



HISTORY OF EASTVIEW

Until the construction of the Rideau Canal (1826-1832) the only settlement in Gloucester Township was at Billing's Bridge. With the building of the canal came an influx of population to many parts of the region. A small settlement soon developed along the road that went from Bytown (later Ottawa) to L'Orignal (now the Montreal Road). Among the first settlers near this road were George Sparks, cousin of Nicholas Sparks, the Bytown pioneer; Sergeant Templeton of the Royal Engineers; Clements Frauley; and Gideon Olmstead. As early as 1832 the township had been independently organized; one of the settlers, George Sparks, was chosen as an assessor. Other settlers of the area occupied various municipal offices in the succeeding years. 1

In 1830 Charles Cummings settled in Gloucester Township on the Russell Road. In 1836 he bought the island situated at the ford of the L'Orignal Road across the Rideau River and named it after himself. 2 His son, Robert, realized that the island was a good location for a store. Cummings must have built the first bridge. J.L. Gourlay in his History of the Ottawa Valley (Ottawa 1896) says that at first there was no flooring, and foot-passengers crossed on the stringers. 3 A map by Lt. White, Royal Engineers, dated 1843, shows a normal road bridge.

In 1865 the New Rideau Bridge replaced the earlier structure. Cummings remained on the island and eventually his name was applied to the bridge. Cummings prospered; his general store and carriage shop in the island became known throughout the region. In 1865 he was elected Deputy Reeve of the township, and in 1866 he became Reeve. In 1876 he was warden of Carleton County. In 1893 a new bridge was begun as a joint effort by the county and Ottawa. The Ottawa City Council secretly decided to re-name the structure after the Ottawa alderman who had headed the works committee, Samuel J. Bingham. However, iron signs bearing the title "Bingham's Bridge" were removed by persons unknown and flung into the river. Cummings won. Today the present bridge is still called after him. 4 The most recent bridge, of reinforced concrete, avoiding the island, was built in 1921. The western part of the old structure remained to serve the buildings on the island. In March 1922 the city of Ottawa bought the island and demolished both bridge and house. Abutments on the island and the western shore remain. 5

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Meanwhile the settlement to the east of the river slowly continued to grow. Popularly known as Cummings' Island, its official name was Janeville. It was probably named after the wife of John McArthur who owned the land through which McArthur Road now runs. However, the Ottawa Free Press in 1877 stated that the exact source of the name was unknown. 6

Besides Janeville the settlements of Clarkstown and Clandeboye were eventually to become present day Eastview. (Clandeboye was on the western boundary of the present city. Although planned as a settlement as early as 1879 it never really amounted to anything of itself). Clarkstown was to the north of Janeville astride Beechwood Ave. Janeville centred on Montreal Road and Clarkstown used Beechwood and St. Patrick streets as its main thoroughfare. Possibly because of its accessibility to Lower Town it took on a distinctive flavour, more French-Canadian than Janeville. In 1909 Clarkstown became part of the village of Eastview. It is often referred to as "Saint-Charles", the name of its parish, or as "Ward Four", its political division.

Janeville was called in 1879 the most flourishing village in Gloucester Township, and an important suburb of the capital. 7 A former resident, Mrs. J.P. Lahey, says her father described the village in its early days as "a beautiful country spot" where well-to-do public servants and Ottawa merchants resided away from the bustle of the city. Janeville was situated at the junction point of two important roads, the Russell Road (travellers came to find it shorter to use Hurdman's bridge, built in 1874, when entering or leaving Ottawa by this road) and the Montreal Road. Both were toll roads run by the Ottawa, Montreal, and Russell Consolidated Road Co. There were two toll gates, one for each road. In later years a second gate was added a few hundred yards further east on the Montreal Road. If anyone was foolhardy enough to run the first gate, the keeper could phone ahead to the second gate where the miscreant would be stopped. 8

In December 1854 the "Bytown and Prescott Railway," shortly to be the "Ottawa and Prescott Railway" and in 1866 the "St. Lawrence & Ottawa", was completed. 9 It passed through Janeville and New Edinburgh to its terminus on Sussex Street. Although there were plans to establish a private station for the governor-general in New Edinburgh no passenger terminal was ever built there or in Eastview. However, the line, now the C.P.R., still serves a number of business establishments which eventually grew up beside it, such as Dominion Bridge Co. Ltd., Wm. R. Cummings (building supplies) and Grandmaitre Ltd., (coal, sand and gravel).

By the 1880's the settlement was large enough to support two schools. The Public School Board of Section 25, Gloucester, was founded in 1883. The following year, this board, which was eventually to become the Eastview Public School Board, opened a one room frame school where the J.O. Swerdfager School now stands. 10

In December 1888, a Separate School Board was founded to serve the region around Janeville. The first school was built on the Montreal Road and opened in 1889. The school was directed by Les Filles de la Sagesse. 11 A Miss Proulx was the first teacher at the salary of \$100.00 a year. 12

In 1887, Lady MacDonald, wife of the Prime Minister, placed the corner stone for St. Margaret's Anglican church. It is said that Archibald Lampman, the poet, liked to walk in the fields that lay about the church, and to meditate in the delightful chapel-like building. It was not until 1910 that a church hall was built, and the parish had to wait until 1948 for a rectory. The same year the mission of St. Margaret's finally became an independent parish. 13 This slow growth coupled with the small size of the church reflects the comparatively small number of people of this faith in what is now Eastview.

The same year, 1887, the Roman Catholic Arch bishop of Ottawa, Msgr. Thomas Duhamel blessed the rectory of the newly-founded parish of Notre-Dame de Lourdes. Just over a month later the new curé, Father Fleurance of the Montfortain Order, blessed the first stone of a new church that was to be built as an approximate copy of the Basilica of Notre-Dame de Lourdes, France. Not until 1913 was the church finished. Even then work did not stop; in 1927 a five-bell carillon was added. Archbishop Duhamel encouraged the new church as Ottawa's shrine to Our Lady of Lourdes. In 1888 Notre-Dame received the first of many pilgrimages. In 1910 the Grotto to the west of the church was solemnly blessed as a place of pilgrimage. Time and time again parts of the parish of Notre-Dame were divided to form new parishes as the Roman Catholic population grew. In 1908 St-Charles Parish was founded in Clarkstown. Until 1931 Notre-Dame served both English and French Catholics, in that year the English-language parish of the Assumption was founded. The same year the chapel Marie-Médiatrice was built, not until 1956 did the area served by this parish become independent. In 1953, the parish divided again; part formed the new parish of Notre-Dame du St-Esprit. 14 The new church built there in 1958, designed by Jean Issalys of Hull, was one of the recent churches in the Ottawa diocese that broke with traditional design.

In 1891 an order of nuns, La Congregation des Filles de la Sagesse, founded a novitiate and boarding school close to Notre-Dame church. 16 A decade later the Montfortains established the Scholasticat Saint-Jean just behind the church. The White Fathers occupied Notre-Dame d'Afrique in 1938. This scholasticate has housed hundreds of young men preparing for missionary work. 17

The founding of Notre-Dame and the new separate school reflects the growing numbers of French-Canadians moving into the areas. Eventually French-speaking persons formed approximately two-thirds of the population, a proportion that has remained fairly constant to this day. Being a rural suburb, Janeville offered lower taxes and fewer building restrictions than did Ottawa. Many found it economical to live there and to earn their living in the nearby city.

Despite its growth Janeville remained a small relatively unimportant settlement on the outskirts of Ottawa. Local administration was undertaken by the township and county authorities. Occasionally residents took things into their own hands. In 1891 the Ottawa Free Press reported a meeting of the inhabitants on the steps of Notre-Dame Church after mass that resulted in the decision to offer free land to any industry that would locate nearby. 18 There do not seem to have been any takers. However, by 1905 the Dominion Bridge Company had located an assembly plant for structural steel beside the railway tracks, north of the Montreal Road.

A serious flood in 1900 forcibly demonstrated to the residents of Janeville that the annual spring inundations had to be checked if the settlement was to prosper. A few years later an agreement was made with Ottawa whereby the two municipalities made themselves responsible for cutting a channel in the ice each spring in certain allotted sections of the Rideau River. Annual floods continued but they seldom reached as far inland as the railway tracks. Then in 1913 an ice jam caused a wave of water to flood the Montreal Road to a depth of seven feet. 19

By 1908 Janeville had grown to such an extent that a petition was drawn up requesting incorporation as a village. Although most of the residents signed the petition many later claimed that they did not understand what they had done. A counter-petition was got up. The Ottawa Free Press reported that some residents feared incorporation as it would mean higher taxes on land they were holding for speculation. 20

Despite opposition, on January 1, 1909 Janeville became the village of Eastview. The name came from the location of the village with respect to Ottawa. & It was probably chosen by W.R. Cummings, the first reeve and H.R. Washington, the village clerk.

One astonishing fact that possibly made Eastview unique in Ontario; in the 1909 boundaries of the original village are still the boundaries of the present-day city. Since 1907, Eastview has neither lost nor added a square foot of territory. 21 For many years it would slowly fill out its existing bounds; by the time it was ready to annex additional territory, it was too late: Ottawa wanted the same areas.

The Free Press reported that the first council was composed almost entirely of those who opposed the incorporation of the village, though they hoped it would be quashed in a higher court. 22 Despite their opposition the councillors now had to run the village whether they liked it or not. Officials, either full or part-time, were appointed, town clerk, tax collector, treasurer, auditor and above all poundkeeper. The by-law detailing the duties of the last gentleman was much longer than those for any other official, he was to take charge of all stray "horses", colts and fillies, bulls, cows or any other horned cattle, pigs, sheep, dogs. 23 On the fifth of May, 1909 Edward S. McGregor was appointed chief (and only) constable at \$50.00 a month. 24

&However, most of Eastview lies at an elevation considerably lower than Ottawa's neighbouring Sandy Hill district.

In 1910 the old public school was demolished and a four-room Eastview Public School was built on the site. In 1916 the first of two additions was made. In 1960 the name was changed to the J.O. Swardfager Public School, in honour of the man who had served as principal for many years. The second public school, the Robert E. Wilson School, was opened in the mid-1950's. 25

In 1911 the separate school pupils moved to the newly built Montfort School on Dupuis St. It served until the spring of 1959, and is now used by Canadian Armed Forces Foreign Language School. In 1937 the Separate School Board leased the building on Montreal Road which served as Ducharme School until 1948, when it burned to the ground. Temporary classrooms were arranged until the new Ducharme School, which was already under construction, was finished in September 1949. Assumption School for English speaking students was also opened in 1949. A growing population forced rapid construction. Baribeau School was built in 1955. Two years later Cadieux School was opened several additions soon had to be made. In 1959 Glaude School was finished. 26

For many years the parishioners of St. Charles sent their children to a Separate School nearby in Ottawa. In 1923 a special act of the Ontario Legislature set up a independent school board for St. Charles called the Ward Six (now Ward Four) School Board. 27 This board at first merely served as a means whereby tax revenue from Eastview could reimburse the Ottawa Separate School Board. But eventually the Ward Six board acquired its own school (later schools) and became independent of both Eastview and Ottawa school systems. Classed as a rural school board, Ward Six enjoys higher provincial subsidies and lower taxes than the regular Eastview system. 28 This anomalous situation has continued until today.

By 1913 Eastview, whose population in 1911 had been 3,169 was important enough to rate a very small headline in the Free Press. "Camille Gladu, first mayor of Eastview, elected by acclamation", 29 The village had become a town.

As a town Eastview lacked even a fire service. In its first years the whole community could have burnt to the ground. Le Droit reported that most of the houses were of wood, yet the volunteer fire department had only an old hand pump and even it was often clogged by mud from the wells. 30 The Council remedied the situation by buying a "fire-wagon" which used chemicals instead of water. Emile Dupuis was appointed first full time firemen. 31 In 1918 Adélarde Lanoue became the sole full-time fireman. Three years later he was joined by another man. Lanoue was head of the fire department till his death in 1959. By 1921, since water mains had been laid, it was possible to buy a "hose-mobile". (motor fire-engine) This vehicle was not a regular pumper but relied upon the water pressure in the mains. In 1936 Eastview gave its fire department a new truck. The first pumper was bought in 1947. In 1962 the service acquired its newest pumper and the

1936 truck was retired. 32 Since the foundation of Eastview the municipality was served by volunteer firemen. Not until 1961 was the volunteer brigade disbanded and a complete force of full-time fire-fighters instituted. 33

Much of the political activity in Eastview has been either to win or to avoid annexation by Ottawa. As early as the days when the village was incorporated some of the citizens preferred absorption by the capital. In November 1911 a formal plebiscite was held to decide whether or not to apply for annexation. 34 The ensuing years were to see several petitions (and counter-petitions) advocating this course. But it never came. Ottawa itself did not favour annexing Eastview. The usual reason given was that the town, compared to the capital, was a poor community; the step would certainly not have added to Ottawa's wealth. Another reason advanced by one observer is that the politicians of Ottawa probably didn't want to add a large number of French-Canadians to the city's voters list. 35

In June 1912, the Council approved the first major local improvement, a side-walk on the north side of the Montreal Road which replaced an old board-walk. Not until 1914 did the south side get the same treatment. In January 1915 the Council approved an agreement with the Ottawa Electric Co. for the lighting of the town's streets. 37 At the same time it agreed to purchase the separate school on Montreal Road for \$5,000.00. After a \$2,000.00 renovation the school became the town hall and fire department quarters. Today it still serves as the City Hall.

The lack of adequate housing by-laws allowed the erection of poorly-constructed houses in the 1920's and 1930's. However, the same period saw the erection of many substantial homes. In 1919 the first water mains were laid in Eastview. From the very beginning the water came from Ottawa's system. Soon afterwards a sewer was laid passing through Eastview. It was a main outlet of the Ottawa system to which Eastview residents could connect. Eventually the town built sewers along the side streets which converged into the Ottawa sewer. 39

In 1920 the Ottawa Electric Co. was authorized to supply electric power to the private citizens of Eastview. 40 A few people had previously paid to have poles and wires erected to serve their homes.

After the war and in the early 1920's, there was a considerable population influx. In 1921 there were 5,324 inhabitants, of whom 3,600 were French-speaking. To serve both newcomers and older residents an extensive construction of sewers and water mains was undertaken in the post-war years. Concrete sidewalks replaced the old boardwalks.

In 1920 the Board of Police Commissioners was set up. 41 A year later Richard ("Dick") Fannon became the town's sole policeman, replacing

the last of a series of men who had served for short periods. In 1923 he was joined by Emile Martel, who was to be his chief assistant until both retired in 1961. For forty years Chief Mannion headed the Eastview Police Force. He was known as a firm and impartial enforcer of the law. He and his assistant were the only permanent men on the force until 1926 when they were joined by a third. The force grew to match the growth of the town until by 1961 there were twelve men; today there are twenty-three constables. The town was at first patrolled on bicycles; the first car was bought about 1929. Today there are three vehicles. 42

Around or just before 1920 the town's first professional health service began when the Victorian Order of Nurses began to provide bed-side nursing for the invalids of the town and care for new-born babies. To assist them in this latter work a group of Ottawa and Eastview ladies formed the Eastview Child Welfare Association which helped in securing quarters for a baby clinic and also by assisting the nurses in the child-care programmes. The clinic occupied several locations until 1952 when it moved into a new building adjoining the town hall. Today the clinic is operated by the city's Health Department, which owns the building.

The clinic had been founded for the benefit of the babies but soon it was caring for children of all ages. By 1922-23 nurses were making inspection visits to the schools. Until the early 1950's all these tasks, the baby clinic, the bed-side nursing, the school service, were done by the nurses of the Victorian Order. In the early 1950's Miss Hurtubise, a practical nurse, was hired to work in the schools. A few years later Eastview's first public health nurse, Miss Perrin, was hired.

The health services at first had only the volunteer aid of local physicians, until about 1928 when Dr. A. Desrosiers was appointed first Medical Health Officer. He was succeeded by Dr. T.T. Dufour, succeeded in turn in 1950 by Dr. A. Reuleau, the present M.H.O. The town of Eastview did not employ the services of a full time, qualified, health inspector until 1962. Before that time, various civic employees, the police chief or the plumbing inspector or others, had served as part time inspectors. 43 It is not surprising that under the old system situations developed which would not be permitted today. For example, in 1949 the Journal reported a mountain of accumulated garbage stood behind at least one store and children were often found playing in rubbish piles. 44 Today the Health Department of the City of Eastview, which was not formally organized until 1962, employs not only a full time health inspector and a medical health officer but also a nursing supervisor and five staff nurses. 45

Since many of the residents worked in down-town Ottawa, a public transportation service was required to take them to and from their work. In 1924 both the Ottawa Electric Co. and the Eastview Transit Co. each requested permission to run such a service down Montreal Road. Eventually the Eastview Transit Co. was granted the right but it disappeared in the

spring of 1926. It could not compete with services provided by the O.E.R. lines on Beechwood Ave. and the street-car terminus at Charlotte and Rideau streets, and still provide the necessary service for a widely spread population. The line was bought by the O.E.R. which ran the buses as a feeder line to the Charlotte St. street-car terminal. At the same time the Eastview Bus Service under Leon Potegorsky served exactly the same route but carried its passengers as far as Confederation Square. For a few years the two lines worked in competition. Finally the O.E.R. stopped its Montreal Road service and left the Eastview line in control. 46

In 1926 the secret French-Canadian patriotic society, l'Ordre de Jacques-Cartier was founded in the parish of St. Charles in Eastview under the guidance of the curé, Msgr Barrette. This order became an influential force, if not throughout French Canada, at least in the capital. 47

Eastview was never a very rich town. Although the tax rate was high, low assessments kept municipal revenue down. Most of the family heads worked in Ottawa. When the depression struck, many found that Ottawans preferred to hire Ottawans, jobs were very scarce for people from Eastview. Many people defaulted on their taxes. By 1931 the town was in trouble. A special act of the Ontario Legislature authorized it to borrow \$75,000.00 to pay off debts. 48

By 1932 about one-third of the town's working force was "on relief", a financial charge on the town. Relief payments devoured its slender financial resources; Eastview had to borrow heavily. In December, a delegation of citizens persuaded Donat Grandmaitre, one of the town's leading businessmen, to run for the mayoralty. Much against his will, for he had a large family and important business commitments, Grandmaitre accepted. 49 He won after a hard fight. One of his first acts was to abolish the mayor's salary. 50 His main platform, that he carried out, was an insistence on the payment of taxes. As the Citizen recalled years later, a study of the assessment rolls and a comparison with the totals of annual tax collections all but blew the roof off the town hall. Grandmaitre was ably assisted by his vigorous tax-collector. J.A. Casault, who is said to have sported the motto "In God we trust; all others pay cash". Although the mayor was lenient with taxpayers who were completely destitute, he insisted that those who could should pay their taxes in full or suffer penalties. 51

Despite their best efforts the revenue of the town continued to decline as more and more of the citizens were forced onto relief. Eventually the province stepped in and took over the expense of the relief bill, the biggest single drain on Eastview's budget. Even then the financial position was so weak that the Ontario Department of Municipal Affairs decided to place the town under its supervision. Under this arrangement Eastview was sheltered from its creditors but it had to limit its expenditures to those

that could be met out of current revenues. Nor could any money be spent without the approval of a supervisor appointed by the province. 52 Since the town had defaulted in 1934 and seemed certain to default again in 1935, the town council on May 10, 1935 passes a motion "requesting" such a move. 53

Roméo Bégin, who had served the town for several years in many posts including those of clerk and treasurer, was appointed supervisor. He resigned as clerk in 1937 to run for the provincial legislature. In 1941 he resigned as both town treasurer and provincial supervisor. Although the town remained under theoretical supervision the post was left vacant, such was the confidence of the provincial authorities in Mayor Grandmaître. 54

In 1944 Eastview was refinanced, a new series of debentures being issued. In 1946 the bonds were redeemed and resold at a lower interest rate. In this way Eastview's finances were put on a better basis, while the taxpayers were promised savings of well over \$200,000.00 during a forty year period. 55

The demand that everybody pay his taxes is an act not likely to make a mayor popular with his voters, particularly when they are suffering an economic depression. In December 1935, Grandmaître was voted out of office. Mayor J.E. Charette, whose council included several men on relief, dismissed all civic employees except the firemen, policemen and Roméo Bégin. Some were to be rehired at lower rates of pay, others were to be replaced (in particular tax-collector Casault who was accused of squeezing the poor for his own profit) and other posts were abolished. The civic employees, led by Bégin, refused to be fired. The Ontario Government was appealed to; it upheld the employees. 56 Charette's act was disallowed.

However, it was not the town's financial condition that made its name known throughout Canada this year. It was the "Great Birth Control Trial". 57 Miss Dorethea Palmer was arrested for distributing printed information advising on the use and procurement of contraceptives. She was defended by two top lawyers in what became the longest and perhaps costliest trial ever held in a Canadian magistrate's court. 58 Her acquittal took the teeth out of Canada's anti-contraceptive law. 59

The next year Grandmaître was re-elected mayor. He set to work anew. Not only did he help restore the town's financial position but his "pay as you go" policy managed to maintain essential local services. Somehow money was found for sewerage, water and road systems, for the town hall renovation, for a new fire-truck and a snow-plow. Mayor Grandmaître endeared himself to the citizens by special relief measures. He encouraged community vegetable gardens near McArthur Road and on the Montreal Road. Men who were short of food were paid in vegetables for

working a few days in the gardens. By sawing and splitting in a local wood-lot the unemployed could earn fire-wood. On one occasion the mayor lent his summer home to a destitute family that had appealed to the council. 60

One of Grandmaitre's greatest fights was with the city of Ottawa over its attempt to raise the water rates charged to the town. The struggle began in early 1939 and by March the mayor was challenging Ottawa to shut off the water. The battle continued for over three years. Finally in 1943, the Ontario Municipal Board set the water rate lower than even Eastview had hoped for. 61

Under the steady hand of Mayor Grandmaitre and the watchful eye of the province's administrator the town's financial position slowly improved. With the war, prosperity returned to Eastview. By November 1944 the Citizen could report that in the previous two years alone the town had halved its debenture debt. 62

During the Second World War Eastview contributed many men to the fighting forces. A navy frigate, H.M.C.S. Eastview was named after the town. 63 The war also brought a boom to the Ottawa region and Eastview shared in the general growth. Although building material shortages restrained large-scale housing projects in the town, over 3,000 people were added to the population between 1941 and 1946 to make a total of over 12,000. 64

An article in the Ottawa Journal, November 1946 entitled "Eastview Grows Up" told the story. Eleven years previously the town had staggered under a \$700,000 debt, now it owed only \$400,000. The town could offer new-comers low-cost real estate properties, low building costs, and low taxes. Real estate firms were buying blocks of land and building houses that were quickly sold. Roads were surfaced and services were being put in although "pay-as-you-go" restrained rapid development. Council offered house-lots for one dollar to any veteran who would build a house within a specified time, and of a certain quality. Special concessions were offered to commercial firms. As a result the town was expanding to both north and south. On the Montreal Road two large apartment blocks housing sixty-eight families were erected. Kingsview Park, beside the Rideau River, a pet project of Mayor Grandmaitre, was being built as the "Rockcliffe of Eastview". In July 1946 alone, over 125 homes were under construction. Most were along MacArthur Road but some further north around Marier Ave. 65

Despite the progress most citizens looked upon annexation to Ottawa as the inevitable and even desirable fate of Eastview. In February 1947, Reeve Daniel Nault & urged that the town be annexed to Ottawa.

& The Reeve was the town's representative on Carleton County Council.

Mayor Grandmaitre said that a glance at the budget made him agree with the reeve, since costs of administration and costs of a proposed high school were rising. Most of the councillors supported his statements. Annexation had frequently been discussed before. 66 In 1939 Ottawa had considered initiating annexation as a means of ending the water-rate dispute but decided that the town's financial position would impose a burden on Ottawa's tax-payers. 67 (In the 1920's the residents of Clarkstown had been in favour of annexation of their district to the capital so that they might continue to send their children to Ottawa schools. That problem was finally solved by a special act of the Ontario Legislature which set up an independent school board for Ward 6.) In 1946-47 Eastview was much stronger financially. The mayor pointed out that the \$400,000 debt was more than balanced by the 2,000 building lots available. 68 However, the costs of servicing those very lots, as well as the still sizeable debt, deterred Ottawa from annexation and Eastview remained independent. 69 Nevertheless the town's financial position had so improved that the Department of Municipal Affairs ceased its supervision in early 1947. 70

Since its beginning, Eastview had been forced to send its young people to Ottawa for their secondary education. By the 1940's the town was paying the Ottawa Collegiate Board \$5,400 annually for this service. It was becoming apparent that the rapidly growing community could no longer be adequately served by such an arrangement. Mayor Grandmaitre took a leading role in the setting up of a High School Board in January 1947. 71 The proposed school was designed to serve not only Eastview but also Gloucester Township. Debentures were issued and work began. It proceeded rapidly. The school was ready by September 1949; J.O. Proulx was its first principal. 72 Eastview High School is unique in Ontario in that it is bilingual, offers religious instruction, but is supported by public taxes.

Since Ottawa and Eastview began jointly to clear the ice on the Rideau River, floods have become very rare events. Nonetheless, on April 7, 1937, the sudden movement of an ice jam sent thousands of tons of water through Eastview, flooding cellars and carrying away woodpiles. The water receded quickly; by April 8 traffic was back to normal on the Montreal Road. The Ottawa city engineer claimed there would have been no flood if Eastview had cleared the river between Saint Patrick St. Bridge and Cummings Bridge in time. The charge angered Eastview particularly since a workman had just lost an arm and the fire chief had been blown twenty-five feet in a blasting accident. 73

On March 20, 1948 occurred the worst flood since 1913; over \$650,000 damage was suffered in Eastview alone. Ice had jammed above the Cummings's Bridge and when the jam broke, a wave of water flooded much of the western part of the town, including Kingsview Park. Grandmaitre blamed Ottawa for failing to blast the ice in time. Eastview had already finished

its allotted section. 74 Whatever the cause, the water soon reached such heights that a rescue operation were required. Sea Scouts used the rooftop of one house as a base of operations. The Sea Scout troop, 11th Ottawa (1st Eastview), for many years under the leadership of J.W. Glass, as well as many private individuals, did most useful work evacuating victims from their homes and later ferrying them back for the clean-up. The Sea Scouts also organized an anti-looter patrol which greatly assisted the over-strained police force. It was four days before the waters receded enough for the town to return to normal. 75 This was the last major flood in Eastview.

The floods were only a minor set-back. Eastview continued its growth. A new two-storey recreation centre was opened on April 19, 1948. It was to be used not only for individuals but also by the Caisse Populaire, the Saint Jean-Baptiste Society, the Club Richelieu, youth clubs and handicraft groups. 76

In October 1948, the man who had done so much for the town, Mayor Donat Grandmaitre, announced that he would not seek re-election due to "impaired health, and increased private business". 77 For fifteen years he had led his town through hard times and goods. One of the most surprising facts about Mr. Grandmaitre was that he had accepted power reluctantly; each election year he had to be coaxed to run. At last the day had come when he could be coaxed no more.

Councillor Gordon Lavergne was elected as the new mayor in December. Prosperity continued. In March, 1949 it was announced that forty apartment buildings with 320 family-suites would be erected between Montreal Road and McArthur St. near the Jacques-Cartier playing field. 78

Montreal Road had been paved with a twenty-foot strip down the centre shortly after the Ontario Department of Highways took it over from the toll-road company around 1918. The road had then been turned over to the town for upkeep, but Eastview could not afford to maintain it in the condition needed for a highway. Nor was it fair to ask the ratepayers of Eastview to maintain a thoroughfare used primarily by through traffic. Not until 1949 was an agreement signed whereby the town and province agreed to share the cost of repaving the road from curb to curb. 79 Until then it had been said that, "for breaking of springs, bruising of tires, loosening of bolts and shaking of motorists' livers, Montreal Road stands alone and unchallenged". 80 Now Eastview had a main street it could be proud of.

Although the Eastview Bus Service had come under new management, bus riders complained that not enough streets were served: there were too few buses and waits between them were too long. The company announced that it was ready to sell either to Municipality of Eastview or to the Ottawa Transportation Commission. 81 In November, 1950, Eastview

citizens voted to give a franchise to the O.T.C. The Ottawa line began service on January 1, 1951. 82

In September 1949, the Ontario had government announced that a new hospital to serve Eastview and Russell County would be built beyond the eastern boundary of the town, the results of the labours of a group of citizens led by former Mayor Donat Grandmaitre and Father Ducharme of Notre-Dame de Lourdes. 83 Jean-Serge Le Fort was the architect. 84 The new Hopital St. Louis-Marie de Montfort on the Montreal Road was opened in 1953. By this time the city of Ottawa had extended its boundaries; the hospital was in Ottawa. Eastview is now served by both the Ottawa General and St. Louis-Marie de Montfort Hospitals. Early in 1947 there had been action on the part of the town government to have the municipality annexed to Ottawa. However, the continued prosperity had brought a sense of pride to Eastview citizens. In September 1949 Mayor Bourque of Ottawa announced that Eastview would be annexed in the following year. 85 He was met with unanimous opposition from the Eastview administration. 86

The Council suddenly realized that even if the town were not annexed, it would soon be an island surrounded by Ottawa. In a last minute effort to secure room for expansion the town applied for the right to annex 500 acres of nearby Gloucester Township. 87 Its bid was rejected by the Ontario Municipal Board, primarily on the grounds that Ottawa could provide the annexed region with better services than could Eastview. 88 Thus Eastview became an island surrounded by Ottawa & when that city completed its annexations in 1950.

Within its confined borders, Eastview continued to develop. A large apartment and housing project was started on Blake Boulevard. 89 This was just one of many such construction enterprises within the town. By 1953 there were fourteen small manufacturing firms in the town, as well as the shops of Atomic Energy of Canada, which produce cobalt bombs.

In 1952 the new baby clinic building had been opened thanks to the generosity of several of the town's service clubs. This year the town had attempted to set up an independent Community Chest, for the collection of funds for charities. The Chest failed to reach its objectives, primarily because the many Eastview residents who worked in Ottawa had their contributions deducted from their pay-rolls, swelling the total of the Ottawa Community Chest. 90 Therefore, in 1954 Eastview Community Chest merged with Ottawa's. 91

& Together with the village of Rockcliffe Park, which adjoins it on the north.

Throughout the 1950's notices like this continued to appear in the Ottawa papers: "Eastview bright spot in Capital area construction, 185 homes started in first six months of 1953"; 92 "Fifty more houses for Eastview to the north of Rue St. Jacques"; 93 "Forty-five unit apartment house to be built on Russell Road"; 94 "Around twenty apartments to be built north of Lavergne Boulevard". 95 The town was quickly filling out, largely as a middle-income residential community; it was attracting a higher proportion of civil servants than it had previously sheltered.

Commercial growth matched the residential. In 1956 Le Droit took an assessment of businesses along the Montreal Road and discovered: that the number had tripled in the previous three years; banks, food-stores, supermarkets, hardware shops, barber shops, furniture stores, as well as many other types of commercial establishments, could be found where a few years before there had been empty space or old frame houses. 96 By 1960 there would be a new motel, while the existing hotel and motel would be much expanded.

Recreation was not forgotten. The Lions Club presented the town with the fully developed Parc Nault in 1957. 97 Two years later the Kiwanis Park was opened. 98

A sign of trouble came in 1956. In March of that year the Ontario Municipal Board warned that Eastview's debt, \$565,597, was excessive. It demanded that Council prepare better estimates of revenue and expenditure, raise taxes as necessary, limit expenditures to budget, and levy adequate taxes to pay the county rates. 99 Mayor Lavergne, also the local member in the Ontario provincial legislature, introduced a bill for special debentures of \$485,000, stating that the town's low assessment rates would have to be raised. 100 After some opposition in the provincial house the bill was passed, the debenture having been raised to \$565,597. Eastview was given "another chance", with a warning from the Department of Municipal Affairs; assessments would have to be adjusted since they were forty to forty-seven per-cent below the recommended levels. 101

The town council did increase assessments greatly in December, 1959, while dropping the tax rate proportionally. 102 However, assessment along the Montreal Road was much higher than in the rest of the town. The Montreal Road Property Owners Association was formed under Oscar Perrier, 103 and a petition was sent to the Ontario Municipal Board. 104 Then 100 ratepayers sent another petition requesting an audit of Eastview's financial affairs. The audit was ordered. Meanwhile there were accusations that choice lots had been sold by the town at prices considerably below their value. 105 The audit began on June 7, 1960. 106 Six days later a public inquiry was ordered by the Ontario government. 107 On July 5, 1960 a reform group called the Citizens' League was formed. 108

The inquiry was conducted by Commissioners T.G. Blake and C.W. Yates of the Ontario Department of Municipal Affairs. The Citizens' League played a strong role. It was represented by J.P. Melligan. When the official report appeared it supported most of the charges that had been raised before the enquiry. 109

The Citizens' League promised a full slate of reform candidates. They were opposed by all the members of the old council, while some candidates ran independently. 110 The candidates put forward by the League swept the elections, and Oscar Perrier became the mayor. 111 One of the new administration's earliest acts was to hire men to replace officials who were planning to retire. In February 1961 Mr. Len Morris became the new town clerk, and in March Jean-Bernard Joly and Claude Dwyer were appointed fire and police chiefs respectively. In 1962 Mark P. Heitshu was made the first town engineer. Aurélien Dubeau is the only senior official whose appointment predates 1961; in 1958 he had been appointed assessment commissioner. 112

The town engineer quickly became one of Eastview's busiest officials. For years parts of the town had been plagued with basement-flooding and backed-up sewers every time there was a heavy rain. The old sewer system had been primarily for sanitary services; it could not remove large amounts of rain water. Into Eastview from the south and east flowed several large ditches, once water-courses. To remedy the situation a large sewer construction project was begun, part of which was a joint effort with the city of Ottawa. 113 At the same time many of Eastview's roads lacked asphalt paving and curbs. In June 1962 a major road-construction project was begun, with the aim of paving and making curbs for sixteen streets before 1964. 114

Anticipating future growth, council passed a by-law repealing a town-wide ban on all buildings over 35 feet in height. Now buildings could be built to a height which related to that of the Peach Tower. & 115

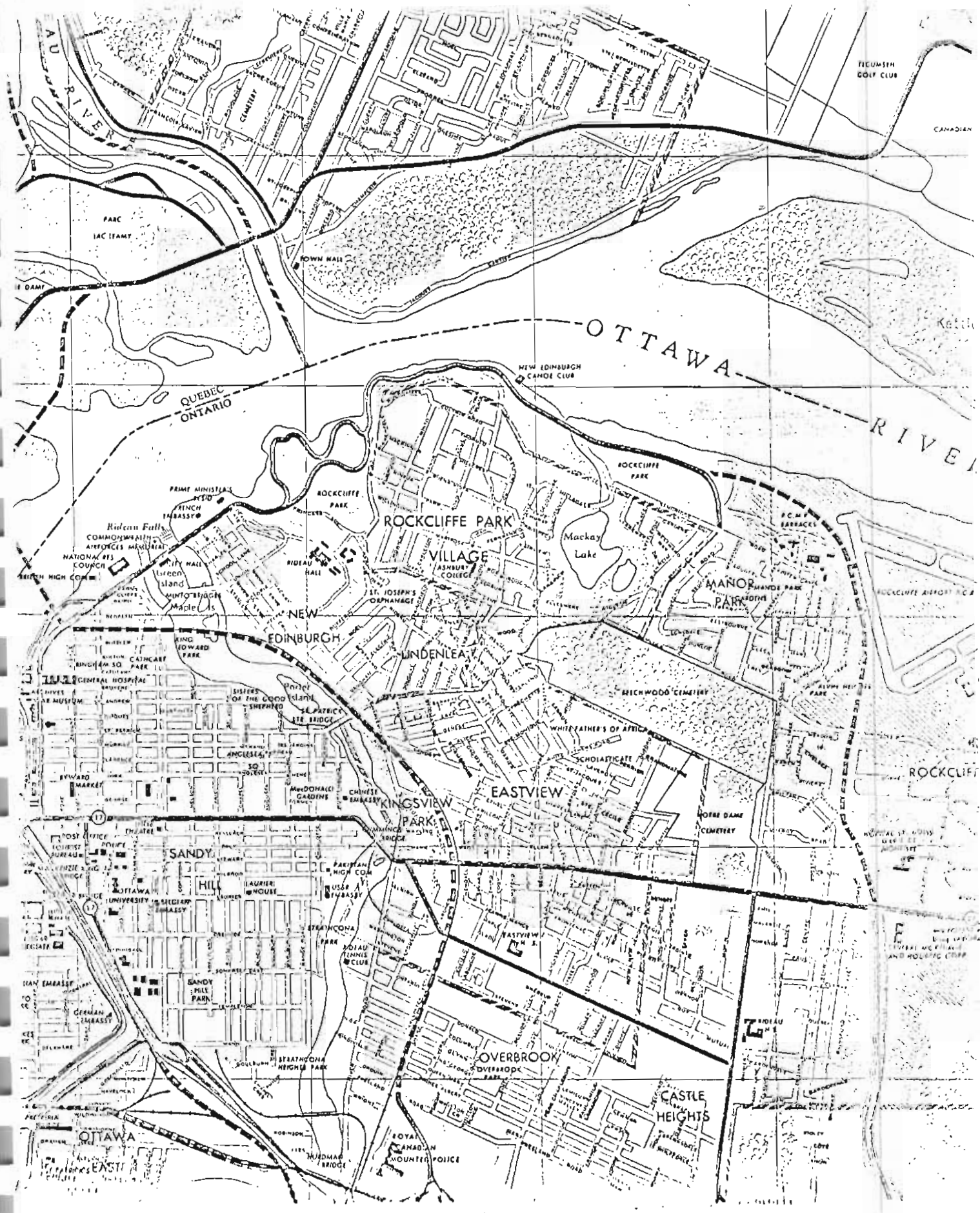
Mayor Perrier and his council realised that the once little town had grown big enough to be a city. The idea that Eastview should become a city had been proposed as early as 1950. 116 Twelve years later, with a population of 24,555 (62.51% French-speaking), the town had matured to the level where that idea could now be put into effect. Not only did the title of city bring greater prestige, but as a city Eastview would not have to contribute some of its revenue to the County of Carleton. On the other hand it would have to pay for certain services directly; for example a court system, providing services once supplied by the County.

& Most of Eastview lies from 70-100 feet below the elevation of Parliament Hill. The only really high ground, a knoll near the scolasticat of the Pères Blancs, is a good 30 feet below Parliament Hill.

Undaunted, the councillors made application to the Ontario Municipal Board for permission to make the change. One of the steps taken by the town council was to prepare a re-arrangement of the town's political constitution. As a city Eastview would no longer need the services of a reeve and his deputy. In addition, the old office of councillor would give way to that of alderman. Instead of one councillor for each of the six old wards, there would now be two alderman for each of the four wards (it had been decided to amalgamate wards 1, 3 and 4 into one ward). 117 On January 1, 1963, Eastview became a city, and Oscar Perrier was elected mayor. The old separate school building of 1889, converted into a town hall in 1915, became the City Hall in 1963. But Eastview has plans for a new city hall, for new growth, for expansion within the bounds of Ottawa.

Compiled by Philip Shea,
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1964.

Eastview became the City of Vanier



Footnotes

- 1 H. Belden and Co. - An Illustrated Historical Atlas of the County of Carleton Toronto, 1879, p. XXXVII
- 2 J.G. Gourlay - History of the Ottawa Valley, Ottawa 1896, p. 105
- 3 ibid, p. 105
4. National Capital Commission, City on the Ottawa p. 66 unpublished manuscript.
- 5 L. Brault in Le Droit May 31, 1954
- 6 Ottawa Free Press, November 9, 1877
- 7 H. Belden, op. cit. p. XXXVI
- 8 Mr. R. Bégin (interview)
- 9 H. Belden, op. cit. p. XIII
- 10 Eastview Public School Board (interview)
- 11 Eastview Separate School Board (interview)
- 12 The Ottawa Journal, January 14, 1963
- 13 A History of St. Margaret's Parish, manuscript
- 14 Cahier Souvenir des Fêtes de Soixante Quinze Ans de la Paroisse Notre-Dame de Lourdes
- 15 Eastview, The New City, p. 64 Ottawa, 1963
- 16 H. Legros and Sister Paul-Emile, Le Diocèse d'Ottawa, 1847-1948, Ottawa, 1949
- 17 ibid. p. 548
- 18 Ottawa Free Press, January 2nd, 1891
- 19 Ottawa Free Press, March 22nd, 1913
- 20 Ottawa Free Press, December 18, 1908
- 21 Mr. R. Bégin (interview)
- 22 Ottawa Free Press, January 5th, 1909
- 23 Village of Eastview, By-law February 1, 1909
- 24 Village of Eastview, By-law May 5, 1909

- 25 Eastview Public School Board (interview)
- 26 Eastview Separate School Board (interview)
- 27 Eastview, The New City p. 51
- 28 R. Bégin (interview)
- 29 Ottawa Free Press, January 1913
- 30 Le Droit, September 24, 1913
- 31 Town of Eastview By-law, April 29, 1914
- 32 Fire Chief B. Joly (interview)
- 33 Eastview, The New City p. 42
- 34 Village of Eastview By-law, November 22, 1911
- 35 R. Bégin (interview)
- 36 Village of Eastview By-law, June 19, 1912
- 37 Town of Eastview By-law, January 20, 1915
- 38 ibid
- 39 R. Bégin (interview)
- 40 Town of Eastview By-law, January 12, 1920
- 41 Town of Eastview By-law, March 15, 1920
- 42 Emile Martel (interview)
- 43 Eastview Health Department (interview)
- 44 The Ottawa Journal, March 3, 1949
- 45 Eastview Health Department (interview)
- 46 R. Bégin (interview)
- 47 Roger Cyr, La Patente, Montreal 1964
- 48 Town of Eastview By-law, April 29, 1931
- 49 The Ottawa Citizen, December 7, 1946
- 50 Town of Eastview By-law, September 6, 1933

- 51 The Ottawa Citizen, November 8, 1946
- 52 R. Bégin (interview)
- 53 Minutes of Eastview Town Council, May 10, 1935
- 54 R. Bégin (interview)
- 55 F.J. Simard (interview)
- 56 The Ottawa Citizen January 1936
- 57 Maclean's Magazine, November 23, 1957
- 58 ibid.
- 59 ibid.
- 60 Gerald Grandmaitre (interview)
- 61 The Ottawa Citizen, January 14, 1943
- 62 The Ottawa Citizen, November 16, 1944
- 63 Le Droit, June 8, 1944
- 64 Le Droit, September 25, 1946
- 65 The Ottawa Journal, November 13, 1946
- 66 Le Droit, February 6, 1947
- 67 The Ottawa Journal, March 31st, 1939
- 68 The Ottawa Citizen, February 7, 1947
- 69 The Ottawa Journal, February 7, 1947
- 70 The Ottawa Citizen, February 12, 1947
- 71 Le Droit, March 31, 1947
- 72 Le Droit, September 6, 1949
- 73 The Ottawa Journal, April 7-8, 1937
- 74 The Ottawa Journal, March 22, 1948
- 75 Log-book "Highflyer" 4th Ottawa (1st Eastview) Sea Scout Troop

- 76 The Ottawa Citizen, April 19, 1948
- 77 The Ottawa Citizen, October 12, 1948
- 78 Le Droit, March 17, 1949
- 79 Le Droit, January 24, 1949
- 80 The Ottawa Journal, October 2, 1947
- 81 Le Droit, October, 1949
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- 83 Le Droit, September 24, 1949
- 84 Le Droit, November 15, 1949
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- 86 The Ottawa Citizen, November 3, 1949
- 87 The Ottawa Citizen, November 12, 1949
- 88 The Ottawa Journal, December 2, 1949
- 89 The Ottawa Citizen, June 18, 1950
- 90 The Ottawa Citizen, November 19, 1953
- 91 un-named newspaper clipping, June 8, 1954
- 92 The Ottawa Citizen, August 20, 1954
- 93 Le Droit, February 2, 1956
- 94 Le Droit, May 1956
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- 96 Le Droit, August 4, 1956
- 97 The Ottawa Citizen, February 20, 1957
- 98 Le Droit, July 27, 1959
- 99 The Ottawa Citizen, March 18, 1958
- 100 The Ottawa Journal, March 19, 1958

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- 102 Le Droit, December 3, 1959
- 103 The Ottawa Citizen, April 12, 1960
- 104 Le Droit, April 14, 1960
- 105 The Ottawa Citizen, May 27, 1960
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- 108 The Ottawa Citizen, July 5, 1960
- 109 The Ottawa Journal, The Ottawa Citizen, November 17, 1960
- 110 The Ottawa Citizen, November 26, 1960
- 111 Le Droit, December 6, 1960
- 112 Eastview, The New City pp. 54-56
- 113 Le Droit, March 11, 1963
- 114 The Ottawa Citizen, June 15, 1962
- 115 unidentified newspaper clipping, October 30, 1962
- 116 Le Droit, July 22, 1950
- 117 Le Droit, October 9, 1962