



Historic Gloucester

Newsletter of the

**GLOUCESTER
HISTORICAL
SOCIETY**

www.gloucesterhistory.com

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Hurdman Tower

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THE GLOUCESTER HISTORICAL SOCIETY
WOULD LIKE TO ANNOUNCE
THAT ITS HISTORY ROOM WILL BE OPEN TO THE PUBLIC
EVERY WEDNESDAY FROM 10:00 AM TO 3:00 PM
BETWEEN JUNE 3RD AND SEPTEMBER 2ND, 2015
OR BY APPOINTMENT

LOCATION: 4550B BANK STREET (AT LEITRIM ROAD)

FOR MORE INFORMATION

Contact

Mary Boyd at 613-521-2082 or boydmary172@gmail.com

Cover Photo:

The photo is of the Hurdman Tower and was located at the junction of the two CPR lines just south of Hurdman's Bridge. You can see the current RCMP headquarters building in the background. The Tower was burned by the NCC on November 8, 1966, shortly after the CPR Sussex Street subdivision was abandoned. For more information see the story beginning on page 4.

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

We have just passed a most successful Doors Open weekend on June 6th and 7th. Through collaboration with city museum staff who opened the Gloucester museum collection and our neighbours at St. James Anglican church and with great weather, we had almost 80 visitors over the two days. For Doors Open, we released a new Gloucester Historical Society fridge magnet, which is available free of charge at all our events while supplies last. I thank Laurel Sherrer for designing the magnet and Joan Scott for working with the supplier. In addition, after years in storage, we displayed a model of the Overbrook community circa 1940. Director Bob Kemp provided a digital slide show of historic Gloucester photos and John Butler Wiebe created a display on military history. I wish to thank all our volunteers who helped out on this event and answered so many questions from our visitors. At the end of Doors Open, I was interviewed by a reporter and a captioned photo appeared in the June 11th edition of the Ottawa South News.

Our annual general meeting took place on May 2nd at the Gloucester South Seniors' Centre and featured our keynote speaker, Les Goodwin of the Bytown Railway Society who provided an excellent presentation on railways in Gloucester. An article is featured on his presentation in this newsletter.

I also remind you that our office is open every Wednesday this summer until September 2nd from 10 a.m. to 3:00 p.m. If you are looking for information, we will be happy to assist you at that time. Please feel free to drop in any Wednesday. Please also consider visiting us on Colonel By Day next to the Bytown Museum. That is on Monday, August 3rd.

Finally, we are planning a genealogy seminar on Sunday, November 8th which will explain how to use local resources, free websites and ancestry.com to find information on your family.

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Be sure to check out our website at
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Talk by Les Goodwin on Railways of Gloucester and Environs

By Joan Scott

Following the Gloucester Historical Society Annual General Meeting, a very interesting talk was given by Les Goodwin of the Bytown Railway Society, on the subject of railways in and around the old Township of Gloucester. Valerie Goodwin, wife of Les, handled the showing of slides throughout the presentation and these added significantly to the story of these old railways. The railways described were in existence in the year 1925, the height of railway building, but most have long since disappeared. Here is a list of those railways.

1. The Quebec, Montreal, Ottawa and Occidental Railway (QMOO). This originally linked Montreal with Hull and opened in December 1872, and in the following year opened an extension to Aylmer, Quebec.
2. The Ottawa and Gatineau Railway (GV), later known as the Ottawa, Northern and Western Railway opened the first part of its line to Maniwaki in 1883.
3. The Pontiac Pacific Junction Railway (PPJ) purchased the tracks from Hull to Aylmer from the QMOO and extended the line to Waltham, which was the closest to the Pacific that the line ever got.
4. The Canada Central Railway (CCR) opened a line from the Chaudiere, Broad Street, to Carleton Place in September 1870 and on to Sand Point, west of Arnprior, on the Ottawa River by December 1872.
5. The Ottawa, Arnprior and Parry Sound Railway (OWPS) opened between Ottawa and Arnprior in September 1893; years later it reached as far as Depot Harbour on Georgian Bay. It was also known as a J.R.Booth line.
6. The Canadian Northern Railway (CNoR) opened its line west to Pembroke in 1915 where it linked up with the line through to Capreol.
7. The CnoR line through Smith Falls to Napanee opened in December 1913.
8. The Bytown and Prescott Railway (B & P) arrived in Ottawa (Bytown) at McTaggart Street Station, on Christmas Day 1854 although trains had started running from the Montreal Road Station 10 days earlier.
9. The Ottawa and New York Railway (ONY) opened between Ottawa and Cornwall on 29 July 1896.
10. The Canada Atlantic Railway (CAR) opened from Coteau to Ottawa in September 1882. Its first station in Ottawa was at Catherine and Elgin Streets. Another Booth line.
11. Canadian Pacific Railway (CP) opened the line between Montreal and Ottawa, via Rigaud in 1902.
12. The Canadian Northern Railway (CNoR) opened its line to Montreal via Hawkesbury on 5 December 1909. Interestingly, this is the line that entered Montreal via a tunnel under Mount Royal and into the city's Central Station.

A number of these lines became part of Canadian Pacific or Canadian National, but the Ottawa and New York remained independent until its closure in 1957. New lines were added and other lines were relocated in the 1960s, some due to the building of the Queensway through Ottawa. In fact, the old Ottawa, Arnprior and Parry Sound Railway was used as the route for the Queensway from just east of Nicholas Street to Bayshore. The ghost of the Bytown and Prescott was buried beneath the Vanier Parkway from the Queensway to St. Patrick Street Bridge. Further west the OC Transpo transitway which parallels Scott Street, follows the route of the old Canada Central Railway for part of its way. Eliminating the many tracks that brought trains into downtown Ottawa and Union Station, as well as the coach yard, gave way to the beautiful Colonel By Drive. Both train and streetcar lines formerly crossed the Interprovincial Bridge. Highway 17 through Cumberland appears to follow the old CNoR line, and around Rockland and the straight section of road south of Wendover it definitely follows the old CNoR trackbed.

Les gave us a hint as to how the paths of many of these old lines might be recognized – old embankments, straight, parallel rows of trees crossing fields, and in some cases hydro lines or cycle paths. The Canadian Northern route to Montreal opened in 1909 and closed only 30 years later. While in operation they used their own bridge over the Rideau River from a terminal station at Hurdman Road and Henderson Avenue, near where the Sandy Hill Arena now stands. Later the terminal moved to the Union Station. By 1931 passenger traffic had declined and then in 1936 the mills in Rockland closed, killing the majority of the line's shipments. Finally in 1939 CN, who by then owned the railway, got permission to abandon the line. Part of this route just

north of St. Laurent Shopping Centre is now a hydro line and crosses Cummings Avenue, and then the Queensway near Blair Road. Further east are the remains of two trestles, one over Butler's Creek and one over Green's Creek. Near the Parkway and Bearbrook Road the tracks crossed over to where Highway 174 now runs. The next station along the line was at Orleans. This was situated about 500 feet east of Boundary Road, now Champlain Street, near the foot of Duford Street. The line then continued on passing through what is now Taylor Creek industrial complex. Just past Trim Road is a culvert which allowed Cardinal Creek to flow under the line. The next station was located at Cumberland and then to Rockland, which was served by two railways, and then on to Wendoover, Hawkesbury and Montreal. The line crossed over the Ottawa River into Quebec at Hawkesbury.

The next route that Les described was the former Canadian Pacific line from Montreal to Ottawa via Vankleek Hill. It was known to CP as the M&O subdivision, in deference to the former charter holder. A bridge crossing the Rideau River just south of the Queensway is the first sign of the railway. The line then crosses the Anderson Road just south of the right hand turn at Renaud Road and this was the sight of the former Blackburn station. It is now the beginning of the cycle path which extends as far as St. Eugene near the Quebec border. The line went through Hammond, Navan and Bourget where the original station still stands as a private residence.

Canadian Atlantic (CAR) was the next line discussed. It went from Hawthorne Junction in the south east part of Ottawa to Coteau, Quebec. This is currently used as part of the VIA route to Montreal. CAR was originally created by a group of Scots from Ottawa hoping to connect into a railway in Vermont that would lead south and open up American ports and markets for Canada. Lack of money prevented the completion of the project and eventually the original charters were purchased in May 1879 by a group headed by John R. Booth to form the Canada Atlantic Railway Company. This, together with the Ottawa, Arnprior and Parry Sound Railway, now gave Booth a short rail route from the Great Lakes to the Atlantic seaboard.

Initially CAR trains departed from Elgin Street Station near Catherine Street then on to the Maria (now Laurier Avenue) station and on to the Central Station just south of the Union Station. In 1912 it moved to the new Union Station. The line crossed the Rideau River just to the east of the current Transitway bridge and through a mass of lines that later criss-

crossed each other at Hurdman's, then on to what is now the Trainyards Shopping Center where the former freight sheds were. From there it went behind the Canada Science and Technology Museum to Hawthorne. Trains stopped at Carlsbad Springs, Vars and many small towns along the way. The South Nation River was crossed at Casselman where a water tower used to stand and one or two VIA trains a day still stop at its station.

The Ottawa and New York Railway, which ran from Ottawa to Tupper Lake, N.Y., is a foreign intruder into the Ottawa Railway scene. It crossed the Canada Atlantic Railway at Hawthorne because the O&NY originally used the CPR's McTaggart Street station. Later it used the Central Station/Union Station. In 1941 it moved out of the Union Station to their freight building on Mann Avenue and also used it as its passenger station. Trains used the CP line to Hurdman and then paralleled the CAR route as far as Hawthorne Junction before going on to Cornwall. With the re-alignment of roads for the construction of the 417 highway it is difficult to determine the site of the former Ramsayville Station. However, it is believed to have been situated at the end of Generation Road, although there are no signs of its existence.

To follow the O&NY route take Leitrim Road and the O&NY right-of-way is just west of the Anderson Road intersection. Turning right on Anderson there is a house on the right, where it is said, the train would stop to take the lady who lived there into Ottawa for shopping and then drop her off on the return journey. The path of the former right-of way is defined by a row of trees which can be seen marching diagonally across the fields to the left as one drives south on Anderson. A short detour left on 8th line (Piperville Road) brings one to the community of Piperville, the second official stop after Hawthorne. Other than a clearing, and a culvert, dated 1927, over the ditch on the south side of the road, there is no visible sign that the railway passed here. At Edwards there is only a large level area just off Mitch Owens Road in front of a large three story building, to show where the station once stood. Through Russell and Embrun the right-of-way is now a recreational trail and its origins are remembered in a new housing area with a street called "Station Trail." Embrun was unique in that it had three railway stations, all three are still in existence but being used for other purposes.

Gloucester's next line was the Bytown and Prescott. This was the first railway to enter the city of Bytown, at the McTaggart Street station on Christmas Day, 1854.

Les described how this line grew out of a need for merchants or forwarders of Prescott to find a cheaper way to ship goods to Bytown than using the Rideau Canal. First proposed in 1848, the route was too short to qualify for government funding so a group of merchants sought and received assistance from the businessmen of Bytown. One obstacle was political. Thomas McKay wanted the route to go to the area where he had several mills while others wanted it to terminate at the canal basin near the site where the Central station was later built. McKay won.

In 1871 the line was extended to the Chaudiere area. By then it was known as the St. Lawrence and Ottawa. This necessitated a new bridge over the Rideau River near Carleton University, and a swing bridge over the Rideau Canal. The current Trillium Line O Train follows this route and the swing bridge and many of the grade crossings have been replaced by a tunnel under Dow's Lake.

In Prescott the station was situated near Water Street East just below Fort Wellington and this was a major transfer point for the transshipment of coal from the United States to fuel CP locomotives. The line then headed northward through many small towns. Just off the River Road there is a Flag Station Road which may have been the site of the former Kelly Station. An original station can still be found at 6020 Mitch Owens Road. This Manotick Station building is now a private house which was moved from the original location to the right of the Wood Source lumber yard where the remains of the right-of-way is still visible on either side of the road.

The B&P route crossed Heron Road just west of the present Canadian Tire store, then across Bank Street at Randall Avenue and went through the residential area near Kilborn Avenue. Minimal station amenities were provided at the Billings stop located at Billings Avenue. North of Pleasant Park the B&P line ran right next to the VIA route (former Canadian Northern route) through to Hurdman and then along the Vanier Parkway corridor. North of St. Patrick Street Bridge the route travelled through what is now New Edinburgh Park and crossed the Rideau into Bytown just as Thomas MacKay had wanted.

Today lines still exist just south of the Macdonald-Cartier Airport, off Lester Road, where the National Research Council has its railway laboratories. From 1952 to 1998 a spur off the line served the Uplands Airforce Base. The Trillium Line O Train uses the line from Greenboro Station at South Keys to

Chaudiere Junction just behind the LCBO building, where the line to the Chaudiere branched off. The Chaudiere spur line is used by the Trillium Line O Train north to Bayview. The surface line was replaced by a tunnel for part of its route. The line terminated at Ottawa's first Union Station at Broad Street on Lebreton Flats.

The other line mentioned by Les was the Canadian Northern line from the south and west. These combined at the Federal Junction across the Rideau River in Nepean (the route south that is used by VIA trains to Toronto). The route then crossed the Rideau River into Gloucester near the present day Rivergate Condominium towers and continued over Riverside Drive at a point that is called Wass Junction. Here, on two separate occasions, spurs ran southward. On the first occasion during the period of the railway construction, it ran to a point near the east end of the airport where sand and gravel was mined for the roadbed. This spur used leased land for a period of 5 years at which point the tracks were lifted. Later another spur ran just east of the Hunt Club Golf Course where it crossed Hunt Club Road and then continued to service the air force base at Uplands. It existed from 1940 until about 1960. In the early 1950s, another line was built eastward at this point to connect to the CAR line near Hawthorne. Walkley Railway Yards were built on this line between Bank Street and Conroy Road. This replaced part of the Ottawa, Arnprior and Parry Sound railway, allowing the construction of the Queensway across the city.

From Wass Junction, the line travelled north-east with a bridge over Walkley Road then crossed the Chaudiere branch line at the Ellwood diamond near Brookfield Road. It continued passing just south of Billings Bridge Shopping Centre where it crossed over Bank Street then past the Billings Estate. A level crossing exists at Pleasant Park Road and at this point it once ran adjacent to the former B&P rail line to Hurdman where it connected to the other Canadian Northern line from Montreal and crossed over the Rideau River into Ottawa. Today, this line travels into Ottawa's VIA Rail Station on Tremblay Road.

The Gloucester Historical Society thanks Les Goodwin and his wife Valerie for coming to our meeting and giving us such an interesting talk with such fascinating photos. He covered a lot more details than could be included in this article and his talk generated a great deal of interest. We also thank the Bytown Railway Society for their contribution to this talk by providing some photos and information.

The Reign of Fire – Gloucester's Forgotten Fire of 1887

By Glenn Clark

Most everybody has heard of the Great Fire of 1900 that burned through part of Hull, the Chaudiere Mills, Lebreton Flats and much of west Ottawa below Nanny Goat Hill. Many have also heard of the Carleton County Fire of August 1870 that swept most of Carleton County and seriously threatened the entire City of Ottawa. But what about the fires of 1887?

The story appeared on Page 1 of the September 28th edition of the Ottawa Journal. It was a fire so much more extensive than either of the aforementioned calamities that heavy smoke lay over the city of Montreal, more than one hundred miles to the east.

The summer of 1887 had been very dry, the same conditions that had preceded the 1870 fire. Tinder dry conditions allowed sparks from passing locomotives to easily set fire to grass, wooden rail fences and even telegraph poles. Every rail line became a source of fire. The fires then escaped into neighbouring bush land and across dry fields destroying hay stacks, crops and anything else in the way. But as we will learn later, the locomotives were not the only source of these fires.

Bush fires became widespread throughout Eastern Ontario and West Quebec. The threat to the city was one windstorm away.

From the west, fires were raging in the Schyan district near Pembroke and the village of Killaloe was destroyed. In the Pontiac, fires were burning in Quyon and Onslow and all the way up to Fort Coulonge. Fires were burning near Arnprior, Pakenham and closer to the city at Bell's Corners and along the Richmond Road.

To the north, there were fires behind Hull but one of the biggest fires was burning between Buckingham and Thurso and further east into the 'Little Nation'.

East of the city, there were extensive fires in Cumberland Township and near Navan, Bearbrook, South Indian (now Limoges), throughout Russell Township and at Wood Station along the Canada Atlantic Railway.

Fire in Gloucester

Gloucester Township did not escape. Fires were burning in the 3rd, 4th and 5th Concessions, in the Mer Bleue, along the Canada Atlantic Railway, the St. Lawrence and Ottawa Railway and near Hawthorne. Mr. James Brown of Eastman's Springs (Carlsbad Springs) was reported to have lost his home, barn and harvested grain.

Fire threatened the Montreal Road near Green's Creek and Mr. Hillman's mill just to the east of Notre Dame Cemetery had to be guarded day and night.

Farmers worked around the clock protecting their homes, barns and other buildings. Farm equipment was often moved to open fields and trenches dug around them. Wooden rail fences were very vulnerable and could encourage the spread of fire. They were often dismantled as a preventative measure.

Passenger Train Derailment near Eastman's Springs Blamed on Fires

In the Ottawa Journal and Ottawa Citizen of the previous day (September 27th), a passenger train derailment was directly caused by the bush fires. A Montreal bound train departed the Elgin Street station at 4:50 p.m. and followed the Canada Atlantic line through Gloucester Township. Shortly after passing Eastman's Springs, the train crossed through an area of heavy smoke with very limited visibility. A railway section worker had observed that a fire had crossed the tracks destroying the ties that held the track in place but he was unable to warn the train. At the last minute, the engulfed track was noticed by the engineer through the smoke but even a desperate application of the brakes could not stop the train in time. The engine and baggage cars managed to travel through the burned out track but it could not support the remaining cars, which ran off the rails coming to a rest partially on their sides. The derailed cars included the smoking and mail car, and the first class, second class and Pullman cars.

There were no serious injuries but as the passengers and railway employees scrambled out of the damaged cars, they caught fire and were a total loss. Of the 39 bags of mail on board, 12 were destroyed. The remaining bags were safely removed from the mail car before it burned.

A freight train was following the doomed passenger train but was warned of the fire. It would be used to shuttle the passengers back to Eastman's Springs station. A special train departed from Ottawa at 8:00 p.m. with doctors and stretchers aboard, which brought the passengers safely back to Ottawa. An Ottawa bound evening train from Montreal was held back in Alexandria overnight and reached Ottawa the following morning after track repairs had been completed and the wreckage cleared.

Fires Raged from May until October

Fires had been noted throughout the spring and summer of 1887. Almost every part of Eastern Ontario and Western Quebec was affected. Fires were first mentioned in the Ottawa Journal on May 18th and were reported as close to Ottawa as the Central Experimental Farm on July 30th. The fires continued well into October as reported on October 15th in the vicinity of Manotick Station, where telegraph service had been interrupted for several weeks. On the same day, it was reported that 30,000 of J.R. Booth's logs had been destroyed at his Mississippi River timber limits. The McLaren and Edwards' limits at the head of the Mississippi were also severely damaged by the fires.

On September 29th, fire was raging within one quarter of a mile of the village of Orléans and had destroyed the bush at the Jamieson Farm and was burning opposite the Youville Farm operated by the Grey Nuns. Fire was also burning furiously at the back of Beechwood Cemetery, another point very close to the city.

Bush Fires were Part of Pioneer Life

The realities of the bush fires and their cause became more apparent in an article that was published in the Ottawa Journal on October 3rd (Page 2). Bush fires were part of life in pioneer times of Eastern Ontario and the loss of property and valuable timber, particularly pineries meant that they needed to be curtailed. Even at this early date, the dwindling supply of timber land was being noted. Because of these fires, much of the land was being completely denuded of forest. Even the loss of rich soils was blamed on raging forest fires capable of burning soil right down to bedrock. This is a loss that could not be replaced.

Government Reform Needed

The government was blamed for its policies of requiring settlers to clear their land or risk having it repossessed. Settlers used fire to clear their land more quickly to satisfy these policies. Inevitably these fires escaped into nearby bush land destroying timber limits and crown land forests. Reform was needed including the hiring of more fire rangers, and policies that would encourage the planting of trees and the maintenance of wood lots.

Part of that reform came in 1893 with the creation of Algonquin Park. Although part of its mission was to provide a wildlife reserve, it also intended to preserve timber lands for the lumber barons and their industry. With the knowledge of how settlers were spreading fires through their practices in clearing land, the park also stopped the sale of private property with the intension of preserving the last major timber region of the southern part of Ontario.

The bush fires would come to an end with the oncoming winter but the risk of fire remained a serious threat to the farmers of Gloucester Township and Eastern Ontario for decades to come. Significant fire protection services were not put into place in Gloucester Township until World War II.

Recent Publications

	Cost	Postage
<i>Hawthorne Reflections</i> Compiled by Laurel Sherrer	10.00	(3.00)
<i>The Emergency Shelters at Finter (Rockcliffe) and Uplands 1946-1957</i> By Glenn Clark	5.00	(5.00)
<i>40 Years Top Generation Club 1974-2014</i> By Laurel Sherrer	10.00	(5.00)

For lists of additional publications available from the Gloucester Historical Society see next two pages or check our website at:
gloucesterhistory.com.

Publications Available From the Gloucester Historical Society. For more details about publications and payment options, visit our website: www.gloucesterhistory.com (Postage, if mailed, in brackets).

<i>Blackburn - Glen Ogilvie - Centennial History 1887-1967</i> Compiled and Edited by Mrs. Anna Elliott	5.00	(5.00)
<i>Bowesville: A Place to Remember</i> By Grace Johnston	20.00	(5.00)
<i>Clarkstown (Eastview/Vanier) Pioneer Families/Familles pionnières</i> By Robert Serre	10.00	(5.00)
<i>Gloucester Memories</i> By Mel Rowat	5.00	(3.00)
<i>Gloucester Roots</i> Compiled and edited by Lois Kemp	20.00	(7.50)
<i>Gloucester Township Ratepayers Listed by Family Name and Concession/Lot Number for the Years 1855, 1864 and 1872</i> Compiled by Robert Serré	10.00	(5.00)
<i>Memories of the Lock Stations</i> Compiled and Edited by Grace Johnston	5.00	(5.00)
<i>Milk/Cream Producers—Distributors in Gloucester 1892-1975</i> Compiled and edited by Grace Johnston	15.00	(6.00)
<i>Pioneer Families of Cyrville (Gloucester Township)</i>	10.00	(5.00)
<i>Familles pionnières de Cyrville (Canton de Gloucester)</i> By Robert Serré	10.00	(5.00)
<i>Pioneer Families of Glen Ogilvie (Gloucester Township)</i> By Robert Serré	10.00	(5.00)
<i>Pioneer Families of the Gloucester Quarries</i>	10.00	(5.00)
<i>Familles pionnières des Carrieres de Gloucester</i> By Robert Serré	10.00	(5.00)
<i>Pioneer Families of Hurdman's Bridge (Gloucester Township)</i> By Robert Serré	10.00	(5.00)
<i>Pioneer Families of Janeville (Gloucester Township)</i> By Robert Serré	10.00	(5.00)
<i>Pioneer Families of New Edinburgh, Volume One: 1830-1870</i> By Robert Serré	10.00	(5.00)
<i>Pioneer Families of Rockcliffe Annex and Manor Park in Gloucester Township</i> By Robert Serré	10.00	(5.00)
<i>Pioneer Families of St. Joseph (Orleans) in Eastern Ontario</i>	10.00	(5.00)
<i>Familles pionnières de St. Joseph (d'Orleans) dans l'Est l'Ontario</i> By Robert Serré	10.00	(5.00)

<i>Remembering Carlsbad Springs (Gloucester Township)</i> By Mary Boyd and Robert Sérre	10.00	(5.00)
<i>The Story of the First English Church of Gloucester Township</i> By Glenn Clark	50.00	(20.00)
<i>1879 Belden Map of Gloucester Township</i>	10.00	(7.50)
<i>Historic Homes and Buildings of the Billings Bridge Community,` A Self-Guided Tour</i> By Joan McEvoy Rooney	5.00	(3.00)
<i>Gloucester Lions Club Inc., History of the First 42 Years 1968-2010</i> By The History Committee of the Gloucester Lions Club and Robert Serre	25.00	(10.00)
<i>Place Names of Ottawa, Canada's Capital, 1791-1950</i> By Robert Serre	12.00	(5.00)
<i>Who Was Who in Gloucester, Eastview/Vanier and Rockcliffe Park</i> By Robert Serre	10.00	(5.00)
<i>Gloucester A to Z</i> By Robert Serre	10.00	(5.00)

Note: Copies of publications may be ordered through: **www.gloucesterhistory.com** and payment may be made by credit card through paypal. A shipping charge as shown for each publication will be added to mail orders.

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 1 to March 31.)

Membership Form—Gloucester Historical Society/Société historique de Gloucester

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

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