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**IN THE MATTER OF THE ONTARIO HERITAGE ACT,
R.S.O. 1990, CHAPTER 0.18
AND IN THE MATTER OF THE STRUCTURE KNOWN AS
THE STONE ROAD BRIDGE
IN THE CITY OF GUELPH,
IN THE PROVINCE OF ONTARIO.**

NOTICE OF INTENTION TO DESIGNATE

TO: Ontario Heritage Foundation
The Ontario Heritage Centre
10 Adelaide Street East
Toronto, Ontario
M5C 1J3

AND: The City of Guelph
City Hall
59 Carden Street
Guelph, ON N1H 3A1
Attention: Janet Laird, Director of Works

TAKE NOTICE THAT the Council of the Corporation of the City of Guelph intends to designate The Stone Road Bridge as a structure of architectural and historical value and interest under Part IV of The Ontario Heritage Act, R.S.O. 1990, Chapter 0.18.

STATEMENT OF REASONS FOR DESIGNATION

The Stone Road Bridge was constructed in 1916 and spans the Eramosa River on what was then the boundary line between the Township of Guelph and the Township of Puslinch. The bridge is an early example of reinforced concrete bow string truss construction or tied arch span, and was built to replace an earlier wooden span, commonly called McQuillan's Bridge, due to the proximity of this river crossing to lots cleared and settled by the McQuillan family. The Stone Road Bridge was built under the direction of Wellington County Engineer A. W. Connor as a sturdy and more permanent structure to meet the demand for better road conditions required by increased settlement and agricultural production in the area. The bridge was built by Charles Mattaini, a local contractor and craftsman who developed skills in the use of concrete for many local building projects and, in particular, bridges. Mattaini, a native of northern Italy, built over fifty bridges that were constructed in this area, and his work was well known and admired outside of Wellington County. The Stone Road Bridge is the only example of the concrete bow string truss form within the City of Guelph and is one of only a few remaining examples of this type in the County.

The first span of this type in Ontario was built in 1909 and featured a system of cross bracing between the vertical hangers. While these bridges share a basic form, there is considerable variety among these structures. The Stone Road Bridge is distinguished from the 1909 Ontario prototype in that it does not include a system of cross bracing. This form of design was later to become typical of the standard practice of concrete bow string truss construction in Ontario that was most popular between 1915 and 1930. The Stone Road Bridge is also distinguished by the height of its arches, which required them to be connected by a single cross beam, inscribed with the date of construction. The bridge's graceful arches and simple design are considered to be a significant element of the riverscape at this location.

The introduction and success of the concrete bow string truss bridge reflects the transition from horse-drawn vehicles to motorized forms of transportation as such a bridge type provided a more safe and durable design than the traditional timber bridge found commonly in rural areas in the 19th century. The concentration of this bridge type in Wellington County is notable and reflects the availability of local aggregate and the particular skills of a local craftsman. The Stone Road Bridge is listed in the Ontario Heritage Bridge Program and spans a designated Canadian Heritage River route, and is considered to be an early and rare surviving example of concrete bow string truss construction in a local, provincial and national context.

The designation applies to the entire concrete bridge structure including, in detail, the eight vertical members, chamfered and dimpled balustrading, and a cross-member with dated inscription tying the arches.

Any person may, before the 2nd day of April, 2002, send by registered mail or deliver to the Clerk of the City of Guelph, notice of objection to this proposed designation, together with a statement of reasons for the objection and all relevant factors. If a notice of objection is received, the Council of the City of Guelph shall refer the matter to the Conservation Review Board for a hearing.

DATED at Guelph, Ontario, this 22nd day of February, 2002.

Lois Giles, City Clerk
City Hall, 59 Carden Street
Guelph ON N1H 3A1

Notice of Intention to Designate

In the matter of the Ontario Heritage Act, R.S.O. 1990, Chapter 0.18 and in the matter of the structure known as the Stone Road Bridge in the City of Guelph, in the Province of Ontario.

TAKE NOTICE THAT the Council of the Corporation of the City of Guelph intends to designate the Stone Road Bridge as a structure of architectural and historical value and interest under Part IV of The Ontario Heritage Act, R.S.O. 1990, Chapter 0.18.

Short Statement of Reasons for Designation

The Stone Road Bridge was constructed in 1916 and spans the Eramosa River on what was then the boundary line between the Township of Guelph and the Township of Puslinch. The bridge is an early example of reinforced concrete bow string truss construction or tied arch span, and was built to replace an earlier wooden span, commonly called McQuillan's Bridge, due to the proximity of this river crossing to lots cleared and settled by the McQuillan family. The Stone Road Bridge was built under the direction of Wellington County Engineer A. W. Connor as a sturdy and more permanent structure to meet the demand for better road conditions required by increased settlement and agricultural production in the area. The bridge was built by Charles Mattaini, a local contractor and craftsman who developed skills in the use of concrete for many local building projects and, in particular, bridges. Mattaini, a native of northern Italy, built over fifty bridges that were constructed in this area, and his work was well known and admired outside of Wellington County. The Stone Road Bridge is the only example of the concrete bow string truss form within the City of Guelph and is one of only a few remaining examples of this type in the County. The Stone Road Bridge is listed in the Ontario Heritage Bridge Program and spans a designated Canadian Heritage River route, and is considered to be an early and rare surviving example of concrete bow string truss construction in a local, provincial and national context. The designation applies to the entire concrete bridge structure including, in detail, the eight vertical members, chamfered and dimpled balustrading, and a cross-member with dated inscription tying the arches.

Any person may, before the 2nd day of April, 2002, send by registered mail or deliver to the Clerk of the City of Guelph, notice of objection to this proposed designation, together with a statement of reasons for the objection and all relevant factors. If a notice of objection is received, the Council of the City of Guelph shall refer the matter to the Conservation Review Board for a hearing.

DATED at Guelph, Ontario, this 1st day of March, 2002.

Lois Giles, City Clerk
City Hall, 59 Carden Street
Guelph, Ontario N1H3A1