

The Military Establishment at Bytown, 1826-1856

by James A. De Jonge

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Abstract

This study examines aspects of the military establishment at Bytown between 1826 and 1856. The construction of the Rideau Canal was responsible for the founding of Bytown which became the headquarters for the Rideau project between 1826 and 1832. Commissariat and Ordnance Departments were located here, as was a small garrison on present-day Parliament Hill intended to protect the military works. After the Canal's completion, the military continued to influence the development of Bytown. Specific information is provided here on the functioning and development of the Commissariat and Ordnance Departments and the imperial garrison during these three decades. The impact of the military's land holding policy in Bytown and the interaction between the garrison and the community, both positive and negative, is also examined.

This report is intended to supplement information already available on several aspects of Bytown's military establishment in order to assist the interpretation of these themes by Parks Canada. Existing studies by Michael Cross, George Raudzens, John Taylor and Michael Newton as well as by Parks Canada historians Robert Passfield, Edward Bush, Jean-Claude Parent and William Wylie provided a valuable framework. Special thanks is accorded to Wayne Crossen who initiated the research for this project and found many useful references in RG15, MG13 and the Bytown Gazette.

The Ottawa Valley Before 1826

Prior to the construction of the Rideau Canal, the Ottawa Valley was a region slow in attracting settlement. At that time access to the area was made possible by the Ottawa River which penetrated deep into the northern interior providing a transportation link between Georgian Bay and the St. Lawrence River Valley. The river had been explored as early as 1613 by Samuel Champlain and used by Indians and fur traders well before the end of the eighteenth century, but the dense forest covering most of the region made the valley poorly suited to agriculture. Before 1825 most of the population of Upper Canada was scattered in a narrow band of settlements extending along the St. Lawrence River, across the north shore of Lake Ontario and into the Niagara Peninsula. Carleton County, the large tract of land west of the Ottawa River, had been surveyed in 1792 but remained an isolated frontier region on the northern edge of the St. Lawrence settlements.

The sparse early settlement in the Ottawa Valley was not centered at the site of present-day Ottawa despite its strategic location below the Chaudière Falls, near the confluence of the Ottawa, Gatineau and Rideau Rivers. Rather, early commercial development and settlement occurred in the hinterland without the assistance or direction of a strong organizing center in the valley¹. Lumbering provided the strongest and most consistent impetus for early entrepreneurs who ventured up the Ottawa River in the nineteenth century. One of the most celebrated of these

was Philemon Wright, a Massachusetts-born farmer who arrived at the Chaudiere Falls in the spring of 1800 with a party of 27 American settlers. They intended to establish a small community on the site of present-day Hull. Wright wanted the settlement to be agriculturally-based, but at the same time self-sufficient with a grist mill, blacksmith shop and the other services ancillary to the farming community. By 1806 the nucleus of a thriving settlement had been created. Wheat soon became the principal crop but the high cost of transporting surplus flour to Montreal prompted Wright to cut square timber for the Quebec export market and thereby obtain an alternate cash crop for his settlement. Encouraged by a growing demand for Canadian timber in Great Britain, Philemon Wright and his sons transported several rafts of timber to Quebec by 1810, thereby compromising the original intention of creating a self-sustaining agricultural settlement and demonstrating that the economic strength of the Valley lay with the timber trade rather than with farming². The success of Wright's settlement attracted other residents into the lower and middle Ottawa Valley after 1812 whose main interest was lumbering. By 1813 the Quebec-based Hamilton Brothers operated a profitable lumbering operation at Hawkesbury at the head of the Long Sault Rapids below Wright's settlement, and in following years, contractors for the Wrights and the Hamiltons developed their own businesses³.

The other major impetus to settlement came from the British Government which, after the War of 1812, encouraged discharged soldiers and unemployed labourers to settle at strategically important areas inland from the St. Lawrence and west of the Ottawa River to ease population pressures at home. In the event of renewed hostilities with the United States, these military settlements could be called upon to

bolster local militia and regular British forces. The first of these assisted military settlements was founded in 1815 at Perth on the Tay River, a tributary of the Rideau River. Perth soon became the nucleus of a series of communities. In 1818 the Richmond Settlement was established on the Jock River, another tributary of the Rideau and was linked to the Chaudière Falls on the Ottawa River by a road twenty miles long cut through the dense brush by the first settlers. A year later several other half-pay officers settled in March Township which bordered the Ottawa River. By 1822 over ten thousand people were well established in these various settlements scattered throughout the region west of the Ottawa River⁴.

Several aspects of settlement in the Ottawa Valley already evident during these early years would continue to characterize future development. Lumbering, for example, was well established by the mid-1820s and continued to be the mainstay of the Valley's economy. By 1829 an estimated 2000 men were employed in lumbering, producing upwards of one million cubic feet of timber annually⁵. The lumbering community, composed mainly of French Canadian workers, was isolated from larger metropolitan centers which possessed an administrative structure to maintain law and order. The transient nature of shanty life made it difficult even for religious organizations to become established on the frontier, and thus lumbermen gained a reputation for lawlessness and violence at an early date. The development of the Ottawa Valley would also continue to be influenced by a military element which stood in sharp contrast to the lumbering community. By 1820 half-pay officers from the disbanded regiments came to dominate the social and political offices of the various military settlements in Carleton County, before the arrival of later waves of

settlement. They imposed an aristocratic pattern over Carleton society, buttressed by formal educational and religious facilities which placed a strong emphasis upon education, good breeding and the tory ideology of a stratified society⁶. The major lumbering operators like Philemon Wright and, later, Peter Ayles had neither the leisure time nor the genteel credentials for entry into this elite. The Ottawa region during these early years has been described as having a fragmented society, both in terms of settlement patterns and commercial function. This was noticeable at an early date and would continue to be characteristic of later development⁷.

Although many Loyalists were granted lots in the vicinity of present-day Ottawa, few arrived to take possession of them and, consequently, only a handful of settlers were established prior to 1826. A few enterprising individuals erected buildings and laid the foundations of a tiny community on the south side of the Chaudière Falls across from the site of Wright's town or Hull in the decade prior to 1823. This low-lying area was called Richmond Landing after 1818 when a road was cleared to the military settlements inland and a storehouse built to serve as a depot for many of the settlers' provisions. Strategically located at the historic portage around the Chaudière Falls and at the beginning of Richmond Road, the Richmond Landing, or "the Flats" as it was also referred to, catered to the needs of the scattered settlements in the Valley and those of the lumbering community.

One of the few settlers who actually cleared land in the area was Braddish Billings, a Loyalist who settled along the Rideau River in 1812, a few miles from its confluence with the Ottawa. But apart from these few buildings at the Richmond Landing, the area fronting the Ottawa River

remained uncleared until 1817 when John Burrows Honey, a British immigrant who later became part of Colonel By's civilian staff on the Rideau Canal, purchased a 200 acre tract south of Parliament Hill in the heart of present-day Ottawa. A few months later he sold the land to Nicholas Sparks an employee of the Wrights who cleared several acres and established a small farm. These handful of settlers near the Ottawa River, as well as those spread out in the various military settlements in Carleton County, benefitted from the presence of the lumbering community. The surplus agricultural produce of the area, consisting mainly of hay and oats, found a ready market in the timber shanties, and many settlers, like Braddish Billings, also supplied small quantities of timber to major operators⁸.

Despite this interdependence of agricultural settlement and lumbering, as well as the potential of the Richmond Landing to become an entrepot of the region, the Ottawa Valley remained sparsely settled when British military strategists decided to construct the military transport route along the Ottawa, Rideau and Cataraqui River systems and placed Colonel John By in charge of the project in 1826. After centuries of relative isolation, the physical landscape of present day Ottawa was dramatically transformed in response to British military decisions. And from 1826 onwards, the military would have a profound influence on the development of the community.

The Construction of the Rideau Canal and the Beginnings of the Military Establishment at Bytown, 1826-32

Lt. Colonel John By arrived near the site of present-day Ottawa in September 1826 accompanied by a small military staff and a party of civilian contractors and stone masons from Montreal. Within a few days a temporary headquarters was established on the north side of the Ottawa River at Wright's Town and a camp at the south side of the river at Sleigh Bay where it was decided the entrance of the canal would begin through a heavily-wooded valley. Lord Dalhousie, Governor-in-Chief of British North America, met By at Wright's Town and approved of the selection of the "Entrance Valley" on a tract of land extending to the Chaudière Falls which he had purchased three years earlier in anticipation of the Rideau project. Dalhousie turned the property over to By who had two of his staff survey it into lots during October and lay out two small villages, one on the western side of the Entrance Valley which became known as Upper Bytown, and the other on the eastern side of the valley, called Lower Bytown which attracted few initial settlers because of its location in a thick cedar swamp⁹.

In the following months, Bytown became the headquarters for the construction of the Rideau because of its strategic location on the Ottawa River where supplies could be forwarded from Montreal. Bytown itself was the site of considerable activity, involving the construction of eight locks and an extensive canal cut leading inland to Hog's Back. Because of the scale of the work, a large

Commissariat store was built as well as workshops, offices and storage facilities for the Royal Engineers engaged in designing the various engineering works. In addition, accomodation was provided for two companies of Royal Sappers and Miners sent from England to provide technical assistance to By. Bytown also became home to hundreds of contract and day labourers employed on the works, and some accomodation was provided for them by the military. Thus, the complex of buildings established here by the military during the construction era fulfilled numerous requirements including storage, office space and housing. Upon completion of the Rideau most of these structures would continue to play a useful role in the canal's administration under the Ordnance Department from 1832 to 1856, with a considerable degree of continuity both in the uses of the buildings and in the composition of the staff occupying them.

Soon after his arrival, By recognized the necessity of supplying food and other provisions to the Entrance Valley, which in turn would become a depot for supplying many of the construction sites along the line of the canal. It was estimated that Bytown would supply 1500 to 2000 rations daily to military and civilian labourers in the vicinity¹⁰. The immediate problem, in By's opinion, was the need to improve the transportation link between the Entrance Valley and Wright's Town to enable provisions from the sawmills, grist mills and smiths forge there to be moved without difficulty across the river daily to the site of the works. Dalhousie authorized the construction of a series of bridges across the islands of the Chaudière Falls, the first span of which was contracted out to Thomas McKay, thereby providing immediate employment for the stone masons who accompanied him from Montreal. During the following months, By also concluded an agreement for the construction of four

log buildings near the present-day corner of Rideau and Sussex Streets. These were intended to be used as offices for the engineering department, a storehouse for tools and supplies and a carpenters and blacksmith's shop¹¹.

By returned to Montreal in late November 1826 and prepared plans and specifications for more substantial buildings. In consultation with Deputy Commissary General Forbes, By decided that two large stone storehouses were needed at the Entrance Valley, one to house the Commissariat offices and stores, and the other, Ordnance supplies and offices for the Royal Engineers. When the contracts for the buildings were advertised in Montreal newspapers in February 1827, Thomas McKay and Robert Drummond, another Montreal stone mason, both offered to build the Commissariat and Royal Engineers stores. Drummond bid £905 for each building and McKay, £880. By, however, wanted separate contractors for each building to ensure that they would be ready by June 1st, and persuaded Drummond to submit a bid for one of the buildings at the price offered by McKay. With the approval of Forbes, Drummond received the contract for the Ordnance stores while McKay and his partner, John Redpath, were awarded the contract for the Commissariat store on February 15th. Work on both buildings began immediately¹².

While in Montreal By also advertised a contract for a stone barracks to accomodate the military personnel at the site. The building, capable of housing sixty men, was to be built west of the Entrance Valley on a bluff of land referred to as Barrack Hill, overlooking the Ottawa River on the site of the present Parliament Buildings. However, By experienced considerable difficulty securing a contractor who was to his satisfaction. The lowest tender for the building, offered by Thomas McKay, was much higher than By's own estimate. After tenders had closed, By received a low

tender from a respectable English contractor, but Forbes was unwilling to accept the late bid and insisted that McKay's offer be taken. By then withdrew the original plans and prepared a new set, this time for three smaller stone barracks built of rubble stone, each measuring 108 ft. by 70 ft. with 16 rooms in a ground floor and a garret¹³. One building was intended for use as a hospital, the second as an officers quarters for the staff employed in the service of the Rideau, and the third to house a detachment of thirty British regulars responsible for guarding the military chest, gunpowder magazine, Ordnance stores and Commissariat provision store. The contract for the barracks was awarded to McKay and Redpath who agreed to build each for £499 by June 1827¹⁴.

By's ambitious decision to commence work at the Entrance Valley during 1826 enabled considerable progress to be made on various projects. The late arrival on the Ottawa, however, left the workers ill-prepared for the first winter. Some accomodation was available in Wright's Town, though probably only for By and some of his staff. The several hundred labourers employed by the various contractors were housed in three makeshift buildings across the river from Hull where they endured the rigours of the Canadian winter¹⁵. The need for better accomodation prompted By to construct two civilian barracks during 1827, costing £900, east of the locks at the corner of William and Rideau Streets in Lower Town to house 200 of the workers employed by contractors¹⁶. The concern for the workers' welfare was a blending of humanitarianism and pragmatism. As John MacTaggart, clerk of works, explained:

Every care should be taken with respect to the comfort of the contractors and their people; ... they will have places near the works ... and the

utmost assistance will be afforded by the government to the erection of such buildings, so that every person will be safely sheltered, and no time lost in coming and going to the works¹⁷.

In addition to the contract workers, several hundred other labourers in search of work began to congregate at the Entrance Valley in the spring of 1827. Although many arrived destitute, By's assistance to these workers not employed directly by contractors, was limited to supplying blankets, the cost of which was deducted from their wages¹⁸. Having no accomodation provided for them, these workers erected makeshift shanties wherever they could or burrowed out hovels in the embankments along the deep cut of the canal. By also found it necessary to construct two bakehouses and lease these out to bakers. Initially the bakeries were established to supply Ordnance personnel with bread, but By encouraged the sale of bread to the workers at a low price, a measure he justified to the military authorities on the grounds that this would attract workers to the area and enable him to avoid increasing their wages¹⁹.

During the early summer of 1827, as the barracks were nearing completion, two companies of Royal Sappers and Miners, comprising 162 men, arrived at Bytown to assist in the canal's construction. By had requested these skilled military artisans and tradesmen the previous winter but did not have any accomodation prepared upon their arrival. Consequently, he ordered the barracks to be given up for their use.²⁰ The buildings were left unpainted and only sparsely furnished with beds and necessary fixtures because of their uncertain future. No definite plans had been made for the barracks after the construction of the canal,

although By pointed out to his superiors that their sound construction and strategic location suited them well for permanent use.²¹ It soon became apparent that the barracks were too small to provide immediate accomodation for all of the Sappers and Miners. Additional room was needed for the 30 to 40 wives and numerous children accompanying the soldiers. To remedy the problem, By had cook houses built in front of each barracks with rooms above to house the women and thereby create more room in the barracks that otherwise would have been required for kitchen use. Any remaining space not utilized by the Sappers and Miners was designated as living quarters for some of By's own staff. Officers housed in the center barracks were charged only part of the usual lodging deduction on account of the sparsely furnished state of the building²².

To create additional room in the barracks, By authorized the construction of a guard house with three cells, a building he felt was necessary, "not only for the accomodation of the Guard, but also to secure a proper place where Prisoners punished either by their officers or by Sentence of a Court Martial could be confined according to the nature and degree of the offence"²³. The guard house was located on the east side of Barrack Hill where a watch could be maintained to protect the nearby powder magazine, wood yard and the buildings and engineering works of the Entrance Valley.

With the arrival of the Sappers and Miners, By also decided to erect a separate building to serve as a hospital and thereby free up one of the barracks originally intended for that purpose. When By had arrived at the Entrance Valley in 1826, he had made no provision for medical care for the workers accompanying him. From September 1826 until the end of April 1827 when a staff surgeon was appointed, By

had employed Alexander J. Christie, a civilian doctor in the area to attend to the workers, especially those employed on the construction of the Chaudière Bridge. When W. Tuthill, the Ordnance surgeon, arrived in 1827, Christie remained as an assistant to the medical staff corps and attended to civilian labourers employed by contractors who paid him directly for his services²⁴.

With the permission of the Commander of the Forces, By let a contract for a hospital building in the early fall of 1827 to be completed by the end of November at a cost of £700²⁵. The Royal Ordnance Hospital was a two storey stone building, also 108 ft. by 70 ft., located on the present site of the West Block of the Parliament Buildings. As with the barracks, the hospital was not painted and only sparsely furnished. A stone kitchen was apparently also built near the hospital as was a wooden outbuilding to store straw and wood and to serve as a dead house²⁶. The hospital was initially intended for the men permanently employed by the Ordnance Department, and any remaining accomodation was for the civilian labourers employed by the contractors. A partition wall ran down the center of the building with the intention that half of the twenty beds be used by the military and the rest by the civilians²⁷.

When the men belonging to the Ordnance Establishment became ill they were put under "medical stoppages"; their regular pay was to cease and 9d. was credited to the hospital to cover the cost of their care²⁸. Men employed by contractors, as well as the 600 or so day labourers employed by the Ordnance and paid by measure and value, were not automatically eligible for medical stoppages, but as construction progressed there arose a pressing need to provide for their care. When smallpox broke out in June 1828, Tuthill vaccinated several hundred

day labourers and was later reimbursed by the Ordnance Department for his efforts²⁹. Shortly thereafter, malaria afflicted workers along the length of the canal, prompting By to order the most desperate cases into the hospital at his own expense. He was reimbursed by the Ordnance authorities in December 1828 who urged that contractors make some allowance to cover the expense of medical care for their own labourers³⁰. The following December, the Ordnance Department made formal provisions for the care of day labourers incapacitated by sickness or injury. Tuthill was authorized to use medicines and surgical supplies from public stores for their care and was provided with an assistant surgeon, Dr. John Edward Rankin. Both men were granted an increase in their salary for looking after civilians in Bytown and along the length of the canal³¹.

The improvement of barrack and hospital facilities was far easier to solve than the provision of water for the troops which was hindered by the elevated location of the barracks above the Ottawa River. After two unsuccessful attempts were made at sinking wells near the barracks, the soldiers were compelled to bring up drinking water from the Ottawa River by means of a hand train, cart and water cask. Four to five men spent several hours each day obtaining a sufficient quantity of water which was then stored in tanks near the hospital and the soldiers barracks. This scarcity of water occurred in all parts of Upper Town³². Other improvements at Barrack Hill during 1827 included the construction of a stockade of sharpened cedar posts to prevent labourers from building shanties on Ordnance property, and the erection of a flag staff in anticipation of Bytown becoming a permanent military post³³.

When the Sappers and Miners arrived at Bytown they were

employed in a somewhat different manner than By had originally intended. By requested the corps for their reknowned technical expertise in construction on account of an anticipated shortage of skilled labourers in the area. He expected that only a small detachment of twelve British regulars would be required for security purposes to mount a guard and to protect the government stores and buildings from the Irish labourers congregating at the Entrance Valley³⁴. As events transpired in 1827, it became evident that the Sappers and Miners would become more involved in policing because Bytown lacked an effective civil authority to control the sudden influx of immigrants to the area. Inadequate provision for shelter, coupled with competition for jobs on the canal and initial low rates of pay, made for a volatile situation. The sole magistrate in the area warned of the violence in Bytown early in 1827:

... the public peace is most dreadfully disturbed; and the lives and property of the inhabitants in danger day and night in this new Town; by drunken, riotous persons employed on the works of the Rideau Canal: as there is not an Evening passes - not even the Sabbath day excepted - wherein there is not a riot and general fight³⁵.

Consequently, the direct involvement by the Sappers and Miners in actual construction was not very extensive in 1827; rather, their duties were limited to co-ordinating the work, testing projects to prepare estimates for contractors and assisting in emergency repairs. Their most valuable role initially was as a police force to control opposition to the military in the absence of an effective civil authority³⁶. As By reported:

... their presence on the ground enables me to check the disorderly conduct of the labourers, and I have the satisfaction of stating their work does honour to the Corps to which they belong: but as much of their time is unavoidably taken up in mounting guard, and in a variety of other duties, they become too expensive to be employed to any great extent³⁷.

The Sappers and Miners were not required for their construction skills to the extent that By had anticipated because of the abundance of skilled labourers who were more economical to employ as they could be engaged on a seasonal basis as required, unlike the military tradesmen who were paid year round regardless of whether or not they worked.

After spending the first winter housed in the Bytown barracks, some of the Sappers and Miners were deployed to areas along the canal where pressing construction difficulties arose. Many soldiers of the 15th Company were rushed to the Hog's Back to continue the work abandoned by the contractor when the dam burst in February 1828, and were involved in the project until its completion in the summer of 1831. The following year, 1829, the 7th Company was sent to the Isthmus to assume supervision of the work there when the contractors abandoned the site. They remained in the vicinity until 1831 when the project was completed and the company was disbanded.

In addition to the Sappers and Miners, a detachment of British regulars was also stationed in Bytown. These men and their families were also accommodated in the barracks which increasingly became unoccupied as the Sappers and Miners were deployed elsewhere along the Rideau. Scattered

references reveal that a detachment of the 71st Regiment was there in 1827, a detachment of the 66th Regiment in 1831 and a detachment of the 15th Regiment in 1832. They were also useful for guarding the military establishment in Bytown and for overseeing the construction activity in that vicinity. Lt. Gibson of the 66th Regiment was granted additional pay because he generally supervised 40 to 60 carts and horses and from 100 to 200 men to form the basin at the head of the first eight locks³⁸.

The construction of the Commissariat and Ordnance provision storehouses proceeded quickly after contracts were let for the buildings in February, 1827. A progress report in late June stated that the walls of the Commissariat were erected and only part of the roof had still to be covered in. Both buildings appear to have been completed by August, utilizing the stone available on the sides of the Entrance Valley, although the walls and other furnishings for the interior of the two buildings were finished thereafter, thus raising the final cost of the two buildings from £1760 to £2199³⁹.

The need for dual storehouses at the Entrance Valley reflected the division of the British military into two distinct land forces. The majority of Britain's soldiers were part of the Horse Guards headed by a Commander in Chief and composed of cavalry and infantry. The detachment of the 15th Regiment stationed at Bytown in 1831, for example, was part of this regular corps of soldiers. The other military force was the Ordnance Department, headed by a Master General and a board of officers who controlled the professional land forces, - Royal Artillery, Royal Sappers and Miners and Royal Engineers - responsible for furnishing weapons and ammunition and constructing and maintaining fortifications and other buildings required by the military.

The Commissariat Department was a civilian service employed by the British Treasury and was responsible for procuring and issuing fuel food and forage rations required by the soldiers of both the Horse Guards and the Ordnance. The Ordnance Department, in charge of the construction of the Rideau, maintained its own storage facilities to keep tools, building materials and other furnishings needed on the canal. Thus, dual storage depots were required - the Commissariat, which kept mainly bulk food provisions, and the Ordnance, which maintained a supply of building hardware⁴⁰.

Prior to the completion of the Commissariat storehouse in August 1827, the major food and forage provisions were kept in a temporary storehouse across the river at Hull. The Commissariat received, inspected and issued food rations for the military and also sold provisions to the contractors in the northern sector of the canal who, in turn, sold rations to their labourers. It supplied contractors with flour and salt pork by the barrel and rum by the puncheon at moderately high prices which covered all expenses to prevent an illicit traffic in these goods and to encourage neighbouring farmers to bring supplies to the works⁴¹. Some supplies could be obtained in the immediate vicinity from Hull and Richmond, but local settlers could not provide the volume of food rations required on the works during the initial years of construction. Under normal circumstances the Commissariat Department supplied provisions only to the military, not to civilians. However, the isolated nature of the country along the Rideau necessitated that the contractors be supplied directly from the government stores.

When the military assumed direct supervision of lockstation sites abandoned by the contractors, as at the Isthmus, the Commissariat was further compelled to supply

the labourers directly, a measure only reluctantly accepted by military authorities⁴². In 1827 the contractors needed large quantities of supplies to keep the work going, but as time went by their demand for basic provisions from the Bytown Commissariat declined as private supply sources were established. Consequently, in 1831 the Commissariat officials found they had a substantial surplus of salt pork which they were compelled to sell by public auction⁴³.

Most of the provisions were imported from Montreal which was well established as the major mercantile entrepot for the Canadas by 1830 and was also the location of the Ordnance Board's military supply depot⁴⁴. The Commissariat in Bytown supplied the northern sector of the canal, while the Merrickville area received goods from Prescott on the St. Lawrence, many of which were imported from the United States. Construction sites further west on the canal towards the Rideau Lakes were supplied by roads from Brockville, Oliver's Ferry and Portland, whereas Kingston provided the basic needs of the southern region of the Rideau⁴⁵. Flour was sold directly to contractors who set up their own bakeries, and was also sold to the baker in Bytown who provided bread to military and civilian personnel. By justified the sale of bread directly to civilians in Bytown because it enabled him to set their wages at a lower rate and effect an overall saving for the military⁴⁶.

The Commissariat employees spent a considerable amount of time furnishing food provisions for the military personnel on Barrack Hill and for other members of By's staff eligible to receive rations. In addition to bread, they let contracts in the vicinity for firewood, fresh beef and forage for horses; and also provided lamp oil, candles and rum from the provisions obtained in Montreal. Soldiers

were permitted a daily ration of one pound of bread, one pound of meat and four ounces of rum⁴⁷. The garrison was provided with fresh beef because it was available in the area and cheaper to procure than pork⁴⁸. The firewood obtained by the Commissariat was kept on the east side of Barrack Hill near the guard house. Once obtained by the Commissariat Department, food and forage provisions for the military were transferred to James Sargeant, the barrack master for the garrison during the construction period, who stored the supplies in various buildings on Barrack Hill and was responsible for their issue.

In addition to supplying basic food, fuel and forage provisions, the Commissariat was also responsible for preparing the tenders and letting the contracts for the buildings and engineering works for the Ordnance Department who in turn were responsible for directing and supervising the projects. When the work was completed to the satisfaction of the Ordnance, the Commissariat would then pay the contractor. The Commissariat also contracted for the day labourers required on the canal and ordered tools and construction materials required by the Ordnance Department⁴⁹.

In order to pay for the work performed by the contractors and day labourers, and for the various supplies it received, the Commissariat maintained a military chest. Prior to 1830, one of the Commissariat officers was obliged to proceed every second month to Montreal to obtain specie because there was no secure place in Bytown to keep a large supply of money. The considerable sums of money handled by the department in Bytown eventually necessitated the construction of a money vault in 1830 in the southwest corner of the ground floor of the Commissariat building. The Ordnance paymaster, C. L. Rudyard, responsible for

paying civilian and military personnel employed by the Ordnance during the construction of the Rideau, was stationed in the Commissariat building because of the proximity of the money chest. The Commissariat officers advanced money to Rudyerd to pay the soldiers and officers⁵⁰.

Another function performed by the Commissariat Department after 1828 was the payment of military pensioners in the vicinity. Prior to 1828, pensioners residing at Perth, Lanark and Richmond military settlements could only obtain their annual pensions by appearing personally in Montreal each year to ascertain that they were still alive. Rather than appear in person most chose an alternate method whereby they gave up their instruction papers to agents who represented them and received a share of the money. In 1828 the system of agency was abolished and the pensioners were compelled to appear in Bytown each year on or after the 25th of December. However, shortly thereafter, an officer from the Commissariat travelled to the various settlements to pay the pensioners because many of the men were lame or too infirm to make the journey to Bytown⁵¹.

The Commissariat building itself was a three storey structure with several large wooden doors on each floor. Pulleys were installed under the gables of the south, west and east sides to enable bulk provisions to be lifted to the various floors of the building. The entire ground floor, apart from the area used as a money vault, was an open space used to store salt pork and spirits, mainly rum⁵². The open areas on the second and third floors were used for other bulk provisions such as beef and flour.

The Commissariat staff occupied part of the second floor which contained four offices⁵³. During the construction of the canal, an assistant commissary general

was in charge of the establishment. (Alexander Strachan held the position during the first years of construction and was succeeded by Duncan Macnab in 1831.) He was aided by a deputy assistant commissary general, responsible for "cash accounts and returns" which included scheduling and advertising for tenders, preparing monthly statements, examining accounts and negotiating bills on the Treasury to obtain cash for other branches. Also in the employ of the department was a treasury clerk, a subaccountant responsible for "provision store accounts and duties" - which probably involved keeping detailed accounts of supplies and duplicating these when required. He probably worked closely with the issuer, A.F. Russell, who received supplies and forwarded provisions to contractors, the Ordnance Department and the barrack master, and prepared a monthly account of these goods. The Commissariat also employed a cooper, Daniel Cross, who made barrels for the bulk provisions and was also permitted to live in part of the third floor of the Commissariat building where he lathed and plastered three small rooms and acted as the "safeguardian" of the stores when the other staff members left for the day. A general labourer, Thomas Donnelly, was also employed to load and unload supplies and to perform other manual tasks⁵⁴. Initially the Commissariat staff were not eligible for lodging money to defray their living expenses because they were civilian rather than military employees. But the high cost of living and the difficulty of finding affordable living quarters prompted Commissary General Routh in Quebec to obtain a lodging allowance for the men⁵⁵.

Prior to the construction of the Ordnance storehouse, the offices and supplies of the Royal Engineers were kept in one of the log buildings located at the present corner of Rideau and Sussex Streets. An article from the Perth Examiner in 1830 explained the need for the new building:

The papers and documents in the Royal Engineers office became too voluminous to be contained in the small log building originally intended for their reception. The rooms were also too confined to afford scope for the various clerks required for the duty, and more roomy apartments and establishments upon a larger scale became needful⁵⁶.

Once abandoned, the log building was rented to George Lang, the government baker who, much to By's disapproval, converted the structure into a tavern which was frequented by many of the artisans employed in the remaining workshop building⁵⁷.

The new Ordnance storehouse, located in the Entrance Valley across from the Commissariat storehouse, served several purposes for the Ordnance Department. The second floor of the building was divided into offices for some members of By's engineering staff of thirteen men, composed of military officers and a civilian complement. This was the headquarters of the Rideau project where plans and specifications for the various works were prepared. Some of the military staff who lived in the officers quarters - the center barracks - used part of their quarters for a work area as well. The barrack master of the garrison, who was responsible to the Royal Engineers for the upkeep of the barracks, appears to have been given some office space in the new building as was the Ordnance paymaster.

The Ordnance acquired the tools, hardware and building materials required by the Royal Engineers. Some of the supplies were kept in the building while others were probably stored in one of the log buildings in Lower Town used as workshops by carpenters and blacksmiths. The

Ordnance operated somewhat independently of the Commissariat, having their own issuers and accountants. They were responsible for storing all supplies other than food, fuel and forage⁵⁸. The first floor of the Royal Engineers building was used to store iron and other heavy materials, but primarily served as a workshop for the skilled craftsmen employed by the Royal Engineers. Carpenters were reported to be constructing lock gates there in 1828, and stone cutters also appear to have been working on the first floor. By reported in 1828 that the upper storey of the building contained barrack furniture. This was probably being made at the time by the Royal Engineers for the barracks and hospital on Barrack Hill, which the Ordnance Department was responsible for furnishing⁵⁹.

The Military Establishment 1832-1856

Upon completion of the Rideau Canal in 1832, the military establishment in Bytown and the complex of buildings utilized during the construction period were adapted to serve a new role associated with the maintenance and operation of the canal. These changes were not very extensive and there was a general continuity in the appearance and function of the Royal Engineers Department, Commissariat Department and the garrison on Barrack Hill until the canal was transferred to the Province of Canada in 1856.

The Ordnance Department

With the recall of Colonel By to England in 1832, Captain Daniel Bolton became the Superintending Royal Engineer in charge of the Rideau Canal which was placed under the authority of the Ordnance because of its crucial role as a military transport link. Bolton took up residence in the house formerly occupied by Colonel By, located above the east side of the Entrance Valley almost opposite the barracks on land purchased by Dalhousie in 1823. By had obtained permission from Dalhousie to build a house there, but when he tried to claim title to the property, Dalhousie denied that he possessed the authority to grant lots of land purchased for the public service to private individuals. Consequently, the land as well as By's house valued at £700 alone, reverted back to the Ordnance Department without any compensation to By.⁶⁰

By's house, therefore, became another building near the Entrance Valley owned by the Ordnance, and it continued to serve as the residence of the superintending engineer until it was destroyed by fire in 1849.

As during the construction period, Bytown remained the headquarters for the superintendence of the entire system, with a much smaller establishment located at Kingston Mills at the other terminus of the canal. Bolton was assisted by a civilian and a military staff. The civilian component consisted in 1832 of John Burrows, as clerk of the works to inspect stations from Bytown to Poonamalie, Thomas Burrowes, as clerk of the works from the Narrows to Kingston Mills, James Fitzgibbon as master carpenter to inspect lockgates and woodwork and to superintend repairs, William Tormey as master smith to inspect metal hardware, and William Clegg as clerk of check to fulfill general clerical duties for the Ordnance.⁶¹ Thomas Burrowes was stationed at Kingston Mills where there was a small establishment commanded by a lieutenant of the Royal Engineers responsible for the southern half of the canal. The operation of the lock stations on the Rideau was the responsibility of the 23 lockmasters and 81 labourers also employed by the Ordnance Department.⁶²

In addition to the Rideau, Bolton also assumed responsibility for the operation of the Ottawa River Canals which were completed by 1834. Initially, Ordnance establishments were located both at Bytown for the Rideau Canal and at Carillon for the Ottawa River Canals. The headquarters at Bytown appear to have been largely the responsibility of C.L. Rudyard, the Ordnance paymaster who had held the same position during the construction period. In addition to Rudyard, the military component of Bolton's staff appears to have consisted of two clerks and an office

keeper. The staff was increased in 1836 when Seth Thomas jr., son of the chief clerk, Seth Thomas, was appointed as advisor to Rudyard in an effort by the Ordnance to increase revenues from tolls on the Rideau.⁶³ Rudyard apparently was dismissed in 1840 after an Ordnance commissioners report revealed that he had failed to collect many of the rents due on the Ordnance lands and had not maintained a close audit of the records of the various lockmasters.⁶⁴ The position of Ordnance storekeeper was created at the Bytown and Carillon depots in 1840 and 1841 respectively, probably in response to the investigation of the Bytown department. Seth Thomas became Ordnance storekeeper for the Rideau Canal and assumed responsibility for the general superintendence of the lockmasters, the repair of the locks, the collection of tolls from vessels using the canal, the receipt of rents from those persons leasing Ordnance lands in Bytown and along the length of the canal and also for wharfage and compensation for lock damages.⁶⁵ During the 1840s the position of Ordnance storekeeper at Carillon was abolished and the duties transferred to the Bytown establishment as a cost-saving measure, although a variety of supplies continued to be stored at Carillon for use on the Ottawa River Canals.⁶⁶

The Ordnance Department was also responsible for the maintenance of the military buildings on Barrack Hill. The department contracted out for various barrack services such as the washing and repair of bedding and the cleaning of stovepipes, chimneys, privies and dustholes. The barrack master for the garrison, in charge of the supplies required by the Royal Sappers and Miners and the 15th Regiment of foot during the construction period, was dismissed in 1832 and his duties assumed by the department in order to reduce

expenditures. Such cost-saving measures were increasingly sought after by the Ordnance Department because of the heavy expenditure required to operate and maintain the Ottawa-Rideau route. The revenues collected through tolls, wharfages and rents were able to cover operating expenses only in 1844 and 1845 prior to the completion of the St. Lawrence Canals. In order to safeguard Ordnance lands, the department made one other addition to the staff at Bytown with the appointment of a bailiff in 1845 who protected the military's property, especially in Bytown, from encroachments by squatters and other trespassers.⁶⁷ By 1851, the Ordnance military establishment for the Rideau and Ottawa Canals consisted of one storekeeper, two clerks, one bailiff and one office keeper. At this time the operation and maintenance of the locks was the responsibility of the two civilian clerks of works, thirty lockmasters (presumably 23 for the Rideau and 6 for the Ottawa River Canals) and seventeen permanent and seventy temporary labourers.⁶⁸

After 1832 the Royal Engineers workshops at the corner of Sussex and Rideau Streets continued to be used for various maintenance and repair activities by the tradesmen employed by the Ordnance Department. The civilian barracks in Lower Town were rented to a private entrepreneur who converted the buildings into a hotel.⁶⁹ The three storey stone building in the Entrance Valley retained its former function as a storehouse and offices for the Ordnance Department. The second floor remained divided into offices for the superintending engineer and other Ordnance staff while the remainder of the building was used mainly for storage. The entire ground floor remained unpartitioned and was used for Ordnance stores. A plan of the building dated May 1844 reveals that two shelves to the

right of the center doorway of the west side held bags of nails. Rope was stored along the east wall of the first floor on two recently installed platforms to protect against dampness caused by underground streams which were undermining the building at the time.⁷⁰ The first floor probably also contained the other bulk materials required by the Ordnance such as iron, paint and coal tar.

Approximately half of the third floor was also used for Ordnance stores. Double shelving units with pidgeon holes were installed on either side of the south windows on the east and west walls in 1844 to improve the storage facilities for chisels, files, crow bars, drills, hammers, saws and other articles of hardware.⁷¹ Part of the third floor was also used for the "Engineers storeroom" which, according to an inventory taken in 1856, contained bolts, nuts and substantial quantities of strengthening bars, lead and plates.⁷² The north section of the third floor contained the quarters for the office keeper employed by the Ordnance in 1843. He appears to have been given lodging shortly thereafter in the barracks to reduce the risk of him causing a fire in the Ordnance building as well as to place him in a more advantageous position to watch over the Ordnance stores required for the garrison. The garrison's stores were kept in several small rooms in different buildings on Barrack Hill.⁷³

The Commissariat Department

Upon completion of the Rideau Canal, the Commissariat Department continued to perform many of the same functions as during the construction period, albeit on a reduced scale. A large share of the department's time was devoted

to purchasing, inspecting and issuing the food, fuel, forage requirements of the Ordnance and Commissariat personnel eligible for rations, and for the detachment stationed on Barrack Hill between 1832 and 1853. The Commissariat continued to tender contracts out to civilians for supplies of fresh beef, bread, fuel wood, forage and often straw for mattresses.⁷⁴

The Commissariat purchased flour outright, mainly from Thomas McKay, the former Rideau contractor who established an extensive milling complex at New Edinburgh after the completion of the canal. The flour was then provided to a local baker who agreed to furnish a specified quantity of baked bread on a regular basis.⁷⁵ The Commissariat also continued to arrange for the transportation of goods and personnel along the length of the canal when required by the Ordnance. Private Montreal-based forwarding companies, such as McPherson and Crane, moved supplies by boat during the navigation season whereas horses and sleighs were utilized for winter transport. Advertisements appeared in the Bytown newspapers on a regular basis requesting tenders for the various goods and services.⁷⁶

In 1845, following a review of the Commissariat and Ordnance Departments throughout the British Empire, some minor revisions were made in their duties to better rationalize the responsibilities of both organizations. Under the 1845 Code of Regulations, the Ordnance continued to be responsible for the maintenance of barrack and office accommodation, and was assigned the additional duty of paying for all lodging expenses in lieu of barrack accommodation, a function performed by the Commissariat prior to 1845. The Commissariat continued its primary duty of acquiring, storing and distributing food, fuel, forage

and specie, and was now given the additional task of contracting for building materials, barrack stores and all other articles and services required by the Ordnance except for the hire of buildings for barracks and the hiring of labourers for the Royal Engineers - two functions which remained under Ordnance control. In addition, the selection of contractors for barrack services (washing bedding, cleaning privies, etc.) became a joint responsibility of the two departments.⁷⁷

Throughout the period 1832-1856, the Commissariat officers continued to be responsible for the military chest at Bytown. The money vault on the first floor of the building was moved from the southwest to the northeast corner in 1841 because of dampness along the building's west wall which had hastened its deterioration. The monies collected by the Ordnance Department for wharfage, tools and rents were deposited in the vault for safekeeping. A cash book for the late 1840's belonging to H. A. Oriel, the assistant commissary general at Bytown, reveals that a considerable amount of time was spent by Commissariat officers travelling to Perth, Richmond, Smiths Falls and Franktown in order to pay the military pensioners settled along the line of the Rideau Canal. The Commissariat also paid the troops on Barrack Hill.⁷⁸

The staff responsible for carrying out these various duties fluctuated in size but was smaller than during the construction period. The position of assistant commissary general was changed to the lower paying rank of deputy assistant commissary general as a cost-saving measure. In 1836 there were two deputy assistant commissary generals - Lister, who was in charge, and H. A. Oriel. The only other employee was Thomas Donnelly, the issuer.⁷⁹ Two years later an additional employee, H. F. Oriel, - probably the

son of H. A. Oriel - was employed as an "assistant in Commissariat Office". By 1844, the two deputy assistant commissary generals had been replaced by an assistant commissary general - H. A. Oriel, with a staff consisting of a clerk, an assistant storekeeper and a military labourer.⁸⁰ The establishment was reduced from this level in 1853 when the British regulars were withdrawn from Barrack Hill. The assistant storekeeper and labourer were let go, leaving an assistant commissary general and a clerk to supply provisions to the Ordnance Department.⁸¹ In 1856, with the transfer of the Rideau Canal to the Board of Works for the Province of Canada, the establishment was disbanded altogether.

The Bytown Garrison

The military buildings on Barrack Hill were constructed primarily to accomodate the military personnel employed on the Rideau. The site was also selected for its strategic location above the Ottawa River to defend against a potential American invasion and to protect the flight of eight locks in the Entrance Valley. As early as 1827, By was convinced that Bytown should become the major fortified depot for Upper Canada upon completion of the Canal. The Duke of Wellington, Master General of the Board of Ordnance, regarded Kingston as the key to defending Upper Canada, and it was there that military and naval stores as well as a large dockyard for naval ships were located prior to the construction of the Rideau. But By argued that the naval and Ordnance arsenals and dockyard should be established at Bytown at the mouth of the Rideau Canal. The site was removed from the American border, and Barrack

Hill could be easily fortified to afford protection against an American invasion. Kingston's defences, he pointed out, should be upgraded, but the site was far too close to the American frontier to ever be adequately fortified.⁸²

Bytown was in fact seriously considered as a site for a major fortified depot. In October of 1830, By was instructed to prepare detailed plans for a permanent fortification at Bytown embracing all of Barrack Hill and capable of withstanding a regular siege. By proposed extensive works for the site by incorporating the existing barracks and adding bomb-proof casements with blockhouses over them, extensive storage facilities and earthen ramparts at the southern approaches of the hill to withstand a land assault. The total projected cost was £205,450.⁸³ However, the final cost overrun on the Rideau Canal prompted the Ordnance Department in 1828 to concentrate their efforts at obtaining parliamentary approval for fortifications at Kingston to protect the southern end of the Rideau. The hostility of the British Parliament towards the already high military expenditures made it futile to expect approval for additional fortifications at Bytown.⁸⁴ The construction of the Fort Henry redoubt and advanced sea battery between 1832 and 1836 relegated Bytown to the background of military strategy. Instead of acting as the key to the defence of Upper Canada, Bytown became a minor military outpost, with a small garrison of British regulars to defend the Entrance Valley, Ordnance lands and the various stores against a potential American attack as well as against the citizenry of Bytown. Consequently, there was considerable continuity in the role and appearance of Barrack Hill, both during and after the construction of the Rideau.

In the afternoon of Januray 5th, 1832, a fire broke

out in the ground floor of the center barracks which was used at the time for an officers quarters and mess room. The fire originated in the kitchen and spread rapidly through the building within a few minutes. Lt. Frome of the Royal Engineers was dressing for dinner and managed to save only a small money box, leaving behind engineering sketches of the works being prepared for the Board of Ordnance. When By reported the event, he emphasized that there was no immediate need to reconstruct the building because the two companies of Sappers and Miners had recently been discharged. The remaining buildings on Barrack Hill would be sufficient to provide accomodation for the small detachment of the 15th Regiment and the military personnel employed by the Ordnance.⁸⁵

Less is known of the westernmost barracks which was also destroyed by fire sometime between 1832 and 1834. A report from early 1834 revealed that only one barracks and the hospital were left at the site, and contemporary plans and sketches indicate that two of the barracks were in ruins with only their rubble walls and stone chimneys remaining.⁸⁶ By reported that the 1832 fire destroyed only one building, so presumably the other structure burnt down shortly thereafter.

The completion of the Rideau Canal led to some changes in the military establishment on Barrack Hill, although the daily routine of the garrison remained largely the same. The discharge of the Sappers and Miners left only a small detachment of British regulars of the 15th Regiment to be accomodated at Bytown which rarely exceeded twenty men along with their wives and children. Bolton, the senior Ordnance officer for the Rideau Canal, held the highest position of authority at the post, although the officer assigned to the detachment of regulars at Bytown was

responsible for commanding the garrison. The duties assigned to the garrison were centered around the maintenance of a guard for the military buildings and store, especially the Commissariat building where the military chest was kept. At least three men were required each day to mount a guard, several others to perform the equally mundane task of bringing water up from the Ottawa River, and occasionally to escort military prisoners or other persons along the canal to Kingston.⁸⁷ In the event of an American invasion, the men could be deployed to protect the works of the Entrance Valley and those inland along the canal, while Barrack Hill would serve as an effective mustering point for the local militia.

Bytown remained a minor military post in the scheme of Canadian defence and this was reflected in the measures implemented by the military to reduce the cost of maintaining the garrison there. As mentioned earlier, the barrack master, James Sargeant, was dismissed in 1833 and his duties assumed by the Ordnance staff because of the reduced number of military personnel requiring food and lodging allowances. The Royal Ordnance Hospital Establishment was disbanded in the fall of 1832 after a cholera epidemic had subsided. Accomodation for patients was then provided in part of the barracks and later in the second floor of the guard house. The garrison was treated in 1832 and part of 1833 by a civilian practitioner named Stratford who, in turn, was succeeded by Van Cortlandt in June 1833.⁸⁸ Several rooms of the abandoned hospital building were then allotted to one of the Royal Engineers and to the officers commanding the detachment of the line, while the soldiers and the barrack sergeant were accomodated in the remaining eastern-most barracks.⁸⁹ During the winter of 1833-34, the old Ordnance hospital was

renovated to enable it to accomodate the deputy assistant commissary generals, Ashworth and Oriel as well as C. L. Rudyerd the Ordnance paymaster and J. M. McDonald, the Ordnance clerk. The provision of quarters to these men would permit the military to discontinue paying them lodging money.⁹⁰ After the renovations were completed, however, the Commissariat officers appealed the decision, claiming that the building was not suited to accomodate both them and the Ordnance officers. The rooms allotted to the men on the second floor had no fireplaces, and the floorplan of the building made it necessary for them to pass through the quarters assigned to the other officers. In addition, there were only two kitchens and one privy for the entire building, and the officers would have to arrange for the provision of water supplies themselves. The inadequacy of the quarters appeared even more evident when the size of the officers' families was taken into account; Ashworth had four children and Oriel, three. When a committee composed of Commissariat and Ordnance officers investigated the matter, they concluded that the building was indeed insufficiently laid out to accomodate the men, even though each was to be allowed four rooms. Consequently they were permitted to continue to reside elsewhere and still receive a lodging allowance.⁹¹

The size of the garrison remained below twenty-five men before 1836, although various regiments were transferred to and from the post. The 15th Regiment remained at Bytown until June 1834 when it was replaced by a small detachment of the 66th Regiment, which in turn was replaced by soldiers of the 24th Regiment of foot in July 1835.⁹² It became a common occurrence for troops from the Upper Province to be moved to Bytown where they would spend part of the year, usually the winter, and then be moved on to Quebec and Montreal.

By the mid 1830s, the large expenditures required to maintain military posts in North America became a growing concern for British military strategists. A report prepared for the Horse Guards in 1834 suggested that the barracks at Bytown could be abandoned, as they did not play a crucial role in the overall strategy of military defence.⁹³ However, in 1836 the Master General and Board of Ordnance decided to withdraw troops from posts along the western frontier of Upper Canada - York, Niagara and Amherstburg - and to redistribute the troops among posts further east.⁹⁴ For Bytown, the reduction of the western posts meant an increase in the size of its own garrison. During 1836, Captain Daniel Bolton was instructed to increase the barrack accomodation at Bytown to hold eighty rank and file and three officers. In the fall of that year the Rideau barracks were upgraded and the cookhouse immediately south of the barracks was renovated to house forty-seven rank and file. Additional accomodation was required because at the time the cookhouse was being used as quarters for the barrack sargeant as well as for storing some barrack supplies.⁹⁵ Consequently, during the spring of 1837, part of the ruins of the center barracks were rebuilt for use as a storehouse. New quarters were also built for the barrack sargeant immediately south of the center barracks ruins. Commissariat officials were left with the task of finding sufficient provisions to meet the needs of the increased number of soldiers. Additional flour was readily available from Thomas McKay's New Edinburgh Mills, but the contractors responsible for supplying fresh beef and fuel experienced difficulty obtaining additional supplies because of their limited capital and the general scarcity and high price of provisions in the vicinity at the time.⁹⁶

Eighty rank and file of the 15th Regiment arrived at Bytown in November 1836 and were accommodated in the renovated quarters, while the small company of the 24th Regiment was moved to another post. After all these efforts, the increased size of the garrison proved to be short-lived when the 15th Regiment was moved to Montreal in May 1837 and was replaced by twenty-five men of the 32nd Regiment. The Rebellions of 1837 had a profound effect on the Bytown garrison reducing its strength still further. During the latter part of 1837 the garrison fluctuated considerably in size, and in the early months of 1838 was pulled out altogether and sent elsewhere. A local militia - the Bytown Volunteer Company - was raised and stationed at Bytown during the absence of the troops.

Following the restoration of peace in 1839, British regulars were not immediately restationed at Bytown. Monthly returns of the regiments serving in Canada reveal that usually only two or three soldiers occupied the Bytown post from January 1839 until July 1842, nearly three and half years.⁹⁷ An editorial in the Bytown Gazette in October 1841 noted the desolate character of Barrack Hill,

...with only one large stone building and the chimneys of two other buildings which have been burnt down, the whole without enclosure and the ground gradually descending towards the south, till it meets the primeval forest. This ground would be a place of strength, but there are neither fortifications nor soldiers.⁹⁸

A company of British regulars was again at Bytown from July 1842 until August 1843, although the post was vacated once more from September 1843 until August 1844. The

uneven manner in which the barracks were occupied suggests that at the time Bytown was regarded more as a convenient post where soldiers could be accommodated while awaiting assignment elsewhere, rather than as a key strategic site requiring continuous defence.

After September 1844 there was far greater stability in the size of the garrison which fluctuated between 45 and 86 during the years prior to 1853. Throughout most of this period, a company of the Royal Canadian Rifles was stationed at Bytown. This regiment was organized and recruited in Montreal in the fall of 1841, drawing recruits from other line regiments serving in Canada. It was designed to place older, mature, preferably married, soldiers on the frontier areas along the border who would not be inclined to desert their posts. Soldiers were attracted to the Rifles because twelve wives per hundred soldiers rather than the usual six, were eligible to receive rations and accomodation, and the men were permitted to complement their military duties with part-time farming or other activity. The ten companies of Royal Canadian Rifles raised in Montreal remained there until 1843 when seven were sent to the Upper Province for frontier duty.⁹⁹ One company arrived at Bytown in September 1846, and soldiers of the Rifles Regiment remained there until mid-1853, commanded during most of the period by Brevet Major Thomas Clements.

The Royal Canadian Rifles foreshadowed a broader scheme promoted by the Colonial Secretary, Earl Grey, in 1849 to lessen the burden of colonial defence by withdrawing the greater part of Britain's regular forces from Canada and substituting in their place retired military personnel - enrolled pensioners - and their families. This cost-saving measure was designed to utilize

the funds paid out to pensioners in a more productive manner, by settling detachments of retired soldiers near military posts to maintain a light guard and to act as ready reserves in the event of civil or military emergencies.¹⁰⁰

The pensioner scheme, which was introduced in Canada during 1851, resulted in the withdrawal of the Royal Canadian Rifles from Bytown in 1853 and the establishment of pensioners there during 1854.¹⁰¹

The twenty-five pensioners at Bytown were recruited from other regions because most pensioners in the vicinity of Richmond, Franktown, Smiths Falls and Perth were not considered fit for military duty because of their age.¹⁰²

The pensioners at Bytown were part of 150 men placed on "permanent military duty" in 1853 who were responsible for maintaining a permanent guard against sudden attack, although they probably acted more as custodians.¹⁰³

The formation of the group of pensioners on permanent duty came in response to the accelerated withdrawal of British troops from Canada during 1854 to serve in the Crimean War. To fill in this vacuum, the permanent duty pensioners were considered a necessary substitute for the regulars at military posts.¹⁰⁴

The decision to maintain a permanent force at Bytown to protect the locks and Ordnance property, rather than merely establish a part-time detachment in the vicinity, reflected the reputation of the town, described by an officer as "one of the most lawless places in Canada".¹⁰⁵

The Bytown pensioners were accommodated in the barracks as they were unable to obtain grants of land in the immediate vicinity because of the intransigence of the Ordnance Department, although they were provided with a monetary compensation in lieu of land.¹⁰⁶

Because the pensioners were responsible for

providing their own food supplies, the duties of the Commissariat officers at Bytown were reduced substantially, and, as mentioned previously, some of the staff were let go.

Following the transfer of the Rideau Canal to the United Provinces of Canada in June 1856, the enrolled pensioners served as an interim force until the provincial military establishment, based upon a large volunteer militia force, was organized. The enrolled pensioners were disbanded as an imperial force in October 1858, although the small detachment at Bytown appears to have been discharged as early as 1856, leaving a sole engineer officer in charge of the property until 1858 when he, too, was recalled.¹⁰⁷ The military presence on Barrack Hill came to a symbolic end when Queen Victoria chose Ottawa as the capital of the United Provinces in 1858 and Barrack Hill became the site of the Parliament Buildings. Most of the military buildings were destroyed during the construction of the buildings between 1860 and 1865, except for the officers quarters - the former Ordnance hospital - which apparently survived after Confederation and was used for various government offices until January 1874 when, like the fate of many other buildings at the site, it was destroyed by fire.¹⁰⁸

The Military and the Community, 1832-1856

Bytown owes its commencement to the Rideau Canal - its rapid and early growth to the money expended in that splendid work. It has since been indebted as well as the surrounding country for its prosperity to the Lumber Trade and to this alone. Take this trade from it and I confess, I am unable to see by what great boon it could be compensated.¹⁰⁹

A. J. Christie

A. J. Christie's observation in 1841 aptly summarized the changes in Bytown's economy after the completion of the Rideau Canal. During the canal's construction, the military had played a prominent role both in the founding of Bytown and the early development of the community. The project had attracted hundreds of labourers, artisans and military personnel to the Entrance Valley where the headquarters and supply depots were established, and had provided relatively steady employment from 1827 to 1832. Within six years the small town, containing initially some 150 dwellings, had grown to accomodate upwards of 1000 permanent residents thereby overshadowing all other settlement in the area.¹¹⁰

Upon completion of the Rideau, however, the economy of the town shifted from a reliance on a military payroll to that of the timber trade which had been developing already prior to the canal's construction. Ottawa Valley lumber barons gravitated towards Bytown which became a service

center catering to the timber trade - handling supplies imported largely from Montreal and the United States for the men enroute to the shanties in the fall and serving as a social center where lumbermen congregated going to and from the valley.¹¹¹ The shift to the economy of the timber trade was neither smooth nor was it the only basis of Bytown's economy. The money expended by the British government during the construction period came to an abrupt end in 1832, revealing the artificial prosperity of the previous years. The hundreds of unemployed Irish from the Rideau project lacked the experience to find work in the timber camps where French Canadians held most of the jobs, while those who did secure employment were vulnerable to the cyclical nature of the industry which was hindered by frequent recessions and the tendency towards overproduction.

To a lesser extent, Bytown functioned as a service center for the surrounding agricultural settlement and was involved in the transshipment of goods along the Ottawa and Rideau Rivers. This activity was centered on the turning basin above the Entrance Valley where a series of wharves and warehouses were erected by merchants. Control of the forwarding trade, however, was monopolized by Montreal interests and was not nearly as significant to the town's economy as the timber trade.¹¹² Bytown also became the focal point for settlement that had existed already before 1827. Prominent individuals from among the gentility of March and Richmond military colonies purchased property from Nicholas Sparks and took up residence in Bytown which replaced Richmond as the major center in the area.¹¹³

No longer able to provide work for the canal labourers after 1832, the military ceased to fuel the economy of the

town as it did initially. It could only offer a minor stimulus on occasion when emergency repair work was required on the canal, as for example in 1836 when many labourers, who had been thrown out of work by a slump in the timber trade, were employed to repair the waste weir at Long Island Lock Station when it was swept away by flood waters.¹¹⁴

Although the military ceased to be the major employer in Bytown, it continued to play a role in the community after the canal's completion. The military presence in the town was twofold. First there was the Ordnance Department which held substantial sections of land in Bytown and was in fact the largest landlord in the community because many of the residents in Lower Town lived on land leased to them by the military. The second component of the military was the garrison which occupied the Ordnance property on Barrack Hill. It created a mild economic stimulus in the town through the demand for food, fuel and forage; it also fulfilled a number of social and civil functions otherwise lacking in the frontier community. The distinction between the Ordnance Department and the garrison troops is important because Bytown's inhabitants themselves differentiated between the two. The community generally was more appreciative of the lustre of the garrison, their periodic police services and the economic boost from military spending. Its opinion of the Ordnance Department was far less favourable because of canal tolls and problems involving land tenure,¹¹⁵ although both the Ordnance and the garrison were perceived as having both positive and negative impacts on the community.

The conflict surrounding the Ordnance land question stemmed partly from Dalhousie's purchase of a substantial tract of land in 1823 in the vicinity of the Entrance

Valley. Part of this property was subsequently surveyed by By into lots and then leased, rather than sold, to settlers. After the canal's completion the ire of the leaseholders in Bytown was raised because without title to their property they were not enfranchised. Thus, in 1841 only 90 of 3000 residents in the town were eligible to vote because most lived on property owned by the Ordnance.¹¹⁶ The denial of clear title also reduced the value of their lots and discouraged residents from making substantial improvements, especially following the inability of Colonel By to obtain clear title to his own property.¹¹⁷ The grievances against the absence of freehold tenure were succinctly summarized in 1836 by the editor of the Bytown Gazette, A. J. Christie.

...it not only deprives individuals who have expended many hundreds of pounds upon them of the right of voting as freeholders, but also operates in depreciating the actual value of them - for in Canada, where almost all fixed property is held in freehold, leasehold tenures must be deemed inferior.¹¹⁸

The leaseholders were further aggravated because some of the earliest lots had been leased in perpetuity at a quit rent of 2s.6p. per annum while others had been let on a thirty year term at a higher rate in an effort by Colonel By to reduce speculation. The net effect of this was to make many of the leased lots far less desirable than others.¹¹⁹ Residents pressed the Ordnance Department to convert the leasehold into freehold and sell them outright, but the military remained reluctant to give up its valuable land holdings because of the need to raise revenues to offset the high cost of operating and maintaining the Ottawa - Rideau Canals. Many of the

inhabitants who had entered into leases with By, protested against the landholding system and refused to pay the annual rent, such that by 1835 arrears amounted to £1675 Halifax currency.¹²⁰

The matter was further compounded by the issue of whether the Ordnance Department could in fact legally own land. Under the terms of the Ordnance Vesting Act of 1821, the department had acquired legal title to all military properties throughout the empire, but Canadian legal opinion claimed that the act did not apply to colonies with representative institutions. Thus the act remained inoperative outside of Great Britain.¹²¹ When the British Treasury transferred the Rideau and Ottawa Canals to the Ordnance Department in 1830, the Ordnance began efforts to obtain passage of a Canadian vesting act to acquire full legal title to all its resources. The move would permit the sale of properties not required for canal purposes and facilitate the collection of rents from the remaining lands. When the vesting act finally was secured in 1843, leaseholders were allowed to purchase Ordnance lots which encouraged the construction of more substantial stone buildings in Lower Town. But as Michael Newton has pointed out, in Lower Town,

Even after freehold tenure was permitted in the 1840's, the option to lease continued. Rents remained at such a moderate level on these 21 or 30 years leases that they became an invitation to economize, not only to those of modest means but also to sharp entrepreneurs who could see an avenue for making quick, easy money. Crudely built tenements designed to last only the length of the lease resulted from this process. Indeed the mixture of freehold

and leasehold appears to have had somewhat the same depressing effect on construction and more general development of the Lower Town as had the original policy of leasing alone. Above all, the consequences of the first generation could never be overcome.¹²²

The other land dispute in which the Ordnance Department became embroiled involved some one hundred acres west of the canal and south of Barrack Hill which initially was owned by Nicholas Sparks. In 1827 Sparks sold By some of this land for the Rideau Canal, but By expropriated additional property against Sparks' will under the authority of the Rideau Canal Act.¹²³ The act, passed by the Upper Canadian Parliament in 1827, empowered the Ordnance to obtain property for canal purposes only, and thus Sparks argued that the remaining land not used for the canal should be returned to him. The Ordnance Department refused to yield claim to the property, arguing that it would be used for canal purposes because they planned to construct a basin there in the future which would provide a reservoir during periods of low water. In fact, it was unlikely that the department ever had such intentions; rather, they probably wanted to retain the property for military purposes in case fortifications were built in the future. Sparks finally regained possession of most of this property in 1846 through a special act passed by the Canadian legislature and he continued to lobby for the return of the remaining land under dispute.¹²⁴

The retention of this land by the Ordnance until 1846 had significant implications for the physical growth of Bytown because the land in question was located in the heart of the town. When combined with the property occupied by the garrison on Barrack Hill, this amounted to a substantial

tract of land which effectively kept Bytown divided into two separate communities and thereby fragmented its development. The peculiar development of the town attracted the attention of many residents. One observer, reminiscing about the town's early days noted that,

For the first twenty years of Bytown's life the division into Upper Town and Lower Town was very real. Up to 1847 there was not a single house in Centre Town save the barracks and the stone hospital on the hill. Crossing Sapper's Bridge the road wound round the foot of Parliament Hill, behind the Russell, skirting the old cemetery, curving outward to Albert Street and striking Bank Street at the south-eastern corner of Wellington Street. A log fence enclosed the government land, with a stile at each end and a rocky foot-path between.¹²⁵

Part of Barrack Hill and the property below Wellington Street was used by the Ordnance officers as pasture for their cows, and as one proceeded south, the pasture land changed to bush.¹²⁶

Equally significant in hindering the physical development of Bytown was the private acquisition of a substantial block of land by Colonel By himself in 1832. The land he purchased for £1200 was bounded by Laurier Avenue on the north, Gladstone Avenue on the south and lay between Bronson Avenue and the Rideau River, some 600 acres in total. The property was surveyed into lots and initially rented at a low price, but By's sudden recall to England and his subsequent death in 1836 resulted in a protracted legal dispute over the property among his heirs during the next forty years which restrained the stable southward growth of

Bytown.¹²⁷ The Bytown Gazette was most critical of By's estate which was managed by John Burrows as his agent until Burrow's death in 1848.¹²⁸ The newspaper also criticized the reluctance on the part of the Ordnance to surrender unused properties to civilians, and charged the department with obstructing economic progress especially in the dispute involving Sparks.¹²⁹

For its part, the Ordnance usually reacted defensively against pressures to release valuable properties in the face of decreasing revenues from tolls on the Rideau during the 1830s and the substantial yearly maintenance costs, as well as the possibility of there arising a military need for its lands in the future. This explains why the Ordnance hired a bailiff in 1845 to protect the department's property in Bytown from squatters and all other encroachments, and also why the garrison was maintained there prior to 1856.¹³⁰

The Ordnance also reacted against the 1847 act incorporating Bytown as a town because of the authority acquired by the new town council to open streets across military property. When the council expropriated a narrow strip of Ordnance land across the base of Barrack Hill for the purpose of extending Wellington Street to the Sappers Bridge in a straight line, the department successfully pressed for the veto of the act in 1849 on the grounds that the property was required for military defences. The military then erected a fence around Barrack Hill and the new road, thereby preventing the public from using it. Although Bytown was incorporated shortly thereafter in 1850, the military retained jurisdiction over the right of way across Barrack Hill. Only after 1853 did they permit the Corporation of the town public use of the road, while still maintaining absolute control over the property.¹³¹

This was just one of many land disputes with the

community as well as with residents along the length of the canal in which the Ordnance found itself involved between 1832 and 1856. To the credit of the department, however, it did grant several sections of military land to the community when these were not required for military purposes. It provided land for a burial ground at the southern approach of Barrack Hill,¹³² it donated lots to the Church of England in 1847 and again in 1853, and also gave lots in Bytown for a general hospital in 1847.¹³³ And despite the frequent hostility towards the Ordnance because of canal tolls and its land policies, the community at the same time respected the department for its achievement in constructing the Rideau Canal and praised individual Ordnance officers like Colonel By and Major Bolton.¹³⁴ When Bolton was recalled to England in 1843 and replaced by Colonel Thomson, 800 residents signed an address presented to him by the mayor and a deputation of leading citizens. The address emphasized his connection with the canal's construction, his interest in the town's progress as well as the firm, decisive and gentlemanly manner in which he discharged his duties.¹³⁵

Until the mid 1840s the Rideau was the principal funnel for the immigrant traffic into Upper Canada, and the townspeople welcomed the passage of newcomers through their community and the settlement in the Bytown area. Moreover, in their campaign to make Bytown Canada's capital during the 1830s and 1840s, residents emphasized the town's strategic location away from the American border, the ease with which it could be fortified and the availability of unoccupied military land which could be utilized for government buildings.¹³⁶ Thus, though the Ordnance was often held in disdain during this period for its intransigence in land disputes, and was often accused of halting the town's

economic progress, there was a general recognition of the military's importance in relation to the early development of Bytown as well as its utility in the promotion of the community as the most suitable location for the capital of Canada. In 1857 Queen Victoria selected Bytown (which had been renamed as Ottawa in 1855) as the Canadian capital largely on the basis of strategic military considerations. This underlined the important role that military concerns had played both in the founding of the community as well as in its future development.

In addition to the Ordnance Department and the issue of land tenure in Bytown, the impact of the military was also manifested through the presence of the garrison on Barrack Hill which ranged in size from a mere handful of soldiers during the 1830s and early 1840s to upwards of seventy or eighty after 1849. The garrison interacted with citizens of Bytown in several ways. It had a mild impact on the economy of the town, it contributed to the community's social life and also provided assistance to civil authorities on occasion.

The economic stimulus provided by the garrison, though difficult to gauge, was not nearly as important to the town as the activity associated with servicing the timber trade. The population of the town, which grew from 1300 in 1837 to 7000 in 1846,¹³⁷ was most greatly affected by booms and recessions in the forest industry. By 1836 timberers paid out an estimated £15,000 cash annually for agricultural products, primarily hay and oats, from Bytown markets.¹³⁸

The collapse of the timber trade in 1846, however, resulted in a loss of 2000 people from the town the following year and graphically revealed the primacy of the timber industry.¹³⁹ Military spending was a positive contribution to local trade, but it never became the central

focus of the economy. The military's requirement for fresh beef, bread, firewood, straw and other items was welcomed by those who were awarded contracts to supply the garrison with provisions. More indirectly, innkeepers, general merchants and other members of the mercantile community benefitted from the presence of a military clientele who frequented their establishments.

The military's role was far more significant in its occasional assistance to civil authority, although their involvement was not pronounced until the 1840s. The construction of the Rideau Canal brought hundreds of people from diverse backgrounds together in Bytown within a very short period of time. But the rapid settlement left little opportunity for the development of a civil authority or other social institutions to guide the community's development. As Michael Cross has noted:

The Bytown situation was one all too common in Upper Canada. With no effective local government and no provision for police forces, social order depended on the effectiveness of other institutions to restrain the population. But these institutions - churches, leadership structures, social agencies - were often as weak as the police power, especially in frontier areas ... Those regions, such as Ottawa, dependent on the timber trade or other commercial activities, lacked the full spectrum of social institutions. Churches found it difficult to provide clergymen, especially competent clergymen; schools were rarely available, the upper classes were often alienated from the masses, and too often incompetent to lead the community; few

charitable organizations existed. And the basic institution of social control, the family, was often weakened.¹⁴⁰

In Bytown, during the construction period, the military played an active role in suppressing defiance to military authority as it related to the construction of the canal. Moreover, members of By's staff were appointed as magistrates and councillors in 1828 to bolster the civilian authority.¹⁴¹ But during the 1830s, following the completion of the canal, there was a reluctance to utilize the small garrison at Bytown for any purpose other than protecting the military's lands, stores and engineering works.

The military's decreasing involvement in civil matters coincided with an increasing atmosphere of violence and disorder during the early 1830s, as unemployed Irish canal labourers and Irish raftsmen tried to secure control of the timber trade by forming into organized mobs to intimidate French Canadian lumbermen who held most of the positions in the trade and worked for lower wages. The Shiners, as these organized Irish were referred to, accelerated their campaign of violence in 1835, directing their aggression at the ruling elite of Upper Town in addition to the French Canadians employed in lumbering.¹⁴² While the ruling elite managed to restore order and regain control over the disruptions of 1835 and subsequent violence in 1837, they did so without the active assistance of the military. Local magistrates and other individuals petitioned the Governor General, Sir Francis Bond Head, requesting military intervention, but he refused to permit the use of the garrison in quelling the Shiners' violence even though shots were fired over the soldiers barracks in 1837.¹⁴³ Townspeople were compelled to organize their own vigilante

organization - The Bytown Association for the Preservation of Peace - to restore order. It was the willingness on the part of the ordinary citizen to offer assistance to civilian authorities which finally brought an end to the violence of 1835-37.¹⁴⁴

One of the few services provided by the military during these early years was permitting civilian authorities to use the guard house on Barrack Hill to hold prisoners prior to their conveyance to Perth which served as capital of the Bathurst District. In 1842, when Bytown was proclaimed capital of the newly-created Dalhousie District, the town was able to construct its own jail and courthouse and no longer required the use of the garrison's "Black Hole". The other contribution provided by the military was their assistance in putting out fires in the community. The Bytown Gazette frequently reported instances when the garrison brought out its own fire engine to assist the voluntary fire brigades of Upper and Lower Town.¹⁴⁵

The reluctance on the part of Upper Canadian authorities to permit use of the military for civilian purposes during the 1830s can perhaps be attributed to an acceptance of violence in society, especially from the lower classes like the Shiners. As Michael Cross explains:

Whatever its impetus, internal violence within the lower class was expected and viewed with relative equanimity by the gentle classes of society. The lower orders were assumed to be brutal, prone to violence and disorder, and so long as they exercised their passions on one another, this was simply a fact of life. This was especially true of the Irish. Until the 1830's, then, there was relatively little excitement over evidence of this brutal passion.¹⁴⁶

However, this passive acceptance of violence was altered by the organized disruptions of the Shiners from 1835-37 as well as by the Rebellions of 1837, both of which constituted a threat to the established order. Consequently, during the 1840s Upper Canadian authorities became far less tolerant of civilian disorder and were more likely to sanction the use of British regulars to aid civil authorities.¹⁴⁷

In Bytown, incidents of violence and unrest continued during the 1840s although the ethnic hostility between Canadian and Irish was largely replaced by tensions along religious and social lines. The new division was between the lower class Catholic masses of Lower Town who supported the Reform party and who came under the leadership of the Catholic clergy, and the upper class, mainly Protestant elements of Upper Town who were increasingly influenced by the anti-Catholic leadership of the Orange Order and generally rallied behind the Tory party. There was, then, a growing Catholic self-awareness and unity among French Canadian and Irish which came into opposition with the extremist Protestant Orange Order which assumed a dominant position among the local Tory elite by the mid 1840s.¹⁴⁸

Within this growing polarization of the community, the military tended to side with the upper class Protestant forces of Upper Town. Brevet Major Thomas Clements, commanding officer of the Royal Canadian Rifles Regiment, did not consider the Lower Town Reformers to be loyal subjects of the crown, and his sympathies lay with the Tory forces during periods of disorder in the 1840s.¹⁴⁹ During the decade, Orange-Catholic strife became a common occurrence especially at times of economic depression such as in 1846 when a severe recession in the timber trade coincided with a

serious drought. In July of that year, the garrison was called out to assist magistrates in the arrest of Irish-Catholic timbermen after a mob assaulted an Orange procession on July 12th.¹⁵⁰ The Royal Canadian Rifles were again called out on September 25th to aid in the arrest of another timberer after a group of magistrates was attacked by a gang of fifty men while delivering a warrant.¹⁵¹

The garrison made a more significant intervention in the community three years later in September 1849 when violence erupted amongst Tories and Reformers over the Rebellion Losses Act. When Lord Elgin planned a visit to Bytown in September of that year, the Reform Councillors organized a public meeting to adopt a favourable address urging Elgin to select Bytown as the capital of the Canadas. The Tory forces of Upper Town, however, were furious over the proposed compensation to French Canadians for losses during the 1837 Rebellion because of the likelihood of unconvicted rebels receiving compensation for damages. They refused to permit a complimentary address to be adopted. On Monday, September 17th, 1849, a serious riot erupted, the "Stoney Monday Riot", at the public meeting called by Lower Town residents. Major Clements marched the troops into Lower Town and acted somewhat partially by guarding the Tories and allowing them to take control of the meeting, while arresting fifteen to twenty rioters, most of whom were Reformers.¹⁵²

Two days later, when the Tories called a meeting in Upper Town for the purpose of adopting their own address to Lord Elgin, both the Reformers and the Tories armed themselves with guns, muskets and bayonets in preparation for a major confrontation. When Tory forces tried to launch a "preventative attack" against the Lower Town market to

ensure that their meeting would not be disrupted, Clements rushed his troops to the Sapper's Bridge and positioned them between the two parties with fixed bayonets thereby preventing either group from crossing the bridge. In this manner a major confrontation between the town's factions was averted as both groups dispersed.¹⁵³

While the Stoney Monday Riots marked the climax of military intervention in civilian matters, the garrison continued to be called out occasionally in the ensuing years to assist civilian authorities. In 1852 a detachment of 105 soldiers of the 20th Regiment of the line were dispatched to Bytown to assist the garrison there in the event of hostilities arising from an Orange procession on July 12th. Fortunately the day passed without any violence, although as the Ottawa Citizen reported, the Orangemen "had wounded the feelings of their Catholic neighbours".¹⁵⁴

The assistance provided by the garrison to civilian authorities extended beyond the immediate vicinity of Bytown. In February of 1850 the Royal Canadian Rifles accompanied customs officials to the village of Aylmer, nine miles away, where they assisted in the seizure of smuggled goods which were then brought back to Bytown and deposited in the barrack store room.¹⁵⁵ Afterwards in a letter to his superiors, Clements emphasized the role played by the Rifles, remarking that

if it had not been for the presence of the Troops in Aylmer, when the seizures were made, it would not have been possible for the Revenue Officers to have effected the same.¹⁵⁶

The last recorded incident of military aid in the vicinity echoed back to the construction of the Rideau Canal when the soldiers were used to suppress disorder among the labourers. In February of 1856 a powder magazine and some

engineering works on the Châts Canal works, some forty miles upstream on the Ottawa River near the village of Pontiac, were destroyed by some disgruntled workmen who had been discharged by the contractors. The magistrates in the area immediately called for the assistance of the military at Ottawa as there was no other police force available. Consequently, a detachment of twenty-one soldiers from the military pensioners permanently stationed at Ottawa at the time was immediately dispatched to the area in the dead of winter. The soldiers set up patrols to protect the Government canal works from further acts of violence. When the wages of the workmen were increased at the beginning of March, no further incidents were reported and the pensioners eventually returned to Ottawa by the end of the month.¹⁵⁷

The intervention into civilian affairs was probably the most onerous task performed by the military in the community, and the one most likely to attract strong applause or criticism. Certainly the arrest of Reform supporters during the Stoney Monday Riots or the careful monitoring of Orange processions were responded to differently by the various groups within the community. But the military's involvement in civilian matters was sporadic and therefore difficult to use as an indication of the community's perception of the garrison on a day to day basis. During times of peace the Bytown newspapers frequently made favourable comments about the garrison and noted with interest the comings and goings of the various regiments. And although the involvement by the troops in civil matters could at times create friction, it is clear that the garrison made a positive contribution to the social life of the town. The band from the 24th Regiment received favourable comment in the Bytown Gazette when its members

practised frequently outdoors during the summer of 1838, attracting large crowds of spectators. During the spring of 1837, soldiers from the 15th Regiment organized their own theatre company, the "Garrison Amateurs", and used part of the barracks to perform a variety of plays and songs for the community. Their performances, - "The Ghost", "The Haunted House", "The Blue Devil", "Who's the Dupe" and "Lovers Quarrels" - were well attended and the proceeds from admissions were donated for the relief of the poor.¹⁵⁸ When the regiment departed for Quebec in May, the Gazette noted:

... during their stay in this place their conduct has been marked as the most exemplary and praiseworthy. We have not heard a single instance of complaint professed by any civilian against any of the men ...¹⁵⁹

Like other garrisons, the one at Bytown had its own library and was one of the few sources of books in the community at the time. The officers of the garrison tended to be well-educated, cultured gentlemen with an appreciation for literature and art. Many of the most splendid sketches, watercolours and oil paintings of Bytown were produced by soldiers during their spare time. The staff of the Commissariat and Ordnance Departments also added to the cultural life and accomplishments of Colonial society. For example, in 1849 James Corbett, Clerk of Works in the Royal Engineers Department, wrote an enthusiastic account of Bytown's history and future prospects (Appendix).

Bytown, therefore, like other Canadian cities which hosted an imperial garrison, was influenced culturally, politically and economically by the British military. Between 1832 and 1856, the military payroll provided a welcome boost to a community now dependent upon the timber

trade. During these years, the garrison also interfered into the political affairs of the community on occasion to provide aid to civilian authorities - an assistance not always characterized by political neutrality. Equally significant was the more positive role of the garrison in enriching the social life of the community. Certainly many soldiers led a dull existence as a result of the low pay and the routine nature of their work, and consequently many may have taken to heavy drinking and have caused disruptions within the town at times. But the theatrical performances, musical concerts and other artistic contributions were also characteristic of the garrison and added a cultural flavour often absent in a small nineteenth-century community.¹⁶⁰

Appendix

"Sketch of the Rise and Progress of Bytown, Canada West, and Physical Aspect, by James Corbett, Clerk of Works, Rl. Engineers Dept."; 23 January 1849

(Source: PAC, MG13, W.O. 55, Vol. 883, pp. 354-362)

Bytown is situated on the Banks of the River Ottawa, in the northeast portion of the Township of Nepean, and is the District Town of the Dalhousie District. Its latitude is 45° 20' north and its Longitude 75° 53' east, which have been ascertained by astronomical observation. Bytown is 126 miles distant from Montreal and 126½ miles distant from Kingston.

Bytown owes its origin to the following circumstances - In the year 1819, the attention of the British Government appears to have been especially drawn to the project of a line of Water Communication between the Provinces of Upper and Lower Canada by the Ottawa and Rideau Rivers. In that year the Duke of Richmond, then Governor of Canada, transmitted a Report to the Secretary of State for the Colonies, recommending the above project and in the early part of the year 1826, Lt. Colonel By of the Royal Engineers was sent to Canada to construct the Works of the Rideau

Canal which were commenced on the 21 September 1826, and the first Steam Boat passed through the Canal on the 29 May 1832. Up to the year 1827, the Banks of the River Ottawa upon which Bytown is built were a complete wilderness, and in the month of March in that year the first tree was cut for the purpose of clearing the forest, where the town now stands.

The village of Hull on the opposite bank of the River had been built about 13 years previous to the first settlement of Bytown, and on the Rideau Canal being commenced, the only accommodation that could be procured in the vicinity for the officers and Persons employed on the Works was at Hull where some comfortable houses had been erected.

During the summer of 1827, the town was laid out and named "Bytown" in honour of its Founder; several houses were built, and the wilderness which had for ages been the undisputed domain of the Wandering Indian, was for the first time possessed and occupied by Europeans.

In consequence of the arrival of a number of Emigrants during the summer and autumn of 1827, who were naturally attracted by the hopes of employment on the Works to settle in the town and its vicinity, the population had increased before the end of that year to the large number of about 1000.

Bytown is divided into two portions called Upper and Lower Bytown, the latter is where the greatest amount of business is done. The Lower Town was first settled in 1827 as already adverted to: the Upper Town has been more recently erected, and is situated about half a mile further up the River, and on considerably higher ground.

One of the most striking instances perhaps on record of the sudden rise in the value of Land in Canada is connected

with this town - a few years before the Commencement of the Rideau Canal, the Land upon which the Upper Town, together with a portion of that comprising the Lower Town, containing about 200 acres, was sold for the sum of £61. Ster. and the same Property, exclusive of the Buildings is now computed at upwards of £40,000 Ster.

Bytown derives its principal support from the "Lumber Trade" carried on on the Ottawa. This magnificent River is the second in point of size and importance in Canada, and takes its rise in the unsettled Region to the North, flows to the South and Southeast, dividing Upper from Lower Canada and forming the Northern Boundary of the Bathurst, Dalhousie and Ottawa Districts, and enters the River St. Lawrence near the Island of Montreal.

The scenery on the Ottawa is most splendid, particularly that in the vicinity of Bytown, which in fact is not much inferior in beauty and grandeur to that of the far famed Falls of Niagara.

The Country on the Banks of the Ottawa is not generally as well adapted for farming as other portions of Western Canada, much of the Land being of inferior quality, and the length of the winter which is about six months of the year gives but a short period for the several agricultural operations of the farmer. - There are however a number of excellent Farms in the neighbourhood of Bytown. In the Township of Nepean alone, there are upwards of 38,000 acres of Land taken up, about 8000 of which are under Cultivation: the great demand for provisions at Bytown caused by the extensive Trade carried on in Lumber always ensures the Farmer a good price and a ready market for his produce. -

The principal importance of the Ottawa, arises from the immense quantity of Timber or "Lumber" cut on its Banks, and on the Banks of its tributary streams.

The greater portion of the Canadian timber transported to Great Britain and Ireland is conveyed down the Ottawa in immense Rafts as far as Quebec, where it is shipped and sent to the Home Market. The cutting, rafting and forwarding [of] such an immense quantity of Timber, amounting in some years to £400,000 Sterling per annum, necessarily employs a very great number of hands: and as Bytown may be said to be the Head Quarters of the Lumber Trade of the Ottawa, this traffic consequently exercises a vast influence on the character and resources of its inhabitants. On both sides of the River in the vicinity of Bytown "Slides" have been constructed at a great expense to facilitate the passage of the Rafts. - At this place also all the Timber brought down the River which has been cut on the Crown Lands is measured, and the owner enters into a Bond for the payment of the duties at Quebec. -

The present population of Bytown is estimated at 8000 - The inhabitants of the Lower Town are about one-third French Canadians, the majority of the remainder are Irish. The English and Scotch in that portion of the town are consequently not numerous. - The inhabitants of the Upper Town are almost exclusively of British origin, and are generally of a superior class. -

Bytown is gradually improving in appearance, and several handsome Buildings of Cut Stone with the roofs covered with tin, are already erected.

The Barracks are built in a most commanding situation on the highest part of the Banks of the Ottawa, the ground line of the Buildings, being about 160 feet above the summer level of the River: and are constructed for 4 officers and 178 men, they are at present occupied by a Company of the Royal Canadian Rifles, consisting of 3 officers and 85 men under the Command of Major Clements. The Hospital

accommodation is for 12 Patients. - There are four places of Public Worship in the Lower Town, namely Roman Catholic, Presbyterian, and two Methodist. - In the Upper Town there are also four places of Public Worship. - Church of England, Church of Scotland, Methodist, and Congregational. -

There is a Mechanics Institute, which has been in operation about two years, in connection with which there is a good Library, and Lectures on Scientific Subjects are occasionally delivered by gentlemen resident in the Town.-

A Fair is held at Bytown on the second Tuesday in April and the third Wednesday in September.

There is also an annual Cattle Show in October, and prizes are awarded for different kinds of Live Stock, Implements of Husbandry and Farm Produce -

Three newspapers are published weekly viz: - "Bytown Gazette" - "Ottawa Advocate" and "Packet" the average circulation of which is said to be about 600 each. - There is also a Post Office with a daily Post. -

The Geological Formations on which Bytown stands are of aqueous origin, abounding in grey calcareous stone, in beds of from one to five feet deep, it cuts well for ashlar work, and produces lime of a good quality. The Geological age of the above formations is of an ancient date, and belong to the Silurian Sources of Rocks, in which are to be found a variety of Fossil Shells and other Organic Remains peculiar to the above formations.

There are in several places in the vicinity of Bytown deposits of clay with a large proportion of lime in its composition, which covers the subjacent Silurian Rocks to the depth of from 20 to 30 feet, and apparently belongs to the Drift or Boulder Formation, and in which large Boulders of granite are frequently found.

It does not appear that the Silurian Strata in this

locality have been invaded by volcanic Rocks of any Kind: but in many places on the banks of the Ottawa near Bytown, where a section of the Strata is laid open to observation by the deep excavation of the River, there are to be seen the effects of subterraneous action connected with the development of internal heat. Large portions of the Strata appear to have been acted on with great intensity, so as to form bends or curves in the beds of lime stone.

Wherever the top of the Rock is laid bare it appears smooth and polished by the action of the waters of the ancient sea; and the steep banks of the River everywhere demonstrate these old formations have greatly suffered by the destroying causes which have been in constant operation during the long lapse of ages that have passed away since these Rocks first emerged from the bed of the Ocean.

The "Chaudière Falls" of the Ottawa about a mile above the Town, the picturesque beauty and grandeur of which have already been adverted to, afford an interesting field of enquiry to the geologist.

The perpendicular height of these Falls is about 25 feet, and although the historical evidence of the former condition of this grand Cataract is unfortunately scanty, arising from the fact that this part of Canada has only been settled about 30 years, still there is abundant proof from existing monuments that the site of these Falls must have been at one period nearly a mile further down the river than at present.

It may be here mentioned that near to the Chaudière Falls, there has lately been erected by the Provincial Government, a very handsome suspension Bridge across a part of the Ottawa which connects Canada East with Canada West; the cost of this Bridge is said to have been about £14,000 Sterling. About one mile and a half below Bytown are

situated the "Rideau Falls", which were they not eclipsed by the grandeur of those of the Chaudière, would be considered to rank high in the natural phenomena of Canada. The perpendicular height of the Rideau Falls is about 45 feet, and are caused by the waters of the River Rideau being discharged into the Ottawa; the geological formations in the bed of the Rideau are similar to those already described.

The River Rideau divides the township of Nepean from the township of Gloucester, and the village of New Edinburgh is in the latter township and situated in the immediate vicinity of the Rideau Falls.

The scenery near the village (which contains about 200 inhabitants) is very beautiful.

Before concluding this Sketch of Bytown and its vicinity, it may be remarked that there is perhaps scarcely a more salubrious locality in Canada: this no doubt arises in a great measure from its peculiarly favourable situation, having an ample supply of excellent spring and River water, and affording as it does from the proximity of the River Ottawa and Rideau, together with the Canal every facility for drainage that can possibly be desired.

There are therefore no swamps or marshy ground to endanger the health of the increasing population of this portion of the British Empire.

J. Corbett

23/1/49

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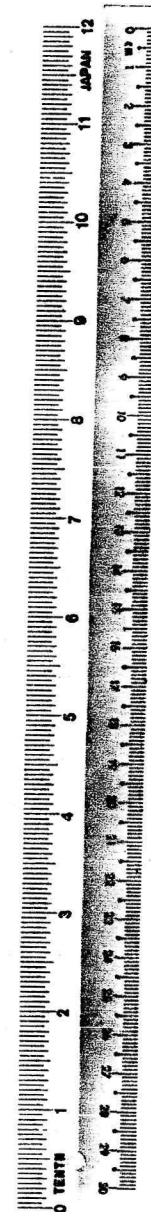
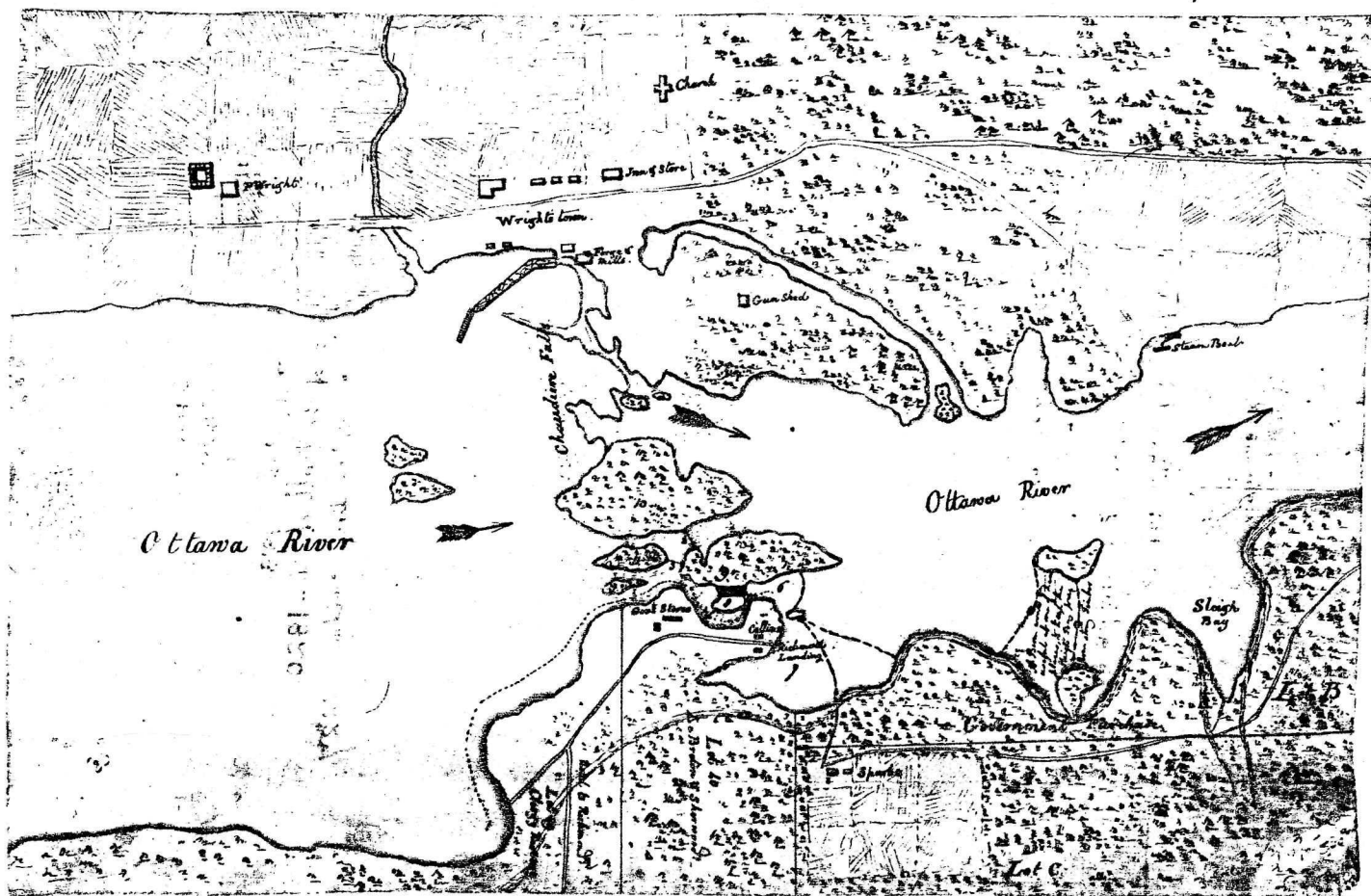
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- 1 Sketch of both banks of the Ottawa River and the Chaudière Falls, 1825, by Major G.A. Elliott.
(Public Archives of Canada, NMC 3163)



- 2 "Plan and section by actual survey of the Rideau River and part of the Ottawa River, 26 June 1828" [Section].

By 1828 two distinct communities, Upper Bytown and Lower Bytown, were emerging.

(Public Archives of Canada, C16027.)

L O W T

Township of Hull

O z a w a

Township of Hull

Part of land reserved
for government purposes

Deep part of land

Bigs town

Walling Bay

Rapids

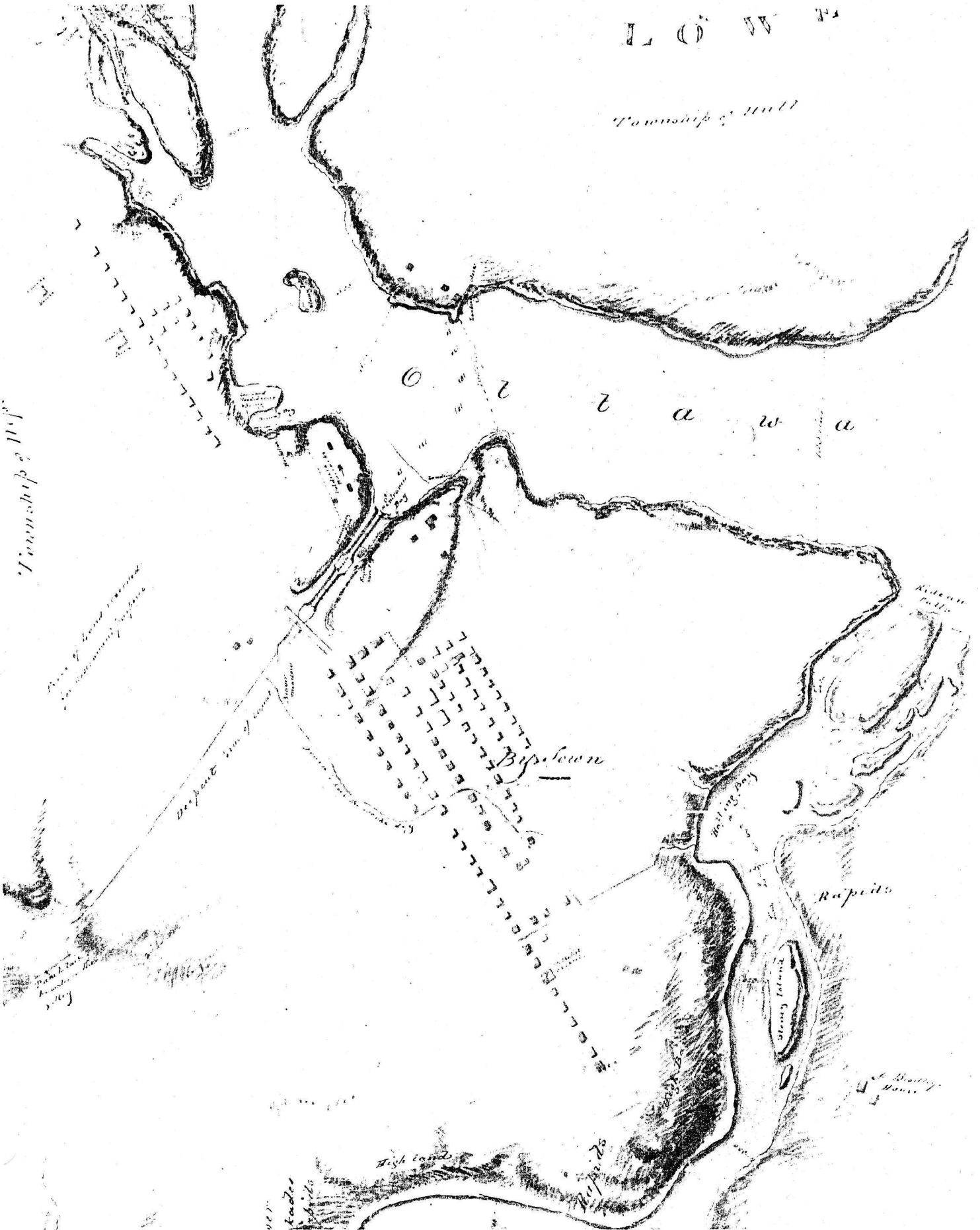
Stony Island

S. B. Bailey
Hull

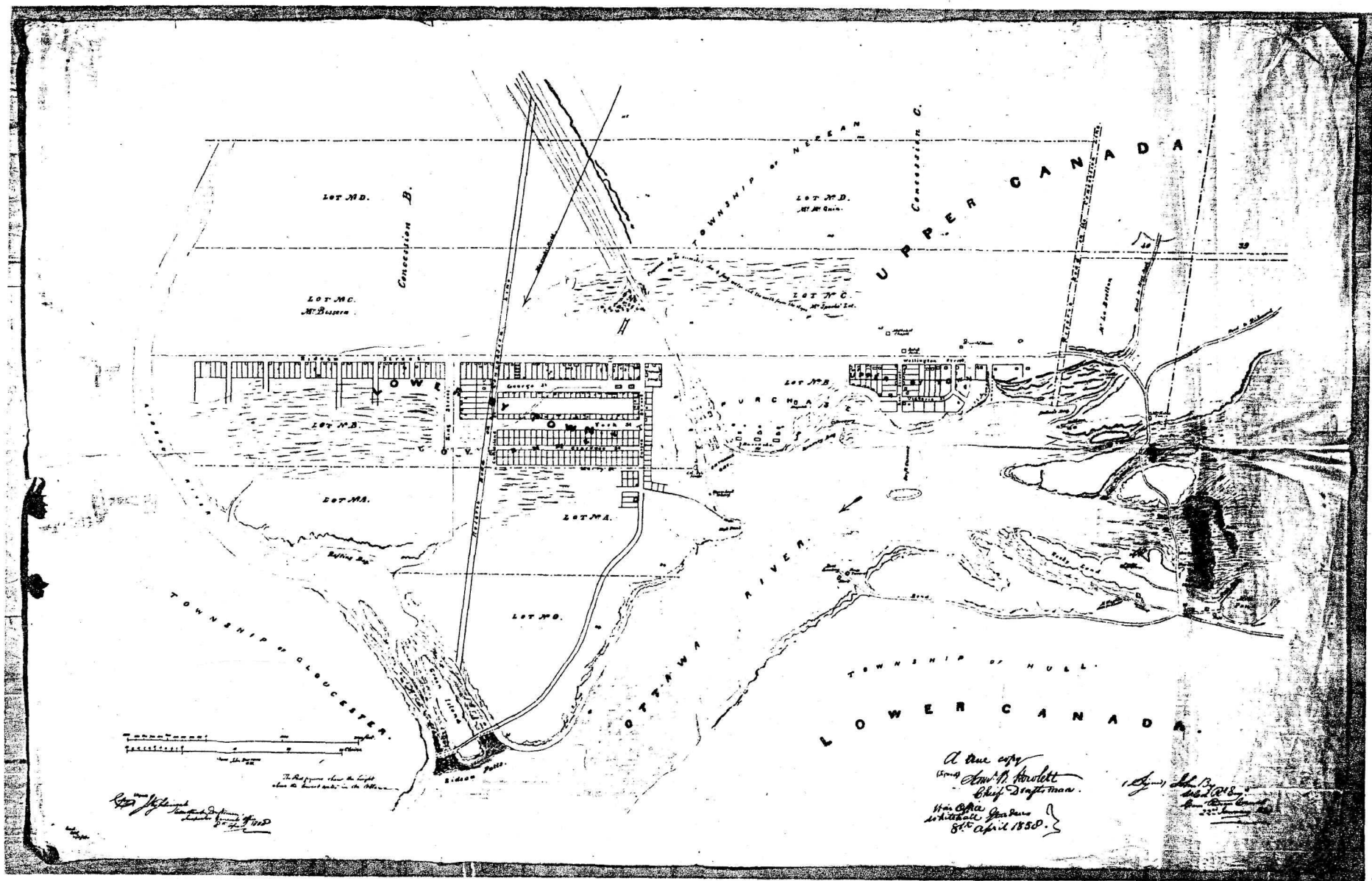
High land

Rapids

trader
rapids



- 3 Plan of Lower Town and Upper Town, 1831.
(Public Archives of Canada, C29286.)

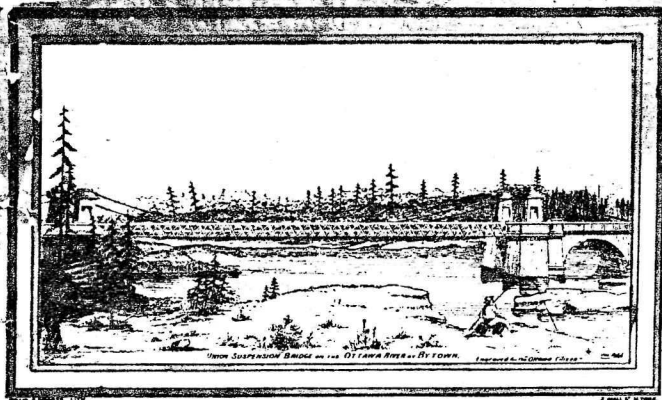


4 Plan of Bytown, 1838 [section].
(Public Archives of Canada, NMC 18913.)

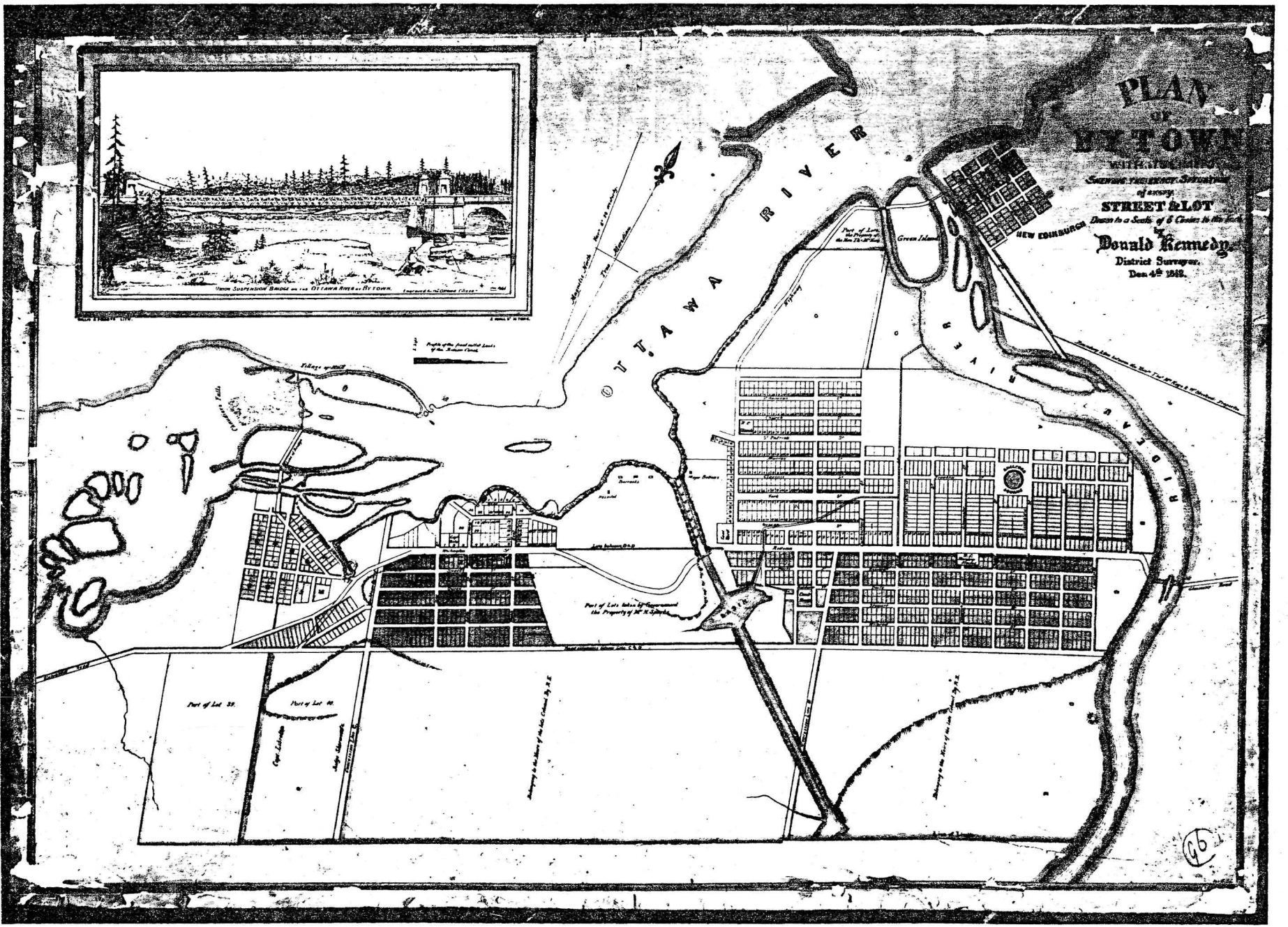
- 5 Plan of Bytown with its Limits, 1842, by Donald Kennedy.

The land retained by the Ordnance Department, as well as Colonel By's estate, limited the expansion of Bytown.

(Public Archives of Canada, C15964.)



PLAN
OF
BYTOWN
 WITH THE
 SURVEYED AND LAYED OUT
 OF ANY
STREET & LOT
 DOWN TO A SCALE OF 5 CHAINS TO THE INCH
Donald Kennedy
 District Surveyor.
 Dec 4th 1852.



(46)

- 6 The Rideau Canal, Bytown, circa 1841, by W.H. Bartlett.

Note the British regulars and parts of the "Rideau Barracks" on Barrack Hill.

(Public Archives of Canada, C2366.)

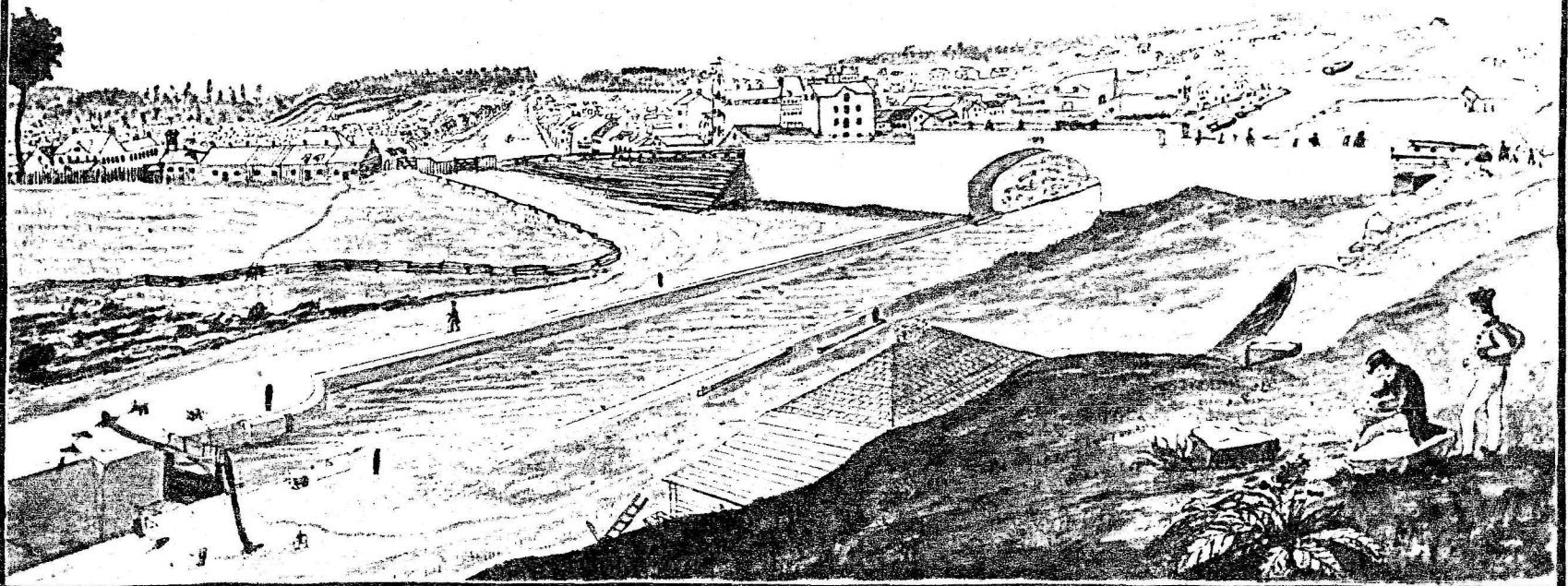


- 7 "First Eight Locks of the Rideau Canal, the North Entrance from the Ottawa River", 1834, by Thomas Burrowes.
(Ontario Archives.)

8 "Lower Bytown, from the Barrack Hill, near the head of the Eighth Lock and the 'Sapper's Bridge': 1845", by Thomas Burrowes.

Note the Royal Engineers workshops in the center left.

(Ontario Archives.)

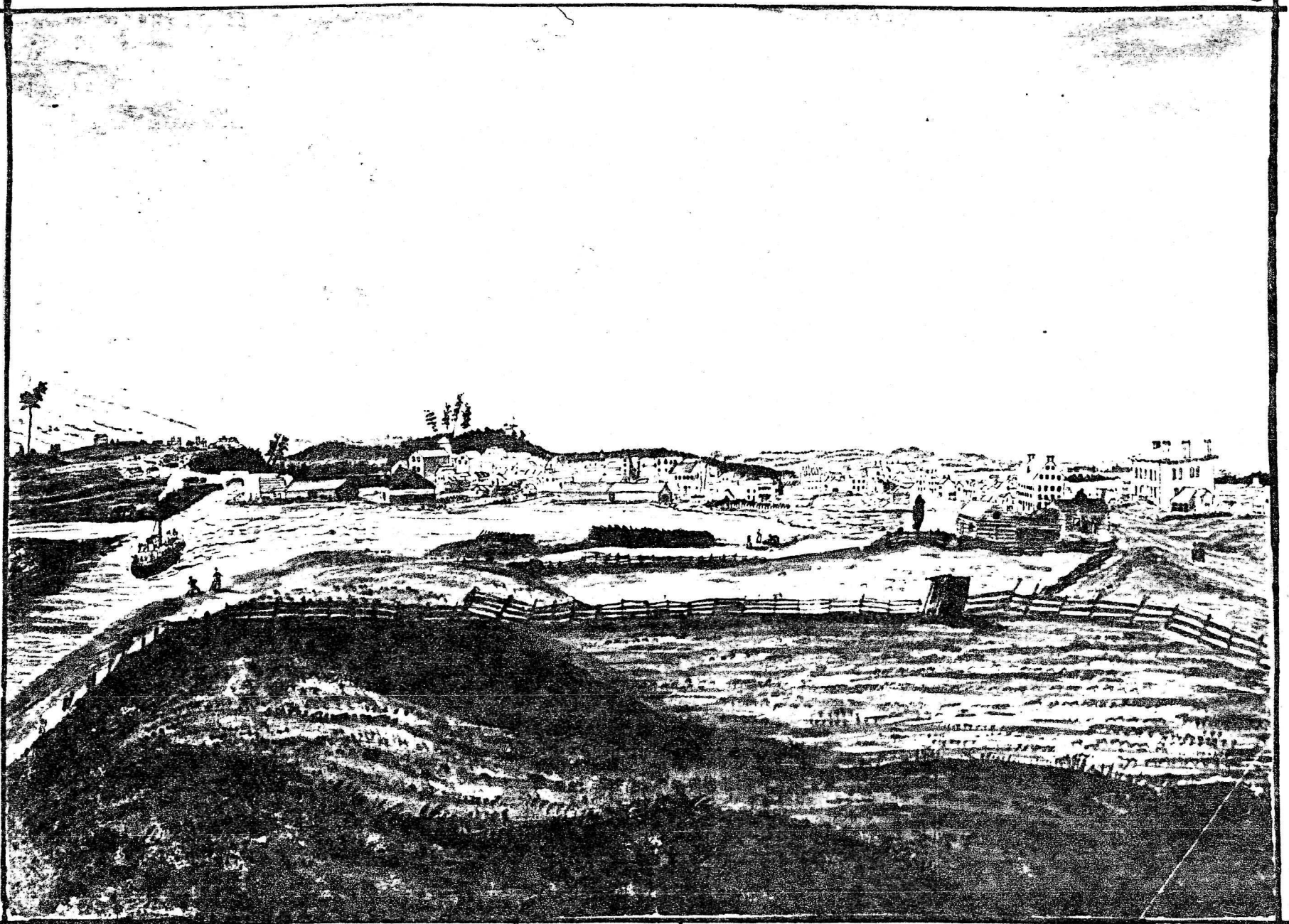


Lower Dytown, from the Barrack Hill, near the head of the Eighth Lock and the "Suppers' Bridge." 1845

- 9 "Lower Bytown, from the East Bank of the Deep-Cut,
Rideau Canal, 1845", by Thomas Burrowes.

Note the officers quarters and soldiers barracks on
the far left on Barrack Hill.

(Ontario Archives.)



Lower Bytown, from the East Bank of the Deep-cut Rideau Canal.
1845.

10 Plan and Elevation of the Barracks and Hospital,
Barrack Hill, 1827.

(Public Archives of Canada, NMC 23046.)

G3

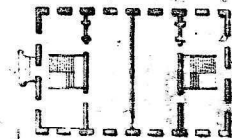
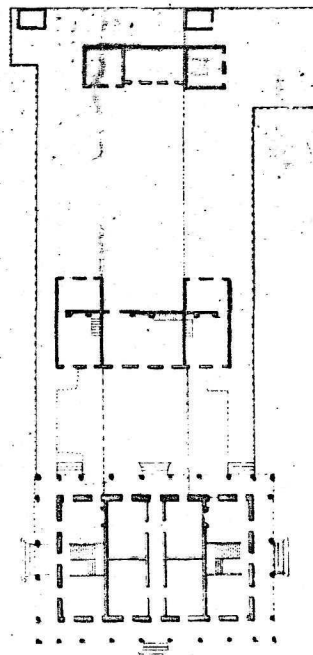
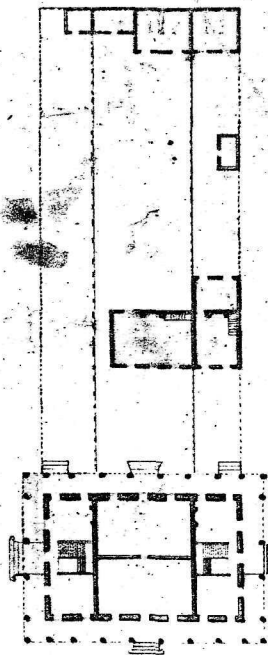
Plan and Elevation
of the
Barracks and Hospital
created on
the Hill Right hand side of the
Canal Valley Ottawa River
Built by Thomas Dine Royal Engineer
Richard Carroll



View of Barracks 249
from Bay
of Ottawa River



View of Hospital 249
from Bay
of Ottawa River



Plan
of
Barracks
and
Hospital
Built by
Thomas Dine
Royal Engineer
Richard Carroll

- 11 Plan of Proposed Fortifications for Bytown, 1831.
(Public Archives of Canada, NMC 5249.)

[illegible]

Two Land Fronts 680 feet
Perpendiculars to $\frac{11}{16}$
Faces of Centre Section $\frac{3}{8}$
Faces of the other two $\frac{1}{4}$
The black figures denote the the
levels of the ground - the
red the levels of the inner

For My Town
Scale 100 ft. to one Inch.

Officers Barrack

Officers Quarters

Officers Quarters

Officers Quarters

[illegible]

12 "Plan of the Hospital at Bytown fitted up as
Officers Quarters", 10 May 1834.

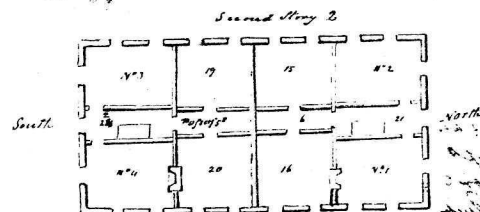
(Public Archives of Canada, NMC 5250.)

La Cope

83

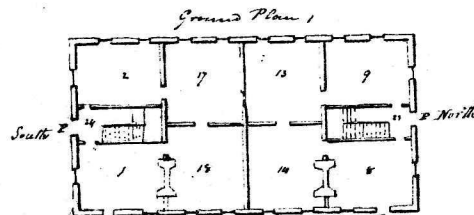
A

Place of the Hospital at
By Town, ^{just} after up as
Officers quarters. ^{Red}



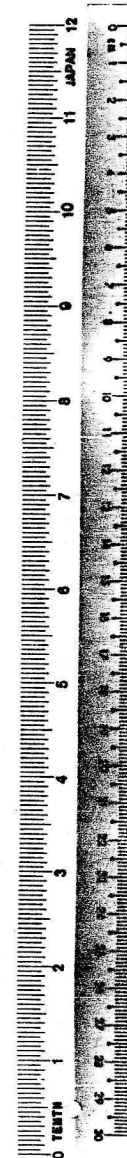
Sketch of Hospital
by a man

Reference to plain N^o 42 North End of Hayfield.
 N^o 3 Station for 3 Officers
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 11-12 - - - 2 Quarters
 13-14 - - - 2 Quarters
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 441-442 - - - 2 Quarters
 443-444 - - - 2 Quarters



His name was sent to Comany Genl
for his inspection in the letter dated
8 Nov.

CS 248
may 65-66
c. 219
D. W. H. in Capt.
S. R. B. in
N. B. in
10 May 1834
78.31



13 Plans, Elevations and Sections of the Barracks and
Officers Quarters, Bytown, June 1852.

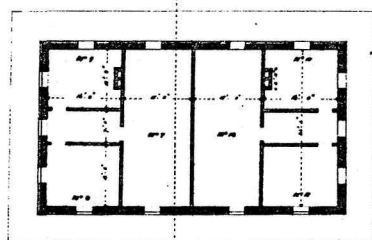
The officers quarters was the former Royal Ordnance
Hospital. The soldiers quarters, known as the
Rideau Barracks, was the only barracks still extant
in 1852.

(Public Archives of Canada, NMC 17539.)

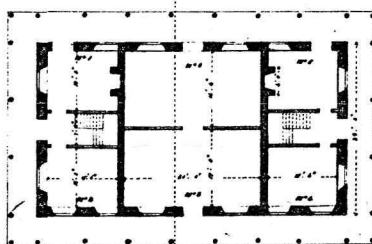
Soldiers Quarters
N° 2



Elevation



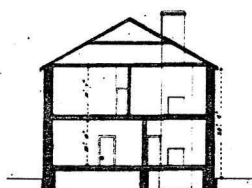
1st floor



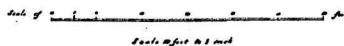
Ground floor

BYTOWN . C.W.

Plans Elevations & Sections of the Barracks



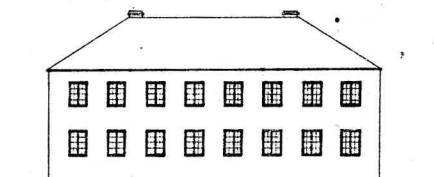
Section on AB



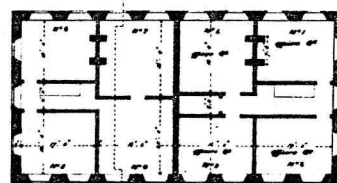
Section on CD



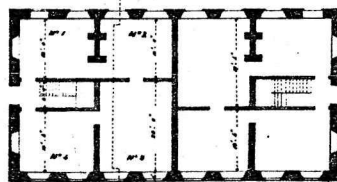
Officers Quarters
N° 1



Elevation



1st floor



Ground floor

Room	Area	Remarks
Room 1	100	
Room 2	100	
Room 3	100	
Room 4	100	
Room 5	100	
Room 6	100	
Room 7	100	
Room 8	100	
Room 9	100	
Room 10	100	
Room 11	100	
Room 12	100	
Room 13	100	
Room 14	100	
Room 15	100	
Room 16	100	
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Room 100	100	

*Designed by
Capt. J. H. Brown
1872*

*Designed by
Capt. J. H. Brown
1872*

*Designed by
Capt. J. H. Brown
1872*

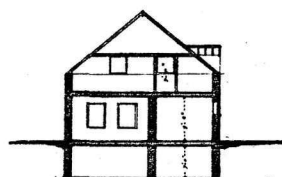
14 Guardroom and Hospital, Bytown, June 1852.

The guardroom was renovated during the 1830s to incorporate the hospital facilities.

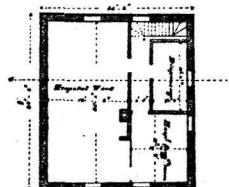
(Public Archives of Canada, NMC 17540.)

BYTOWN, C.W.

Guardroom & Hospital

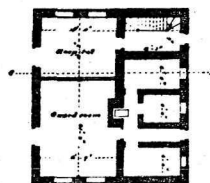


Section on B



1st floor

Original scale, measurements for 1/4 inch = 10 feet. Not to scale.



Ground floor



Scale 1/4 inch = 10 feet

Scale 1/4 inch = 10 feet

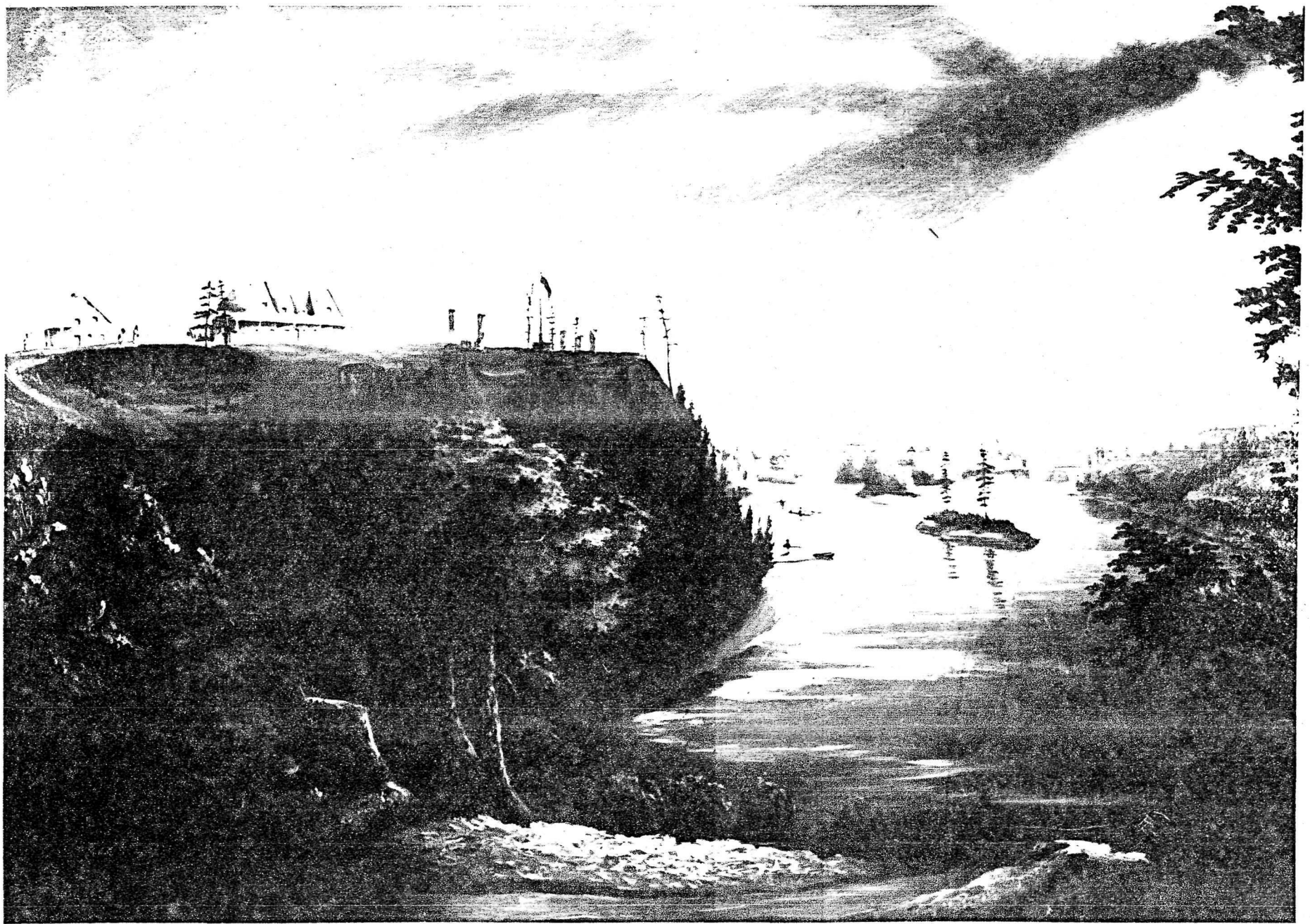
Handwritten notes:
Building
Guardroom
Hospital
21 June 1912

Handwritten notes:
B. G. G. G.
4 June 1912
Chas. S. G. G.
C. G. G. G.

Handwritten notes:
Chas. S. G. G.
4 June 1912

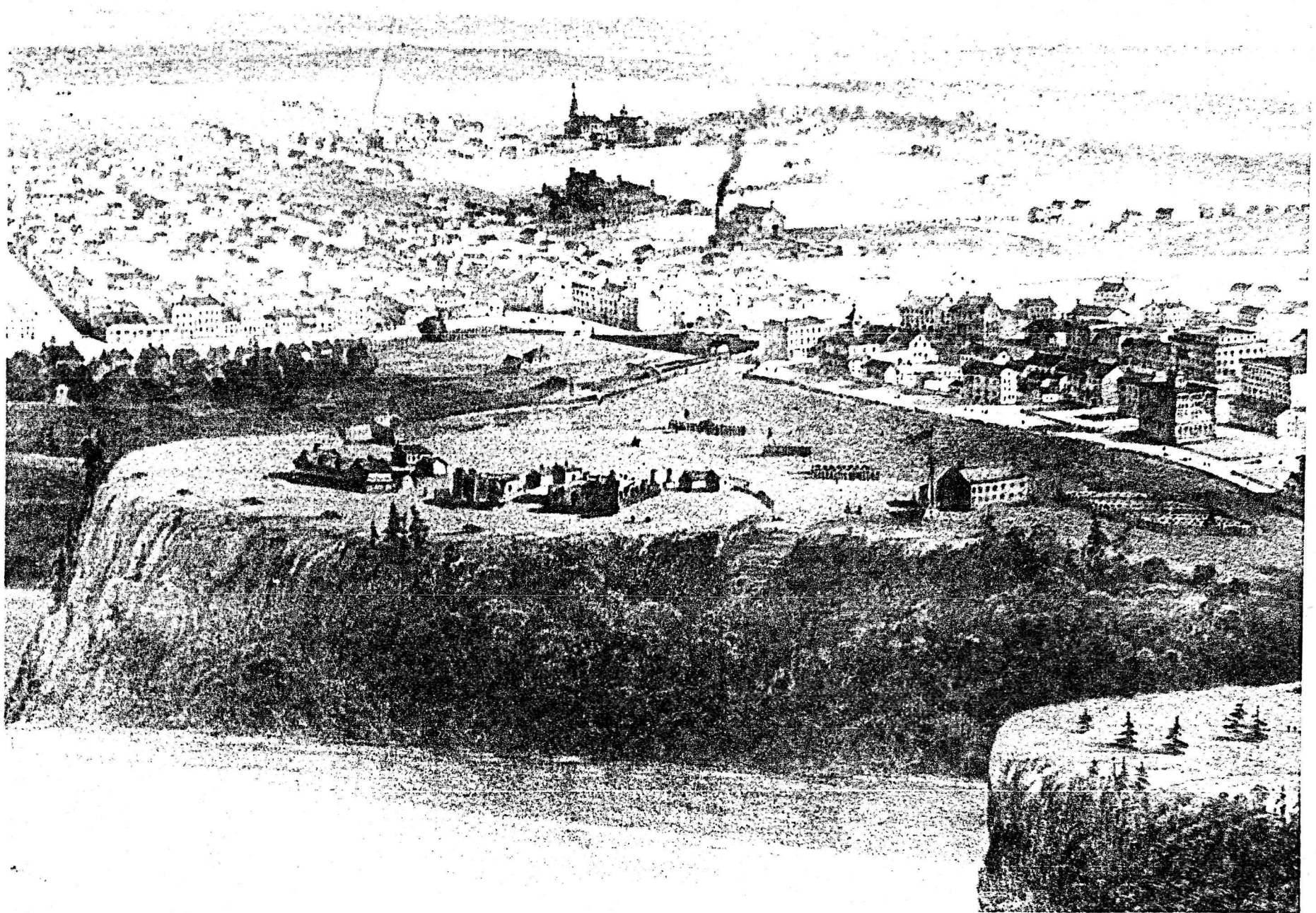
15 View of Barrack Hill and the Ottawa River, n.d., by
Edmund W. Sewell.

(Public Archives of Canada, C11047.)



16 View of Barrack Hill, 1857.

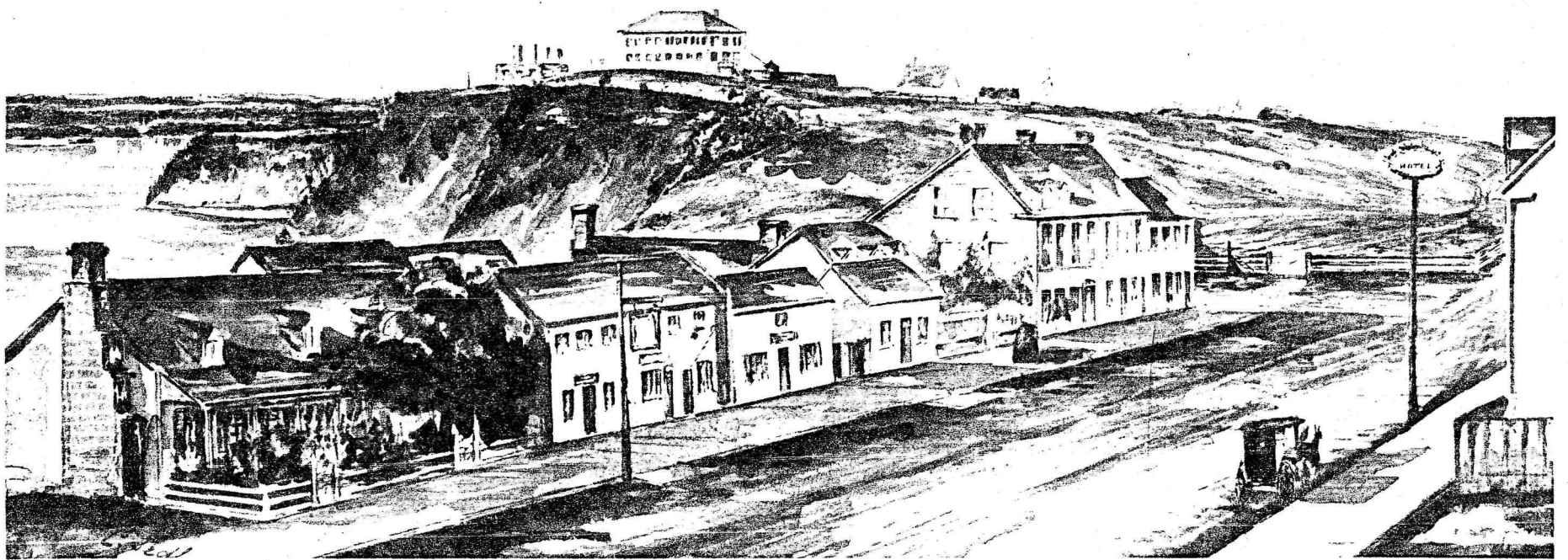
(Public Archives of Canada, C2813.)



17 Wellington Street near Bank Street, 1853, by Lt.
C. Sedley

Note the officers quarters and barracks ruins in the
center background.

(Public Archives of Canada, C1548.)



18 Royal Engineers Office, 23 December 1843.
(Public Archives of Canada, M.G.13, W.O.55, Vol.
876, p. 229.)

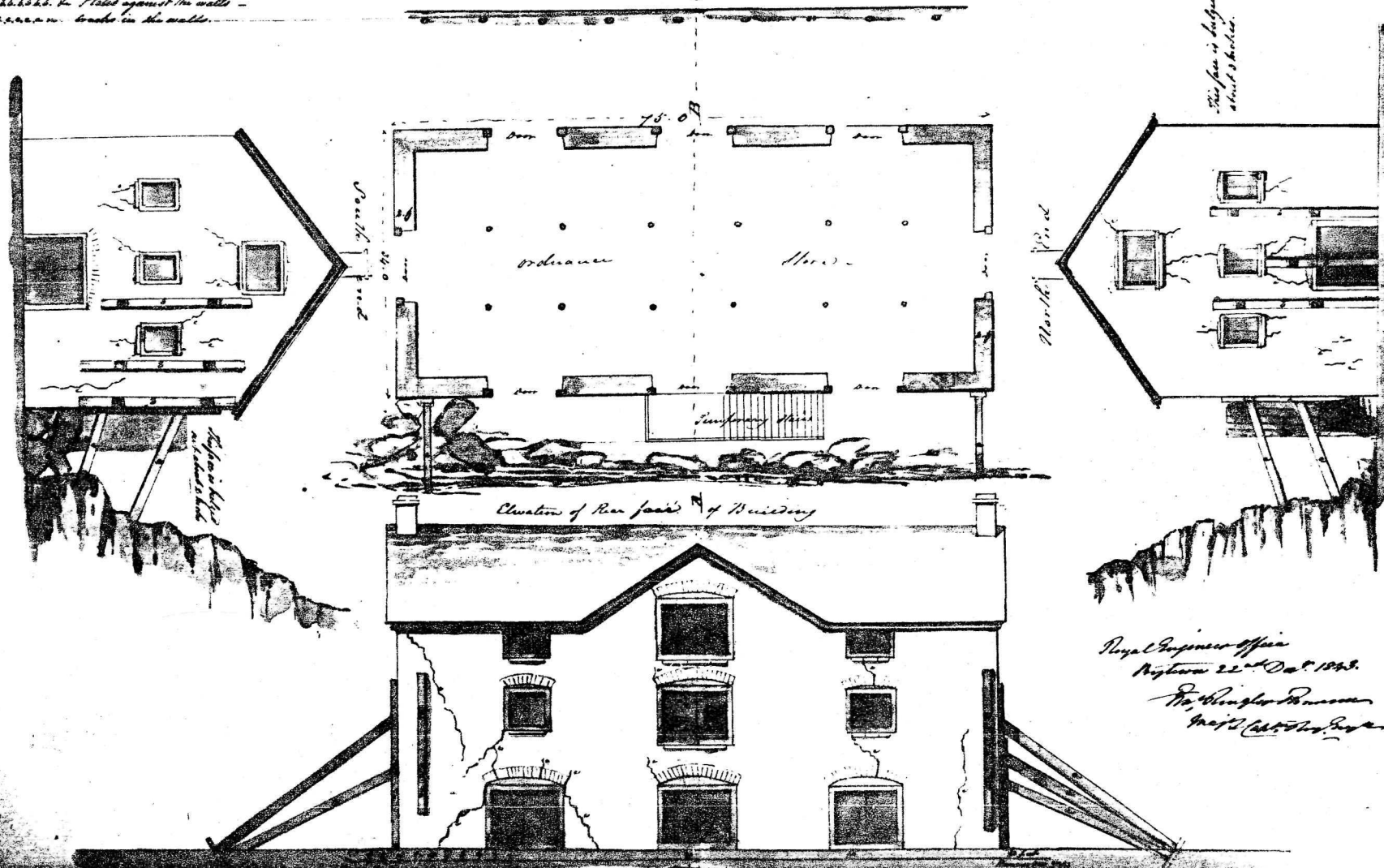
*Designed as a Royal Engineer Office
 Magazine Office and Ordnance Store*

Showing

*the present state of the Walls
 and the shoring the same*

References

*..... Short square timber -
 b.b.b.b. & Plates against the walls -
 c.c.c.c.c. brags in the walls.*



*The plan is subjected
 about 1/2 mile.*

*Royal Engineer Office
 Ryegate 22nd Oct 1863.
 Wm. Wingham Esq.
 Major General*

19 Royal Engineers Building, plan of the first and third storeys, 2 May 1844.

(Public Archives of Canada, M.G.13, W.O.55, Vol. 1618, p. 472.)

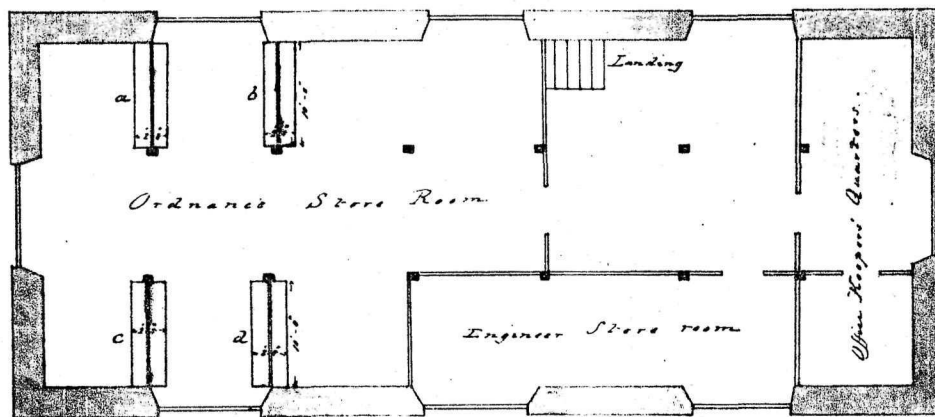
C.R.E. /
N. 3 / 1880

B.

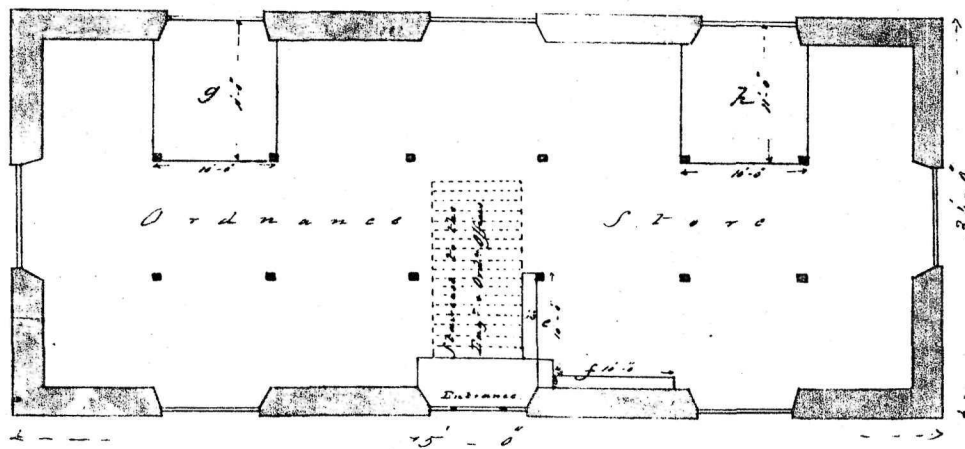
Plan of the Ground and 3rd Story in the Government Building on the East side of the 1st & 2nd Streets showing the fitting up required in the Ordnance Store Rooms as follows (shaded yellow) and double set of squares or pigeon holes for files, chips etc in the 3rd Story — of Shelving for bags of nails &c — & raised platform for Rope &c in the Ground Story —

472

Plan of 3rd Story -



Plan of Ground Story -



Scale 8 feet to one Inch

Royal Engineer Office
By order 2nd May 1880.

W. H. P. [Signature]
Major [Signature]

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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20 Sketch plan of Commissariat building, first floor,
showing location of proposed money vault, 15
February 1830.

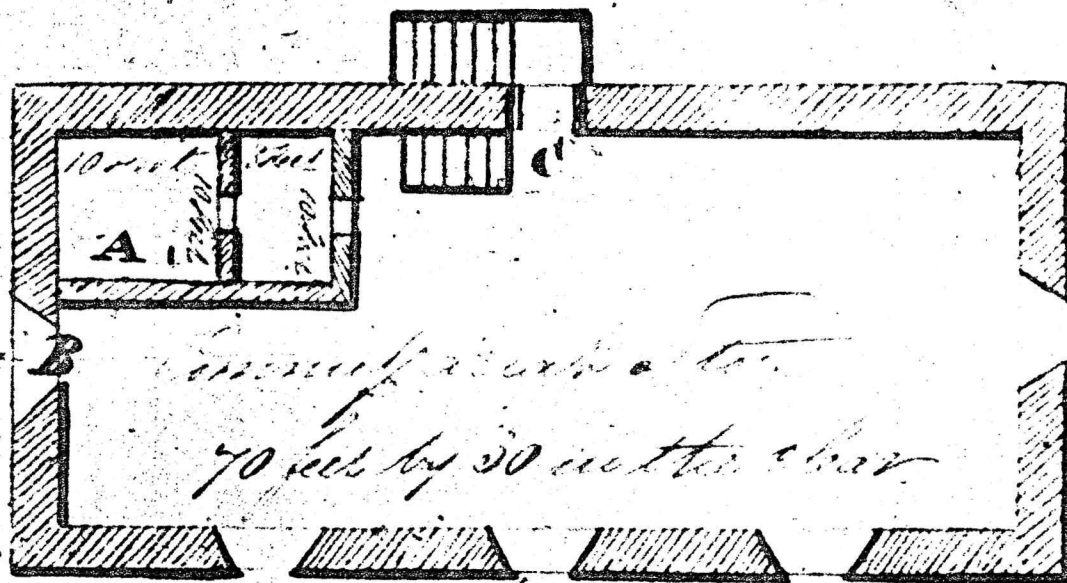
(Public Archives of Canada, R.G.8, 2, Vol. 50, p.
83.)

83

A. Professor's study

B. Entrance to main room

C. Entrance to main room
Office



- 21 Commissariat Tenders, Bytown - barrack services.
(Bytown Gazette, 25 September 1844, p. 3;
Bytown Packet, 14 September 1850, p. 3.)



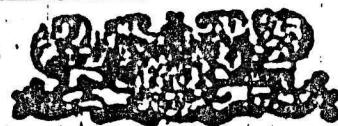
Washing and Repairing Hospital and Barrack Bedding.

TENDERS will be received at this Office, on or before **TUESDAY, the 8th OCTOBER, 1844,** at 12 o'clock, noon, for the **WASHING AND REPAIRING** the undermentioned articles of Barrack and Hospital Bedding, &c., for **ONE YEAR** from the 1st October, 1844, viz:—

	Palllasses.	Washing.	Repairing.
Barrack Bedding.	Bolster Cases Blankets. Sheets. Rugs.		16
Hospital Bedding.	Palllasses Bolster Cases Blankets. Sheets. Rugs.	14 1/2	4
Hospital Dresses, &c.	Caps. Gowns. Trowsers. Waistcoats. Drawers. Towels.		9.5

The rate to be stated in Halifax Currency. The names of two respectable persons with their real Signatures will be required as Sureties, for the due fulfilment of the Contract.

Ordnance Office, } 12-2w
Bytown, 24th September, 1844. }



GOVERNMENT NOTICE.

SEALED TENDERS, addressed to The Respective Officers of Her Majesty's Ordnance, Bytown, will be received at this Office until Noon on the 26th September, 1850, for the undermentioned services, for one or three years, viz:

For **Washing and Repairing Barrack and Hospital Bedding, &c.**

For cleaning Stovepipes at —s. —d. per Stove each.

Cleaning, Scraping and Sweeping Chimneys, at —s. —d. per flue each cleaning.

Emptying Dust-holes for the Garrison at —s. —d. per annum.

Emptying such Privies in the Garrison as may be required at —s. —d. each Privy.

The rates to be stated in Halifax Currency.

The names of two respectable persons, with their real signatures, will be required as Sureties, for the due fulfilment of the Contract.

N. B.—A form of Tender may be had for the Washing and Repairing of Bedding by applying at the Barrack Office at this Station.

Office of Ordnance. }
Bytown, 9th Sept., 1850. } 2w-30

22 Commissariat Tenders, Bytown - supplies for the garrison on Barrack Hill.

(Bytown Gazette, 28 July 1843, p. 4; 14 June 1837, p. 3.)

ARMY CONTRACTS.

SEALED TENDERS will be received at this office until noon on Thursday, 23th August, 1842, for the following supplies, &c., viz:—

FRESH BEEF.

For one year, such quantity or quantities of Ox or HEIFER BEEF, of the very best quality, as may be required for the Post of Bytown, from the 1st October 1842, to the 30th September, 1843; the delivery of the Beef to the Troops and Departments to be made daily in detail by the Contractor. The Tender to state the rate in Currency per pound.

BAKING BREAD.

For the Troops and Departments at Bytown, for the same period, stating the number of pounds of good well BAKED BREAD that will be delivered for every 100 lbs. of Flour, to be issued from the Commissariat Magazine.

FUEL WOOD.

For the supply of such quantity or quantities of FIRE WOOD, (English measure,) as may be required by the Troops and Departments at this station for three years from the 1st October, 1843, to the 30th September, 1846.

The wood to be of the very best quality, and to consist (as far as may be practicable,) of equal proportions of Hard Maple and Black Birch, each stick to be four feet long from point to scarp, none less than 3 inches diameter at the small end and every cord to contain 123 Cubic feet; no decayed or rotten Wood, or forked pieces, until previously split, convenient for piling, will be permitted in the Government Fuel Yard.

The Contractor to be allowed the use of the Government Fuel Yard, and he will be required to keep in the yard a quantity of Fuel Wood equal to 4 month's consumption. The Tender to state the rate in Currency per Cord.

CARTAGE OF FUEL WOOD.

From the Government Fuel Yard to the Troops and Quarters of Officers and others, of Departments at this Station. The Tender to state the rate in Currency per Cord.

Any further information may be obtained on application at this office.

The names of two responsible persons will be required on each Tender, for such Contracts as may be entered into.

Commissariat,
Bytown, 1st July, 1842. }

4w-52

ARMY CONTRACT.

SEALED TENDERS will be received at this office, until noon on Friday the 7th day of July next for the supply of

FRESH BEEF.

From the 1st August, 1837, to the 30th September, 1838.

The Beef to be Ox or Heifer Beef of the best quality—to consist of equal proportions of Hind and Fore Quarters, to be well slaughtered, and some of the Suet to be withdrawn. The Tender to state the rate in Currency per lb.

The issues to be made daily by the Contractor. The Beef to be at all times subject to the inspection and approval of a Board of survey or a Commissariat Officer, the decision of either to be binding, and final on the part of the Contractor. The rejected Beef to be forthwith replaced by other Beef of unexceptionable quality, or in default thereof, the Commissariat Officer shall be empowered to purchase Beef; or if at any time the Commissariat Officer should not be enabled to procure Beef of the quality required, he will be authorised to purchase any other description of Meat, Salt Pork included, at the sole cost charge and expense of the Contracting party, for the immediate payment of which, the Contractor together with his sureties, will be held individually and collectively responsible.

The Contractor will be paid monthly by checks on the Bank of Upper Canada.

Two responsible persons to be named in the Tender for the due and faithful performance of the Contract as may be entered into.

Any additional information that may be required may be obtained on application at this office.

Commissariat, }

Bytown, 20th May, 1837. }

4jy 50

23 Commissariat Tenders, Bytown - forage for the
garrison, winter transport, payment of pensioners.
(Bytown Gazette, 13 October 1842, p. 3; 26 October
1843, p. 3; 26 October 1844, p. 3.)



Government Notice.

TENDERS will be received at this Office until noon on Friday the 11th November, 1842, for furnishing such RATIONS of FORAGE as may be required for the use of Her Majesty's Troops and Departments at Bytown, from the 1st December, 1842, to the 30th September 1843, the Ration to consist of

9 Pounds of OATS,
16 " HAY,
6 " STRAW, (Oaten.)

All of the very best quality, and to be delivered daily, or from time to time as it may be required, at the Quarters of Officers and others entitled thereto.

The Tender must state the rate in Currency per Ration.

Two responsible sureties will be required for the due fulfilment of such Contract as may be entered into, whose names must be inserted in the Tenders.

Commissariat, } 14-5w
Bytown, Oct. 11, 1842 }



Government Notice.

SEALED TENDERS will be received at this Office, until noon on MONDAY the 6th NOVEMBER, 1843, for furnishing such good Double and Single Sleighs and Trains, as may be required by the Government at this station, during the present Winter.

If the Horses and Sleighs are not of the best description, it will be in the power of the Commissariat Officer to hire others, for the payment of which the Contractor will be held responsible.

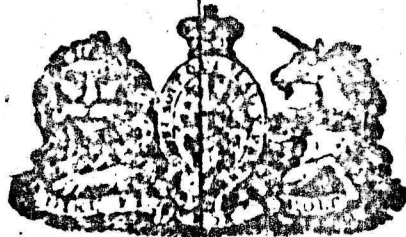
The Sleighs and Trains must be in readiness at all times on the shortest notice.

The Tenders must state the rate per day for Double and Single Sleighs and Trains, in Currency.

Two responsible sureties will be required for the due performance of such Contract as may be entered into, whose real Signatures must be inserted in the Tenders.

Payments will be made for Ordnance Services by Ordnance Drafts on the Military Chest, and for Commissariat Services, in Bank Notes at 24s. 4d. Currency, per Pound Sterling.

Commissariat, } 16-2w
Bytown, October 23, 1843 }



NOTICE TO PENSIONERS,

AN OFFICER of the Commissariat will visit the undermentioned places, for the purpose of enrolling and paying Pensioners, viz:—

Richmond, on Thursday and Friday the 9th and 10th January; Franktown, on Saturday the 11th January; Perth, on Monday, Tuesday and Wednesday, the 12th, 14th, and 15th of January; and Smith's Falls, on Saturday the 18th January, 1843.

All Pensioners are particularly desired to appear as early as possible.

Commissariat, } 25-2wk
Bytown, Decr. 21st, 1844 }

24 Commissariat Tenders, Bytown - construction of log fencing, construction of Bytown money vault 1841, supply of equipment and hardware.

(Bytown Gazette, 1 December 1842, p. 3; 8 April 1841, p. 3; 13 August 1840, p. 3; 15 December 1842, p. 3.)



Government Notice.

SEALED TENDERS will be received at this Office until noon on Monday 12th December, 1842, for **CEDAR LOG FENCING** to be performed at the undermentioned stations on the Rideau Canal, viz:—

23 Rods at **BURRITTS'.** —
100 do. at **MERRICKS'.**

The above mentioned work to be of the best description and subject to the inspection of an Officer of Royal Engineers, or such person as he may appoint to that duty.

The specification of the Work can be seen at the Royal Engineer Office, Bytown, where any further information can be obtained.

The Tender to state the rate in Currency per Rod.

The whole of the above mentioned Fencing to be completed on or before the 15th of May, 1843.

Two responsible sureties will be required for the due fulfilment of such contract as may be entered into, whose names must be inserted in the Tender.

Commissariat, } 21-2w
Bytown, November 23, 1842. }

GOVERNMENT NOTICE.

SEALED TENDERS will be received at the Commissariat Office until noon on Saturday the 17th April, 1841, for the construction of a **MONEY VAULT** in the Commissariat Building.

Plans and specification of this Work, are to be seen at the Royal Engineer Office, Bytown, where any further information may be obtained.

The Tender to state the Amount in Halifax Currency.

Two responsible persons will be required as Securities for such Contract as may be entered into, whose Names must be mentioned in the Tender.

Commissariat—Rideau Canal. }
Bytown, 5th April, 1841. } 10-2w

GOVERNMENT NOTICE.

TENDERS will be Received at the Commissariat Office, Bytown, until noon on Thursday, 2d September, 1840, for furnishing the undermentioned articles, viz:

TWO SCOWS.

TWELVE PUNTS.

TWENTY-FIVE WHEEL BARROWS.

To be made of the very best material and workmanship agreeably to specification and Patterns to be seen at the Royal Engineer Office, Bytown, where any further information can be obtained.

The whole of the above mentioned work to be completed, and the articles delivered on or before the 1st May, 1841.

The total sum in Halifax Currency required to be stated in the Tender, separately, for each article.

Two responsible Sureties will be required for the performance of such contract as may be entered into, and their names must be inserted in the Tender.

Commissariat, }
Bytown, 11th Aug., 1840. } 1u6

GOVERNMENT NOTICE.

SEALED TENDERS will be received at this Office until noon on **FRIDAY 6th JANUARY, 1843,** for making and furnishing

Thirty Two Pairs of Wrought Iron T Plates for Gules,

Patterns of which can be seen at the Engineers Smith's Shop, Bytown, also, at Mr. Thomas Burrows's Quarters, Kingston Mills, to be made of Bank's best Iron, or Three Rivers' Iron. If made at Bytown to be delivered there; if at Kingston to Mr. Thomas Burrows, Kingston Mills.

The Tender to state the rate in Currency per Pair.

The whole of the above mentioned work to be completed on or before the 15th of February, 1843.

Two responsible Sureties will be required for the due fulfilment of such contract as may be entered into, whose names must be inserted in the Tender.

Commissariat, } 23-4w
Bytown, Dec. 14, 1842. }

