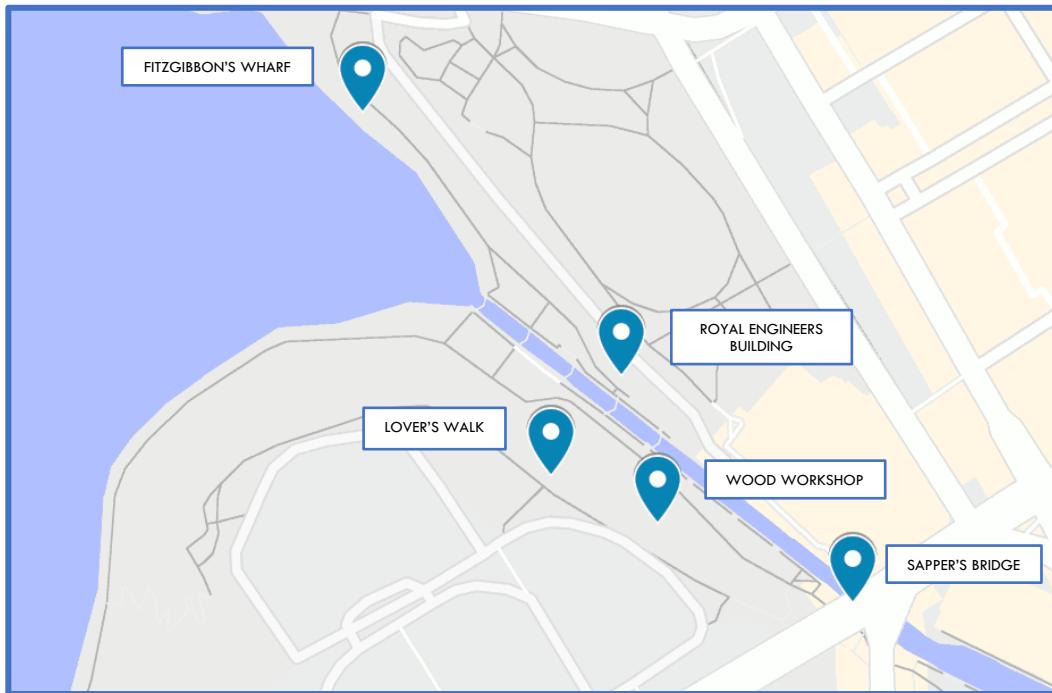


# City History Hunt: Lost Buildings of Ottawa



## Sapper's Bridge

The ruins of Sapper's Bridge are still visible under the current Wellington Bridge. Initially proposed as a wooden bridge in 1827, Colonel John By insisted it be made of stone. Most of the workers belong to the Royal Sappers and Miners, soldiers who are responsible for military engineer duties, thus the name of the bridge. Bytown, and later Ottawa, eventually outgrew the narrow 18-foot-wide bridge and in 1860 sidewalks were added to allow the entire original bridge to be used for vehicles. This addition was sufficient for a while, but in 1871, construction on a second bridge, Dufferin bridge, began to accommodate the growing city. Due to plans to beautify Ottawa and build a triangular piazza above the canal, Sapper's bridge was demolished to make way for the Plaza bridge, also known as the Wellington bridge. However, the remains of the Sapper's bridge are still visible under the Wellington bridge along the canal.



Figure 1: An image of Sapper's Bridge (right) and Dufferin Bridge (left) running over the Rideau Canal. The Lockmaster's House is visible on the far right of the image, along with the old post office located between the two bridges (Bytown Museum, P2516)



Figure 2: Wood workshop located in the bottom right-hand corner of the image, along with the Commissariat (left) and the Royal Engineers Building (right) (Bytown Museum, P332)

### Wood Workshop

During the 1860s, a woodshed was built halfway between the Commissariat building and the Lockmaster's House along the Ottawa Locks of the Rideau Canal. This was one of the many smaller buildings and storage sheds built around the locks. The wood stored and cut in the woodshed was used to heat the various buildings that relied on fireplaces.

### Lover's Walk

In the 1870s, plans were made to develop the grounds of Parliament Hill for public use. A pathway along the sides of Parliament Hill was built that would become known as Lover's Walk. The walkway was known for its great views of sunsets, the Ottawa River and nature. However, most famously it was known as a popular location for young couples to take a romantic walk. Although Lover's Walk is inaccessible today, the ruins are still visible from both the Ottawa locks and behind the East Block of Parliament.

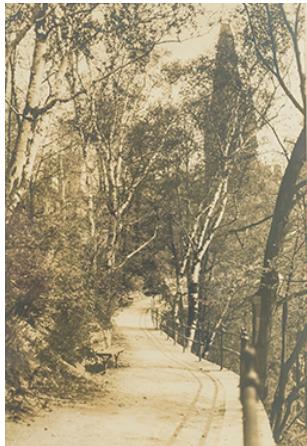


Figure 3: Lover's Walk  
(Bytown Museum, P4381)



Figure 4: Royal Engineers Office in 1868 (Bytown Museum, P101)

### Royal Engineers Building

These ruins belong to a building once used as the workspace for engineers creating plans and drafts for the Rideau Canal and an ordnance store. The building would have stood almost directly across from the Commissariat building and was built almost identically. It stood from 1827 to 1911 or 1912, when it was demolished after being deemed no longer structurally sound due to the vibrations from the train passing above it. Wooden beams indicating the floors of the building are still visible in the stone wall.

## Fitzgibbon's Wharf

A wharf used to stand along Entrance Bay just off of the entrance to the Rideau Canal. The wharf was built by James Fitzgibbon, a master carpenter who helped Colonel By in the construction of the Rideau Canal. Several buildings were added to the wharf between 1829 and the 1860s, all built by Fitzgibbon. This particular wharf was used as a steamboat landing and housed a hotel in its early days. When a cholera epidemic hit Bytown in June of 1832, the wharf was transformed into a screening centre for cholera. All ships had to stop at the wharf and any ill passengers were transported to the new cholera hospital built at the current location of the Royal Canadian Mint.

In the 1860s, Fitzgibbon's wharf became Stirling's wharf, when George Stirling bought it from Fitzgibbon. Stirling owned a brewery producing whiskey not far from the wharf and was considered one of Ottawa's most important men.



Figure 5: Fitzgibbon's wharf to the middle left of the drawing (Bytown Museum, P1408)



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