



## *Historic Gloucester*

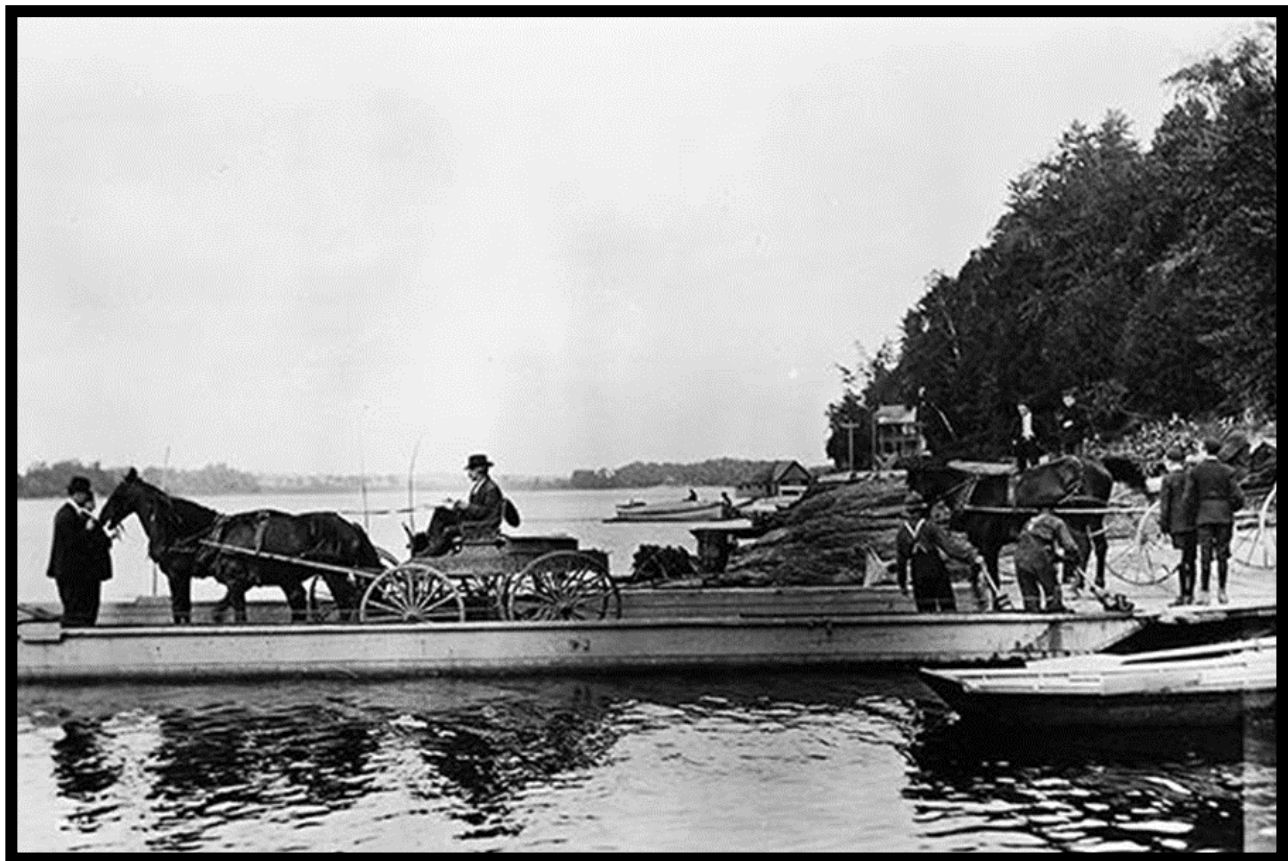
Newsletter of the

**GLOUCESTER  
HISTORICAL  
SOCIETY**

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

Vol. 20, No.3

Fall 2019



**A Rockliffe Ferry Getting Ready to Shove Off for Gatineau**

**Point with a Full Load, in 1900.**

## Contents

President's Message.....	Glenn Clark	3
Off to Work .....by Boat ????	Glenn Clark	7
Canadian Championship Tug of War, Team 1892.....	David Mowat	8
The Mulligan Family of Limebank Road.....	Wendy Vance	8
Remembering Bob Kemp.....		10
Membership Form.....		10

### President's Report

By Glenn Clark

I must first report the sad news of the passing long-time Gloucester Historical Society director Bob Kemp on October 3<sup>rd</sup>. An article dedicated to his memory is included in this Newsletter.

On a happier note, our fall presentation on October 27<sup>th</sup> at Beechwood Cemetery by Captain Steven Dieter titled "From Normandy to the Scheldt, Remembering those from Gloucester Township who fell in duty" was very well received. It covered the personal stories behind eight Gloucester and Eastview soldiers who lost their lives 75 years ago, between D-Day on June 6, 1944 and October 27, 1944. It was a very fitting tribute in advance of Remembrance Day. The talk was followed by a very good question and answer period. Unfortunately, our planned visit to the National Military Cemetery was cancelled due to bad weather. A video of the presentation is now posted on our website.

In preparation for the October 27<sup>th</sup> event, the names of several additional Gloucester soldiers were added to our Virtual War Memorial on our website. We welcome additional names at any time. We also hope to work with Captain Dieter on another presentation in the future. Please stay tuned.

Our Gloucester Time-Line history has also been updated with several additional events. Events are added as a result of research but also from suggestions made by members and the general public. We recently received several suggestions on Gloucester sporting history. Thank you.

Our continuing success as a society is dependant on having an adequate number of volunteers. With the loss of Mr. Kemp, I must ask if anybody interested in community history might consider volunteering? With no commitment expected, you may explore possibilities by attending one of our Board of Directors meetings or by speaking to one of our directors at any public event. Our meetings take place normally on the third Saturday of each month (July and August excepted) at 9:30 a.m. at 4550B Bank Street, with parking off of Leitrim Road behind St. James Anglican Church and next to the fire hall.

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.*

## Off to Work ..... By Boat????

(continued from last edition)

By Glenn Clark

### Fire Disrupts Transportation and Commerce in Ottawa

What happened in 1900 would temporarily and abruptly change cross-river traffic. That event was the Great Ottawa Fire of April 26, 1900 which destroyed parts of Hull, the Chaudiere district including the bridges, and much of Lebreton Flats and areas to the south. At the time, the Chaudiere bridges were the only fixed Ottawa River crossing between Hull and Ottawa [*Ottawa Citizen*, May 8, 1900 p.8]. This increased ferry traffic substantially, but any profitability was very short-lived when the Chaudiere bridges were quickly repaired and the new Princess Alexandra bridge opened. By 1902, Pierce Mansfield was again appealing to the city for a grant, sometimes referred to as a bonus, to help cover losses and to maintain the ferry service [*Ottawa Journal*, March 14, 1902 p.2]. A year later, Pierce faced a dilemma as the 'Mansfield' broke from its moorings as the ice began to break up and was found floating down river unattended [*Ottawa Journal*, March 20, 1903 p.1]. This was soon followed by a fire on board on July 7<sup>th</sup>, which caused only minor damage [*Ottawa Journal*, July 8, 1903 p.8].

The Rockcliffe Hotel on Sussex Drive, formerly owned by Pierce Mansfield was badly gutted by fire on January 22, 1904. The property remained in his ownership, but the hotel business was then owned by Carling and Kennedy. No guests were in the hotel at the time [*Ottawa Citizen*, January 23, 1904 p.3]. The hotel businesses also had other risks with the strict liquor laws of the time that forbid the sale of liquor on Sundays. Mr. Mansfield pleaded guilty to this serious offense of the time and was fined accordingly [*Ottawa Journal*, May 16, 1906 p.9]. He immediately put the hotel up for sale, then known as the 'Rideau Hotel' so he could retire [*Ottawa Citizen*, May 18, 1906 p.4].

Pierce Mansfield's retirement was short-lived, and he was dead on November 21, 1906 at age 74. He was predeceased by his wife in 1904 and by all of his children. He was born in Ireland and raised in Quebec. As a young man he came to the Ottawa valley where he became a riverman. In 1871, he became a hotel keeper in New Edinburgh, which was sold in July 1906. He operated the New

Edinburgh ferry starting in 1881. His funeral was held at St. Bridgit's church and he was interred in Notre Dame Cemetery. As he had no immediate heirs, the executor of his estate was the Venerable Reverend Canon Sloan, parish priest of St. Bridget's Roman Catholic Church [*Ottawa Journal*, November 21, 1906 p.1].

His death and settlement of his estate was not without controversy. Owing to his lack of immediate heirs, the bulk of his estate valued at \$13,000 (\$370,584 in 2019 dollars) was turned over to Reverend Canon Sloan for charitable purposes. A brother and nephews challenged the will claiming that it was made under duress and when Mr. Mansfield was of unfit mind. The court did not agree based on the evidence presented on May 15, 1907 [*Ottawa Citizen*, December 12, 1906 p.4, January 18, 1907 p.1, May 15, 1907 p.1, *Ottawa Journal*, May 16, 1907 p.7].

### The Cousineau Era

The 'Mansfield' ferry boat was reported sold to Joseph Cousineau of Gatineau Point in the *Ottawa Citizen* on September 12, 1907 on page 1. Following a tragedy involving the ship named 'Mayflower', the Quebec government stepped in by requiring lifeboats and other safety apparatus to be in place on all ferry boats. The 'Mansfield' was found to be non-compliant by inspectors and as a result Captain St. Jean and owner Joseph Cousineau decided to discontinue service for the 1913 season. Profits were not sufficient to justify the purchase of the required lifeboats [*Ottawa Citizen*, November 19, 1912 p.2].

A few ads appeared during the following year or two for a certified third-class engineer for the Mansfield ferry [*Ottawa Citizen*, May 8, 1913 p.8] and a dispute arose in 1916 with Mr. David Seguin concerning infringement on Francis St. Jean's ferry license, which he won in court. The last reference to the Cousineau ferry operation appeared as part of the obituary for Louis Cousineau Sr which mentioned that he operated the ferry in his latter years [*Ottawa Citizen*, July 3, 1922 p.7]. 1922 was the last year in which the New Edinburgh ferry appeared on topographical maps.

### The Mansfield Wharf in the Post-Ferry Era

Newspaper records tell the story of the wharf after ferry service was discontinued. Occasionally,

the wharf was used for chartered boat departures. For example, on September 24, 1917 the yacht 'Katrina' departed for Clarence Ontario carrying mourners for the funeral of Florence Effie Edwards [*Ottawa Journal*, September 22, 1917 p.21]. The same yacht, owned by Senator W.C. Edwards was loaned to the choir of First Baptist Church in order to attend a picnic, also in Clarence Ontario [*Ottawa Citizen*, June 21, 1920 p.19].

In 1931, the tug 'Colonel By' owned by Joseph Seguin sank in 18 feet of water just off the Mansfield Wharf, which was immediately followed by a recovery operation [*Ottawa Citizen*, July 7, 1931 p.3. *Ottawa Journal*, July 7, 1931 p.18].

### The French Legation

By 1935, the wharf's days were numbered when the property above the wharf owned by the late Robert Blackburn, former Member of Parliament for Russell County (including Gloucester) was considered for a \$400,000 French legation building at the northwest corner of Sussex Drive and John Street. Existing buildings on site including parts of the Research plant, the wind tunnel and the photographic department of the National Research Council and three houses near the wharf were to be demolished [*Ottawa Journal. Ottawa Citizen*, August 1, 1935 p.2]. The project moved forward in 1937 at which time earth and rock were being dumped onto the roadway that ran from the end of John Street to the old wharf [*Ottawa Journal*, May 25, 1937 p. 22]. Not long afterwards, a careless smoker set the wharf on fire, which seriously damaged the landing [*Ottawa Citizen*, August 6, 1937 p.22]. And with this fire, the Mansfield wharf and New Edinburgh steamboat ferry faded into history.

### The Seguin Rockcliffe Ferry

Beginning in the spring of 1875, four generations of the Seguin family became fixtures of the Ottawa River at the Rockcliffe cliffs for 110 years. Ferry service, which ran to the opposite shore at Gatineau Point was first operated by patriarch Jean Seguin until his death in 1882. His wife and seven year old son David, continued the business that added a boathouse around 1900. He remained part of the business until his death on April 6, 1953 [*Ottawa Citizen*, April 7, 1953 p.9]. His son, Horace born in 1897 was active in the family business throughout his lifetime until his death on October 6, 1958. He was regarded as "the man who knew the Ottawa Riv-



Rockcliffe Boat House in 1938

er better than any other man in the Capital area" [*Ottawa Citizen*, October 9, 1958 p.23]. The Seguin's were members of St. Francois de Sales Church and they had a family plot in the parish cemetery.

Horace's sons, Michel, David and Bernard followed as the 4<sup>th</sup> generation. The ferry continued under the helm of Bernard Seguin until 1970. Following breaking his leg just before the beginning of the 1971 ferry season and the collapse of the boat-house roof from record snowfall, his mother (the former Aliette St. Amour) decided to sell the ferry boats and discontinue service [*Ottawa Journal*, March 20, 1971 p.2, May 15, 1971 p.51].

### After the Seguin Era

Bernard finally sold the boathouse to Bernie Bernac and Shirley Kent in May 1985, who opened a restaurant and gas bar in the once dilapidated building. The historic boathouse was destroyed by arsonists in 1992 but the docks underneath survived. Bernac and Kent rebuilt, which became a popular restaurant. A new retaining wall and expanded parking lot were built in 2001. After Bernac died in November 2010, Shirley attempted to continue but it was a struggle. The business was tentatively sold in 2014 to Eric Thériault but was subject to obtaining title to the parking lot and access road. Ownership was always problematic. What was once owned by the





Rockcliffe Streetcar Station above the  
Rockcliffe ferry terminus

Ottawa Improvement Commission and the Ottawa Electric Railway years ago, was now owned by the Province of Ontario (parking lot) and the National Capital Commission (the access road) [*Ottawa Citizen*, June 28, 2018 p.A3].

### Boats used for the Rockcliffe Ferry

The ferry originally was run with oar operated scows. It was later converted to a hand cranked cable ferry and finally to power boats, which were large rowboats with outboard motors. Early ferries could transport cattle, horses and goods in addition to passengers and resembled a miniature Noah's Ark [*Ottawa Journal*, March 20, 1971 p.2]. In more recent years, up to 25 passengers could be transported to picnics in Rockcliffe Park, to Gatineau Point taverns and to access jobs in the estate houses in Rockcliffe Park. As many as 200 trips ran per day on a flexible schedule based on demand. Fares were 5 cents in the early days and had increased to 15 cents at the end of its run.

The ferry was accessed from the Rockcliffe Lookout streetcar station by a stone staircase that was improved in April 1925 when the Ottawa Electric Railway offered an integrated service with Seguin's ferry for Gatineau Point residents for a single 7 cent fare on a trial basis [*Ottawa Citizen*, April 24, 1925 p.2]. Service was discontinued in December 1931 when the Rockcliffe streetcar was truncated at Beuna Vista station.

### Ferryman Often Faced a Difficult Life of Public Service

The life of a riverman was not an easy one. Accidents were frequent requiring rescues, and Horace Seguin was particularly adept at finding lifeless bodies in the river, whether as result of accident, suicide or even murder. Even automobiles would occasionally roll off the Rockcliffe Parkway and over the cliffside including one tragic crash in 1937 resulting in three fatalities [*Ottawa Journal*, June 29, 1937, p.24, *Ottawa Citizen*, May 13, 1937 p.25]. All these events required the Seguin family to take action.

One accident in 1913 between a launch and the ferry itself resulted in what was described as a 'general scrap' between those aboard the two boats. The accident took place after dark, at a time when the ferry still had no electric lights, a safety concern mentioned in the newspaper [*Ottawa Journal*, July 9, 1913 p.6].

In the early hours of May 15, 1931, former Ottawa mayor Charles Hopewell is believed to have leaped to his death from Seguin's boathouse at Rockcliffe. It was believed that he had been distraught over financial and health problems, not an uncommon occurrence during the depths of the Great Depression. "Apparently Magistrate Hopewell committed the fatal act at the east end of the Rockcliffe boat house since a hat and cane, thought to be his, were discovered there by Horace Seguin, owner to the boat house at 10:35. Mr. Seguin and Joseph Vaive of Gatineau Point had both slept in the boat house and when walking around the platform found the articles;" [*Ottawa Citizen*, May 15, 1931 p.1].

In the early hours of May 25, 1937, a homemade speed boat exploded near Gatineau Point, which required the two occupants to jump in the river. Horace Seguin brought them to safety. "Speaking to the Journal, Lemoine was unable to explain what had occurred. He stated that he and his friend had been testing the boat at various speeds (at 2 o'clock in the morning) along the river for some time prior to the mishap. The boat had stalled in the middle of the stream and he was trying to crank the engine when all at once there was a burst of flame and the whole thing seemed to fall apart. 'I yelled to my companion to jump and I jumped over the side just as the boat sank under me', said Lemone.



This photo shows two women on the stairs to the Rockcliffe ferry in 1910

Gillissie said he clung to a seat cushion and it kept him afloat until he was rescued.” [Ottawa Journal, May 25, 1937 p.12]. Horace was again the rescuer in 1949 when a war canoe preparing for a regatta capsized from the wakes of several motorboats. All 16 girls were rescued. “The big canoe was overturned by waves thrown off by speeding motorboats cutting close to it. Mr. Seguin was on his ferry on the Ontario side when several onlookers, who had seen the tipping brought it to his attention. The crew members were hanging to the overturned canoe trying to secure safe grips on its rounded surface. Mr. Seguin immediately swung his ferry toward the canoe and hauled the group on board, then back to the New Edinburgh Club. The water where the upset occurred was 90 feet deep.” [Ottawa Journal, July 11, 1949 p.1].

The shoe was on the other foot in August 1947 when the ferry caught fire from a malfunctioning engine, which forced the everybody into the river until a launch rescued them. Three people suffered serious burns. “My girlfriend and I were sitting about the center of the boat as it pulled away from shore. One of the young operators, standing at the back of the boat, primed the motor two or three

times and it backfired flames into the boat. Everybody moved to the front seats, but the flames crept up on us when gas floating on the water on the floor ignited and we scrambled into the river. My girl friend became excited and I had to hold her in one arm and grasp the side of the burning boat with the other until a launch pulled up beside us and took us aboard.” [Ottawa Citizen, August 14, 1947 p.13].

The Seguin ferry was subject to periodic license renewals and in more recent years covered the area from Rideau Falls to Kettle Island. In addition, to regular ferry service, they also offered special excursions including trips to see the periodic floods at Gatineau Point. No, the 2017 and 2019 floods were not exceptional. In 1928, David Seguin purchased a large ad “See the Gatineau Point Floods, Boat Leaves every hour from Rockcliffe Ferry Saturday and Sunday” [Ottawa Citizen, May 12, 1928 p.11]. During early spring, it was sometimes necessary to deliver passengers to a ledge of ice, where they were expected to scramble, somehow safely to shore. There had been one dispute in 1916 when Mr. Seguin was found guilty of running a service within the licensed district of the New Edinburgh ferry operated by Mr. Francis St. Jean and was ordered to cease operating within that territory [Ottawa Citizen, January 13, 1916 p.12].



## Prohibition Promoted Liquor Smuggling and Public Drunkenness on the Rockcliffe Ferry

Another challenge arose in 1918 after the advent of Prohibition with much stricter liquor laws in Ontario than in Quebec. The ferry offered a perfect opportunity to obtain liquor in Quebec taverns and bring bottles home. This posed a particular problem for County and Military police who were to enforce the new prohibition laws. Not only were ferry passengers carrying liquor bottles but also became drunken nuisances as they returned home and in neighbouring Rockcliffe Park [*Ottawa Citizen*, November 5, 1918 p.11].

## Competing Ferry Services Served Different Purposes

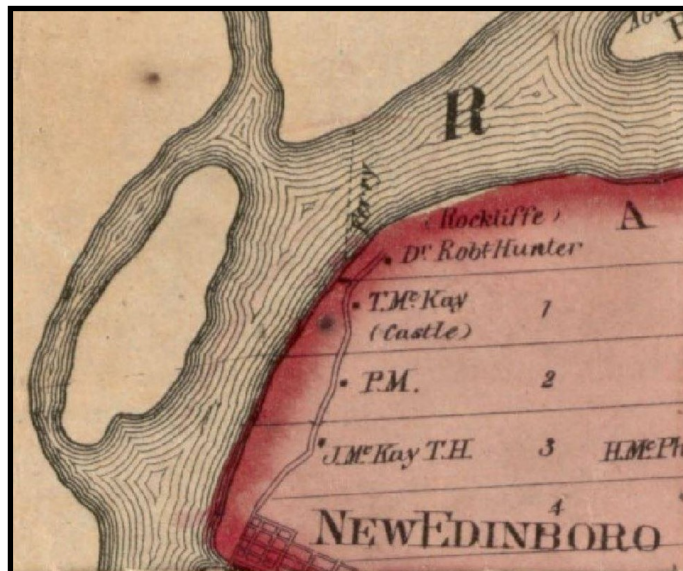
The Rockcliffe and New Edinburgh ferries were quite different. The Rockcliffe ferry was the more modest of the two, capable of carrying a few wagons, livestock and goods and in more recent years, passengers only. This and the low fares explain its longevity from 1843 to 1970. It was much more successful in dealing with road and bridge improvements and the proliferation of automobiles. The Seguin owners could see the growing competition as bus service was introduced at Gatineau Point and the streetcar link disappeared, but their low-cost operation allowed them to survive. They also supplemented their business through boat rentals, food and gas sales and mooring fees at their boat house.

On the other hand, the New Edinburgh ferry (1862 to 1922) was a steamer service with sizeable boats, capable of handling large crowds, many wagons and considerable freight. This served east Ottawa well when roads were poor and bridges lacking. But as soon as modern bridges opened, it was no longer profitable. Once the automobile and trucks became popular, it was a dead service.

Could the Seguin business model work in modern Ottawa? In way it already has with the 'Au feel de l'eau Aqui-Taxi' service plying the waters between downtown Ottawa and Gatineau.

## Acknowledgements

Serré, Robert – Pioneer Families of New Edinburgh (Gloucester Township) pages 8 and 9



1863 Walling Map shows Rockcliffe Ferry Route above and the Rockcliffe Ferry Route in 1948 is shown below



Check out the Gloucester Historical website for all kinds of interesting facts about Gloucester through the ages:  
[WWW.gloucesterhistory.com](http://WWW.gloucesterhistory.com)

## Canadian Champion Tug of War Team, 1892

By David Mowat

When visiting my grandparents on the old Cyrville road as a young boy, I often admired a large imposing oak-framed photo of this team in uniform wearing championship medals along with their pit-bull mascot. My grandfather, Henry Woodburn, was the youngest (24) and also lightest (around 200 lbs) on this 6-man allstar team from the Ottawa area. Later, for many years, Mother proudly hung this famous picture in the den of their home in Ottawa. Recently, I got the picture cleaned, upgraded glass and sealed. It has often been displayed in hallway of our home in Guelph. A few years ago, cousin Doug Woodburn got the photo expertly copied, sealed, framed and then donated to the Gloucester Museum.

The ancient sport of Tug of War was still very popular in first half of Canada's history. During this period, many jobs were physical and strength valued as well as admired. The sport was played in local clubs and contests held at exhibitions, fairs and at church, community and family socials. It was part of the Olympic Games from 1900 until 1920 and is still part of the World Games and Highland Games. In addition to body weight and raw muscle power, cooperation or "rhythm" of team members plays an equally important role for success.

In January, 1892, an "International" Tug of War was held in Ottawa at the drill hall. The four-day event received much publicity in advance and also during the competition. The 43rd Battalion band performed each evening. Around 700 spectators jammed the hall for the final contest.

Canada has always had many immigrants. Which nation provided the best class of immigrants physically? The "Big Tug" in Ottawa was comprised of 6 teams; English Canadians, French Canadians, along with English, German, Irish and Scotch immigrant teams. Each team was sponsored by a national society eg. Sons of England, St. Andrew's Society, St. Patrick's Literary Society, L'Institute Canadien etc. While each man pulled for the honour of his native country, the motto in Canada for everyone was Canada first. Each team pulled every night; the winners pulling on the final night. Pulls were limited to 15 minutes. The "finest pull our capital has ever witnessed" was the finale when the powerful Ottawa team representing English Canadians narrowly won

over a gallant lighter team of German immigrants. These details were obtained from issues of the Ottawa Evening Journal which were digitalized just a few years ago.

Member of the team were A. H. H. Powell, captain, R. Kenny, R. Miller, A. Holtby, H. Woodburn, W. Mills and J. Crawford. Several of us in the extended Woodburn family clearly recall the honour that our grandfather felt in being selected to this team and pride in winning.

My grandfather was much more than a physically strong man. He loved horses and was an expert at riding. In 1890 he won a steeplechase race at the Governor General's grounds and was given two lovely horse paintings which we still enjoy. One of his five sons, Paul, portrayed him as a leader in his community, a lover of children and certainly a gentleman. Mother simply described her father as "perfect".

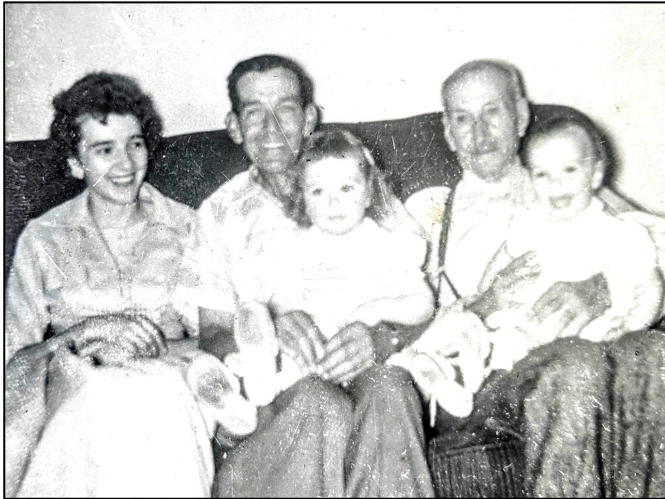


## The Mulligan Family of Limebank Road

By Wendy Vance

My grandfather married my grandmother, Muriel Cathcart (1907-1982) from Goulbourn Township on June 15, 1932. They originally lived at a small farmhouse on River Road on the south east side of where the Vimy Bridge is. That house is where my Mom was born but it is no longer there. Last time I was around there it was a bunch of trees on site. In 1935, Clayton and Muriel bought the farm at 4269 Limebank Road from the Larkin family and used the land for dairy cattle, mostly Holsteins; beef cattle, mostly Herefords, chickens, geese, pigs and goats. My aunt Betty, whom my grandparents adopted when she was a baby, always had either a pony or a horse. When I was a child, my sister and I would spend two weeks every summer at my grandparent's farm. I have wonderful childhood memories of playing with calves, baby goats, piglets, chicks, barn kittens, dogs and the pony, Dainty Bonnie. My aunt was only six years older than I so she often played with us on our holidays.





We got to witness cows being de-horned, calves being born, chickens running around after their heads were cut off and falling off the pony into cow pies! When we were old enough, we would help with the hay and straw harvest, collect the eggs and feed the animals. My grandfather had a huge vegetable and flower garden, so we always helped with that as well. Every Christmas, with a few exceptions, our family would go to the farmhouse to celebrate the day. At that time, the neighbouring properties were owned by the Sabourin's to the north, the Donovan's to the east and the Summer's to the south.

In 1967, Robert Campeau bought the farmland from my grandparents and there was a severance to keep the area around the farmhouse in their ownership. There was also an agreement that they could still use the land that Campeau bought for farming.

When I was in my early twenties, my sister and I lived in Ottawa and were playing on a softball team in Manotick in the summer and a broomball team in Osgoode in the winter. My grandparents wanted us to stay at the farmhouse on those evenings before we headed out for work in the city the next morning. We were grateful not to have to drive back to the city after imbibing in a few after game beers. Although it was close to the airport, it was remarkably quiet then because it wasn't in a flight path and Limebank Road was still a single lane country road with not much traffic.

It's interesting to note that Robert Campeau's land speculation in buying up so many of those farms south of the airport in the 1960s, nothing on my grandparent's farm seemed to change until 2009 when the Ottawa-Carleton Catholic School Board built St. Francis Xavier High School at the extension of Spratt Road.

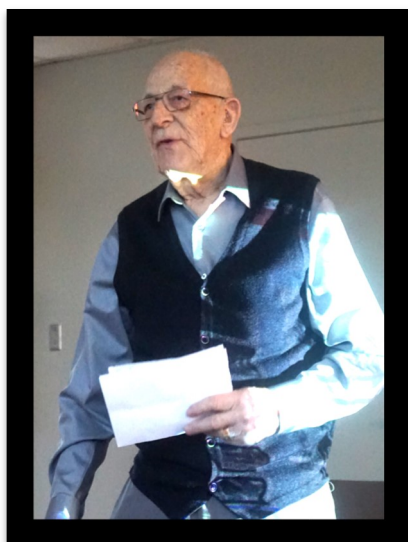
When my grandmother passed away in November of 1982, my grandfather decided to have a huge auction sale to sell the farm equipment and household furniture he didn't need since he was moving to a smaller house on River Road. By the summer of 1983, the sale of both auctioned items and the house was complete. So my connection with that farm ended, other than to check out on-line when it was up for sale, and to see all the renovations that have occurred to modernize it.

Thomas Mulligan was the son of George Mulligan (1838-1886) who settled in Nepean Township after immigrating from Ireland.

Top Photo:  
The Mulligans, from left, mother Greta (still living), her father Clayton (1906-1989) and grandfather Thomas (1873-1963) with children Karen and Wendy

Bottom Photo:  
Mulligan-Cathcart, Wedding, June 15, 1932, left to right: James Cathcart, Catherine Featherston, Muriel Cathcart, Clayton Mulligan, Catherine Seabrook, Thomas Mulligan.





Bob was a long-time member of the Gloucester Historical Society and was a member of its Board of Directors for many years. His contributions to the society such as making visual presentations, helping out at events, donating his time and ideas to enhance the GHS, and his endless supply of interesting stories about life in Gloucester, will be greatly missed.

As a charter (founding) member of the Gloucester Lions Club, Bob worked tirelessly to further the aims and ensure success of their activities. In recognition of his dedication, the club established an annual scholarship in his name at Gloucester High School. He also received the Ontario Solicitor General Award for Crime Prevention and the Gloucester Award for Citizenship.

Bob will also be remembered by many of his former customers and employees at his gas station, garage, store and restaurant business at "Kemp Corners", Bank Street and Leitrim Road, for 49 years. His friendly, knowledgeable attitude and his good humour was an asset to his business.

He will be sadly missed.

### Remembering Bob Kemp

The death of Bob (Robert George) Kemp on October 3, 2019, was a great loss not only to his family, but also to the Gloucester Historical Society, the Gloucester Lions Club and many individuals in the Leitrim and Kempark area. Bob grew up on the family farm, now the site of the Kempark subdivision near Leitrim and was a staunch member of St. James Anglican Church, Leitrim.

**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 have added a new category of long term (10 year) membership and discontinued 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.**

Mailing Address: Gloucester Historical Society  
4550B Bank Street,  
Gloucester, Ontario  
K1T 3W6 Tel: 613-822-2076