1868 – On April 7, Thomas D'Arcy McGee is assassinated. James Patrick Whelan is found guilty on circumstantial evidence and is hanged at the Nicholas Street Jail on February 11, 1869. His is the last public execution in Canada.

1879 – The Great Dominion Exhibition is held in Ottawa. Later the exhibition grounds become Landsdowne Park, named after the Marquis of Landsdowne, Governor General from 1883 to 1888. Many citizens question the location of the park so far out in the country.

In 1847, the then Bytown was deeded 24.5 acres (9.9 ha) acres by the government of the Province of Canada, and acquired another 15 acres (6.1 ha) bought from owners over several years, to make up the initial grounds of what is now called Lansdowne Park. Two notable exhibitions occurred prior to the first Central Canada Exhibition. In 1875, the City of Ottawa hosted the thirtieth annual Exhibition of the Provincial Agricultural and Arts Association. In 1877 an exhibition included the first public demonstration of the telephone in Canada. A third provincial exhibition was held at Lansdowne in 1879. In order to provide sufficient space for subsequent fairs, the City acquired more of Lansdowne and the buildings that were there in 1883 for $25,000.[The Central Canada Exhibition Association was formed in 1888 and the site witnessed many improvements, including the erection of a new Horticultural Hall and Grandstand. The first Central Canada Exhibition opened on 20 September 1888 and was held annually until 2010. The Aberdeen Pavilion has also figured prominently in military matters: troops of Lord Strathcona's Horse were encamped there during the
Boer War; the Princess Patricia's Canadian Light Infantry mustered there before being sent to France in the First World War; and during World War II it served as an induction centre for thousands of Canadian troops heading overseas and was the home to The Cameron Highlanders of Ottawa (4th Princess Louise Dragoon Guards). In 1947, the Marian Congress was held at Landsdowne Park from June 18 to 22, 1947, hosted by the Archdiocese of Ottawa. Estimates of attendance vary from 100,000 to 250,000. A huge outdoor site was built for the religious spectacular. In front were benches enough to seat 75,000 people. There were also 110 exhibits on the site. Msgr. John O'Neill, assistant pastor at St George's Church was the prime organizer of the Congress. Its purpose was to celebrate the centenary of the Archdiocese of Ottawa and to pray for lasting peace in the world. Although now largely forgotten, in its day it was the largest religious conference in North America, with thousands of visitors coming from all parts of North America to witness this week of prayer. Many were locals but visitors arrived by car, bus, plane, and 66 special excursion trains. During the five-day Congress there was a procession of floats along the canal driveway. The Congress also featured the Dionne Quintuplets (age 13) singing hymns in both English and French. The event ended with an event called “the greatest fireworks display ever held in Canada” depicting scenes in the life of the Blessed Virgin. A message to the Congress from Pope Pius XII was broadcast during a Mass on June 19 and carried by major radio networks across the country. In April 1952, the fairground at the park was selected in an exercise by the federal civil defence organization as an assembly point where the survivors of a nuclear attack on Ottawa gathered to receive food and water. The City of Ottawa periodically reviews the use and state of the facility. Lansdowne was developed as a municipal fairgrounds, and somewhat rural in nature. Over time, permanent buildings were built on the site, and a majority of the site was paved, both for parking and for exhibition use. As the result of a review in the 1990s, the city demolished some of the buildings, and restored some parkland. The city restored Aberdeen Pavilion at the time, using funds planned for a Central Canada Ex move, in exchange for allowing the
Ex to continue to use the site.[5]

GROWTH OF VANIER

The Vanier Parkway, specifically the portion between Prince Albert and Beechwood, was constructed along the same route that once carried the tracks of the Bytown and Prescott Railway Company through the commercial, industrial and residential areas of today’s Overbrook, Vanier and New Edinburgh. At the time the railway was constructed, this area of the Ottawa region was known as Junction Gore—the northwestern corner of Gloucester Township located at the junction of the Ottawa and Rideau Rivers.

The village of Janeville was established in 1873 and the first post office opened on Cummings Bridge in 1879. Both Clarkstown and Clandeboye were established by the end of the 1880s.

At the turn of the century, visitors to the area found “two prosperous villages with dirt roads and plank houses—two quiet villages bordering the ‘large city’ of Ottawa.” Combined, the villages of Janeville and Clarkstown had a population of less than 300 people. Clandeboye was comparatively smaller and had only a handful of settlers.

The following account recalls Father Pondurand’s first impressions following his arrival by train in Ottawa and subsequent trip to the Janeville Mission in the summer of 1890:
Nobody was waiting for us at the station. This is understandable as we are late by half a day. Given our luggage we hire a car. It is a twenty-minute trot by horse carriage which is equivalent to more than an hour walking! The heat is overwhelming and the city is already far behind us. As we cross the Rideau [river] we find ourselves in the countryside. Have we gone off track?.

The area continued to grow and small businesses started to open up along Montreal Road and McArthur. By 1909, the villages of Janeville, Clarkstown and Clandeboye amalgamated to form the new village, and then town, of Eastview. Sizable vacant lots along the railway provided the opportunity for larger industries to set up shop.

Panoramic photograph of W. R. Cummings’ grain and flower mill located on the north side of Montreal road west of the rail tracks (current site of Tim Hortons. The Dominion Bridge Company opened a 25,000 square foot steel factory in 1911, on the site of today’s Claridge development on Landry. Betcherman Iron & Metal Company on McKay (now Charlevoix) and D. Kemp Edwards Lumber on Victoria (now Montgomery) opened in the 1920s. Capital Carbon and Ribbon Company opened on John (now Deschamps) in the 1930s. Also located along the railway were W. R. Cummings (on Montreal Road), National Grocers warehouse on Elm (now Jeanne Mance) and Beechwood Steel on McArthur.
More growth facts

- 1881 – Ottawa’s population exceeds 25,000.

- 1885 – Electricity comes to Ottawa. Ottawa became the first city in North America to sign a contract for the lighting of all its streets. Council awarded the newly-formed Ottawa Electric Light Company a contract to install 165 arc lamps on the city’s streets, at an annual cost of $78 per lamp.

**THOMAS AHEARN**

was born, in 1855, on Duke Street in LeBreton Flats, Thomas Franklin Ahearn, the son of Irish immigrants Norah and John Ahearn, the latter a blacksmith. Died aged 83 in 1938.

Warren Young Soper born 1854, moved to Le Breton Flats aged 2, died 1924.

Tom, as he was known his entire life, grew up in lockstep with the new city, and it’s impossible to imagine what Ottawa might look like today without his influence. Along with his business partner, Warren Young Soper, Ahearn touched the lives of everyone in Ottawa, through transportation, electricity, beautification and leisure and entertainment. The pair’s interconnected business enterprises very much shaped how and where the city grew,
as its population soared from just over 10,000 when Ahearn took in his first breath, to about 150,000 when he exhaled his last. The streetcar, especially, was spoken of as bringing the city into the modern era; a step out of the sawdust city and into a modern city that the country could be proud of as a capital.”

Indeed, Ahearn & Soper’s Ottawa Electric Railway, which began operations in June 1891, was instrumental in guiding the city’s expansion, especially to the west, as “streetcar suburbs” sprang up near the tracks. The Bank Street line out to Lansdowne Park, for example, led Alexander Mutchmor to subdivide his family farm, creating the Glebe.

To encourage the use of their streetcars on weekends and evenings, Ahearn and Soper opened amusement parks outside the city: one in Rockcliffe; a second, West End Park (later renamed Victoria Park) just south of the present-day Queensway opposite Fisher Park Community Centre; and a third at Britannia. Along with other speculators, they also formed the Ottawa Land Association, which bought hundreds of acres of land along those streetcar routes, then subdivided and sold the lots to the city’s new suburbanites.

The mid- to late 19th-century was an exciting time in electricity. Telegraphy and the Morse code were invented in 1844, telephony was proposed in 1856, and the first transatlantic telegraph cable was laid in 1866. The telephone, arc lamp, phonograph, loudspeaker and incandescent light bulb were all products of the 1870s.
Ahearn, like most electrical enthusiasts at the time, was self-taught, his career beginning at age 14 when he offered to work for free as a messenger with the Montreal Telegraph Company at its Chaudière office so he could learn to operate a telegraph key. Within a year, he was promoted to the company’s Sparks Street office.

At 19, he moved to New York and was hired by Western Union. Two years later, he returned to Ottawa as chief operator for the Montreal Telegraph Company, and when Bell Telephone was incorporated in 1880, he was, at just 25, hired to manage its Ottawa operation. This latter development was not without some irony: In 1878, Ahearn, perhaps unaware of the misdeed he was committing, infringed on Alexander Graham Bell’s patent when, after reading an article in Scientific American, made the first successful long-distance telephone call from Ottawa using handmade sets he’d built from cigar boxes to place a call to Pembroke. Ahearn later sold the boxes for $16 to settle an outstanding hotel bill.

Two years after being hired by Bell, Ahearn formed a partnership with Soper, his close childhood friend from the Flats and a like-minded electrical enthusiast. According to Ahearn, the partnership came about after Soper encouraged Ahearn to double the price of an invoice he was sending rich industrialist E.B. Eddy for installing bells in his home. When Eddy paid the bill, he included a note indicating the fee was less than he expected. “When I got that cheque,” Ahearn recalled in a Montreal Gazette story, “it set me thinking. I knew the practical end of the electrical business; but I
needed someone to look after the financial end.” Before long, Ahearn and Soper were dubbed “the Edisons of Canada.”

For Ottawa citizens, the shows were awe-inspiring. In describing the four-day illumination of Parliament Hill, Major’s Hill Park and the Alexandra Bridge in 1901 for the visit of the Duke and Duchess of Cornwall and York (later King George V and Queen Mary). The electrical decorations have never before been equaled in Canada, and for chasteness and originality have never been surpassed in the world.”

Hyperbole, perhaps, but consider that Ottawa, sometimes referred to in the trades as “Electrical Ottawa” for its seemingly endless supply of hydroelectricity, openly embraced such technological developments. In 1885, it became the first city in Canada to have all its streets lit by electricity, while its electric railway, for example, came before either Montreal’s or Toronto’s, with Ahearn and Soper overcoming inhospitable winters before other cities would consider it. By 1900, it was reported there were 100,000 incandescent light bulbs burning in the city, more per capita than anywhere else in the world.

“Between electric railway, electric light, electric ovens, electrical heaters, electric elevators, electric fans, motors and what not,” wrote the Montreal Daily Witness in 1892,
“Ottawa feels quite rid of the old reproach of being a backwoods village.”

In 2011, Canada Post issued a series of four Innovations stamps, including this one bearing an illustration of Thomas Ahearn’s 1892 electric oven. The latter plaudit came two months after Ahearn prepared the world’s first meal cooked entirely in an electrical oven: a feast that included trout, ham, beef, lamb, sweetbreads, pies, tarts and cakes, which he had cooked off-site and delivered, via streetcar, of course, to invited guests at the Windsor Hotel. Ahearn’s patented electric oven, along with other electric cooking and heating instruments, won him a gold medal at the Central Canada Exhibition that year, with the oven introduced to a wider audience at the 1893 World’s Fair in Chicago.

Through their Ottawa Car Manufacturing Company, the pair manufactured not just streetcars, but, during the Boer and First World Wars, numerous military vehicles and weapons, including ambulances, water and transport wagons, and Howitzer guns.

In total, Ahearn held 15 Canadian and a dozen U.S. patents, including the electric oven, warming bottle and flat iron. A perpetual tinkerer, he developed many other inventions and improvements that he didn’t patent, including a phonograph repeater that allowed recordings to play continuously.

Some, however, begrudged their methods, and the utility monopolies they fought so hard to maintain. Soper was briefly and secretly the owner of the Ottawa Free Press newspaper, while Ahearn’s close relationship with prime
ministers Wilfrid Laurier and William Lyon Mackenzie King, the former known to act on Ahearn’s suggestions, galled many.

Ahearn, with some other supporters, helped Laurier purchase what is now Laurier House. King, meanwhile, was delighted when Ahearn wired his cottage at Kingsmere and furnished it with a fridge and stove, and heaters and lighting fixtures, describing Ahearn in his diary as “like a second fairy godfather.” At a 1927 banquet honouring Ahearn, King likened his friend to Roman emperor Augustus, noting that Ahearn had turned Ottawa, a place “without distinction,” into a “city of light and beauty.”

In 1924, King had appointed Ahearn to the nine-member National Advisory Committee on the St. Lawrence Waterway Project. In 1927, Ahearn was selected by King to chair the newly founded Federal District Commission — forerunner to the NCC — while in 1928, King appointed Ahearn to the Privy Council. In Ahearn’s term with the FDC, Ahearn championed such projects as Queen Elizabeth Driveway (originally Government Driveway and later Rideau Canal Driveway) and the Champlain Bridge. He took out a personal loan to get the bridge finished.

Ahearn & Soper’s Ottawa Electric Railway continued until Aug. 13, 1948, when the city bought the company for $6.3 million and renamed it the Ottawa Transportation Commission. The city’s last streetcar made its final run on the Britannia line on May 1, 1959.
Thomas Ahearn and Warren Soper founded Ahearn & Soper in 1881 to pursue the communications business, pioneering telegraph and telephone devices. Early successes included erecting long distance phone lines for Bell Canada as well as founding and operating several successful companies including Ottawa Light & Power Company, the Ottawa Telephone Company and the Ottawa Street Railway.

Thomas Ahearn, born in Ottawa, began his career by joining the JR Booth company to offer his services for free in exchange for a chance to learn the exciting new technology of telegraphy. Warren Y. Soper was born in Maine but came to Ottawa as a small child. They were both expert telegraph operators in Ottawa while still in their teens. Soper became manager of the Ottawa office of the Dominion Telegraph Company. Their occupations brought them together and in 1881 they resigned their positions and formed a partnership as Ahearn and Soper, Electrical Contactors. They continued to form one innovative company after another in the field of communications, heat, light, power (they became representatives of the Westinghouse Electric Manufacturing company) and the electric street railway.

Ahearn & Soper began by acquiring contracts for and constructing many of the original telegraph and telephone transmission lines in Eastern Canada. Later, the company supplied its own patented station equipment for the first transcontinental telegraph system. As further evidence of its early prominence in the communications business, Ahearn & Soper organized the first all-Canada radio broadcast on Dominion Day, 1927. Later that year, Thomas Ahearn, together with Prime Minister of Justice Ernest Lapointe, made the first trans-Atlantic telephone call to Britain to inaugurate that service.

On October 20, 1890, Ahearn and Soper sent a letter to the city of Ottawa offering to form a local company to construct and operate a
streetcar railway. They included a cheque for $5,000. After considerable hesitation, the offer was accepted. The Ottawa Electric Railway (OER) company was formed with Thomas Ahearn as President and Warren Y. Soper, Vice-President. Eight months later, on June 29, 1891, the first small electric cars appeared on Ottawa's streets. 1891- The first electric street railway in Ottawa was established by Thomas Ahearn and Warren Soper in 1891. The official opening of the Ottawa Electric Street Railway was July 29, 1891. On July 26, 1893, the first electric streetcar operated on Sparks Street. By 1893, the streetcar system was in full operation and their factory was

Streetcars were originally purchased in St. Catharines, Ontario but within a few years Ahearn and Soper started to design, build and repair streetcars and associated equipment at their small company plant called the Ottawa Car Company. The existing horse-drawn cars competed for two years with the Ottawa Electric Railway, and then the company was absorbed by OER. The operations of the company were largely directed from the offices of Ahearn and Soper in Ottawa. The electric cars Ahearn and Soper made were highly regarded and orders came from many outside sources:

The problem of snow threatened to prevent the winter use of streetcars, but the company solved the dilemma by manufacturing a specially-designed electric sweeper in the form of an enormous cylindrical broom which rotated at a high speed. The electric heaters installed in the first electric cars in Ottawa were invented and patented by Thomas Ahearn and manufactured in Ahearn and Soper's Ottawa factory. This led to Ahearn inventing and patenting "cooking heaters", now referred to as the electric stove.

In 1947 a proposal was brought forward that the city should purchase the OER company. The purchase went forward and led to the creation of the current Ottawa Transportation Commission (OTC). The OTC started with an initial fleet purchased from the OER of 130 streetcars and 61 buses.
The Central Experimental Farm is established on 1,196 acres of land beyond the city’s south-western limits. In 1886, Parliament authorized the Department of Agriculture to build five research stations across the country to determine the best livestock breeds, plant varieties, and farming methods for the different regions in Canada. The headquarters station, which was also responsible for the provinces of Ontario and Québec, was located in Ottawa. 466 acres were purchased on the western edge of the city for the Central Experimental Farm.

The Dominion Observatory was an astronomical observatory in Ottawa, Ontario that operated from 1902 to 1970. The Observatory was also an institution within the Canadian Federal Government. The observatory grew out of the Department of the Interior's need for the precise coordinates and timekeeping that at that time could only come from an observatory. For several years they had used a small observatory on the Ottawa River for this purpose. In 1902, it was decided that Canada needed a larger national observatory similar to the Royal Greenwich Observatory in Britain. Chief Dominion Architect David Ewart designed the Dominion Observatory in 1902. The new building was then erected near Dow's Lake on the Agriculture Department's Central Experimental Farm land. This Romanesque Revival building was completed in 1905. Its main instrument was a 15-inch refracting telescope, the largest refracting telescope ever installed in Canada. While the building and institution were primarily dedicated to astronomical timekeeping in support of surveying, a number of other activities took place here. The Dominion Observatory was Canada's leading institution in Geophysics for many decades, which included the operation of Canada's national seismometer network. The facility did important work but with this bridgehead into the world of astronomy and the growth of the field of astrophysics Canadian astronomers quickly demanded a facility
designed for the new scientific age. In 1917, the Dominion Astrophysical Observatory was opened in Victoria, B.C. and it supplanted the Dominion Observatory as Canada's foremost astronomical observatory. For many years the Dominion Observatory was best known to Canadians as the source of Canada's official time signal. The observatory continued in operation until 1970 at which time Canada's science institutions were reorganized. The national time-keeping and astronomical activities were transferred to the National Research Council of Canada, while the geophysics, surveying and mapping were transferred to the Department of Energy Mines and Resources. The Geophysics work was later merged into the Geological Survey of Canada, now part of Natural Resources Canada. Astronomical timekeeping observations at the Dominion Observatory had ceased many years prior to this, when crystal oscillator clocks and later atomics clocks were found to be superior to astronomical timekeeping. The building became home to NRCan offices. The telescope had been open for public viewing from 1905 until 1970. In 1974, the telescope was moved from the Dominion Observatory to the Helen Sawyer Hogg Observatory at the Canada Science and Technology Museum where it remains to this day. In the mid-1990s, the rumour within Natural Resources was that consideration was given to demolish the building to save money in a time of budgetary cutbacks. However, these plans did not come to fruition. As of 2008, the building is the home to the Office of Energy Efficiency, a part of the Energy Branch, Natural Resources Canada.
Growth notes

1) On June 28, 1886 the first Pacific Express train passed through Ottawa to inaugurate transcontinental passenger service. It reached Ottawa via Lachute, Hull, and the Prince of Wales Bridge. In October 1891, the Ottawa and Gatineau Valley Railway completed the first part of its line as far as Wakefield, while public service was commenced on February 15, 1892. From the beginning trains originated and terminated at the Canadian Pacific Railway Ottawa Union station on Broad Street. The advent of transcontinental rail reduced the trip from Ottawa to Victoria to 8 days from 64 or more days by stagecoach and lake or river steamer.

2) Quite a few companies in various industries also started their business in the Capital region during this period, many of which we are still familiar with today: Gowling Strathy Henderson (1887), St. Joseph Printing (1889), Holt Renfrew & Co. Ltd (1890), Dewar & Bethune Insurance Brokers, Boushey’s Fruit Market (1890), Marchand Electrical Co. Ltd. (1892), Somerset House Hotel (1897), Rideau Pharmacy (1897), Bytown Lumber Inc. (1898), and Canadian Tire (1899).

3) During a meeting held in 1896, Sir. Wilfrid Laurier stated that he wished to make Ottawa the “Washington of North”, and the centre of intellectual development of the country. In 1899, the Federal government decided to create the Ottawa Improvement Commission (OIC). The priority of OIC at that time was to clean up the banks of the Rideau Canal that were cluttered with warehouses, sheds, lumber yards and piles of construction material. They also began the park system by taking over the maintenance of Rockcliffe Park from the City and envisaged the creation of boulevards and scenic parkways. After the rubble was cleared from along the banks of the Canal, part of the present Queen Elizabeth Driveway was constructed as the first of the scenic drives.
5) During the Riel Rebellion of 1885, military authorities in Ottawa ordered the formation of a volunteer militia corps in Canada, and Ottawa’s quota was 53, which was to be raised from the Governor General’s Foot Guards and the 43rd Regiment. There were so many answers from Ottawa citizens that names of volunteers had to be drawn. These soldiers served at the battle of Cut Knife Hill where Colonel Otter defeated the Indian Chief Poundmaker. During the action, two of the Ottawa Sharpshooters were killed.

The next call upon citizens of Ottawa was for the South African War. The first contingent of Ottawa soldiers had sailed for South Africa on the Sardinia, which left Quebec City on October 31, 1899.

The Ottawa Carleton Humane Society was established in 1888, the Children’s Aid Society of Ottawa Carleton was founded in 1893, A Home for Friendless Women was opened about 1888 412 Wellington, and in 1889 the Society of the Friends of the Poor was organized. Several institutions regarding health were founded with Perley and Rideau Veterans’ Health Center in 1897 The Y.M.C.A., Perley Home for Incurables, Victorian Order of Nurses, Ottawa Day Nursery, May Court Club, Hebrew Benevolent Society, Union Mission for Men, and the Home for Blind were all established during these years.

The Ottawa Evening Journal began as a four-page newspaper in 1885. It was founded by A.J. Woodburn and its first editor was John Wesley Dafoe. In 1899, the Ottawa Evening Journal was purchased by Philip D. Ross of Montreal.

Ottawa Naturalist (the Canadian Field Naturalist since 1919), the publication of the Ottawa Field Naturalist Club, started in April 1887 and the Ottawa Philatelist was issued in October 1892 for the interest of
The Britannia Aquatic Club began in an informal way circa 1887. In 1891 the club changed its name to the Britannia Nautical Club; then 4 years later, to indicate its role as a community centre, its name was changed again to the Britannia Boat House Club. In 1896 a new clubhouse was built, but the membership was growing so fast that this building proved inadequate from the day it was opened.

The Ottawa Royal Golf Club was founded by a newly arrived Scottish, Hugh Renwick, in 1891. Initially the members had a nine-hole course on 50 acres of land in Sandy Hill, which is now Strathcona Park. The popularity of the game prompted a move 5 years later to a 108-acre tract, sufficient for a twelve-hole course, on the Chelsea Road in Hull.

Skiing was introduced to Canada in 1887 by a visitor to Government House, Lord Frederick Hamilton. Lord Frederick demonstrated a pair of skis at Rideau Hall, which he had picked up in Russia. His first stately glide down the gentle slope brought jeers and catcalls, which marred the historic occasion.

The Rideau Curling Club was founded in 1888, and Carleton Place Canoe Club in 1893. The City of Ottawa bought Rockcliffe Park in 1893 to increase Ottawa’s recreation area.

In April 1895, the first public action was taken toward the founding of a free public library. The sum of $500 was realized and it became the nucleus of a library fund. The next step taken was the formation of a Library Board in the proportion it presently maintains. At their first meeting Otto Klotz, the Father of the public library movement in Ottawa, suggested opening a reading-room, using the $500 and with some assistance from the Council, to demonstrate to the people the advantages of a free public library. Time and again, the Library Board
was put off by the Council whose majority considered a library as a “useless luxury”. Finally on December 4, 1899, a by-law for the levying of a library rate presented to the Council for adoption prior to submitting it to the electors for ratification was defeated.

**Great fire of 1900**

On the 26th of April, 1900, tragedy and destruction came closer to home. What started as a small house fire in Hull soon became an inferno that covered much of the capital region. The next day’s headlines read; “Hull to all intents wiped out”, and “A large portion of Ottawa destroyed”. Seven people died and almost 15,000 were left homeless. Over 3,000 homes were destroyed. The ‘Lumber King’ J.R. Booth lost his mansion and 50 million board feet of lumber. The scale of the fire was enormous. Thirty mile per hour winds carried the fire from Hull, over the Ottawa River by the wooden bridge at La Chaudière Falls, all the way to Dow’s Lake. Property damages were estimated to be at least one hundred million dollars. As donations and expressions of sympathy came in from all over, Ottawa set about rebuilding.

Lady Aberdeen was president the National Council of Women of Canada for six years (1893 - 1899). In 1897, when her husband was Governor general of Canada, she founded the Victorian Order of Nurses for Canada. She was also the first President of the organisation. At this time she also established the May Court Club, the first women's only service club in North America. In 1931, Lady Aberdeen presented to the General Assembly of the Church of Scotland a petition of 336 women calling for women to be ordained Her book *The Canadian Journal of Lady Aberdeen, 1893-1898*, was edited by John Saywell, and published by the Champlain Society in 1960.[2]

Lady Aberdeen, an aristocrat-democrat with a strong social conscience who made lasting contributions to Canadian society.
In her vice-regal duties at Ottawa's Government House, invitations were eagerly sought to state dinners where she became famous for her tableaux, dramatizing incidents in Canadian history, conscripting household staff, guests and family members to play roles. Lady Aberdeen is credited with introducing the Golden Retriever to Canada.

The Lady Aberdeen Bridge, which is the first bridge upstream to cross the Gatineau river, in Gatineau, was named in her honour. After falling through the ice at the confluence of the Gatineau and Ottawa Rivers, Lady Aberdeen was rescued by Gatineau locals. Out of gratitude she funded the construction of a church near the site of the accident and the Lady Aberdeen Bridge.

EARL GREY 1911- Future Ottawa

His Excellency Earl Grey - the retiring Governor-General - said to the civic delegation of the citizens of Ottawa who went to Government House on October and, 1911, to present him with an address and to bid him farewell.

"I beseech you all most earnestly-I beseech you all to plan not only for the Ottawa of the present but for the federal capital of the future.

"Whenever I pass the Parliament Buildings, I take off my hat to the men of 1860, who planned so well in spite of their meagre resources, and my only regret is that they did not acquire the south side of Wellington Street also. I hope that the men of 1950 in the same way will praise the men of 1911 for planning the city's growth. I believe in the future greatness of this federal capital and believe that Ottawa should become the standard, not only for Canada, but for the cities of the English speaking world.

"Ottawa has a great responsibility imposed upon her to strive for in the future. The city is destined not only to become a great, beautiful federal capital of a country of 100 million people, but it will also become an industrial city of note, with 500,000 horse power within 30 miles of the city, and its transportation facilities which will be unrivalled when the Georgian Bay canal is completed. The future of Ottawa seems to be one of certain greatness. The citizens of today must plan to add dignity
The Todd Report 1903 / Bennett 1915

Frederick G. Todd (1876-1948) trained in Frederick Law Olmsted’s office, was a founder of the Town Planning Institute of Canada, and was perhaps Canada’s first professional landscape architect. In 1903, Todd prepared a preliminary parks plan for the Canadian capital, which considered both Ottawa and its sister city Hull, located across the river in the province of Québec. However, the Ottawa Improvement Commission declined to retain him as a regular consultant and relied on its technical staff for design and construction. Many of Todd’s recommended parks and parkways were incorporated in the future plans of Edward H. Bennett (1915), Noulan Cauchon (1923), and Jacques Greber (1950).

Gentlemen,

In compliance with your request, I have examined the City of Ottawa and its vicinity, with a view to considering the adaptability of certain portions of it for park purposes, and also with the idea of outlining a general comprehensive scheme for the systematic improvement of the city, having due regard to the future health and happiness of its inhabitants, and to the fact that Ottawa is the Capital of the Dominion of Canada, whose population, wealth and importance is rapidly increasing. I have given my best attention to this problem, and I now have the honour to submit to you the following report:

INTRODUCTION.

Your Commission being appointed by the Dominion Government, the scheme for parks and general improvements for the Capital must be of
a national character, and I have therefore paid but little attention to the purely arbitrary boundaries of City, Town or Province, but have been guided alone by what would seem to be a wise provision for future parks and boulevards, commensurate with the importance of the Capital City of the Dominion. In my examination of Ottawa, nothing has impressed me more than the fact that it has a great future before it. The Capital of an extensive country, rapidly growing in population and wealth, possessed of almost unlimited water power for manufacturing purposes, and with a location admirably adapted not only for the building of a great city, but a city of unusual beauty and attractiveness. It does not require an unreasonable amount of faith to believe that the Ottawa of to-day is but the infant Ottawa of fifty years hence, and that the end of the present century will see Ottawa grown to such proportion, that we of to-day would hardly recognize it. You may ask, Is it reasonable to look so far ahead as one hundred years or more, and to make plans for generations in the distant future? We have only to study the history of older cities, and note at what enormous cost they have overcome the lack of provision for their growth, to realize that the future prosperity and beauty of the city depends in a great measure upon the ability to look ahead, and the power to grasp the needs and requirements of the great population it is destined to have. Not only is Ottawa sure to become the centre of a large and populous district, but the fact that it is the Capital of an immense country whose future greatness is only beginning to unfold, renders it necessary that it shall also be the centre of all those things which are an index of man’s highest intellectual attainments, and that it be a city which will reflect the character of the nation, and the dignity, stability, and good taste of its citizens.

Considerable has been said recently about Ottawa being made the “Washington of the North.” Many of the beauties of Washington are certainly well worthy of imitation, but it would be a mistake to copy too closely, even if it were possible, the plans which have proved so successful there, for the location of the two cities is so absolutely different, that what has made the beauty of one, might mar the beauty of the other.

OTTAWA ELECTRIC RAILWAY
Come all you bold Nepean boys
I’ll have you take warning by me
Don’t you fall in love a downtown girl
For she’ll leave you in misery

And the fine street cars of the OER
They roll down to Britannia Bay

There’s a girl I know in Westboro
She’s as fair as the summer skies
And she runs a cart at the Parkdale mart
And t’was there she caught my eye

On Sunday last sure it sure twas her I asked
For with me for to spend the day
And my last ten cents on the fare I spent
For the tram to Britannia Bay

We sat in the shade as the music played
And I’m thinking the view quite grand
It was almost dark as we left the park
And I shyly took hold of her hand

But before we got to the trolley spot
Her fickle and roving eye
Spied another man and she boarded the tram
Bound for Sandy hill without leave or goodbye

FIRST VERSE REFRAIN