



THE CORPORATION OF THE TOWN OF GEORGINA

HERITAGE ADVISORY COMMITTEE

AGENDA

Wednesday, June 21, 2017
6:00 PM
Council Chambers

1. CALL TO ORDER
2. ROLL CALL
3. INTRODUCTION OF NEW MEMBER
4. INTRODUCTION OF ADDENDUM ITEMS
5. APPROVAL OF AGENDA
6. DECLARATIONS OF PECUNIARY INTEREST AND GENERAL NATURE THEREOF
7. ADOPTION OF MINUTES
 - (1) **Pages 1 - 7**
Minutes of Georgina Heritage Committee meeting May 17, 2017.
8. DELEGATIONS/SPEAKERS - *None*
9. PRESENTATIONS - *None*
10. CONSIDERATION OF REPORTS ON THE AGENDA
 - (1) **Pages 8 - 9**
Demolition Permits (May 9, 2017 through June 12, 2017)
11. COMMUNICATIONS
 - (1) **Pages 10 - 44**
Gidley - Grew & Bonnie Boat Company History
12. OTHER BUSINESS
 - (1) **Page 45**
Canada 150 - Sponsorship Follow-Up.

Pages 46 - 67

- (2) Committee of Adjustment Applications (1597 Metro Road).

1. A11-17
2. A12-17
3. B7-17

- (3) Auditing our designated properties, update if available.

Pages 68 - 114

- (4) 26280 Park Road designation Draft Report for review.

Pages 115 - 117

- (5) Plaques

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- (6) 2018 Schedule

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- (7) Cronsberry Farm inquiry

- (8) Designations (continued from previous meeting)

- Suggestion: Mann Cemetery on Queensway North, Keswick
- St. James Parish Hall, update if available

- (7) Heritage Register updates – MPAC list

- (8) Georgina Heritage Committee request to Council regarding investigating the Standardization of HIAs in the development Process, update if available

- (9) Tax incentives, update if available

13. CLOSED SESSION, IF REQUIRED

14. MOTION TO ADJOURN



THE CORPORATION OF THE TOWN OF GEORGINA

HERITAGE ADVISORY COMMITTEE

MINUTES

Wednesday, May 17, 2017
6:00 PM
Council Chambers

1. CALL TO ORDER

The meeting was called to order at 6:03 PM.

2. ROLL CALL

The following Committee members were present:

Terry Russell, Vice Chair
Wei Hwa
Allan Morton (7:37 departure)
Krista Barclay
Denise Roy

The following Committee members were absent with regrets

Lorne Prince, Chair
Councillor Frank Sebo

The following staff members were in attendance:

Karyn Stone, Manager of Economic Development
Sarah Brislin, Committee Services Coordinator

3. INTRODUCTION OF NEW MEMBER

Members were introduced to new Committee member Denise Roy.

4. INTRODUCTION OF ADDENDUM ITEMS

(1) Bonnie Boats Marina

5. APPROVAL OF AGENDA

Moved by Allan Morton, Seconded by Krista Barclay

RESOLUTION NO. GHC-2017-0024

That the May 17, 2017, Georgina Heritage Committee meeting agenda be approved with the following amendment.

1. Bonnie Boats Marina

Carried.

6. DECLARATIONS OF PECUNIARY INTEREST AND GENERAL NATURE THEREOF - *None*

7. ADOPTION OF MINUTES

- (1) Minutes of Georgina Heritage Committee meeting April 5, 2017.

Moved by Allan Morton, Seconded by Krista Barclay

RESOLUTION NO. GHC-2017-0025

That the minutes of the Georgina Heritage Committee meeting held on April 5, 2017, be adopted as circulated.

Carried.

6. DELEGATIONS/SPEAKERS – *None*

Paul Brady, resident of Jacksons Point, addressed the Committee regarding the Bonnie Park matter. Mr. Brady advised he was in favor of declaring the property Heritage Significant. Mr. Brady also suggested Malone wharf be considered.

Moved by Allan Morton, Seconded by Krista Barclay

RESOLUTION NO. GHC-2017-0026

That the Georgina Heritage Committee receive the delegation on Bonnie Boats Park, given by Jackson's Point resident Paul Brady.

Carried.

Moved by Allan Morton, Seconded by Krista Barclay

RESOLUTION NO. GHC-2017-0027

That the Georgina Heritage Committee change the order of business to consider agenda item 11(2) Bonnie Boats Park and Marina as the next item on the agenda.

Carried.

7. PRESENTATIONS - *None*
8. CONSIDERATION OF REPORTS ON THE AGENDA

- (1) Demolition Permits (March 29, 2017 through May 9, 2017)

Moved by Denise Roy, Seconded by Krista Barclay

RESOLUTION NO. GHC-2017-0028

That the Georgina Heritage Committee receive the Demolition Report for March 29, 2017 through May 9, 2017.

Carried.

9. COMMUNICATIONS

- (1) Briars Resort sale
- (2) 272 Pefferlaw Road, Cooke's United Church
- (3) Delisting Aurora Homes from Heritage List a Bad Precedent: Resident

Moved by Allan Morton, Seconded by Wei Hwa

RESOLUTION NO. GHC-2017-0029

That the Georgina Heritage Committee receive the following Communication items:

1. Briars Resort sale
2. 272 Pefferlaw Road, Cooke's United Church
3. Delisting Aurora Homes from Heritage List a Bad Precedent: Resident

Carried.

10. OTHER BUSINESS

(1) Sutton 125 Quilt Case.

The Committee was advised the money they had previously allocated for the Quilt Case had not been during the 2016 budget year.

Moved by Denise Roy, Seconded by Krista Barclay

RESOLUTION NO. GHC-2017-0030

That the Georgina Heritage Committee contribute \$500.00 towards the Sutton 125 Quilt case from the 2017 miscellaneous expenses.

Carried.

(2) Bonnie Boats Park and Marina – Heritage Register recommendation.

Karyn Stone, Manager of Economic Development advised the Committee that Council is seeking more information in terms of the rational and further information on the Bonnie Boats property

The Committee discussed the historical significance of Harbour noting the following:

- The same view shed has existed for plus 200 years.
- Multi-layered industrial and commercial uses over time.
- The multifaceted uses being of historical significance to the town and the province
- Potential subsurface archeological significance
 - Ice house - remains
 - Railroad – remains
 - Remnants of the steam boat industry
 - Boat construction industry
- The band shell that is in pioneer village previously came from Malone Wharf.

Karyn Stone discussed the Jacksons Point Redevelopment plan with the Committee.

The Committee reviewed the purpose of register from Ministry of Tourism and Culture:

1. The register recognizes properties of cultural heritage value in the community
2. The register promotes knowledge and enhances an understanding of the community's cultural heritage

3. The register is a planning document that should be consulted by municipal decision provides easily accessible information about cultural heritage properties for land-use planners, property owners, developers, the tourism industry, educators and the general public.
4. The register provides interim protection for listed property.

Moved by Allan Morton, Seconded by Wei Hwa

RESOLUTION NO. GHC-2017-0031

The Georgina Advisory Committee recommend:

1. That 10 and 20 Bonnie Boulevard, Jacksons Point, be added to the Heritage Register to acknowledge that the property is a Heritage Landscape because it is a Multi-component industrial site of archeological value in terms of:
 - The 19th century steam boat industry
 - Ice industry
 - Logging
 - Boat, and Tourism industry
 - Year round fishing
 - Economic engine
 - View shed that has remained similar for approximately 200 hundred year.
 - Cultural historical heritage value to residents
2. That a heritage impact assessment be carried out on the property.

Carried.

Bonnie Boat Park – picnic table rumor – from remnants of railway

Moved by Allan Morton, Seconded by Denise Roy

RESOLUTION NO. GHC-2017-0032

The Georgina Advisory Committee recommend:

1. That Bonnie Park be added to the Heritage Register to acknowledge that the property is a Heritage Landscape that holds value in terms of:
 - The 19th century steam boat industry
 - Ice industry
 - Logging
 - Boat, and Tourism industry
 - Year round fishing

- Economic engine
- View shed that has remained similar for approximately 200 hundred year.
- Cultural historical heritage value to residents

2. That a heritage impact assessment be carried out on the property.

Carried.

(3) Auditing our designated properties, update if available.

The Committee was advised this has been referred to staff to consider and report back to Council on.

(4) 26280 Park Road designation, site visit verbal update from Terry Russell.

Terry Russell discussed the 26280 Park Road site visit with Su Murdoch, noting the heritage attributes he observed on the visit, including:

- Brick farm house (not the original)
- Farm building ruins at back of property
- Cemetery

The Committee discussed the value in designating the cemetery and other protections that fall under the *Cemetery Act*.

(5) Plaques

Committee members requested a Doodle Poll for potential plaque installation dates.

(6) Designations (continued from the previous meeting)

- Suggestion: Mann Cemetery on Queensway North, Keswick
- St. James Parish Hall, update if available

Terry Russell provided background on the St. James Parish Hall.

Moved by Krista Barclay, Seconded by Denise Roy

RESOLUTION NO. GHC-2017-0033

That Terry Russell be appointed to reach out the Parish Hall for an update.

Carried.

(7) Heritage Register review– MPAC list

Moved by Krista Barclay, Seconded by Denise Roy

RESOLUTION NO. GHC-2017-0034

That the Georgina Heritage Committee defer the Heritage Register review to a subsequent meeting.

Carried.

(8) Georgina Heritage Committee request to Council regarding investigating the standardization of HIAs in the development Process, update if available

Terry Russell provided the new members an overview of the request.

(9) Tax incentives, update if available

Terry Russell provided the new members an overview of the tax incentives request and explained federal tax incentive program.

2. CLOSED SESSION, IF REQUIRED - *None*

3. MOTION TO ADJOURN

Next meeting: May 17, 2017

Moved by Denise Roy, Seconded by Krista Barclay

RESOLUTION NO. GHC-2017-0035

That the Georgina Heritage Committee June 21, 2017, meeting be adjourned at 7:53 PM.

Carried.

Terry Russell, Vice Chair

C. Sarah A. Brislin, Committee
Services Coordinator



DEMOLITION

Permit Type : [210] To [210]
 Permit No. : All
 District : All
 Area : All
 Plan : All
 Lot : All
 Project Code : All
 Issue Date : [09 May 2017] To [13 Jun 2017]
 Completed Date : All

Block : All
 Section : All
 Town : All
 District Lot : All
 Zone : All
 Permit Status : All
 Print Permit w/ No Inspections Since :
 Print Name and Address : No (Hide Owner's Phone #)

Permit No.	Owner Name	Issue Date	Roll No.	Project Value	Fee
170013		08-Jun-2017	000 14504100.0000	15,000.00	550.00
Address:		District:		Zone:	
		Area:		Expiry Date: 08-Jun-2018	
		Project Address: 76 RIVEREDGE DR			
		Contractor Name: PARK AVENUE HOMES			
Legals:		Construction Purpose: DEMOLISH SFD AND GARAGE`			
170203		08-Jun-2017	000 14418400.0000	5,000.00	561.00
Address:		District:		Zone:	
		Area:		Expiry Date: 08-Jun-2018	
		Project Address: 178 BAYVIEW AVE			
		Contractor Name:			
Legals:		Construction Purpose: DEMOLISH A HOUSE AND A GARAGE			
170252		24-May-2017	000 13101400.0000	10,000.00	510.00
Address:		District:		Zone:	
		Area:		Expiry Date: 24-May-2018	
		Project Address: 800 WILLOWVIEW RD			
		Contractor Name:			
Legals:		Construction Purpose: DEMOLISH COTTAGE			
170396		31-May-2017	000 10964000.0000	1,000.00	510.00
Address:		District:		Zone:	
		Area:		Expiry Date: 31-May-2018	
		Project Address: 26003 WARDEN AVE			
		Contractor Name:			
Legals:		Construction Purpose: DEMOLISH SINGLE FAMILY DWELLING			
170405		09-Jun-2017	000 09663500.0000	5,000.00	561.00
Address:		District:		Zone:	
		Area:		Expiry Date: 09-Jun-2018	
		Project Address: 17 VILNIUS LANE			
		Contractor Name:			
Legals:		Construction Purpose: DEMOLISH HOUSE AND A GARAGE			
170406		09-Jun-2017	000 11761000.0000	5,000.00	204.00
Address:		District:		Zone:	
		Area:		Expiry Date: 09-Jun-2018	
		Project Address: 280 BALDWIN RD			
		Contractor Name:			
Legals:		Construction Purpose: DEMOLISH PORTION OF MECHANICAL GARAGE TO EXISTING EXTERIOR WALL			
170433		09-Jun-2017	000 06156800.0000	25,000.00	204.00
Address:		District:		Zone:	
		Area:		Expiry Date: 09-Jun-2018	
		Project Address: 534 PEFFERLAW RD			
		Contractor Name:			
Legals:		Construction Purpose: DEMOLITION OF BUS GARAGE			



DEMOLITION

Permit Type : [210] To [210]
 Permit No. : All
 District : All
 Area : All
 Plan : All
 Lot : All
 Project Code : All
 Issue Date : [09 May 2017] To [13 Jun 2017]
 Completed Date : All

Block : All
 Section : All
 Town : All
 District Lot : All
 Zone : All
 Permit Status : All
 Print Permit w/ No Inspections Since :
 Print Name and Address : No (Hide Owner's Phone #)

Permit No.	Owner Name	Issue Date	Roll No.	Project Value	Fee
170435		09-Jun-2017	000 12155400.0000	4,500.00	204.00
Address:		District:		Zone:	
		Area:		Expiry Date: 09-Jun-2018	
		Project Address: 342 DEER PARK DR			
		Contractor Name:			
Legals:		Construction Purpose: DEMOLITION OF COTTAGE			

170445		01-Jun-2017	000 09723400.0000	2,000.00	510.00
Address:		District:		Zone:	
		Area:		Expiry Date: 01-Jun-2018	
		Project Address: 4 EVELYN AVE			
		Contractor Name:			
Legals: Lot : 10/11		Construction Purpose: House demolition			

Summary For This Run:
 No. of DEMOLITION Listed : 9
 Total Construction Value : 72,500.00
 Total Fees : 3,814.00



GIDLEY - GREW & BONNIE BOAT COMPANY HISTORY

A Working Paper Trilogy & Overviews



**Bonnie
Boats**
LIMITED


GREW

By: *Joe Fossey*

Photo courtesy: Guy & Cathy Johnstone



***1929 Gidley 32ft. 6in. "Kittyhawk" Mahogany Launch
Originally Owned By Orville Wright***

Photo courtesy: Tom Sanci



1956 Grew 23ft. Jolly Giant Mahogany Runabout

Gidley - Grew & Bonnie Boat Co. History

A Working Paper Trilogy & Overviews

by Joe Fossey Barrie ON.

© June 2006

PREFACE: The preservation of local Recreational Marine history is an important and defining part of our Canadian Marine Heritage and Culture. The author would like to thank the involved local Archives, Genealogists, marine historians and former marine industry friends for welcome assistance in this paper. Their names and resources are listed in the bibliography.

Chronologically, the Gidley Boat Company of Penetanguishene Ontario was the first company of the grouping to be officially organized. English born John G. Gidley, whose occupation is recorded as being a carpenter was married circa 1854 to Mary Ann Warren. Their marriage produced a family of 10 children that included six sons (John, James, William, Henry, Alfred and Ernest) born between the years 1855 to 1874. The Gidley brothers were all engaged in family or competitive boat building activities, ships Captains and other marine services at various times during their lives.

Penetanguishene Town records indicate that fourth son Henry E. Gidley (1864 –1933) was a 1895 tenant of a waterfront building and land on Nelson Street. (now named Beck Blvd.) The company name is shown in archival photographs as the Georgian Bay Boat & Canoe Company, Proprietor H.E. Gidley offering Boat building , Storage and Service. This facility produced an impressive line of canoes, rowboats, sailboats, private and commercial steamboats and also built large houseboats, which were a popular offering at that time. Many of these were a very formidable size by today's standards.

An example of Gidley houseboat grandeur, the "*Minnehaha*" built in 1898 was 48 ft. length x 26 ft. width and three decks high. The lower main deck consisted of seven bedrooms with a through hall. The mid deck was the location for a large galley and dining room for 25 persons. The third or upper deck was used for casual relaxations and observing the glorious Georgian Bay scenery and guests fished from its own rowboats. A steam tug was used to move the houseboat to a sheltered and remote bay up the shore and return it to Penetanguishene and connecting rail service. Affluent families often brought their own household staff, including cooks, nannies and maids.

In 1903, Henry E. Gidley purchased part of the Penetanguishene waterfront buildings and land that he shared with Adams Launch & Engine Company. Adams were one of the first Canadian manufacturers of early two cycle gasoline marine motors. A surviving catalogue #3 of the H. E. Gidley & CO. was printed in 1906. This Victorian looking catalogue is complete with lines drawings and photos featuring an extensive line of high quality boats ranging from 12 ft. square stern rowing skiffs and canoes to elegantly appointed 35 to 42 ft. family and sporting launches.

The catalogue proudly proclaimed the H.E. Gidley & CO. were the largest designers and builders of pleasure boats in Canada and could ship anywhere in the country by rail. A very convincing catalogue photograph shows 18 fully finished and varnished launches of 22 to 25 ft. length and several with motors installed in the steam heated 40 by 80 foot finishing room.

Other photos clearly indicate popular models of boats were not built individually, but were produced on an assembly line basis from stacks of pre-cut and machined parts such as stems, keels, sternposts, dead-waters, planking etc. All of the gasoline powered boats shown in the 1906 catalogue illustrations were powered with their next door neighbour Adams Engines.

Although no direct relationship of the two companies is recorded, there was an obvious mutual business benefit of commerce and convenience with much respect of Adams motor performance and reliability factors shown
* Further detail provided in Addendum.

The H.E. Gidley & Company continued to flourish at that time, but it is recognized that it was not probable the Gidley brothers would continue to work together in unison over the many ensuing years. As an example of this Henry E. Gidley moved to Detroit Michigan circa 1911 and he lived there involved in home building and real estate business until his death in 1933.

In other examples of diversion by the Gidley brothers, John G. Gidley owned J.G. Gidley & Son in Midland and worked in direct competition. James Warren Gidley moved to Vancouver B.C. and was a Fraser River Boat Captain. Alfred H. Gidley was a local waterman, and watertaxi operator. In the late 1920's Alf bought Little Rock Island and built the original famous Honey Harbour landmark of the Picnic Island Store. It later became Picnic Island Resort complete with cottages and a boat rental fleet.

History has not been kind in recording Gidley Boat Company management and name changes, but a 1914 article in the Midland Free Press states that J.G.Gidley & Son of Midland reported a slow down of orders. No doubt the result of consumer uncertainty of W.W.I developments. Following W.W.I, J.G. Gidley and Son was sold and became Midland Boat Works, a company that was owned and operated by the Honey Harbour Navigation Co. Limited.

A 1915 advertisement illustrates a nicely finished "Overstern" 15 foot V Bottom Motor Boat offered with freight prepaid to any railway station in Ontario for the sum of \$55.00. Choice of engines was extra and optional, with "prices on request." Of special note here, the official company name had been changed to The Gidley Boat Co. Limited, Penetang, Can. There are no records available at this time to acknowledge any participation of the Gidley Boat Company in W.W. I Government boatbuilding activity.

Following World War One (1914 – 1918), demand for high quality Gidley boats expanded with the burgeoning development of recreational boating and Georgian Bay was a hotbed of cottage and attendant boating activities. Gidley had become the local boat of choice because of its established designs and large regional customer base. It was competitive with all other major boat manufacturers of the time including Ditchburn. It is recorded that Gidley built up to 300 boats per year. Many outstanding designs of large hotel service launches were also made during this time period.

Development was not limited to boat design only and an experiment was conducted in 1922 with introduction of the Gidley-Ford 24 foot runabout, powered by a Model T Ford motor converted to marine use. How this co-operative development with Ford Motor Company started is a subject of much mystery and learned debate. Ford Company historians have been able to identify by serial numbers the plant locations where the motors were built, but none of the personnel involved at Ford or Gidley Boat Co.

In June 1922, a 24 ft. Gidley-Ford mahogany runabout was specially built for and delivered personally on its own keel to Henry Ford in Detroit MI. This was a 3 day run from Penetanguishene under a hired charter Captain Brock with overnight stops at Tobermory, Kincardine and Sarnia before officially turning the boat over to Henry Ford's private secretary Mr. Ernest Liebold in Detroit, who had purchased the boat for Mr. Henry Ford.

The Ford Motor Company would not sell the base engine only and supplied them in a shortened Model T chassis for the hull to motor mount, complete with steering wheel and windshield. Produced in only two models circa 1922 to 1926, the "Dory-Ford" was a 20 ft lapstrake painted cedar utility hull and the "Gidley-Ford" a handsome 24 ft. mahogany runabout with wicker chairs and Ford Model T "Auto" style folding canvas top.

The Gidley-Ford experiment, although significant to both companies history, did not result in large or continued growth of the project. This was probably due to the many rapid technical advances being made by other marine motor manufacturers in America and Canada at that time. Rated at 15 horsepower at 1000 rpm. the Model "T" Ford motors were being viewed by many as "old fashioned" and nearing the end of their time and earlier popularity.

It should be noted this was not the only conversion of Ford Model "T" automobile motors to marine use. Having been produced from 1907 there was a large supply of used Model "T" motors available from scrap or surplus sources. Many other Canadian and American companies had successfully converted and supplied water cooled marine exhaust manifolds, water pumps and accessories for model T Marine Motors before this 1922 Gidley Boat and Ford Motor Company experiment. Examples are recorded in 1916 by St. Lawrence Engine Co. Brockville, Canadian Boat & Engine Co. Toronto and The New Jersey Motor Company in Keyport N.J.

The other compelling reason no doubt was, the unavoidable numbers game that always controls the economic viability of any research or marketing project. Henry Ford Sr. was the richest man in America and had amassed his great fortunes by selling millions of automobiles before this time.

The marine market at that time was much too small and restrictive to devote questionable research and development funding to. Henry Ford had always looked for other ways to diversify and promote his Company image and made attempts at Aircraft manufacturing some years after starting his very successful "back to the land" Fordson Farm Tractor Manufacturing Co.

The "Roaring 1920's" were indeed boom years and countless lovely recreational and sturdy commercial work boats were commissioned by the Gidley Boat Company. None were more handsome or more elegant than the 32 ft. "*Kittyhawk*" built for Mr. Orville Wright of Wright Brothers aviation fame, or 52 ft. motor yacht "*Arebee*" built for Mr. A.S. Rogers of Toronto.

The latter now renamed, both of these boats were built in 1929, just prior to the "Great Stock Crash of 29" and the following decade of depression. It should be noted here, that both of these fine vessels are surviving today after 77 years of use. This despite earlier unintended neglect and several severe storage accidents that included sinking.

Their current very dedicated owners have lavished many years of care and the necessary large financial commitments to accomplish successful restorations and the continued maintenance of these historic vessels in "as new" condition. As an extra bonus, both of these fine craft are still proudly operating on the sparkling waters of Georgian Bay where they were first launched by the Gidley Boat company

The depression years often referred to as "The Dirty Thirties" were not kind to Canada's recreational boatbuilding industries. Survival was the key word and despite valiant often heroic efforts, many companies were not able to make the grade. Bankruptcies, closures and severe workforce cutbacks were the order of the day, but the Gidley Boat Co. managed to cling to solvency.

Boatbuilding craftsmen in order to survive had to move around to find work anywhere it was available to them. Penetanguishene native and master boatbuilder Ron Butson of Bracebridge recalls that his English Ship Wright father Cecil Butson and two of Ron's boat building brothers Lloyd and Harold went wherever they could to find jobs in the depression. Greavette Boats in Gravenhurst, Hunter Boats in Orillia, Midland Boat Works in Midland, Seabird Boats in Honey Harbour and Gidley Boat Co. employed them at various times when work was available in the 1930's.

As this memorable decade of the 1930's was nearing a close, War clouds were definitely looming in the background over Europe. With the Gidley Boat Company lingering in a depression weary financial condition, in early 1939 the controlling interest of its Penetanguishene plant and assets were purchased by Toronto businessman Clarence A. Kemp who merged Gidley Boat Co. into the Grew Boats Limited. company holdings.

Grew Boats by comparison was a much smaller boat building operation that was then located at Jacksons Point on Lake Simcoe. Grew Boats Ltd. was owned by Clarence A. Kemp who was its President and General Manager. We can now begin the next phase of recording this fine old company history and its direct relationship with the new name of Grew Boats Limited.

Arthur Grew, Boat Builder, Jacksons Point Ontario

At the end of the 19th Century, the Lake Simcoe Town of Jacksons Point was a vitally important summer tourist destination. Aside from the many rapidly expanding summer cottage residents, many thousands of Toronto picnickers were attracted there on summer weekends to enjoy the lovely parks and beaches of Lake Simcoe. Countless Church and Lodge picnic functions utilized this popular resort destination and also took advantage of many scenic local steamboat Lake Simcoe excursions offered to them.

It will be surprising to some, but Jacksons Point before improved roads existed had been alternately connected to Toronto and points in between by The Toronto & York Radial (electric) Railway. Today it would probably be known as "Light Rail Transit" but then was simply known as the "Trolley". Reaching Jacksons Point in 1907, this convenient service continued well into the 1930's and by a very circuitous route it was a two and one half hour journey from Toronto. Just getting there was no doubt "half the fun".

Arthur Grew (1885-1952) was born in London Ontario and learned his boatbuilding skills in Toronto circa 1900 where he was employed with the much respected Aykroyd Brothers. Aykroyds were located on Millroy's wharf on the old Toronto Harbour front at the foot of Yonge Street and shared a wharf with the Queen City Yacht Club. Here they produced countless canoes, rowboats and the famous Aykroyd dinghy sailboats while operating a very busy boat rental business. It is recorded that Aykroyd built a remarkable 2500 sailing dinghys over a 50 year span of production.

Art Grew was unfortunately asthmatic and the Toronto air quality of that time played havoc with his illness. To overcome this, in 1907 he moved to Jacksons Point and with help from his father constructed a small boat building shop and boat rental facility at the mouth of the Black River on the old lumber mill site. This move was successful for Art and he built many fine quality canoes and rowboats here for local residents and cottagers while also serving the very busy summer boat rental tourist trade.

As might be expected Art Grew also built some excellent quality sailboats that were based on his previous employment experience with the Aykroyd brothers and their successful designs. Arts sailboats particularly the 14 and 16 foot models became a very popular offering for local Lake Simcoe sailing enthusiasts. They were also popular with some Georgian Bay cottagers where several good examples still remain in use today with caring family owners after long service through multiple generations.

In reviewing archival company letters, Art Grew displayed firm handed penmanship and organized writing. Details are mentioned to potential customers about always keeping his promised delivery dates when given proper notice. It would appear he had a good rapport with all customers. Remembered as a respected businessman and prominent citizen of Jacksons Point, he built a lovely home on Dalton Road in Jacksons Point that is still admired today.

Art Grew hired capable and experienced local boat builders to help keep normal and seasonal production schedules moving along. One such person Fred Sedore was from notable local Sedore family of boat builders. Archive photos show that boats were built in a small second floor loft type workshop over the storage and wet slip boat rental area of the building. Larger or heavier boats were lowered down to ground level on an inclined ramp located on the outside of the building.

When the economy was going well during the teens and twenties, Art Grew was able to make a respectable living from his boat building and boat rental business. The unforeseen stock "Crash of 1929" however was just that and it brought either a quick or painfully drawn out end to previously enjoyed years of relative prosperity. People had little or no disposable income and obvious luxuries such as buying a new boat had to be set aside indefinitely. It was going to be a long and difficult battle to survive the great depression.

Family or friends were often called upon for help and good Samaritans unselfishly volunteered when they were needed. Clarence A. Kemp (1893 - 1977) was the good Samaritan and patron who stepped in to save Art Grew's boat company name and business in 1932.

Clarence A. Kemp was a successful businessman from a prominent establishment family in Toronto. His uncle was the legendary industrialist and political figurehead Sir Edward Kemp (1858-1929). Clarence's late father William A. Kemp (1864-1919) had served an important role for his brother as the C.E.O. of Kemp Manufacturing Co. and Sheet Metal Products of Canada, later more commonly known as General Steel Wares.

The Kemp family had for many years maintained lovely summer residences near Jacksons Point. Clarence Kemp had been a long time customer and well acquainted with Art Grew. In 1932 with the economy faltering he bought Art's struggling company naming it Grew Boat Equipment Co. Ltd.

The truly great and redeeming part of this purchase, was that Clarence Kemp retained Art Grew and his staff to carry on the Jacksons Point boat building business as usual for almost two decades. Clarence served quietly in the background as President and General Manager looking after the companies financial health and continued operation.

Clarence Kemp's notable position in the Toronto business community no doubt allowed an early observation of the need for Canada's marine industry to prepare for the advent of another War and essential Wartime production. Foreseeing a need for this increased capacity, in early 1939 Clarence Kemp partnered with a Toronto business friend Eric Osborne and purchased the Gidley Boat Co. in Penetanguishene. Clarence Kemp then merged it into a new company that he named Grew Boats Ltd. At the time of this purchase Stan McNabb manager of the Gidley Boat Co. was retained by Grew.

When World War II was declared in September 1939, it did not take long for many small Ontario boatbuilding companies to be declared essential services and issued Government contracts. One of the first went to Grew Boats Ltd. in Penetanguishene and Hunter Boat Co. of Orillia for the production of hundreds of Mark IV plywood pontoon bridge barges for the Canadian Army. Also fitted into Grew's overall Wartime production were 38 ft. R.C.A.F. Crash Boats, 20 ft. Seaplane Tenders and a 140 ft. Minesweeper.

It was not long before the urgent need to build wooden anti-submarine vessels for the Royal Canadian Navy became the major contract focus of Grew Boats. The British designed 112 Foot Fairmile B Class Motor Patrol Boat was chosen by the Navy and Defense Department to fill that gap.

One of the design features of this vessel was being able to build many of its components in a sub-assembly method in small shops and then transported and assembled into completed hulls in shops large enough to contain their 112 ft. length by 18 ½ ft. beam width. Fifty eight of the eighty Fairmile B's made in Canada were built in Ontario yards and eight of that number were built by Grew Boats Ltd. in Penetanguishene. They were Royal Canadian Navy Numbers Q072, Q073, Q098, Q099, Q100, Q106, Q107 and Q117.

When Wartime contract production ceased at the end of WW II, the two Grew Boat Ltd. plant locations of Jacksons Point and Penetanguishene returned to recreational boat production. In truth, they basically "dusted off" some of their old prewar designs and offerings to get them started again. Proven designs such as the Grew "Fisherman", Grew "Sailboat", Grew "Dory" and 23 ft. Grew mahogany sedan runabout are shown advertised circa 1947-48 in Maclean-Hunter Boating Magazine. The company then started to develop new inboard and outboard motorboat designs to meet the ever increasing boating demands of postwar consumers.

For reasons unknown to this research, in 1950 Clarence Kemp sold the Grew company name and the capital stock of Grew Boats Ltd. Penetanguishene plant to a group of well known Toronto yachtsmen and establishment businessmen that was headed by Col. W. E. Phillips. This infusion of new capital and business acumen along with the rising tide of post war economy set the stage for a successful business venture. If for no other reason, Col. W. E. Phillips needed a convenient place to moor and maintain his 112 foot converted Navy Fairmile yacht "Nadene II". (Ex R.C.N.- M.L. # Q065)

In the 1950 Grew Boats Ltd. sale of its shares and Penetanguishene plant, Clarence Kemp retained ownership of the much smaller Jacksons Point plant and property. Of necessity, he renamed it the Bonnie Boat Company. The newly formed company and property was sold to two local men Stan and Bill Sellers and that history will be covered later in the story

Under the leadership of its newly elected President Mr. D.A. Chance and Andrew Morrison as General Manager, Grew Boats Ltd. succeeded in establishing a formidable and leading position in the Canadian recreational marine industry and its post W.W. II history. They continued to make good progress in both popular new designs and also embraced emerging new technology by switching from wooden to fiberglass boat production.

There were in due course additional recognized marine industry names that appeared on the Grew masthead and who over the years brought significant sales results to the company. At a time when a managers great personality and communication skills was their personal trademark the names of General Manager Pitt Legault and Sales Manager Walter Pady brought their own memorable and positive way of making things happen at Grew.

Walter Pady through Grew's Algonquin Marine sales division was the person responsible for the groundwork of development and building of an enviably large and loyal Grew Boat dealership network from coast to coast across Canada.

Just mention the name Grew Boats in talking with other Canadian boating enthusiasts and their popular trademark names of "Comet", "Jolly Giant", "Seamaster", "Admiral", "Explorer" and "Commodore" among others brings instant product recognition. Also at this time a large number of Grew "Seamaster" boats were exported into the United States market as a private brand product named "Jafco". John A. (Jack) Frauenheim owner of Jafco Marine in Buffalo NY. was the sole United States Distributor.

A leadership role is also clearly seen when Grew Boats were chosen in a competition to build a number of specially designed boats for service in the Ontario Provincial Police and the Royal Canadian Mounted Police.

Canadian and United States government agencies were concerned with public safety on the water. In Canada they introduced through the Coast Guard and Transport Canada a voluntary system of Marine Industry standards compliance by the manufacturers. Known at the time as Allied Boating of Canada, the purpose of this multi faceted group was to monitor that government approved safe designs for recommended passenger load, hull floatation and maximum allowed horsepower were being followed. Grew Boats was one of the first to subscribe and fully participate.

In the rapidly advancing marine marketplace, several strategic alliances were made with leading American boat companies to help bolster new demands of style and technology. In the beginning, proven designs of the Thompson Boat Company "Cruisers Inc." were undertaken along with the fiberglass manufacturing of "Slickcraft" boats and later a wide ranging licensing agreement with many models of the "Chris-Craft" Boat Corporation.

In the bouyant 1960's and 70s economy, Grew's production requirements were increased several times. With these increases, over the years several new company management teams were introduced along with additional but necessary financial restructuring. A new and much larger plant and storage facility was built directly across the road from the waterfront property.

To briefly recap some 30 years of Grew Boat company name changes, in 1960 Grew Boats Ltd. separated its sales into a sales division, Algonquin Marine Ltd. Circa 1974 it was changed to become the Grew Corporation. In the early 1980's the name was changed once more to ACF Grew Inc.

In the small Town of Penetanguishene Ontario, Grew Boats was a very strategic employer and a vitally important contributor to the financial well being of the community and many surrounding areas. Upwards of 100 local people were employed at Grew during peak periods of production.

Few people if any were able to predict the devastating financial damage to the Canadian economy in the mid 1970's from the artificially created Arab Oil Embargo. (O.P.E.C. Oil Crisis). As an example, Air Canada's average jet fuel cost went from 19.47 cents per Gal. in 1974 to 68.5 cents in 1979.

The immediate effect of this "Oil Shortage or Crisis" was a huge drop in consumer confidence and choice of discretionary purchases, that definitely included new automobile and marine products. All of these used petroleum products both as fuel and raw material source for oil based resins.

Many well established national and international boat companies including Grew Boats were caught in this sudden and unfortunate financial dilemma with high in stock inventories and very low sales. Grew had a well established network of marine dealers across Canada who found they were also caught in the same predicament. This was later seen as a textbook recipe for disaster in the marine industry and it did not take long to arrive.

Despite well intentioned marketing and management changes, it can only be seen as "too little, too late". When the unfortunate but inevitable closure of the Grew Boat Company occurred in 1989, it came as a great shock to the Town of Penetanguishene and the surrounding community. Being one of this small Towns major employers, the ripple effect of the Grew plant closure brought the local economy to a temporary standstill.

One of the earlier economic casualties had been the sale of Grew Boats valuable and historically important waterfront property in Penetanguishene. It was ideally located and well suited for new real estate development and later became the site of many new luxury waterfront condominiums.

The Canadian recreational marine Industry went through a very slow and painful economic recovery period during the 1980's and many formerly accepted "rules of the game" had changed forever. Several world wide International Marine Corporations bought up other competitive companies to amalgamate and strengthen their market share of competition. By example the worlds largest boat company Bayliner, along with Sea-Ray Boats was purchased by the Brunswick Corporation who also owned Mercury Marine.

In the province of Quebec boat companies Doral, Cadorette, Princecraft and others had survived, restructured and were prospering which placed very strong competition into the Canadian marketplace. It was a daunting task to imagine the much smaller regional Grew Boat company would be able to survive and successfully compete with the larger companies.

There initially were serious and welcomed attempts by a former Grew employee group, who along with two new major financial investors renamed the company to Roamer Boats. The boat building operation was downsized to a modern new and smaller sized plant on Fuller Avenue that was located in Penetanguishene's newer local industrial area. The original waterfront boat plant was unfortunately later destroyed in a fire of unknown origin.

It is reported that some measured assistance from the Ontario Provincial government Ministry of Industry and Labour had been offered at this time. Unfortunately none of these sincere efforts lead to a successful or long term solution to save the company. In the end, the physical assets of the company including all of the fiberglass boat production molds, tooling fixtures and raw stock production materials were sold at public auction.

There were tears of sadness and reportedly a few tears of gladness by the employees of Grew and Roamer staff and also many of the Town's people who had been personally and profoundly caught up in the finality of this historic event. For many the crippling up and down emotional and financial roller coaster ride of employment during the past decade of troubled years was over. For better or worse, it was time to move on with their lives.

Circa 1994 the remaining Roamer Boat Company assets and production tooling was purchased by the Cutter Boat Company of Owen Sound and moved there where they have been used to produce fiberglass boats under a new name of Grew MFG. Owen Sound.

In any review or analysis, the Grew Boat Company of Penetanguishene circa 1939-1990 will be fondly remembered for its long serving contribution and colourful footprint in the history of Canadian recreational boatbuilding. Along with an outstanding and dedicated Government contract production record during W.W. II, there is a large proliferation of quality Grew boats built for almost five decades in Penetanguishene that are still in use today in Georgian Bay and across the country. This is indeed an endearing testimony and proud legacy to this once vital part of Penetanguishene marine history.

Bonnie Boat Company - Jacksons Point

We can now return to complete the Bonnie Boat Company history that is mentioned in previous portions of this writing. When Clarence Kemp sold the Grew Boat Co. Ltd. name along with the Penetanguishene plant and property in 1950, the sale was conditional on his renaming of the original small Jacksons Point location.

A small quantity of 14 to 16 foot wooden outboard motor boats were still being made there and the name was formally changed to the Bonnie Boat Company. In a very short period of time the Jacksons Point location was sold to two local men Stan and Bill Sellers who continued to produce a small number of Bonnie Boats there. As well, they began the important and new process of dredging the river property and installing an access canal with 30 covered boat slips to moor and store customers boats year round.

Bonnie Boats at that time were building small 14 to 16 foot mahogany planked outboard runabouts and fishing boats that had gained an honest reputation of combining good looks and excellent quality with local Lake Simcoe cottagers and residents over the years. The most outstanding model was a smart mahogany planked outboard with a very distinct Bonnie Boat signature feature of having a beautifully rounded "Canoe Stem" making it a very popular addition to the early 1950's models offered.

Local and pervasive folk lore suggests that Arthur Grew who would have been 65 years of age in 1950 was still active in the boat building at Jacksons Point and was involved briefly with the new spin off company that basically utilized his old designs. There is also a further and unproven suggestion that Art Grew may have actually chosen the new name Bonnie Boat Company? Extensive genealogy research by the author and other local historians has unfortunately found that except for one surviving niece, no Arthur Grew family or relatives are traceable or surviving at this time.

In following years and changes of ownership, Bonnie Boats of Jacksons Point continued to expand the covered Marina aspect of the operation to provide more storage and service and dropped the wooden boatbuilding completely. In Canada's Centennial year of 1967, they expanded again and the original old Arthur Grew boathouse and workshop was torn down to make way for a new building.

Today in the year 2006, Bonnie Boats in Jacksons Point is an active marina complex with 55 covered slips, plus six permanent open and many transient slips. They also operate current modern snowmobile and fiberglass boat company franchises along with complete marine service for their customers.

Conclusion: When Henry Gidley as a young man painted his name on the side of the old Georgian Bay Boat and Canoe Company factory circa 1895, he could not have imagined that his Penetanguishene waterfront location courtesy of Toronto's Clarence A. Kemp and using Art Grew's Jacksons Point name would live on for almost 100 years? But that is what makes this trilogy an interesting story. Hope you enjoyed it.



Authors Note: "Overview" definition. Meaning to bridge or join together broad based historical research and communicate it in a comprehensive way with a watchful respect and an honest presentation of the subject(s). An overview however, cannot possibly contain every minute detail of personal history or legal and financial matters lost in the passage of time.

About the author: Joe Fossey has always been interested in recreational boating and boatbuilding since youth and family involvement. Starting in 1950 with a simple rowing skiff built from Mechanix Illustrated Magazine plans, he progressed into building successful inboard racing boats and 15 years of professional employment in the recreational marine industry with Chrysler Marine Products, Bayliner and Caravelle Boats. In retirement, he has written books and magazine articles on marine history and is a classic wooden boat owner and member of the Antique & Classic Boat Society.

ACKNOWLEDGEMENTS:

I would like to thank the following interested marine historians, archivists, authors and informed local history persons who were contacted, interviewed and volunteered their knowledge to help sort out and resolve the many twists and turns of this fascinating 100 year old history.

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Gidley Boat Co. and Adams Engine Company Catalogues: 1906-1910-1924
Courtesy of Larry Crawford.

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April 1998 Issue.

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Bonnie Boat Co. Brochures & Photos: Courtesy Kerstin & Dwight Boyd
Clarion Boats - Campbellford Ontario.

Addendum

Helping to sort “Facts from Fiction”.

In the passage of time over several generations it must be recognized that differences of actual facts versus current fiction or folk lore can easily occur. Such was the situation found by the author in this extended research.

Previous documents in the Penetanguishene Centennial Museum stated that Henry Gidley became a tenant in 1895 of waterfront Nelson Street property that was formerly occupied by the Walter Dean Boat & Canoe Company? Certain this Dean information was not correct, the author asked the P.C.M. Curator to review this file and hopefully clarify the record. A title search of Nelson Street property and assessment records 1890-1900 confirmed the Walter Dean Canoe Company was never located in Penetanguishene.

This was further clarified by the Dean family and Walter Dean Boat & Canoe Company historian, who verified the Walter Dean factory was located at Sunnyside and the Humber River in Toronto 1888 to 1925 when the company and property was sold. Dean was a prolific builder of canoes and Patented several of his innovative features like (A) stackable sectional canoes for compact rail shipping and easy handling at the 1898 Klondike Gold Rush. (B) Formed thin brass metal “H” section to effectively join and seal the planking joints on Sunnyside Cruiser models.

Re Henry Gidley brochure advertising: The absence of any formal company documentation has obliged some researchers to rely on information supplied in old company advertising brochures. Printed brochures with embellished text, attractive photography and glowing customer testimonials have proven to be an important product marketing tool for well over 100 years. Then as now, brochures were designed and produced by specialty printing houses employing professional ad writers, photographers and concept artists. The brochures singular purpose was to help convince potential customers the advertised company and its products were the best available.

As mentioned previously, the author does not believe it was possible nor practical that H. E. Gidley & Company could also produce a full line of two cycle gas engines as shown in their 1906-1910 catalogues. These complex manufacturing processes are truly at opposite ends of the spectrum. From information contained in the Simcoe County Business Registry archives, it is more likely that a business sharing agreement was made with their next door neighbour the well established Adams Launch & Engine Co. Leslie and Theodore Adams along with other family members were in the engine manufacturing business at this next door location from 1903-1914.

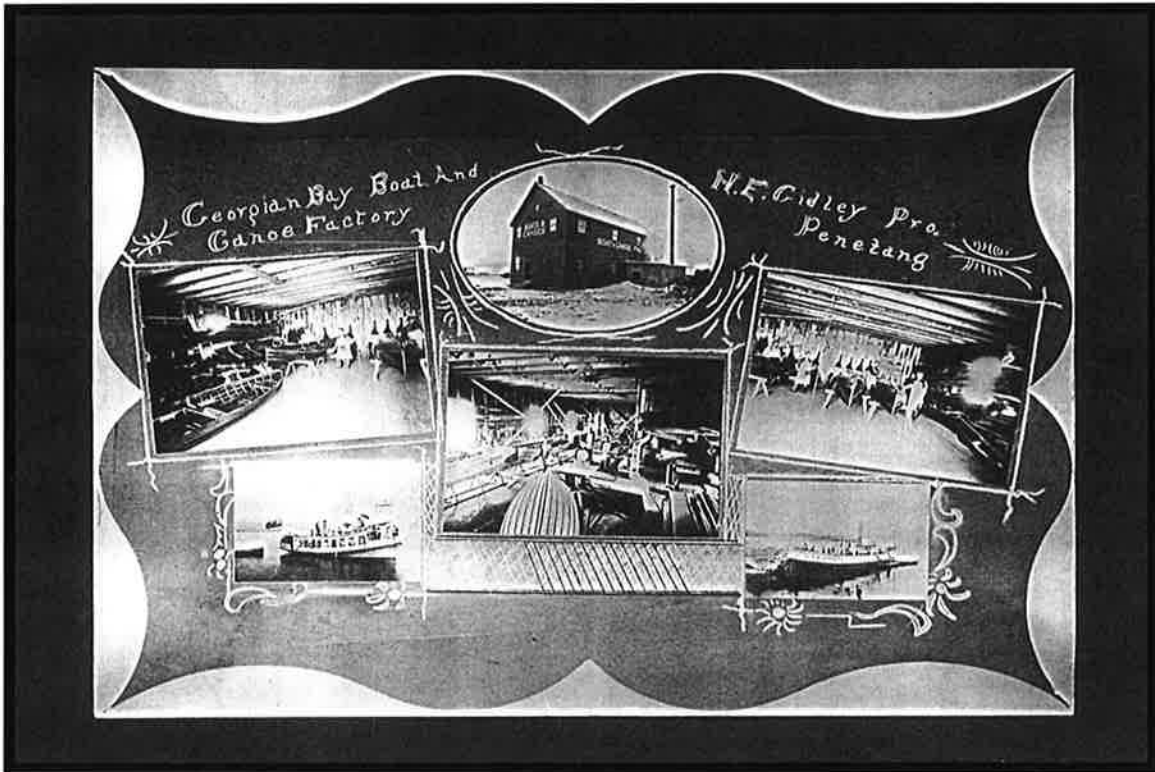
It should be noted that organized local Georgian Bay antique gas engine collectors combining decades of experience and research have never seen or recorded any two cycle motor(s) that bear the manufactures nameplate of H. E. Gidley & Company. There are a number of Adams engines currently in private collections and several small early model Gidley boats still exist. These boats however are powered by their original factory installed Adams engines and thus form a very convincing conclusion.

Last but not least. There has been a repeated reference by some writers that Henry Gidley started his boat building business in 1883? Tracing back the source, this information appears to have been extrapolated and innocently grown from an article in a 1983 magazine that recapped Grew Boat history. This article implied that combined with the former Gidley Boat company tenure, Grew Boats had 100 years of continuous manufacturing history?

The Henry Gidley & Company 1906 catalogue states they had "been in business in a small way for 16 years". If this was a true statement, it would suggest a start up date of 1890? To clarify this date, the Canadian census of 1891 was consulted and Henry Gidley's occupation at age 27 is shown as a "general labourer". Also at that time, no other Gidley family members are shown as being boat builders. Better results do happen in checking further in the 1901 year census, By that time, Henry's occupation is officially listed as being a boat builder.

The author sincerely hopes these combined company histories now having been more formally researched and documented will help to provide better answers to many unanswered questions from the past.

Photo courtesy: Simcoe County Archives



Georgian Bay Boat & Canoe - Advert - Circa 1895

Photo courtesy: Larry Crawford

H. E. GIDLEY & CO.

MANUFACTURERS OF

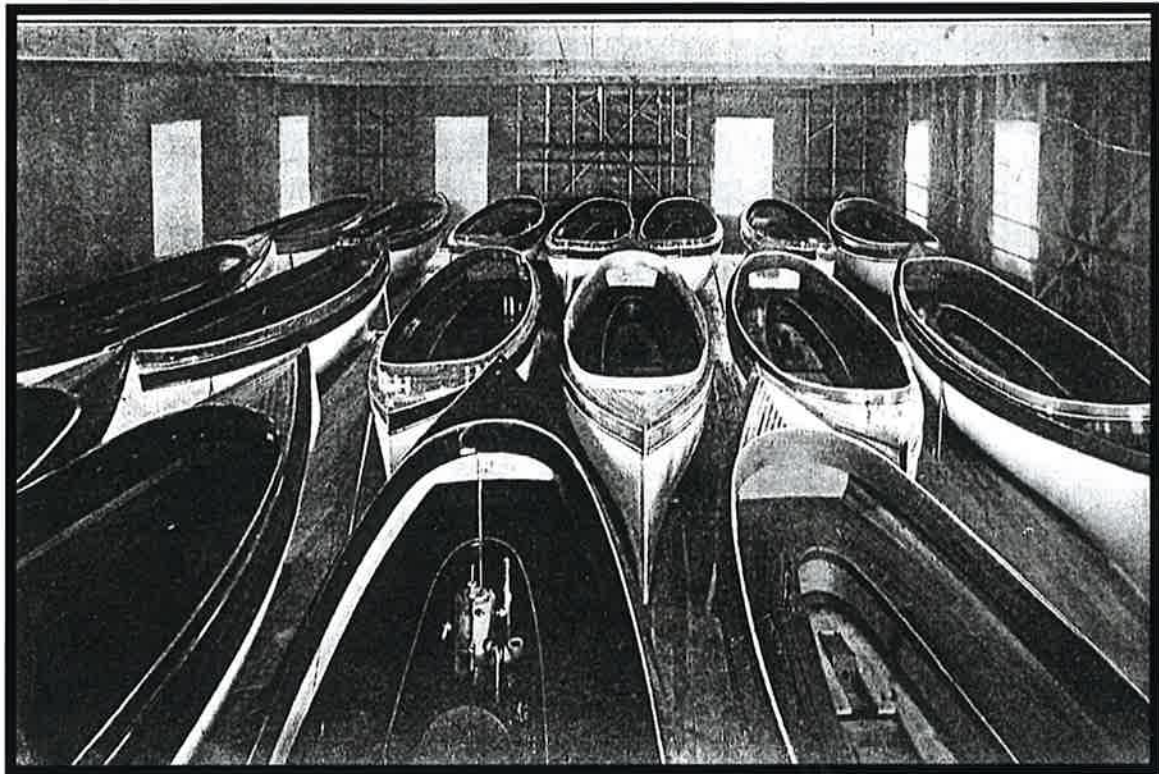
Canoes, Skiffs, Launches, Gasoline Engines
ETC.

DEALERS IN
BOAT FIXTURES
OF EVERY KIND
WHOLESALE AND RETAIL

PENETANGUISHENE,
ONTARIO, CANADA

H.E. Gidley - Catalogue #3 Circa 1906

Photo courtesy: Simcoe County Archives



H.E.Gidley Finishing Room Circa 1906

About Canocs.

AFTER our canoe is in frame we take a strip of cotton, and having dipped it in oil, place it on the keelson, starting at the top of one stem and continuing along to the top of the other stem. This prevents all possible leak in these parts. Then a special tape, also dipped in oil, is fastened at one stem, being then stretched along between the battens and planks to the other end of the canoe. This is continued under all joints. We have left nothing undone to make this department the most completely equipped canoe shop in Canada.

The trouble that has been with most canoes is, that after they have been used for a short while, they become heavy, water-soaked and loggy. They bulge between the nails, and often draw the nails

through the planking or frames. This is very annoying to canoeists and river drivers, and particularly to those who take long trips up or down rivers, and have to do a lot of portaging. The quantity of water the canoe absorbs, added to the actual weight

of the canoe, naturally makes it very heavy. Then, after your canoe has dried over winter, what does it look like? The joints all opened up and the edges of your plank

badly checked and split. Then the question you ask yourself is: "What can I do; why did I not buy a good Gidley Canoe?" In our canoes we avoid all this trouble and annoyance, as we have a secret of preventing it. It is a well known fact among canoe builders that a canoe will get heavy and bulge, and we also know that the best paints and varnishes



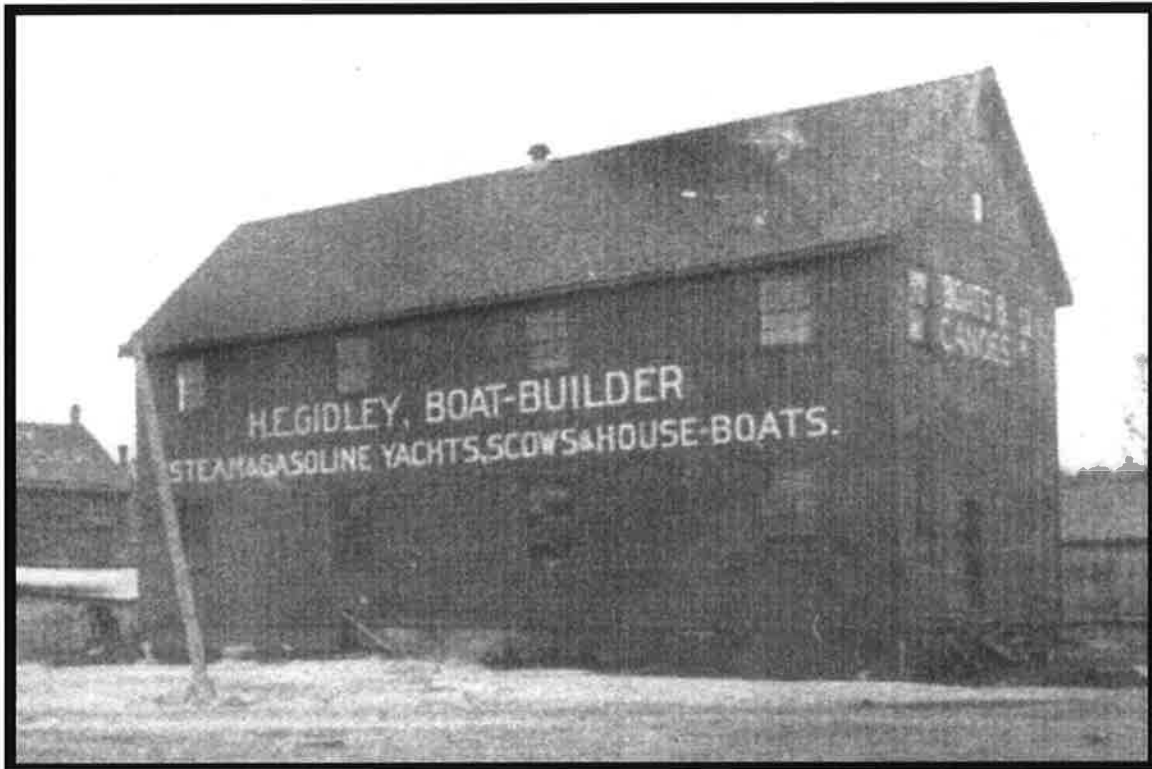
This cut shows our Murray Bay Canoe, built for strong currents and choppy seas. It is easily handled, and will stand all kinds of weather. This boat is used by the Department of Public Works for Canada. Usual size 18 ft. Built to order only.

26

Photo courtesy: Larry Crawford

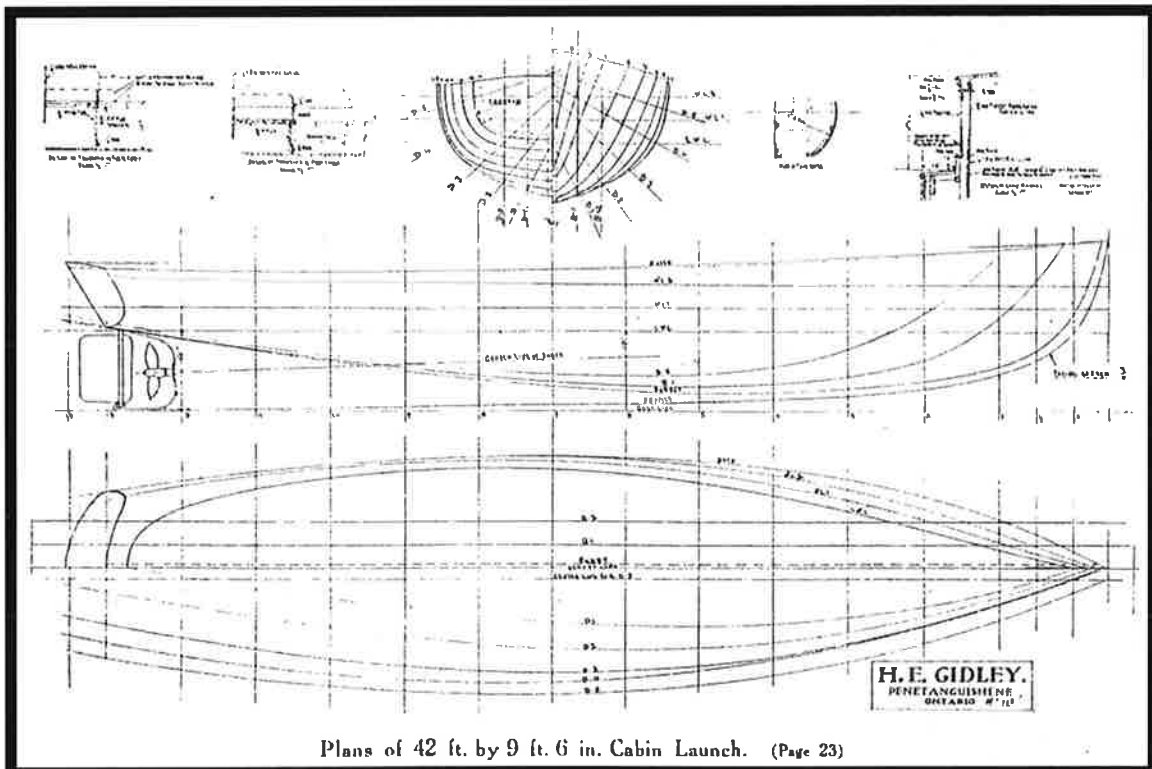
Murray Bay Canoe - Catalogue #3 Circa 1906

Photo courtesy: Bryan Gidley



Original H.E. Gidley Building Circa 1903

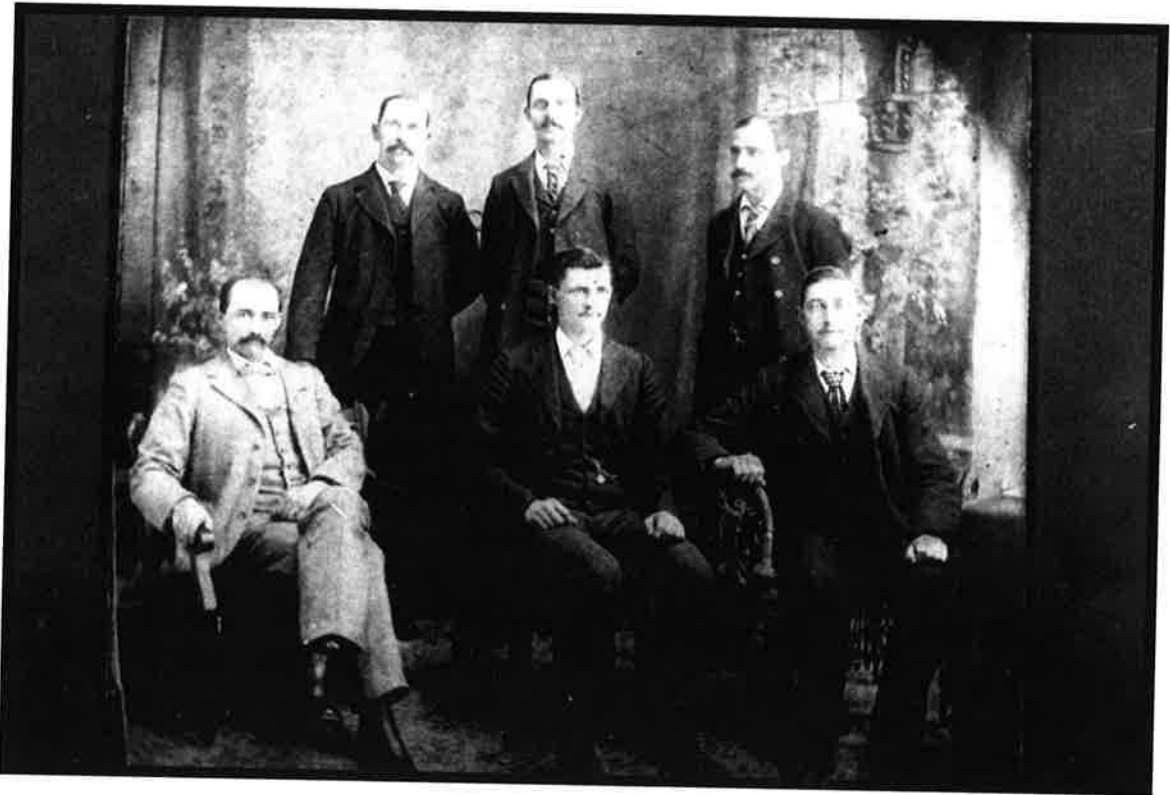
Photo courtesy: Larry Crawford



Plans of 42 ft. by 9 ft. 6 in. Cabin Launch. (Page 23)

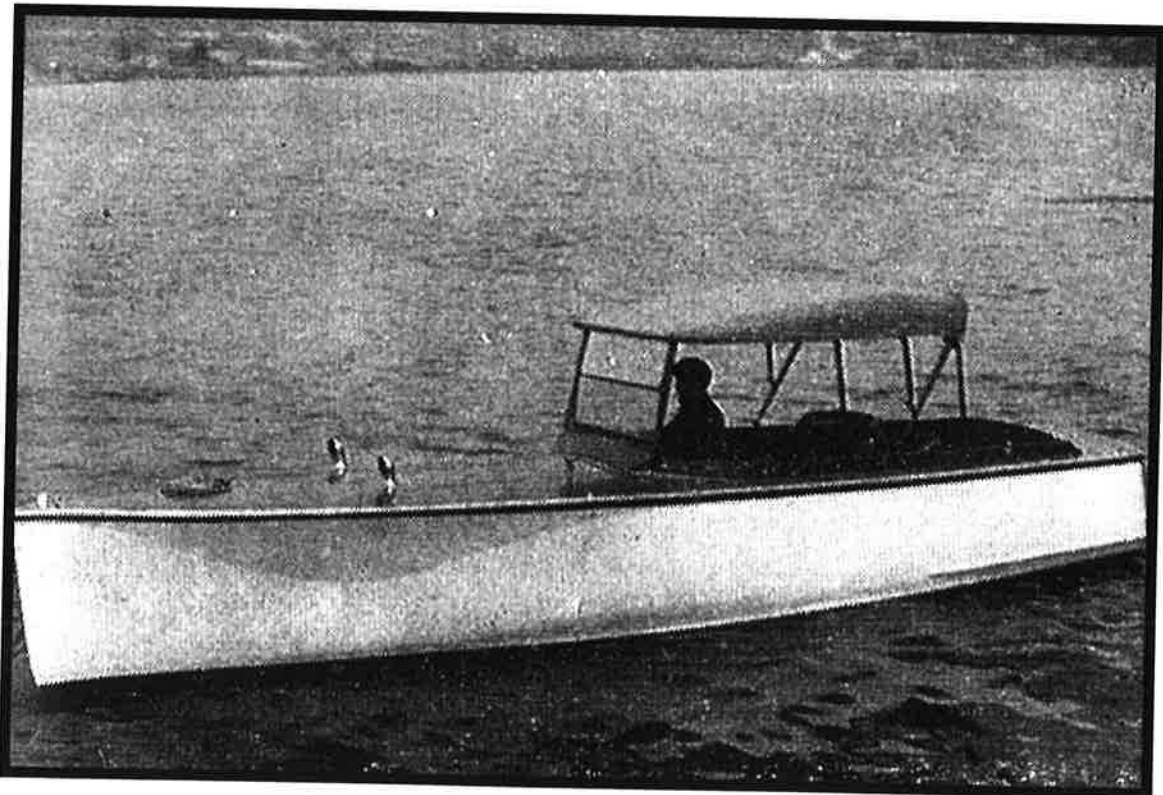
Circa 1910 - Plan's of 42ft. Cabin Launch

Photo courtesy: Bryan Gidley



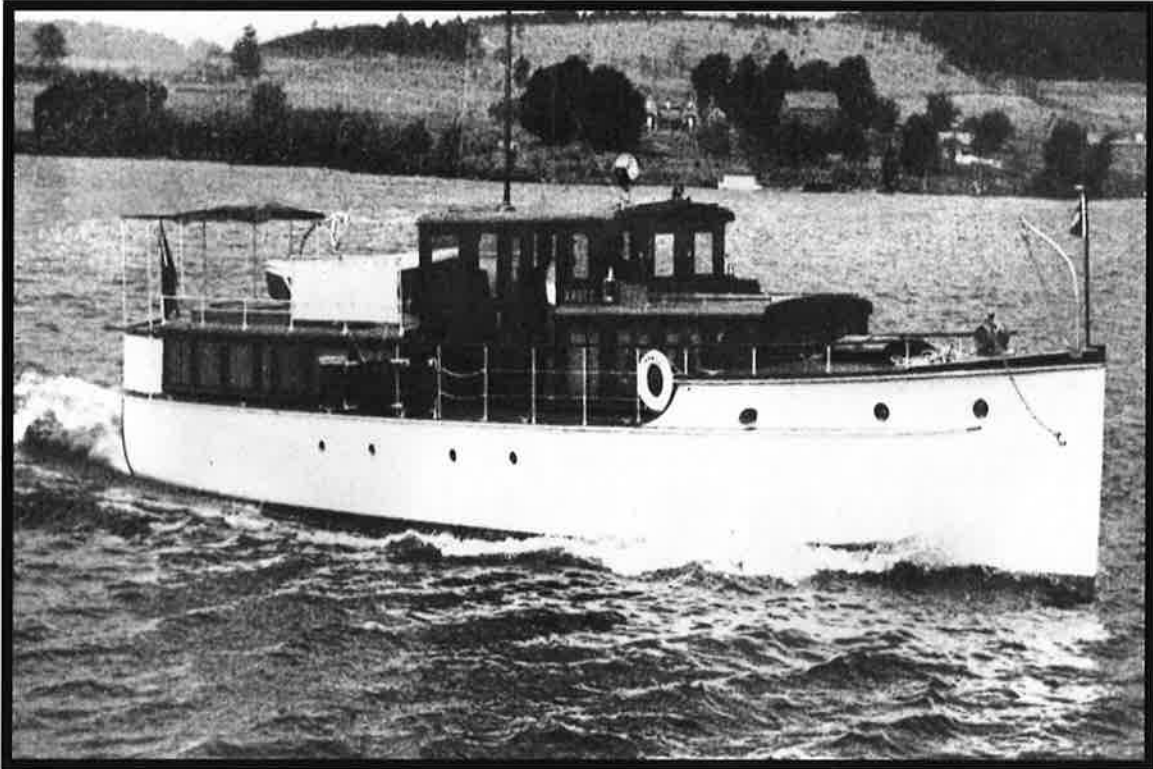
*The 6 Gidley Brothers
(B-L-R) - Henry, Alfred & Ernest (T-L-R) - James, William & John Gidley*

Photo courtesy: Boating Magazine



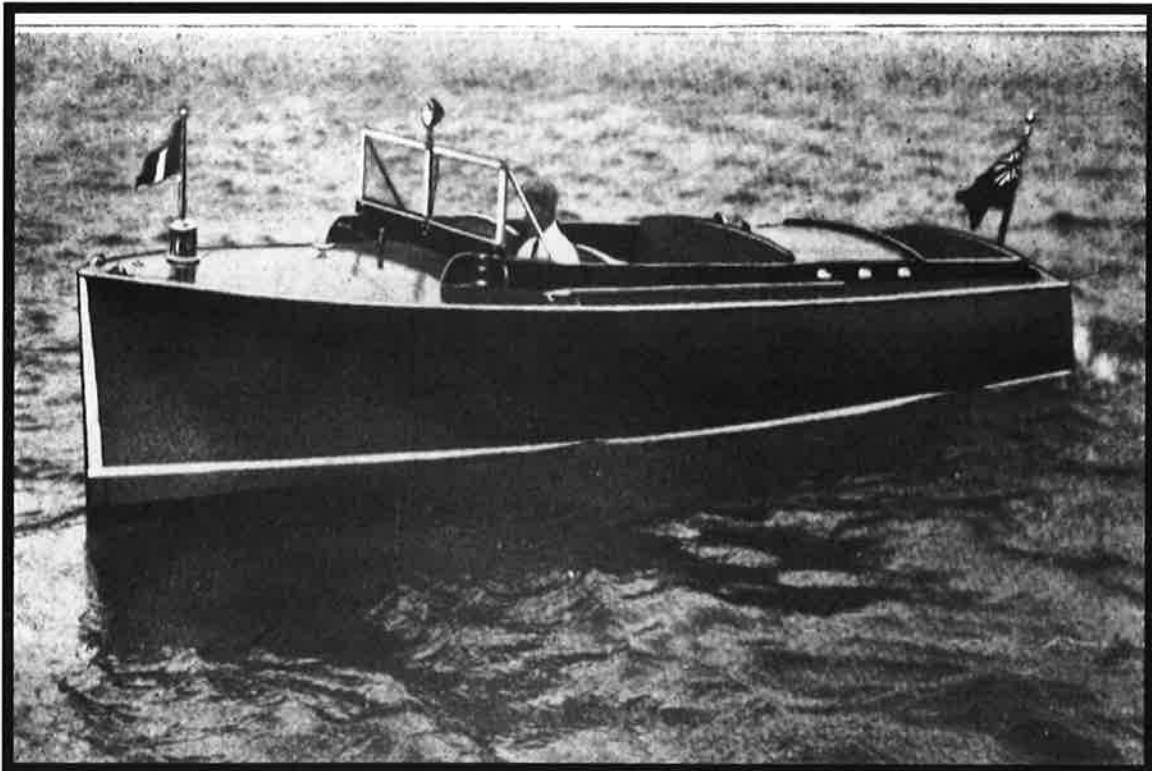
24ft. Gidley-Ford Circa 1922 Mahogany Launch

Photo courtesy: Robert Carter



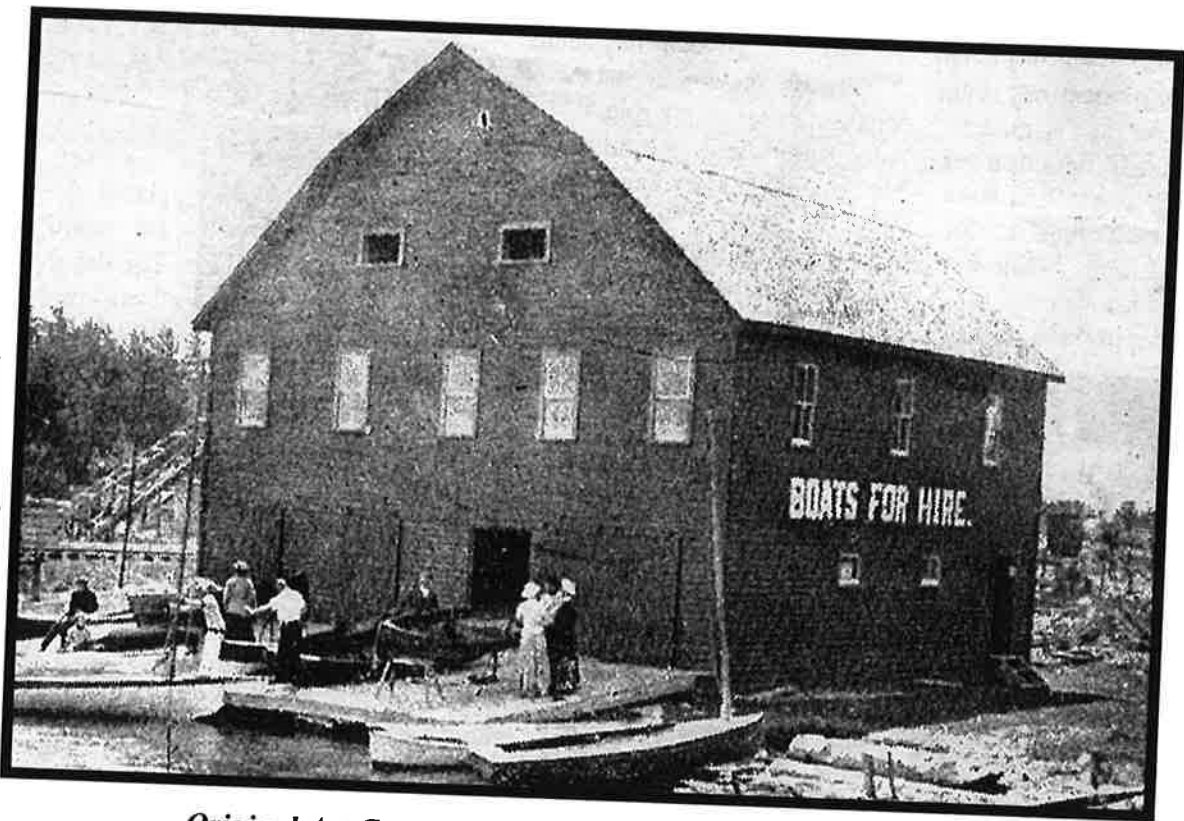
1929 - 52ft. Gidley Motor Yacht ARBEE

Photo courtesy: Robert Carter



Circa 1934 Gidley - Two 66 26ft. Runabout

Photo courtesy: Georgina Archives



Original Art Grew Boathouse - Jackson's Point Circa 1910

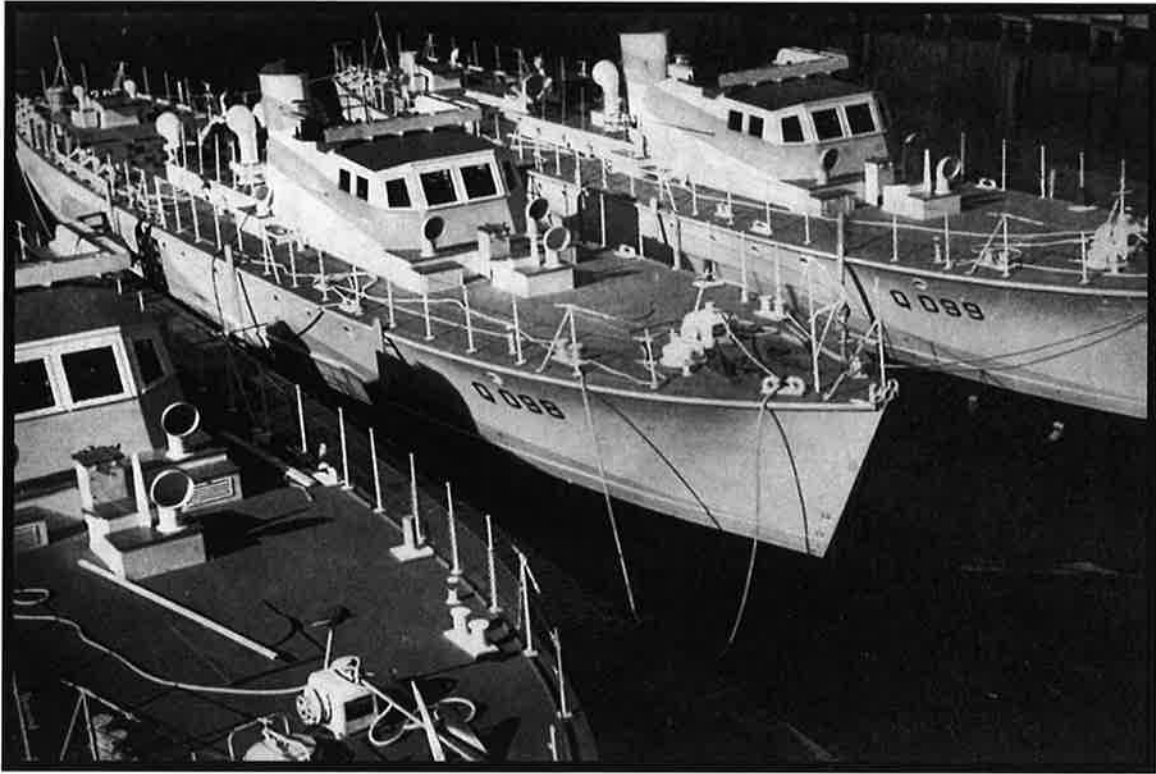
Photo courtesy: Natalie (Kemp) Nixon



*Left - Clarence A. Kemp
(President Grew Boats Ltd.)*

*Right - Stan McNabb
(Plant Manager)*

Photo courtesy: Natalie & Joe Nixon



***Fairmile "B" Sub Chaser - Triple Launching
Grew Plant Penetanguishene - October 24, 1942***

Photo courtesy: Natalie & Joe Nixon



***Fairmile Sub Chaser Q106 - At Penetanguishene
Circa 1943 Undergoing Navy Acceptance Trials***

Three Fairmiles

Launched at Penetang

Saturday, October 24, 1942.

You, too, may well be proud of what has been accomplished by your effort. These ships are a credit to you and are a most important contribution to the cause of Canada and the United Nations.

On behalf of the management we take this way of letting you know our appreciation of your industry and loyalty in the completion of this all-important job.

The few words of praise that were spoken at the launching ceremonies told you of the gratitude of the official representatives of Penetang, East Simcoe, and the Naval Department.

This card records our pride in and appreciation of what has been done by you in the name of this Company.


PRESIDENT


VICE-PRESIDENT


Grew
Boats
LIMITED

A Salute to

STAN. McNABB, *Manager*

ALFRED FERRIS, *Superintendent*

Foremen

Douglas Ferris

Joe Paradis

F. Kaus

V. Lawrence

P. Lalonde

J. Marchildon

H. Robinson

Michael Baron	George Donaldson	Lawrence Lacroix	Andrew O'Desse
Harold Beaudoin	E. J. Doris	Ludger Ladoucer	L. O'Leary
John Beausoliel	W. Downer	John Lahey	
William Beausoliel	E. Ducaire	Leo Lalonde	Felix Paridis
Henry Brebant	Alf Dumais	N. Lamoureux	Joe Paridis, Jr.
Joe Brebant	W. Duncan	Geo. Leduc	Charlie Patterson
Paul Brebant	Albert Duquette	T. LaPensee	Nap. Perrault
Ralph Briggs	Jerome Duquette	D. Legault	Hermas Picotte
Theo Brissette	A. Durnford	E. Legault	Stanley Playne
Leslie Brown	Fred Dusome	Bill Longlad	E. Pollard
Celestin Brunelle	Jerome Dusome	Ed. Longlad	Charlie Press
Cena Brunelle	Joseph Dusome	Oliver Longlad	Wm. Press
John Burkholder	Leonard Dusome	Roch Longlad	A. J. Puetz
Austin Bush, Jr.	Napoleon Dusome	Fred Longlad	Jerome Puetz
Austin Bush, Sr.	Steve Dusome	Ed. Lortie	
Peter Buttineau		Herb. Lortie	Mark Quesnelle
Lloyd Butson	Donald Ferris	Roch Lortie	Philip Quesnelle
Ronald Butson	Henry Fournier	Simon Lortie	
			Jas. Robillard
Charles Carter, Jr.	Horace Gignac	Jerome Martin	Cyril Robitaille
E. Casquenet	Lucien Gignac	Jim Martin	Louis Robitaille
Walter Charlwood	Arthur Graves	Wm. J. Martin	
Wilfrid Contois	Ed. Grenier	Frank Massier	Frank Sauve
Henry Cordes		A. K. Meredith	Marcel Sauve
Garfield Cotton	Cecil Henderson	Exiver Moreau	James Scott
	Reg. Hyde	Leger Moreau	Vic. Scott
Wm. Deschamps		Omer Moreau	Fred Sedore
A. Desjardin	Bert Kaus	Hugh Munro	Levi Simon
Bap. Desjardin	Tom King		Kenneth Smith
Jos. Desjardin			R. G. Spence
Prime Desroches	Patrick Lacey	Ed. Newton	Wm. Stewart
Hector Dewell	Alf Lacroix	Fred Newton	
Theophilus Dion	Ed. Lacroix	Harold Noland	Richard Watson
			D. Webster

the Men Who Did the Job

READY TO GO



This is the Grew 23 foot Sedan utility runabout, a solid mahogany boat, noted for its unusual performance.

The Grew 23 footer is built in two models,—an open runabout and a sedan runabout.

We have on hand a limited number of both models which we are offering at 1946 prices in spite of the great increase in the cost of motors, mahogany and other basic materials.

Whether it be on the Kawarthas, the Rideaus, the Muskokas, Lake of the Woods, Georgian Bay, Lake Simcoe,—anywhere you find these boats you will find their owners are loud in their praise of the service and fine performance they are getting from their GREW 23 footers.

Upholstered in genuine leather, the hulls brought to a high finish by the use of fine varnishes, powered with genuine marine power units and constructed by highly skilled craftsmen, there is no bigger boat value today.

A demonstration may be arranged by phoning either of our plants.

Grew
Boats
LIMITED

GIDLEY PLANT, Penetanguishene, Ont.

GREW PLANT, Jacksons Point, Ont.

Sailing Is Fun!



*F*OR the last few years, owing to conditions over which we had no control, Grew 16 foot sloop rigged sailing dinghies have not been available.

NOW we are able to offer **GUARANTEED DELIVERY** of a very limited number of these splendid dinghies.

The quality of materials and the workmanship is in line with our prewar standards which made the name GREW the **QUALITY** name on sailing dinghies all across Canada.

COMPLETE

The Grew 16-footer comes to you with all the equipment required for either pleasure sailing or standard class racing. Even a heavy waterproofed cover to cover boat and sails is part of the standard equipment.

SAFE

Designed to meet the requirements of a group of dinghy enthusiasts on Lake Simcoe, these boats have become famous for their performance in bad wind and sea conditions. They combine modern design with stability and reasonable speed.

DELIVERY

We have a few of these boats on hand for delivery in May and June. We will only accept orders for boats we can complete from stocks already on hand. This means that you are sure to get your Grew 16 footer, **if you order NOW.**

Full information and prices may be had by writing to us at P.O. Box 217, Jacksons Point, Ontario

Grew
Boats
LIMITED

Penetanguishene — Jacksons Point
Ont. Ont.

Command a GREW-BUILT BOAT next year!

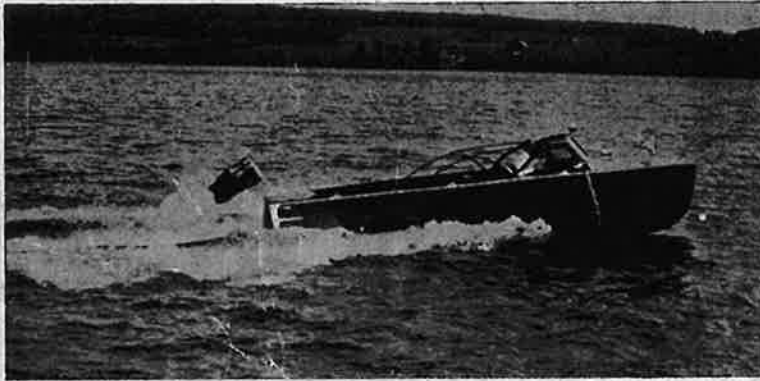
Don't be disappointed—Order now and be sure of early delivery



A token deposit will hold any boat until spring.

The Grew SEAMASTER "TWENTY"

A boat built safely for big water operation, with extra beam, extra freeboard, and power to spare. You'll like the Seamaster's "good looks", but more you'll appreciate the smooth, level riding that features Seamaster's performance.



"JOLLY GIANT"

An all mahogany beauty 23 feet in length with 6 foot 9 inch beam. Admired by those who know good boats. Praised by those of experience in boat performance. Your "Jolly Giant" will be a standout anywhere that boats can float. See the "Jolly Giant" today.



The Grew COMMANDER "SIXTEEN"

The finest outboard runabout built in Canada today, the Commander "Sixteen" is especially designed for use with large outboard motors. Speeds up to 27 m.p.h. Standard equipment includes: steering, remote control, bowlight, windshield, tie cleat and chocks, bowplate, fender cleats, cotton rope on gunwales and dry cell battery.



"The ADMIRAL"

The Grew 21 foot Admiral is built to command the respect of every boat owner and enthusiast. Safe in any weather, any waters, at any speed. The Admiral carries her full capacity of ten persons in arm chair comfort.

See your nearest dealer today

Grew Boats Limited, Penetanguishene, Ontario
Dawson's Marina Limited, Keswick, Ontario
Bonnie Boats Limited, Jackson's Point, Ontario

Jack Paris, Stoney Lake, Ontario
Marty Taylor, Temagami, Ontario
Bill Roos, Port Egin, Ontario

WINTER STORAGE

We have increased our facilities and can now handle a few more boats for winter storage. Call us today for details.

Page 41 of 119

Grew
Boats LIMITED
Penetanguishene — Ontario

BOATING

Photo courtesy: Grew Boat Brochure



Popular Grew Fiberglass Model 198 Circa 1980

Photo courtesy: Grew Boat Brochure



245 1/0 Popular Grew Fiberglass Model 245 Circa 1980

Photo courtesy: Dwight & Kerstin Boyd



*Bonnie Boats Limited
1950 Canoe Stem Mahogany Outboard*

Library & Archives Canada
ISBN 0-9735722-3-X
Gidley-Grew & Bonnie Boat Company History
A Working Paper Trilogy & Overviews
Author: Joe Fossey 1929
Published by:
Joe Fossey, Barrie. Ontario
Printed by:
Georgian Copy & Printers, Barrie. Ontario
© Copyright June 2006

Price: \$10.00

Photo courtesy: Tom Sanci



1956 Grew 23ft. Jolly Giant Mahogany Runabout

Photo courtesy: Guy & Cathy Johnstone



1929 Gidley 32ft. 6in. "Kittyhawk" Mahogany Launch

Sarah Brislin

From: Winter Mitchell
Sent: June-13-17 9:59 AM
To: Sarah Brislin
Subject: Canada 150 - Sponsorship Follow-Up (Georgina Heritage Committee)
Attachments: Vendor Permit - Canada Day_2017.pdf

Good Morning Sarah,

*Would you mind passing this along to the Georgina Heritage Committee?
I think I already know their answers, but they are entitled to this opportunities as a Silver Level Sponsor for Canada Day.
Thank you!*

Thank you again for becoming a **SILVER LEVEL** Sponsor for the Canada Day 150!
As we come closer to the event day I wanted to touch base with each sponsor individually to ensure that all bases are covered when it comes to fulfilling benefits and obligations that coincide with your specific level of sponsorship. Below, I have provided a check list of items that are included your sponsorship package

In the meantime, can you please confirm/review the following;

ACTION ITEM	STATUS	NOTES
1. Company recognition on event marketing materials including posters and flyers.	Georgina Heritage Committee has been listed on all posters and flyers as a Silver Level Sponsor.	
2. Opportunity for on-site booth display (product sampling/ draws and giveaways)	You are eligible for a 10x10 booth display at the event. Can you please advise whether you will be planning to make use of this opportunity?	*Please take a moment to complete the exhibitor/vendor application form associated with your booth space (document attached to email) .
3. Company recognition on sponsor signage placed throughout venue.	To be placed throughout event site on event day.	
4. Opportunity to distribute company promotional items on-site (must be provided and distributed by company).	If you are planning to make use of this opportunity please include the details in the exhibitor/vendor application form attached.	
5. Volunteer opportunities for employees.	Will you be bringing any members of your team to assist on event day?	

If you have any questions or concerns, please do not hesitate to contact me using the information provided below.

Thank you again for offering to become a **Silver Level Sponsor**, we are so excited and happy to have you on board and look forward to working with you on Canada Day and building our relationship for events to come.

Kind Regards,



Features

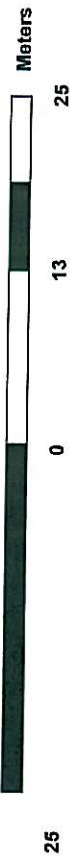
- Address Labels
- Assessment Parcel
- LSRCA Watershed Mask
- Watercourse
- Lot and Concession
- Regulation Boundary
- Regulation Area
- LSRCA Boundary
- Lake Simcoe
- Lake Couchiching
- Local Road

Printed On:
2/20/2013

Produced on Public Internet
Mapping Site

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Scale 1: 500



T543 BP8 31
BP Version: 3.90

THE TOWN OF GEORGINA
*** PROPERTY INQUIRY ***

FEB. 20, 2013
Mike Davy

ROLL: 1970 000 139 19300 0000

METRO RD N (S/S)
SINCLAIR JAMES WALTER

SINCLAIR JAMES WALTER
SINCLAIR SANDRA MARIE
1597 METRO RD.
BOX 149

LOT & PLAN: CON 9 PT LOT 11

WILLOW BEACH, ON L0E 1S0

	AREA RATES
HIGH SCHOOL: YORK REGION PUBLIC SCHOOL	1
PUBLIC: YORK REGION PUBLIC SCHOOL	2
SEPARATE: YORK REGION PUBLIC SCHOOL	3
FRENCH: YORK REGION PUBLIC SCHOOL	4
	5
FRONTAGE: 330.00 DEPTH: 66.00	6N - NO 2013 DESC
SITE AREA: 21,780.00 SQ. FEET ZONING:	
PROPERTY CODE: SINGLE FAMILY DETACHED.	

1, 2=PRP, 4=NAM, 5=STR, 6=SOI, 7=ZN, 8=AGR, 9=COM, 10=ORD, 11=CMP, 12=PLN, 13=PER ___
F1=NEXT SCR, F4=EXIT, F6=OPTIONS, F7=PROPERTY HARDCOPY

ROLL: 1970 000 139 19300 0000

METRO RD N (S/S)
SINCLAIR JAMES WALTER

SEQ: 1 STRUCTURE: SINGLE FAMILY DETACHED
CHARACTER OF: FRAME: LOAD BEARING OR NON-LOAD BEARING
CONSTRUCTION FLOOR: WOOD/STEEL FL JOISTS OR SLAB GRND
ROOF : WOOD OR STEEL FOR JOISTS OR DECK
WALLS: BRICK/CONCRETE - BLOCKS OR FORMED
FULL STOREYS: 2 PART: 0 QUALITY: 4.5 SHAPE: A
GROSS AREA: 1,216 CONDITION: POOR
TOTAL BASEMENT: 0 YEAR BUILT: 1924
FINISHED BASEMENT: 0 YR BUILT CODE:
FINISHED BASEMENT TYPE:
FULL BATHS: 1 HEIGHT/EFF YEAR:
PART BATHS: 0 SPLIT:
BEDROOMS: 0 HEATING TYPE: NO CENTRAL HEATING SYSTEM
FIREPLACES: 0 GARAGE TYPE:
AIR CONDITIONING: GARAGE SPACES: 0

ENTER SEQUENCE NUMBER TO DISPLAY : 1
F1=NEXT SEQUENCE, F4=EXIT, F6=SEARCH

ROLL: 1970 000 139 19300 0000

METRO RD N (S/S)
SINCLAIR JAMES WALTER

SEQ: 2 STRUCTURE: SHED - TYPE: 1-WOOD, 2-METAL
END CHARACTER OF: FRAME: WOOD OR STEEL STUDS OR FRAME
CONSTRUCTION FLOOR: WOOD/STEEL FL JOINTS OR SLAB GRND
ROOF : WOOD OR STEEL FOR JOISTS OR DECK
WALLS: ANYTHING EXEMPT MASONRY/CONCRETE
FULL STOREYS: 1 PART: 0 QUALITY: 1.0 SHAPE: A
GROSS AREA: 304 CONDITION: POOR
TOTAL BASEMENT: 0 YEAR BUILT: 1924
FINISHED BASEMENT: 0 YR BUILT CODE: ESTIMATED
FINISHED BASEMENT TYPE:
FULL BATHS: 0 HEIGHT/EFF YEAR:
PART BATHS: 0 SPLIT:
BEDROOMS: 0 HEATING TYPE: NO CENTRAL HEATING SYSTEM
FIREPLACES: 0 GARAGE TYPE:
AIR CONDITIONING: GARAGE SPACES: 0

1, 2=PRP, 4=NAM, 5=STR, 6=SOI, 7=ZN, 8=AGR, 9=COM, 10=ORD, 11=CMP, 12=PLN, 13=PER
F1=NEXT SCR, F2=PREV SCR, F4=EXIT, F6=OPTIONS, F7=PROPERTY HARDCOPY



THE CORPORATION OF THE
TOWN OF GEORGINA

26557 Civic Centre Road
Keswick, ON L4P 3G1
Phone : (905)-476-4301
(705) 437-2210
Fax: (905)-476-4394

**COMMITTEE OF ADJUSTMENT
NOTICE OF HEARING
MINOR VARIANCE**

APPLICATION: **A11-17**

IN THE MATTER OF SECTION 45 OF THE PLANNING ACT, R.S.O. 1990
AS AMENDED, AND IN THE MATTER OF AN APPLICATION BY THE PROPERTY
OWNER: **LUCIA AND MANUEL MOREIRA**

WITH REGARD TO THEIR PROPERTY LOCATED AT:
**1597 METRO ROAD NORTH
PART LOT 11, CONCESSION 9 (N.G.)
ROLL NO.: 139-193**

The owners of the above-noted property, which is zoned Residential (R), on Map 5 of Schedule 'A' to Zoning By-law No. 500 (as amended), have submitted Minor Variance Application A11-17 in conjunction with Consent Application B7-17 and Minor Variance Application A12-17. The Consent Application requests permission to sever and create a new lot from the lot municipally addressed as 1597 Metro Road North. Should the Committee of Adjustment approve Consent Application B7-17, the applicant proposes to construct a new single family dwelling on the subject property (Remainder Land 'B'), as shown on Schedule '3' attached.

Through this Minor Variance Application, the applicant is requesting relief from:

- i. Section 6.1(d): to permit construction of a proposed single family dwelling, having a minimum exterior side yard setback of 3.0 metres; whereas, a minimum exterior side yard setback of 7.0 metres is required; and,
- ii. Section 6.1 (e): to permit construction of a proposed single family dwelling, having a minimum rear yard setback of 8.0 metres; whereas, a minimum rear yard setback of 12.0 metres is required.

Note: This Minor Variance Application will be heard in conjunction with Consent Application **B7-17** and Minor Variance Application **A12-17**. Minor Variance Application A12-17 requests relief from the By-law for the Subject Land 'A' of Consent Application B7-17. Both Minor Variance Application A11-17 and A12-17 are only required if Consent Application B7-17 is approved by the Committee of Adjustment.

The Committee of Adjustment appoints **JUNE 26, 2017 at 7:30 p.m.**, in the **Council Chambers of the Georgina Civic Centre, 26557 Civic Centre Road, KESWICK**, for the hearing of all persons who desire to be heard in support of, or in opposition to, the application.

PLEASE REFER TO THE ATTACHED SKETCHES FOR LOCATION OF THE LAND AND GENERAL DETAILS OF THE APPLICATION. IF MORE INFORMATION IS REQUIRED, CONTACT THE SECRETARY-TREASURER OF THE COMMITTEE OF ADJUSTMENT FOR ASSISTANCE, BY PHONE AT EXT. 2267 OR BY EMAIL AT mbaykar@georgina.ca.

A COPY OF THE STAFF REPORT REGARDING THIS APPLICATION MAY BE OBTAINED FROM THE PLANNING DIVISION AT ANY TIME AFTER 12:00 P.M. ON THE THURSDAY PRIOR TO THE HEARING.

NOTE: Any person who supports or opposes this application and is unable to attend the hearing, may make a signed, written submission, together with reasons for support or opposition, which must be delivered to the Secretary-Treasurer prior to, or during, the hearing. Please include your printed name and address.

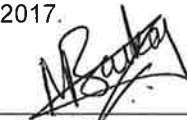
IF YOU WISH TO BE NOTIFIED OF THE DECISION OF THE COMMITTEE OF ADJUSTMENT IN RESPECT OF THIS APPLICATION, YOU MUST SUBMIT A WRITTEN REQUEST TO THE COMMITTEE OF ADJUSTMENT SECRETARY-TREASURER. THIS WILL ALSO ENTITLE YOU TO BE ADVISED OF A POSSIBLE ONTARIO MUNICIPAL BOARD HEARING. EVEN IF YOU ARE THE SUCCESSFUL PARTY, YOU SHOULD REQUEST A COPY OF THE DECISION SINCE THE COMMITTEE OF ADJUSTMENT DECISION MAY BE APPEALED TO THE ONTARIO MUNICIPAL BOARD BY THE APPLICANT OR ANOTHER MEMBER OF THE PUBLIC.

Any person who is planning to attend the hearing and have any accessibility needs, please contact the Secretary-Treasurer of the Committee of Adjustment as soon as possible.

NOTICE TO COMMENTING AGENCIES ONLY: Please examine the enclosed information and forward any comments to the Secretary-Treasurer, **ON OR BEFORE JUNE 07, 2017.** If your written comments have not been received by the due date, the Members of the Committee of Adjustment will consider your agency to have no interest in this application

IMPORTANT NOTICE TO OWNER: **If you do not attend or are not represented at this hearing, the Committee may proceed in your absence and make a decision.**

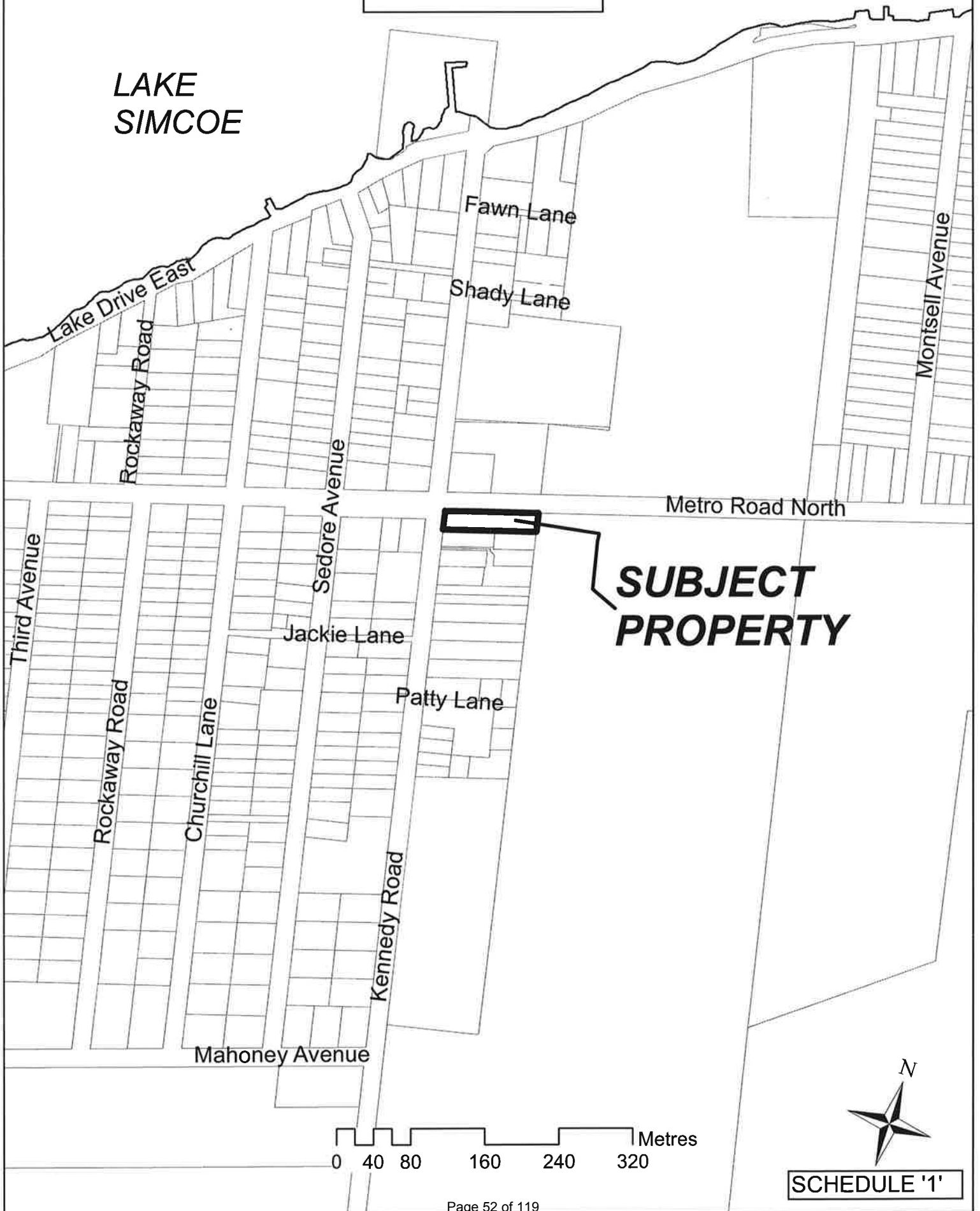
Dated at Keswick, in the Town of Georgina, May 26, 2017.



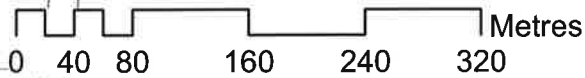
Mamata Baykar
Secretary-Treasurer
Committee of Adjustment

KEY MAP

LAKE
SIMCOE



**SUBJECT
PROPERTY**



SCHEDULE '1'

AERIAL MAP

SUBJECT PROPERTY

Metro Road North

Metro Lane



Day De Lane

Kennedy Road

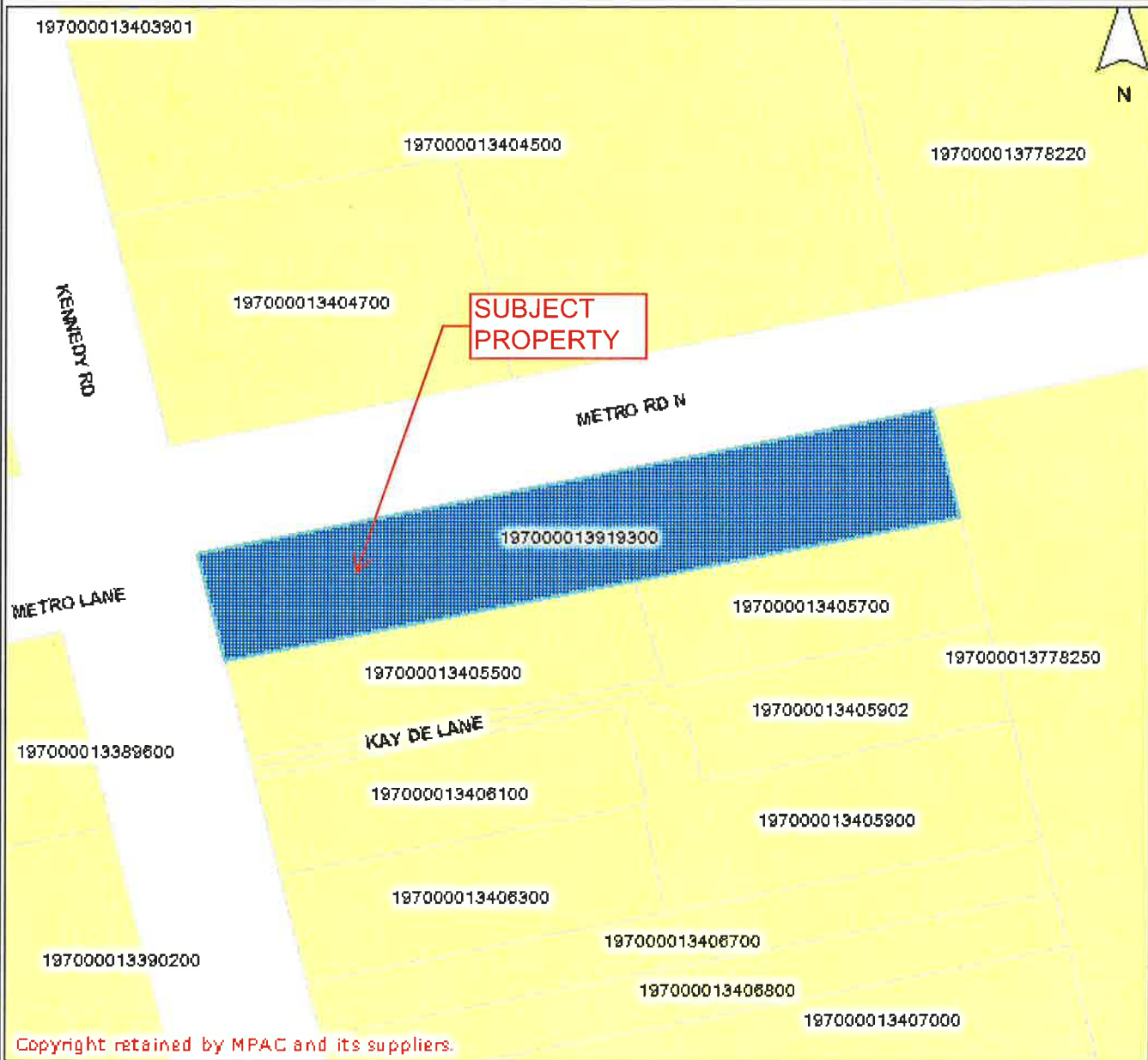
1597 METRO ROAD NORTH

Jackie Lane

SCHEDULE '2'



Assessment Map



Map printed on: Fri May 26 2017 11:22:42 GMT-0400 (Eastern Daylight Time)

0 11m

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SCHEDULE '4'



THE CORPORATION OF THE
TOWN OF GEORGINA

26557 Civic Centre Road
Keswick, ON L4P 3G1
Phone : (905)-476-4301
(705) 437-2210
Fax: (905)-476-4394

**COMMITTEE OF ADJUSTMENT
NOTICE OF HEARING
MINOR VARIANCE**

APPLICATION: **A12-17**

IN THE MATTER OF SECTION 45 OF THE PLANNING ACT, R.S.O. 1990
AS AMENDED, AND IN THE MATTER OF AN APPLICATION BY THE PROPERTY
OWNER: **LUCIA AND MANUEL MOREIRA**

WITH REGARD TO THEIR PROPERTY LOCATED AT:
**1597 METRO ROAD NORTH
PART LOT 11, CONCESSION 9 (N.G.)
ROLL NO.: 139-193**

The owners of the above-noted property, which is zoned Residential (R), on Map 5 of Schedule 'A' to Zoning By-law No. 500 (as amended), have submitted Minor Variance Application A12-17 in conjunction with Consent Application B7-17 and Minor Variance Application A11-17. The Consent Application requests permission to sever and create the subject property from the lot municipally addressed as 1597 Metro Road North, as shown on Schedule '3' attached.

Through this Minor Variance Application, the applicant is requesting relief from:

- i. Section 5.30 and Section 6.1(c): to permit a minimum front yard setback of nil (0 metres) from the existing front lot line for the dwelling (existing or replacement); whereas, a minimum setback of 13.0 metres (being 8.0 metres from the full extent of the planned street width) is required;
- ii. Section 6.1 (c): to permit a minimum front yard setback of nil (0 metres) from the full extent of the planned street width for only a replacement dwelling; whereas, a minimum setback of 8.0 metres is required;
- iii. Section 5.1 (b) and Section 5.1 (d): to permit the existing metal shed to remain in its current location, having a setback of nil (0 metres) from the extent of the planned street width should the dwelling be relocated further south than the location of the existing shed; whereas, the shed may only be constructed in the rear or interior side yard on the property, having a minimum setback of 6.0 metres from the full extent of the planned street width; and,
- iv. Section 6.1 (e): to permit a minimum rear yard setback of 4.0 metres; whereas, a minimum rear yard setback of 12.0 metres is required.

Note: This Minor Variance Application will be heard in conjunction with Consent Application **B7-17** and Minor Variance Application **A11-17**. Minor Variance Application A11-17 requests relief from the By-law for the Remainder Land 'B' of Consent Application B7-17. Both Minor Variance Application A11-17 and A12-17 are only required if Consent Application B7-17 is approved by the Committee of Adjustment.

The Committee of Adjustment appoints **JUNE 26, 2017 at 7:30 p.m.**, in the **Council Chambers of the Georgina Civic Centre, 26557 Civic Centre Road, KESWICK**, for the hearing of all persons who desire to be heard in support of, or in opposition to, the application.

PLEASE REFER TO THE ATTACHED SKETCHES FOR LOCATION OF THE LAND AND GENERAL DETAILS OF THE APPLICATION. IF MORE INFORMATION IS REQUIRED, CONTACT THE SECRETARY-TREASURER OF THE COMMITTEE OF ADJUSTMENT FOR ASSISTANCE, BY PHONE AT EXT. 2267 OR BY EMAIL AT mbaykar@georgina.ca.

A COPY OF THE STAFF REPORT REGARDING THIS APPLICATION MAY BE OBTAINED FROM THE PLANNING DIVISION AT ANY TIME AFTER 12:00 P.M. ON THE THURSDAY PRIOR TO THE HEARING.

NOTE: Any person who supports or opposes this application and is unable to attend the hearing, may make a signed, written submission, together with reasons for support or opposition, which must be delivered to the Secretary-Treasurer prior to, or during, the hearing. Please include your printed name and address.

IF YOU WISH TO BE NOTIFIED OF THE DECISION OF THE COMMITTEE OF ADJUSTMENT IN RESPECT OF THIS APPLICATION, YOU MUST SUBMIT A WRITTEN REQUEST TO THE COMMITTEE OF ADJUSTMENT SECRETARY-TREASURER. THIS WILL ALSO ENTITLE YOU TO BE ADVISED OF A POSSIBLE ONTARIO MUNICIPAL BOARD HEARING. EVEN IF YOU ARE THE SUCCESSFUL PARTY, YOU SHOULD REQUEST A COPY OF THE DECISION SINCE THE COMMITTEE OF ADJUSTMENT DECISION MAY BE APPEALED TO THE ONTARIO MUNICIPAL BOARD BY THE APPLICANT OR ANOTHER MEMBER OF THE PUBLIC.

Any person who is planning to attend the hearing and have any accessibility needs, please contact the Secretary-Treasurer of the Committee of Adjustment as soon as possible.

NOTICE TO COMMENTING AGENCIES ONLY: Please examine the enclosed information and forward any comments to the Secretary-Treasurer, ON OR BEFORE JUNE 07, 2017. If your written comments have not been received by the due date, the Members of the Committee of Adjustment will consider your agency to have no interest in this application

IMPORTANT NOTICE TO OWNER: If you do not attend or are not represented at this hearing, the Committee may proceed in your absence and make a decision.

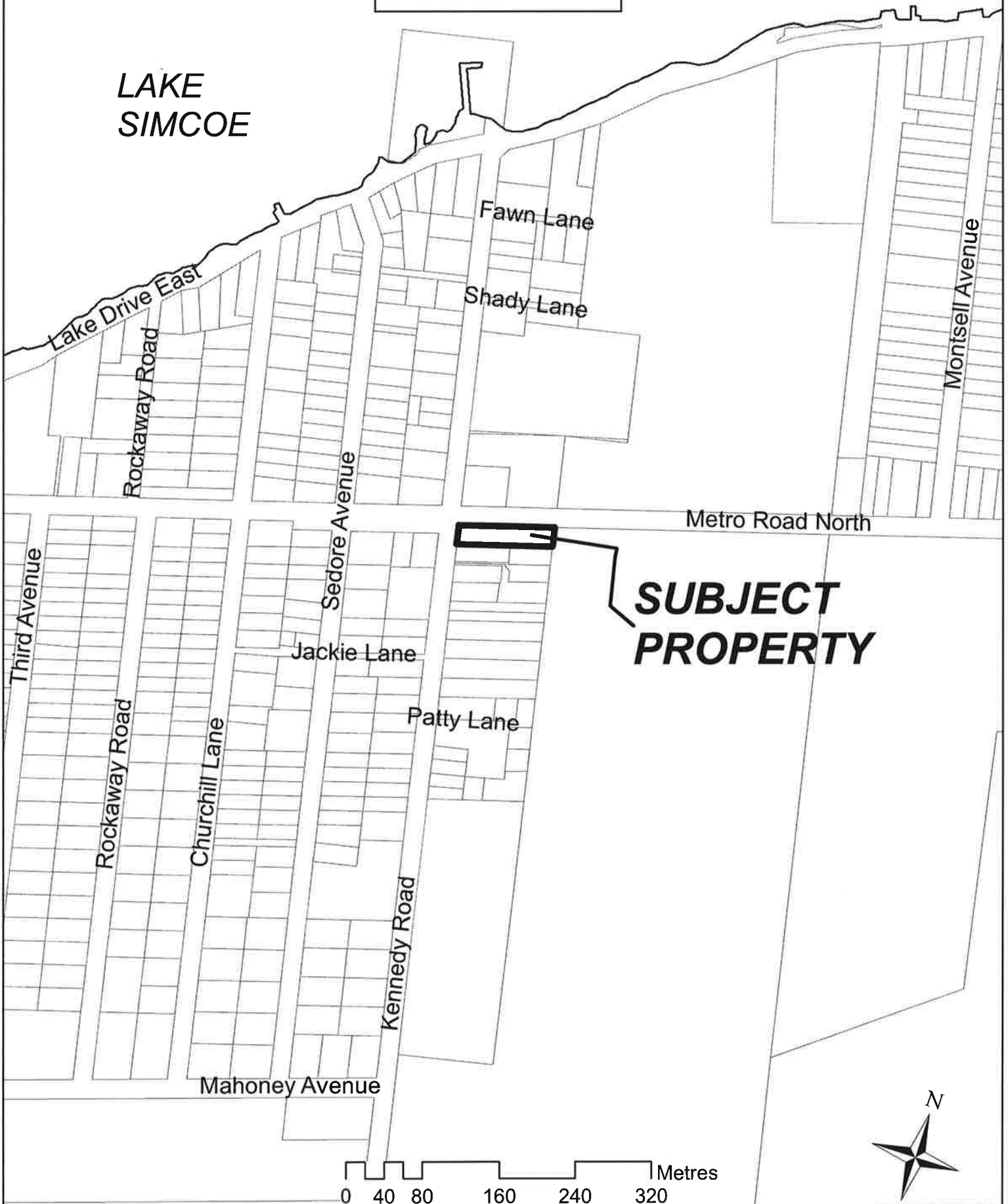
Dated at Keswick, in the Town of Georgina, May 26, 2017.



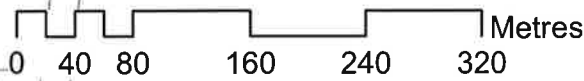
Mamata Baykar
Secretary-Treasurer
Committee of Adjustment

KEY MAP

LAKE
SIMCOE



**SUBJECT
PROPERTY**



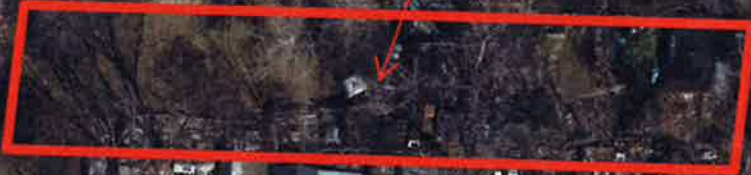
SCHEDULE '1'

AERIAL MAP

SUBJECT
PROPERTY

Metro Road North

Metro Lane



Say De Lane

Kennedy Road

1597 METRO ROAD NORTH

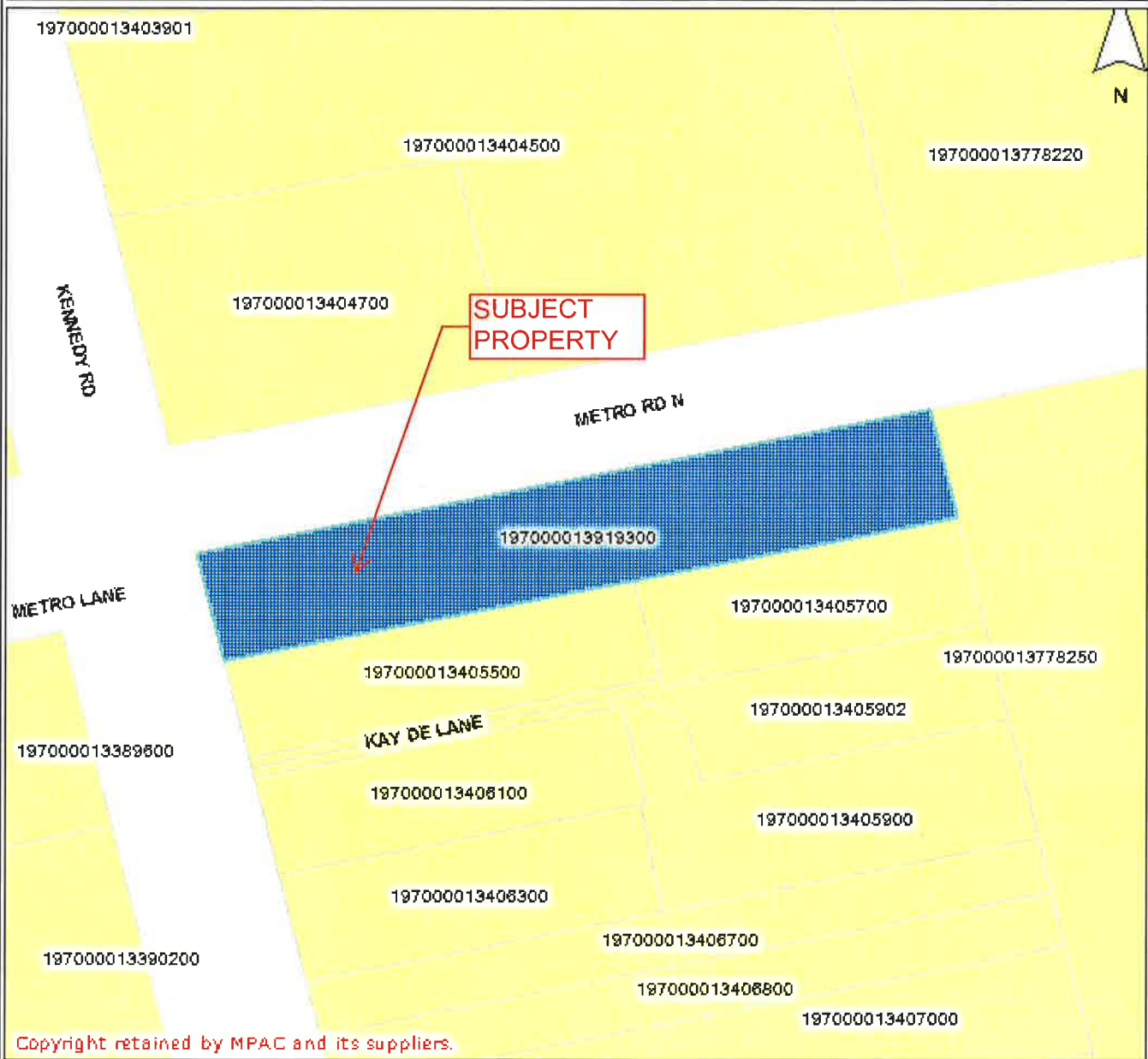
Jackie Lane



SCHEDULE '2'



Assessment Map



Map printed on: Fri May 26 2017 11:22:42 GMT-0400 (Eastern Daylight Time)

0 11m

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SCHEDULE '4'



THE CORPORATION OF THE
TOWN OF GEORGINA
THE COMMITTEE OF ADJUSTMENT

Civic Centre
26557 Civic Centre Road
Keswick, ON L4P 3G1
Phone : (905)-476-4301
(705) 437-2210
Fax: (905)-476-4394

**NOTICE OF HEARING
CONSENT**

APPLICATION NUMBER: B7-17

IN THE MATTER OF SECTION 53 OF THE PLANNING ACT, R.S.O. 1990
AS AMENDED, AND IN THE MATTER OF AN APPLICATION BY THE PROPERTY
OWNER: **LUCIA AND MANUEL MOREIRA**

WITH REGARD TO THEIR PROPERTY LOCATED AT:
**1597 METRO ROAD NORTH
PART LOT 11, CONCESSION 9 (N.G.)
ROLL NO.: 139-193**

The owners of the above-noted property, which is zoned Residential (R), on Map 5 of Schedule 'A' to Zoning By-law No. 500 (as amended), have submitted Consent Application B7-17 in conjunction with Minor Variance Applications A11-17 and A12-17.

Consent Application B7-17 requests permission to sever and convey Subject Land 'A' and retain Remainder Land 'B', as shown on Schedule '3' attached. The purpose of this application is to create one new residential building lot (resulting in two building lots), having a frontage of 50.32 metres on Metro Road North. The Subject Land 'A' contains a 2-storey single family dwelling, a cabin, and a shed. Remainder Land 'B' is currently vacant and will have a frontage of 20.12 metres on Kennedy Road. Should the Committee of Adjustment approve Consent Application B7-17, the applicant proposes to construct a new single family dwelling on Remainder Land 'B'.

Note: This Consent Application will be heard in conjunction with Minor Variance Applications **A11-17 and A12-17**. Minor Variance Application A11-17 requests relief from Zoning By-law 500 for Remainder Land 'B' and Minor Variance Application A12-17 requests relief from Zoning By-law 500 for Subject Land 'A'.

The Committee of Adjustment appoints **JUNE 26, 2017 at 7:30 p.m.**, in the **Council Chambers of the Georgina Civic Centre, 26557 Civic Centre Road, KESWICK**, for the hearing of all persons who desire to be heard in support of, or in opposition to, the application.

PLEASE REFER TO THE ATTACHED SKETCHES FOR LOCATION OF THE LAND AND GENERAL DETAILS OF THE APPLICATION. IF MORE INFORMATION IS REQUIRED, CONTACT THE SECRETARY-TREASURER OF THE COMMITTEE OF ADJUSTMENT FOR ASSISTANCE, BY PHONE AT EXT. 2267 OR BY EMAIL AT mbaykar@georgina.ca.

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Any person who is planning to attend the hearing and have any accessibility needs, please contact the Secretary-Treasurer of the Committee of Adjustment as soon as possible.

NOTICE TO COMMENTING AGENCIES ONLY: Please examine the enclosed information and forward any comments to the Secretary-Treasurer, ON OR BEFORE JUNE 07, 2017. If your written comments have not been received by the due date, the Members of the Committee of Adjustment will consider your agency to have no interest in this application

IMPORTANT NOTICE TO OWNER: If you do not attend or are not represented at this hearing, the Committee may proceed in your absence and make a decision.

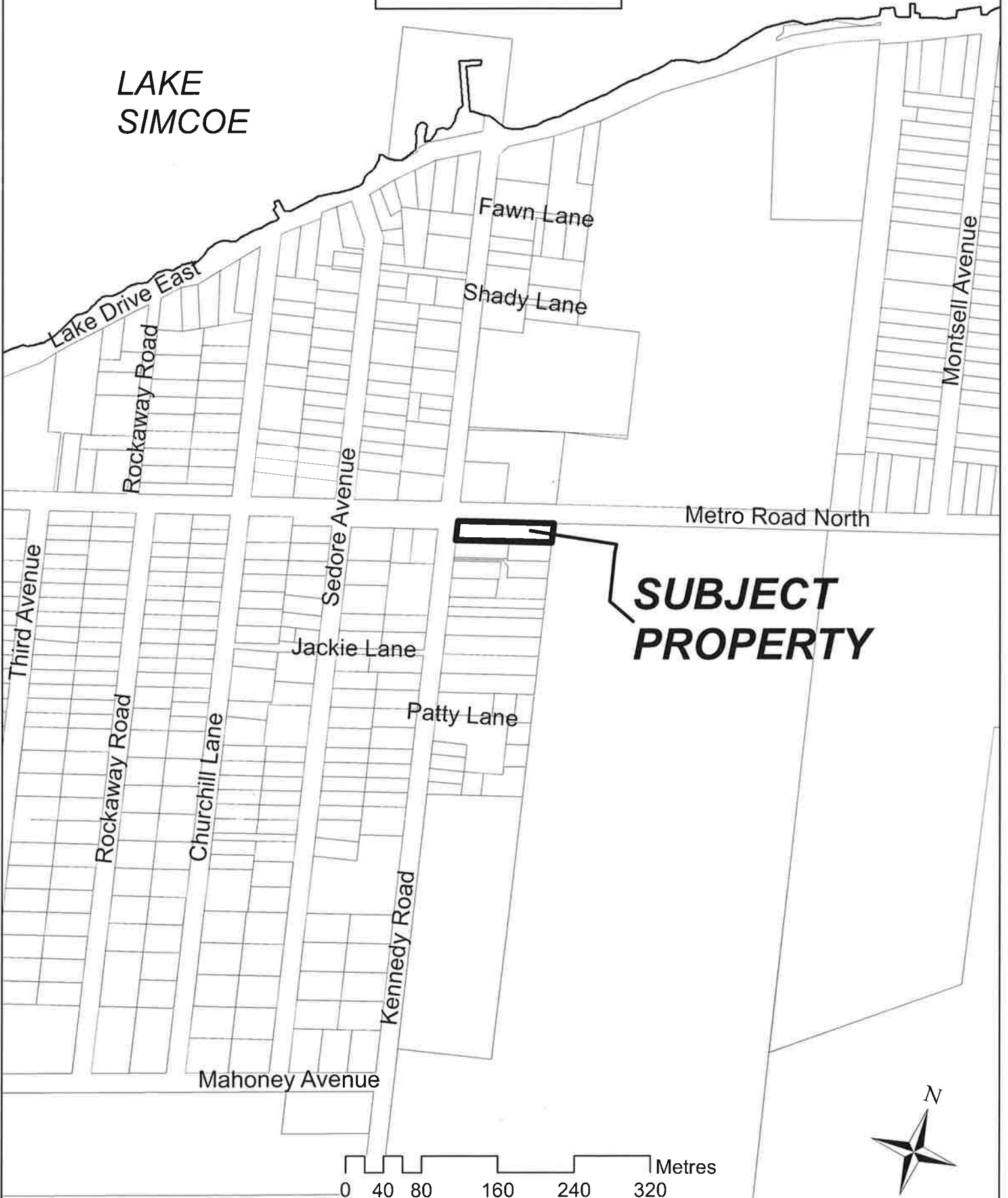
Dated at Keswick, in the Town of Georgina, May 26, 2017.



Mamata Baykar
Secretary-Treasurer
Committee of Adjustment

KEY MAP

LAKE
SIMCOE



**SUBJECT
PROPERTY**



SCHEDULE '1'

AERIAL MAP

SUBJECT
PROPERTY

Metro Road North

Metro Lane

ay De Lane

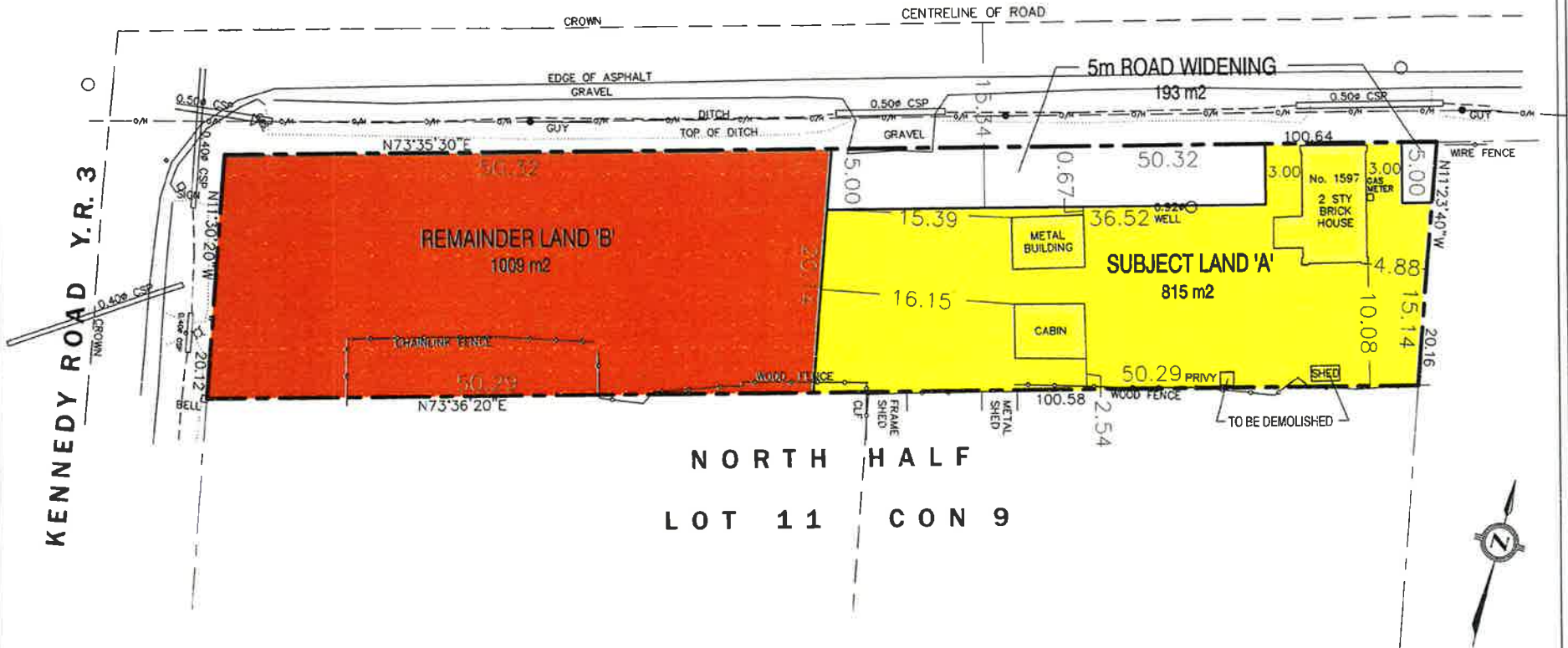
Kennedy Road

1597 METRO ROAD NORTH

Jackie Lane

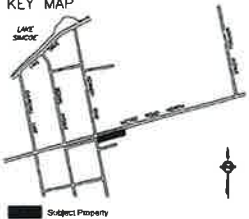
SCHEDULE '2'

METRO ROAD Y.R. 78



NORTH HALF
LOT 11 CON 9

KEY MAP



LEGEND

--- Applicants' Lands = 2018 m²

SEVERANCE AND EASEMENT PLAN

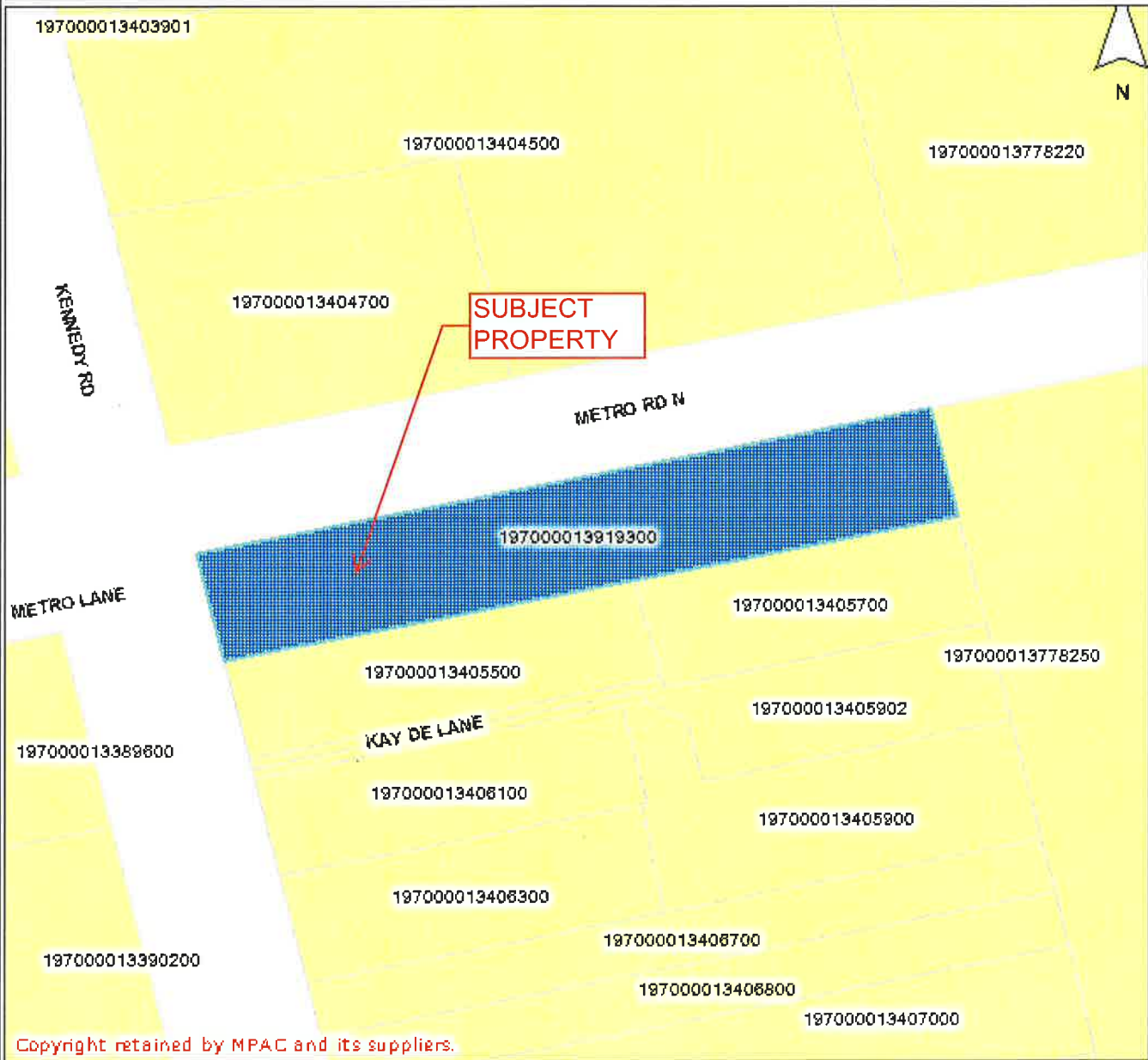
LUCY AND MANNY MOREIRA
NORTH HALF OF LOT 11, CONCESSION 9 (N.G.)
TOWN OF GEORGINA
REGIONAL MUNICIPALITY OF YORK

Date	Scale	1:200	Drawn by	Checked by
12/05/2016	1:200			
Drawn by	Checked by	Approved by	Project No.	1097-00
Michael Smith				
PLANNING CONSULTANTS DEVELOPMENT COORDINATORS LTD.				

SCHEDULE '3'



Assessment Map



Map printed on: Fri May 26 2017 11:22:42 GMT-0400 (Eastern Daylight Time)

0 11m

Disclaimer: Contents provided on an 'as is' and 'as available' basis. MPAC and its suppliers make no warranties or representations regarding contents (including accuracy of measurements and currency of contents). Not a plan of survey.

SCHEDULE '4'

Sarah Brislin

From: sumurdoc sumurdoc <sumurdoc@sympatico.ca>
Sent: May-30-17 8:44 PM
To: Terry Russell (trussell24sutton@yahoo.com); Sarah Brislin
Subject: draft report 26280 Park Road
Attachments: Park Road, 26280, Georgina, Heritage Report May 2017.doc

Hi Terry and Sarah

Attached is the draft report for the Old Castle property. I'm forwarding this to you first as it needs your thoughts and approval on the approach. Based on the conversation with the property owners, I have limited the designation to the burial ground but suggest some commemoration of William Johnson.

Also note that I've made some conjectures about the buildings plotted on the 1968 survey. Could one of you actually pace out the distances shown on the survey to the distance between the house and barn ruins? The findings could prove significant.

All comments, errors, omissions are appreciated.

Invoice to follow.

Thanks

Su

HERITAGE DESIGNATION REPORT

**“OLD CASTLE”
WILLIAM JOHNSON - DR. CHARLES NOBLE FARM
26280 PARK ROAD, SUTTON WEST
TOWN OF GEORGINA**

PREPARED FOR THE

TOWN OF GEORGINA

SU MURDOCH HISTORICAL CONSULTING
47 RODNEY STREET, BARRIE, ON L4M 4B6
705.728.5342 SUMURDOC@SYMPATICO.CA

MAY 2017



SUMMARY

The property at 26280 Park Road is a 25.16 acre remnant of the 200 acre William Johnson and later Dr. Charles Noble farm, Lot 6, Concession 7, Georgina Township. Traditionally known as Old Castle, it contains an estimated 1870s dwelling, Johnson family burial ground, barn ruins, outbuildings, and farmscape features.

Based on the findings of this Heritage Designation Report and consultation with the current property owners, it is recommended that the Johnson family burial ground be described separately from the 25.16 acres and that only that separate parcel of land be designated under s. 29 of the Ontario Heritage Act. It is also recommended that the history of the larger property be commemorated, perhaps by the installation of a heritage marker near the road allowance.

DRAFT

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DRAFT

HERITAGE DESIGNATION REPORT: “OLD CASTLE,” WILLIAM JOHNSON - DR. CHARLES NOBLE FARM, 26280 PARK ROAD, SUTTON WEST, TOWN OF GEORGINA

PART LOT 6, CONCESSION 7, GEORGINA TOWNSHIP, NOW TOWN OF GEORGINA

1.0 PROPERTY DESCRIPTION

The property at 26280 Park Road is part Lot 6, Concession 7, Georgina Township, now Town of Georgina. This is a 25.16 acre parcel of land on the west side of Park Road, between Black River Road and Highway 48. It contains an estimated 1870s dwelling, barn ruins, a Johnson family burial ground, modern outbuildings, and farmscape elements including a rail fence. The traditional name of this farm property is “Old Castle.”

2.0 REPORT OBJECTIVE AND METHODOLOGY

2.1 OBJECTIVE

This Heritage Designation Report is intended to provide the Town of Georgina (“Town”) with the research and evaluation necessary to consider the designation of the property at 26280 Park Road under section 29 of the Ontario Heritage Act (“Act”) (municipal designation of individual property).

This report does not include the identification of any archaeological resources or areas of archaeological potential. That fieldwork can only be undertaken by an archaeologist licensed under the Act. As an early developed property, there is a high potential for the discovery of archaeological resources, notably building remains and historic artifacts. The property may contain human remains at the burial ground.

2.2 METHODOLOGY

The findings and recommendations of this Report are based on information provided by the Town, the current property owners, documentary research, a property Title search at the York Region Land Registry Office, and a site visit on May 8, 2017.

3.0 HERITAGE STATUS OF PROPERTY

3.1 HERITAGE REGISTER

The property at 26280 Park Road was entered on the Georgina Heritage Inventory as No. 031-895. It is described as having a building named “Old Castle” built in 1860. This is in

reference to the dwelling. No mention is made on the Inventory of the Johnson family burial ground.

Amendments to the Act in 2005 permitted non designated properties to be added to the municipal Register of properties of cultural heritage value or interest as prescribed by s. 27 of the Act. No. 031-895 was transferred from the Inventory to the Georgina Heritage Register. This entry includes the Johnson family burial ground (“Auld Castle Cemetery”) and the dwelling, as follows:

031 - 895 26280 Park Road, Auld Castle Cemetery, Con. 7, Pt. Lot 6,
Residence. Frame, Log and Stucco

A property listed on the Register is subject to s. 27(3) of the Act, which requires the owner to give 60 days notice in writing of the intent to apply for a permit to demolish or remove a building or structure from a listed property. This provision applies to all buildings or structures on the property. No other provisions of the Act are applicable to a Register listed property.

3.2 ONTARIO HERITAGE ACT

3.2.1 PROTECTION OF REAL PROPERTY

Section 29 of the Act enables a municipal council to designate a property by bylaw, for cultural heritage value or interest reasons. The Act protects the real property (land), not its buildings and structures independent of the land.

For example, as 26280 Park Road is one registered parcel of land, the entire 25.16 acres would be designated by the bylaw and governed by the Act. This would apply even if, for example, the burial ground is the only heritage attribute described in the bylaw.

It is possible to reduce the scope of a designating bylaw by creating a separate parcel of land through a survey description and/or a separate Parcel Identification Number (“PIN”) for registration purposes at the Land Registry Office. For example, if the intent is to only designate the land that contains the burial ground, then that land must be separately described for purposes of the bylaw.

3.2.2 ONTARIO REGULATION 9/06

A candidate property must meet the “test” of one or more of the criterion of Ontario Heritage Act *Regulation 9/06: Criteria for Determining Cultural Heritage Value or Interest*

("O. Reg. 9/06"). The evaluation categories of O. Reg. 9/06 are Design or Physical Value, Historical or Associative Value, and Contextual Value. This evaluation is the framework used for this Heritage Designation Report.

3.2.3 DESIGNATION UNDER S. 29 OF THE ONTARIO HERITAGE ACT

If a property is found to hold cultural heritage value or interest as prescribed by O. Reg. 9/06, council can designate a property without permission of the owner but must consult with its municipal heritage committee, where one exists. A Notice of Intention to Designate is issued by council and the property owner and/or anyone else can appeal the Notice to the Conservation Review Board. The Review Board hears evidence and makes a non binding recommendation to council, which makes the final decision.

Designation under s. 29 of the Act requires a statement of cultural heritage value or interest and description of heritage attributes to be included in the designating bylaw.

The description of heritage attributes serves as a management tool, directing the municipal council to those attributes (buildings, structures, cultural landscape features, archaeological resources, etc.) that are necessary to the preservation of the stated cultural heritage value or interest of the property.

A proposal to alter a designated property must comply with s. 33 of the Act. In consultation with its municipal heritage committee, council considers the content of the designating bylaw to determine if the proposed alteration will negatively impact the described heritage attributes. Council can grant or deny permission to alter; the property owner can appeal the decision to the Review Board, which makes a non binding recommendation. Again, council makes the final decision.

Any proposal to demolish or remove a building or structure from a designated property is considered under s. 34 of the Act. All buildings or structures on the property are subject to this provision, not just the heritage attributes described in the bylaw. Council considers the content of the designating bylaw to determine if the proposed demolition or removal will negatively impact the cultural heritage value or interest of the property and can deny or grant permission. The property owner can appeal to the Ontario Municipal Board, which makes the final decision.

A property owner can apply to have a designating bylaw repealed. If council refuses the application, it can be referred to the Review Board. A recommendation is made to council, which then decides how to proceed.

Site Number	04979
Cemetery Name	AULD CASTLE CEMETERY
Cemetery Location	LOT 6 CONCESSION 7
Municipality	GEORGINA
County / District	YORK, REGIONAL MUNICIPALITY OF
Crematorium	
Operator's Name	MR. VAL SERRIE
Operator's Address	
File Number	3348847
Business Phone #	(416) 770-3979
Business Fax	
Business Email	

Figure 1: Directory of Cemeteries entry for Johnson burial ground, May 2017. Val Serrie was the property owner from May 1989 to June 1996.

3.3 CEMETERY GOVERNANCE

This property contains a burial ground with six known William Johnson family member interments dating between 1820 and 1851.

The management of cemeteries in Ontario is governed by the Funeral, Burial and Cremation Services Act (formerly Cemeteries Act). The Toronto Branch of the Ontario Genealogical Society listed the Old Castle burial ground in their 1989 Directory of Cemeteries and it was then added to the “official list” of the Cemeteries Branch, Ministry of Consumer and Commercial Relations (now Government and Consumer Services)¹ (Figure 1).

The Old Castle burial ground is not on the roster of cemeteries in Georgina currently managed by the Town’s Cemetery Board.

A cemetery can be designated under the Ontario Heritage Act, typically as a cultural heritage landscape feature. The Ontario Ministry of Tourism, Culture and Sport website states the following:

If a cemetery is also designated under the Ontario Heritage Act, most day-to day activities, including new burials, generally speaking would not require heritage permits from a municipality. As with other kinds of designated properties, a permit would be required if an activity or alteration is to be made that would affect the heritage attributes outlined in the designation.

The Last Will and Testament of Charles Noble, Jr., dated August 8, 1951, reserved “the right of access to the herein described premises for the purpose of disinterring and removing the remains from the grave yard in the orchard on the said premises.” The Nobles were related to Robert Johnstone and William Johnson.² As it is not known if this provision was acted upon since 1951, there is a high probability for the existence of human remains at the burial site. The disposition of human remains is regulated and it is the responsibility of the property owner to comply with all regulations.

4.0 HISTORICAL BACKGROUND

4.1 SETTLEMENT IN UPPER CANADA

As the first lieutenant governor of Upper Canada, John Graves Simcoe planned the colony as a model of England. Retired military personnel were settled as the nuclei around which civilians would follow and “coalesce into the general principles of British Subjects.”³ The Church of England would be the official church and education would be based on the English academic system. This strategy was endorsed by successive lieutenant governors.

In keeping with this strategy, retired British naval and army personnel were granted Crown owned land, with rank and years of service determining how much land and whether it was a free grant and with or without fees payable. Several officers “commuted” their cash pensions to increase their allotment of land while receiving half the dollar income of their pension (“half pay”).

Most of these “half pay officers” were granted lots along shorelines where the soil and terrain were often poor for farming. The reasoning was that their pension incomes would afford them an adequate life, without having to rely on fulltime farming. (Those with some knowledge of Canada’s harsh winters and short growing season settled inland where the soil was richer and the forests offered some weather protection.) Some supplemented their income with cash stipends paid for serving as minor government officials such as land agents, magistrates, and Justices of the Peace.

This strategy had two objectives: this new “gentry” class of former military could afford to hire local labour, buy goods, and infuse cash into an otherwise cash strapped agrarian economy; and would constitute a defence force loyal to the government in the event of political or social unrest.

4.2 OPENING GEORGINA TOWNSHIP

Simcoe’s settlement strategy is evident in Georgina Township. It began as the unnamed township “back of Scott Township” and was divided in 1817 into lots and concessions by surveyor Duncan McDonald, under contract to Surveyor General Thomas Ridout. It was named “Georgina” on August 28, 1818,⁴ by Lieutenant Governor Sir Peregrine Maitland (served 1818 to 1828) in honour of King George III.⁵

When Georgina officially opened for settlement in 1819, several half pay officers were granted lots along the Lake Simcoe shoreline and inland. At that date, Yonge Street (to the west) was open between York (Toronto) and the mouth of the Holland River at Lake Simcoe. According to Major Francis Paget Hett (“Hett”) in his 1939 publication, *Georgina: A Type Study of Early Settlement and Church Building in Upper Canada*: “There were no public conveyances from Toronto to Georgina until 1825, when Lewis Bapp began to transport travellers to Holland Landing in a covered wagon.”⁶ In 1828, George Playter of Newmarket started a stagecoach service along Yonge Street. As interior roads were few and seasonal, the northern section of Georgina was accessed mostly by water.

5.0 HISTORICAL OR ASSOCIATIVE VALUE

O. Reg. 9/06:

- The property has historical value or associative value because it,
- i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,
 - ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or
 - iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.

5.1 WILLIAM JOHNSON (OWNER 1819 TO 1851)

William Johnson was a half pay naval officer who arrived in Georgina Township in 1819. He was born on September 19, 1784, at Chirnside, Berwickshire, Scotland,⁷ the son of William Johnstone and Jean Fife. “At the age of 17, he embarked on a naval career, and

having dropped the letters T and E from his signature when enlisting, was required to sign the shortened 'Johnson' thereafter.”⁸

An entry for Johnson in the online *Naval Biographical Dictionary* published by John Murray provides the following:⁹

JOHNSON. (LIEUT., 1810. F-P., 11; H-P., 35.)

WILLIAM JOHNSON entered the Navy, in Jan. 1801, as Fst.-cl. Vol., on board the ACHILLE 74, Capts. Geo. Murray and Edw. Buller, stationed in the Channel, where he served as Midshipman until April, 1802. Re-embarking, in July, 1803, on board the CEREBUS 32, Capt. Wm. Selby, he served in that frigate at the ensuing bombardment of Granville, and was present in her as Master's Mate at the reduction of the islands of Marie-galante and Désirade, in March, 1808. In the course of the latter year he successively joined the CHEROKEE 10, Capt. Rich. Arthur, and VENERABLE 74, flagship of Sir Rich. John Strachan, both on the Home station; and on 10 May, 1809, he became Acting-Lieutenant of the BLAKE 74, Capt. Edw. Codrington. While in that ship, to which he was confirmed by commission dated 4 May, 1810, he accompanied the expedition to Flushing, assisted at the defence of Cadiz, and was much employed in co-operation with the patriots on the coast of Spain, particularly at Tarragona. He has been on half-pay since April, 1813.

Ruth Thompson, a great granddaughter of William Johnson, notes the following in her 1960s article:¹⁰

He [William Johnson] received a letter of recommendation to the First Sea Lord of the Admiralty for bringing home the unfinished frigate *Fidello* from Flushing. He was placed on half pay in April 1813, there being no further employment for him. William Johnson retired in 1850 on reaching the maximum age for lieutenant, 65, and was promoted to Commander on the Retired List.

In 1816 he set out on a sailing vessel for Canada. The trip was tiresome and long, requiring three months to cross the ocean. He finally arrived in Montreal, and transportation by land in those days being about as slow as by water, he decided to walk to Toronto (then York, Canada West). He sent his luggage on by batteau, while he himself proceeded afoot. Enroute he faithfully recorded each day's transactions in a diary. Unfortunately these early books were lost or destroyed, but the Johnston family have in their possession daily records from 1832 to 1850¹¹ which afford an excellent account of life at Oldcastle, lot 7, con. 6, Georgina, Canada West, and of the founding of Pefferlaw Mills.

Hett cites “an extract from a letter written by J. O’B. Bouchier to the Crown Lands Department, dated 8th March 1819” which somewhat explains when and why William Johnson became associated with Lot 6, Concession 7, which contains 26280 Park Road:

Lieutenant William Johnston of the Royal Navy has pitched on Lot No. 6 in the 7th Concession of the township of Georgina and commenced on it. It is the lot that was reserved for Mr. James Cummings, but having given a certificate which that gentleman forwarded to the chief justice that lot no. 7 in the 7th Concession had not been improved or the person whose name was on the map made his appearance, Lieut. Johnston has in consequence begun on lot no. 6 on the 7th Concession.¹²

From this explanation, it appears that Johnson may have intended to settle elsewhere but Lot 6, Concession 7, became available.

The Upper Canada Land Records Index (“UCLR”) lists all transactions between the Crown and an individual prior to the Crown Patent being issued for a lot. The Index lists Lot 6, Concession 7, being issued to William Johnson on November 3, 1819, as a free grant based on his military service. His residence was identified in 1819 as York (Toronto). On the same day, he received other Georgina lots as free grants based on military service. These are identified in the UCLR as follows:

West half, Lot 13, Concession 7
Broken Lot, Concession 3
Broken Lot, Concession 4
Broken Lot Concession 5
North part of Lot 3, Concession 5

In 1819, mandatory “settlement duties” were specified by the Crown as a condition of a grant or sale. Typically, duties included clearing all or part of the road frontage, clearing some acreage, and constructing a minimum 16x20 ft. dwelling. Once inspected by the government land agent and a fee paid, the Crown Patent could be issued. It is possible that Johnson was exempt from settlement duties as the lots were granted in return for military service. He was issued the Crown Patent for the 200 acres of Lot 6, Concession 7, on February 2, 1827. He also is believed to have patented Lot 1, Concession 3; Lot 1, Concession 4; Lots 1, 2, and 3, Concession 5, and Lot 13, Concession 7, in 1827.¹³

According to Ruth Thompson:

His remuneration for naval service and settling in Canada was 1,000 acres of land in Georgina – lots 1, 2, and 3 in the 5th concession (near Baldwin), lot 13,

concession 7 (at Virginia Beach), and lot 6, concession 7 (Oldcastle) where he erected a crude dwelling – the one and only log home he owned.

In 1820, William's sister Margaret arrived from Scotland. She was the wife of John Lyall. According to a 1993 letter written by H. Ray Mossington, a descendant of an early Georgina settler living near the Johnsons:¹⁴

John Lyall, his wife and eight children came to Georgina from Scotland during the summer of 1820. They were given shelter by Mrs. Lyall's brother, Lt Wm Johnson who had arrived the previous year. The Johnsons had pitched on Lot 6 Conc 7, at the rear of John Comer's property. John Lyall wished to settle near his brother-in-law. However this was delayed because of the family's illness.

On March 18, 1823, Sutton resident James O'Brien Bouchier in his capacity as a Justice of the Peace, united William Johnson and "Rosiana Smally" in marriage:

Whereas William Johnson of the township of Georgina and Rosiana Smally of the township of North Gwillimbury were desirous of inter marrying with each other and there being no Parson or Minister of the Church of England living within Eighteen Miles of them or either of them, they have applied to me for that purpose;¹⁵

According to Bouchier's affidavit of their marriage, Rosiana (Roxanna) was born in 1792 and baptised on January 30, 1796, at Greenfield, Franklin, Massachusetts. The Smalleys settled in North Gwillimbury Township by 1809. Roxanna's father, William Smalley, died in North Gwillimbury in 1811.

William and Roxanna's first child, William, was born on January 7, 1824 (married Sarah Corner; died 1905). Their subsequent children are believed to be: George (1825-1832); Jean (1826-1828); Susan (1828; married Seth Chapman 1846; died 1905); a second Jean (born 1830-?); James (1831-1918); a second George (1833; married Mary Lapp; died 1896); Margaret [S.] (born 1835); and Janet Roxanna Lee (1837-1907).¹⁶

In the 1820s, William began to erect a sawmill on a dam on the West Black River at Baldwin. According to Ruth Thompson:

Before the work was completed, the water was raised one night and the workmen informed him that all material on hand had been swept away. He never bothered going to see how great was the havoc wrought.

William then turned to constructing mills on a lot he bought from the Crown on May 2, 1827, Lot 23, Concession 5 (at Pefferlaw). His brother Robert¹⁷ came from Scotland to assist and another brother, George, sent funds. In the opening of William's 1832 journal, the sawmill, woolen mill, and grist mill are already in operation. In 1833, William and Robert opened the first store at what was known by then as Johnson's Mills.¹⁸ Robert settled there while William is believed to have remained at his farm at Lot 6, Concession 7, known as "Old Castle" (26280 Park Road). The post office at Johnson's Mills opened on May 6, 1851, with the name Pefferlaw. The tradition is that the name was suggested by Robert "in remembrance of a field among the heather on their old homestead and means, 'a beautiful green sward.'" ¹⁹

Church of England clergyman, the Reverend Adam Elliot, "preached at the house of Lieutenant Johnston, on the 30th December, 1832, and bapitized seven children." This is presumed to be referring to Old Castle. In September 1833, Elliot "visited Mr. Robert Johnston, brother of Lieutenant Johnston, and baptized his two children." ²⁰

Although it was Lt. Gov. Simcoe's plan to settle only loyal officers ready to defend the British Crown, William Johnson chose to support the "responsible government" Reform Party faction during the rebellious 1830s in Upper and Lower Canada. According to Hett:

The leader of the Reform Party in Georgina and the only man of standing in the party was Lieutenant (afterwards Captain) William Johnston, R.N., who had gone on half-pay and settled in Georgina in 1819. He owned, and for many years lived upon, the property now known as Noble's Farm, but which he called "Oldcastle." ²¹

There is correspondence between William and the leader of the Reform movement, William Lyon Mackenzie, spanning the rise of the Reform Party, the armed uprising on December 5, 1837, and the years when Mackenzie was in exile in the United States.²² William's diaries record the visits of Robert Baldwin, author of the responsible government movement and government leader during an alliance with Louis-Hippolyte LaFontaine, leader of the Lower Canada Liberals.

Roxanna's family at Keswick, the Smalleys, were loyal to the governing Family Compact. Arad Smalley was the "spy" who reported on William's activities in December 1837 that led to his arrest on a charge of high treason. The special commission inquiry into the event exonerated William's involvement. In 1849, the recently pardoned Mackenzie visited William at Old Castle.²³

On January 3, 1845, William mortgaged the 200 acres of Lot 6, Concession 7, with William Proudfoot as a trustee.

Roxanna died on November 17, 1847. William died on March 28, 1851. They are both interred in the burial ground on the Old Castle property, near to William's sister Margaret Lyall and possibly her grandson Francis; and two of the Johnson children, Jean and George.

5.2 JAMES JOHNSON (OWNER TO 1869)

The 1845 Proudfoot mortgage on Lot 6, Concession 7, was reassigned by the Hon. Robert Baldwin to John Hall Thompson in 1853 and discharged in 1856 to [William Johnson]. In January 1860, the acreage was sold by Jean Thompson (a widow) to James Johnson. James is likely William and Roxanna's son, born August 16, 1831. There is a transcription of marriage record²⁴ for "J.R. Thompson of Brock, a solicitor, and Jean Johnson, second daughter of Captain Wm. Johnson, R.N. of Georgina, Lake Simcoe, at Toronto September 16, 1852."²⁵ This may be the widow Jean Thompson, sister to James.



Figure 2: Extract of 1859 Tremaine map of Georgina Township

The 1859 Tremaine map of Georgina Township plots James Johnson on the "Old Castles" property (Figure 2). One dwelling is plotted about midway of the concession road frontage. None of the properties acquired by William in 1819 are indicated on this map as Johnson

family locations, except the lot at Pefferlaw. This suggests that William's principal residence until his death in 1851 was Old Castle.

In 1860, the property was remortgaged with Janet Johnson, possibly a sister to James, and then sold by James to Jean Thompson with "the obligation to pay annually £25 to the [-] during her natural life." Some of these transactions in the 1860s may be related to settling William's estate following his death in 1851.

The 1861 agricultural census for Georgina Township lists James Johnson on the 200 acres of Lot 6, Concession 7. The 1861 personal census lists the household as James, 30, single, a farmer, born in Canada West and a member of the Church of Scotland; Jeanette, 23, of same birth and religion, also single; and a non family member, Grace Chapman. ("Jeanette" may be Janet, a sister to James.) They occupied a one storey, frame house, which does not describe the dwelling now at 26280 Park Road. The farm was valued at \$5,000 (about mid range compared to area values). Over half of the acreage was in wheat, with additional acreage in fallow, peas, and other crops.²⁶

On March 26, 1865, James Johnson transferred Power of Attorney to [illegible] Howard.

5.3 DR. CHARLES B. THOMPSON NOBLE (OWNER 1869 TO 1924)

Charles Badgerow Thompson Noble was born on a farm in Markham Township on February 5, 1831, the son of Ambrose Noble and Ann (Hannah) Badgerow. Although his father was of English origin, both his parents were born in the United States. Charles was a member of the Church of England and graduated from King's College, University of Toronto.

The family tradition is that Charles arrived in Sutton in 1856 to practice medicine. The *Canada Directory* for 1857-1858 confirms a C.[J.] Noble, M.D. was living in Sutton. He initially rented property in the village.

An announcement of a Dissolution of Partnership was published in the *Newmarket Era* of May 27, 1859. It states that the partnership of Hiram Noble, M.D. and Charles T. Noble, M.D., at Sutton, was dissolved on January 1, 1859. Any receivables or accounts payable were to be handled by Charles. It was about then that Charles is said to have begun what was an innovative approach to health care. He contracted with several local families to attend to their health care needs for a fee of ten dollars a year.²⁷

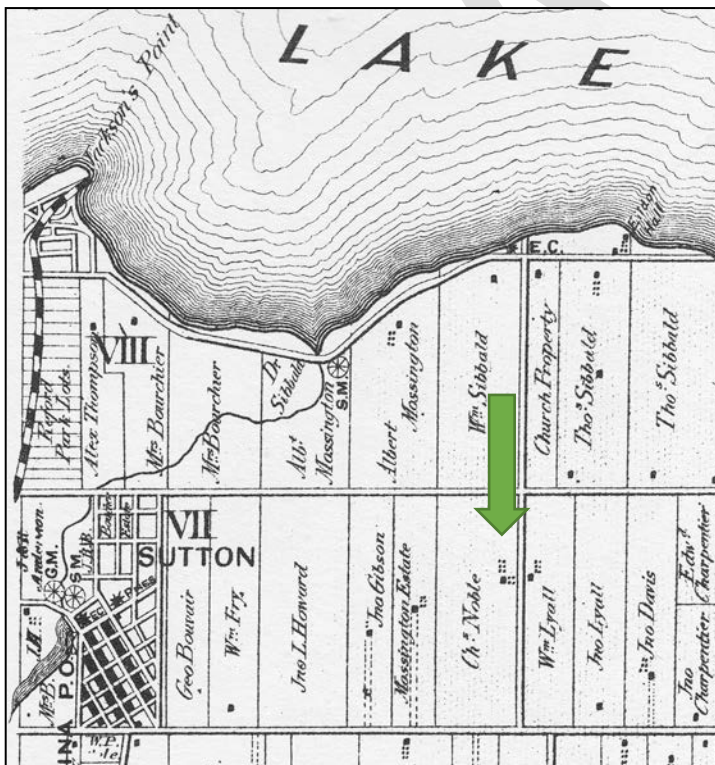
The 1861 personal census for Georgina enumerated Charles as a physician, aged 30, and single. He occupied a two storey, frame, single family dwelling. On May 20, 1863, a Charles [F.] Noble, 32, married Margaret Lee, 21, the daughter of William Sebastian.

On January 4, 1869, James Johnson sold the 200 acres of the Old Castle farm to Charles Noble. The purchase price was \$2,300 but the property tax assessment value in 1869 was \$1,680. Charles also starting buying lots in Sutton and area.

The 1871 personal census for Georgina lists the Noble household as C.T. Noble, 40, a physician; Margaret, 33; and their children Annie, 6; and Charles, 3. (Annie Lee was born on September 26, 1864, followed by Charles on September 7, 1867.) Charles owned 300 acres of land, two town lots, three dwellings, and six barns. He was serving on the Sutton Town Council and likely a village resident. Also in the household was Jean Thompson, a forty year old widow, who like Margaret, was born in Ontario but of Scottish origin.

The Old Castle farm was assessed for \$2,800 in 1871.

Charles and Margaret had a second daughter, Margaret, about 1872. Margaret, Sr., died on April 10, 1873, following eight years suffering with consumption (tuberculosis).²⁸ On March 7, 1877, Charles, age 46, married Margaret Ann (“Ann”) Johnstone, also 46, the daughter of Robert Johnstone and Eliza Martin. Ann was born at Pefferlaw on July 17, 1829.



About 1877, Charles may have acquired the ten acre Lot 20, Lake Concession, property at Dalton and High Streets in Sutton's northwest (North Gwillimbury Township). “Dr. Noble” is plotted on Lot 20 and “Chs. Noble” is plotted on the Old Castle farm in the 1878 York County atlas (Figure 3). The location of the Old Castle dwelling plotted in 1878 seems to be north of where the dwelling was plotted in 1859 but still opposite the Lyall dwelling (Figure 2). This could be a plotting inaccuracy rather than an indication that a new dwelling was erected to the north of that shown in 1859. An orchard is plotted at the north side of the dwelling.

Figure 3: Extract of Georgina Township with lot owners, 1878 *Historical Atlas of County of York*.

According to the 1881 census, Charles and Ann were both aged 50; Annie was 17; Charles, 14; and Margaret, 9. The widow Jean Thompson, 51, was still in the household. They were living in Sutton. For the 1891 census, the family (Charles, Ann, Annie, Charles, and Margaret, but not Jane Thompson) were one household. Both Charles and his son Charles were physicians.

Sometime between 1891 and 1901, Charles retired from his medical practice. The family tradition is that he and Ann moved from their Sutton house at 123 High Street to a house at Dalton and High streets. The 123 High Street property was upgraded for Charles, Jr., to occupy as his home and medical office.²⁹ Annie (daughter of Charles and Ann) died at Sutton in April 1897.

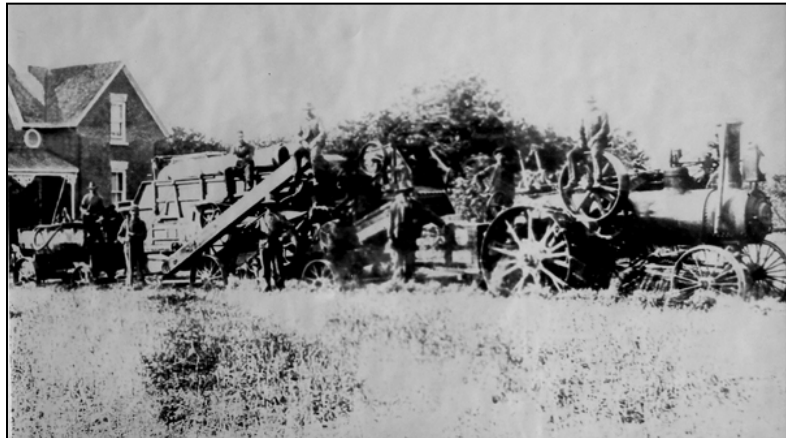


Figure 4: Photograph of a steam powered tractor and threshing machine in front of the Noble farmhouse, likely early 20th century. (Source: property owners, 2017)

Margaret Ann Noble died on November 15, 1925, at age 95. At the age of 99, Charles, Sr., “claimed to be the oldest Doctor in Ontario and at that ripe old age he still enjoyed walking out to visit his friends, and if they were ill he would prescribe for them. During the winter he indulged in ice fishing and as another pastime he spent many happy hours playing checkers with a life long friend, Mr. George Hawkins aged 85 years.”³⁰

Charles lived in the Dalton and High street house until his early nineties. He then moved in with his son at 123 High Street where he remained until his death on November 8, 1932, just before his 102 birthday. Given his long standing association with the dwelling(s) in Sutton, Old Castle was not his fulltime residence and may have been periodically tenanted and/or occupied by extended family members.

5.4 CHARLES T. NOBLE, JR. (OWNER 1924 TO 1956)

On September 12, 1924, the 200 acre Old Castle farm was sold by Charles to his son Charles Thompson Noble, Jr.

Charles, Jr., graduated from McGill University in 1889 and according to his daughter, Mary Noble, “spent some time in London.” There is a tradition that he abandoned his

medical practice for a short time “at the turn of the century,” in favour of a trip with four others from Sutton that took them through the Panama Canal and to the Cariboo Trail. One of the travellers died during the adventure and is buried on the Trail.³¹

A marriage between Charles T. Noble and Frances Anne Lyall took place at Winnipeg on December 25, 1899. This is believed to be Charles, Jr. Frances was born in Ontario on August 20, 1880, and was of Irish origin. The 1901 personal census for Georgina lists Charles, Jr., with 18.75 acres, three village lots, three houses, and two barns.

Frances died at Sutton on November 7, 1907, at age 27, following two years with Bright’s Disease. The previous September 27, they had a stillborn male child. Charles married Margaret Elizabeth Stewart of Alisa Craig, Middlesex County, on February 6, 1915, at Toronto. They had several children. Charles, Jr., died in 1953 after fifty years of medical service to the community.

5.5 DOROTHY CHRISTIAN (OWNER 1956 TO 1957)

The Last Will and Testament for Charles, Jr., is dated August 8, 1951. On February 28, 1956, his executors and trustees sold the east half of Lot 5, Concession 7, Georgina; and the Old Castle acreage to Dorothy E. Christian of Jackson’s Point. She was a married woman. The acreage totaled 300 and the transaction was valued at \$30,000.

By the terms of Charles’ Will, his widow Margaret Elizabeth Noble was entitled to a “life interest while she remains the widow of the said Charles Thompson Noble, deceased, in all the real and personal estate of the deceased.” Margaret released this “life interest” in the lands at the date of the sale to Christian. In the deed, the sale is conditional on the following:

The Grantors reserve the right of access to the herein described premises for the purpose of disinterring and removing the remains from the grave yard in the orchard on the said premises.

The Grantors covenant and agree to permit the Grantee to cut and clear brush from the fence rows on the premises.³²

Dorothy Christian mortgaged the property for \$27,000 with the executors, John Alexander Noble and Mary Galbraith Noble.

5.6 JOHN AND MARY NOBLE (OWNERS 1957 TO 1963)

On March 1, 1957, a Notice of Power of sale was issued. Evidently, Christian had defaulted on the mortgage. At that date, John A. Noble was a salesman and Mary Noble a secretary, both of the City of Toronto. Christian was still a resident of Jackson's Point.

On February 1, 1962, John and Mary Noble sold the property to John Alexander Noble of Weston (near Toronto; believed to be the same John). At that date, John was a salesman in the City of Brantford and Mary was a secretary in the City of Toronto. Both were identified as "formerly of the Village of Sutton," where Mary was a schoolteacher. Charles' widow Margaret was still living in Sutton.

The deed explains that the property was advertised for sale and then offered for sale by public auction on April 25, 1957. As no bids were received, the executors purchased the property for \$42,500.

The Final Order of Foreclosure was not issued by the Supreme Court of Ontario against Christian until July 12, 1963. This vested ownership of the 300 acres again in John and Mary Noble as executors of Charles, Jr. The Certificate of Order vested the property in John on September 13, 1963.

5.7 LAKE SIMCOE PARKLANDS LTD. (OWNER 1963 TO 1968)

On September 17, 1963, John A. Noble of Brantford, and his wife Margaret Noble, sold the 300 acres to Lake Simcoe Parklands Ltd. This was a corporation founded in 1963 by the Nobles with its head office in Toronto. Their Sutton by the Lake development to the south of 26280 Park Road is an adult lifestyle complex of modular homes.

5.8 MARGARET ANN MORRISON (OWNER 1968 TO 1977)

Lake Simcoe Parklands Ltd. subdivided the acreage. On August 13, 1968, they sold Margaret Ann Morrison, the 25. acre parcel of Lot 6, Concession 7, which constitutes 26280 Park Road. The property contained a brick house, two barns, and shed, as plotted on a survey dated July 30, 1968, attached to the deed (Figure 5).

Margaret was the wife of Clare Morrison, who was a lawyer at Sutton, provincial court judge, and a president of the Provincial Judges Association. They were living in Georgina Township in 1968 and occupied Old Castle during their decade of ownership.

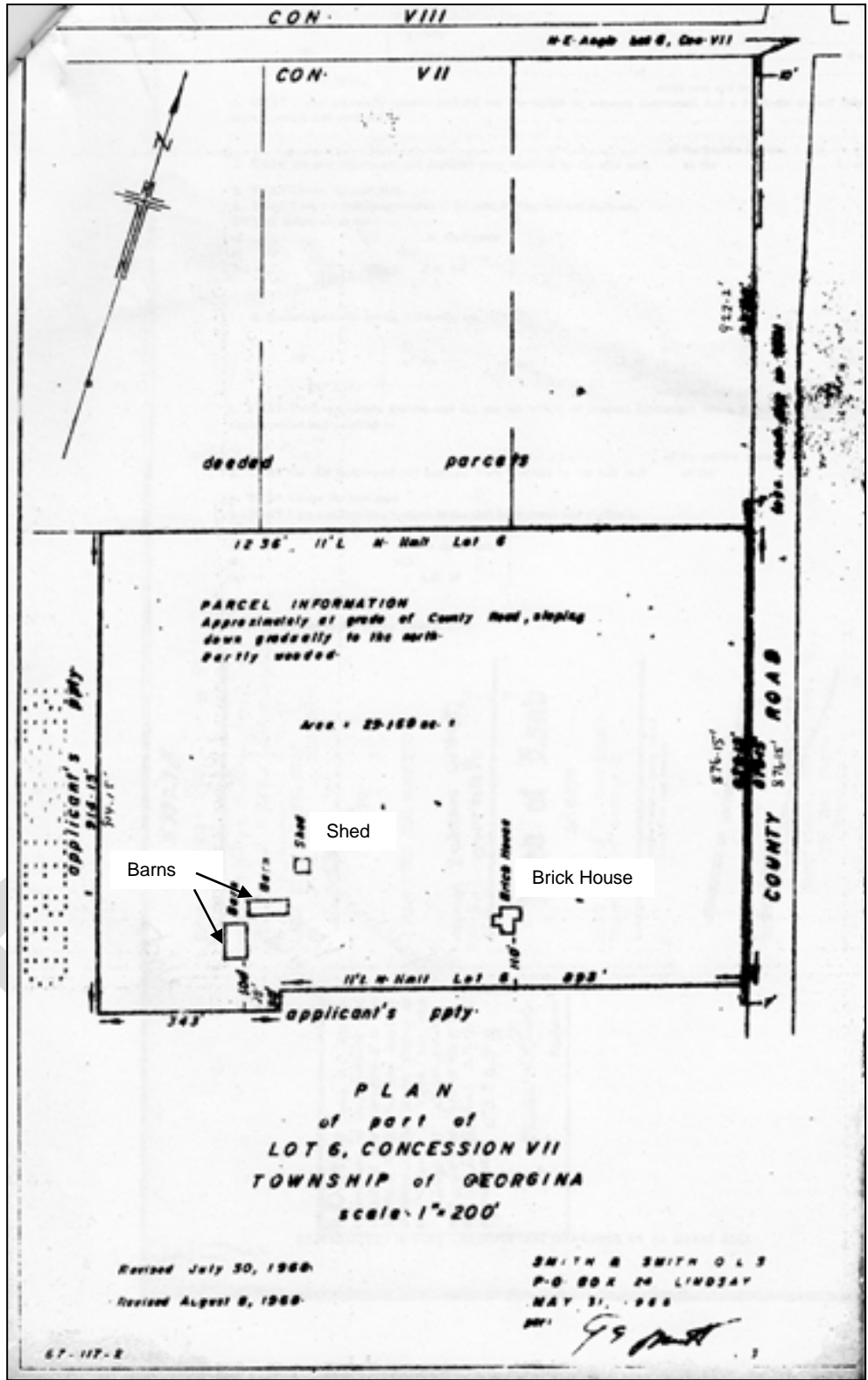


Figure 5: Survey, July 30, 1968. The barns indicated may be the ruins now on site (to be confirmed). The shed shown may not be the shed now at the north end of the stable. The plan of the house has changed, notably by the south enclosure.

Clare Morrison was living at 96 High Street in Sutton when interviewed about the Old Castle property by Patrick Boulton of Willowdale on December 12, 1995.³³ He “related several unnatural happenings, and he came to the conclusion that Rosanna’s spirit was friendly and not to be feared.”

5.9 SUBSEQUENT AND CURRENT OWNERS (1977 TO CURRENT)

Phyllis Marjorie Craig of Georgina bought the 25.160 acres from Margaret Ann Morrison on August 3, 1977.

Patrick Arthur Ryan and his spouse Judy, both of Georgina, bought the acreage from Phyllis Craig and her spouse James on September 27, 1981.

The Ryans sold to Val and Cynthia Serrie on in May 1989.

The Serries sold to Jonathan Paul and Deborah Alice King in June 1996.

The Kings sold on June 30, 2016, to the current owner, Sheri Ruttle.

5.10 CEMETERY

As stated in 3.3 of this Report, this property contains the William Johnson family burial ground. This is a small area of land about a hundred meters to the north of the dwelling. It is enclosed by a perimeter of century old cedar trees (Figure 6), with the headstones enclosed by a chain link fence. It is described in the Last Will and Testament of Charles Noble, Jr., dated August 8, 1951, as being “in the orchard.” The 1878 Historical Atlas (Figure 3) plots this orchard at the north side of the dwelling.

In December 1995, Clare Morrison recalled that:

In it are eight stones, of which only these three are legible: Roxanna Johnson died 1847, Captain William Johnson died 1851, and Margaret Lyall, sister of William, died 1820. Two of the illegible stones are small, and are placed upright in front of the parents’ stones and they are probably for the two children who died young: Jean who died 1828 aged 18 months, and George who died 1832 aged 7 years.³⁴

In 1992, the Toronto Branch of the Ontario Genealogical Society (“OGS”) compiled a transcription of the headstones. As access to the burial ground was refused by the property owner, the compilation is based on a transcription provided by Clare Morrison

(who lived at Old Castle from 1968 to 1977) and information on suspected burials gathered from the William Johnson diaries (1832-1850). OGS found three legible markers, which are partially legible in 2017:

Margaret Lyall

Sacred to the memory of Margaret wife of John Lyall who died Dec 10, 1820 Born Dec 2, 1777 aged 43 yrs

The entry in William Johnson's diary of December 10, 1820, reads: "At 1:30 my sister Margaret departed this life; she died of typhus fever; few women were less known, and few possessed greater goodness." On December 11, he wrote: "About 3 she was buried in the orchard at the foot of butter nut tree; Commander Bouchier read the funeral Service."

Roxanna Johnson

To the memory of Roxanna wife of Capt. Wm Johnson who died Nov. 17, 1847 aged 53 yrs

William Johnson reported in his diary of November 27, 1847: "At half after five a.m. my dearest and best friend Roxanne died very suddenly from apoplexy brought on by severe exertion in dressing some favourite fruit trees." On November 19 he wrote: "I buried my sweetest and ever dearest companion by her two children. George and Jean whom we loved so well, and whose loss caused us so much grief."

On June 13, 1848, he reported: "T.J. Pettibone Manchester Vermont. Mr. Wickham principal of Burr Seminary Vermont Bennington County Monuments 6 ft long and 2 feet wide to be lettered To be landed at Toronto free of charge \$2.00 the square foot Marble." Presumably, this is the stone for Roxanna and possibly in readiness for William, as their headstones are similar in design.

William Johnson

Sacred to the memory of William Johnson late Captain in the Royal Navy who died March 28. 1851 AE 66 yrs

Three other burials are recorded but the headstones are not visible above grade.

Jean and George Johnson

On May 20, 1832, William Johnson recorded in his diary that his son George died “at 5 o’clock.” The cause of death was likely scarlet fever. On that day he reported that “Mrs. Johnson taking sick along with my sweet little Jean.” The entry for May 21 reads: “At noon I buried my dear boy by the side of his sister Jean.”

The Johnson family genealogy reports the death of Jean as August 6, 1828. A subsequent daughter born in 1830 and also named Jean lived to be an adult. The chronology may be that George died in 1832 and was buried beside his first sister Jean who died in 1828. The “my sweet little Jean” who took sick, survived.

Francis Lyall

The diary entry of July 29, 1833, states “Wm. Lyall buried little Francis alongside his grandmother.” Francis is believed to be the son of William Lyall and grandson of Margaret and John Lyall.

Other Burials

The OGS theorized on other burials at this location. Their reasoning is as follows:

According to Captain Johnson’s diary, Mrs. Barton, Peter’s mother, was buried 31 March 1839. It is possible that Peter Barton and Thos. “The Rhymer” were also buried there. These people are thought to have been employees of Captain Johnson.³⁵

As noted, the 1951 Will of Charles Noble, Jr., reserved “the right of access to the herein described premises for the purpose of disinterring and removing the remains from the grave yard in the orchard on the said premises.” Only an assessment using ground penetrating radar technology can identify whether there are still human remains within the burial ground.

5.11 SUMMARY OF HISTORICAL OR ASSOCIATIVE VALUE

The Old Castle farm property at Lot 6, Concession 7, has a direct association with William Johnson, a half pay naval officer who settled in Georgina Township in 1819. About 1827, he founded the mills at Pepperlaw. Johnson was the area leader of the Reform Party which advocated for responsible government in opposition to the governing Family Compact.



Figure 6: William Johnson burial ground, 2017. Clockwise from top left: Looking west from inside cedar tree enclosure showing three legible headstones and two possibly blank stones; Roxanna Johnson headstone; William Johnson headstone; looking to southeast corner of cedar tree enclosure with footstones visible; Margaret Lyall headstone.



Figure 7: Above: East façade, 2017

Figure 8: Below: Exterior and interior of round window above east verandah, 2017. Note how the roof cuts the lower edge of the window, suggesting both that this was a later addition and that the porch has a new roof. This is slightly evident in Figure 4.





Figure 9: North façade, 2017. The asymmetrical placement of the windows is unusual and may suggest some pre existing section at the front (east).



Figure 10: North and west facades, 2017



Figure 11: The foundation is high above grade and the rubblestone seems to protrude outside of the face of the buff coloured brick forming the perimeter rain plinth. The foundation may have been veneered at a later date using recycled stone found on the property.



Figure 12: Above: West and south facades, 2017

Figure 13: Middle: South façade with enclosed verandah, 2017. The brick used is recycled.

Figure 14: Right: South façade and section of east façade, 2017.



Figure 15: This pile of vintage brick is near the shed and may be the remainders from enclosing the south verandah.

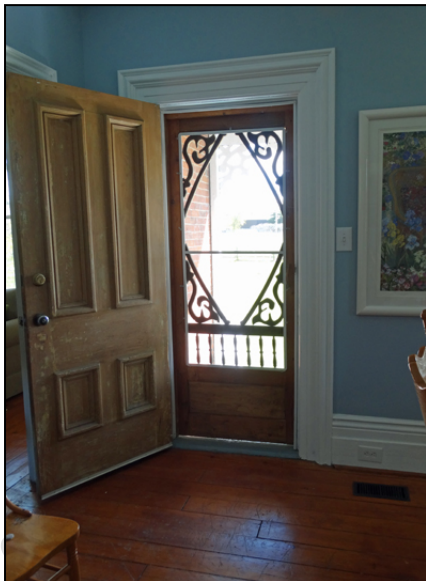


Figure 16: **Left:** East main entrance into front room, 2017. **Right:** Looking north from enclosed south verandah, through an exterior wall, into kitchen at northwest, 2017. The corresponding floorboards show a slightly wider and more random tongue and groove flooring in the front room (left), from that of the kitchen (right).





Figure 17: The original foundation is fieldstone. The visible floor joists are not log or timber.

Its principal advocates, William Lyon Mackenzie and Robert Baldwin, visited Old Castle and corresponded with William. William died in 1851 and his son James owned the property to 1869 when he sold to Sutton physician Charles T. Noble. His son, Charles T. Noble, Jr., also a Sutton physician, was the owner until 1956. Old Castle was a second residence for the Nobles.

The Johnson family burial ground north of the dwelling is the resting place of family members who died between 1820 and 1851. These include William Johnson, his wife Roxanna, their children Jean and George, William's sister Margaret Lyall, Margaret's grandson Francis, and possibly extended family.

6.0 DESIGN OR PHYSICAL VALUE

O. Reg. 9/06:

The property has design value or physical value because it,

- i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,
- ii. displays a high degree of craftsmanship or artistic merit, or
- iii. demonstrates a high degree of technical or scientific achievement.

6.1 DATES OF CONSTRUCTION

6.1.1 DWELLING

William Johnson arrived in Georgina Township in 1819 and acquired Lot 6, Concession 7. According to his great granddaughter Ruth Thompson, he erected "a crude dwelling – the one and only log home he owned." He called the farm Old Castle. About 1827, William founded saw, grist, and woollen mills at Pefferlaw. According to Francis Hett in 1939, Johnson "for many years lived upon, the property now known as Noble's Farm, but which he called "Oldcastle." William died in 1851.

The 1859 Tremaine map plots a dwelling at the mid point of the frontage facing the concession road and opposite the Lyall dwelling. The 1861 agricultural and personal census enumerations confirm that William's son James occupied the 200 acres and lived in a one storey, frame dwelling. If William did not replace the log house with one of frame (easily done given his ownership of a sawmill), James may have replaced it with a frame house sometime between William's death in 1851 and the 1861 census enumeration.

The property was bought in 1869 by Dr. Charles T. Noble, but his principal residence remained at Sutton. The assessed value of the farm rose from \$1,680 in 1869 to \$2,800 in

1871. The 1878 map of Georgina plots the dwelling north of the location shown in 1859, but still opposite the Lyall dwelling. This may be an inaccuracy in the plotting and not that the location of the dwelling changed.

Given the substantial increase in assessed value within two years (1869 to 1871), the brick dwelling now on the property may have been erected for Noble about 1870. Its Gothic Revival style, L-plan, narrow window openings more suited to 2x2 pane type sashes than the earlier 6x6 or more panes, 1.5 storey massing, and dichromatic (red and buff) brickwork are typical of farmhouses erected in the second half of the 19th century.

In the 1960s and 1970s, Professor William S. Goulding of the Faculty of Architecture, University of Toronto, undertook an architectural survey of Ontario's pre-confederation buildings. The project involved local volunteers visiting candidate sites and completing survey forms. The survey of 26280 Park Road was conducted by Joan Martyn in November 1969, a year after it was purchased by Margaret Ann Morrison.

The dwelling is described on the survey as "front built 1832; back added by 40's; bricked over 1842." The source of information is said to be "excerpts from diary of Capt. Johnson." The Johnson diaries date 1832 to 1850 (earlier diaries did exist). It is unlikely that these excerpts refer to the existing brick dwelling. The property was revisited in January 1971 and an addendum made to the survey form: "Recent evidence as of January 1971 shows that this was not the original Old Castle. The present bldg erected in 1860s."

There may be evidence to support a theory that the dwelling evolved over time. For example, the step up from the front (east) room into the enclosed mid stairway suggests two abutting sections and/or the addition of a second half storey requiring stairs (in 1861 this was one storey structure). The tongue and groove floorboards in the front room are slightly wider and more random than those in the kitchen at the northwest (Figure 16). The front room floorboards may be older although both are heavily worn. They also may be recycled materials. The asymmetrical placement of the windows on the north façade is unusual, as if the lower opening was shifted to avoid some pre existing structure at the east (Figure 9). The round window on the east is awkwardly placed in too small a space above the verandah (Figure 8).

The likely scenario is that the extant dwelling was erected for Charles Noble about 1870. It is possible that part of the one storey, frame structure identified in the 1861 census is encased within a section of the brick dwelling. It is also possible that both the earlier log and frame dwellings were demolished. Some destructive testing and/or keen observation during future renovations may solve the mystery.

This dwelling has undergone revitalization, probably beginning with the Morrisons in 1977. Care was taken to use recycled brick for the now enclosed south verandah. The



Figure 19: Frame and metal clad, 20th century stable, exterior and interior, 2017. This is west of the dwelling and south of the shed.



Figure 20: Shed exterior and interior, 2017.



Figure 21: Frame garage with recycled board cladding, 2017.





Figure 22: The barn ruins indicate frame construction with large dimension timbers and a dry stone foundation wall. The silo is a 20th century, poured concrete type. The ruins are west of the stable and shed, at the edge of what is now a forest area.



woodwork of the verandahs is reproduction; the country shutters are a recent addition; the window sashes have been replaced. The stone veneer on the foundation may be recent work, possibly using stone from the former barn foundations. (Figure 11).

6.1.2 OUTBUILDINGS AND RUINS

As shown in Figure 5, in 1968 there was a shed and two barns to the rear of the dwelling. A photograph of one barn is included in the 1969 Goulding Survey (Figure 18). The two barns may correspond with the stone foundations and timber ruins now inside the west edge of a forested area (Figure 22). Pacing the estimated distance between the dwelling and barns as shown on the 1968 survey may confirm the location.

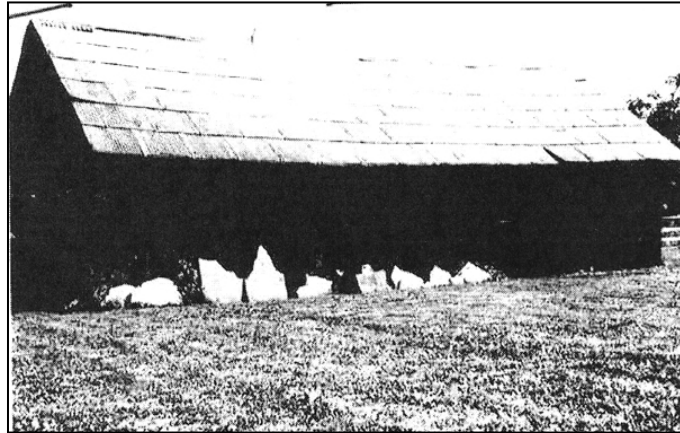


Figure 18: Barn photographed for the Goulding Survey in 1969.

Based on Figure 18, these barns may be the source of the boards used for the wall cladding of the new garage immediately behind the dwelling (Figure 21) and for the rebuilding of the shed (Figure 20). The stone may have been used to repair and/or reclad the foundation of the dwelling.

The stable is a 20th century frame structure with metal siding (Figure 19).

6.1.3 FARMSCAPE FEATURES

In the early 19th century, farms in Ontario typically grew mixed crops on smaller fields for personal and local consumption. As local grist and flour mills opened, some devoted a larger percentage of their acreage to commercial wheat, until it was recognized in the 1880s that Western Canada was more suited to this crop. Ontario farmers then focused on dairy production. In the 20th century, the trend was for monoculture with corn and other cash crops replacing mixed and dairy farming.

At 200 acres and with access to other Johnson owned lots, Old Castle may have been an ambitious farm operation. Although after 1869 the Nobles were not fulltime farmers, it is evident in Figure 18 that the acreage was farmed.



Figure 23: **Left:** Remnant of a split rail fence parallel to the south property boundary. **Right:** A cement tile used as a planter at the northeast corner of the laneway gate. If this is the location of an early well, it suggests the Johnson dwelling was closer to the road frontage than the brick dwelling.

As 26280 Park Road is only a 25.16 acre remnant of this farm, there is minimal evidence of how the 200 acres were subdivided and used. There are trace features, such as the decaying split rail fences which are likely vintage, not original (Figure 23). The farm lane travels between the road, past the dwelling, to the location of the brick ruins (Figure 22). A cement tile used as a planter at the northeast corner of the laneway gate may mark the location of an early well (Figure 23). If this is a well site, it suggests the Johnson dwelling was closer to the road frontage than the brick dwelling.

6.2 SUMMARY OF DESIGN OR PHYSICAL VALUE

This property was first occupied in 1819 as a 200 acre parcel of land farmed by William Johnson. His first, and possibly only residence, was described by a descendant as a crude log home. William died in 1851 and the farm transferred to his son James Johnson. In 1861, James was living in a one storey, frame dwelling. He sold in 1869 to Dr. Charles Noble of Sutton.

Although it may encase a remnant of the Johnson dwelling, the 1870s, the 1.5 storey, Gothic Revival style, dichromatic brick dwelling on the property is associated principally with the Dr. Charles Noble family. The farm was their secondary residence to 1956.

The 1870s dwelling is not rare, unique, or a good representative of any style, type, expression, or construction method. The bricks are the type available in the area,

produced in moulds fired at a lower temperature and exhibiting imperfections. Overall, the dwelling does not have a high degree of craftsmanship, artistic merit, or technical achievement. Many of its elements have been modified or replaced in the 20th century with recycled historic and reproduction materials. None of the outbuildings are original. The ruins on the site may be barns still standing in 1969. There are some remnant landscape features such as a split rail fence.

If design or physical value were to be assigned to this property, it would be the intrigue of whether or not the brick dwelling contains a remnant of any early Johnson associated dwellings.

7.0 CONTEXTUAL VALUE

O. Reg. 9/06:

The property has contextual value because it,

- i. is important in defining, maintaining or supporting the character of an area,
- ii. is physically, functionally, visually or historically linked to its surroundings, or
- iii. is a landmark.

7.1 SUMMARY OF CONTEXTUAL VALUE

This is a rural area scattered with farmhouses and modern dwellings. Abutting on the south is an enclave of 20th century, modular buildings forming an adult lifestyle complex. The subject property is not important in defining or maintaining the character of the area but it does support the rural quality of Park Road. As an early farm property, it is historically linked to its surroundings. Its status as a landmark is more commemorative than physical, being known to some as Johnson's Old Castle and to others as the Dr. Noble Farm.

8.0 ANALYSIS AND RECOMMENDATION

8.1 ANALYSIS OF CULTURAL HERITAGE VALUE OR INTEREST

The decision on whether to proceed with the designation of 26280 Park Road rests with Georgina Council. The current property owners have concerns about the designation of the entire 25.16 acre parcel but have expressed an interest in designating that part of the acreage that encompasses the Johnson family burial ground.

In considering the findings of this evaluation, the cultural heritage value or interest of this property is found primarily in its association with William Johnson, who owned the farm from 1819 to his death in 1851 and was succeeded by his son James as owner until 1869.

William never occupied the extant, 1870s dwelling.

William was a founding settler in Georgina, arriving in 1819 among other half pay officers when the township was opened for settlement. About 1827, he founded the saw, grist, and woollen mills at Pefferlaw. His support of the Reform Party and responsible government sets him apart from most Georgina residents. His diaries from 1832 to 1850 prove a link to William Lyon Mackenzie and Robert Baldwin, both important figures in the Rebellion of 1837 and the reform movement in Canada. The three were compatriots who met at Old Castle and kept up correspondence. These aspects of William's life should be commemorated.

The commemoration of the Drs. Charles Noble who owned the farm from 1869 to 1956 and likely had the brick dwelling erected as a second residence, is of lesser significance. The Nobles are already commemorated by their dwelling relocated from 123 High Street at Sutton to Georgina Pioneer Village.

It is not resolved whether some part of a Johnson dwelling is encased within the Noble dwelling. Given this lack of proof, and the 1870s appearance of the Noble dwelling, it could be misleading to include the dwelling as a heritage attribute if the intent is to commemorate William Johnson. Similarly, none of the extant outbuildings are associated with the Johnsons.

The important link to William Johnson is the burial ground. It is recommended that this be designated and afforded the protection of both the Ontario Heritage Act and the Funeral, Burial and Cremation Services Act.

8.2 RECOMMENDATION

It is recommended that the location of the William Johnson family burial ground be separately described from this 25.16 acre parcel of land and that only the burial ground be proposed for designation under s. 29 of the Act.

It is also recommended that the Town and property owners consider the installation of a commemorative marker explaining the significance of William Johnson and Old Castle. This marker may be best placed near the road allowance.

9.0 STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

Based on the findings of this Report, only that part of the property that contains the Johnson family burial ground (“Auld Castle Cemetery”) is found to be a suitable candidate for designation under s. 29 of the Ontario Heritage Act. It is recommended that this parcel of land be separately described for purposes of the designating bylaw. Otherwise, the bylaw will govern the entire 25.16 acres of 26280 Park Road. If the Town decides to extend the scope of the designation to include the entire acreage, the following description of heritage attributes will need to be amended.

STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

The Old Castle farm at Lot 6, Concession 7, Georgina Township, has a direct association with William Johnson, a half pay naval officer who settled on the 200 acres in 1819. About 1827, he founded the mills at Pefferlaw. Johnson was the area leader of the Reform Party, which under William Lyon Mackenzie and Robert Baldwin advocated for responsible government in opposition to the governing Family Compact. Johnson was exonerated from a charge of high treason following the uprising in Upper Canada on December 5, 1837. He died in 1851 and is interred with his spouse Roxanna Smalley; two of their children, Jean and George; William’s sister Margaret Lyall and her grandson Francis; and possibly extended family members in this burial ground. The burials date from 1820 to 1851.

DESCRIPTION OF HERITAGE ATTRIBUTE

The heritage attribute of this property is the Johnson family burial ground. It is enclosed by a perimeter of century old cedar trees and set within a former orchard associated with the larger acreage of the Old Castle farmstead. It contains three legible headstones and smaller stones that may be headstones or footstones of graves. All elements of this burial ground, visible and not visible, above and below ground are included, as follows:

- the existence of a perimeter of cedar trees forming an enclosure for the graves
- the upright limestone and marble headstones, shaped and carved with decorative motifs and inscribed with lettering identifying the interred
- all other headstones or footstones marking the graves
- historic plantings within the enclosure, including any remnant of a butternut tree said to be at the location of the burial of Margaret Lyall in 1820
- any other artifacts, remnants, and evidence above and below ground that are associated with the use of this land as the Johnson family burial ground

SOURCES

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The Telegram, December 20, 1955. Town of Georgina property file for Noble dwelling now at Georgina Pioneer Village.

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An interview with retired Judge Clare Morrison at his home, 96 High Street, Sutton, Ontario re Captain William Johnson and his haunted home 'Auld Castle' on Park Road, Sutton." Interview conducted by Patrick Boulton of Willowdale, Ontario. December 12, 1995.

Information about the subject property was provided by Sarah Brislin, Committee Services Coordinator, Clerk's Division, Town of Georgina; Terry Russell, Georgina Heritage Committee; Melissa Matt, Georgina Pioneer Village and Archives; and the current property owners. Their assistance is appreciated.

ENDNOTES

¹ Toronto Branch, Ontario Genealogical Society, "Auld" Castle Cemetery, Town of Georgina, Ontario. This cemetery is listed as GRG-001 in the Directory of *Cemeteries in the Municipality of Metropolitan Toronto and the Regional Municipality of York*, published by the Ontario Genealogical Society, Toronto Branch, 1989.

² The stepmother to Charles Thompson Noble, Jr., was Margaret, the daughter of Robert Johnstone (niece to William Johnson of 26280 Park Road). The Nobles may have been earlier connected through the marriage of William's daughter Jean to a Robert Thompson.

³ Entry for John Graves Simcoe, *Dictionary of Canadian Biography, Vol. V, 1801-1820*.

⁴ H. Ray Mossington letter dated April 21, 1993, to Steve Playter, Editor, *The Toronto Tree*, p.2. St. George Church Archives.

⁵ In 1821, Georgina was assigned to the jurisdiction of York County and until 1826 was administered as a united township with its western neighbour North Gwillimbury. Georgina was incorporated in 1850. Two years later, York County was divided into Peel County to the west and Ontario County to the east, with Georgina assigned to Ontario County. In 1853, it was reattached to York County.

⁶ Francis Paget Hett, *Georgina: A Type Study of Early Settlement and Church Building in Upper Canada*, 1939, p.8.

⁷ The genealogy of the William Johnson family posted on ancestry.ca indicates *Pefferlaw*, Chirnside, Berwick, Scotland. Chirnside is a village in Berwickshire. Pefferlaw is not known to be a parish in Berwick and may be a Johnson family estate or farm name.

⁸ Ruth Thompson, "Captain William Johnson of Pefferlaw," *Toronto Tree*, p.36, published post 1967. Thompson (nee Johnson) is the great granddaughter of William Johnson.

⁹ Wikisource.

¹⁰ Ruth Thompson, "Captain William Johnson of Pefferlaw," p.36.

¹¹ There is confusion about the dates of the surviving Johnson diaries. Ruth Thompson notes that only the diaries for 1832 to 1850 survive, and the "early books were lost or destroyed." A microfilm of "a hand printed copy compiled by Ms. J. Grant Thompson, William Johnson's great

granddaughter,” of the diaries from 1832 to 1850 is held by Ontario Archives (MS 18). The Toronto Branch of the Ontario Genealogical Society cites that the original 1832 to 1850 diaries “are held by The York Pioneer & Historical Society at Sharon Temple.” The Town provided extracts from the Johnson diary dated 1820 that reference the death and burial of Margaret Lyall.

¹² Hett, p. 33.

¹³ This list of Crown Patents was compiled from the existing research on the Johnson family and the Georgina Township section of the *Illustrated Historical Atlas, County of York, 1878*. Further research is needed to determine the relationship between the Upper Canada Land Records index description of BR or broken lots and the 1878 *Historical Atlas* description of Lots 1, etc.

¹⁴ Mossington letter.

¹⁵ Home District Marriage Records, 1824. Registration date October 4, 1824. Ancestry.ca.

¹⁶ This list of the children of William and Roxanna was compiled from genealogies posted on ancestry.ca and the Biographical Sketch accompanying the William Johnson Fonds F1248, Archives Descriptive Database, Archives of Ontario. This compilation could be inaccurate.

¹⁷ William Johnson’s brother Robert Johnstone was born in 1786 at Chirnside, Berwick, Scotland. He received the Crown Patent for Lot 22, Concession 5, Georgina, in 1834.

¹⁸ Undated and no source article, “Pefferlaw,” provided by the property owner.

¹⁹ Entry for Pefferlaw. Wikipedia. William Johnson’s son George opened a second store there in 1856. *The Canada Directory for 1857-1858* describes Pefferlaw as “A Village on the Upper Black River in the Township of Georgina and County of York. There is considerable lumbering business connected with the place, the water power being very extensive. . . Population about 100.” At that date, George Johnson was listed as “lumber merchant, miller, and dealer in dry goods, hardware, groceries, produce, &c.” James Johnson was postmaster; Robert Johnson was “J.P., storekeeper, and councilor”; William Johnson (Jr. as William, Sr., died in 1851) had a “carding and fulling factory.”

²⁰ Hett, p.52.

²¹ Hett, p.4.

²² Some of this correspondence between Johnson and Mackenzie is held by Ontario Archives.

²³ This is reported as an entry in the William Johnson diary.

²⁴ This is a typed transcription found in *Scots in Canada, 1825 to 1875*, reproduced in ancestry.ca. There could be a transcription error, with J.H. misread as J.R. Thompson.

²⁵ Ancestry.ca.

²⁶ The 1861 personal census lists a George Johnson, 28, a sawyer; Mary Johnson, 25; Maria Johnson, 3; and John Johnson, 82, widowed. Also in the household was Jean Thompson, 31, a widow; Margaret Johnson, 26; and John Johnson, 18.

²⁷ *The Telegram*, December 20, 1955. Town of Georgina property file for Noble dwelling now at Georgina Pioneer Village.

²⁸ In the report, "Dr. Noble House, formerly 123 High Street, Relocated to Georgina Historical Village" by Su Murdoch Historical Consulting, 2000, the death of and second marriage of Charles Noble to two women named Margaret was confused as one marriage to the second Margaret.

²⁹ The Nobel dwelling at 123 High Street in Sutton was relocated to the Georgina Pioneer Village and is designated under the Act.

³⁰ From typescript in Town file.

³¹ *The Telegram*, December 20, 1955.

³² Instrument 1374, York Region Land Registry Office.

³³ An interview with retired Judge Clare Morrison at his home, 96 High Street, Sutton, Ontario re Captain William Johnson and his haunted home 'Auld Castle' on Park Road, Sutton." Interview conducted by Patrick Boulton of Willowdale, Ontario. December 12, 1995. The source of this information about the burials was cited as Ruth Thompson, and the Toronto Branch of the Ontario Genealogical Society cemetery transcription of 1992.

³⁴ Clare Morrison interview.

³⁵ Toronto Branch, Ontario Genealogical Society, "Auld" Castle Cemetery."

Sarah Brislin

From: Allan Gane <agane@allograph.com>
Sent: June-01-17 1:17 PM
To: Sarah Brislin
Subject: RE: Plaques

Hi Sarah,
I'm glad to hear you received them. To change the name I'd have to sand that area, re-paint the beige colour and then re-paint the new lettering on. Cost would be \$100 plus any shipping.

allograph Inc. 8705 Hwy.9, Caledon Ontario L7E 0E9 | t: 905-880-3383 f: 905-880-3995 | www.allograph.com

From: Sarah Brislin [mailto:sbrislin@georgina.ca]
Sent: May 31, 2017 12:48 PM
To: Allan Gane <agane@allograph.com>
Subject: RE: Plaques

Hi Allan,

I did they are as we ordered them. One of the owners of the property is not happy with the name we used for the one plaque. I am taking this concern to the Committee but is there a way to change it, would you be able to do that, and if so what would the charge be.

Thank you.

C. Sarah A. Brislin, BA
Committee Services Coordinator
Clerk's Division | Town of Georgina
26557 Civic Centre Rd., Keswick, ON L4P 3G1
T: 905-476-4301 ext 2248
905-722-6516
705-437-2210
E: sbrislin@georgina.ca
www.georgina.ca

From: Allan Gane [<mailto:agane@allograph.com>]
Sent: May-30-17 4:55 PM
To: Sarah Brislin <sbrislin@georgina.ca>
Subject: FW: Plaques

Hello Sarah,

I just wanted to follow up to confirm you received the plaques in good order and to confirm payment method. Please let me know.

Many thanks,
Allan

From: Allan Gane [<mailto:agane@allograph.com>]
Sent: May 8, 2017 12:44 PM
To: 'Sarah Brislin' <sbrisl@georgina.ca>
Subject: RE: Plaques

Hello Sarah,
You should receive the signs tomorrow. Our invoice is attached. Thanks for your order.

Best regards,
Allan

From: Sarah Brislin [<mailto:sbrisl@georgina.ca>]
Sent: May 3, 2017 12:07 PM
To: Allan Gane <agane@allograph.com>
Subject: RE: Plaques

Thanks Allan,

You can ship to the Civic Centre to my attention.

26557 Civic Centre Rd.,
Keswick, ON L4P 3G1

Thank you.

C. Sarah A. Brislin, BA
Committee Services Coordinator
Clerk's Division | Town of Georgina
26557 Civic Centre Rd., Keswick, ON L4P 3G1
T: 905-476-4301 ext 2248
905-722-6516
705-437-2210
E: sbrisl@georgina.ca
www.georgina.ca

From: Allan Gane [<mailto:agane@allograph.com>]
Sent: May-03-17 11:35 AM
To: Sarah Brislin <sbrisl@georgina.ca>
Subject: RE: Plaques

Hello Sarah,

The plaques are complete. I'm installing today (first sunny day in a while) and can send you the invoice tomorrow. If you would like me to ship the signs please confirm where you'd like them sent to and I'll send tomorrow also.

Many thanks,

Allan

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From: Sarah Brislin [<mailto:sbrislin@georgina.ca>]

Sent: May 2, 2017 10:20 AM

To: Allan Gane <agane@allograph.com>

Subject: Plaques

Hi Allan,

I just wanted to see how the plaques are coming. I will also need an invoice when they are ready, so we can process the payment.

Thank you.

C. Sarah A. Brislin, BA

Committee Services Coordinator

Clerk's Division | Town of Georgina

26557 Civic Centre Rd., Keswick, ON L4P 3G1

T: 905-476-4301 ext 2248

905-722-6516

705-437-2210

E: sbrislin@georgina.ca

www.georgina.ca

GWAC -2nd Monday	GEDAC -2nd Tuesday	GEAC - 2nd Thursday	GHC - 3rd Wed.	GLB	GSSC 4th Monday	GAgAC 4th Thursday
Jan-08	Jan-09	Jan-11	Jan-17	Jan-18	Jan-22	Jan-25
Feb-12	Feb-13	Feb-08	Feb-21	Feb-15	Feb-26	Feb-22
Mar-12	Mar-13	Mar-08	Mar-21	Mar-15	Mar-26	Mar-22
Apr-09	Apr-10	Apr-12	Apr-18	Apr-19	Apr-23	Apr-26
May-14	May-08	May-10	May-16	May-17	May-28	May-31
Jun-11	Jun-12	Jun-07	Jun-20	Jun-21	Jun-25	Jun-28
Jul-09	Jul-10	Jul-12	Jul-18	Jul-19	Jul-23	Jul-26
Aug-13	Aug-14	Aug-09	Aug-15	Aug-16	Aug-26	Aug-24
Sep-10	Sep-11	Sep-13	Sep-19	Sep-20	Sep-24	Sep-27
Oct-08	Oct-09	Oct-11	Oct-17	Oct-18	Oct-22	Oct-25
Nov-12	Nov-13	joint on GAgAC date	Nov-14	Nov-15	Nov-26	Nov-22
Dec-10	Dec-11	Dec-13	Dec-19	Dec-20	Dec-24	Dec-27

Sarah Brislin

From: Heather Davies <hmardavies@gmail.com>
Sent: June-12-17 3:20 PM
To: Sarah Brislin
Subject: Historical property Cronsberry Farm 28820 Hwy 48

Dear Sarah

Thank you for meeting with me today.

As we discussed I am requesting the Heritage Committee to review the Cronsberry Farm at 28820 Hwy 48.

This log house is currently registered. The barn is of the same age and I am not sure if it is registered, however it is a beautiful structure and the Cronsberry family has many accounts of the barn raising.

I am inquiring as to whether there could be a course of action to preserve the log house and barn. I gather this requires the structure (s) to be designated.

The log house has been covered by clapboards for many years so I would expect this will have preserved the logs.

The barn has been inhabited by cattle and horses up until the last few years.

I know that the property was maintained up until it was sold a few years ago as it was in our family or my extended family since 1962 when it was purchased from George Cronsberry.

Thank you for your consideration. I am concerned that the current owners are planning demolition of the buildings and are not aware of the historical significance of the property. It was know in recent years as Mayflower Farm and many tourists stopped for pictures of the sunflower field in front of the barn.

Please advise me if there is anything further I could do to advocate protection of these structures.

Sincerely,

Heather Burrows Davies

21065 Dalton Road
Jackson' Point

905-975-7085