



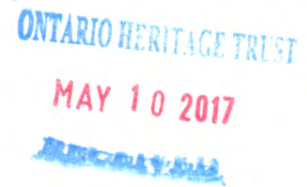
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Corporation of the Town of St. Marys
Box 998, St. Marys ON N4X 1B6

April 28, 2017

Ontario Heritage Trust
10 Adelaide Street East
Toronto ON M5C 1J3

To whom it may concern:

RE: By-law 39 of 2017 to designate a property of architectural and heritage significance.

Please be advised that on April 25, 2017, St. Marys Town Council passed By-Law 39 of 2017 to designate the property at 5 James Street North, St. Marys, under part IV of the Ontario Heritage Act.

Please find attached a copy of the designation bylaw for your records.

Regards,

A handwritten signature in blue ink, reading "Trisha McKibbin".

Trisha McKibbin
Director of Corporate Service/Deputy Clerk
Town of St. Marys

BY-LAW NUMBER 39 OF 2017

CORPORATION OF THE TOWN OF ST. MARYS

Being a By-law to amend by-law 33 of 1987 (Schedule A), a bylaw designating 5 James Street North, Town of St. Marys, to be of architectural, associative and historic value or interest.

WHEREAS: Section 29 (4) of the *Ontario Heritage Act*, R.S.O. 1990, c. 0.18, as amended, authorizes the Council of a municipality to enact bylaws to designate real property, including all buildings and structures thereon, to be of architectural, associative and historic value or interest;

AND WHEAREAS: The Council of the Corporation of the Town of St. Marys has caused to be served on the owner of aforesaid real property and on the Ontario Heritage Trust notice of intention to amend the designation of this property and has caused such notice of intention to be published in a local newspaper having general circulation in the municipality;

AND WHEREAS: No notice of objection to the proposed amendment to the designation has been served on the Chief Administrative Officer / Clerk of the municipality;

AND WHEREAS: The Council of the Corporation of the Town of St. Marys deems it expedient to amend By-Law 33-1987;

NOW THEREFORE: The Council of the Corporation of the Town of St. Marys hereby enacts as follows;

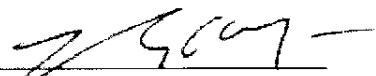
1. That Schedule "A" is hereby deleted and the Statement of Designation for 5 James Street North set out in Schedule "A" attached hereto is enacted.
2. The municipal solicitor is hereby authorized to cause a copy of this by-law to be registered against the property described in Schedule "A" attached hereto in the proper land registry office;
3. The Chief Administrative Officer / Clerk is hereby authorized to cause a copy of this by-law to be served on the Ontario Heritage Trust and to cause notice of the passing of this by-law to be published in a local newspaper having general circulation in the municipality.

Read a first and second time this 25th day of April 2017.

Read a third and final time and passed this 25th day of April 2017.



Mayor Al Strathdee



Brent Kittmer, CAO/Clerk

Grand Trunk Railway Station: Designation Statements

5 James Street North, St. Marys, Ontario

Lots 1 and 2, East Side, James Street North

Municipal By-Law: 33-1987



*Grand Trunk Railway Station, St. Marys
Postcard view, ca 1910*

Revised by Heritage St. Marys

for St. Marys Town Council

December 2016

- The eaves have an extended overhang with hardwood soffit and curved brackets.
- The gable over projecting operator's bay includes a sign band suspended at fascia level for the station stop sign – St. Marys.
- The east gable is echoed on west side with elaborate bargeboard trim on the gable end.
- A brick chimney is set in the roof just to the south of the west gable. (Although part of the restoration, the 1907 building did not have a chimney of this height.)
- The walls are constructed of Logan brick, highly glazed; the black granite flecks that give this brick texture are easily visible.
- The brickwork is Flemish bond – stretchers alternating with headers – for strong double-brick walls. Around all sides, there is a raised decorative horizontal course two bricks wide at the level of the sills of the larger windows.
- The base course is rock finish limestone blocks, currently painted black.
- The windows in the east and west gables have segmented brick lintels over semi-circular lights; all windows have sandstone sills.
- With the exception of the east-facing windows in the operator's bay, all windows are single, double-hung, with original sash hardware and original storm windows.
- The operator's bay has two, double-hung east-facing windows, set side by side, with an elongated bracket between the two components.
- The main west-facing single door is wood with five horizontal panels. There are two wood and glass side panels with a curved brick lintel and a segmented elliptical fan light over all.
- There are single doors opening to the east on either side of the station agent's office. Two wider doors are placed at the south end of the east wall. They are currently not in use but once accommodated baggage and freight.
- The north end of the building is a projecting bay with three windows facing northwest, north and northeast.

Interior Elements:

- Ceilings throughout the building vary in height according to the height of the layered roof above them – the highest ceiling is in the central waiting area while the north and south wings have lower ceilings.
- The high central ceiling is vaulted and supported by two carved oak beams. A simple wooden crown mold bead separates the walls and ceiling.
- A wall of glass panels set in wood divides the centre area. This seems to be intended to show the separation of the general waiting area from the more private sections. This glass and wood wall extends in sections from the ceiling down to wooden panels forming the lower part of this internal wall. A door connects the space divided by this wall. This glass-paneled dividing wall was part of the 1988 restoration. No record exists of any such division being in place when the building was actively serving passengers.
- The inside walls are painted plaster over the double brick exterior with paneled wainscoting topped with a ledge.
- The interior trim around the windows and doors is plain but substantial – wide side casing and lintels.
- The operator's bay protrudes into the main waiting area at its northeast corner. The trim and framing of the interior windows into this office have been restored to suggest the original, no-public-access, station operator's area. This feature has been modified to allow the interior space to be used but it is still important, showing the original functionality of the building.

The projecting operator's bay has an east-facing pair of windows, curved lintel above. There are double-hung windows looking southwards and northwards down the track.

Note the ornate brick course that goes around the entire building from sill to sill.



A view of the east-facing window complex showing lintel, semi-circular light above two double-hung windows with bracket between.



Exterior and interior view of projecting bay on north side.



Looking up to the north to high, vaulted ceiling, showing segmented dividing wall and curved beam.



Interior view of main west-facing entrance showing elliptical fan light over five-panel door flanked by windows and panels (behind radiators); also shows wide casing, wainscoting and ledge.

Operator's bay, projecting into the waiting area with windows and counter in place; door to office on right.

