



## *Historic Gloucester*

Newsletter of the

**GLOUCESTER  
HISTORICAL  
SOCIETY**

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

Vol. 20, No.2

Summer 2019



The City of Gloucester chain of office was turned over to the City of Ottawa by the Gloucester Historical Society on April 14, 2019.

It was a touching moment when former Gloucester Mayor Claudette Coulas (Cain) draped the chain around the neck of Mayor Jim Watson.

## Contents

President's Message.....	Glenn Clark	2
An Interesting Day with the Gloucester Historical Society.....	Joan Scott	3
Flyer for GHS Presentation October 27, 2019.....		6
Off to Work .....by Boat ????	Glenn Clark	7
Membership Form.....		10

### President's Report

By Glenn Clark

Our Newsletter is a little late for the summer season, however, we hope you enjoy the content. Our latest story talks about the history of two Ottawa River ferries that crossed from Gloucester Township at New Edinburgh and Rockcliffe to Pointe Gatineau. The story is not only about ferry boats and transportation but also fires, floods, accidents, and rescues. It covers a period of over 125 years!

In order to improve the quality of our presentations, the society has recently acquired a new high definition projector, which we will be pleased to be using at our next public event taking place on Sunday, October 27<sup>th</sup>. We hope you will join us at Beechwood Cemetery as we continue to explore the diversity of Gloucester history. With Remembrance Day approaching, we will be covering a military theme as we discuss Gloucester's World War II veterans who fell during the days on and after the 1944 D-Day invasion. Our host will be military historian Captain Steven Dieter. We will also be treated to a guided walking tour of our National Military Cemetery, also at Beechwood.

With deep sadness, we report the death of long-time life member, Fred Alexander. Mr. Alexander was a regular attendee at society events and welcomed us to produce his memoir a few years ago. His memoir is available from the society.

#### Frederick Paul Alexander

The Gloucester community lost a prominent citizen and enthusiastic promoter of local history with the passing of Fred Alexander on August 26<sup>th</sup> at the age of 93. Fred was the great-grandson of one of the original settlers of the Hawthorne area and spent his childhood on the ancestral farm there. As an adult he farmed in Osgoode and served for 14 years as a township councillor. He was a proud member for decades of the Loyal Orange Lodge, serving as the Grand Master of the Grand Black Chapter of British America in Canada. He was also a lifetime member of the Gloucester Historical Society, contributing substantially to our records of early 20th-century life in the village of Hawthorne through his donation of photographs and his collaboration on an autobiographical sketch, *Gloucester in Days Gone By: Memoirs of Frederick Paul Alexander*.

THE GLOUCESTER HISTORICAL SOCIETY HISTORY ROOM WILL BE OPEN TO THE PUBLIC  
BY APPOINTMENT ONLY DURING THE WINTER MONTHS

LOCATION: 4550B BANK STREET (AT LEITRIM ROAD)

FOR MORE INFORMATION CONTACT Mary Boyd at 613-521-2082 or [boydmary172@gmail.com](mailto:boydmary172@gmail.com)

*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 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.*

## An Interesting Day with the Gloucester Historical Society

By Joan Scott

On April 14, 2019, the Gloucester Historical Society hosted not only its Annual General Meeting, but two other significant events as well. A crowd of about 65 attended plus several news photographers.

### Gloucester Chain of Office

When the City of Gloucester was amalgamated into the City of Ottawa, then Mayor Claudette Cain turned over the Gloucester Mayor's Chain of Office to the Gloucester Historical Society for safe-keeping. Since then it has remained in a safety deposit box because it is quite valuable as well as being historically important. The chain consists of 20 oval shaped gold medals on a green velvet backing and at the base of the chain is a precious 3" malachite medallion bearing the full coloured Gloucester Coat of Arms. It was originally presented to Mayor Harry Allen on March 25, 1988. Contributions from 21 donors covered the cost of the chain.

This year it was decided by the Gloucester Historical Society that it was time to take the chain out of the darkness and into the light. It was time for it to be placed with the chains of office from other formerly independent municipalities who had already donated their chains of office to the City of Ottawa. The other chains of office are already on display at City Hall for all to view.

On this occasion, GHS invited Ottawa Mayor Jim Watson to attend and receive the chain. Former Mayor of Gloucester, Claudette Cain (Coulous)



agreed to make the presentation, but a photo of her wearing the chain was taken first..

### Annual General Meeting

A brief, but important meeting followed this presentation. The current Board of Directors was confirmed with a new member, Pauline McNally, being welcomed. Glenn Clark was re-elected as President. A motion was made to change the current membership structure to introduce a new category of 10 year membership for \$150.00 and to eliminate the current life membership category. Glenn explained the rationale behind this move and it was carried by more than the mandatory  $\frac{3}{4}$  majority vote. This change took effect as of April 15, 2019.

### David McGee's Talk on "Lost Ottawa"

David McGee was a native of British Columbia who, in his childhood, with his family, moved to Ottawa. He received a degree in history from Carleton University and this is where he first became interested in historiography. This is the study of history, what it is, how it is written, and how what we take to be history has changed over time. As well as other degrees, David has a PHD in History from the University of Toronto. He went on to work on many interesting projects both in Canada and the United States, including one at the Canada Science and Technology Museum related to a historical assessment of marine engineering, specifically about what

went in to ships. He suggested that his report go on line so that the marine engineering community could write in to correct mistakes or add things which were missed. However, it was deemed that the internet was not, at that time, the place for something like this. It did not fit into the normal genres of professional historians – Talk, essay, the article and the book. On the internet, as was apparent even in 1995, people come into the narrative anywhere the search engine sends them, stay a short while looking for their answer, and then leave. They don't follow the narrative through from first to last so they don't grasp the context or any complex arguments.

At the Dibner Institute for the History of Science and Technology at MIT, in Cambridge, Massachusetts David worked on the History of Recent Science and Technology Project (HRST). This project was designed to create online software that would allow groups of scientists and engineers to write their own history, such as the engineers of the Apollo space program. In retrospect this looked like an attempt to create a sort of historical Facebook. It became obvious that a group of PhDs could not create the software necessary for this project, so instead, David was hired as librarian, archivist and web master for the Dibner Institute. Not long after that he became the manager for the Michael of Rhodes project, a nine year project which produced a three-volume edition of a 400 page medieval manuscript that had been lost for four hundred years, but resurfaced at Sotheby's and contained the earliest known treatises on shipbuilding.

David's next endeavour was to return to the Canada Science and Technology Museum as its first-ever archivist and this is where he got the germ of an idea for Lost Ottawa. His main tasks at the museum were to deal with 50 years of documents and photographs and to kick start the digitization of those photographs to get them online. Some 500,000 records were piled up and some 200,000 images were digitized. David was also charged with collecting and was able to acquire archival remains of the E.B.Eddy Company, which existed from 1854 to 2007 on the Ottawa River straddling the bridge. This company was the region's longest lasting, most successful business and really the only other major business after government. In researching this company David discovered the paucity of histories on the City of Ottawa. He found only two full histories written in the past 50 years – Professor Elliot's book of 1993 and Professor Taylor's illustrated history of 1983.

There are smaller works and many regional stories, but these seemed to be the only comprehensive city histories. It appeared that people of Ottawa simply weren't interested in their own history or there were no books because people were wanting the kind of history that was delivered in a different way. David decided to do something about this!

In checking into this David found a site called "Dirty Old Boston" where people posted pictures of Boston from prior to 1987 on Facebook and other people responded to them with various comments. David decided that this might be a good fit for Ottawa, minus the title of "Dirty Old Ottawa." In speaking with people who did websites for American Experience, Nova and so on, he learned that a good title for a historical website should have one of three words in it: lost, secret or mystery. So he came up with the title "Lost Ottawa."

The site came into being in 2013. A typical post will have a photo. When this photo is clicked on a larger picture appears and comments from other viewers appear. To date there have been 12,500 posts and 650,000 comments. There is a community consisting of almost 49,000 members, which is a significant number for Ottawa. Occasionally David will compare these figures to other organizations. "Lost Ottawa" is the biggest historically minded group and at one time the only bigger Facebook community was the Ottawa Senators. There are around 20,000 viewers per day or 140,000 per week consuming its content. Ottawans are interested in their own history!

Statistics reveal that the members of "Lost Ottawa" are both men and women, with a slight preponderance towards women; the vast majority are between 35 and 65 with most being in the 35-44 age range. Few young people are members. This has not changed since the inception of the site. The most active group – those who click on the picture, open it in the viewer, give it a like, share with friends or leave a comment – are between 55-65 years or older. This confirms that it is a myth that only young people are online and consuming social media. Older people are actively using the internet, especially Facebook.

Where are the users of "Lost Ottawa" from? Naturally, most people are from Ottawa, or Canada, but a surprising number are spread out about the world. Most identify as English speaking but some

of these may be Francophones who identify themselves as English speakers on Facebook, but this is difficult to determine. There are others who identify as speaking foreign languages.

“Lost Ottawa” is *measured* history. That is, when a post is made its success is measured in terms of reach, views, likes and the number of comments. Through these numbers it can be determined what people like or don’t like. David has a database of these numbers which indicates that photos of individuals or portraits will do badly. On the other hand, people like posts that are specifically about a certain ethnic community, a specific place, or a place in a subset of the community that other people can share. If it is not about a shared experience, it will do badly.

In the beginning David concentrated on buildings that were completely gone, had changed so much as to be unrecognizable, or maybe still there but forgotten. The idea was that people would recognize that they had worked there or maybe went by on the bus and, by seeing the picture you would learn something and actually improve your experience of the city – even improve your life a little bit. The photo that really changed David’s views was of the Green Valley restaurant. There were over 16,000 views posted by 250 people, all telling their stories of things one might never know unless they told you. This was an example of a shared experience across all communities and the photo brought out a flood of memories. Other top posts included rides at the Ex, the Turd (a controversial statue which had many nicknames), and the Grace Hospital which handled more than 3000 births a year. Posts like the Capitol Theatre elicited comments on the staircase, movies seen there, and rock or other concerts held there.

Nostalgia alone did not account for the power of the emotions behind some of the comments, but history did. These photos represented not just shared experiences, but *repeated* experiences. People identified with them because they had been a part of their life. They had helped shaped them and they had helped shape what happened there. This explains the power of the photos and why people get upset when buildings or schools are closed or torn down. The memories people have about these places are their identities. After seven years of reviewing these posts, David felt that the most powerful

stories have to do with the changing rhythms of life, and of patterns of living, some gone forever.

This endeavour started out as an experiment and as such it was quite successful. Book one of “Lost Ottawa” sold amazing well, with over 12,000 copies sold in 2017. This made it the best selling local interest book in Canada by a large margin. Since then over 3,000 additional units have been sold. David explained the breakdown of costs and revenue from such a book – he makes very little on each book. The publisher and bookstore owner have extensive expenses so, although the book may generate quite a bit of money in the economy, the author is not getting it. As David says, “if you put it another way, I subsidized the provision of history to the community with both my time and my money.” So the answer to “where are all the books?” is that they aren’t there because the business model for printing actual history books is broken and no longer sustainable, and it has been for a long time.

In his conclusion David noted that this was an experiment which grew out of two questions: 1) long standing historiographical concern about what history would be like on the internet, and what new genres we would have to develop, and 2) why there seemed to be so little Ottawa history. As the master of at least one new genre – the Facebook post. David says there has been a historiographical shift; people just don’t want to consume the old kind of history; and people want books about them – not the mayors. Another reason for the missing history is the state of book publishing today, where it is tough to make money, and if it cannot make money it will disappear. At the present most local history is written by contractors for the real estate companies or for planning departments. David thinks that perhaps the answer is ebooks for local history and that this would be financially sustainable. He says this may require a cultural shift on the part of the historical community who love books, but it might be the only way history will survive.

The Gloucester Historical Society thanks David for a very interesting, enlightening and thought provoking talk. We also thank him for providing everyone with a unique way to learn about the history of Ottawa.

**Check our great website at:  
[gloucesterhistory.com](http://gloucesterhistory.com)**



**The Gloucester Historical Society  
Presents  
“From Normandy to the Scheldt,  
Remembering those from Gloucester Township who  
fell in duty”  
by military historian Captain Steven Dieter**



**NOTE: The presentation will also include a guided walking  
tour to Beechwood's National Military Cemetery**

**Sunday, October 27, 2019 2:00 p.m.  
Beechwood National Memorial Centre  
Beechwood Cemetery  
280 Beechwood Avenue, Ottawa**

**Open to the Public, Free parking and admission, Bus Route 7**

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

## Off to Work ..... by boat????

By Glenn Clark

It is almost entirely forgotten that ferry services once operated on the Ottawa River in Gloucester Township. What is surprising is that there were two parallel services that overlapped for many years. The total period of operations exceeded 125 years! In this article, we will demonstrate that these ferries were not just a mode of transportation, but were also witnesses to fires, floods, accidents, and the many who unfortunately met their demise in the Ottawa River.

The most well-known ferry operators were James Hagan (O'Hagan), Pierce Mansfield, and several generations of the Seguin family.

The two routes both operated out of Gatineau Point but their Ontario destinations were at New Edinburgh below the present day French Embassy and at Rockcliffe below the lookout. A winding road runs down the cliffside where the Rockcliffe Boat House is still present today. The ferry wharf was located there.

But why were there ferry services at all? There were many reasons. First, before 1895 there was no bridge across the Gatineau River and for many years the first bridge was in poor condition, sometimes even closed entirely to traffic including pedestrians. "Notices were also published in the newspapers some time ago by the Hull City engineer warning persons that they used the bridge at their own risk. In spite of this, many have frequently made their way over the few planks on the almost dismantled structure." The headline read "Israel Miron Fell Through Dismantled Structure (Gatineau Bridge) and Loses Life in River" [*Ottawa Citizen*, May 5, 1919 p.6].

For those living in Gatineau Point and farmers of Templeton Township, the ferries provided access to Ottawa, the Byward Market and even indirectly Hull. For many decades, they also provided access to employment at the mills adjacent to Rideau Falls and in the very early days, to the Rockcliffe Mill, which was operated by Duncan Rynier MacNab, whose house was named Rockcliff(e) Manor, built in 1838-39 but not completed until after his death. Duncan MacNab was a rival of Thomas McKay.

The ferries also provided access to Ottawa's horse car and electric streetcar networks and allowed

workers from the Point to seek employment at the mansions of Rockcliffe Park. The Rockcliffe ferry also offered access to entertainment in the days when the park at Rockcliffe had frequent events and featured a carousel and early installations of electric lights.

### The James Hagan Rockcliffe Ferry

The earliest ferries operated out of Rockcliffe. James Hagan, the first mayor of Gatineau Point (also known as the village of Waterloo in early times), began ferry operations in 1843. A dispute arose with Charlotte MacNab, widow of Duncan, who expected payment for landing the ferry on her property. Mr. Hagan refused to pay as he had a government license to run the ferry at that location. Mrs. MacNab sought a rival willing to pay her a fee. This willing rival was Mr. Richard Bishop. This dispute came to a very public head in 1847 when it appeared that the newcomer would win the ferry license [*The Packet*, October 16, 1847 p.20]. Mr. Hagan maintained his ferry service until 1860 or 1861, when he decided to retire and put his sizeable home at Gatineau Point known as 'Ferry House' up for sale [*Ottawa Citizen*, November 27, 1860 p.1].

Later remembrances of this early ferry described it as a scow operated by oars. Around 1850, a new ferry was introduced operated by a two-horse treadmill and a rear paddlewheel. During this era, the ferry was vulnerable to wind and currents that could push it off course as far as Kettle Island and required careful navigation hugging the shoreline in order to return to the proper course [*Ottawa Citizen*, May 12, 1923 p.24, July 24, 1926 p. 26, December 17, 1927 p.36, November 12, 1931 p.2].

### The Early New Edinburgh Steamboat Ferries

In 1862, the New Edinburgh and Waterloo Steam Ferry Company was incorporated with the idea of starting a new steam ferry service between New Edinburgh and Gatineau Point [*Ottawa Citizen*, June 14, 1862 p.2]. Around 1868, Pierre Charette was authorized to run a steamboat ferry service from his private wharf [Serré]. The following year, the landing point for the ferry came into question as it was claimed to be located on the Queen's domain [*Ottawa Citizen*, June 17, 1869 p.2]. On July 24<sup>th</sup> of the same year, Samuel Mulligan publicized that he planned to offer steamboat service out of New Edinburgh from 6 a.m. to 9 p.m. [*Ottawa Citizen*, July 26, 1869 p.3]. He held the license for this service for about 10 years [Serré].

## The Pierce Mansfield Era

Meanwhile, a future important ferryman, Mr. Pierce Mansfield appeared in the news for the first time. In the early hours of Sunday, October 14, 1866, fire broke out in Lower Town destroying 20 wooden and one brick buildings on Clarence and Murray Streets. "The whole – with one exception – of the cluster of buildings destroyed was of wood, and some of them of very mature age, so that when fire once got under way, no power on earth could have availed to extinguish it before it had expended its fury in its own way." Losses totalled \$30,000 and many had insufficient or no insurance. Subscriptions were sought to assist those who lost everything. The one brick building, nearing completion, was owned by Mr. Mansfield [*Ottawa Citizen*, October 15, 1866 p.2]. In the 1868 City Directory, he was noted as a carter living on Clarence Street between Sussex and Dalhousie. In the following directory, he was a hotel keeper, running the 'New Edinburgh Hotel' at the southwest corner of Ottawa (Sussex) and John Streets. In the 1871 census, he had a wife Ann, son Thomas and daughters, Margaret, Annie and Amelia.

A notice dated April 11, 1871 indicated that ferry service had commenced daily except Sunday at 6 a.m. The steamer "Mac" was in operation with manager M. McNaughton [*Ottawa Citizen*, May 4, 1871 p.1]. On June 24, 1875, the New Edinburgh ferry brought across many Gatineau residents for St. Jean Baptiste festivities [*Ottawa Citizen*, June 24, 1875 p. 4].

Under suspicious circumstances, the abandoned Whitcomb's Sawmill in Point Gatineau caught fire as ferryman Villeneuve noticed suspicious movements of passengers late at night. "About 11 (pm), two men came to his house and wanted to go across. When they got nearly to the Ottawa side, they wished him to land them at bay lower down the river. He refused and landed them at the usual place when the ferryman on the Ottawa side recognized them. After Mr. Villeneuve had returned across the river and to his home a while later, he saw through his window that the mill was on fire [*Ottawa Citizen*, June 6, 1878 p.4]. The *Ottawa Citizen* of February 4, 1880 noted that steamboats "Mac" and "Gatineau" along with a three-year lease for the ferry service were put up for sale. That spring, the ferry service required the use of a barge to reach the Quebec side due to flooding.

In 1883, ferry service was now handled by the steamer "Express" and Pierce Mansfield was building a new wharf [*Ottawa Citizen*, August 4, 1883 p.4 and October 15, 1883 p.4].

Mr. Mansfield had a number of other business dealings beyond his hotel and ferry service. He was also involved in mica mining operations and the construction of the New Edinburgh sewer and ran for office in the first municipal election after New Edinburgh had been annexed into Ottawa in 1887.

On May 25, 1889, Mr. Mansfield launched a new steam ferryboat named 'Mansfield'. She was built near Queen's Wharf (in Lower Town) by Mr. Power of Kingston, cost \$12,000 and had dimensions of 110 feet by 35 feet [*Ottawa Journal*, May 27, 1889 p.4]. It was reported in the *Ottawa Citizen* on December 14, 1889, that Mr. Mansfield's ferry contract had been annulled for failing to meet the obligations under the contract and for being in arrears for the rent, however, service began as normal on April 17, 1890 [*Ottawa Citizen*, April 17, 1890 p.4].

Tragedy hit the Mansfield family when their only son Tom passed away as announced in the *Ottawa Citizen* on September 21, 1891. He was buried in Notre Dame Cemetery. Pierce again ran for alderman in New Edinburgh in 1891 municipal election but failed to be elected in a close race [*Ottawa Citizen*, December 1, 1891 p.4]. On the same date, it was announced that electric lights would be turned on in New Edinburgh within a few days. Many homes had lights installed as the world was about to change forever because of electrification. This was a project of Messrs. Ahearn and Soper, well known entrepreneurs who also established the Ottawa Electric Railway.

In 1893, Mr. Mansfield successfully applied for the installation of light near his New Edinburgh dock on the John Street extension, which ran down to the river shore [*Ottawa Journal*, September 26, 1893 p.8]. An improved ferry landing was completed for the 1894 ferry season. This was a fixed structure with six different levels allowing it to land ferries regardless of the river level [*Ottawa Journal*, April 16, 1894 p.8]. In most years, ferry season ran from April until December depending on ice conditions.



As a result of the opening of the Hull-Gatineau Point bridge on May 11, 1895 [*Ottawa Journal*, May 8, 1895 p.7], and the decrease in ferry passengers, the property committee decided to offer Mr. Mansfield a bonus for maintaining his ferry service. It was considered an important public service even it was no longer profitable. In exchange ferry charges to passengers were to be cut in half [*Ottawa Citizen*, June 1, 1895 p.5]. The concern was not a matter of the ferry itself, but the diversion of business from Ottawa to Hull as a result of opening of the bridge.

The steamer 'Mansfield' caught fire on May 7, 1896 at 4:30 p.m. just as the ferry arrived at New Edinburgh. The fire broke out in the boiler room and quickly engulfed the steamer. To prevent destruction of the wharf, the 'Mansfield' was towed towards the centre of the river where the tow rope broke leaving the burning boat to drift downstream and into a rock, where it eventually sank [*Ottawa Journal*, May 8, 1896 p.7]. This well-known shipwreck, one of many recorded in the Ottawa River and nine between downtown Ottawa and Kettle Island, became the subject of an extensive under water search several decades later.

### Ten Year Shipwreck Search

Beginning in 1964 and continuing for 10 years, scuba divers with the Underwater Society of Ottawa and the Wheelhouse Maritime Museum searched every square inch of the floor of the Ottawa River when the wreck of the 'Mansfield' was finally found in 25 feet of water in Governor's Bay behind the Prime Minister's residence in July 1974. Andre Lamirande spearheaded the project and has been credited with salvaging 171 shipwrecks on the Ottawa and St. Lawrence Rivers and in the Great Lakes. More than 300 volunteer scuba divers were involved over the 10 year period and Jean Trudel and Ron Laverty were credited with the discovery. Salvage of artifacts commenced on July 14<sup>th</sup> but little was immediately found beyond a hook. Any artifacts were to be donated to the Museum of Science and Technology. It is believed that sparks from the smokestack had lit wood shavings used as fuel. All the machinery from the ferry had been removed suggesting that the ferry had not immediately sank after the fire.

The loss of the 'Mansfield' was considered very disruptive to the movement of cargo across the river and it is believed that this event had began the

discussion that led to the construction of the Interprovincial (Princess Alexandra) Bridge which opened in 1901 [*Ottawa Journal*, July 15, 1974 p.21].

However, the loss of the 'Mansfield' was short lived and a new steamer, named the 'Pilgrim' and owned by Captain St. Germain began service on August 3, 1896. The 125 foot boat was brought up from Kingston. It had a capacity of 500 passengers [*Ottawa Journal*, July 31, 1896 p.4]. It is questionable whether this ferry was actually put into service as another boat named the 'Josephine' was noted to have run on the New Edinburgh -Gatineau Point route and wintered in Rockland by early December of the same year [*Ottawa Citizen*, December 4, 1896 p.8].

For the 1897 ferry season, a new and improved steamer also named the 'Mansfield' was put into service. The original keel and the boiler had been recovered from the burnt-out wreck. The boiler was re-cast and the propeller screws were increased in size to allow for greater ferry speeds. The original 'Mansfield' had no deckhouse leaving the engineer sleeping quarters in the hold of the boat, while the new boat featured a large deckhouse including the engineer's apartment and a passenger room plus an additional passenger room above along with a bridge for the captain and pilot. The new ferry was valued between \$8,000 and \$11,000. Pierce Mansfield owned the new ferry, while Mr. William Lavigne was the captain and Mr. Bureau, the engineer. The trial run took place on April 8, 1897 with Government inspector, William Laurin aboard. The new boat was 110 feet long and 31 feet wide [*Ottawa Journal*, April 8, 1897 p.1].

Owing to the diversion of traffic via the Hull-Gatineau bridge, receipts for the ferry had greatly declined, which led to the sale of 'Mansfield' to the Montreal Belt Line Company for the 1899 season [*Ottawa Journal*, April 17, 1899 p.5 and *Ottawa Citizen*, April 27, 1899 p.1]. A smaller steamer was put into service but could only handle foot traffic. Those needing to move cargo were now facing a 4-mile detour via the Chaudiere Bridges to reach Ottawa, which led to a substantial drop in the number of farmers from Gatineau and Templeton using the Byward Market [*Ottawa Journal*, May 23, 1899 p.8]. However, the Montreal ferry service failed to generate enough revenue, and Mr. Mansfield returned the 'Mansfield' to Ottawa and put it back into service on July 31, 1899 [*Ottawa Journal*, July 28, 1899 p.2].



1906 topographical map shows both the New Edinburgh and Rockcliffe ferries; denoted by lines and a small circle.

Please note that this article will be continued in the next GHS Newsletter.

**To renew or become a new member, please complete this form and return it to the address below with your cheque. Memberships may also be purchased on our website.**

**Membership Form—Gloucester Historical Society/Société historique de Gloucester**  
(Membership year runs from April 1 to March 31.)

**Please note that we are adding a new category of long term (10 year) membership and discontinuing life memberships. Current life members will continue to be honoured. Details are below.**

Annual Membership/ - \$20.00 for one year..... 10 year Membership \$150.00 .....

NAME: \_\_\_\_\_ Email Address: \_\_\_\_\_

ADDRESS: \_\_\_\_\_ Telephone # \_\_\_\_\_

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

**Donations are always welcome. We are a registered charitable organization and provide tax receipts.**

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