Township)</i> By Robert Serré	<b>10.00</b> (3.00)
<i>Pioneer Families of Glen Ogilvie (Gloucester Township)</i> By Robert Serré	<b>10.00</b> (3.00)
<i>Pioneer Families of the Gloucester Quarries</i> By Robert Serré	<b>10.00</b> (3.00)
<i>Pioneer Families of Hurdman's Bridge (Gloucester Township)</i> By Robert Serré	<b>10.00</b> (3.00)
<i>Pioneer Families of Janeville (Gloucester Township)</i> By Robert Serré	<b>10.00</b> (3.00)



**Publications (continued):**

- Pioneer Families of New Edinburgh, Volume One: 1830-1870*** **10.00** (3.00)  
By Robert Serré
- Pioneer Families of St. Joseph (Orleans) in Eastern Ontario*** **10.00** (3.00) by  
Robert Serré
- Pioneer Families of Rockcliffe Annex and Manor Park in Gloucester Township*** **10.00** (3.00)  
By Robert Serré
- Remembering Carlsbad Springs (Gloucester Township)*** **10.00** (3.00)  
By Mary Boyd and Robert Serré
- The Story of the First English Church of Gloucester Township*** **50.00** (20.00)  
The history of St. James Anglican Church, Leitrim, 1853-2003  
By Glenn Clark
- 1879 Belden Map of Gloucester Township*** **10.00** (5.00)  
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.

**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.

***The Haircut***

*A young boy had just received his driver's permit and asked his father if they could discuss his use of he car.*

*His father said he'd make a deal with his son. "You bring your grades up from a C to a B average, study your Bible a little, get your hair cut and we'll talk about the car.*

*The boy thought about that for a moment, decided he'd settle for the offer and they agreed on it.*

*After about six weeks his father said, "Son, I'm real proud of you. You brought your grades up and I've observed that you have been studying your Bible, but I'm disappointed you haven't had your hair cut."*

*The young man paused a moment then said, "You know, Dad, I've been thinking about that, and I've noticed in my studies of the Bible that Samson had long hair, John the Baptist had long hair, Moses had long hair and there's even a strong argument that Jesus had long hair."*

*To this his father replied, "Did you also notice that they all walked everywhere they went?"*

**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.gloucester history.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 \_\_\_\_\_

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