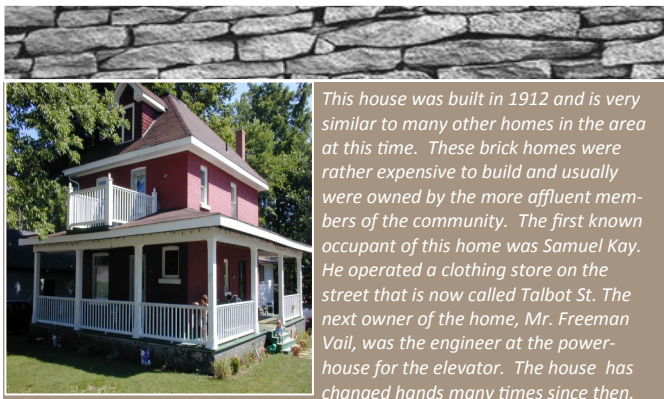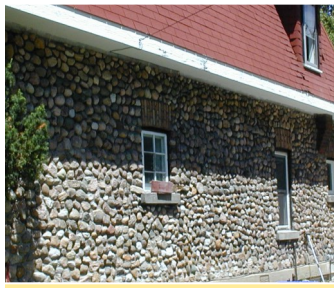## Walking Tour # 3
459 Talbot Street

Little is known about this home, other than it was built and owned by Mr. George Adam. Adam was the chief engineer for the Canadian Pacific Railway's ships operating out of Port McNicoll. Since its construction in 1921, the home has remained in the Adams family, with Lena G. Adam, George's daughter-in-law residing i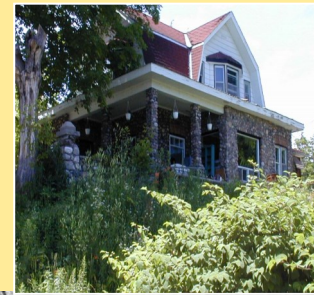n the house today. Prior to the Adams family owning the land, this property was owned by the Wilson and Ney families. Thomas and Robert Ney were farmers in the area, and their names appear on many land titles in the area. Robert Ney originally purchased the land from the Georgian Bay Lumber Company in 1881 at a price of $1034.00. The high price Ney paid for this amount of land suggests that some activity, logging or otherwise, made this land very valuable at the time.

This house was built in 1912 and is very similar to many other homes in the area at this time. These brick homes were rather expensive to build and usually were owned by the more affluent members of the community. The first known occupant of this home was Samuel Kay. He operated a clothing store on the street that is now called Talbot St. The next owner of the home, Mr. Freeman Vail, was the engineer at the powerhouse for the elevator. The house has changed hands many times since then.

Walking Tour # 4
741 7th Avenue

William Ney, was heavily involved in the township's politics for more than 20 years. Between 1890-1910, he served as councillor, and on many standing committees, such as education, roads, railways, and charities. He was a committee-member for the Tay/Midland land redistribution agreement of 1912.

Built in 1906, the most prominent family to own the home was the Ney family, who owned the property from 1881-1916.

Walking Tour # 2
476 Ann Street

Isaac Wardell was the original owner and builder of this home. Construction began in 1908, dating this home as one of the first on this street and one of the earliest in Port McNicoll. Wardell was a very active member of the community. Serving as Reeve and having experience and skill as a mason, he helped build the town in many ways. There are a couple of other buildings in Port constructed of the same cobblestone, and it is believed that Wardell built those homes along with the foundation wall and brick on the Bonar Presbyterian Church.

460 Assiniboia
Walking Tour # 5

1911 for the senior staff employee's of the Canadian Pacific Railroad. These houses were built in the Edwardian style that was very popular at that time in Canada and the United States for employee homes. Prominent families who resided in some of these homes include Alex A. Christie, A.G.P Dodge, and members of the Ney family. The Dodge family was responsible for a large part of the early lumber and economic industry in the area and the Ney family were an early pioneering family of the area.

365 - 395 Talbot St.
Walking Tour # 9

Isaac Wardell was perhaps the largest contributor to the construction of the Church, donating time, money, materials, and a stone cutters expertise. It is rumored that Isaac was motivated to build the Church out of a grudge he had against a neighbor Bob Crooks who had built a house obstructing Wardell's view. Though there is no actual documentation proving this tale, it is an opinion shared by many members of the community. The church itself was named by James McCannell Sr. A specific date of construction could not be established, however the first service was held September 27th, 1914, indicating construction on the church likely began sometime in 1913. The Church is one of the few containing a pipe organ, which were procured from Knox Presbyterian in 1925. The Church also has some artifacts from the S.S. Manitoba at the front which all the members of the congregation, and all those who attend, remember and celebrate as part of their heritage.

449 Assiniboia Street
### Bonar Presbyterian Church
Walking Tour # 6

Heritage of the past ...

Explore and learn about some of the most important historic sites of our community that no longer exist today.

The Hole in the Wall

The Hole in the Wall was the first of 3 adjacent bridges built about 1908 for the Canadian Pacific Railway line into Port McNicoll; it spanned the former route of Hwy 12. The line then crossed a second wooden bridge, supported by 2 concrete pillars still on site, over the CNR line. Finally it crossed the Hogg's Bay wood and timber trestle and proceeded on to the terminus at the harbour. The three bridges were closed to rail traffic in 1971 and the 2 wooden bridges demolished by 1978.
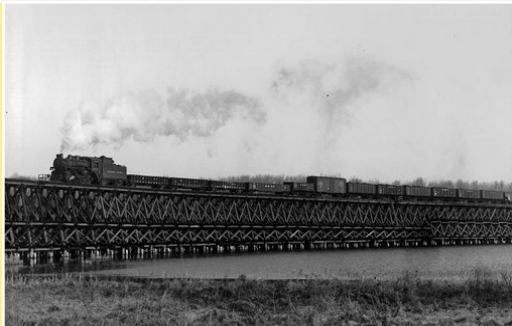
Hogg's Bay Trestle Tour #14

The Hogg's Bay Trestle was built in 1908 to service the Canadian Pacific Railway line when it moved its terminal to Port McNicoll. It spanned a swampy 2,141 feet across the bay and was the longest wooden trestle of its kind in Canada. Built by a local craftsman, Mike McPeake, it was an engineering marvel. This rail line saved much time for trains running to and from Port McNicoll and helped it to become the thriving community once known as the "Chicago of the North". The trestle was so important to Port McNicoll and even Canada that during World War II it was watched by armed guards. Sadly, the trestle was dismantled in 1978 due to concerns of safety and costly maintenance.

Cargill Pier - Maple Island Tour # 12

The grain elevator was built on Maple Island in 1909 and 1910 to hold over 2 million bushels of grain. Maple Island was eventually connected to the mainland as the port was completed. Grain was shipped by rail from the Canadian Prairies to the Lakehead, transferred to lake freighters for the voyage to Port McNicoll, stored in the elevator, then shipped by rail again to eastern ports. Between 1926 and 1927 the grain elevator was expanded to hold a maximum capacity of 7 million bushels of grain. It has been said that the expansion in 1927 made it the second largest grain elevator in the world. The grain elevator was expanded at a cost of $1,100,000. The grain elevator was operated by the CPR until 1965 when it was taken over and sold to Cargill Grain. It was closed down in 1990 and was subsequently demolished.
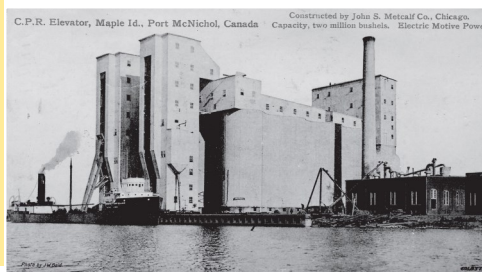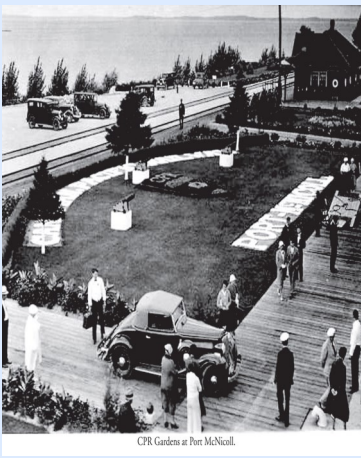
Port McNicoll Heritage

A WALKING TOUR >>>

Port McNicoll is a growing community rich with history, Throughout this walking tour you will discover many homes and sites that provide a glimpse into our heritage.

A Brief History of Port McNicoll...

Port McNicoll was once a large shipping town and home to the Canadian Pacific Rail Company's Georgian Bay terminal. Many freight and passenger ships and trains were based out of Maple Island and served the area until the late 1960's.

Port McNicoll, named after a Vice President of the CPR, was founded in 1909. The Canadian Pacific Railway had decided to build its own port on Georgian Bay, to replace its terminus in Owen Sound Construction of a grain elevator, railway depot and half-mile-long wooden trestle over Hogg's Bay began in 1908. In 1912, the CPR moved its 5 Steamship fleet from Owen Sound to Port McNicoll. Their freighters the Alberta, the Athabasca and the Manitoba brought in western grain from Thunder Bay to be stored in the CPR elevators, and then shipped by rail to eastern ports. However, the opening of the St. Lawrence Seaway in 1959 cut the amount of grain coming into Port drastically. The last of the CP freighters, the Manitoba, was withdrawn from service in 1950. The twin passenger ships the Assiniboia and the Keewatin serviced the Port McNicoll Terminal for over 50 years. In the beginning the majority of passengers were immigrants heading west but later, as traffic patterns changed, they became mostly tourists. "Boat trains" from Toronto brought in passengers to take the scenic route across Georgian Bay and Lake Superior to Thunder Bay. Improved highway and airline systems ended passenger service in 1965.

There is no longer rail and steamship service to Port McNicoll, but substantial residential and commercial development is planned for the waterfront, to include the 2012 repatriation of a restored Keewatin as a maritime museum.

~ Tay Heritage Committee

Port McNicoll

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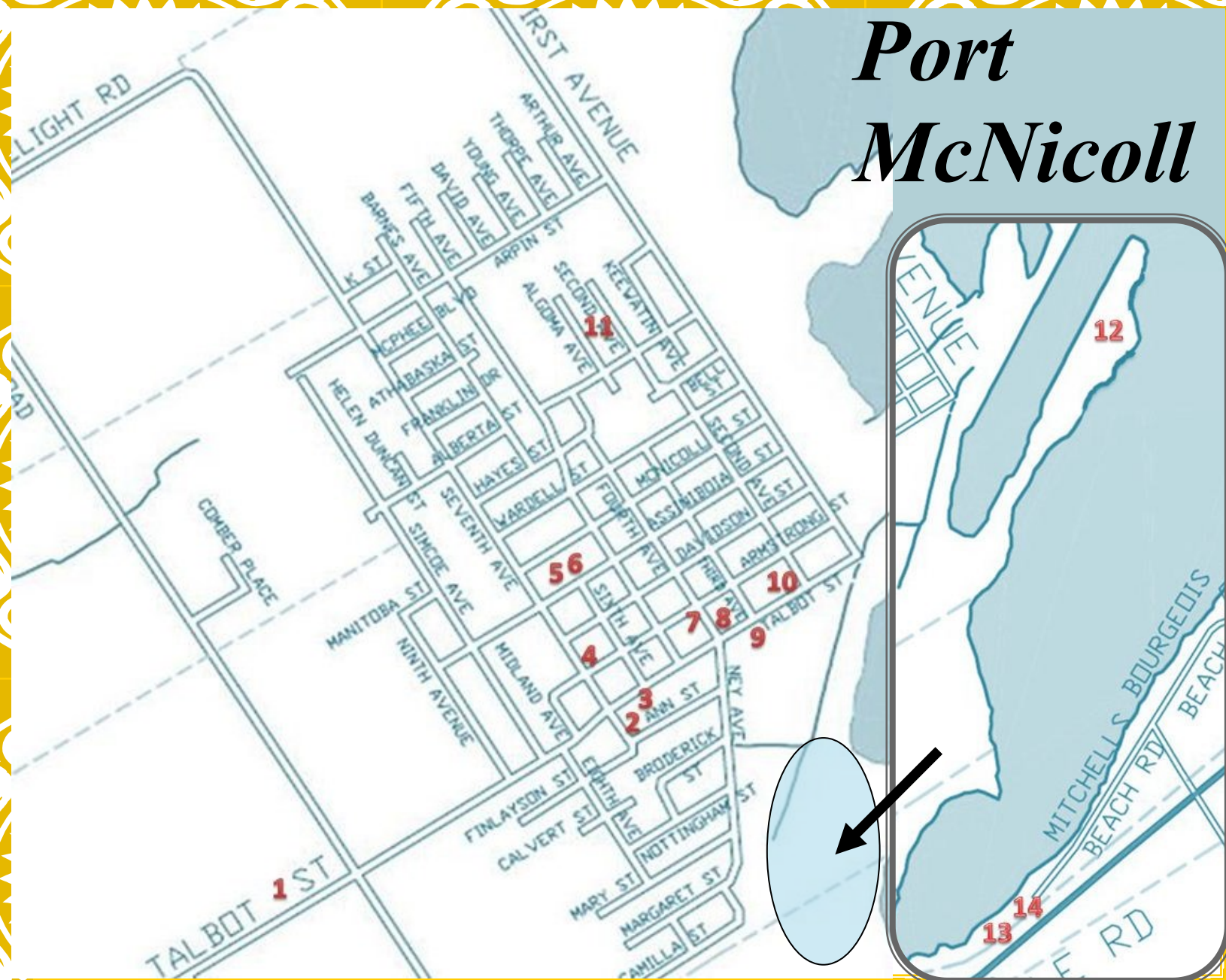
heritage locations

Port McNicoll is home to many historical sites and houses. This walking tour will take you through some of our local history. Many of the sites are featured throughout this booklet with further historical information. We hope you enjoy your heritage tour of our community!

Walking Tour Locations

1.	Victoria Heights	8.	Gazebo Parkette
2.	476 Ann Street	9.	365-395 Talbot Street
3.	459 Talbot Street	10.	342 Talbot Street
4.	741 7th Avenue	11.	556 Algoma Avenue
5.	460 Assiniboia Street	12.	Cargill Pier (Maple Island)
6.	449 Assiniboia Street - Bonar Presbyterian Church	13.	Tay Shore Trail
7.	752 Fourth Avenue	14.	Trestle Bridge/Park

Please note these properties are NOT open for visitation

Walking Tour # 11 >>>
556 Algoma Avenue

*H*ome to James McCannell Sr. and his family who moved to the area in the late 19th century. James McCannell received his first command in 1899 to sail ships between Canada and the USA. In 1907 he was asked to sail the S.S. Keewatin up to Canada. After this he took a post as a first mate for Canadian Pacific Rail and became Captain of the Assiniboia in 1913. One of the most dramatic events in the working life of the Assiniboia was the deadly storm of 1913. During this storm some 300 sailors on other ships lost their lives. However, Captain McCannell sailed the Assiniboia safely to Port through the hurricane like winds, snow squalls, and rough waters of Georgian Bay. The home today has been kept in very good condition. Many of the original features still remain and little has been done to alter the original structure. The only real major modification to the house was in 1933 when the veranda and the porch were rebuilt and enlarged. The home was Recognized as a Heritage Building in 2007 by the Township for its important historical significance.