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# The Corporation of the Town of Parry Sound

52 SEGUIN STREET  
PARRY SOUND, ONTARIO P2A 1B4  
Telephone (705) 746-2101  
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IN THE MATTER OF THE ONTARIO HERITAGE ACT,  
R.S.O. 1990, CHAPTER O.18; AND

IN THE MATTER OF THE LANDS AND PREMISES KNOWN  
MUNICIPALLY AS THE CPR STATION IN THE TOWN OF  
PARRY SOUND IN THE PROVINCE OF ONTARIO

## NOTICE OF INTENTION TO DESIGNATE

MAR 31 1995

TO: Ontario Heritage Foundation  
10 Adelaide Street East  
Toronto, Ontario  
M5C 1H5

TAKE NOTICE that the Council of the Corporation of the Town of Parry Sound intends to designate the building, known municipally as the CPR Station, as a property of architectural and/or historical value or interest under Part IV of The Ontario Heritage Act, R.S.O. 1990, Chapter O.18.

## REASONS FOR PROPOSED DESIGNATION

### Historical

The Canadian Pacific Railway (CPR) built this station in 1907 as part of its Toronto-Sudbury Branch line, and the station remained an active link on this line until 1982. Construction of the line was intended to give CPR access to Toronto markets, and the establishment through Parry Sound, changed the Town from a quiet backwater to a modern centre.

### Architectural

The Station was designed by the CPR's Engineering Department in Montreal under F.P. Gutelius, and built under contract by David Chalmers, superintending architect.

The station is architecturally significant for its late Victorian proportioning and compact massing. It is a small linear one story building, dominated by the south end circular form capped with a conical roof. The north end roof sweeps to a graceful bellcast canopy and surrounds the building.

The fenestration of the linear east and west elevations is dominated by groupings of doors and windows topped with transoms. These window groupings are set between

the exterior canopy brackets and are lined in plan on an east west axis, continuing around the tower creating a gazebo-like effect. The bay ticket window is emphasized by a small, three sided, hipped dormer. Many original windows and doors remain.

The original exterior materials of the Station were cedar shingle wall cladding and metal roof sheeting. A base at the window sill height ran around the perimeter of the building connecting the various components together in a well balanced composition.

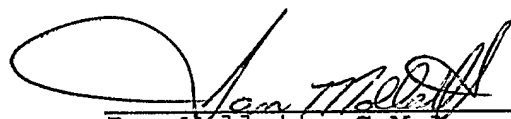
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Enclosed, is a more complete heritage character statement of the CPR station, as developed by the Historic Sites and Monuments Board of Canada for federal designation under the Heritage Railway Stations Protection Act.

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Notice of objection to the proposed designation, together with a statement of the reasons for the objection and all relevant facts may be served on the Clerk of the Town of Parry Sound before the 5th day of May, 1995.

Dated at the Town of Parry Sound  
this 28th day of March, 1995.

  
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Ian Mollett, C.M.A.  
Chief Administrative Officer  
Clerk

## HISTORIC SITES AND MONUMENTS BOARD OF CANADA

### HERITAGE RAILWAY STATIONS

#### HERITAGE CHARACTER STATEMENT

Canadian Pacific Railway Station  
Parry Sound, Ontario

The Canadian Pacific Railway (CPR) built this station in 1907 as part of its Toronto-Sudbury Branch line, and the station remained an active link on this line until 1982. From 1982 until 1992 the building provided quarters for VIA Rail and CPR crews. Today it is vacant. See Railway Station Report 205.

#### Reasons for Designation

This station has been designated a heritage railway station because of its historical, architectural and environmental significance.

Construction of this line signalled the CPR's intention to compete for a major share of the established Ontario market, even as its competitors developed alternative lines in the west. The Toronto-Sudbury line, of which this station was a key component, was intended to give the CPR access to the Toronto markets. The station stands as a symbol of transcontinental railway competition, which at the turn of the century changed Parry Sound from a quiet backwater into a modern industrial centre and a tourist destination.

The design for the Parry Sound station is both practical and striking, a hallmark of many CPR stations. It was designed by the CPR's Engineering Department in Montréal under F.P. Gutelius, and built under contract by David Chalmers, superintending architect. The building is a bold composition of a steep, picturesque roofline with a bellcast canopy, and a massive corner tower. The original configuration of interior space remains largely intact today, despite some recent renovations.

The Parry Sound station is a rare example of a first generation CPR Ontario station still on its original site. The station was located in convenient proximity to the town core, a relationship that has not changed over the years. The site's height, crowned as it is by the station's dominant tower, makes the station a prominent feature in the town. The building is considered by the town to be one of its major heritage structures.

### Character Defining Features

The heritage character of the CPR station at Parry Sound resides in its compact massing, in the attractive patterns created by the windows, door openings, materials application and in its picturesque setting.

The most unusual feature of the Parry Sound station is its late Victorian proportioning and compact massing. The small linear one story building is dominated by the south end circular form capped with a conical roof. This feature is reinforced by the north end roof which sweeps to a graceful bellcast canopy and surrounds the building. From the town at the bottom of the hill the station appears to be a rounded tower, giving it a castle-like appearance. This circular form and the massing of the building are vital to the station's heritage character and should not be altered. The view of the station from the town should be maintained.

The fenestration of the linear east and west elevations is dominated by groupings of doors and windows topped with transoms. These groups of windows are set between the exterior canopy brackets and are lined in plan on an east west axis. The windows continue around the tower creating a gazebo-like effect. The bay ticket window, typical of these kinds of stations, is emphasized at the roof by a small, three sided, hipped dormer and is a feature well incorporated into the facade at this location. Many of the station's original windows and doors remain. In the event of future renovations, restoration of these significant character defining components of the building to their original design and placement would greatly contribute to the heritage value of the station.

The exterior materials of the Parry Sound station were originally cedar shingle wall cladding and metal roof sheeting. The shingles were painted in two tones with a change at the frame between the windows and the transoms. A base at the window sill height ran around the perimeter of the building connecting the various components together in a well balanced composition. The current materials are asbestos shingles on the roof and asbestos brick patterned cladding on the walls. The building would benefit significantly from a reinstatement of the original cladding materials painted to an earlier scheme.

The original configuration of the interior of the station remains largely intact. The main spaces of the general waiting room, ladies waiting room, baggage room and express room with their cross east-west circulation are of historical functional interest, typical of these stations and should be taken into consideration during any modifications.

The circular general waiting room (the tower) at the south end of the station provides a vista of the town and of some existing wooded areas of the station's surroundings. Protection of the station in this rural setting would enhance the heritage character of this landmark.

March 1994