Bill No. C- 36

The Corporation of the City of Hamilton

BY-LAW NO. 95- *115*

To Designate:

LAND LOCATED AT MUNICIPAL NO. 360 JAMES STREET NORTH (241 STUART STREET)

As Property of:

HISTORIC AND ARCHITECTURAL VALUE AND INTEREST

WHEREAS the Council of The Corporation of the City of Hamilton did give notice of its intention to designate the property mentioned in section 1 of this by-law in accordance with subsection 29(3) of the Ontario Heritage Act, R.S.O. 1990, Chapter O.18;

AND WHEREAS no notice of objection was served on the City Clerk as required by subsection 29(5) of the said Act;

AND WHEREAS it is desired to designate the property mentioned in section 1 of this by-law in accordance with clause 29(6)(a) of the said Act.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The property located at Municipal No. 360 James Street North (241 Stuart Street) and more particularly described in Schedule "A" hereto annexed and forming part of this by-law, is hereby designated as property of historic and architectural value and interest.

2. The City Solicitor is hereby authorized and directed to cause a copy of this by-law, together with reasons for the designation set out in Schedule "B" hereto annexed and forming part of this by-law, to be registered against the property affected in the proper registry office.

3. The City Clerk is hereby authorized and directed,

(i) to cause a copy of this by-law, together with reasons for the designation, to be served on the owner and The Ontario Heritage Foundation by personal service or by registered mail;

(ii) to publish a notice of this by-law in a newspaper having general circulation in the Municipality of the City of Hamilton for three consecutive weeks.

PASSED this *9th* day of *May* A.D. 1995

J. J. Schatz
CITY CLERK

R. M. Morrow
MAYOR

CERTIFIED A TRUE COPY
CITY CLERK

(1994) 2 R.P.D.C. 8, December 14

Schedule "A"

To

By-law No. 95- *115*

Canadian National (CN) Railway Station

360 James Street North (241 Stuart Street), Hamilton, Ontario

ALL of Lots 1, 2, 3, 4 and Part of Lot 5 on the East side of James Street, and all of Lots 10, 11, 12, 13 and Part of Lot 9 on the West side of Hughson Street, all between Stuart and Strachan (formerly Oak) Streets; and Part of Lot 7 on the South side of Strachan Street; and all of Lot 14 on the North side of Stuart Street, and part of the 14 foot lane between James and Hughson Streets northerly of Stuart Street, and as closed by City By-law 3647 and described "Fourthly" in Registered Instrument 308900, all according to John Stinson's Survey and registered as Plan 24;

AND Part of Lot 13 and all of Lots 14, 15, 16, 17, 18, 19 and 20 on the West side of John Street, and Parts of Lots 13 and 19 and all of Lots 14, 15, 16, 17 and 18 on the East side of Hughson Street, all between Murray and Strachan Streets; all of Lots 15 and 16 on the South side and Lots 17 and 18 on the North side of Stuart Street; and Parts of Lots 23 and 24 on the South side of Strachan (formerly Oak) Street; and all of the Lots in the Block bounded by James, Stuart, Hughson and Murray (formerly Stinson) Streets; and that part of Hughson Street and those parts of Stuart Street as closed by City By-law 3647 and described respectively as "Firstly" and "Thirdly" - Parcels "B" and "C" as shown in registered Instrument 308900, all according to an un-registered Plan of Subdivision of Part of Lot 14, Concession 1, Township of Barton, known as Ebenezer Stinson's Survey, all now in the City of Hamilton, Regional Municipality of Hamilton-Wentworth.

The above lands being shown as Part 2 on Reference Plan (62)R-230.

Schedule "B"

to

By-law No. 95- *115*

Canadian National (CN) Railway Station

360 James Street North (241 Stuart Street), Hamilton

Context

Erected in 1929-31 along Hamilton's oldest rail corridor, the grand CN Station occupies a prominent site at the north-east corner of James and Murray. It effectively anchors the northern edge of the historic James North business district and provides convenient access to the North End residential neighbourhood and west harbourfront via the two contemporary road bridges flanking the station complex. One block to the west on Stuart Street overlooking the CN corridor and waterfront stands another city landmark: the 1850s stone Custom House.

The high visibility of the CN Station stems from the open space surrounding it on all four sides: notably, the original grass-covered plaza in front, which provides an unobstructed view of its impressive Beaux Arts facade. The monumental Doric portico boldly expresses the station's gateway function as a link between cities.

History

The predecessor of the CN Station, built in 1875 for the Great Western Railway and located west of Bay Street, was acquired by the Canadian National Railways in 1923. The construction of the James North station complex and five new bridges over the lowered tracks was initiated to replace the inadequate existing facilities and also to provide a more convenient terminal with improved traffic circulation and freight/ passenger services. Erected during a deep financial depression just as rail freight and passenger traffic was beginning a serious decline, Hamilton's long-awaited new facility rose as a symbol of CNR's early prosperity and optimism. The year of its completion, Canadian National's principal rival, the Toronto, Hamilton and Buffalo Railway, commenced construction of an equally impressive terminal and headquarters building south of the downtown core on Hunter Street East. Increasingly underutilized in recent years, the CN Station continued to serve as a passenger terminal for VIA Rail until 1992 and for GO Transit until 1993, when the building was finally closed. The GO trains, however, continue to use this stop while extensive renovations are in progress to convert the former TH&B Station to the new Hamilton GO Centre, scheduled to open in 1995.

Architecture

The CN complex consists of three main masses: the two-storey station with two lower levels opening onto the south embankment of the rail cut, the concourse extending from the rear of the main floor lobby out over the tracks, and the one-storey express building on the east side at track level. Designed by CNR architect, John Schofield, the Hamilton station represents a relatively late example of Beaux Arts Classicism, distinguished by its restrained elegance. A strong stylistic precedent for the design of major Canadian railway stations in this style was established by Ottawa's Union Station of 1908-10 followed by Toronto's Union Station, designed in 1913-14 and completed in 1920. Characteristic of the best Beaux-Arts stations, the imposing architectural treatment of both the exterior and interior public areas of the

Hamilton terminal is skilfully integrated with a clear axial plan, which accommodates equally well the passenger and operational functions. The main floor was designed for smooth traffic flow from the entrance lobby to the concourse, with services located in the lateral axes. The concourse set at right angles to the main station provided easy access to the trains by means of six stairways (including three ramps on the east side) running parallel to the passenger platforms.

Typical of Beaux-Arts buildings erected in Canada during the early twentieth century, the CN Station displays classically-inspired detailing and rich materials fused with contemporary Canadian motifs. The symmetrical two-storey facade, clad in Queenston limestone, is dominated by a central entrance portico with four massive Doric columns supporting an entablature and pediment. Above the three doorways are ornamental bronze grilles and bas relief stone panels depicting transportation scenes across Canada, carved by Hamilton artist William Oosterhoff. The intermediate wings display incised panels with stylized images of the various modes of transportation while the projecting end pavilions echo the classical treatment of the portico. The two pedimented doorways are flanked by pairs of pilasters supporting an entablature, which encircles the building.

Visitors are drawn by a strong visual axis through the main entrance lobby to the concourse. The stately grandeur of the lobby, featuring a terrazzo floor, marble wainscoting, Ionic half-columns and pilasters, a coffered ceiling, large skylights, bronze grillework and two bronze lanterns, contrasts with the modern simplicity of the concourse: practical glazed brick on the lower walls, exposed steel trusses, unobstructed floor space, and an abundance of direct natural light.

Along with the former Bank of Montreal (1928-9) and the former Hamilton Public Library (1913), the CN Station is one of Hamilton's finest surviving Beaux-Arts Classical buildings. As one of Schofield's most successful station designs, it ranks among Canada's most distinguished early 20th century railway stations of comparable size and has been recognized accordingly through designation under the Federal Heritage Railway Stations Protection Act.

Designated Features

Important to the preservation of the CN Station are:

1. the original features of all four facades of the main building and attached concourse, including the limestone and brick masonry walls; original windows and doors (some of which, including the front entrance doors, have been replaced); the pedimented portico; the ornamental stone and bronze work; and the two remaining ramp and stair wells at the north end of the concourse.

2. the original features of the main floor lobby areas (main, ante and check lobbies) and ramp, including the terrazzo flooring, decorative coffered ceilings, marble wainscoting, classical columns and motifs, ornamental bronzework; and the undivided open space of the concourse, with its glazed brick, large windows and visible roof trusses.

Province of Ontario

Document General

Form 4 — Land Registration Reform Act

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CERTIFICATE OF REGISTRATION
CERTIFICAT D'ENREGISTREMENT
WENTWORTH (62) HAMILTON

'95 05 30 13 29

LAND REGISTRAR
REGISTRATEUR

New Property Identifiers

Additional: See Schedule ☐

Executions

Additional: See Schedule ☐

(1) **Registry** ☒ **Land Titles** ☐ (2) Page 1 of 5 pages

(3) **Property Identifier(s)** Block Property Additional: See Schedule ☐

(4) **Nature of Document**

Designating By-law

(5) **Consideration**

Dollars $ Nil

(6) **Description**

Various Lots on Plan 24, John Stinson's Survey
Various Lots, Ebenezer Stinson's Survey
Block bounded by James, Stuart, Hughson and Murray Streets
As previously described in Inst. No. 308900
Being shown as Part 2 on Ref. Plan (62)R-230
City of Hamilton
Regional Municipality of Hamilton-Wentworth
More particulary described in Schedule "A" of By-law No. 95-115, attached

(7) **This Document Contains:** (a) Redescription ☐ New Easement ☐ Plan/Sketch ☐ (b) Schedule for: Description ☒ Additional Parties ☐ Other ☒

(8) **This Document provides as follows:**

By-law No. 95-115, attached

Continued on Schedule ☐

(9) **This Document relates to instrument number(s)**

(10) **Party(ies)** (Set out Status or Interest)

Name(s)	Signature(s)	Date of Signature Y M D
The Corporation of the City of Hamilton		
by its Solicitor		
David A. Powers		1995 05 18

(11) **Address for Service** 71 Main St. W., Hamilton, Ontario. L8N 3T4

(12) **Party(ies)** (Set out Status or Interest)

Name(s)	Signature(s)	Date of Signature Y M D

(13) **Address for Service**

(14) **Municipal Address of Property**

360 James Street North
(241 Stuart Street)
Hamilton, Ontario
L8R 3H2

(15) **Document Prepared by:**

City of Hamilton
Law Department
P.O. Box 2040, 71 Main St. W
Hamilton, Ontario
L8N 3T4
File: 40-98/95.1

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Fees and Tax	
Registration Fee	50.00
Total	