



An agency of the Government of Ontario

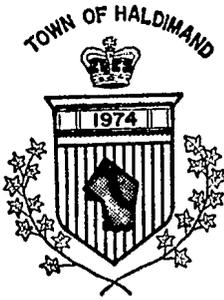


Un organisme du gouvernement de l'Ontario

This document was retrieved from the Ontario Heritage Act e-Register, which is accessible through the website of the Ontario Heritage Trust at **[www.heritagetrust.on.ca](http://www.heritagetrust.on.ca)**.

---

Ce document est tiré du registre électronique, tenu aux fins de la *Loi sur le patrimoine de l'Ontario*, accessible à partir du site Web de la Fiducie du patrimoine ontarien sur **[www.heritagetrust.on.ca](http://www.heritagetrust.on.ca)**.



## Town of Haldimand

P.O. BOX 400

CAYUGA, ONTARIO. N0A 1E0

PHONE 772-3324

April 1st, 1985.

Ontario Heritage Foundation,  
7th Floor, 77 Bloor Street West,  
Toronto, Ontario.  
M7A 2R9

Dear Sirs:

Enclosed is a copy of By-Law #443/84, being a by-law to designate a Small Steel Bridge over Black Creek, as being of historical value or interest. This by-law was passed by the Council of the Town of Haldimand on December 10th, 1984.

The delay in sending this copy to you was due to some difficulty in registering this bridge. However, it was registered on March 29th, 1985.

Yours truly,

A handwritten signature in cursive script that reads 'Shirley R. Troubridge'.

Shirley R. Troubridge, A.M.C.T.  
Clerk

IN THE MATTER OF THE ONTARIO HERITAGE ACT, 1980 S.O.  
CHAPTER 337.

AND IN THE MATTER OF THE LANDS AND PREMISES AT THE FOLLOWING  
MUNICIPAL ADDRESS IN THE TOWN OF HALDIMAND IN THE PROVINCE  
OF ONTARIO.

NOTICE OF PASSING OF BY-LAW

TAKE NOTICE that the Council of the Corporation of the  
Town of Haldimand has passed by-law number 443/84 to designate  
the following properties as being of architectural and/or  
historical value or interest under Part IV of The Ontario  
Heritage Act, 1980, S.O. Chapter 337:

- (a) Small Steel Bridge over Black Creek, on the old  
Highway No. 54, now closed, between Caledonia and  
York.
- (b) Reason for proposed designation, it is considered  
to be of historical significance.

DATED at the Town of Haldimand this 19th day of December, 1984.

Shirley R. Troubridge  
Clerk

Being a By-Law to designate a Small Steel Bridge over Black Creek located on the old Highway No. 54, now closed, between Caledonia and York, in the Town of Haldimand, in the Regional Municipality of Haldimand-Norfolk, as a structure of historical value and interest.

WHEREAS Section 29 of THE ONTARIO HERITAGE ACT, 1980, Chapter 337, authorizes the Council of a municipality to enact by-laws to designate real property, including all buildings and structures thereon, to be of architectural or historical value or interest;

AND WHEREAS the Council of the Corporation of the Town of Haldimand has caused to be served on the owners of the land and structure known as the small steel bridge over Black Creek located on the old Highway No. 54, now closed, between Caledonia and York, in the Town of Haldimand in The Regional Municipality of Haldimand-Norfolk, and upon The Ontario Heritage Foundation, notice of intention to designate the aforesaid real property and has caused such notice of intention to be published in the same newspaper having general circulation in the municipality once for each of three consecutive weeks;

AND WHEREAS no notice of objection to the proposed designation has been served on the Clerk of the municipality;

AND WHEREAS the reasons for designation are set out in Schedule B hereto;

THEREFORE the Council of the Corporation of the Town of Haldimand enacts as follows:-

1. That the small steel bridge over Black Creek located between Caledonia and York, in the Town of Haldimand in The Regional Municipality of Haldimand-Norfolk, on the old Highway No. 54, now closed, be designated as being of historical value or interest more particularly described in Schedule "A" hereto.
2. The municipal solicitor is hereby authorized to cause a copy of this by-law to be registered against the structure described in Schedule "A" hereto in the proper land registry office.
3. The Clerk is hereby authorized to cause copy of this by-law to be served on the owner of the aforesaid property and on The Ontario Heritage Foundation and to cause notice of the passing of this by-law to be published in the same newspaper having general circulation in the municipality once for each of three consecutive weeks.

READ a first and second time this 10th day of December, 1985.

READ a third time and finally passed this 10th day of December, 1985.

*Edith Fuller*

MAYOR

*Therley K. Strubridge*

CLERK

SCHEDULE "A"

to

BY-LAW #443/84

ALL AND SINGULAR the small steel bridge over Black Creek, located between Lots 26 and 27, Caledonia Plan 51, on the closed portion of old Highway Number 54.

SCHEDULE "B"

to

BY-LAW NO. 443/84

At the Good Road Convention in Toronto, March 7, 1912, it was recommended to use concrete with steel beams embedded in concrete with flat tops on all bridges from 4 feet to 40 feet in length and over that would recommend a steel structure. To keep the steel well painted would make it last much longer, should last fifty years.

This is true of the little steel bridge at Seneca built in 1913, which, although it is no longer used, has stood for 70 years.

In April, 1912, while in Caledonia in connection with the Black Creek Bridge, Alan Mair Jackson, County of Haldimand Engineer, inspected the work being done by Mr. Young to put the River Road in passable shape since it had been badly washed out during the recent flood and many large holes had to be filled.

In September 1912, the Good Roads Committee accepted the tender of Runchey & Son of York for the construction of the Richardson bridge on the Haldimand and Brant County line, said tender being \$346.00, the counties to furnish the steel reinforcing for the deck. The committee recommended that it meet with the county engineer at the scene of the bridge over Black Creek, Caledonia, on Thursday, December 26, to decide on a suitable bridge to be built there. T.A. Snider was paid \$125.26 for services in the case of the Black Creek Bridge.

They must have decided to do something sooner because in December 1912, the good road committee had let the concrete work of the Seneca Bridge to Contractor Runchey at a cost of \$1,400.00 and reported the work progressing favourably and would recommend that the Treasurer be authorized to make the contractor progress payments upon receipt of a certificate from the County Engineer advising the same. \$200.00 was paid to Melvin Runchey to apply in building Seneca Bridge.

It was moved by Mr. Young and seconded by Mr. Pyle that a line rod steel bridge be ordered at once to be placed on abutments that are being erected over the Black Creek at Caledonia. The Chairman of the Road and Bridge Committee, Mr. W. D. Roulston, Mr. Avery and County Engineer were to be a committee to purchase the same. Moved by Mr. Pyle and seconded by Mr. Buchner that leave be given to introduce a bill to build a bridge over Black Creek and the same be read the first time. Carried. Moved by Mr. Young and seconded by Mr. Roulston at second reading. Carried. Moved by Mr. Avery and seconded by Mr. Patton at the third reading. Carried.

David Young was paid \$25.00 for overseeing construction of Black Creek Bridge. John Avery had irons for the bridge.

Since the County Road Superintendent resigned, there were 28 applications for the position. On March 14, 1913, it was moved by Mr. Sorge and seconded by Mr. Holmes that the application of Mr. Melvin Runchey be accepted. Carried. Second and third readings were passed. It was reported that the concrete work on the Black Creek Bridge was now in shape for the Haldimand Bridge Co. to proceed with the steel work and they have been notified to that effect. It was moved by Mr. Smelser and seconded by Mr. Shipway that the Treasurer pay M. Runchey \$200.00 as part payment of contract on Seneca Bridge.

At the May meeting of council the following bills were to be paid.  
Melvin Runchey - \$684.00 to apply on contract for Black Creek Bridge  
Thomas Shipway, Deans - \$20.80 for superintending the bridge  
Hamilton Bridge Works, Hamilton - \$1,000.00 for steel structure  
R. Renshaw, York & W. Young - \$16.00 each  
H. Young Sr., H. Young Jr., & E. Moore - \$8.00 each  
J. Lutley - \$6.00 & R. Spencer - \$4.00 all for work on the bridge.

June bills included \$96.80 to Thomas Shipway for superintending Black Creek Bridge, \$92.33 to J. H. Creighton for plank for the bridge and \$114.50 to Caledonia Milling Co. for cement and lumber. D. Runchey received \$400.00 for engine and boiler.

(The above information was from Haldimand County Council Minutes.)

The Provincial Government took over the River Road from Cayuga to Caledonia from the County in 1937 or before and it became known as Highway 54. The Seneca Bridge handled all the traffic until 1950 when the highway was rebuilt and widened. Seneca Bridge was bypassed by a larger structure. The route of the creek was altered to pass into the river west of the bridge. But the Seneca Bridge still remains to remind us of those days when travelling was not as hectic as today. Since it has withstood so many floods which have surrounded it, is proof that it was well built.

When they were constructing Black Creek Bridge the engine to run the cement mixer didn't start or run very well; so Melvin Runchey asked Fred Moore to be there to keep the engine operating smoothly. (Bill Moore)

LETTER OF APPLICATION FOR ROAD SUPERINTENDENT FOR HALDIMAND COUNTY

York, Ontario, March 8, 1913

To Chairman of the Good Roads Committee of the County of Haldimand

Sir:

In response to your advertisement in the press regarding application for the position of superintendent of good roads for the County of Haldimand, I beg to make application for the same.

I have had considerable experience in Bridge and Culvert Construction and have had some experience in road building, and have also had a good deal of experience in mechanical and engineering work and the handling of machinery and the employment of labour.

My habits are moderate as to the use of intoxicants and my record as to application to my business are well known in the County.

As to salary, I submit that a position requiring the desirable and necessary qualifications involves sustained remuneration and I offer my services with a view to future consideration at the sum of \$100.00 per month and transportation expenses.

As recommendations my record in this line of work is well known to members of the county council and if my application is favourably considered, I promise energetic, faithful and efficient services in the interest of Haldimand.

I am

Your obedient servant

Melvin Runchey

(Copied from original letter in the Haldimand County Museum at Cayuga.)

Some notes on Melvin Runchey -

He had a saw mill at York where the post office is now. It used gasoline for power and he only operated it part time. He was very good at reading blue prints. He helped to build York bridge, 1891. He constructed coffer dams at Caledonia when repair work was done at the dam, 1912 - 1929. He reconstructed the span in the Caledonia bridge when it went down in 1925.

Mrs. Perc Baker (Bess Young, daughter of David Young) reports the following:

Her father was on Seneca Council (at one time reeve and on the Good Roads Committee). She remembers a young engineer, Mr. Kidd coming to their home, staying over night and finishing the plans for the Seneca bridge the next day. Mrs. Baker was 85 in December of 1983. This happened when she was a little girl.

She remembers another incident, too. While the Seneca bridge was out, one night in the late Fall, there was a knock at their door. It was Mr. Coulter, the lawyer from Cayuga. It seemed he was walking home from Caledonia, had crawled over the ice where the bridge should have been and arrived at David Young's door. Mr. Young drove him home to Cayuga with the horse and buggy. There was not bus or other transportation.