

THE CORPORATION OF THE TOWN OF GEORGINA  
IN THE  
REGIONAL MUNICIPALITY OF YORK  
**BY-LAW NUMBER 2002-0015 (HO-1)**

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**BEING A BY-LAW TO DESIGNATE MOSSINGTON BRIDGE,  
AS A PROPERTY OF HISTORICAL AND ARCHITECTURAL  
VALUE AND INTEREST UNDER PART IV OF THE *ONTARIO  
HERITAGE ACT*.**

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WHEREAS Part IV of the *Ontario Heritage Act*, R.S.O. 1990, as amended, provides Council with the authority to pass by-laws designating real properties of historic or architectural value;

AND WHEREAS Mossington Bridge has been identified by the Georgina Heritage Committee as being eligible for designation under Part IV of the *Ontario Heritage Act*;

AND WHEREAS the Notice of Intention to designate Mossington Bridge was served on the owner of the property, the Ontario Heritage Foundation and published in the local newspaper having general circulation in the municipality in accordance with Section 29 of the *Ontario Heritage Act*;

AND WHEREAS no person has filed any objection to the proposed designation within the 30 day objection period as provided for by Section 29 of the *Ontario Heritage Act*;

AND WHEREAS the Council of the Corporation of the Town of Georgina deems it desirable to designate the structure known as Mossington Bridge as a property of historical and architectural value and interest under Part IV of the *Ontario Heritage Act*;

NOW THEREFORE the Council of the Corporation of the Town of Georgina hereby enacts as follows:

- 1. THAT THE STRUCTURE KNOWN AS MOSSINGTON BRIDGE IN THE TOWN OF GEORGINA, REGION OF YORK, AND HAVING THE LEGAL DESCRIPTION SET OUT IN SCHEDULE A, ATTACHED HERETO AND FORMING PART OF THIS BY-LAW, IS DESIGNATED AS A PROPERTY OF HISTORIC AND ARCHITECTURAL VALUE AND INTEREST.**
- 2. THAT THE REASONS FOR DESIGNATION SET OUT IN SCHEDULE B, ATTACHED HERETO AND FORMING PART OF THIS BY-LAW, ARE HEREBY ADOPTED.**

3. **THAT THE CLERK SHALL CAUSE A COPY OF THIS BY-LAW, TOGETHER WITH ITS SCHEDULES TO BE REGISTERED AGAINST THE PROPERTY IN THE LAND REGISTRAR'S OFFICE FOR YORK REGION AND SHALL SERVE A COPY OF THE BY-LAW TOGETHER WITH ITS SCHEDULES UPON THE PROPERTY OWNER AND THE ONTARIO HERITAGE FOUNDATION AND PUBLISH A NOTICE OF THE PASSING OF THE BY-LAW IN A NEWSPAPER HAVING GENERAL CIRCULATION IN THE MUNICIPALITY.**
  
4. **THAT THE BY-LAW SHALL TAKE FORCE AND EFFECT UPON FINAL PASSAGE HEREOF.**

Read a first and second time this 28<sup>th</sup> day of January, 2002.

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Mayor, Jeffrey Holec

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Town Clerk, Roland Chenier

Read a third time and finally passed this 28<sup>th</sup> day of October, 2002.

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Mayor, Jeffrey Holec

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Town Clerk, Roland Chenier

## **Schedule A**

### **Legal Description of Mossington Bridge**

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the Town of Georgina (formerly the Township of Georgina), in the Regional Municipality of York and being composed of Part Lot 4 , Concession 8, being Part 1 on Water Lot CL2932.

## **Schedule B**

### **Reasons for Designation**

#### **SUMMARY**

Mossington Bridge is a steel, through truss structure linking Hedge Road with Lake Drive East, over the mouth of the Black River at Lot 4, Concession 8, Georgina Township, now the Town of Georgina. A crossing at that location likely dates to the period of aboriginal interaction with the shoreline of Lake Simcoe. A timber bridge was removed just before the construction of the existing structure in 1912. The steel bridge was erected by Georgina Township Council using the design of the County of York staff engineer, Frank Barber, with the National Bridge Company as contractors. Although a single lane, the bridge is in constant use.

#### **HISTORICAL BACKGROUND**

The history of the bridge linking Hedge Road with Lake Drive East (known collectively as Lakeshore Road), over the mouth of the Black River at Lot 4, Concession 8, Georgina Township, likely begins with the aboriginal population. For centuries, the shoreline of Lake Simcoe was used for seasonal encampments by the Woodland, Huron, and Ojibwa nations. Stretches of trails following the shoreline interconnected the overland and water routes. The Lakeshore Road, which follows the shoreline and crosses the Black River, may have originated as one of these trails and was improved as the area was opened for settlement. The present bridge is likely at or near the location of a historic crossing or foot bridge that has been the responsibility of the Township now Town of Georgina for over a hundred and fifty years.<sup>1</sup>

British and European settlement in Georgina can be documented to the early part of the nineteenth century. The first government survey of the township dates to 1817. Many of the first settlers were former British military personnel who accepted land grants in return for past service. Several officers commuted their pensions into acreage and "half pay." The policy of settling half pay officers along the waterfront was an effort to establish in the frontier a domestic force that was presumed loyal to the government in the event of political unrest. The shoreline soil was known to be poor for farming, but the expectation was that their annual incomes would afford them a life as a gentry or business class that could contribute to an otherwise cash strapped society. They also were expected to provide leadership in the founding of their communities.

There was a pastoral or picturesque quality to shoreline property that appealed to the gentry in the nineteenth century. Inhabiting a manor house overlooking the water, while surrounded by acres of primeval woods, was part of the enticement to the "new world." Few of the earliest arrivals were informed of the reality of the harsh winters, isolation, and shortage of supplies, services, and labour for hire. Some of the estates along the Lake Simcoe shoreline survive as a testament to the ability of their early owners to overcome adversity.

#### **LOT 4, CONCESSION 8 (SUBJECT PROPERTY)**

The Mossington bridge spans the mouth of the Black River at Lake Simcoe. The river travels west and south through the village of Sutton, then turns southeast through the village of Baldwin. It severs the northwest corner of Lot 4 into a separate parcel of 37.5 acres, leading to the legal description of lands as being "east or west of the river." The whole of Lot 4 was patented from the Crown in June 1827 by Loal Hale.

## Schedule B

### Reasons for Designation Continued

#### EAST OF THE RIVER

Presumably under Hale's authority, it was Felix Duclos who, in 1832, sold the hundred acres of the east part of Lot 4 to Thomas Mossington. Thomas is believed to have been a timber agent for the British navy. He first saw "Canada in 1804 when he was sent to inspect timber and to locate good, tall, straight white pine to be used as masts for ships." <sup>2</sup> The family immigrated to Canada in 1829, staying briefly at Quebec, before buying the John Peregrine farm on Lot 5.

Soon after his arrival, Thomas was appointed as a magistrate, holding court in the dining room of his house, Plumstead. In 1832, he became one of the shareholders of an early steamboat on Lake Simcoe, the *Simcoe* (later *Peter Robinson*). "As one of the first wardens of St. George's Church, Thomas laid out the plans and built a wooden model of the proposed church, then oversaw its construction in 1838." His wife, Mary Ann, died in 1835, and six years later he married Martha Donnell. According to the earliest available tax collector's roll for Georgina, in 1855, Thomas owned 300 acres of Lot 5 and Part Lots 3 and 4, Concession 8 (and possibly other property).

Thomas died on March 9, 1864, leaving the estate to his sons Moses (1813-1895), Thomas (1817-1896), and Albert Edward (1843-1919). Starting in the mid 1860s, Albert was assessed for Lot 3 (30 acres), Lot 4 (100 acres), and Lot 5 (170 acres). He erected a saw (later planing) mill at the mouth of the Black River, on the east side. "The mill was operated by steam power, and the smokestack was often used as a marker by boats out on the lake."<sup>6</sup>

William Mossington eventually acquired the property and by the 1920s was operating a park and dance pavilion on the east side of the river, just south of the bridge location. He also built and rented simple boats with flat bottoms and no sail. Lynne Barrett wrote an article in 1996 for the *Advocate*, titled: "Memories of Mossington": <sup>4</sup>

Some of our memories go back to the '20s when tents were pitched in the park before cottages started to appear in the late '40s. During the early years, Bill Mossington ran the park and pavilion. . . .

There are memories of the park's people entertaining the army soldiers by hosting dances in the Pavilion and tea parties held in their honour. . . .

In later years, ('50s?), a couple known as Ellis and Muriel Pringle and their baby Ron took over management of the Pavilion and Park. . . .

The park hosted a beautiful, white sand beach and the grounds were maintained by Archie Blackbird for several years. . . .

Water ski shows, presented by Reg Wheeler (yes, Danny's father) and his ski group were put on in the river and channel with the audience lined across the Pavilion dock and surrounding hills. . . .

The one-lane steel bridge at the park which still stands today, challenged all to make that dramatic jump from the top of it or from the bottom rail, depending on your level of bravery, into the depths (at that time it WAS deep) of the channel. Speaking of the one-lane bridge, one of the park's ladies, while learning to drive, passed another car (and cars were big in those days) in the middle of that bridge without a scratch. To this day none of us can figure how it was accomplished and wouldn't try it for the world!

A Jackson's Point resident, Jeannette (Sedore) Shanks recalled that First War air force hero, Billie Bishop, courted his wife (canoeing) on the Black River.

## Schedule B

### Reasons for Designation Continued

She also remembered that the "iron bridge was painted silver." Access was "reedy and stoney and the Chippewas used to come there to build cedar furniture to sell to the tourist. The government dredged out silting river's mouth and pulled sand from out in the lake to the land owned or otherwise by Bill Mossington and Banfields." <sup>5</sup>

By the 1980s, the park, bordered on the north by Lakeshore Road and on the south by the river, had deteriorated. In 1993, an Environmental Appeal Board hearing regarding sewage disposal, dumping, and other contaminants, ordered a clean-up of the site. The landmark pavilion survived until 1995. The area at the mouth of the river is now known as Mossington Park.

#### WEST OF THE RIVER

Immediately after receiving the Patent in 1827, Loal Hale sold the 37.5 acres lying west of the river to Godfrey Wheeler for £50. Wheeler is believed to have owned land elsewhere in Georgina. There is a tradition that he was a supporter of William Lyon Mackenzie's rebel cause against the ruling government during the Rebellion of 1837 in Upper Canada. <sup>6</sup> If Godfrey Wheeler was involved with the Rebellion, his right to own or sell his land may have been suspended as a consequence of what were considered his treasonous acts. It was Lewis Wheeler who sold the 37.5 acres to James O'Brien Bouchier in October 1848.

Captain William Bouchier, followed by his brother, James O'Brien Bouchier, came to Canada in the second decade of the nineteenth century. William received several thousand acres of land in return for military service, transferring a portion of it to James. James, a former midshipman in the British Navy, erected a grist mill and saw mill on the Black River, about two miles downstream from Lake Simcoe. This would have required damming the river and raising the water level, and represents the founding of the Village of Sutton.

William Bouchier left, then returned to Georgina from India in 1837 after the death of his wife.<sup>7</sup> In 1840, he patented Lot 3, where, combined with part of Lot 2, he developed his estate, The Briars, the namesake of the house of friends on St. Helena island where he once stayed (and acquainted Napoleon Bonaparte). He died on January 22, 1844.

James' 1848 acquisition from Lewis Wheeler of the parcel west of the river may have been to control the unobstructed flow to his mills at Sutton. The land also abutted the Briars estate. Regardless, in June 1860 he sold the point of land to Captain Alexander C. Meik. The 1855 tax collector's roll for Georgina already associates "H. Cameron or Capt. Meik" with part Lots 2 and 3, likely as tenants. Meik's name appears on Lot 4 on the 1860 Tremaine map of Georgina Township, but not in the tax rolls as the owner. This may be explained by Meik's quick resale of the property in December 1860 to Francis T. Boyd.

#### THE SIBBALD FAMILY

In 1879, John McG. Boyd and Francis J. Boyd (perhaps as executors to Francis T. Boyd) sold the 37.5 acre parcel in separate transactions to John Rains [or Raines] Bouchier of Sutton. Bouchier immediately sold it Francis Clunie Sibbald for \$300.<sup>8</sup> Frank Sibbald was first assessed for the taxes in 1878, before he was the legal owner. He was soon in full possession of The Briars on Lot 3 (house location) and Part Lots 2 (now Red Barn Theatre location) and 4.<sup>9</sup>

## Schedule B

### Reasons for Designation Continued

Born about 1824, Frank was one of nine sons and two daughters of Colonel William and Susan Sibbald. Susan Mein was born on November 29, 1783. She married Colonel William Sibbald and lived at their ancestral estate in Scotland, Eildon Hall. Concerned for the welfare of two of their sons who were in Orillia to learn farming, Susan ventured to Canada in 1835. Before returning to Scotland where her husband was in ill health, she bought a waterfront lot, approximately Lot 7, Concession 8, in Georgina, from Major W. K. Raines [or Rains]. Raines had built a house there known as Penn Raines or Penn Range in the 1820s. Susan returned to Scotland to find her husband deceased. In what appears to be a bold decision for a widow with several children, she made a permanent move to Georgina with three of her sons: Frank, Hugh, and Thomas. Renaming the Raines estate, Eildon Hall, she assumed a prominent role in the community until her death in Toronto on July 8, 1866.<sup>10</sup>

Frank attended Upper Canada College and became a medical doctor in the Royal Navy, seeing service in the Burma War. According to "The Story of a House and a Family" by Olive Seale: "Hugh and Frank retired from India and China in the 1870s. Hugh to live with his brother Tom at Eildon Hall and Frank to his residence The Briars." The Lakeshore Road was the overland link between the two estates.

During his first two years as "owner" of The Briars, Frank made several improvements, including the construction of two wing additions. He stayed at Eildon Hall during this period and would have been a repeat user of the bridge over the Black River. The February 28, 1880, entry in his diary records: "Walked to Briars bridge." On March 1, 1880, he visited the bridge: "Where they had commenced driving the piles." These are assumed to be references to the Mossington bridge.<sup>11</sup>

Frank was well known for his herd of Holstein cattle. Also, with his brothers Thomas and Hugh, they had the St. George's stone church erected. Frank never married and died at The Briars on April 5, 1904, "in his 80<sup>th</sup> year." He willed The Briars to his niece, Elizabeth Kemp Sibbald, fifth daughter of his brother William.

In 1912, Elizabeth had a plan of subdivision for Part Lots 3 and 4 surveyed by Speight and Van Nostrand. The plan created waterfront lots along the north side of Lakeshore Road from the bridge to what is now known as the western end of Sibbald Road. Reserves were created at the bridge and west ends of the Plan. Concurrent with Elizabeth's plans to subdivide the shoreline, Georgina Township Council was discussing the construction of a steel bridge to replace the wood structure over the Black River. At a regular meeting of Council on June 22, 1912:

The Council took up the question of building a bridge over the River at Mossington's Mill and decided to accept the County's offer to build a steel bridge on cement abutment and to submit a bylaw to the electors authorizing the issuing of debentures for \$3500 payable over a period of ten years.

On August 1, the Clerk reported that the bylaw to debenture \$3500 was approved 141 in favour and 23 against. The Reeve then presented the plans and specifications for the bridge. These were prepared by County Engineer Frank Barker.<sup>12</sup> On August 17, Elizabeth registered Plan 119 for the waterfront lots.

Following Elizabeth's death on April 21, 1919, the Toronto General Trust Corporation as executors, transferred her property to John Drinkwater

Sibbald, Jr., who founded The Briars Golf and Country Club. In July 1923, John had Plan of Subdivision 204 registered to create building lots south of Lakeshore Road, bounded on the east and south by the river and on the west by The Briars. The point of land immediately south of the bridge at the west end is Block A of the Plan.

## Schedule B

### Reasons for Designation Continued

#### CHARLES S. METZLER

Block A, Plan 204, was further subdivided into Plan 223 to create boathouse lots. In May 1943, Lot 19, and parts of Blocks M and N, Plan 223, at the southwest edge of the bridge were sold by John and his wife, Marjorie Temple Sibbald, to Charles S. Metzler of Niagara Falls, New York, for \$750. The Metzlers built the cottage at the south edge of the western terminus of the bridge. This is the abandoned, one storey structure, known locally as the "troll's house" for its location nearly under the bridge. The family sold in 1986 to David Bristow, who resold the following year to Briar Estates Ltd.

#### CONSTRUCTION

Materials used in bridge construction have evolved from stone and timber, to wrought iron and steel, concurrent with cement. In Canada, the bridge building industry was dominated by American firms until steel bridges first appeared in Ontario in the mid 1880s. Steel prompted the founding of Canadian companies such as the Hamilton Bridge Company in 1872, and the Dominion Bridge Company of Montreal in 1881. Later prominent firms included the Ontario Bridge Company (Toronto) and the Canadian Bridge Company (Walkerville).

Prompted by an "offer" from York County, on June 22, 1912, Georgina Council discussed the need for a (new) bridge over the mouth of the Black River. Although there is no mention in the minutes of the removal of an existing bridge, there is a photograph in the Georgina Pioneer Village collection identified as the "mouth of Black River removing old wooden bridge." The image is not dated but is estimated at 1910-1912. The Council minutes include a payment of \$30 to W.A. Mossington for "saving timber and erecting foot bridge at Mossington mill." The assumption is that the timber bridge shown in the photograph was removed about 1912 by Mossington and the materials used to construct a temporary foot bridge across the river at his mill.

On August 10, 1912, "The Reeve laid before Council the plans and specifications as prepared by Frank Barber, the County Engineer of the proposed bridge to be built over the river at Mossington's Mill on Lakeshore Road." As Barber was employed by the County of York, Georgina was billed by the County for his "on account fees." Barber also was responsible for the erection of three suspension bridges in York County between 1909 and 1915. In the publication, *Discovering Heritage Bridges on Ontario Roads*, author David J. Cuming comments on Barber's career:

Frank Barber, for example, was particularly distinguished in the design of concrete structures. His bridges illustrated a growing confidence and trust in a new material as well as the development of his engineering expertise. Barber and his colleague C.R. Young built the first reinforced concrete truss bridge in Canada over the Etobicoke River in 1909; a modest span of 80 feet. By 1921, Barber saw the construction of his design for the Ashburnham Bridge (now the Hunter Street Bridge) at Peterborough. Having a clear span of 234 feet, this impressive structure was the longest span of a reinforced concrete bridge in Canada at its completion. Between 1910 and 1920, Barber also designed three small steel suspension bridges in York County. One of these still remains over the Rouge River: Sewell's Road Bridge. Visiting this bridge and the one in Peterborough we are struck by the distinctive contrasts between the two; their form and the materials used. Both, however, illustrate the virtuosity of their engineer.

## Schedule B

### Reasons for Designation Continued

Although noted for his expertise in concrete bridge construction, Barber was aware of the benefits of steel truss construction. Heavier traffic loads were beginning to strain the weight bearing capacity of timber bridges, and new production methods were making steel cheaper than the traditional wrought iron. By 1900, the erection of steel truss bridges was common practice for municipalities willing to pay the slightly higher cost in exchange for strength and durability. Through trusses, such as the Mossington Bridge, could cross "barriers where a large span was needed or where traffic was particularly heavy." <sup>13</sup>

At the August 10 meeting, Barber was instructed to forward all the tenders or offers submitted in a bid for the "erection of the Mossington Bridge or the abutments." On August 21, the tender of the National Bridge Company for \$1965 "not including erection" was accepted and the company was given its instructions:

To deliver at Jackson's Point the steel superstructure for the Mossington Bridge for the sum of \$1965 providing satisfactory arrangements can be made for the substitution of a Lattice Railing instead of a Piper Rail, the Council being of the opinion that the said bridge could be erected for less than \$600 after material was on the ground.

The Lewis Construction Company was contracted for \$1915 to provide the cement abutment and floor of the bridge. Council members Charles W. Stiles and William Lake were appointed as commissioners "to arrange for the procuring and driving of the piles required for the Mossington Bridge and also oversee and look after all materials and other matters in connection with the erection of said bridge."

The first construction costs were authorized for payment on November 2, 1912:

Percy Chirnside:	drawing piles
John G. Smith:	cutting piles
D. Galbraith and others:	gravel
F. Jones:	driving piles
E.M. Wynn:	inspecting pile driving
A. Mossington:	piles for bridge
Frank Barber:	on account services
H. Stiles:	drawing and cutting piles
<i>Canadian Engineer:</i>	advertising
Sheppard Co.:	poster on tender
National Bridge Co.:	50% cost of steel \$1029

*December 16, 1912*

National Bridge Co.:	steel \$929
Canadian Inspection Co.:	inspecting steel and testing concrete
Lewis Construction Co.:	80.5 (concrete) contract to date \$1444.40
C.W. Stiles:	Commissioner fee
W. Lake:	Commissioner fee

## Schedule B

### Reasons for Designation Continued

Payments until November 1, 1913, included invoices from Lewis Construction Co., W.W. Corner (timber), T. and William Mossington, Edwin Grant, and a final payment of \$100 for steel payable to the National Steel Co. The plaque on the bridge pays tribute to some of those involved in its construction. The plaque reads:

TOWNSHIP OF GEORGINA  
1912  
MOSSINGTON BRIDGE  
COUNCIL  
RICHARD CRONSBERRY AND REEVE  
CHARLES STILES, WILLIAM LAKE  
WM. H. DUNCAN, ALLAN SNODDEN  
ENGINEER  
FRANK BARBER  
CONTRACTORS  
NATIONAL BRIDGE CO. LTD.

#### DESIGN AND MAINTENANCE

The Mossington Bridge is a through truss design where the vertical and diagonal members carry both tension and compression. It employs the then relatively new technology of field riveting, made possible by the invention of portable pneumatic tools. This replaced the need for bolts and pin connections. The abutments and floor are concrete.

One disadvantage to steel construction is corrosion, particularly in areas where water collects. Routine maintenance and periodic painting are essential to longevity and safe performance.<sup>14</sup> Local residents recall when the bridge was rusty, then painted silver, light blue, and the current darker blue (painted in 1977). In March 1980, Totten, Sims, Hubicki Associates Ltd. prepared one of several bridge inspections conducted for the Township of Georgina:

The existing bridge which was built about 1912 consists of 28.1 +/- m single span structural steel through trusses with a 150 +/- mm concrete deck with asphalt patches. The concrete deck is supported by four (4) lines of longitudinal structural steel stringers at 1.45 +/- m centres and provide a 3.83 +/- m wide deck between curbs which accommodate a single lane of vehicular traffic. Structural steel latticed handrails are located inside the trusses. The bridge is posted with a 10 ton load limit.

The inspection revealed that the latticed handrails were in fair condition; the concrete deck badly spalled and deteriorated; and the concrete abutments, wing walls, structural steel trusses, floor beams, and stringers in fair to poor condition. The conclusion of the consultants was that the bridge was in fair condition and, if repaired, could continue in use. Its major engineering shortcoming is that the design can not be modified to increase the track width.

Repair, maintenance, and monitoring of the bridge have been ongoing. An August 7, 2001, report compiled by the Town of Georgina Engineering Department documents the average daily volume as 1800 vehicles per day. In the three to five years preceding September 10, 2001, there were five reported accidents.<sup>15</sup>

## Schedule B

### Reasons for Designation Continued

#### HERITAGE SIGNIFICANCE

Apart from buildings that we use as places of worship, no structure has proved so challenging to our ingenuity, nor stimulated our imagination more than the bridge. This distinctive structure, proven over centuries and indeed millennia in all parts of the world, has consistently marked great scientific and technological advances: from the splendours of the stone arches of Rome, to the singular metal trusses of the United States and the modest concrete bowstring arches of Ontario. The spans we see today in our surroundings - in our communities, on the way to work or to places to which we holiday - have a genealogy that extends far into the past and far beyond those boundaries that define Ontario. (David Cuming)

For Georgina, the Mossington Bridge represents the historic crossing of the mouth of the Black River at Lake Simcoe. It has linked the estates of founding families on the east and west sides of the river, served a mill, campgrounds, dance pavilion, cottagers, and residents traveling to Mossington's Park and the surrounding communities. Designed by a noted engineer, Frank Barber, and constructed by the National Bridge Company with Lewis Construction Company, it is both functional and picturesque. Even its narrow width is a reminder of the evolution of roadways, bridges, and traditional transportation patterns. Mossington Bridge is a significant landmark that is part of the tradition and heritage of Georgina.

<sup>1</sup> Dating from the 1849 *Municipal Act* which made bridges the responsibility of the municipality.

<sup>2</sup> Jeanne Hopkins, *Jackson's Point*, p.18.

<sup>3</sup> *Jackson's Point*, p.19

<sup>4</sup> Lynne Barnett, "Memories of Mossington," *Advocate*, Feb. 5, 1996.

<sup>5</sup> Notes in Shanks - Mossington Park binder, Georgina Pioneer Village Collection.

<sup>6</sup> Sibbald Point Provincial Park Newsletter, Summer 1971.

<sup>7</sup> Mary Byers, et. al., *Rural Roots*, p.192.

<sup>8</sup> A transaction dated 1880 and registered May 31, 1887, transferring the land from Alexander E. Boyd to John R. Bouchier, was perhaps a final requirement in the sale to Sibbald.

<sup>9</sup> The division line between Lots 3 and 4 is now Sibbald Crescent.

<sup>10</sup> Eildon Hall is now a museum building in Sibbald Point Provincial Park.

<sup>11</sup> Diary references were provided in 2001 by a descendant, John Sibbald.

<sup>12</sup> Plans for a steel bridge at Pefferlaw, built by the Ontario Bridge Co., were also discussed in 1912.

<sup>13</sup> David Cuming, *Discovering Heritage Bridges on Ontario's Roads*, p.43.

<sup>14</sup> This factor led to the predominance of concrete bridge construction which is both inexpensive and durable.

<sup>15</sup> Accident Statistics, 2001, provided to the Town of Georgina.