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IN THE MATTER OF *THE ONTARIO HERITAGE ACT* 1990, R.S.O. CHAPTER O.18, AND IN
THE MATTER OF THE LANDS AND PREMISES AT THE FOLLOWING MUNICIPAL ADDRESS
IN THE TOWN OF CARLETON PLACE, IN THE PROVINCE OF ONTARIO

NOTICE OF INTENTION TO DESIGNATE

TAKE NOTICE that the Council of the Town of Carleton Place intends to designate the exterior portion of the building at the following municipal address as property of historical and architectural value or interest under Part IV of *The Ontario Heritage Act* 1990, R.S.O. Chapter O.18

132 Miguel Street (former C.P.R. Train Station)

Legal Description

Lots 1 to 5 of Registered Plan No. 98 in the Town of Carleton Place
in the County of Lanark

DIRECTOR'S OFFICE

Heritage Character Statement

Former Canadian Pacific Railway Station
132 Miguel Street
Carleton Place, Ontario

JUL 14 1993

HERITAGE POLICY BRANCH

The former C.P.R. station in Carleton Place was constructed in 1921-22 to the designs of the C.P.R. Chief Engineer's Office in Montreal. The contractor was M. Sullivan & Son of Arnprior. It served both freight and passenger traffic between Montreal, Ottawa, and points west. Passenger service was interrupted in the early 1970s and finally discontinued in 1989. The station became redundant when the tracks between Ottawa and Carleton Place were removed in 1990.

Reasons for Designation

a) **Historical Interest**

Historically, the station is significant as a tangible symbol of C.P.R. prosperity and confidence in the postwar (1913-1918) period. Its construction was, in part, a response to the invasion of its Central Eastern Ontario territory by a transcontinental rival, the Canadian Northern Railway (C.No.R.), which built a large and impressive station in Smiths Falls in 1913. The building of an improved C.P.R. facility in Carleton Place was delayed by the war but, afterwards, stimulated by the appointment of Carleton Place native son D'Alton Corry Coleman as C.P.R. Vice-President, the C.P.R. built this station, an impressive appeal to civic pride. It also reflected the close ongoing links between the railway and the development of the town, and the continued confidence of the C.P.R. in Carleton Place.

b) **Architectural Description of the Building**

Architecturally, the station is one of the finer examples of the in-house work produced by the Chief Engineer's Office in Montreal. Although relatively simple in its decorative elements, it relies on sophisticated massing and a fine sense of horizontal layering. The deep-set windows and doors and the wide overhanging roofs give it a strong three-dimensional quality. The station is the sole survivor of seven C.P.R. stations built of stone in the Upper Ottawa Valley between 1897 and 1922. Within its urban environment, the station remains a distinctive element surrounded by traces of its once elegant grounds. The nearby roundhouse and railway shops on the main line, and the adjacent homes fashioned from earlier hotels, boarding houses, and tenement terraces, maintain the fabric of the station's historical setting. Local initiatives have helped ensure the station's survival as an architectural landmark and an important witness to the town's history.

Character Defining Features

The heritage character of the former Canadian Pacific Railway station in Carleton Place is defined by the entire building exterior. Overall, the exterior of the station is relatively simple but very elegant in its proportions, materials and detailing. The exterior of the building is defined by the long, low stone walls and deep-set openings beneath a distinctive broad hip roof with broadly flared eaves. This exterior has survived relatively intact. The roof retains its form with a dominant central hip, offset brick chimney, smaller west extension and the detailing of the deep eaves with their tongue-and-groove soffits and elegant shallow brackets. The masonry is a dressed and coursed limestone with contrasting darker stone for the base courses and the window quoins. The horizontal effect is reinforced by projecting drip courses defining the base, and by the deepness of the window and door recesses with their continuous lintel heights.

Any person may, within thirty days of the first publication of this Notice, send by registered mail or deliver to the Clerk of the Town of Carleton Place notice of his or her objection to the proposed designation, together with a statement of the reasons for the objection and all relevant facts. If such a notice of objection is received, the Council of the Town of Carleton Place shall refer the matter to the Conservation Review Board for a Hearing.

DATED AT THE TOWN OF CARLETON PLACE THIS 30TH DAY OF JUNE 1993

D.H. Rogers
Clerk
Town of Carleton Place
175 Bridge Street
Carleton Place, Ontario
K7C 2V8