

between Aylmer, Britannia and Fitzroy Harbour below the un-navigable Chats Falls. On weekends it provided many a romantic evening of dancing for its guests. The *G.B. Greene* was one of the upper Ottawa Improvement Company steamers used for hauling logs on the Ottawa River and doubled as an excursion vessel.

On the other side of Lake Deschênes, the Hull Electric Tramway Company set up Queen's Park, two miles above Aylmer, in 1901, rivalling Britannia Park. It had a wharf, merry-go-round, pavilions, boating, swimming and many of the other amusements and amenities offered at Britannia. Like the Ottawa Electric Railway, the Hull company made the park its westernmost terminus and tried to rob Britannia's park of its success by offering unprofitably low fares. However, Queen's Park did not stand up to Britannia, and was closed in the 1920s making way for cottage development.³

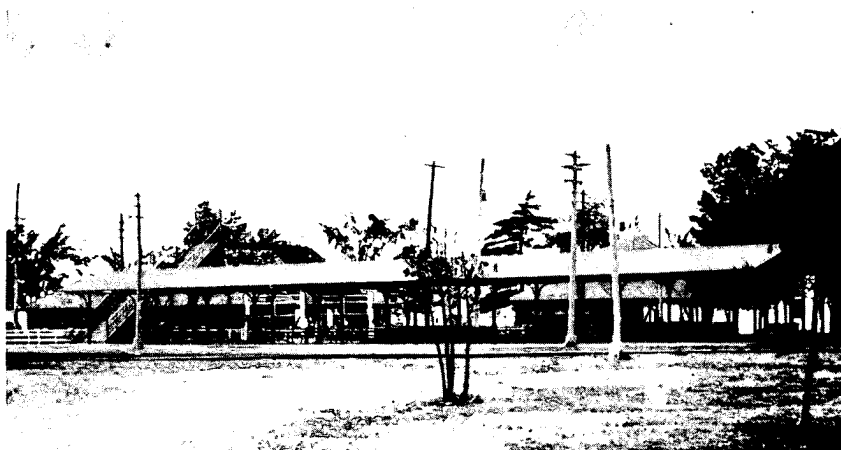
Soon after World War I, the bubble also burst on Britannia Park and the enthusiasm for buying Britannia property and building cottages or homes died. During this period of war and economic decline, some of Britannia's major attractions were destroyed. The *G.B. Greene* was seriously damaged by fire in July 1916, while docked at Quyon. Although the vessel was rebuilt the following year, it failed to regain its pre-war popularity and was eventually scrapped. In August 1918, fire destroyed the Britannia Boating Club's premises at the end of the pier, with all the equipment, trophies and most of its records, forcing the club to return to the original headquarters on Cassels Street and start all over again.

The period from 1930 to 1950 saw the park decline steadily in popularity and its future was in jeopardy as the O.E.R. faced financial losses. Fewer people made use of the park with the growing use of private transportation, the opening of new untapped parklands, and the increased streetcar fares after 1925.⁴ In the thirties, dance bands such as Mac Turner and Babe Giddens played at Lakeside Gardens. There was the crystal ball and the hardwood floor ringed with booths for sitting out. It was a place a guy could take a girl out for 50 cents, including soft drinks and carfare, for a night of fun and dancing. It was during this time that Dayton had the park concession. He had a fast food counter and a screened-in old fashioned tea room with service. The Sunday band concerts also continued. The growing civil service became the new generation of fun-lovers at the beach and the park's other facilities. Its circular running track and assorted track and field amenities made the park popular for athletic meets.

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Britannia Bay, 1928.



The streetcar shelter, Britannia Park, 1937.

In 1947, a New York transit expert urged that the O.E.R. Co. sell the park since it was becoming increasingly expensive to operate, and at this time, few transit companies had amusement parks' One alternative use suggested was that the Canada Central Exhibition should be transferred to Britannia from Lansdowne Park in Ottawa because of its growing size.

City aldermen wanted Ottawa to buy the park, but Charlotte Whitton, then on Ottawa's Board of Control, wanted it sold and subdivided to provide more people who would use the Britannia Line and to give the Ottawa Transportation Commission the proceeds for buying new equipment.⁶ The City Council voted in favour of buying the 60-acre playground.

When the City of Ottawa took over the park in 1951, it was much the same as it had been for 30 years before. The long pier with its diving tower and two bathing houses, which had replaced the several small huts, had survived 50 winters and summers. Boating and water skiing clubs made use of the pier for their activities and Lakeside Gardens, the large entertainment pavilion, was still welcoming young couples wishing to enjoy an evening of dancing. However, the beach was succumbing to weeds. To the west of the pier, the beach was rocky, and to the east, flat rocks and weeds made it unusable. The beach was bulldozed each fall when the water receded, but the unwanted vegetation reappeared, more resistant and plentiful than before. At least one commentator still considered the park to be the best sporting area in the city but added that it needed more development for the most possible use of it to be obtained. *The Ottawa Journal* prescribed a full-scale amusement park with a midway, extension of tennis and boating to the public and an improved beach.⁷

The Recreation Department, which assumed control of the park, slowly began improvements with little long-range planning. A children's miniature railway was opened in 1952, one of only three in Canada, and was operated as a concession. Bands were asked to perform three nights a week at Lakeside Gardens but no improvements were made to the beach.

From this point on, the City took more interest in reestablishing Britannia Park's prestige among the area's recreation spots. It was one of the city's largest parks and the only one of any importance in the West End. It also had to serve an ever-growing population as subdivisions opened up for housing in the fifties. In 1952, the first large-scale plan to upgrade the park was unveiled. This half-mil-

million-dollar project called for a series of innovations and renovations over a period of several years. The buildings north of the C.P.R. tracks, which were deemed not worth repairing, were to be demolished. A new dance hall was to be built and space made available for more park benches and flower beds. The north end of the pier was to be removed and the remaining section widened to accommodate two artificial pools, a large terrace, and a boardwalk. The area south of the C.P.R. tracks would be reserved for tennis, bowling greens, picnic facilities and amusement devices. A zoo, camp site and picnic area were slated for the area further south, and at the very back of the park there was to be stock car racing and a sports field. In sum, the park would have everything under the sun for family recreation.

Much of the master plan was not followed up, for no major capital commitment was made to remodel the park. The park continued to deteriorate, the underpinnings supporting the pier grew weaker, the woodwork rotted, the steel corroded and holes appeared. Neither the zoo nor the stock car racing was pursued. In 1954 the Recreation Committee recommended closing Britannia Park until the necessary repairs were made. At this point, Ottawa's Board of Control, unhappy with the lack of progress, took over direction of the park. In June of that year, some improvements were finally carried out. Work was authorized on clearing weeds, removing the outer section of the pier and filling the bay upstream with sand. Repairs were to be made to Lakeside Gardens, the water intake and pumping unit was to be relocated and the footbridge across the C.P.R., which was deemed unsafe in 1954, was to be demolished.

No one needed to dismantle Lakeside Gardens. On the night of the 4th of July 1955, the building was destroyed by fire. Mayor Whitton, the next day, called for recasting the layout of the park to make it an amusement centre for good wholesome activities in which whole families (could) take part, such as snowshoeing and tobogganing in winter, and dancing, swimming and picnicking in summer. New plans for the park were made, with the intention of restoring it to its former glory with modern facilities. The pier was to be demolished and the area around it made into a beach. Besides a new building to replace Lakeside Gardens, which would include restrooms, dressing rooms and a recreation hall, a sports centre, improved picnic grounds, outdoor pools, and a boardwalk and terrace were to grace the revamped park. This official plan also called for doubling the area of the park from 60 to 120 acres in 1957

and a bird sanctuary.

The revamping of Britannia Park proceeded smoothly for a few years. The wooden pier, relic of the early days of this resort, was removed and replaced by a stretch of beach in 1958, and work began on widening the remaining 1,000-foot concrete pier. The new Lakeside Gardens opened in June 1958. The following year the building was used for displaying modern art works, for screening a series of summer films and for dancing on Friday and Saturday nights under the supervision of the Kiwanis Club.

By the mid-summer of 1958 Britannia Park had made a comeback. By the end of the season, some 8,000 people had attended the dances at Lakeside Gardens.⁸ The following year at the park was billed as a Festival of the Arts featuring free Sunday concerts, a drama night, films and dancing.

By the mid-sixties, the more ambitious improvements planned for the park were abandoned as interest subsided. Lakeside Gardens was not being used as much as expected, and it became increasingly costly to maintain. Kiwanis Club lost money on the dances it held and they were stopped in 1964. Possible income from the sale of alcoholic beverages was even considered, but this was dismissed quickly when Mayor Charlotte Whitton attacked any notion of licensing the dance hall.⁹

The pollution of Britannia beach had become a serious and apparently irreversible condition by 1967. A local biologist claimed in 1969 that the Ottawa River was dying and that only Britannia Bay was safe enough for swimming in the Ottawa area.¹⁰ The following spring, a new weed condition developed in Lake Deschênes which was blamed on the overworked Shirley's Bay Sewage treatment plant upriver.¹¹ The Belltown beach was cleared by residents until 1969 when it was bulldozed of its weeds and sandfilled. The Ottawa Fish and Game Association offered to clean up the beach if the City of Ottawa put up a sign to discourage the shooting of wildlife on this bird sanctuary. The City declined, and the beach was left to the weeds.

Plans for constructing an outdoor pool at Britannia were revived in 1971, in view of the unhealthy state of the beach. This time an artificial lake was suggested, like the one at Brewer Park near the Rideau River in Ottawa. Approval was given for this scheme in 1971. Water was to be pumped from the Ottawa River, then filtered and chlorinated to fill a lake 500 by 250 feet, with a maximum depth of five-and-a-half feet. However, new provincial regulations regard-

ing artificial lakes prevented the plan from proceeding. Since then, swimming at the beach has been curtailed when closed by the regional Medical Health officials due to pollution. In recent years the bay has become popular with windsurfers because of its shallowness. A change in Regional health policy increased the number of swimmable days at Britannia Beach and as a result, the beach's maintenance has been improved.

During the seventies, the City had good reason to be concerned about their large open space in the West End. The once popular Sunday recreational centre was now garbage-strewn, pot-hole-ridden, and abandoned to seagulls, and high-rise development brought thousands of potential users of the park to Britannia. In Ottawa, Mayor Pierre Benoit's inaugural speech of May 1972, expressed a new spirit of rejuvenation towards the park.

However, it was not until four years later that a staff report on Britannia Park called for improvements to the waterfront, docking facilities for small craft, more tennis courts, a creative playground and a thorough landscaping. A draft plan for public discussion followed in 1977. The plan ignored federal and regional plans for an arterial through the park and suggested it could have more foot and bicycle paths, more parking space, a boardwalk along the beach, more trees, a lawn bowling green, a hockey rink, baseball diamonds, a band stand and formal gardens, with an old streetcar as a focal point and a reminder of the old days.

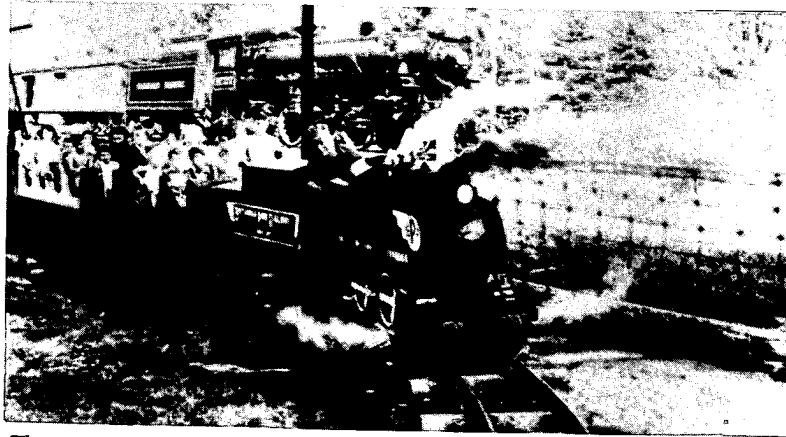
Public meetings on the first phase of redesigning the park were held in 1978, to inform local residents of the City's intentions for the park and to allow them to indicate to the planners concerns they had. Like other major changes, this aroused the concern of inhabitants in the area. The parking lots and recreational areas were rearranged after Belltown residents complained bitterly about public transit routes into the park.¹³ Other residents voiced opposition to the removal of parking east of Lakeside Gardens, and replacing it with parking on the west side and more parking south of the N.C.C. bicycle paths. A new access route from Carling into the park by way of Greenview was planned. Up to this time cars had entered the park from Don Street. The residents of the new Greenview condominium objected to an extension of their street into Britannia Park.¹⁴ They felt that cutting down trees for the accessway was needless destruction and that the new route would only increase traffic noise. They suggested that Howe Street should instead be extended, but this ran counter to the desire of the City and other

residents to keep park traffic from the residential neighbourhood.¹⁵ The park renewal was staged into phases, and before each phase went to tender, the plan was to be re-evaluated in the light of suitability and desirability by staff and local residents.

Within a year of completing the first phase of the plan, usage of the park increased noticeably. At the time of writing, the third phase is under study and consideration by the public and city staff. The study of the Ottawa River for the Regional Government, which had been suggested by Alderman Catterall, is progressing and approaching the stage in which it will suggest what the Ottawa-Carleton Regional Government can do to improve the condition of the water, especially in Britannia Bay.

For over 80 years, Britannia Park was the main feature of Britannia. Its rise and fall mirrored the rise and fall of the rest of Britannia. After it was taken over by the City of Ottawa it became a source of public concern, and plans for its renewal revealed the City's wish to recapture the glory it once enjoyed. The absence of any real long-term commitment to their aims led to a couple of decades of muddling as the park declined in popularity and respect among city politicians and residents alike.

In the mid-seventies, the realization of the value of open space for recreation within the City's boundaries awakened a new sense of commitment on the part of politicians, planners and residents alike. Together, they brought about the improvement of Britannia Park and hopefully in the near future the improvement of the water.



The miniature train at Britannia Park with the C.P.R. train in the background, 1950 s.

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Britannia Beach, 1979.



Britannia Beach, 1983.

When Britannia-on-the-Bay was the Playground of Ottawa

Just to bring back nostalgic memories to oldtimers and as well inform our younger generation, old Britannia Park, over the years, entertained thousands in its beautiful and natural setting.

It inspired the pen of E.B.E. Bessey to do a song about Britannia. Unfortunately it did not become a hit, but here it is, as it was written in 1909.

*"No hurry, no worry, but everything gay
At Britannia on the Bay."*

Lyric and Melody by E.B.E. Bessey, Ed Butler, 1909.

"When you stumble along, with everything wrong
And the world dyed in blue's deepest shade,
Don't worry and fret, you'll have better luck yet
And your blueness won't take long to fade.
But that bright sunny day, maybe sometime away
So while waiting the turn of the tide
Just hop on a car, all your cares it will jar,
You'll enjoy a good trolley ride.

Chorus

Out to Britannia on the Bay, it's not so far away
Take a wander round the park, or go canoodling after dark
With the best little girl of all you know,
Stroll out the pier, or see the show
No hurry, or worry, every-thing gay,
At Britannia on the Bay."

It was a perfect rendezvous for families, pile them all into a trolley car and away to the Park. There was good safe swimming, boating, an auditorium for plays and vaudeville, and on certain evenings, band concerts and movies at the entrance to the pier.

Rogers operated the refreshment pavilion, and usually out on the pier, there was a stall selling lemon and orange ade as well as cream soda to quench the thirst.

There was a pavilion for comfort, a place where Mom could change baby's nappies. At the side of this building would be a couple of barrels with nice cold water (sometimes) with a tin cup

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chained to each barrel. The germ population must have been at low ebb, as all drank from the same cup.

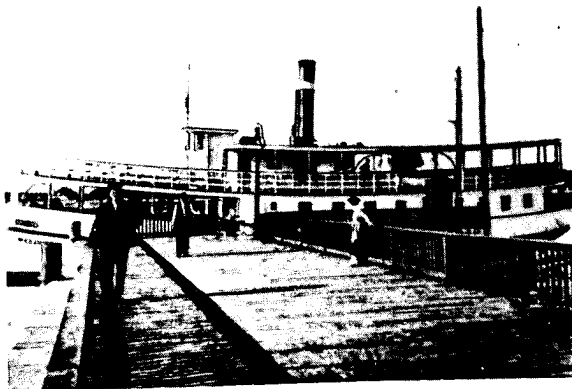
And the good old paddle wheeler, *G.B. Greene*, ran day excursions up to Chats Falls and the odd night excursion with an orchestra on board to dance to. I wonder if any oldtimer recalls such a gay outing.

Oh my Britannia Park was known far and wide as the playground of eastern Ontario. Even the C.P.R. used to run picnics up to it from Montreal.

I was crossing to England in 1926 on the White Star Liner *Baltic* out of New York. On the newsboard appeared a notice that you could send a cable back home. So up to the Purser I made my way with the request to send a cable to my father at Britannia on the Bay. He looked at me with an amazed expression, and said, "I can't believe it, I can't believe it, that in the middle of the Atlantic ocean I should hear about Britannia on the Bay. I spent two wonderful summers at that beautiful park." He had worked in the old Russell Hotel for two years prior to the first World War. So you see how famous our Park was!

It is good news that the City proposes to make improvements to the Park, but - Oh, for the days again when the waters of the Bay will be declared safe for bathing.

This is just a summer memory of days gone by. (At a later date, more about the Park.)



The steamer Weldon, about 1920. It was last pleasure boat to run from Britannia Park, up the river to Chats Falls.

Old Auditorium Offered Special Entertainment

The search for information about this period was like looking for a needle in a haystack!

In my memory, I could only recall what my childhood years had taken in, but you must have facts. Old newspapers, if one is fortunate to find them, often gave clues. In two old and brittle *Ottawa Journals* of August 23rd and 28th of 1907, I found what was being presented during those two weeks, which was the regular bill of fare in those early years.

For the week of August 23rd, they were offering:

The Country Choir

"Mystic" (European novelty)

Bert Green and Irene

Franklin (direct from New York's success, "The Orchid")

The Four Everetts (European acrobats and equilibrists)

The Biograph

Evenings at 8:30 p.m. - 25¢, 15¢, 10¢; matinees every afternoon at 3:30 p.m. - (except Monday) - adults 10¢, and children 10¢. Reserved seats could be got at Rosenthals, phone 4199.

For the week of August 29th (last week of the season)

Keefe & Pearl

G.W. Stewart

Donezetti Troups

Josephine Sabel

The Biograph

The same prices prevailed.

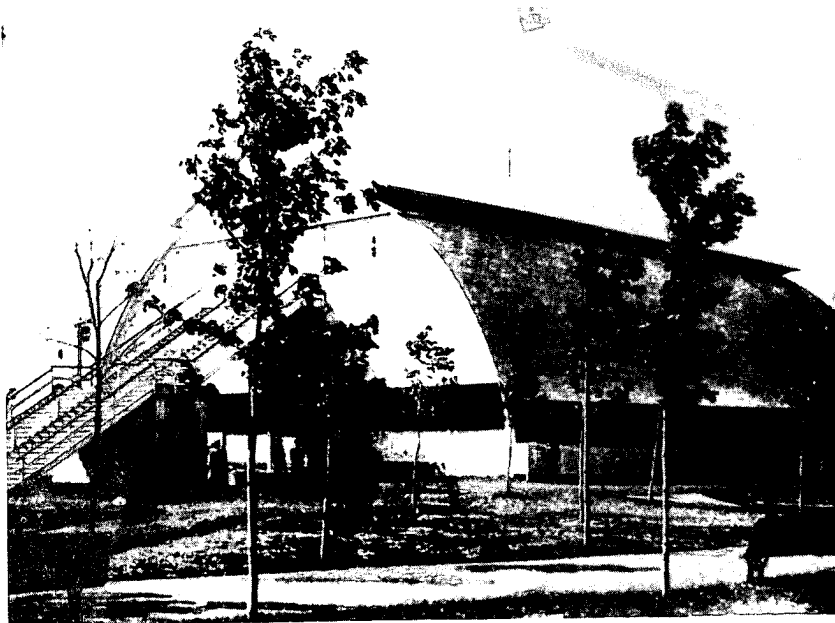
When the Auditorium was built, or rather re-assembled, from old Victoria Park, some splendid vaudeville shows fresh from the New York circuit were put on. Even though quite young, I can remember seeing performing seals making such a noise, elephants, monkeys, dogs, bears, and other animals. It was just like a circus. I also remember the very funny comedy acts and wonderful acrobats, especially the Japanese.



MAY AND LILY.



The Only Two Playing MARCHES on
HAND BELLS.



The old Auditorium at Britannia Park, built in 1903, destroyed by fire July 1955.

One spring my father had been given three bear cubs to take care of. The mother had been shot at one of the hunting camps and as Father had plenty of space, it fell to his lot to look after them. Hearing of them, an owner of an animal act performing at the Auditorium, and from New York, came down and purchased them. Next year he returned, and we were given tickets to see them perform their act.

The photo of the three poses of May and Lily was given to one of our permanent residents who used to room and board performers. They were described as duettists - accompanying themselves on piano and 'cello. They also performed cello solos with piano accompaniment, and were the only two playing marches on hand bells.

There were also stock companies that played for a week or two's engagement. I do remember one of these companies - "The Roma Read Players". In my memory, Roma Read was a beautiful heroine, and the plays were of a dramatic nature, as you might say "soap operas of that day".

Roma Read had the leads in those dear old stories that were bestsellers as books - *Homestead on the Hillside* by Mary J. Holmes, *Lena Rivers*, and *St Elmo* and others I do not recall. It was the era when one hissed the villain and cheered the hero. And the Auditorium was filled on the ground floor and balcony. The old Auditorium had a large stage with beautiful drop curtains depicting some exotic Italian scenes. The summer entertainment at the Park was a treat to look forward to each year, for the villagers were permanent residents.

Following World War 1, we were surprised to learn that the "Roma Read Players" were in Ottawa and playing at a hall on Bank Street. And we went to see our favourite once again in one of her tragic plays, with only a pianist playing softly during those sad moments. The thrill of those earlier years was lost; "Roma" had lost her allure. The Movies had taken over!

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The "G.B." was built in 1896 at Quayon and operated for hauling and excursions till she caught fire in 1916. Afterwards she towed logs and in 1946 was dismantled.



A Trip up River on the G.B. Greene

Anson A. Gard in his delightful book about Ottawa, *The Hub and the Spokes*, published in 1904, tells of his experiences when he took a very fine sail up the Ottawa and stressed it as an excellent attraction. But Gard had to take the trolley up to the Aylmer wharf for this sail. Looking at an ad in the *Ottawa Journal* of June 10, 1905, under Amusements, this appeared - "Chats Falls Excursions, Hull Electric Railway, Saturday beginning 3rd June — leaves Queen's Park at 2 p.m. Fare — adults .50¢ — children .25¢ — Wednesday the 5th — 'All day trips' begin."

The excursion service was not extended to Britannia Park until the Ottawa Electric had built a fine Clubhouse and made improvements to the end of the pier so that the boat could come into port.

With the establishment of the Park playground and the building of the Clubhouse, the Ottawa Electric Company certainly had plans to include the *G.B. Greene* excursions, and it certainly put the final touch to the history of its wonderful Park. Of course, it was necessary to do considerable dredging at the various ports of call, and as a child I frequently saw them at work.

Who wouldn't say that the citizens of Ottawa had for their enjoyment one of the finest playgrounds to be had, plus the delights of an excursion up river on a really big boat.

After the long winter, it was exciting to see the ice crumble and leave the Lake and the long flight of geese heading north. It was not long ere the *Albert* and *G.B.* made their appearance bringing down the first tow of logs for the Ottawa mills.

As a small child, I recall my first trip when Mother packed our lunch, and with small brother, we hastened up to the park and out onto the long pier for 9:30 a.m. The *G.B.* was a good safe boat and mothers had no fear taking small children on it. The Boat burned wood and at the wharfs along the way there were piles ready for pickup if needed.

I still have the memory of being afraid to go on, because of the bellows she gave out as she came into port.

Leaving Britannia pier, the boat crossed the Lake to Queen's Wharf, Aylmer Park, where more passengers were picked up. Then over to the Ontario side to Berry's Wharf, where you could see the ruins of the old Berry Brewery, which in the early days of settlement produced some 4,000 gallons of ale each month.

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About a mile on was Pinhey's Point where you see the old Pinhey home dating back to about 1820, and the delightful ruins of Old St. Mary's Church closeby. In its graveyard rest many of the very early settlers of the Township of March.

Then on to Smith's Point and Armitage's Wharf, where one could see in the distance what is called "12 mile Island" — 12 miles back to Aylmer and 12 more to Quyon.

At Baskin's Wharf the lake widens into Constance Bay, then Buchan's Bay and Blueberry Point, the last named likely because of the quantity of blueberries to be picked there. Mohr's Island can be seen and then on to MacLaren's Wharf, the birthplace of James MacLaren, lumberman.

On again to Quyon on the Quebec side, and across 3 miles of river, where one could have a full view of the beautiful Chats Falls (pronounced "Shaw Falls" by all the locals). The Falls drop 41 feet into the river and is made up of 14 separate falls. To see the Falls from the boat is the highlight of the trip.

At Fitzroy Harbour on the Ontario side, we were allowed to disembark for two hours, to have our picnic lunch or go to Kedey's Grand View House where a good dinner could be had for 25¢.

This lovely trip up the Ottawa is a memory - one that cannot be forgotten. Today only sailboats or motor boats do the trip.

Capt. Chartier was the genial Captain of the *G.B.* and he knew choice words to hasten things along. He kept a watchful eye on his passengers, and as far as I can remember, the old *G.B.* while carrying passengers, never got into any real difficulty.

Returning from Fitzroy, the old *G.B.* would let out its bellowing warning to tell passengers to get back on board. The return trip down river was usually a quiet run, except for a stop at Aylmer to let off passengers.

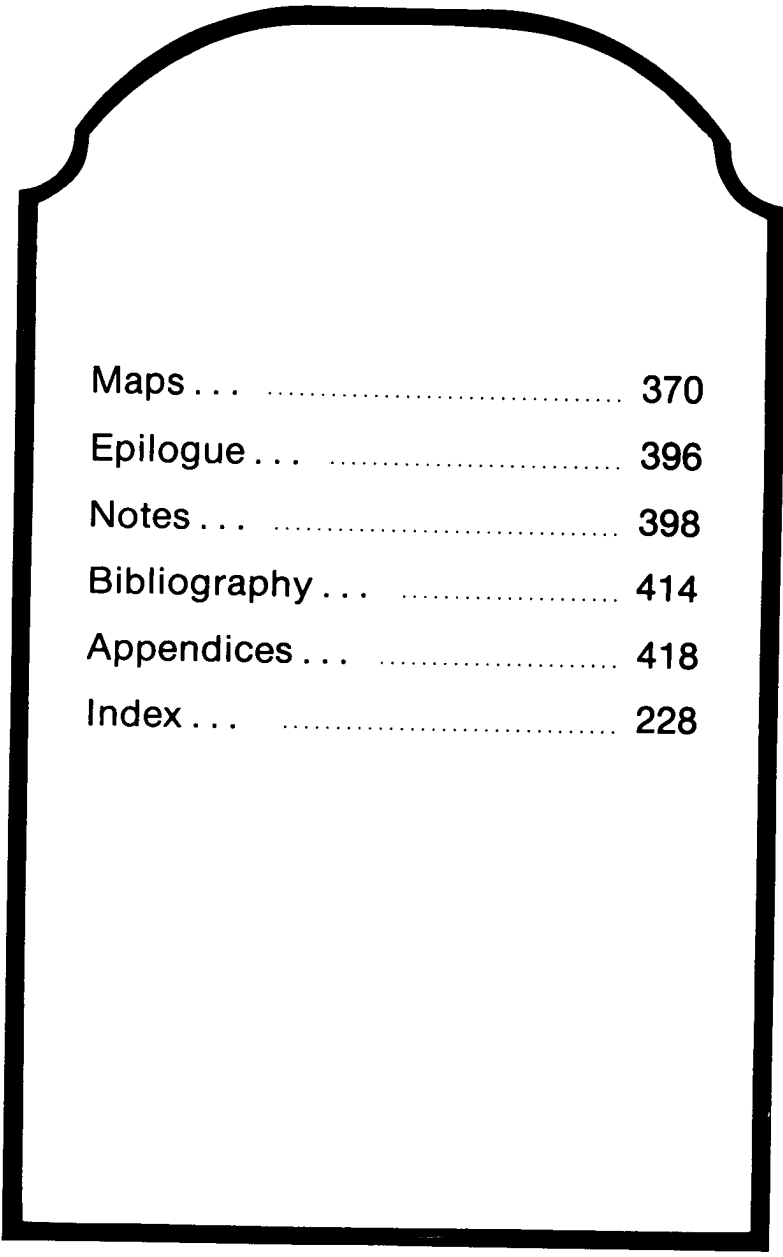
How wonderful we felt as we left the boat at the Britannia Pier. We felt that we had indeed crossed an ocean.

A double-decker side wheeler, the *G.B.* was built about 1896 at Quyon, to be used for hauling and excursions. She was named after the President of the Upper Ottawa Improvement Company, had a registered tonnage of 255, was 145 ft. long with a 45 ft. beam and could hold some 250 passengers. Coming down river in the morning, if signalled from the wharfs along the way, passengers could be picked up to come to town and on her return trip up river, returned home.

The boat was first class, a galley for the crew, restaurant for the

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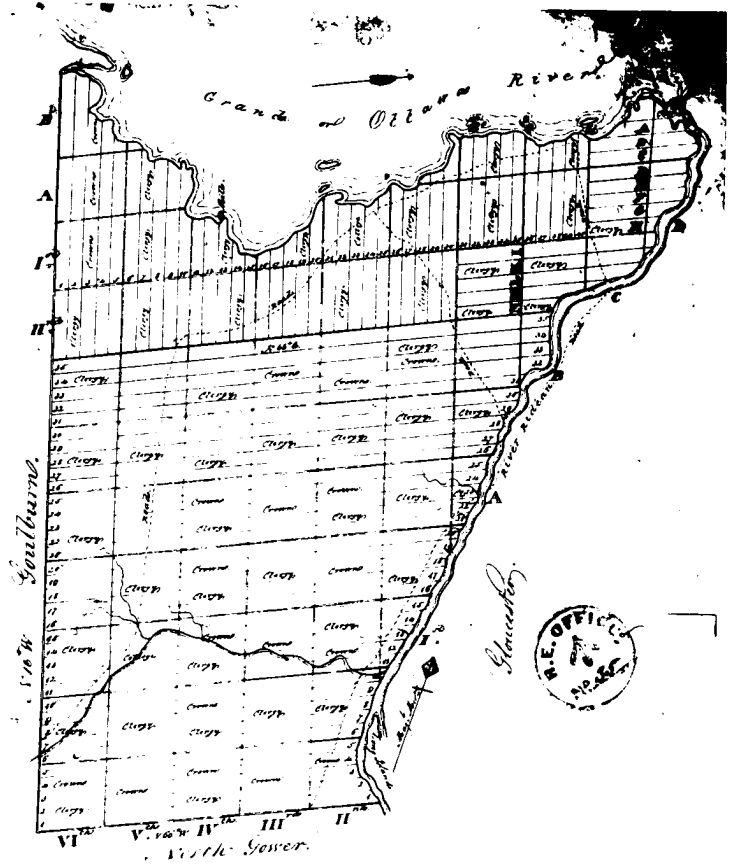
passengers, and lots of comfortable benches and chairs to sit about on. The trip up river on the *G.B.* can be remembered by many an oldtimer. It operated until the night of July 22, 1916, when, while at berth, it took fire and two crewmen lost their lives. It was rebuilt and ran the next year, but Canada was at war and the era of this pleasure diminished with the motor car. She finished her career towing logs and in 1946 was dismantled.



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Maps...



MAP of the Township of **NEPEAN** in the District of Bathurst and Province of **UPPER CANADA.** by Anthony Macmillan Esq. 1830.

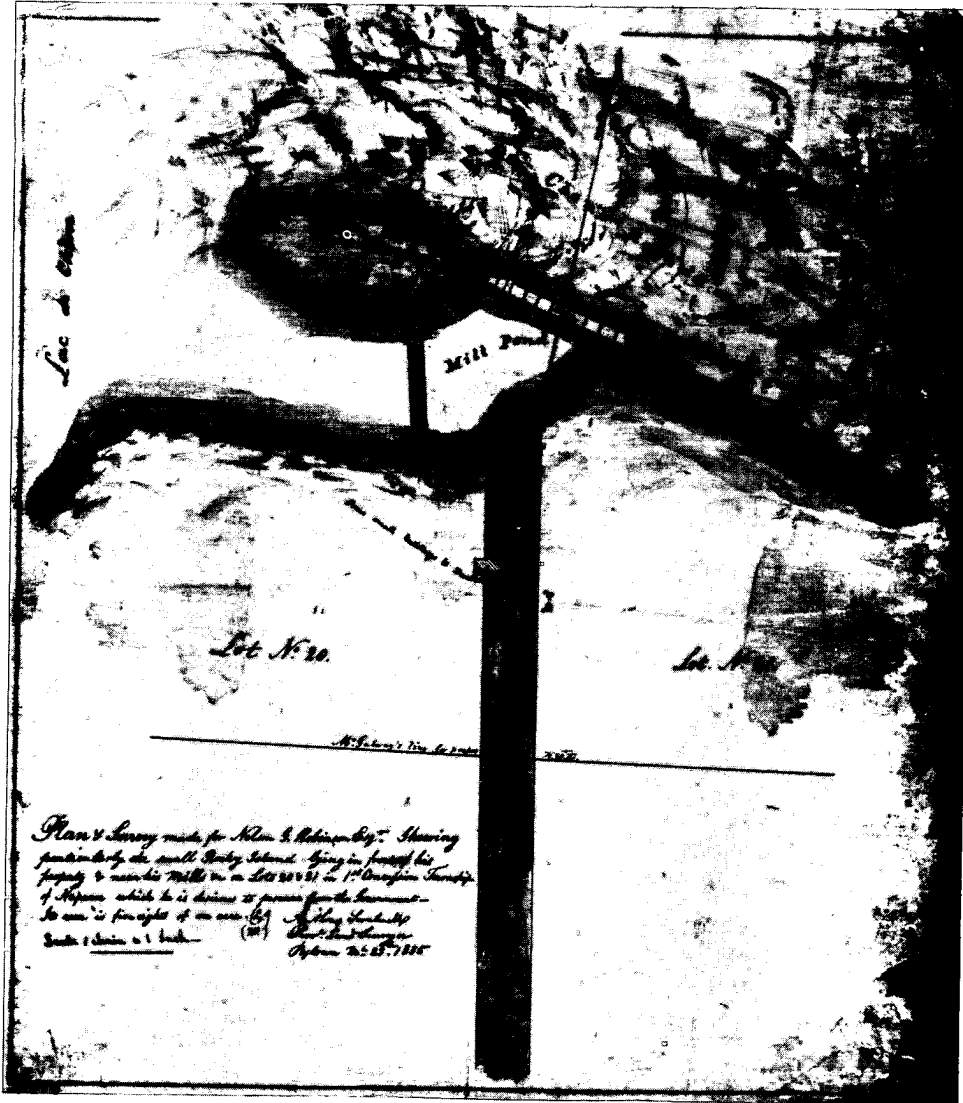
*e. Note. The above sketch was only of the Survey General's Map of Nepean
 1830*

1830 map showing the concessions and lots. Note the omission of the mills at Britannia, unless they were placed on Graham Bay by error. (NMC 2338)

372. Map II



The map is a section of the Plan of the country between the St. Lawrence and Ottawa Rivers and the Rideau Canal, 1841, showing the Richmond Road and LeBreton Mills (NMC 17853 Section 3/10)

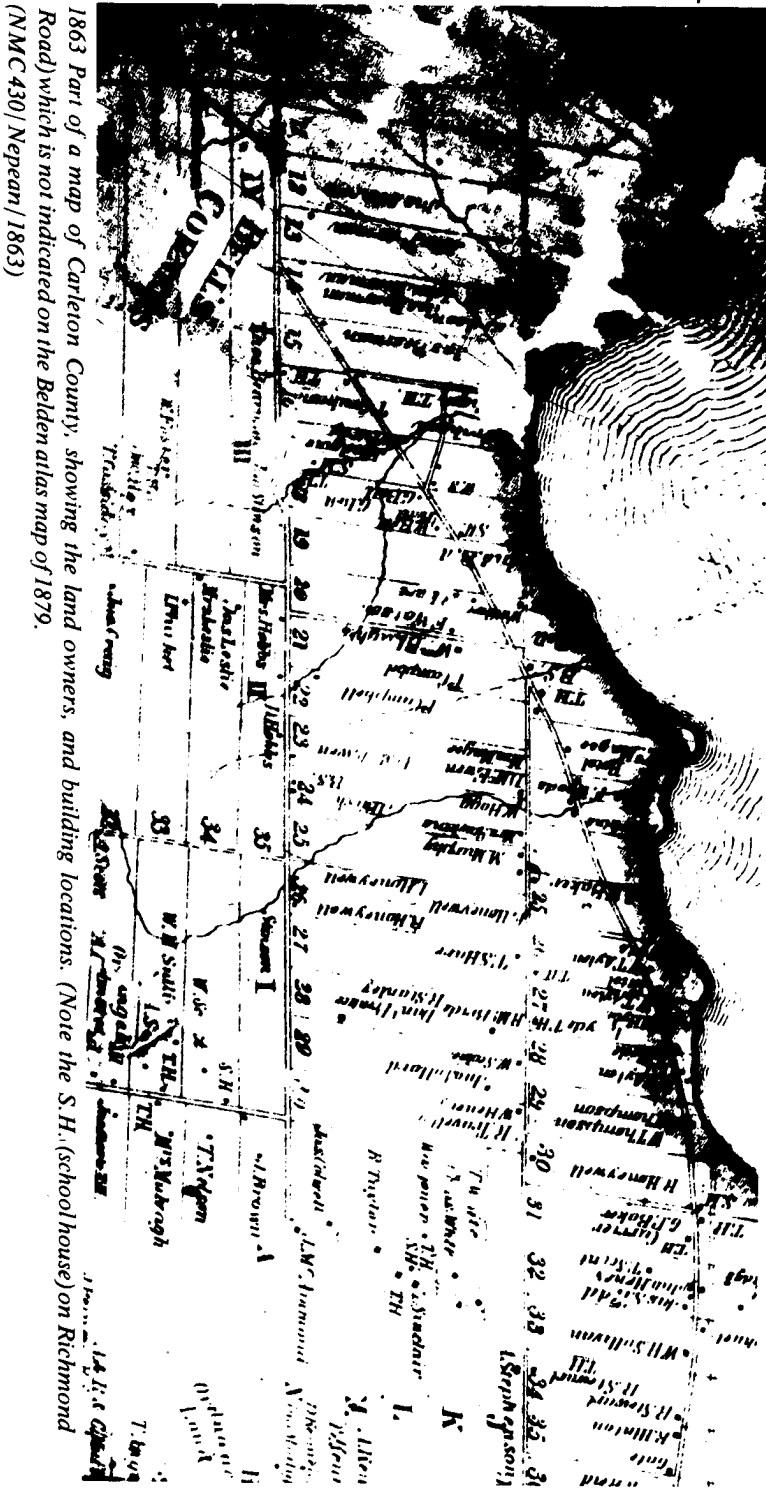


A plan and survey made for Nelson G. Robinson which shows the mill location and buildings at the end of the Britannia peninsula. (NMC 3553)

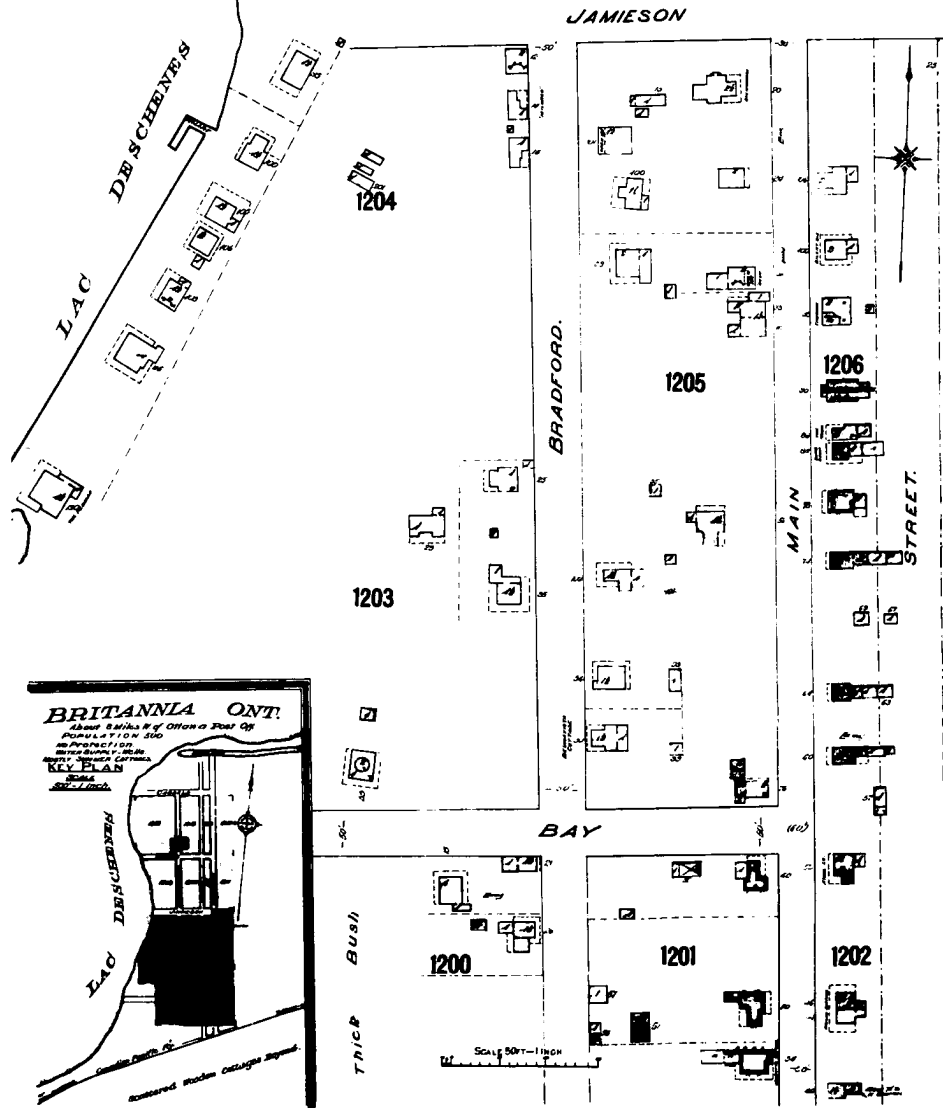
1879 Illustrated Historical Atlas of Carleton County, Ontario by H. Belden and Co. It appears that the map was prepared by Belden with information from the Carleton Land Registry Office. As a result, the subdivision south of the railway of Britanniaville surveyed for John LeBreton Ross was included, although that area was not developed until the next century. The numbers next to the names of the landowners are the total acreages of their properties (NMC A1/430/Nepean/1879)



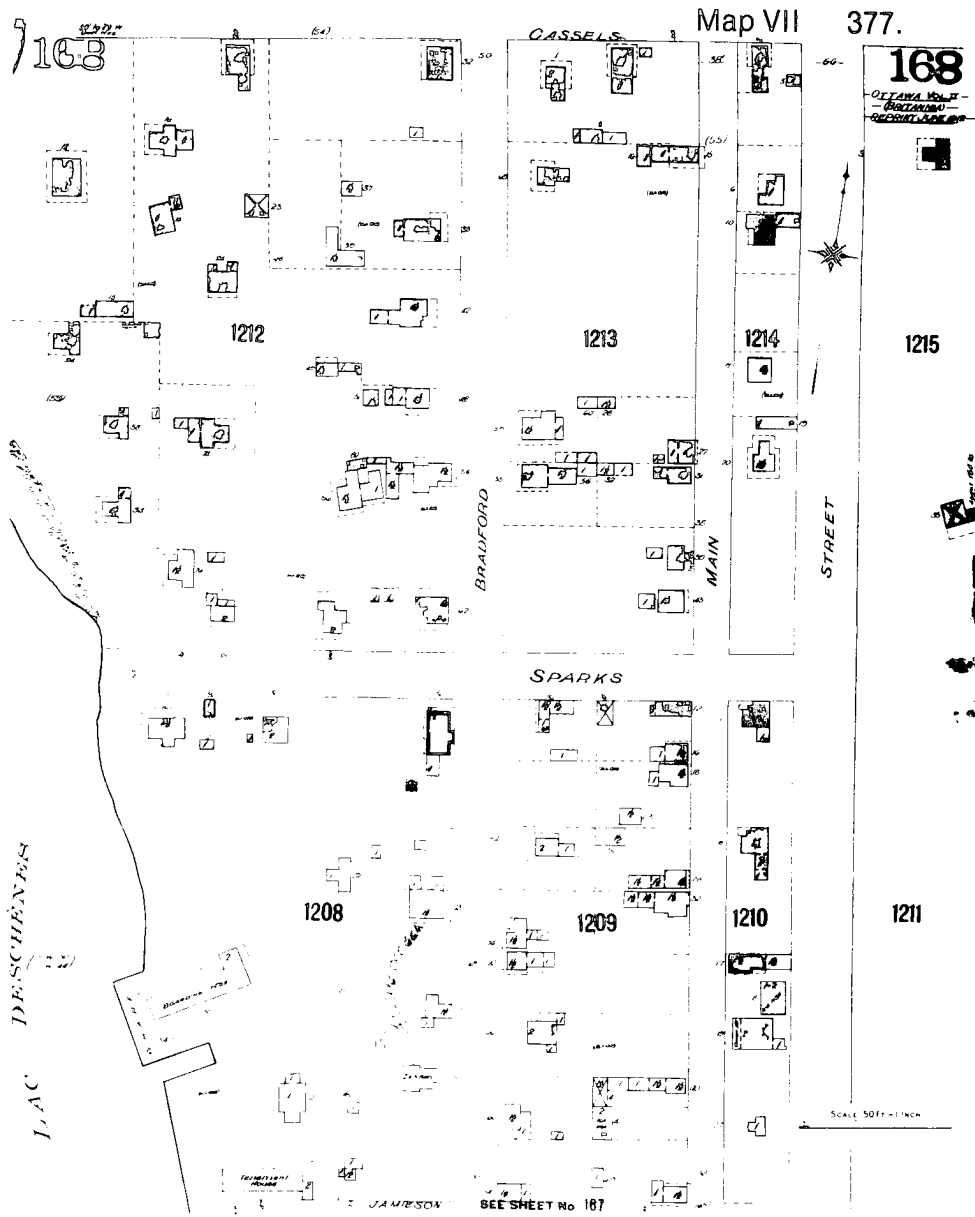
Map V



1863 Part of a map of Carleton County, showing the land owners, and building locations. (Note the S.H., (school house) on Richmond Road) which is not indicated on the Belden atlas map of 1879. (NMC 430 / Nepean / 1863)

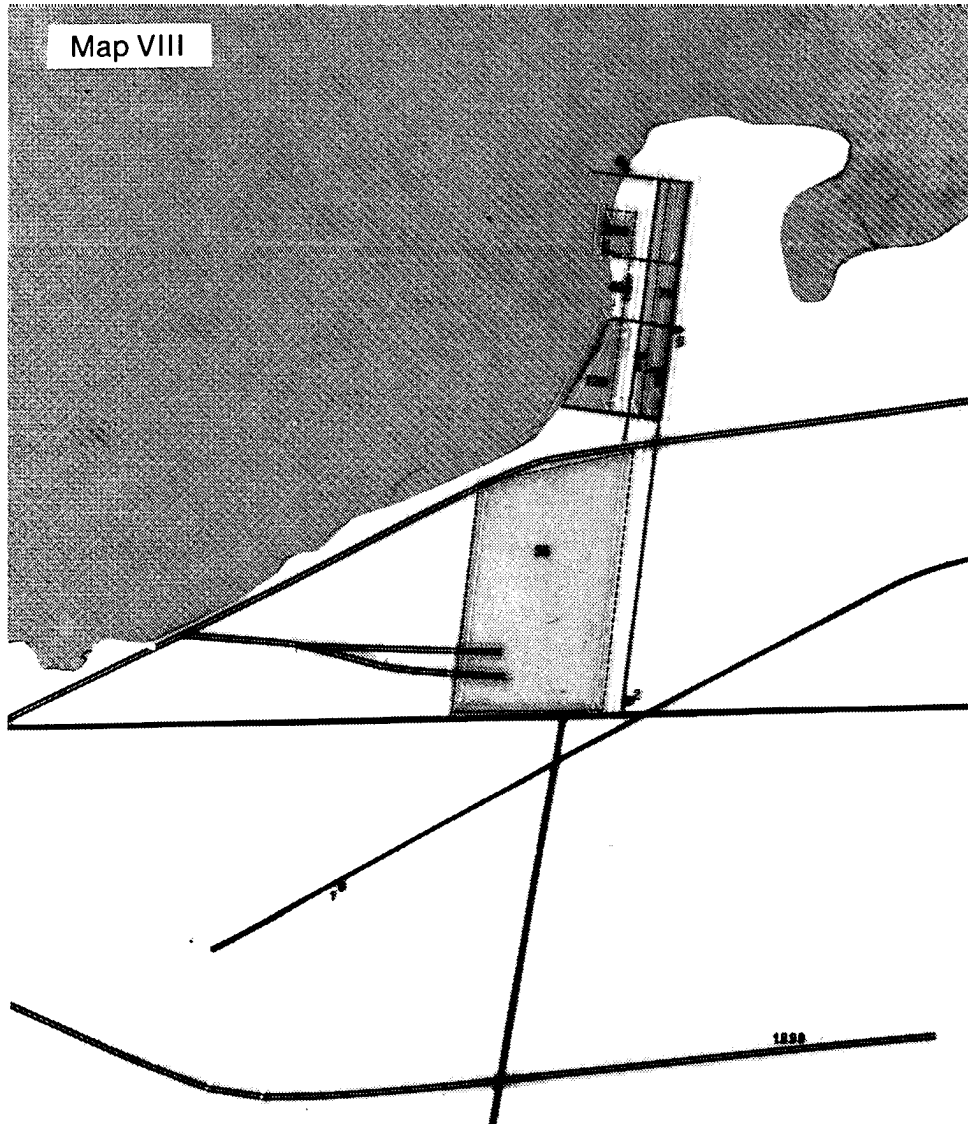


These Fire Insurance Maps were made in 1912. They give, among other details, the location of all structures, names of cottages, the use of some buildings and shows verandahs.
(NMC 9883 No. 167)



(NMC 9883 No. 168)

Map VIII



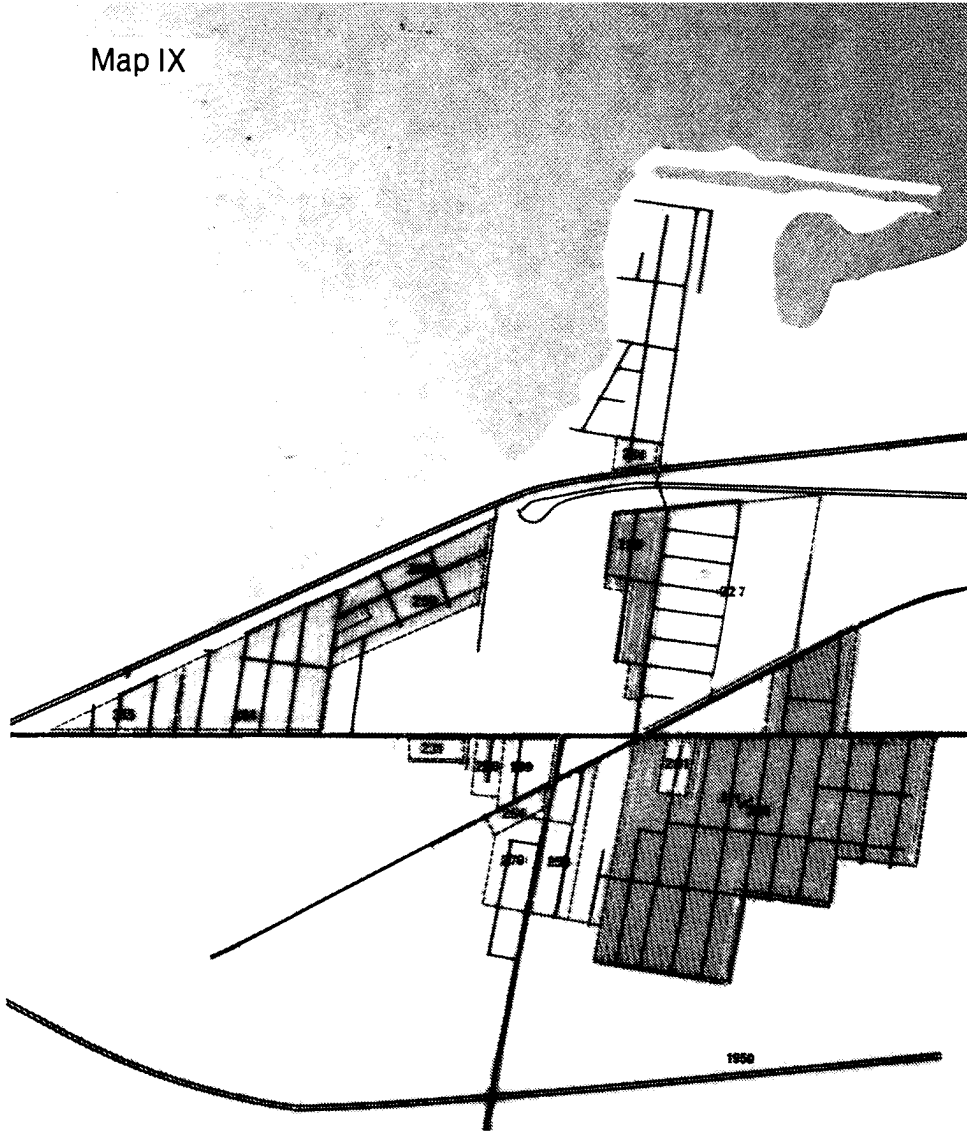
REGISTERED SUB DIVISION PLANS TO 1899

Plan	Owner / Developer	Yr. of Reg.	No. of Lots	Name
401/2	J. McAmmond Jr.	1873	65	
56*	J. LeBreton Ross	1873	230	Britanniaville
71	J. McAmmond Jr.	1875	34	
110	J. Kehoe	1890	15	
120	J. Kehoe	1892	29	

*cancelled by Judge's order 16 August 1901

1- Mosgrove School	3- St. Stephen's Anglican Church	5- St. Bonaventure Roman Catholic Chapel
2- Methodist Church	4- First Methodist Church	6- Britannia Boat Club

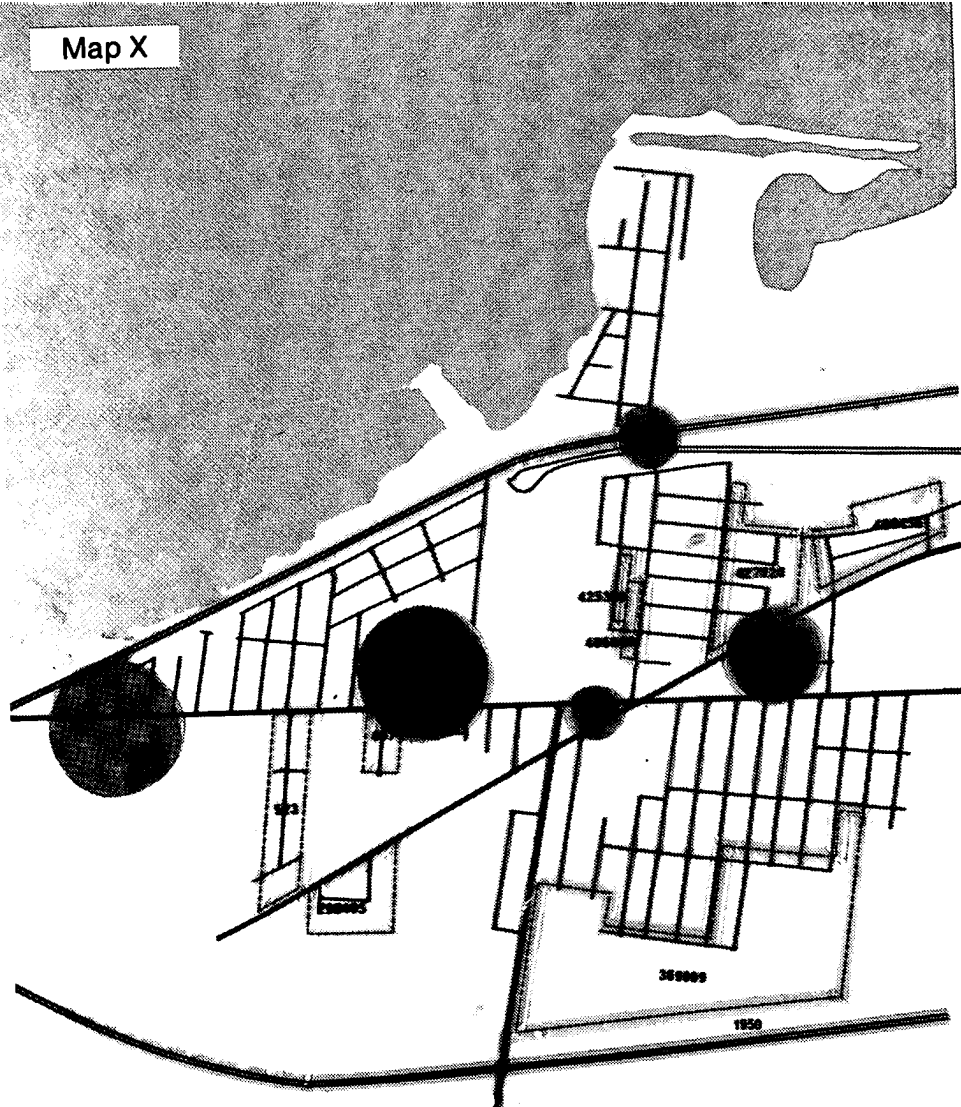
Map IX



REGISTERED SUB DIVISION PLANS 1900 - 1915

Plan	Owner / Developer	Yr. of Reg.	No. of Lots	Name
199	J. Shaw	1900	26	
209	W.N. & R.A. Bell	1902	36	
227	M. Poutin	1904	168	Loma Park
229	J.C. Jamieson	1905	64	Britannia-on-the-Bay
231	W.G.M. Mosgrove	1905	24	
250	M. Macdonald & S.J.V. Henderson	1908	8	
256	W.G.M. Mosgrove	1908	47	
279	E. Watson	1909	27	
280	W.N. Bell	1909	40	Lakeview Park
281	H. S. Graham	1909	27	Maple Grove Park
284	B. McAmmond, Est.	1909	13	
311	Britannia Highlands Co.	1911	44(130 ac blks)	Britannia Highlands
315	W.N. & H.F. Bell	1911	54	Bayview
348	Britannia Highlands Co.	1912	500	Britannia Highlands
384	W.N. & W.F. Bell	1915	177	

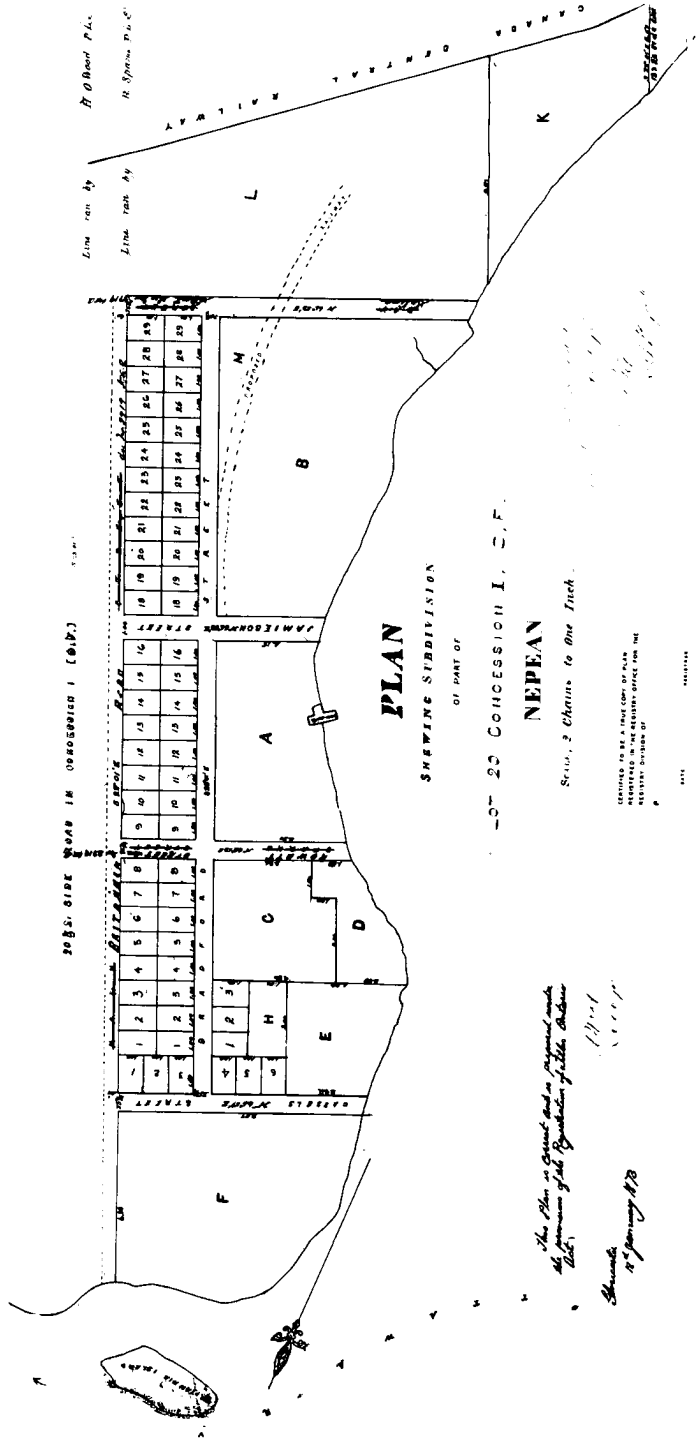
Map X



REGISTERED SUB-DIVISION PLANS 1916 - 1961

Plan	Owner/Developer	Yr. of Reg.	No. of Lots	Name
457	J.V. Grenon	1946	14	Patricia Park
523	N. Cooper & S. Kajar	1950	46	
298405	A.G. & K.M. Cowan	1952	20	
369009	Campeau Corp.	1958	304	
406040	L. Stipolins	1960	10	
408456	Assaly	1960	43	
425391	L. Stipolins	1961	7	
427924	Glabar Realty	1961	76	

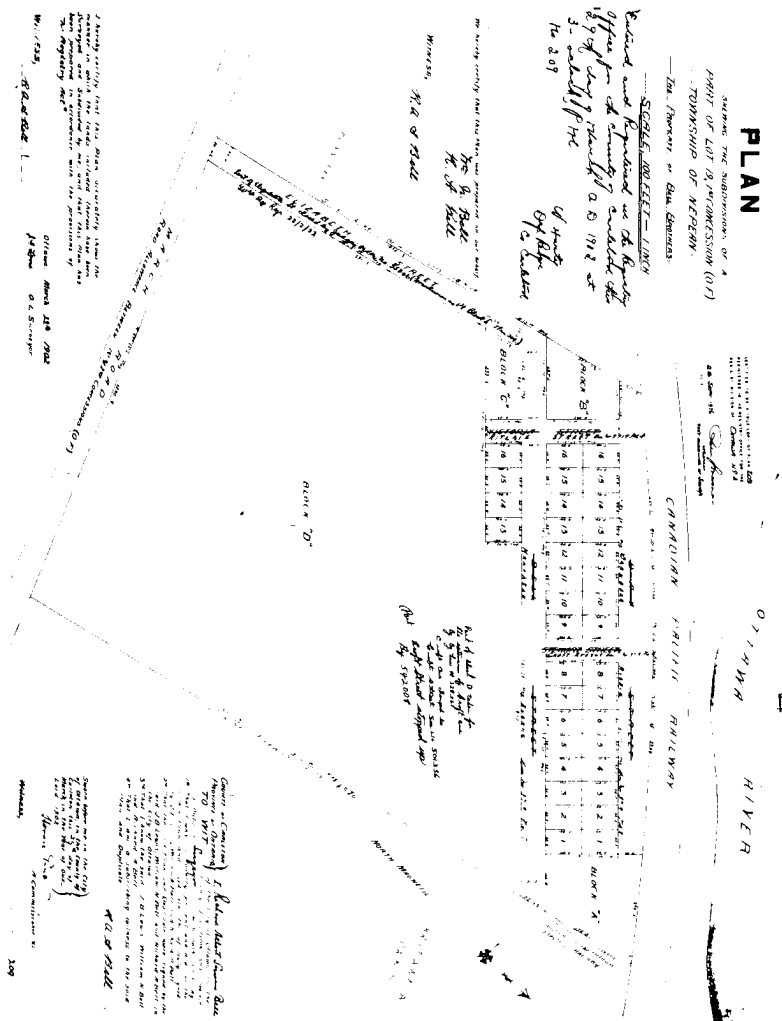
The shaded circles show the locations of commercially zoned areas



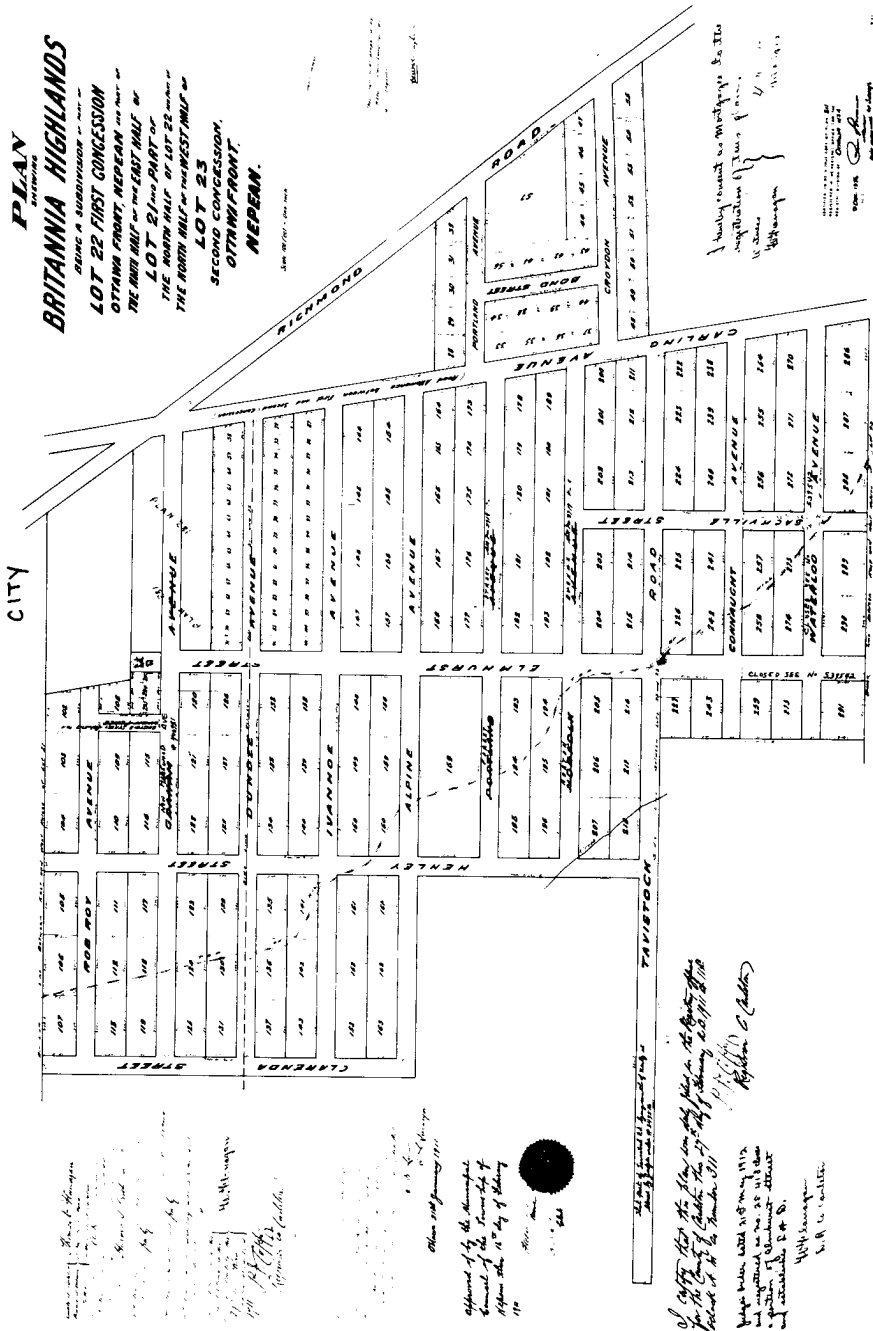
381.
Map XI

The first subdivision plan registered (1873) in the Britannia Village by J. McAmmond. Note the allowance for a branch railway line and the location of Jamieson's Mills on Britannia Bay.
(Ontario Land Registry No. 5) Plan 40 1/2

The first subdivision plan registered by the Bells in the Belltown area (1902).
 (Ontario Land Registry No. 5) Plan 209



PLAN
SHOWING
BRITANNIA HIGHLANDS
BEING A SUBDIVISION OF
LOT 22 FIRST CONGRESSION
THE NORTH HALF OF THE EAST HALF OF
LOT 21
THE NORTH HALF OF LOT 20
LOT 23
THE NORTH HALF OF THE WEST HALF OF
LOT 22
THE NORTH HALF OF THE WEST HALF OF
LOT 21
THE NORTH HALF OF THE WEST HALF OF
LOT 20
THE NORTH HALF OF THE WEST HALF OF
LOT 19
THE NORTH HALF OF THE WEST HALF OF
LOT 18
THE NORTH HALF OF THE WEST HALF OF
LOT 17
THE NORTH HALF OF THE WEST HALF OF
LOT 16
THE NORTH HALF OF THE WEST HALF OF
LOT 15
THE NORTH HALF OF THE WEST HALF OF
LOT 14
THE NORTH HALF OF THE WEST HALF OF
LOT 13
THE NORTH HALF OF THE WEST HALF OF
LOT 12
THE NORTH HALF OF THE WEST HALF OF
LOT 11
THE NORTH HALF OF THE WEST HALF OF
LOT 10
THE NORTH HALF OF THE WEST HALF OF
LOT 9
THE NORTH HALF OF THE WEST HALF OF
LOT 8
THE NORTH HALF OF THE WEST HALF OF
LOT 7
THE NORTH HALF OF THE WEST HALF OF
LOT 6
THE NORTH HALF OF THE WEST HALF OF
LOT 5
THE NORTH HALF OF THE WEST HALF OF
LOT 4
THE NORTH HALF OF THE WEST HALF OF
LOT 3
THE NORTH HALF OF THE WEST HALF OF
LOT 2
THE NORTH HALF OF THE WEST HALF OF
LOT 1
THE NORTH HALF OF THE WEST HALF OF



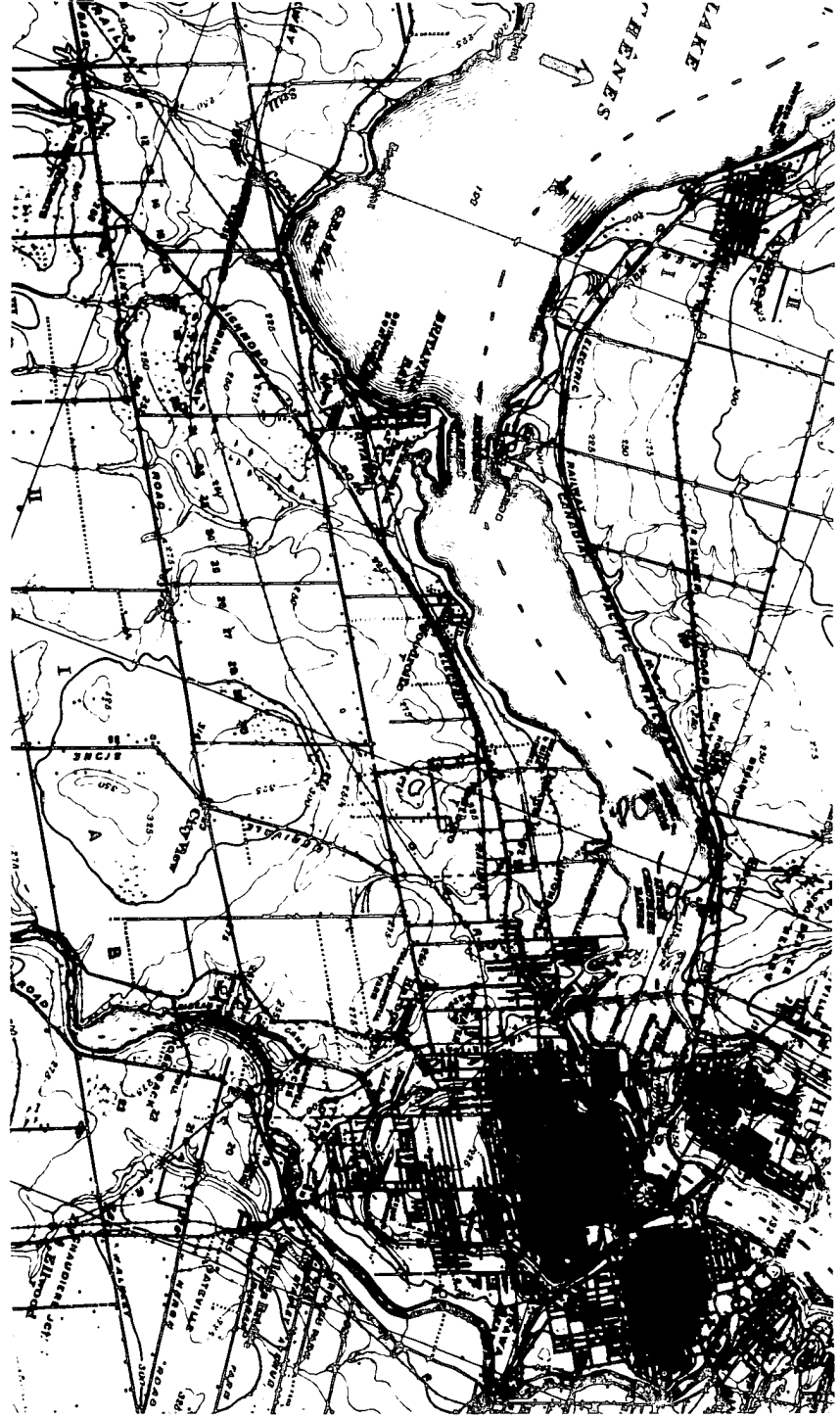
This was the most ambitious subdivision conceived for the Britannia area. (Ontario Land Registry No. 5) Plan 311

Handwritten notes:
 Approved by the Municipal Council of the Town of Ottawa on the 11th day of May 1912.
 Attest: [Signature]
 Mayor

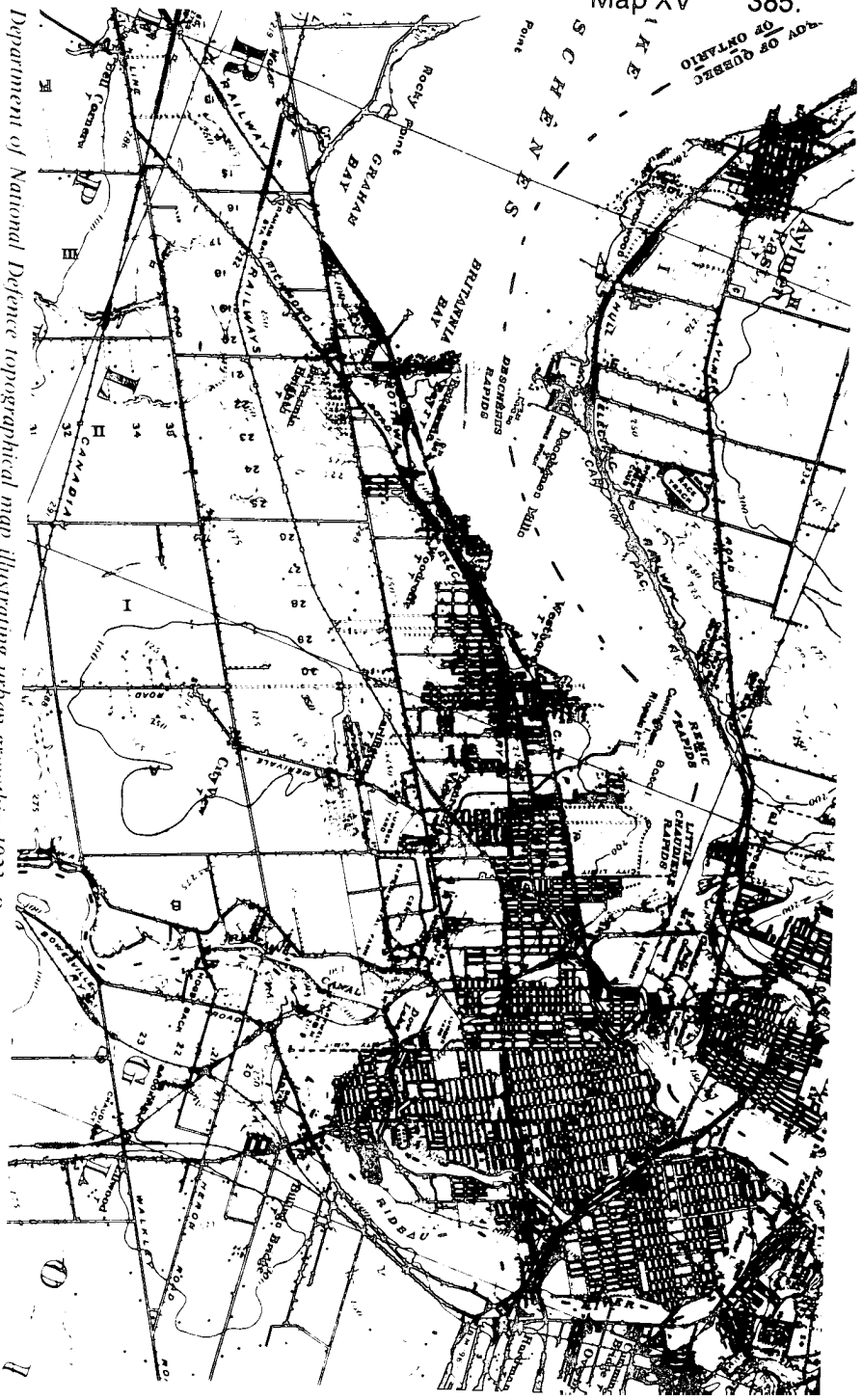
Handwritten notes:
 Approved by the Municipal Council of the Town of Ottawa on the 11th day of May 1912.
 Attest: [Signature]
 Mayor

Handwritten notes:
 Approved by the Municipal Council of the Town of Ottawa on the 11th day of May 1912.
 Attest: [Signature]
 Mayor

384. Map XIV

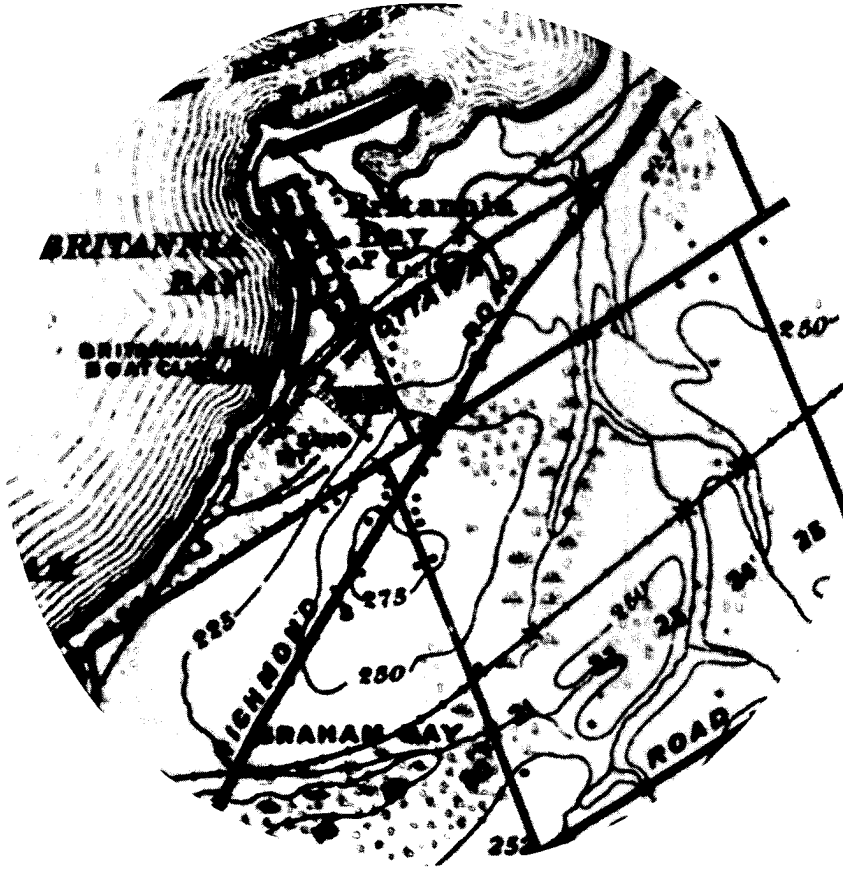


Department of Militia and Defence topographical map illustrating urban growth in 1906. See map 16 for enlarged Britannia area and legend. (NMC 38372)

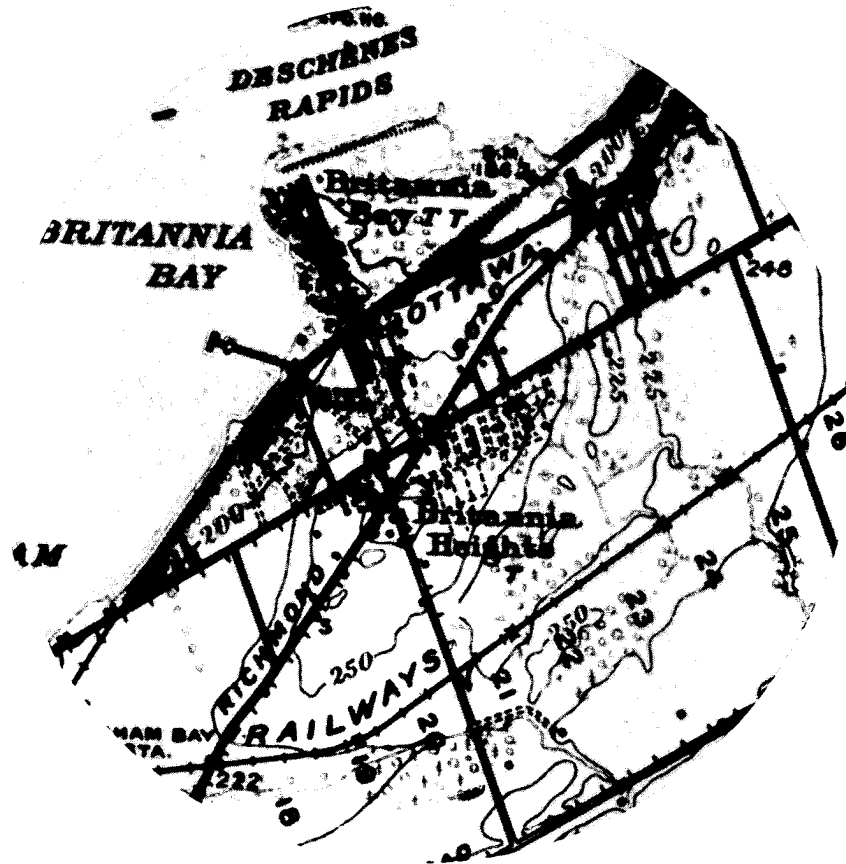


Department of National Defence topographical map illustrating urban growth in 1923. See map 17 for enlarged Britannia area and legend. (NMC 18374)

386. Map XVI



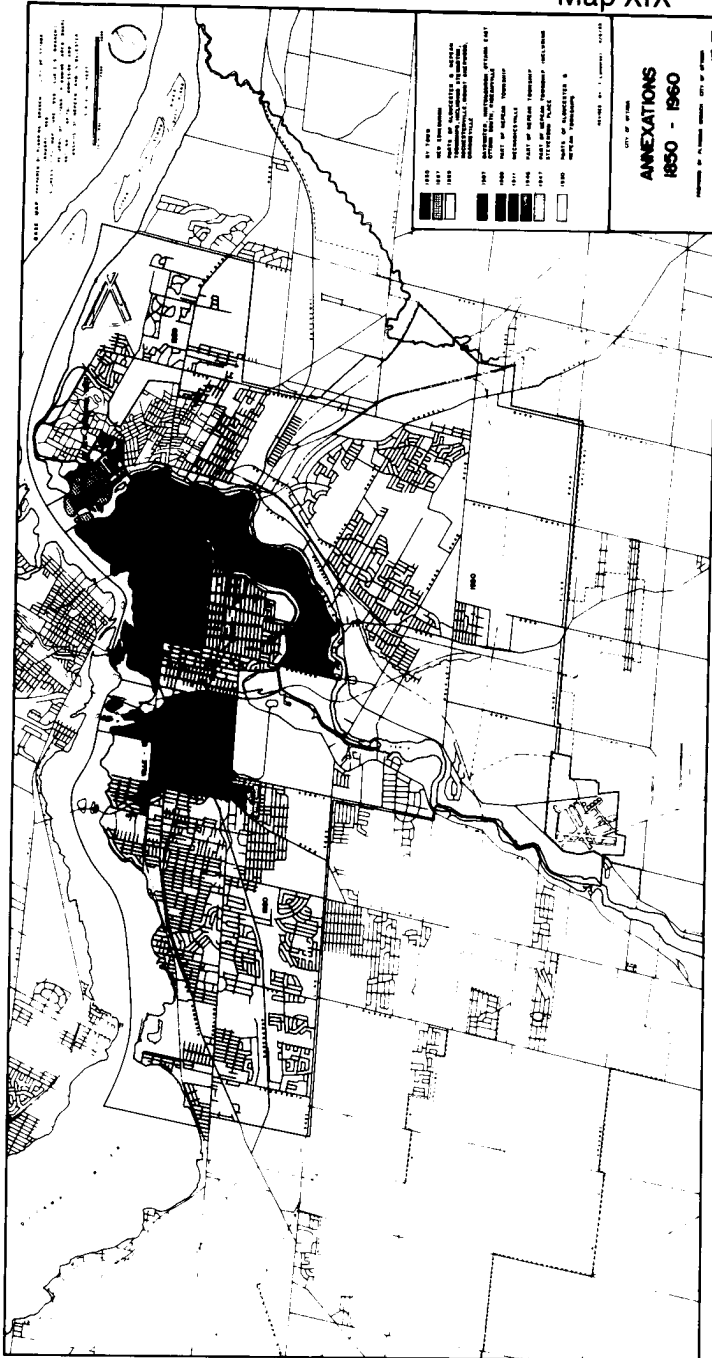
<p>Provincial Boundary</p> <p>County</p> <p>Township</p> <p>Railways</p> <p>Metalled Road</p> <p>Unmetalled</p> <p>Canal and Locks</p> <p>Bridges</p> <p>Dam</p> <p>Wa' on Ford</p> <p>Ferry</p> <p>Cliff</p> <p>Quarry</p> <p>Lighthouse</p>	<p>Single track</p> <p>Double</p> <p>Railway on road</p> <p>Stones</p> <p>Steel or Iron</p> <p>Wood</p> <p>Stones or Bricks</p>	<p>Railway Station</p> <p>Post Office</p> <p>Church</p> <p>Mill</p> <p>School</p> <p>Blacksmith shop</p> <p>Hotel or tavern</p> <p>House</p> <p>Telegraph or Telephone Line</p> <p>Telephone</p> <p>Altitudes</p> <p>Bench Marks</p> <p>Cametary</p> <p>Marsh</p>	<p>Wood</p> <p>Stones or Bricks</p>
---	---	---	-------------------------------------



<p>Provincial Boundary County .. Township .. Railways { Single Track Double .. Railway on road Cutting Embankment Metalled Road (1st or 2nd Class) Unmetalled .. Unfenced .. Path Canal and Locks Bridges { Masonry Steel or Iron Wood Swing Bridge (Steel or Wood) Dam (Wood or Masonry) Wagon Ford Ferry Cliff Quarry Sand or Gravel Pit</p>		<p>Railway Station Post Office Church { Without spire or tower With .. Centre of cross is centre of spire Saw mill Mill { Grist or Flour mill Other mill or factory School Blacksmith shop Hotel or tavern House Telegraph or Telephone Line Office Telephone Lighthouse Cemetery Triangulation Station Altitudes Bench Marks Marsh Woods Contours</p>	
		<p>(Deciduous) (Elevation)</p>	<p>(Coniferous) (Depression)</p>



The Greber Report, Plate 26, showing suggested road network in the region.



(City of Ottawa, Technical Services)

390. Map XX

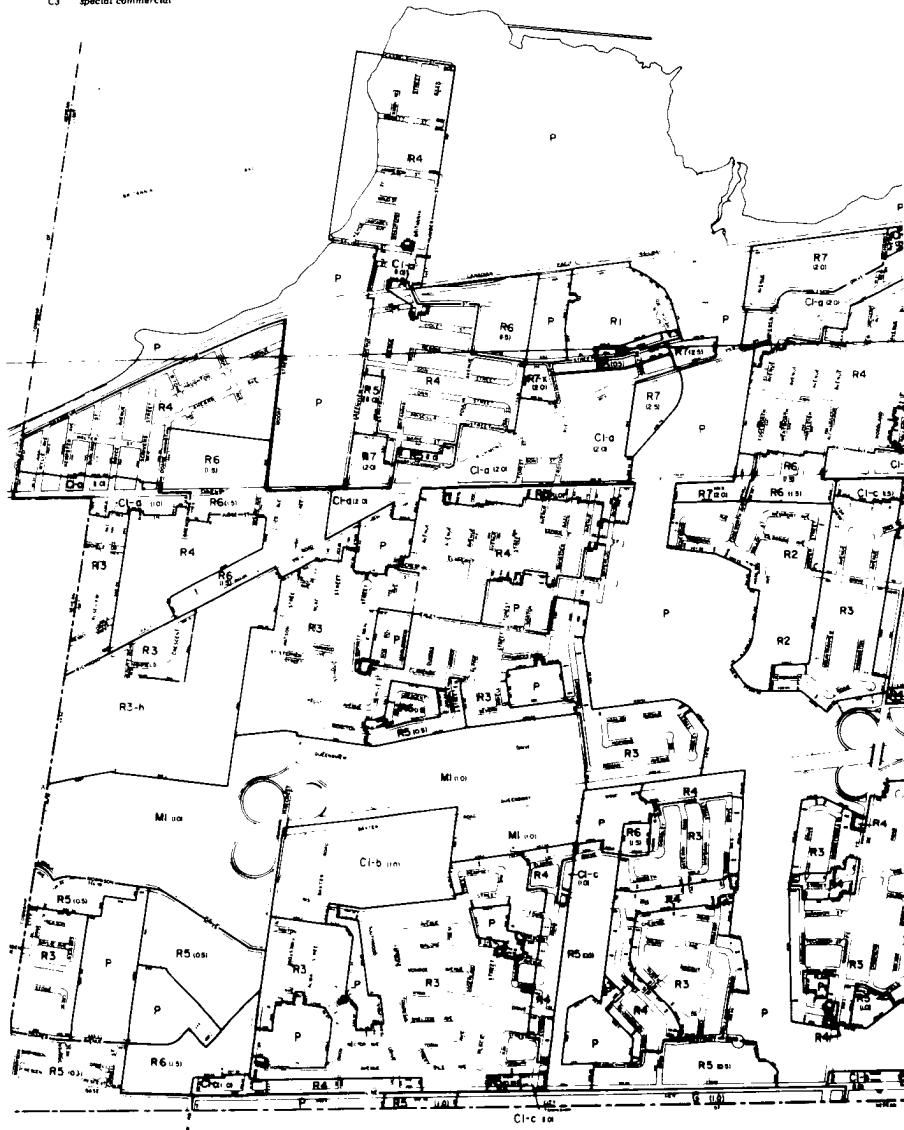
- M1 Light industrial
- M2 Intensive industrial
- M3 medium industrial
- M4 heavy industrial

- P public
- R1 single family house
- R2 single family house
- R3 single family house
- R4 double, family and row houses
- R5 apartment low density
- R6 apartment medium density
- R7 apartment high density

- C1 general commercial
- C2 business commercial
- C3 special commercial



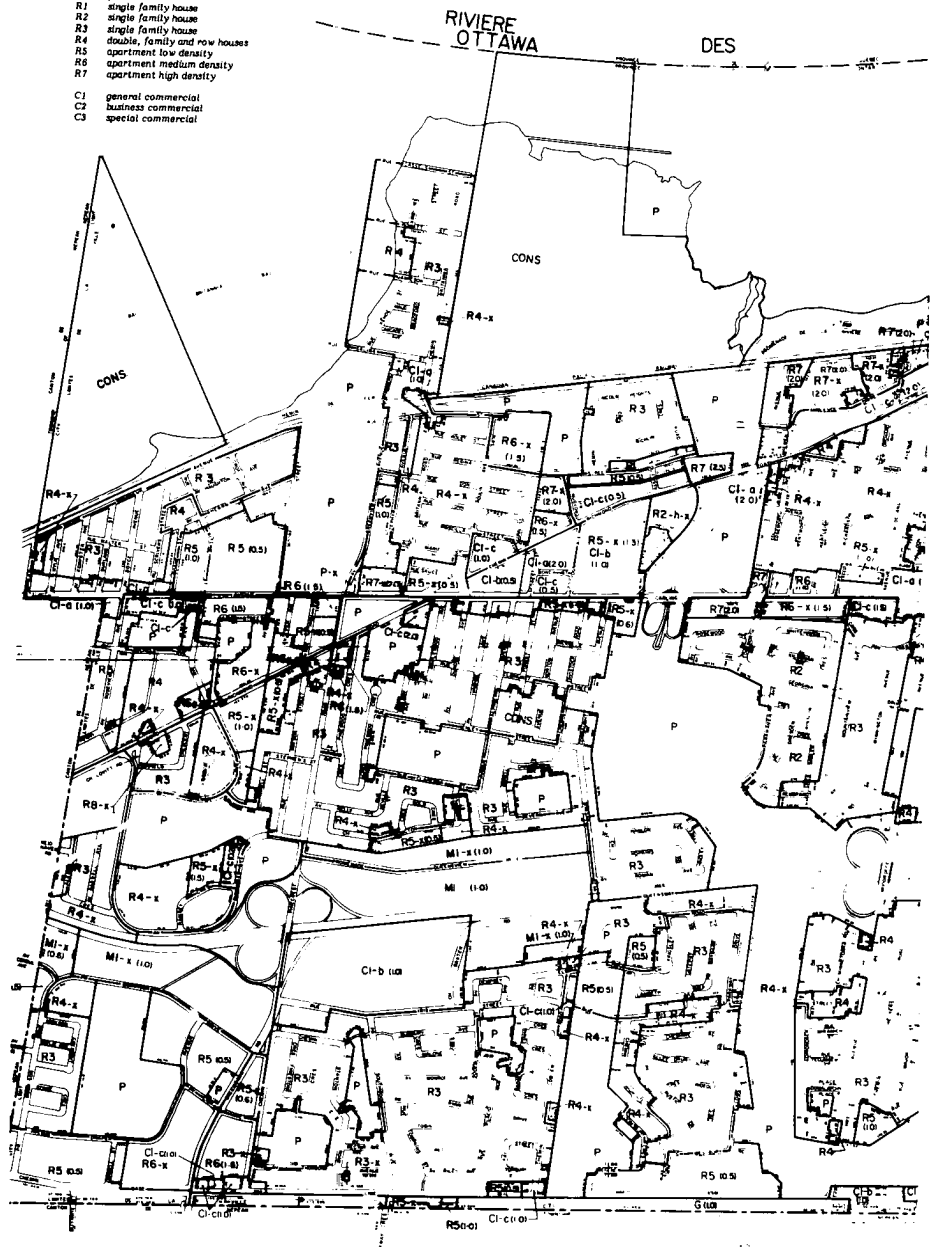
OTTAWA



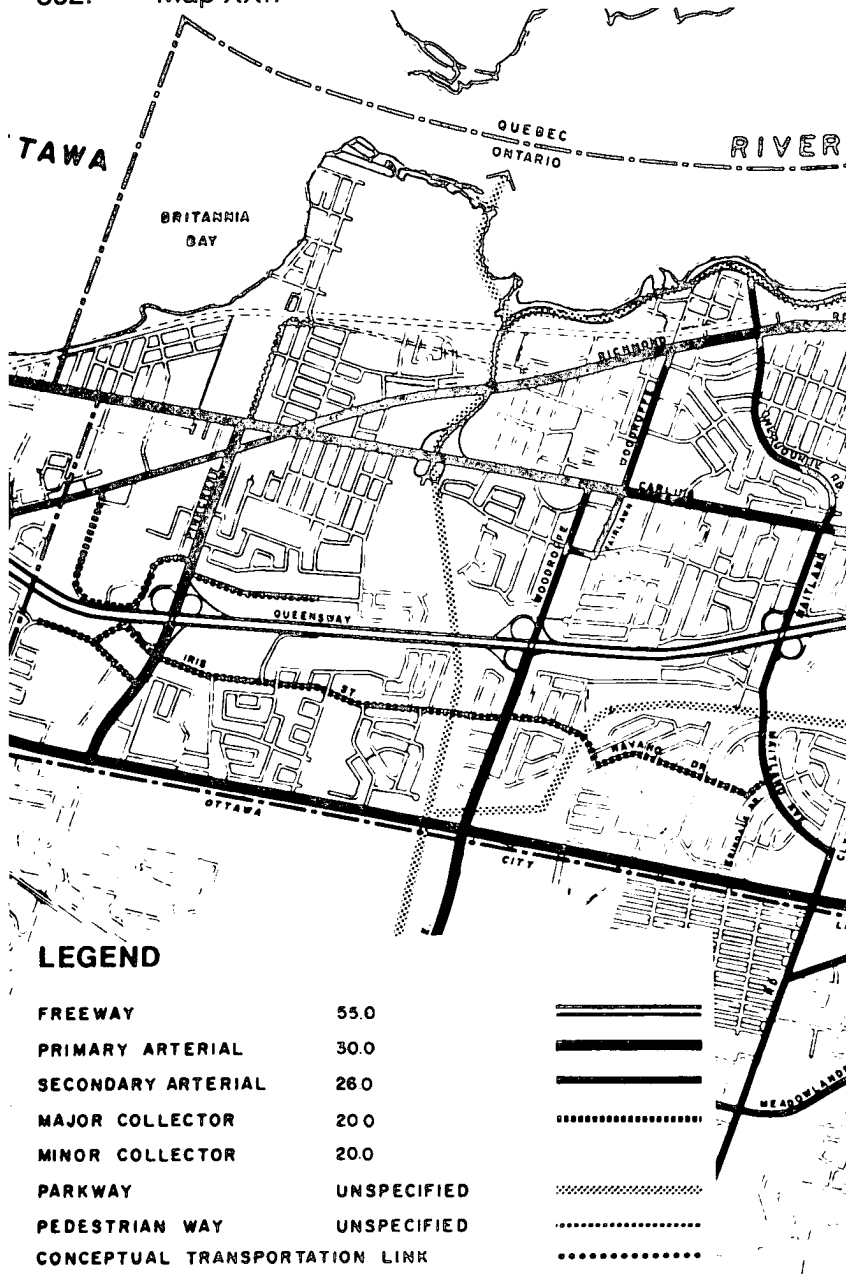
City of Ottawa, Zoning Bylaw AZ-64

Map XXI 391.

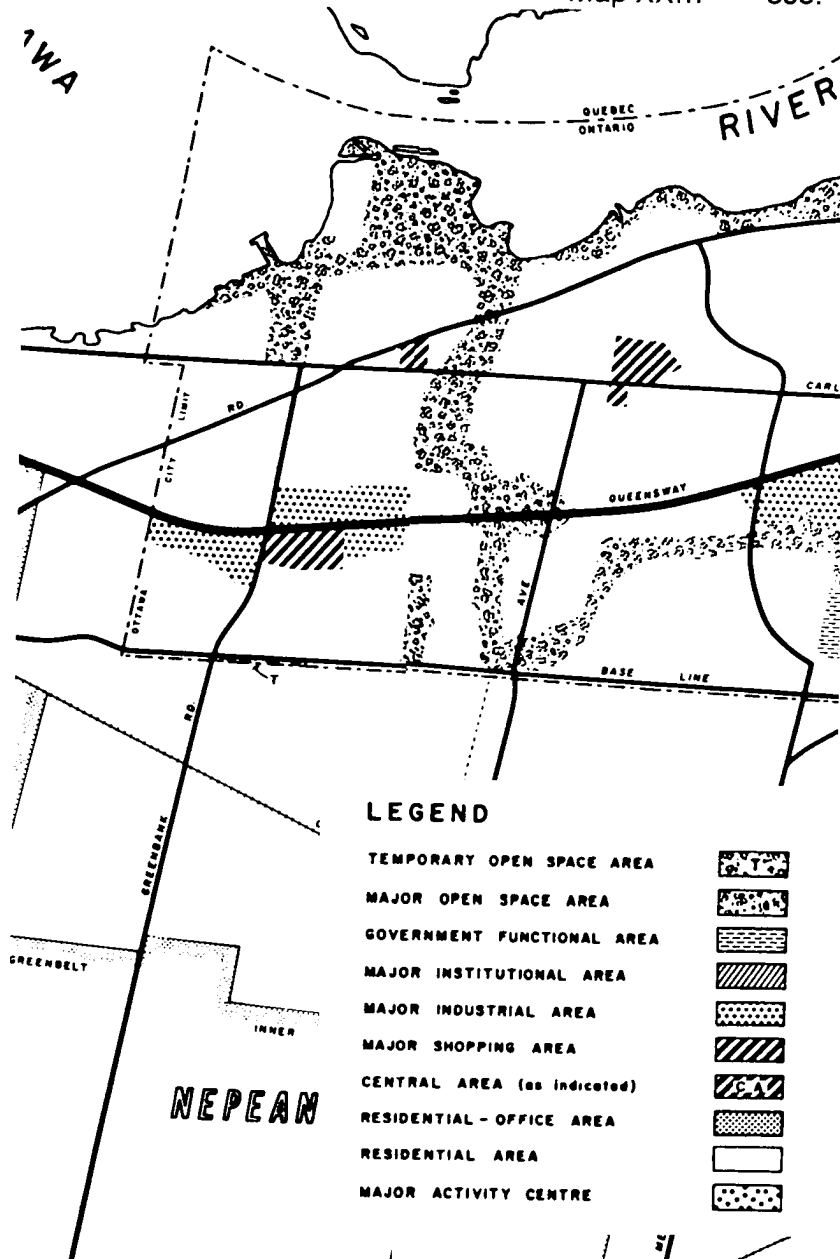
- M1 Light industrial
- M2 intensive industrial
- M3 medium industrial
- M4 heavy industrial
- P public
- R1 single family house
- R2 single family house
- R3 single family house
- R4 double, family and row houses
- R5 apartment low density
- R6 apartment medium density
- R7 apartment high density
- C1 general commercial
- C2 business commercial
- C3 special commercial



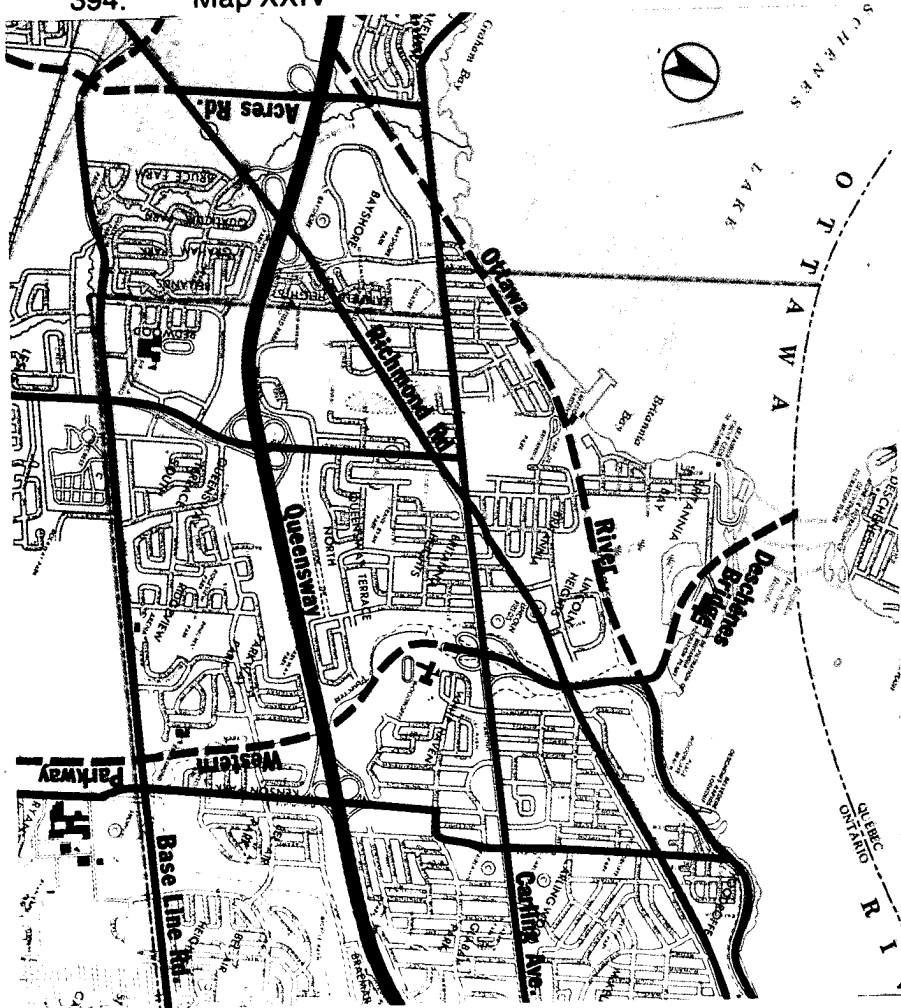
City of Ottawa, Zoning Bylaws 362-80, 11-81



1979 Plan of Roads, part of the Official Plan of the Ottawa Planning Area

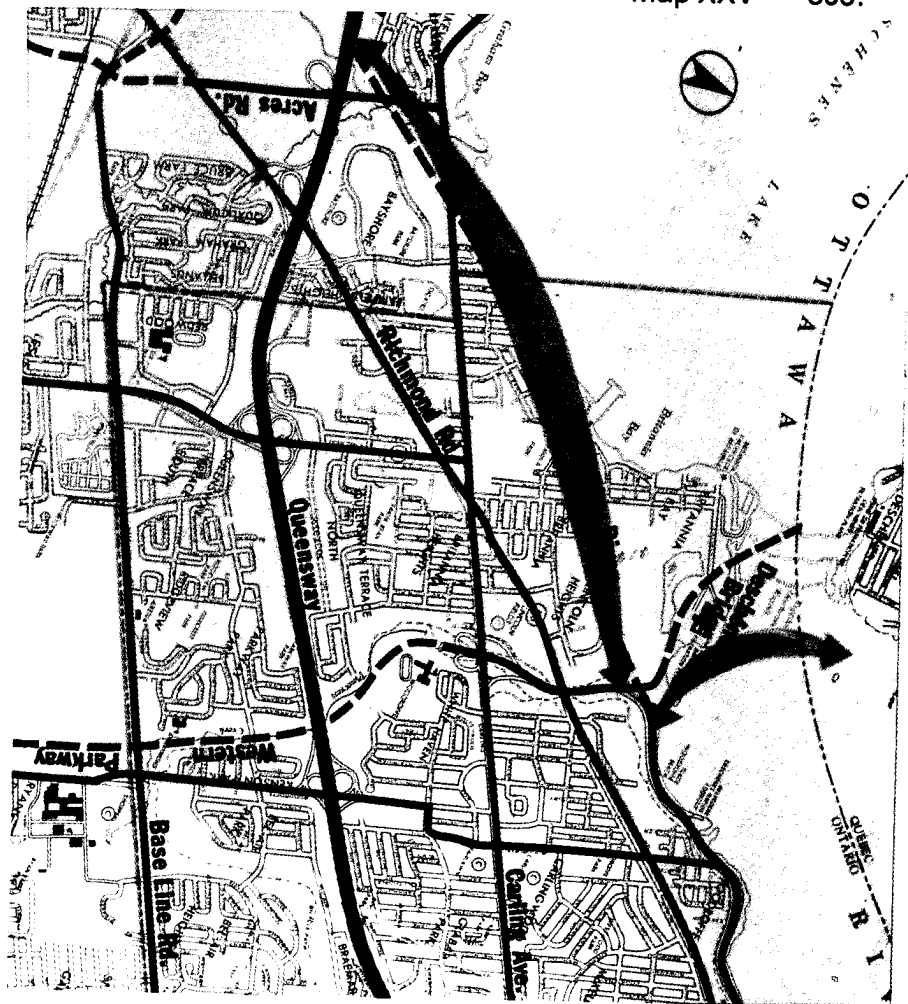


1979 Plan of Land Use, part of the Official Plan of the Ottawa Planning Area.



- EXISTING MAJOR ROAD ———
- PROPOSED MAJOR ROAD - - - - -
- CONCEPTUAL ROAD LINK ———▶▶———
- EXISTING MINOR ROAD ·····

*This is a section of the Regional
Municipality of Ottawa-Carleton
Official Plan 1974 Schedule "C".
(R.M.O.C.)*



- EXISTING MAJOR ROAD
- PROPOSED MAJOR ROAD
- CONCEPTUAL ROAD LINK
- EXISTING MINOR ROAD

The map shows the changes made in the Ottawa-Carleton Official Plan after the Ontario Municipal Board ruling in 1979.

Epilogue . . .

Today, when residents of Britannia say that their area is unique and deserves protection from urban planners, they are not just expressing concern for their property value, but also a desire to maintain what Britannia was, and still is, a distinctive area within Ottawa.

Britannia gives its past importance as a mill site and resort area to its strategic location above the Deschênes Rapids. When the plans for expanding the waterfront industry fell through due to economic depression and changing market needs, recreation revived Britannia. The more prominent individuals in Ottawa's society saw Britannia as an oasis, a few miles from town. They came, built cottages and formed a boating club. As a result, the year-round population increased as people came to provide services to the cottagers. Meanwhile, on the heights above the village, there was a farming community with its own services and priorities.

Recreation continued to be the motivating factor for the growth of Britannia. When the Ottawa Electric Railway opened the park and extended the streetcar line to Britannia, everyone in Ottawa, not just the well-to-do, could come out. Landowners, hoping to cash in on the popularity of the area, subdivided land, both near the park and on the heights, for cottages and homes.

World War I, setbacks in the economy, and the rising popularity of the automobile, brought a temporary slowdown in growth. By this time the park and the boating club had laid the groundwork for Britannia's ongoing popularity as a recreation spot in the Ottawa area.

The post World War II period saw overwhelming urban expansion. This resulted in the City of Ottawa extending its boundaries in 1950 to the point where Britannia became part of Ottawa. It was only after annexation that water and sanitary sewers came to the area. Progress brought high density development, particularly on the heights. Commercial development also increased considerably along the major roads. As this was going on, the city and other levels of government prepared plans for controlling and accommodating the growth in the Ottawa area, including Britannia.

Throughout the history of Britannia the forces of change have evoked various groups that have tried to influence the course of events as they affected the community. Prior to the 1940s community groups reacted to perceived problems after the fact rather than attempting to influence the decision-making process to avoid undesirable changes.

The Britannia Community Club of the 1940s and 50s took an active role in initiating changes and improvements. It lobbied to upgrade municipal services in the village area. In the 1970s, high-density development, the threat of proposed arterials, the Deschênes Bridge, and inadequate and poorly coordinated social and recreational services led to the formation of a wide variety of organizations in Britannia. They were either action groups that worked to bring about change or to prevent unwanted change

in the area, or community groups that organized or co-ordinated social services, or recreations for area residents.

Although the boundaries of Britannia are clearly defined, it is composed of several communities. In the early days, the main distinction was between the heights and the village. With the development of Belltown and other early subdivisions, the breakdown became more fine as people from various social and cultural backgrounds settled in. The addition of highrise and low-income developments have added to the diversity of people living in Britannia. The one thing they all share is a strong identity with the area of Britannia.

What makes Britannia unique is its physical features such as the parks, the yacht club, conservation areas and the variety of homes. Individuals and groups of Britannia residents will always strive to preserve its distinctive heritage.

Notes . . .

Abbreviations

AID Abstract Index to Deeds, Nepean Township (Ottawa-Carleton Registry Office)

AR Assessment Rolls, Nepean Township (PAC, MG 9, D8-44)

OC *Ottawa Citizen*

OCA Ottawa City Archives

OCM City of Ottawa, Council Minutes

O.E.R. Ottawa Electric Railway Company

OFF *Olde Forge Flyer* (community newspaper for Pinecrest-Queensway area)

OFP *Ottawa Free Press*

OJ *Ottawa Journal*

PAC Public Archives of Canada

TH Tweedsmuir History, Britannia Women's Institute (Eva Taylor, Curator)

WI Women's Institute, Britannia Branch

Chapter One

¹ Henry B. Small, comp. *The Canadian Handbook and Tourists' Guide* (Montreal, 1867), p. 106.

² Eva Taylor, *OFF*, Jan. 1979. Old maps of the area show a trail running from the Rideau River to the Ottawa River west of Bytown.

³ Lucien Brault discusses river transportation at or near Aylmer in the early years in *Aylmer: D'Hier/Yesterday* (Aylmer, 1981), p. 10.

⁴ *AID*, Book A, pp. 112-113. W. D. Reid, *The Loyalists in Ontario* (Lambertville, N.J., 1973), p. 320. The same two sources were used to trace other U.E.L. grantees in the area.

⁵ For more on the Wrights and the progress of the Hull settlement, see Bruce S. Elliott, "The Famous Township of Hull: Image and Aspirations of a Pioneer Quebec Community", *Histoire Sociale/Social History*, XIII (November 1980), pp. 339-367.

400.

- ⁶ H. Belden and Co., *Illustrated Historical Atlas of the County of Carleton, Ontario* (Toronto, 1879), Cumming Atlas Reprint edition, Stratford, Ont., 1976, p. iv.
- ⁷ PAC, Hamnett P. Hill Collection, v. 29, p. 10. Also in *TH*, v. 1.
- ⁸ John L. Gourlay, *History of the Ottawa Valley* (Ottawa, 1896), pp. 54-55.
- ⁹ Bell acquired Lots 17, 18 and 19 in Concessions One and Two, Ottawa Front, Nepean Township. *AID*, Book A.
- ¹⁰ *AID*, Book A, Inst. No. 2391, pp. 54, 109. Any other references to land being sold in the area have their source in the *AID*.
- ¹¹ PAC, Census of the Canadas, 1842, Nepean Township, (Reel C-1344), fol. 3. Charles Magee apparently lived had 22 years in Upper Canada by this time Magee gained title to his property at Britannia in 1831.
- ¹² Gourlay, p. 67.
- ¹³ Queen's University Archives, Rev. William Bell, *Journals*, v. 9, p. 12.
- ¹⁴ John Robertson, "Agricultural Report on the County of Carleton, 1854", in *Journals and Transactions of the Board of Agriculture of Upper Canada* (1855) I, p. 476.
- ¹⁵ *AID*, Book A, p. 112, Inst. Nos. 499, 3392, 579. The influence of these individuals on the development of Britannia is uncertain, although Warbrick appears in the 1860 *AR* as occupying an acre in Lot 20, Concession Two and as being a 71-year old weaver. George Horton and his family appear in the 1871 census for Nepean. (a-3, p. 3)
- ¹⁶ *TH; OFF*, April 1979. Historical Society of Ottawa Collection, JCHR 8/1. Hand-written signs outlined the rules regarding the marking of bags identifying their owners, consumption of alcohol, loitering and smoking on the premises of Britannia Mills. It is possible that the mills dated from as early as 1820, according to C. C. J. Bond (see next note).
- ¹⁷ C. C. J. Bond, "A. J. Christie, Bytown Pioneer", *Ontario History*, LV1, 1, March 1964, pp. 24-25. P. Wright had a "Columbia Pond", "Columbia Falls" and a "Columbian Hotel" on his domain across the river.
- ¹⁸ PAC, Hill Collection, v. 29, p. 10. Also appears in *TH*, v. 1.
- ¹⁹ Col. Joseph Bouchette, *British Dominions of North America* (London, 1832), v. 1, quoted in *TH* and in *OFF*, April 1979.
- ²⁰ For more on Aylmer's history, see Brault, *Aylmer*.
- ²¹ *Brockville Recorder*, 25 December 1835, p. 2.

- ²² *Ottawa Advocate and Packet*, 3 December 1845, cited in *TH*, v. 2, and in *OFF*, May 1979, p. 2.
- ²³ Statutes of the Canadas, XII Vic (1848), cap. cxviii, "An Act to incorporate the Bytown and Britannia Railway Company".
- ²⁴ Brault, pp. 323-124.
- ²⁵ Cf. the Wolfe Island, Kingston and Toronto Railway discussed in Duncan McDowall, "Roads and Railways: Kingston's Mid Century Search for a Hinterland, 1846-1854", *Historic Kingston*, No. 23, March 1975, pp. 59-60.
- ²⁶ W. H. Smith, *Canada: Past, Present and Future* (Toronto, 1852), II, p. 356.
- ²⁷ *AID*, Book A, Inst Nos. 2806, 3937, mortgages to John LeBreton, dated 31 January 1846 to W. J. C. Benson, dated 21 September 3848, totalling over £ 2100.
- ²⁸ "James Skead", *Dictionary of Canadian Biography*, XI, p. 826.
- ²⁹ PAC, Census of the Canadas, 1860-61, Nepean Township (Reel C-1013), Enumeration Dist. 3, p. 11. Robinson is listed as having a saw and carding mill with £ 800 Pounds of capital invested in the business, 2 male and 2 female employees, and an annual production valued at 600,000 Pounds.
- ³⁰ PAC, Census of Canada, 1871, Nepean Township (Reel C-10035), Schedule 6, Return of Industrial Establishments.
- ³¹ Ontario Archives, RG 2, F-3-B, Annual Reports of Local Superintendants and Local Boards of Trustees (of Common Schools), Nepean Township, 1850, 1855, 1860, 1865, 1869.

Chapter Two

- ¹ OCA, Land Registry *Copy Books*, Carleton County, Nepean Township, CB 10, p. 57, Inst. Nos. 1796, 1798.
- ² *AID*, Book F, p. 1, Inst. 1795. Nelson Robinson signed a Quit Claim Deed which essentially returned the property to the LeBreton estate just before McAmmond bought his property.
- ³ Peter Gillis, "Ottawa and Hull, 1870-1930: A Description and Analysis of Their Industrial Structure", in Rolf Wesche and Marianne Kugler-Gagnon, *Ottawa-Hull: Spatial Perspectives and Planning/Perspectives Spatiales et Emenagement* (Occasional Papers, Dept. of Geography and Regional Planning, Univ. of Ottawa) (Ottawa, 1978), p. 17.
- ⁴ *AID*, Book A, p. 60, Inst. No. 1185. Booth acquired this land from Robert R. Booth who bought it in April 1872. Robert sold this parcel to John Booth two years later (Inst. No. 10768).

402.

⁵ PAC, RG 3, v. 94, Post Office, Correspondence of Divisional Inspector, no. 155, F. P. French, P.O. Inspector to Postmaster-General, Ottawa, 9 January 1875.

⁶ *Ibid.* Also, OCA Land Registry *Copy Books*, Carleton County, Nepean Township, CB 12, p. 346, Inst. No. 2725. The parcel of land that McAmmond sold to the Methodist Episcopal Church in 1874 was situated on Lot 22, West Main Street, Britannia (Registered Plan 40 1/2) midway between Jamieson and Salina Streets.

⁷ *AR*, 1875. Of the 23 of the 30 resident household heads for which religions are listed in this roll, six belonged to the Roman Catholic and five to the Anglican faiths. The remainder were split evenly between the Methodists and Presbyterians.

⁸ See note 5.

⁹ *Ibid.* This is confirmed by an analysis of *AR*, 1875. Suggestion of some development having taken place on property in these assessment Rolls comes from the assessed property values of each lot. It appears that the lowest property values for a Britannia village lot was \$50. Given that the same basic value existed for all undeveloped lots in Britannia, a significantly higher property value given in the roll was interpreted as evidence of a dwelling having been erected on the lot. Of the 34 properties assessed that year, 26 had assessed values of \$100 and over. The remaining eight properties each had a value of \$50.

¹⁰ Ottawa-Carleton Registry Office, Nepean Township, Registered Plan No. 71. Most of the lots on this plan measured 1.0 by 0.83 chains. The lots on the first McAmmond plan (no. 40 1/2) were mostly 1.0 by 1.5 chains in size.

¹¹ *AID*, Book A, p. 59, Inst. No. 26116. Gerald Jamieson Scrapbooks. A copy of Ottawa-Carleton Registry Office, Nepean Twp., Reg'd. Plan No. 56 formerly in Gerald Jamieson's possession marks out the lots that each heir received.

¹² Gillis, p. 17.

¹³ Eleven labourers are listed among the 15 resident householders in the village part of Britannia in *AR*, 1880.

¹⁴ Gillis, p. 18.

¹⁵ *AID*, Book E, p. 505, Inst. No. 13055, dated 30 December 1887. Wyld paid \$580 for Lots 1, 10-34, East side, Main Street. This was an average \$22.30 per lot. He sold Lot 1 to John R. Smith in 1892 for \$100. (Inst. No. 16861) He sold a lot each to two women for \$80 in 1893. (Inst. Nos. 15341, 15242)

¹⁶ *OJ*, 7 July 1899 (Brittain Scrapbook). In 1900, there were only 26 non-resident owners who held developed properties in Britannia. Adding Jamieson's tenements and anyone else having more than one cottage or tenement for summer residents and the number would still be well below 100. Perhaps the reporter included the 57 other homes which were occupied year-round.

¹⁷ *TH*, v. 7. Von Charles does not appear in the *AR* 1890, but does appear in *AR*

1900 as the owner of Lot 7, East Bradford Street. The deed for that property was made out to her in August 1903 (Inst. No. 19780). It is possible that this was the former site of the Balmoral Hotel, which apparently burned down in 1901. Mrs. Von Charles bought the second property after her own hotel was destroyed by fire. Her first hotel, however, was in operation by June 1891. (*OJ*, 24 June 1891, and cited in *TH*, v. 4.)

¹⁸ Camping was the usual alternative to cottaging, particularly among the less prosperous people. Tents were pitched on the former J. R. Booth property on the waterfront and around Mud Lake, or Frog Valley Camp as it was once called. It has been found in other areas, that camping generally accompanied the earliest stage of cottage development. When more cottages were built, camping was no longer as popular on a particular lake. At Britannia Bay, this drop in the number of camps occurred in the 1890s. References were made in 1893 and in 1894 newspapers that campers were few in number compared with other years. In July 1899, a colony of twelve tents existed near the lakeshore. (*OJ*, 4 July 1893, 23 June 1894, 7 July 1899)

¹⁹ Anson Gard, *The Hub and the Spokes*.

²⁰ While Table I covers all of Lots 17 to 22 in Concessions One and Two, these figures refer to the area below the C.P.R. tracks, or the older village part of Britannia which underwent the cottage development first among the various parts that made up Britannia. They were also based upon the suggestion of resident and non-resident ownership of lots in the *ARs*.

²¹ The Table shows that 73% of the permanent village population, the labourers and carpenters, who were living in Britannia in 1880 were there in 1890. The proportion that were living there in 1890 but not in 1900 fell to 50% likely because of the growing opportunities for working in industries in Ottawa itself. The proportion of non-resident owners, or cottagers, who stayed through the 1880s was only 56% while the proportion rose to 68% during the 1890s.

²² *OJ*, 17 September 1894 in *OFF*, June 1980.

²³ Britannia Boating House Club, *Year Book*, 1900, pp. 18-19.

²⁴ *AR*, 1890. Nine out of 42 children in School Section Three lived in the village area below the tracks.

²⁵ These figures are based on what can be gained from the *AR* 1880, 1890 and 1900. The data given was incomplete; the assessor was not able to get the religions of all the resident owners and tenants.

	Anglican	Methodist	Presbyterian	Roman Catholic	other
1880:	15	8	4	3	0
1890:	11	12	2	2	2
1900:	16	14	2	14	1

404.

²⁶ There remained six known Methodist households in the village part of Britannia in 1880, 1890 and in 1900.

²⁷ Rev. Robert Jefferson and Leonard L. Johnson, *Faith of Our Fathers: The Story of the Diocese of Ottawa* (Ottawa, 1957), p. 32.

²⁸ PAC, RG 3, Post Office, Correspondence to Divisional Inspectors, v. 97, no. 452.

²⁹ *OJ*, May 1887.

³⁰ *OFF*, 8 August 1898 in OCA, O.E.R. Co. Scrapbook No. 2.

³¹ *Ibid.*

³² *OJ*, 1 September 1898 in *Ibid.*, Scrapbook No. 2; 20 January 1900 in *Ibid.*, Scrapbook No. 3.

³³ Donald S. Kirby, *Historical Sketch of Britannia Yacht Club, 1891-1967* (Ottawa, 1967), p. 3. Other sources on the subject of the Metropolitan Electric Company do not point to the same cause of the problems.

Chapter Three

¹ Using the figures listed in Table I, the difference in the number of non-resident owners with developed properties between 1890 and 1900 was 16. Assuming equal distribution throughout the decade, 1.6 cottages were built in Britannia each year during the 1890s.

² *OJ*, 11 July 1902 in *TH* v. 4.

³ *OJ*, 13 June 1903 in OCA, O.E.R. Co. Scrapbook No. 3.

⁴ *Ibid.*

⁵ *OJ*, 5 September 1903 in *TH*, v. 4.

⁶ For a discussion of other examples and a more extensive bibliography on the subject of urban and suburban development and land subdivision see Michael Doucet, "Speculation and the Physical Development of Mid-Nineteenth Century Hamilton", in Gilbert A. Stelter and Alan F. J. Artibise, eds., *Shaping the Urban Landscape: Aspects of the City-Building Process* (Ottawa, 1982), p. 182.

⁷ *AR*, 1920. As in other calculations of the number of lots that had been developed, the value of each property assessment is compared with the base value for lots still owned by the subdivider. The presence of Britannia postal addresses in the rolls determined those lots owned by residents of Britannia.

⁸ The officers of the Britannia Highlands syndicate included Andrew G. Acres, an Ottawa real estate agent, J. E. Hutcheson, President of the Grand Trunk Rail-

way, G. M. Mason, a local manufacturer, Frank Jarman, Ottawa Merchant, and Steward McLenaghan, the President of the syndicate. (*AR*, 1911)

⁹ *OC*, 10 December 1910, p. 14.

¹⁰ *Ibid.*

¹¹ Similar motives may have been behind the subdivision of Toronto property into large lots. Like Britannia Highlands, the unsold blocks were themselves broken up into small city lots by the subdivider. See Isobel K. Ganton, "Land Subdivision in Toronto, 1851-1883", in Stelter and Artibise, eds., p. 212.

¹² Many owners of Britannia Highlands lots did not live in the Ottawa and immediate area. Some 33 absentee landowners owned one, two or more regular-sized lots, which remained undeveloped. Local people also bought lots. Obadiah Switzer, a Greenbank area farmer, bought two blocks in 1922. Upon his death, he settled his sons on the lots. Some of his sons built homes there. Fred Switzer later sold his house there and bought property on High Street. On the other hand, Orval Skuce, blacksmith on the heights, bought four lots on Alpine intending to sell them.

¹³ *OCD*, 1920. City directories indicated homes that were "summer residences" and "vacant" as well as the full-time householders living on the streets of Britannia.

¹⁴ *AR*, 1920.

¹⁵ *AR*, 1910 and 1920.

¹⁶ PAC, National Map Collection, F/440 Ottawa (Loma Park) (1910).

¹⁷ *AR*, 1910 and 1920.

¹⁸ See Doucet, pp. 177-178.

¹⁹ *AR*, 1900, 1910 and 1920. Only the part of Britannia below the railway and street-car tracks were counted in these calculations. To underscore the point, there were 90 cottages and houses in the villages besides Jamieson's apartments on the Fire Insurance map for Britannia in 1912. When the area was surveyed for this purpose again in 1922, only another ten cottages and houses had been put up. (PAC, National Map Collection, IP-PA 440 (1902, 1912) v. 2, p. 168.

²⁰ R. I. Wolfe, "The Changing Patterns of Tourism in Ontario", in Ontario Historical Society ed., *Profiles of a Province: Studies in The History of Ontario* (Toronto, 1967), p. 174.

²¹ Nepean Township, Minute Books 1922-1925, pp. 78-79, 156. Eight of the 19 tax appeals in 1924 and five of the 25 appeals in 1926 came from the Britannia area.

²² *OCD*, 1930. See note 13.

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²³ The percentage of those who remained ten years in Britannia swelled from 42 for the period between 1900 and 1910 to 60 for the period between 1920 and 1930 (See Table VI). Tenants on small lots seldom resided in the village for more than a decade although a small number decided to make Britannia a more permanent home by buying property. M. J. Connolly, for instance, whose rented house was displaced by the Grant School, bought property on Maplewood. Gavin Barrowman bought a lot in Loma Park after spending several years as a tenant in Jamieson's apartments. George Prain, another Jamieson tenant, also owned a permanent home on the west side of Britannia Road by 1930. William J. Taylor, who had looked after the Metropolitan Electric Company property, bought a lot on the east side of Britannia Road.

²⁴ R. I. Wolfe, "Summer Cottages in Ontario," *Economic Geography*, XXVII, no. 1, January 1951, p. 10ff.

²⁵ The civil service mushroomed in the early years of the twentieth century. The number of government employees living in Ottawa of all levels increased from 4,902 in 1911 to 11,548 in 1921. (1911, 1921 Census of Canada)

²⁶ Examples of these people include William Rowatt, President of an insurance agency, John Whitton, a contractor and owner of several cottages in the village, H. P. Godard, an accountant for the Attorney-General's Office, and E. L. Brittain, accountant for the Department of Finance.

Chapter Four

¹ *OFP*, 19 November 1913, in OCA, O.E.R. Co. Scrapbook No. 6, p. 157.

² On three occasions, year-round residents such as Whitton, Rowatt and Murphy made formal requests to Nepean Township Council between 1910 and 1915 for repairs to be carried out. Another two were made in the 1920s. As for Kehoe Street, E. L. Brittain, one of the earliest cottagers in the Kehoe subdivision, approached the Township Council on three occasions regarding access to properties on Kehoe and Maud Streets according to the registered plan and regarding the repairing of the same roads. One problem lay with the right-of-way for the projected mill siding railway on McAmmond's original plan which could not legally be sold. The property was finally acquired by the Township which allowed Maud Street to be opened in 1922.

³ Zephyr was to be opened a distance of 250 feet and a sidewalk constructed along its west side. Four years later, W. A. Spearman, who owned a cottage on Greenview, asked for improvements to permit owners to drive their cars onto their properties.

⁴ Graham, Croydon and Bond streets were the subjects of two requests in 1926 for road improvements.

⁵ Nepean Township, Minutes 1922-1955, p. 14. Some of the key members of the group included Cedric Goddard and Ephraim Viens.

⁶ In 1921, there was a petition regarding Grandeur Street. Others were concerned especially after 1925 about the traffic along Scrivens Street which provided the main access to the most built-up part of the subdivision.

⁷ A drain was requested for Houghton Street in 1924 and the Road Commissioner for the Township was instructed to open one on Ahearn and on Scrivens in 1929.

⁸ Ontario, Department of Education, *Public and Separate Schools and Teachers in the Province of Ontario* (Toronto) 1912-1922. These figures refer to the "average attendance" reported by school inspectors at Grant School. The total number of children who appeared on the registers of the school was likely to have been higher.

⁹ The school was losing its association with the farming community although not with the heights area itself. The Trusteeship of the school left the hands of the farmers and went to new heights residents. The three men who served as the school board secretary-treasurers during the years from 1900 to 1930 were heights residents. But after 1922, they were non-farming men like C. V. Cameron, a federal civil service draftsman.

¹⁰ Of the 38 on the membership roll, the Honeywells and Ulletts comprised 14 --making up the Woodroffe contingent. Margaret Armstrong, some of the Bells, and the Watsons were among the older heights families that belonged. The Goddards and Herdmans were newer residents of the heights on the roll. (Allan C. Hare, *Tales of the Hares: The Story of Henry Hare and his Descendants, 1823-1976*, p.81)

¹¹ *OFP*, 25 May 1912, in OCA, O.E.R. Co. Scrapbook No. 6, p. 54.

¹² The gross revenues for the Mosgrove post office fell over the years from nearly \$40 for the 1899-1900 to \$26.28 for 1901-1902 and to \$22.30 for 1904-1905. (*Report of the Postmaster-General for year ending June 30, 1900*, p. 311, 1902, p. 84, 1905, p. D-92.)

¹³ The gross revenues for the Britannia Heights post office rose from \$104 in 1914-15 to over \$160 in the early 1920s and beyond \$200 later in the 1920s. (*Ibid.*, 1935, p. D-22, 1920, p. 66, 1922, p. 66, 1925, p. 71, 1927, p. 71.)

Chapter Five

¹ One ratepayer wanted to sell wood to Nepean to cover the balance of his property taxes. R. W. Winthrop tried to strike a deal with the Township regarding property he was forced to forfeit for tax sale, but failed. William Bell would have lost his farm if it were not for the money earned by his enterprising young son, Richard Bell. (Nepean Township Council Minutes)

² Calculated from Nepean Township Minutes, *Treasurer's Sale of Lands for Arrears of Taxes in the Township of Nepean in the County of Carleton, 28 August 1933*

³ *AR*, 1940 listed all the lots held by the municipality.

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⁴ *AR*, 1940. Does not include the Bayview subdivision that Scrivens started.

⁵ *Ibid.*

⁶ Using city directories for 1930 and 1940, the year-round dwellings formed nearly 64% in 1930 and over 78% in 1940 of all dwellings in the combined areas of the heights, Britannia Bay and the subdivisions between them. The increase in year-round residency was greater in the 1930s than in the decade before. The number of such households rose some 53% during the 1930s while the 1920s yielded only a 19% increase. The forfeiture of undeveloped land to the Township and the year-round use of dwellings formerly used only in the summer was reflected in a 9% drop in the number of non-resident property owners. It also brought a rise in the proportion of non-resident owners with developed land from nearly one in two to over two in three such owners.

⁷ Throughout the early 1930s, the average school attendance at Grant School remained at 91-93. It dipped like the overall population to 66 in 1934, but rose swiftly afterwards to 97 in 1935, and 106 in 1936. By 1940, the average school attendance was 110, and a fourth staff member was required at the school. (Ontario, Department of Education, *Schools and Teachers in the Province of Ontario*, Toronto, 1930-31, 1934-40)

⁸ The permanent and temporary staff of the federal civil service expanded from over 46,000 in 1939 to over 104,000 in 1943 and over 120,000 in 1946. (Taylor Cole, *The Canadian Bureaucracy, 1939-1947* (Durham, 1949), p. 17)

⁹ William Bell sold 35 lots between 1943 and 1945, bringing the total proportion of lots sold from 68 to over 80% of his subdivisions. Other subdividers did not fare as well. Poulin, for example, only sold eight lots between 1943 and 1948 in the Loma Park area

¹⁰ The average permit involved a total value of under \$3,000 in Britannia, while in the Woodroffe area, the average permit was valued at \$4,725 and, in Carlington, \$3,501. (Report of the Building Inspector, "Building Permits, January 1 to December 31, 1948", attached to Nepean Minute Book 1922-1955, p. 3036)

¹¹ Ontario, Dept. of Education, 1940-1949.

¹² *OCD*, 1940 and 1950.

¹³ *Ibid.*

¹⁴ Nepean Township Minutes 1922-1955, p. 3020. Nevertheless, it seems that the Township and subsequently the City of Ottawa did sell these lots.

¹⁵ Only 14 of the 133 dwellings in the village part below the tracks were brick or stone buildings. (OCA, Fire Insurance Atlas, Ottawa, Sept. 1948, v. III, pp. 333, 334)

¹⁶ *AR* 1948, Anglican 114 (19.6%) United 110 (18.9%), Roman Catholic, 183 (31.5%), Presbyterian 18 (3.1%), Methodist 1, Baptist 15 (2.6%), Greek Orthodox 3, Ukrainian

Orthodox 1, Lutheran 11 (1.9%), other Protestant 91, (15.5%), Jewish 33 (5.7%). Total 581.

¹⁷ As for traffic, a speed limit of 30 m.ph. was imposed on Belltown streets in 1940 by Township Council. But speeding excesses seemed to have continued at the corner of Scrivens and Haughton. Similarly, the Community Club wanted the traffic on Richmond Road regulated for the sake of school children, and demanded more frequent police patrol.

¹⁸ This was particularly so on Britannia Heights. In Loma Park, however, the small area of lots prevented extensive installation of septic systems. A small number of people in the village and in Belltown, mostly permanent residents, had septic tanks. The Jamieson estate cottages continued having individual privies and the apartments shared a common privy.

¹⁹ The rise of the Ottawa River in spring, runoff from the park and snow melting down from the roads above provided the problems that kindled several initiatives on the part of householders like William Bell and owners of the Ranch House, Flockhart and later George Cooper and Percy Doane who lived in Belltown year-round.

²⁰ Mrs. G. B. Acres was its first President, Chloris Brown, another prominent member was a daughter of a Nepean farmer, and Annie Clarke was a daughter of a Gloucester Township farmer. (*TH*, v. A)

²¹ Wolfe, "Changing Patterns of Tourism", p. 176.

Chapter Six

¹ As this is only an overview of how Britannia fitted into the numerous planning schemes for the national capital, footnotes have not been inserted. The major sources for the chapter are National Capital Commission, *A Capital in the Making. Reflections of the Past, Visions of the Future*, Ottawa-Carleton Regional Plan, Ottawa Planning Area Board Reports and Official Plans, the City of Ottawa Official Plan, the Ottawa-Hull Transportation Study of 1965, Nepean Township Minutes and particularly its Annexation File, and the City of Ottawa Council Minutes.

Chapter Seven

¹ Oral history interviews conducted at Olde Forge Community Resource Centre during the summer of 1981.

² Oral history; City of Ottawa; *By-laws*, 261-60; Mary Lark Scrapbook No. 2, p. 94.

³ *OC* 22 September 1951, p. 28, in *WI* Scrapbook.

⁴ Land had already been expropriated as early as 1936 when Carling Avenue residents in Britannia were informed that improvements to their properties in the expropriated areas would not be compensated for. (Oral history interviews)

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⁵ As of 1960, less than 4% of the homes in the Britannia area were occupied only during the summer. Among the last cottages to be converted for year-round use were situated in Belltown at 2897, 2905, 2911, 1913 and 2921 Haughton Street.

⁶ OCA, RG 4, v. 566, 567, AR 1960, City of Ottawa.

⁷ Ottawa, Department of Public Works, *Proposals for Urban Renewal Action*, August 1963, pp. 75-76. Explanations of the categories, "very poor", "poor" and others, are given in this publication.

⁸ Ottawa, Department of Public Works, Planning Branch, *Urban Renewal Ottawa, Canada*, 1967, pp. 147, 151.

⁹ Before Ida Jamieson sold the property to Sipolins she was twice sent expropriation notices by the F.D.C. (later the N.C.C.) then had them retracted.

¹⁰ OC/OJ?, 25 May 1962, in WI Scrapbook.

¹¹ OCM, 1961, pp. 559-560.

¹² OJ, 29 May 1959, p. 22 in WI Scrapbook.

¹³ Assaly wanted part of the land for a subdivision road in 1960. The city felt that no one should have it until a firm decision was made as to what use could be made of it. A City Council report in 1962 recommended that the right-of-way should be divided into sections, one for a road allowance and possible interchanges and the remainder for private development. Mayor Charlotte Whitton and city planners decided in 1963 to retain the part west of Poulin for a possible cloverleaf connection with the Pinecrest-Deschenes arterial, and dispose of the rest to developers. Uncertainty in the arterial plans likely put a halt to this. (OJ/OC? 35 March 1958, in TH v.8, 28 January 1960, 9 November 1960, OJ, 22 February 1961, 21 June 1962, OC, 11 June 1963 in WI Scrapbook.)

¹⁴ OJ, 21 July 1966, in WI Scrapbook.

¹⁵ Although high density housing was becoming more acceptable for the needs of the sixties, the City received and rejected many applications for permitting development beyond the limits imposed by the AZ-64 zoning bylaw. For instance, a woman wanted a triplex at the corner of Regina and Poulin - an area zoned only for single and double units. Her application was turned down because the city considered such dwellings to be an "undesirable precedent" in the area. (OCM, 1962, p. 1680.) The Ontario Municipal Board also vetoed an attempt by the City itself to rezone part of the Britannia Park area for allowing multiple unit dwellings there in 1963. (OC, 1 May 1963, in WI Scrapbook)

¹⁶ OCM, 1963, p. 1447.

¹⁷ OC/OJ?, 23 May 1970, in WI Scrapbook.

¹⁸ *OJ*, 30 April 1952, in *Ibid.*

¹⁹ See Chapter Five. The lots sold by Pajak and Cooper were designed so that septic tanks could be installed without difficulty.

²⁰ *West End Times*, 29 May 1957, in *WI Scrapbook*.

²¹ *OJ*, 24 May 1957, in *Ibid.*

²² *OC*, 9 August 1951, in *Ibid.*

²³ *West End Times*, 29 May 1957, 5 June 1957, in *Ibid.*

²⁴ Water mains were placed in Britannia village and Heights and the eastern part of Belltown in 1960. Sanitary sewers arrived in Britannia Village and Loma Park areas in 1961, and later on in Britannia Heights and the west side of the village. Water was extended to the streets of Loma Park and the new Glabar subdivision in 1962 and to other parts of Britannia Heights in 1963.

²⁵ *West End Times*, 5 June 1957, in *WI Scrapbook*.

²⁶ *OJ/OC?*, 5 August 1961, in *Ibid.*

²⁷ *OJ/OC?* 18 January 1960, in *Ibid.*

²⁸ In Belltown, for instance, favourable responses were lower than the average. While overall, 71% of the voters accepted beer and liquor stores, only 65% of Belltown residents accepted them. In Britannia Village, stores and dining lounges were accepted by more than two to one, but the vote was almost evenly split on cocktail lounges. In Britannia Heights, only liquor stores were approved, and then only by two votes. Generally throughout the area, responses were less favourable for cocktail lounges and dining lounges than they were for beer and liquor stores. This was in keeping with the abhorrence by heights residents of places of entertainment along Richmond and Carling which was first aroused when they opposed dance hall licenses twenty years before. (*OJ*, 22 January 1962 in *Ibid.*)

²⁹ *OJ*, 15 August 1951, in *Ibid.*

³⁰ *OJ/OC?*, 8 December 1953, in *Ibid.*

³¹ *OC*, 8 February 1961, in Anglican Diocesan Archives, Diocese of Ottawa, Church Extension Committee, item 97.

³² *OJ/OC?*, 20 May 1953, in *WI Scrapbook*.

³³ *Our Lady of Fatima, 1947-1957*, p. 33.

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³⁴ *OJ/OC?*, 20 March 1963, in *W1 Scrapbook*.

³⁵ *OJ* 20 September 1963, 15 November 1965, 14 November 1968, 11 September 1971, in *Ibid.*

³⁶ *OC*, 3 November 1950, in *Ibid.*

³⁷ These cottages were not accounted for in previous calculations for the number of cottages or non-resident landholdings in Britannia since all institutions or corporate owners were excluded. It is uncertain when these cottages were erected in the first place.

Chapter Eight

¹ "History of Planning Study" in *Draft of An Information Booklet for New Members of the Pinecrest-Queensway Citizens' Committee*.

² *Ibid.*, pp. 1-2.

³ Analysis of the *OCD*, 1972 and a list of officers of the P.Q.C.C.

⁴ "History of Planning Study", p. 3., *OJ/OC*, 6 November 1974, in *W1 Scrapbook*.

⁵ An application to build a 21-storey, 210-unit apartment building on Carling between Greenview and Britannia Roads in the spring of 1974 drew much concern. The P.Q.C.C. warned officials once more of the wall effect that would be created if the building were put up too close to Carling. The committee was also alarmed at the proposal for a high-rise on the site of the Town and Country Restaurant and Motel in the same year. Planners and residents regarded the site as having too much traffic with few community parks nearby. They felt it had reached its "optimum population level". At the time, new zoning allowing only commercial buildings had not yet been approved. Instead, the City deferred the building proposal so that a zoning by-law banning high development on this site could be passed before a permit for construction was issued.

⁶ *OJ/OC*, 20 November 1975, in *Ibid.*

⁷ *OJ*, November 1962, in *Ibid.*

⁸ *OJ*, 20 January 1970, 3 March 1970, in *Ibid.*

⁹ *OJ*, 25 June 1973, p. 1, in *Ibid.*

¹⁰ *OC*, 5 October 1976, in *Ibid.*

¹¹ *OJ*, 18 March 1976, in *Ibid.*

¹² *OJ*, 30 April 1976. 25 August 1976, in *Ibid.*

¹³ *OJ*, 13 October 1976, in *Ibid.*

¹⁴ *OC*, 19 April 1978, in *Ibid.*

¹⁵ *OJ*, 27 April 1978.

¹⁶ *OFF*, June 1979, p. 4.

Chapter Nine

¹ *OFP*, 11 May 1901, in, OCA, O.E.R. Co. Scrapbook No. 3.

² *OJ*, 23 April 1902, in *Brittain Scrapbook*, *TH*, v. 3. *OFP*, 12 March 1902, in OCA, O.E.R. Co. Scrapbook No. 3.

³ *Brault*, p. 224.

⁴ One observer noted in 1929 that “years ago it was almost impossible to get a seat going to Britannia until the rate was increased in our car service.” (*OJ*, 10 July 1929, in OCA, O.E.R. Co. Scrapbook No. 11)

⁵ *Union*, 15 November 1949, in *TH*, v. 3.

⁶ *OJ/OC?*, January 1951, in *W/Scrapbook*.

⁷ *OJ*, 10 July 1951, in *W/Scrapbook*.

⁸ In January 1981, Regional Council was composed of 32 members: 16 from City of Ottawa Council, 4 from City of Nepean Council, 3 from City of Gloucester Council, 2 from City of Vanier Council, 1 from Village of Rockcliffe Park Council, 1 from each of the Townships of Cumberland, Osgoode, Goulbourn, Rideau and West Carleton Councils, and 1 from City of Kanata Council

⁹ *OJ*, 4 October 1958, p. 37, in *W/Scrapbook*,

¹⁰ *OJ/OC?*, 7 January 1964, in *W/Scrapbook*.

¹¹ *OJ/OC?*, 9 December 1969, in *TH*, v. 8.

¹² *OJ/OC?*, 28 May 1970, in *W/Scrapbook*.

¹³ *OJ*, 10 June 1976,

¹⁴ *OJ*, 27 May 1978.

¹⁵ *OJ*, 24 February 1979.

¹⁶ *OJ*, 28 February 1979.

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Appendices ...

TABLE I
PROPERTY OWNERSHIP AND RESIDENCY 1880 - 1960¹

YEAR	RESIDENT OWNER ²		TENANT N	NON RESIDENT OWNER		NON RESIDENT OWNERS ³ WITH DEVELOPED PROPERTIES	
	N	%		N	%	N	%
1880	27	63	4	16	37	-	-
1890	25	47	3	28	53	10	36
1900	43	52	14	40	48	26	65
1910	61	31	11	133	69	94	71
1920	89	20	34	356	80	132	37
1930	112	24	34	351	76	163	46
1940	147	32	76	318	68	<u>219</u>	68
1950	337	58	147	111	15	314	
1960	767	81	148	(35)	4		

1 ALL PROPERTIES ON LOTS 17 TO 22, CONS. 1 & 2

2 HOUSEHOLDS, INDIVIDUALS, THEIR ESTATES, HEIRS OR RELATIVES BEARING SAME SURNAME

3 IE: COTTAGERS

SOURCE: Assessment Rolls, Nepean Township, 1880 - 1940. Ottawa City Directory 1950, 1960

420.

TABLE II
RESIDENCY AND TENANCY 1880 - 1960

YEAR	RESIDENT OWNERS		TENANTS		TOTAL NUMBER
	N	%	N	%	
1880	27	87	4	13	31
1890	25	89	3	11	28
1900	43	75	14	25	57
1910	61	85	11	15	72
1920	89	72	34	28	123
1930	112	77	34	23	146
1940	147	66	76	34	223
1950	337	70	147	30	484
1960	767	84	148	16	915

SOURCE: Assessment Rolls, Nepean Township, 1880 - 1940. Ottawa City Directory 1950, 1960

TABLE III
**GEOGRAPHIC LOCATION OF RESIDENT/
 TENANTS / NON-RESIDENT OWNERS**

LOCATION	1910			1920			1940		
	R	T	NR	R	T	NR	R	T	NR
Britannia Village	29	7	45	30	17	45	41	19	59
Britannia-on-the-Bay and Loma Park	7	2	20	9	7	32	19	14	41
Belltown & Bayview	0	0	11	4	0	18	26	4	81
Britannia Heights and Britannia Highlands	16	1	17	24	6	29	54	23	119
TOTALS	52	10	83	67	30	124	140	60	300

* 1930 - NO ANALYSIS

NB: FARMS AND OTHER PROPERTIES ON BRITANNIA HEIGHTS NOT INCLUDED IN
 SUB-DIVISIONS ARE EXCLUDED FROM THIS TABLE.

SOURCE: Assessment Rolls 1910, 1920, 1940.

TABLE IV
OCCUPATIONS OF BRITANNIA RESIDENTS
AND NON-RESIDENTS LANDOWNERS, 1900 - 1950

	PROFESSIONAL, SR MGMT. NO. %	MERCHANT, BUS. OPR. NO. %	CLERICAL, SALESPEOPLE NO. %	BLUE COLLAR, WORKERS NO. %	FARMERS NO. %	MISCELLANEOUS, UNKNOWN NO. %	TOTAL NO. %	FEDERAL GOVERNMENT NO. %
1900 R + T	3	6	2	4	4	7	54	2
NR	4	10	11	28	8	23	39	6
1910 R + T	3	5	8	10	17	10	60	13
NR	29	26	30	27	18	15	112	20
1920 R + T	5	4	6	5	21	19	113	46
NR	18	8	34	15	51	23	225	46
1930 R + T	11	8	12	9	17	13	131	43
NR	22	11	32	16	22	11	197	36
1940	NO ANALYSIS							
1950 R + T	16	4	18	5	57	15	98	26
NR	NO DATA							

1 INCLUDES SPINSTERS, WIDOWS, SAME FOR 1920 - 1950

2 TOTAL ALSO INCLUDES FEDERAL GOVERNMENT

SOURCES: Assessment Rolls and City Directories, 1900 - 1930, City Directory only 1950

TABLE V
**OUT OF TOWN NON-RESIDENT OWNERS
 AT BRITANNIA 1920 - 1940**

	1920	1930	1940
Total Non-Resident Owners	36	50	40
% Non-Resident	10.11	14.25	12.58
% Total	8.09	10.80	8.60
Those who are residents in Assessment Rolls 10 years before	-	14	9
Developed Properties	2	6	14
Persistent Owners for more than 10 years.	3	32	29

SOURCE: Assessment Rolls, Nepean Township, 1920 - 40

TABLE VI
PERSISTENCE OF OWNERSHIP AND RESIDENCY

NEPEAN TOWNSHIP ASSESSMENT ROLL	RESIDENT OWNER		NON-RESIDENT OWNER		TENANTS		
	No.	% *	No.	% *	No.	% *	
1880 - 1890	18	67	BH. 67 BV. 73	9	56	0	0
1890 - 1900	19	76	BH. 91 BV. 50	19	68	1	33
1900 - 1910	28	65		17	42	0	0
1910 - 1920	46	75		72	54	6	54
1920 - 1930	76	85		216	61	8	24
1930 - 1940	80	71		172	49	11	32

* PERCENTAGE OF FIRST DATE, ROUNDED TO NEAREST WHOLE PERCENT

B.H. BRITANNIA HEIGHTS

B.V. BRITANNIA VILLAGE

SOURCES: Assessment Rolls, Nepean Township, 1880 - 1940

TABLE VII
AVERAGE AGE OF HOUSEHOLD HEADS 1890 - 1940

ASSESSMENT ROLL DATE		TOTAL SUM OF AGES	NO. OF ¹ HOUSEHOLD HEADS	AVERAGE AGE OF HOUSEHOLD HEADS		
1890	R	903	19	47.5		
	T	106	3	35.3		
1900	R	1779	38	46.8		41
	T	580	14	41.4		60
1910	R	1810	35	51.7		
	T	519	12	43.3		
1920	R	2926	60	48.8	B.V.	53
	T	1131	28	40.4	L.P.	37
					B.H.	47
1930	R	4337	86	50.4	B.V.	50
	T	1001	24	41.7	L.P.	44
					B.H.	49
1940	R	5830	109	53.5	B.V.	53
	T	2685	60	44.8	L.P.	44
					B.H.	52
					Btn.	40

R RESIDENT
T TENANT
B.V. BRITANNIA VILLAGE
L.P. LOMA PARK (JAMIESON & POULIN SUBDIVISIONS)
B.H. BRITANNIA HEIGHTS
Btn. BELLTOWN

¹ Not all Assessment Rolls provided the ages of household heads, so that the numbers here are smaller than the totals provided in Table II.

SOURCE: Assessment Rolls, Nepean Township, 1890 - 1940

TABLE VIII
STREET - NAME CHANGES 1950 - 1960

<u>OLD NAME</u>	<u>NEW NAME</u>
Bay St.	Grandeur Ave. (Belltown), Salina (Britannia)
Beatrice St.	Kirby
Bell St.	Haughton
Broadview	Ahearn
Bruce Ave.	Kempster Ave.
Cameron	Don
Dufferin	Howe
Dundee	Dundas
Edmund	Skuce
Elizabeth	Scrivens
Ella	Cascades
Frank St.	Walter St.
Graham Ave	Maplewood
Henderson	Fallis Ave.
Isabel	Conn
John	Pinecrest
Laurel Ave.	Wylie
Louis	Britannia Ave. (south of Howe)
Main St.	Britannia Ave. (north of Howe)
March Rd.	Carling Ave. (west of Richmond)
Mosgrove Ave.	Judge St.
Norfolk Ave.	Norton
Osborne Ave.	Boyce
Park	Greenview
Portland Ave.	Forest
Primrose Ave.	Burland St.
St. Louis St.	Pinewood
Sparks	Rowatt
Stewart St.	Croft
Victoria	Ritchie

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