

HERITAGE PROPERTY RESEARCH AND EVALUATION REPORT



VICTORY SOYA MILLS SILOS
351 LAKE SHORE BOULEVARD EAST, TORONTO

Prepared by:

Heritage Preservation Services
City Planning Division
City of Toronto

January 2016

1. DESCRIPTION



Above: Victory Soya Mills Silos (right) from the Port Lands
 cover: view of the west elevation of the Silos from Lake Ontario
 (Heritage Preservation Services, 2014 and 2015)

351 Lake Shore Boulevard East: Victory Soya Mills Silos	
ADDRESS	351 Lake Shore Boulevard East (south side, east of Parliament Street)
WARD	Ward 28 (Toronto Centre-Rosedale)
LEGAL DESCRIPTION	Plan 159E, part Marsh Land
NEIGHBOURHOOD/COMMUNITY	Waterfront
HISTORICAL NAME	Victory Soya Mills Silos ¹
CONSTRUCTION DATE	1948 (completed)
ORIGINAL OWNER	Sunsoy Products Limited
ORIGINAL USE	Industrial
CURRENT USE*	Vacant * This does not refer to permitted use(s) as defined by the Zoning By-law
ARCHITECT/BUILDER/DESIGNER	T. G. Ferguson, Chief Engineer for Canadian Breweries
DESIGN/CONSTRUCTION/MATERIALS	Concrete construction
ARCHITECTURAL STYLE	See Section 2.iii
ADDITIONS/ALTERATIONS	See Section 2
CRITERIA	Design/Physical, Historical/Associative and Contextual
HERITAGE STATUS	Listed on City of Toronto's Heritage Register
RECORDER	Heritage Preservation Services: Kathryn Anderson
REPORT DATE	January 2016

¹ Built for Victory Mills Limited, in 1954 the soybean processing part of the enterprise was renamed Victory Soya Mills Limited

2. BACKGROUND

This research and evaluation report describes the history, architecture and context of the property at 351 Lake Shore Boulevard East and applies evaluation criteria to determine whether it merits designation under Part IV, Section 29 of the Ontario Heritage Act. The conclusions of the research and evaluation are found in Section 4 (Summary).

i. HISTORICAL TIMELINE

Key Date	Historical Event
1793-1911	Following the founding of the Town of York (Toronto) on Lake Ontario, the harbour is developed with municipal and commercial wharves, including those introduced by the first railway companies in the 1850s (the transformation of the waterfront is illustrated in Section 6 below)
1880 May	Water lots at the east end of Toronto's harbour are patented to the City of Toronto, which sells part of this allotment to the National Iron Works in 1909 ²
1911	The City of Toronto establishes the Toronto Harbour Commissioners (THC) to manage the municipally-owned land along the waterfront
1912	The THC unveils its first plans for the development of the central waterfront, including the creation of the Port Industrial District (today's Port Lands), followed by the southward extension of the shoreline through dredging and lakefill
1931-39	As part of the second phase of reclamation at the east end of Toronto's harbour, the THC builds slips with permanent dock walls at the south ends of Jarvis, Sherbourne and Parliament streets (which includes the property it acquires from the National Iron Works)
1936	E. P. Taylor creates Sunsoy Products Limited (originally Soy Bean (Sunroy) Products Limited) as a subsidiary of Canadian Breweries Limited and renames it Victory Mills Limited during World War II
1943 Nov	The "Globe and Mail" describes a \$320,000 building program for a soybean processing plant operated by Victory Mills
1943 Dec	THC leases a 5.762-acre site on the Parliament Street Slip to Victory Mills, where engineer T. E. Ferguson prepares the plans for a soybean manufacturing complex, including grain elevators (silos)
1944 Oct	The Victory Mills complex is described as "nearing completion", where the "first nine storage units are at present under construction" ³
1944 Nov	The "Globe and Mail" writes that "the first building to be erected will be a \$400,000 storage plant which will house 450,000 bushels of seed"
1944 Dec	The plant is operational
1946 Mar	The official opening of Victory Mills is announced, and the site is expanded the following year with the malting plant
1946 Dec	Victory Mills leases (and purchases in 1947 and 1954) additional land at the east end of the property from the THC
1954 Oct	Procter and Gamble of Cincinnati acquires the soybean processing plant, renaming the operation Victory Soya Mills; Victory Mills Limited changes its

² "Water lots" surveyed south of the original shoreline were originally undevelopable, but coveted for their future potential

³ Canadian Food Packers, October 1944, 18

	name to Dominion Malting (Ontario) Limited and retains the malting operation at the east end of the site
1968	Dominion Malting transfers its property to the Canada Malting Company Limited
1980	Central Soya Incorporated (afterward Central Soya of Canada Limited), an Italian company, is the new owner of soybean production facilities
1989 & 1990	St. Lawrence Park (II) Limited acquires parts of the property where auxiliary buildings are demolished
1991	Both the soybean processing operation and the malting operation close
1995	A demolition permit is issued for the west part of the site, with demolition underway the next year
1998 Apr	All of the buildings and structures on the property are demolished, apart from the subject silos at 351 Lake Shore Boulevard East
2004 Oct	Toronto City Council lists the subject property on the City's Heritage Inventory (now known as the Heritage Register)

ii. HISTORICAL BACKGROUND

Waterfront⁴

The property at 351 Lake Shore Boulevard East is located on the north shore of Lake Ontario at the east end of Toronto's central waterfront.⁵ The origins of the development of this area date to 1793 when York (Toronto) was founded as the new capital of Upper Canada (Ontario). The site was chosen for its defensible position on Lake Ontario, where (Old) Fort York was placed at the western entrance to the harbour and, to the east, a ten-block townsite (bounded by present-day George, Adelaide, Berkeley and Front streets) overlooked the waterfront (Image 2). Further east, an isthmus (sandbar) extended south from the shore between present-day Parliament and Cherry Streets and provided a sheltered harbour until it was detached during a series of storms in 1858.⁶ Land extending along the shoreline near the town was reserved for a public walkway (The Esplanade) as early as 1818, but otherwise "use of the waterfront remained restricted to commercial and transportation functions."⁷

During the first half of the 19th century, cribbing and filling were used to construct a series of government and commercial wharves along the waterfront that were depicted on historical maps and illustrations (including Image 3). Among the first industries was the Gooderham and Worts Distillery (established 1832), and its windmill east of Parliament Street was the basis for the "Old Windmill Line" – an invisible boundary between this

⁴Detailed histories of the development of Toronto's waterfront are found in Stinson and Moir, Wickson and other sources, including those cited in Section 5 below

⁵ In the late 20th century, the area was known as the East Bayfront and its development was documented by Stinson and Moir (1991)

⁶ The peninsula was originally known as Fisherman's Island and, following its detachment from the main land (where the Eastern Gap was later secured) became the Toronto Islands

⁷ The Archaeological Masterplan of the Central Waterfront, City of Toronto, 17

landmark and the historic location of Fort Rouillé near Dufferin Street – that marked the proposed southward extension of shoreline (Image 4).⁸

The use of the waterfront almost exclusively for lake shipping was challenged in the mid 19th century with the arrival of the inaugural steam railways in Toronto. The Grand Trunk Railway was the first railway company to integrate rail and lake shipping after establishing its own dock, grain elevator and maintenance yard adjoining the central waterfront. Co-opted and extended for the rail corridor, The Esplanade continued to outline the shoreline along the central waterfront where wharves were created, enlarged or replaced (Images 5-7).

In 1911, the City of Toronto appointed the Toronto Harbour Commissioners (forerunner to today's Toronto Port Authority) to oversee the future development of the waterfront, transferring all of the city-owned property along the existing shoreline to the agency's care.⁹ The THC's Waterfront Plan of 1912 divided the central waterfront into three sections and, to attract manufacturing to the area, created the Port Industrial District at the foot of Cherry Street (Image 8). Ongoing dredging and lakefill extended the shoreline southward, creating more industrial land and deep-water docks in anticipation of future needs. Between World Wars I and II, the THC established new bulkhead lines for the second phase of its reclamation of the waterfront where permanent concrete docks were constructed, including those marking new slips at Jarvis, Sherbourne and Parliament streets (Images 10-12).

Most of the industrial activity on the central waterfront was suspended for the duration of World War II with the area reserved for the Royal Canadian Air Force's supply depot. After the conflict, long-delayed plans were revived for the St. Lawrence Seaway where the Queen Elizabeth Docks were officially unveiled near the east end of Toronto's harbour in 1959.¹⁰ Near the end of the 20th century, much of the industry along the central waterfront faltered and plans were introduced to transform portions of the area for mixed recreational, cultural, commercial and residential uses. Archival views from this era show the concrete silos that dominate the central waterfront, with the Canada Malting Silos (1928 and 1944), which were included at the west end of the Harbourfront neighbourhood in the 1970s, the Maple Leaf Mills Silos (1929) that marked the foot of Yonge Street prior to their demolition in 1983, and the Victory Soya Mills Silos on the Parliament Street Slip (Images 26 and 27).

Victory (Soya) Mills

The Victory Soya Mills Silos at 351 Lake Shore Boulevard East are all that remain of the large manufacturing complex that operated for half a century on the Parliament Street

⁸ With the southward extension of the shoreline during the late 19th and 20th centuries, Gooderham and Worts first relocated, then removed the company's wharf (as shown in the Images in Section 6)

⁹ One of the first projects undertaken by the THC involved the dredging of Ashbridge's Bay at the east end of the Central Waterfront and the creation of the Port Industrial Lands at the foot of Cherry Street

¹⁰ Plans for the development of the Seaway dated back as early as 1919 when the Canadian and American governments first negotiated hydro-electric contracts and navigation plans

Slip at the east end of Toronto's central waterfront. This area was first surveyed for the water lots along the shoreline and patented to the City of Toronto, which conveyed the subject property to the National Iron Works Limited, a ship building company, in the early 1900s (Image 9). As part of its ongoing work to reclaim and develop the east end of the central waterfront, the THC acquired the site in 1931 and, aided by federal government funding, completed the dock walls by 1939 (Image 14). Two years later, the THC entered into an agreement with Sunsoy Products Limited, leasing a five-acre parcel on the Parliament Street Slip as the location of a manufacturing facility served by water, rail and road.

Sunsoy Products Limited was created as a subsidiary of Canadian Breweries, the conglomerate founded in 1930 by Edward Plunkett "E. P." Taylor (1914-1985). A nationally-recognized financier, Taylor began his career as a stock broker before merging several companies as the Brewing Corporation of Canada Limited (forerunner to Canadian Breweries). Taylor later co-founded and served as the president and chairman of the board of the Argus Corporation, a specialized investment and holding company that was the first of its type in Canada. Apart from his financial prowess, Taylor funded the O'Keefe Centre (completed in 1960 and most recently known as the Sony Centre), which was the first purpose-built theatre for the performing arts constructed in Toronto following World War II. He is remembered for his involvement in horse breeding and racing, with the legendary Triple Crown winner Northern Dancer foremost among his thoroughbreds. Taylor created "Windfields," his country estate in North York, which since 1988 is the location of the Canadian Film Centre (CFC), the training centre founded by the celebrated Canadian film director, Norman Jewison.¹¹ Taylor acquired other acreage in North York where he developed Don Mills as the first planned community in Canada.

With his background in the grain processing industry, Taylor founded Sunsoy at the instigation of the Canadian Department of Agriculture to address the resource deficit created by World War II, particularly the lack of vegetable oil imports. Renamed Victory Mills to emphasize its support for the war effort, the company extracted and processed soybeans for vegetable oil, high quality flour, and other products for human and animal consumption, as well as by-products for industrial uses.¹² With war-time food restrictions, soybeans were an important substitute (as well as a richer source of protein) for milk, eggs, meat and wheat. While soybeans had been cultivated in Canada since the 1880s, in order to produce the necessary crops for its enterprise, Victory Mills worked closely with the federal government and the farming industry.¹³ As a result, "the establishment of Victory Mills was expected not only to bring Toronto into the forefront

¹¹ Incorporated in 1986, the CFC is a training facility with studios, laboratories and accommodation for film makers that offers programs in film, television and new media

¹² The terms soybean and soya bean are both used to describe the edible legume. Victory Mills produced soy oil and soy flour that was also used for industrial applications including paint, printing ink, soap, linoleum, lipstick, glues, plastics and water-resistant materials

¹³ While the first soybean extracting process in Toronto dates to 1938 at the Toronto Elevator Company's Playfair Elevator (later Maple Leaf Mills), the company produced linseed oil and meal only

of the processing industry, but to be an important milestone in the Canadian economy, opening the way for major changes in agricultural production."¹⁴

The plans, maps and archival photographs attached in Section 6 illustrate the Victory Mills complex, which was constructed between 1944 and 1948 under the direction of T. E. Ferguson, chief engineer for Canadian Breweries, who prepared the plans dated December 1943 (Image 15). The extensive collection of buildings with the exterior and interior equipment required for the soybean processing operation was augmented by a malting plant and research building associated with the Canada Malting Company (which had its own manufacturing complex dating to 1928 at the opposite (west) end of the Toronto harbour). The two banks of silos at Victory Mills were constructed by the C. D. Howe Company, engineers, and described as "the usual grain elevator type consisting of a number of reinforced concrete silos and interstices which are served by horizontal conveyor belts overhead for loading and underneath for discharging."¹⁵ The facility combined two extractor methods - the continuous screw press, as well as the continuous solvent extractor - that were considered "the first application of this relatively new European technology in Canada, as well as one of the earliest examples of its use in North America."¹⁶

In the 1980s, when soybean production in Canada enjoyed its most profitable period since World War II, the renamed Victory Mills Limited remained a major national company with "the largest plant of its kind in Canada and the Great Lakes", as well as "one of the [Toronto] port's major industries."¹⁷ However, less than a decade later, with new technologies the complex was deemed obsolete, closed and vacated, marking "the end of an era for Toronto as a major grain port."¹⁸ City Council listed the Victory Soya Mills Silos on the City of Toronto Inventory of Heritage Properties (Heritage Register) in 2004.

ii. ARCHITECTURAL DESCRIPTION

Grain Elevators or Silos as a Building Type

The Victory Soya Mills Silos are a unique type of structure that was developed in North America in the 19th century and evolved afterward.¹⁹ Associated with the grain trade, the structures are also known as "elevators" because they "have machinery for raising the grain to the top of the storage vessels."²⁰ The first silos appeared in the 19th century and featured wood or brick construction and square-shaped plans that were incompatible with

¹⁴ Stinson and Moir, 62-63. According to this source, from 1940 to 1953, the soybean crop in Canada increased 20-fold from 220,000 bushels at the outset to more than 4.5 million bushels

¹⁵ Canadian Food Packers, October 1944, 18

¹⁶ *ibid*

¹⁷ *ibid*

¹⁸ Stinson and Moir, 63

¹⁹ Banham provides a detailed description of the origins and evolution of silo design, as well as its impact on European Modern architecture

²⁰ Bonham, 109

the explosive nature of grain handling. The inaugural "grain elevator" dating to 1843 was credited to Joseph Dart, who incorporated a permanent elevating device into a storage structure. This was followed in 1903 by a prototype named the Johnson-Records system, which showcased the space-saving cylindrical bins that used concrete for fire-proofing. During the same period with the availability of hydro-electric power, a new handling process known as the Chase system was developed, requiring the organization of the storage bins in straight rows and thereby creating the "long, high, narrow elevator complexes of the early 20th century..."²¹ Buffalo remained a centre for ingenuity in silo design, utilizing continuous concrete slabs to support the bins and, in the Marine A Elevator of 1925, placed the bins on foundations to enable a conveyor system below grade.

The operation of this type of grain elevator or silo is illustrated in Image 16, which shows the workhouse beside the silos that contained the equipment required to elevate the raw material to the headhouse above the storage bins (which held the "head drive" of the vertical conveyor system). After the material arrived in the headhouse, it was deposited in the storage bins using gravity and removed from the bins via the system of conveyor belts in the basement.

Apart from the Victory Soya Mills Silos, the Canada Malting Silos at 5 Bathurst Street are the only other surviving monumental concrete silos in Toronto. Similar to the Victory Soya Mills complex, the auxiliary structures on the Canada Maltin site have been removed. Small-scaled concrete silos (which are not associated with the grain trade) survive in Toronto's Port Lands where the Century Coal Company Silos (1920, now Essroc) at 312 Cherry Street and the Canada Cement Company Silos (1931, now Lafarge) at 54 Polson Street are recognized on the City of Toronto's Heritage Register.²²

Victory Soya Mills Silos

Current photographs of the property at 351 Lake Shore Boulevard East are found on the cover and in Section 6 of this report, with the latter section including archival images that show the Victory Soya Mills Silos when the site was active, including the workhouse, the high-level horizontal transfer (used to transport the material to the silos once it was removed from a ship by the marine leg elevator), and other equipment that was removed when the remainder of the site was demolished in the 1990s.²³

²¹ Banham, 114

²² As of the writing of this report, another set of concrete silos remain near the railway tracks on Junction Road in the West Toronto Junction community, although they are not listed on the City's Heritage Register (http://www.blogto.com/city/2010/05/beneath_the_st_marys_cement_silos_in_the_junction/). Earlier silos built for coal storage on Mount Pleasant Road in North Toronto were recognized on the former City of Toronto's Heritage Inventory, but were demolished in 2001 (http://torontoplaques.com/Pages/Dominion_Coal_and_Wood.html).

²³ The demolished features included various office buildings, the Extraction and Press Houses, the Malt and Kiln Buildings, the Canada Malting Research Building, as well as storage tanks and track sheds

The Victory Soya Mills Silos consist of 36 circular, self-buttressing reinforced concrete silos, which are arranged in four rows of nine above a basement supported on a concrete slab. On the long east and west elevations, each silo has an exterior opening with a metal door to access the basement. The headhouse, which is also constructed of concrete and features a pitched roof, rises above and extends along the length of the silos. The east and west elevations of the headhouse each contain nine openings for multi-paned windows, with a door opening on the east wall that is accessed by a ladder. Additional openings found on the north and south walls of the headhouse were placed to accommodate the conveyor system.

iii. CONTEXT

The current map attached as Image 1 shows the location of the property at 351 Lake Shore Boulevard East on the south side of the street, near the foot of Parliament Street. The site, known as the Parliament Street Slip, is adjoined by water on three sides. North on Parliament Street, the Distillery District contains the former Gooderham and Worts Distillery complex that is designated under Part IV, Section 29 of the Ontario Heritage Act. Directly west of the Victory Soya Mills Silos, the Queen Elizabeth Docks associated with the opening of the St. Lawrence Seaway have been redeveloped for Sugar Beach, Corus Entertainment's corporate centre, and the waterfront campus of George Brown College. Further west, the Redpath Sugar Refinery (1957) on Queen's Quay East is an important link to the 20th century evolution of the central waterfront that is listed on the City of Toronto's Heritage Register.

Apart from the Victory Soya Mills Silos, the Canada Malting Silos at 5 Bathurst Street on Eireann Quay are the only other surviving monumental concrete silos in Toronto (Image 28). Together, the structures anchor the east and west ends of the central waterfront where they remain local landmarks. Southeast of the subject property in Toronto's Port Lands, the small-scaled Coal Company Silos (1920, now Essroc) at 312 Cherry Street and the Canada Cement Company Silos (1931, now Lafarge) at 54 Polson Street are recognized on the City's Heritage Register.

3. EVALUATION CHECKLIST

The following evaluation applies Ontario Regulation 9/06 made under the Ontario Heritage Act: Criteria for Determining Cultural Heritage Value or Interest. While the criteria are prescribed for municipal designation under Part IV, Section 29 of the Ontario Heritage Act, the City of Toronto uses it when assessing properties for inclusion on the City of Toronto Inventory of Heritage Properties. The evaluation table is marked "N/A" if the criterion is "not applicable" to the property or X if it is applicable, with explanatory text below.

Design or Physical Value	
i. rare, unique, representative or early example of a style, type, expression, material or construction method	X
ii. displays high degree of craftsmanship or artistic merit	X

iii. demonstrates high degree of scientific or technical achievement	X
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Rare Example of a Type – The Victory Soya Mills Silos have design value as a rare surviving example in Toronto of a type of structure unique to North America. The design features the hallmarks of the type, with the solid concrete cylindrical forms, unadorned exteriors, monumental scale, and configuration to support technological advances in industrial production. The Victory Soya Mills Silos are the surviving components of the two groups of silos that once marked the site and, with the extant Canada Malting Silos (1929 and 1944) on Eireann Quay, are the sole remaining examples from the large manufacturing complexes that anchored either end of Toronto’s central waterfront in the 20th century. Southeast of the Victory Soya Mills Silos in the adjoining Port Lands, the Essroc Silos and the LaFarge Silos on Cherry Street are other surviving examples of the type, but are smaller scaled and not associated with the grain trade on Toronto’s waterfront.

Historical or Associative Value	
i. direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community	X
ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture	X
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community ²⁴	N/A

Person and Activity - Historically, the Victory Soya Mills Silos are valued for their association with both a person of significance and an activity important to the community. Victory Mills (later Victory Soya Mills) was founded as Sunsoy Products Limited by Edward Plunkett “E.P.” Taylor (1914-85), the head of Canadian Breweries Limited and a famed industrialist, financier, philanthropist and breeder of champion race horses, with the financial support of the Government of Canada. The company was specifically created to process an under-utilized farm crop – soybeans – for products for human, animal and industrial consumption during World War II. With its name changed to reflect its support for the war effort, Victory Mills was lauded as the largest and most technologically advanced for the time in Canada, and unique in its introduction of European technology that combined two distinct extraction processes for high quality soy products. The company is credited with reviving the soybean industry as a major national product while diversifying the grain trade in Toronto.

Community - The cultural heritage value of the property at 351 Lake Shore Boulevard East is also through its historical association with the evolution of the city’s waterfront in the 20th century. While the Town of York (Toronto) was founded in this location because of its proximity to Lake Ontario, the development of its harbour for industry and shipping remained disorganized though the 19th century and led to the formation in 1911 of the

²⁴ During the research for this report, not enough information was uncovered about T. E. Ferguson, Chief Engineer for Dominion Breweries Limited and the designer of the Victory Soya Mills Silos, to determine whether his role should be assessed as a value of the property

Toronto Harbour Commissioners (THC, and forerunner to today's Toronto Port Authority). With the mandate to manage the City-owned lands across the waterfront, the THC implemented a series of plans for its expansion using dredging, lakefill, breakwaters and permanent dock walls. After creating the Port Industrial District (today's Port Lands), during the interwar period the THC completed a series of slips along the south side of present-day Queen's Quay East and Lake Shore Boulevard East that offered access to water, rail and road transportation. With its position of prominence on the Parliament Street Slip, Victory Mills emerged as a major industry on Toronto's waterfront during World War II, and its success in this location was an important step in the continuing development of the area for the St Lawrence Seaway in the second half of the 20th century.

Contextual Value	
i. important in defining, maintaining or supporting the character of an area	X
ii. physically, functionally, visually or historically linked to its surroundings	X
iii. landmark	X

Character – Contextually, the Victory Soya Mills Silos are valued for their support of the historical character of Toronto's central waterfront as it developed and evolved in the 20th century. The Victory Soya Mills Silos joined the Canada Malting Silos (1929 and 1944) on present-day Eireann Quay to anchor the east and west ends of the harbour, respectively. They remain an integral part of the group of surviving heritage buildings from this period that remain identified with the waterfront, including the Toronto Terminal Warehouse (1927) on Queen's Quay West, the Redpath Sugar Refinery (1957) on Queen's Quay East, and an important collection of commercial, institutional and industrial buildings in the Port Lands adjoining Cherry Street, all of which are included on the City's Heritage Register.

Setting - The contextual value of the Victory Soya Mills Silos is also drawn from their historical, visual, functional and physical connection to their setting on the Parliament Street Slip where they were placed to access both the harbour and the railway corridor to the north. With the removal of the other buildings, structures and equipment that occupied the site prior to its closure in the 1990s, the silos are significant industrial heritage as the remaining vestiges of what was once a large-scale manufacturing complex.

Landmark - The Victory Soya Mills Silos have cultural heritage value as familiar and iconic landmarks on Toronto's waterfront where they are viewed from Lake Ontario, the Toronto Islands, the Port Lands, and many vantage points along the north shoreline of the city.

4. SUMMARY

Following research and evaluation according to Regulation 9/06, it has been determined that the property at 351 Lake Shore Boulevard East has design, associative and contextual values. Located on the Parliament Street Slip on the south side of Lake Shore Boulevard

East between Parliament and Cherry streets, the Victory Soya Mill Silos (1944-48) are rare surviving examples in Toronto of a building type that is unique to North America, which are particularly distinguished by their monumentality, lack of ornament, and the expression of the multiple cylindrical concrete bins on the exterior of the structure. Historically associated with the development and evolution of Toronto's central waterfront, the Victory Soya Mills Silos were built during World War II to address a severe shortage in soy bean products for the war effort by a company that originated as a subsidiary of Canadian Breweries Limited, which was headed by the famed Canadian industrialist, E. P. Taylor. Contextually, the Victory Soya Mills Silos support the historical character of the city's waterfront, where they anchor the east end of the harbour and provide a counterpoint to the Canada Malting Silos on Eireann Quay at the west end. The Silos are historically, visually, physically and functionally linked to their setting on the Parliament Street Slip where they are viewed from various vantage points on Lake Ontario, the Toronto Islands, the Port Lands and the north shoreline. With their location, scale and appearance, the Victory Soya Oil Silos are landmarks on Toronto's central waterfront.

5. SOURCES

Archival Sources

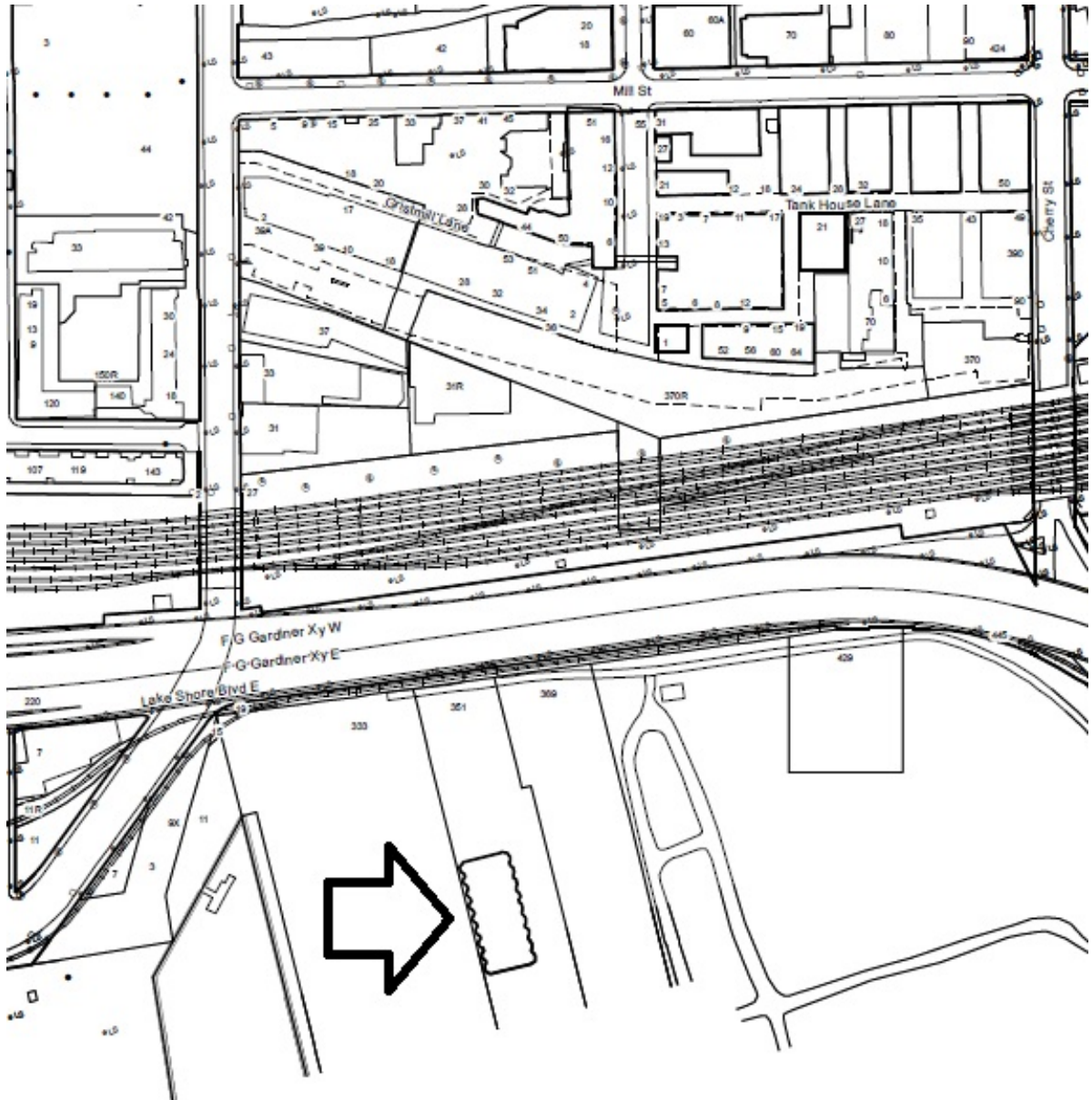
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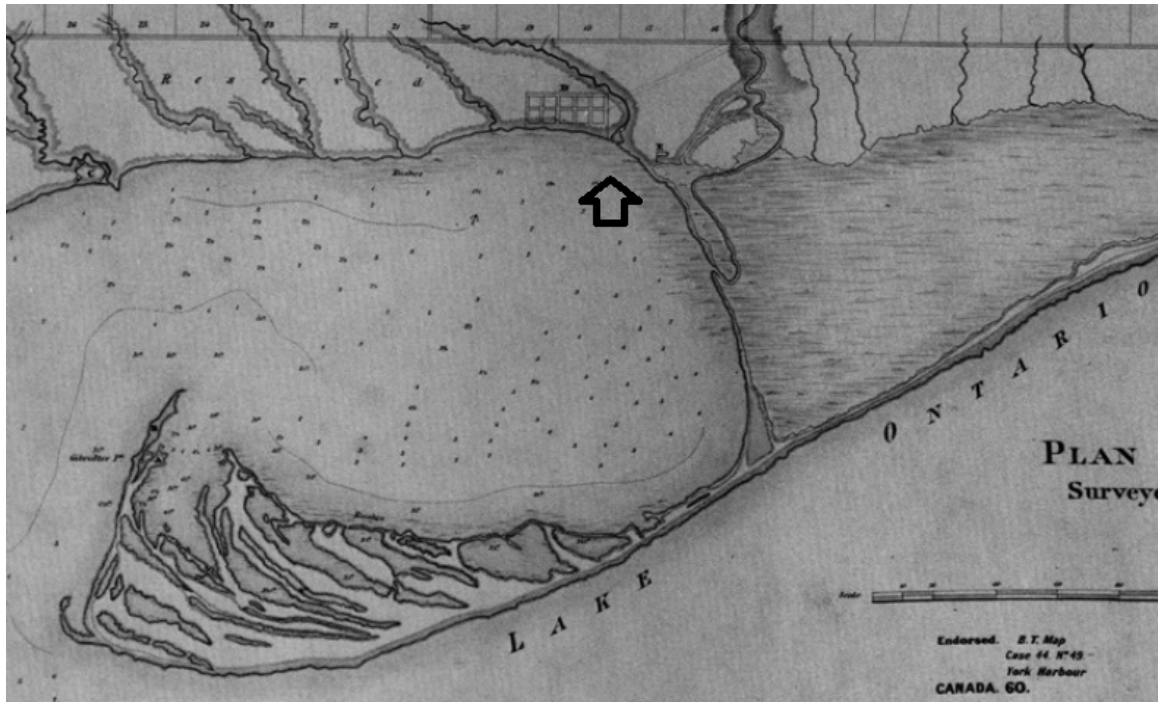
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6. IMAGES – the **arrows** mark the location of the property at 351 Lake Shore Boulevard East. All maps are oriented with north on the top unless indicated in the caption.



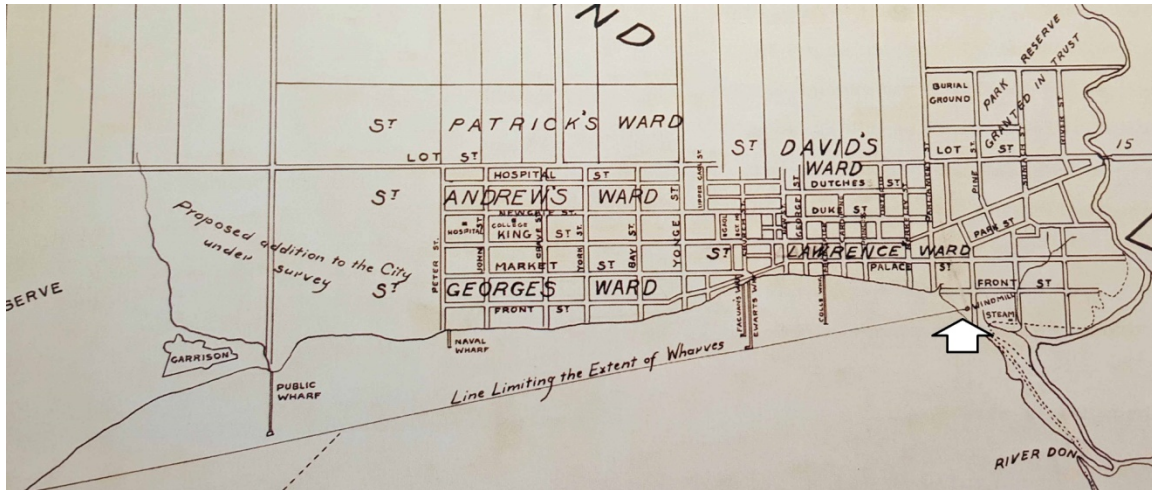
1. City of Toronto Property Data Map, 351 Lake Shore Boulevard East: showing the site with the Victory Soya Mills Silos on the south side of Lake Shore Boulevard East between Parliament Street (left) and Cherry Street (right).



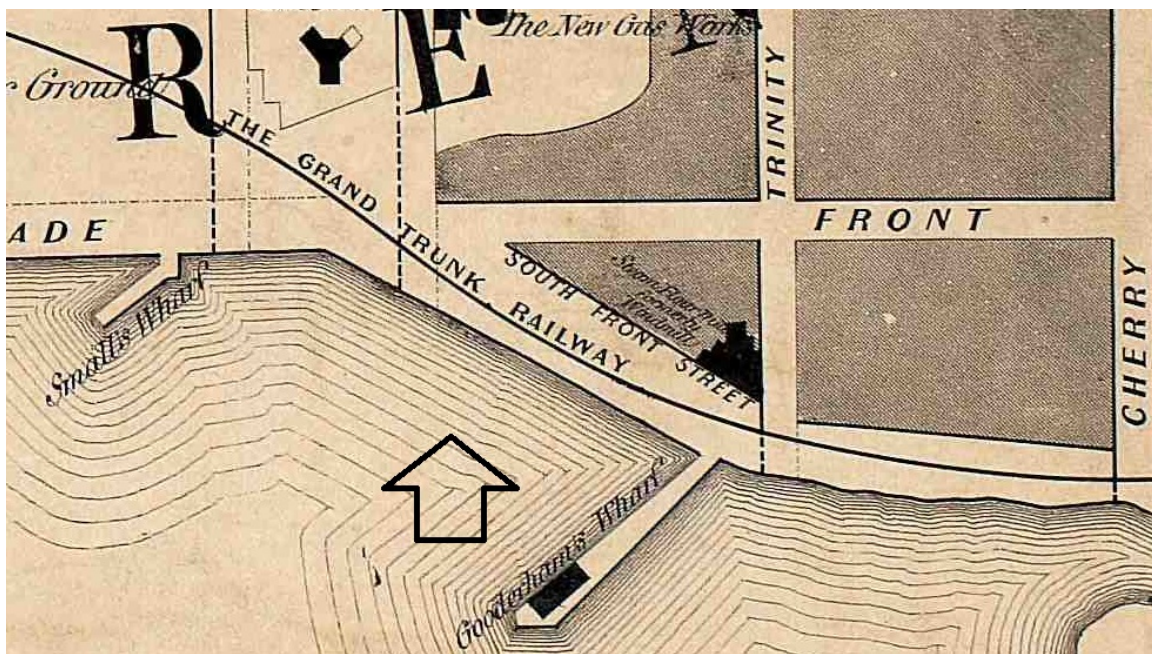
2. Aitkin, Plan of York Harbour, 1793: the status of the waterfront is shown following the founding of the Town of York (where the ten-block townsite is shown) and before the Toronto Islands were created by the break in the isthmus (sandbar).



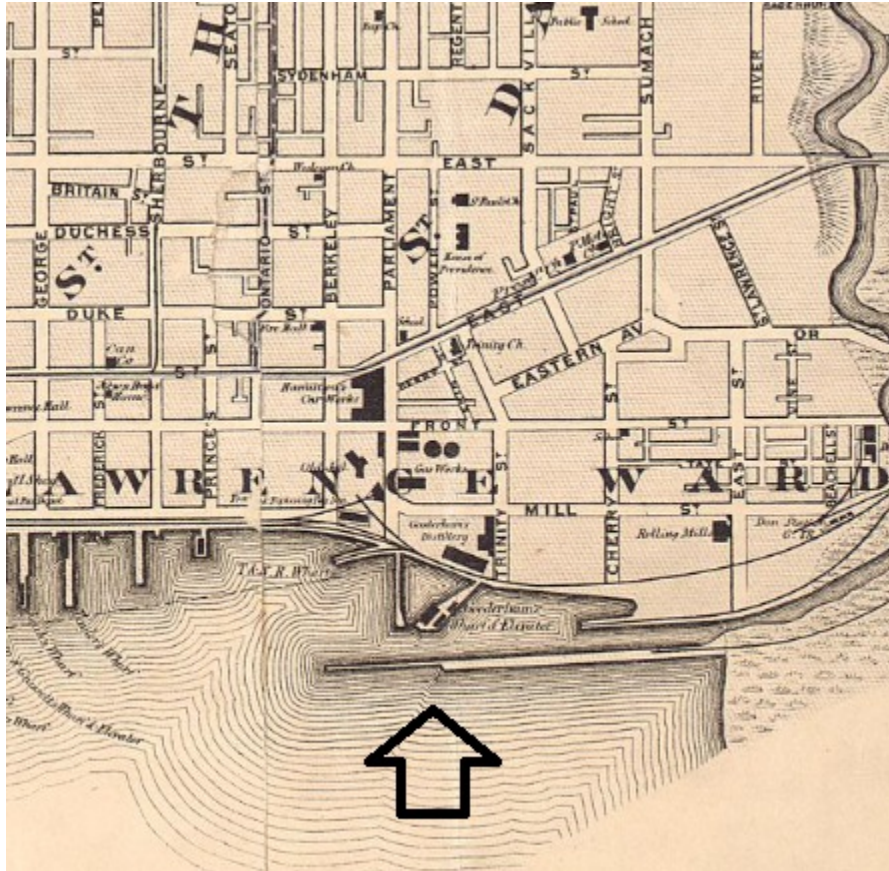
3. Chewett, Plan of the Town of York, 1827: showing the first wharves along the central waterfront, west of the subject property, and the outline of the water lots extending south of the shoreline.



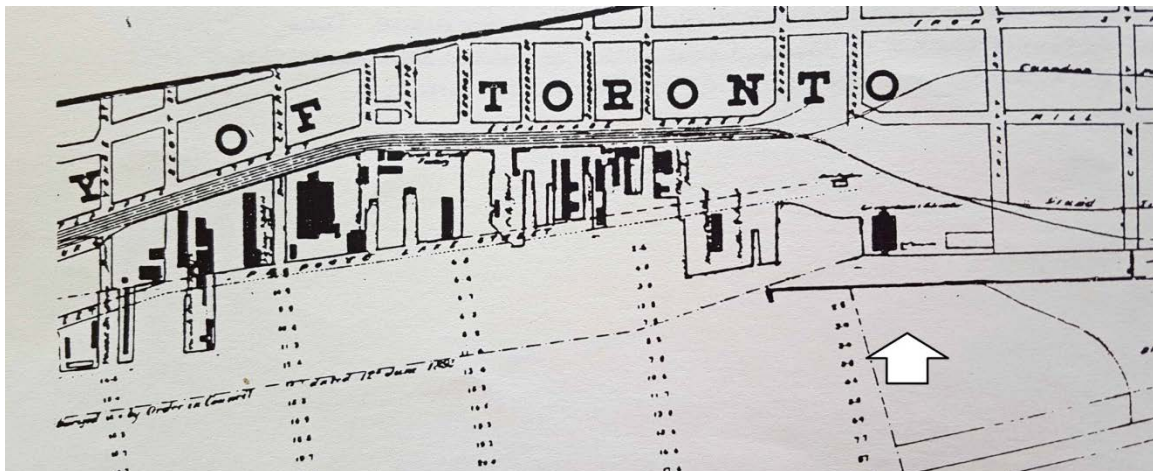
4. Chewett, Plan of Toronto and the Liberties, 1834: this map illustrates the development to date of the recently incorporated City and the "line limiting the extent of wharves" in Toronto Harbour, which was drawn westward from the windmill at the Gooderham and Worts Distillery.



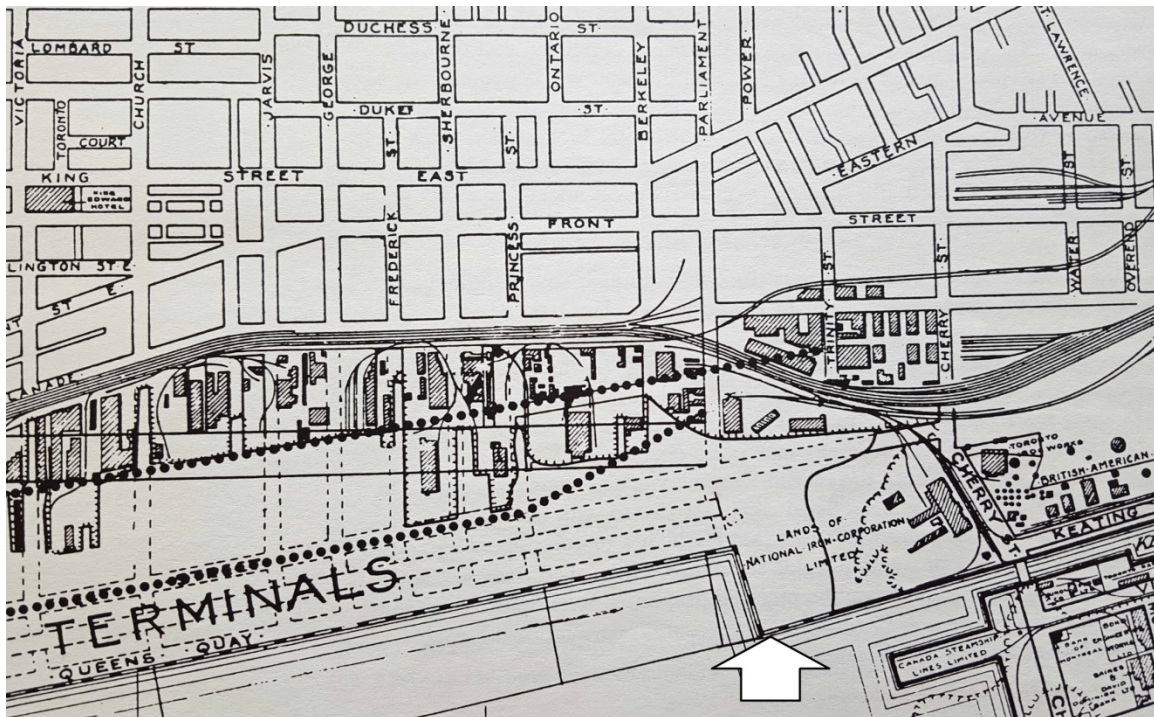
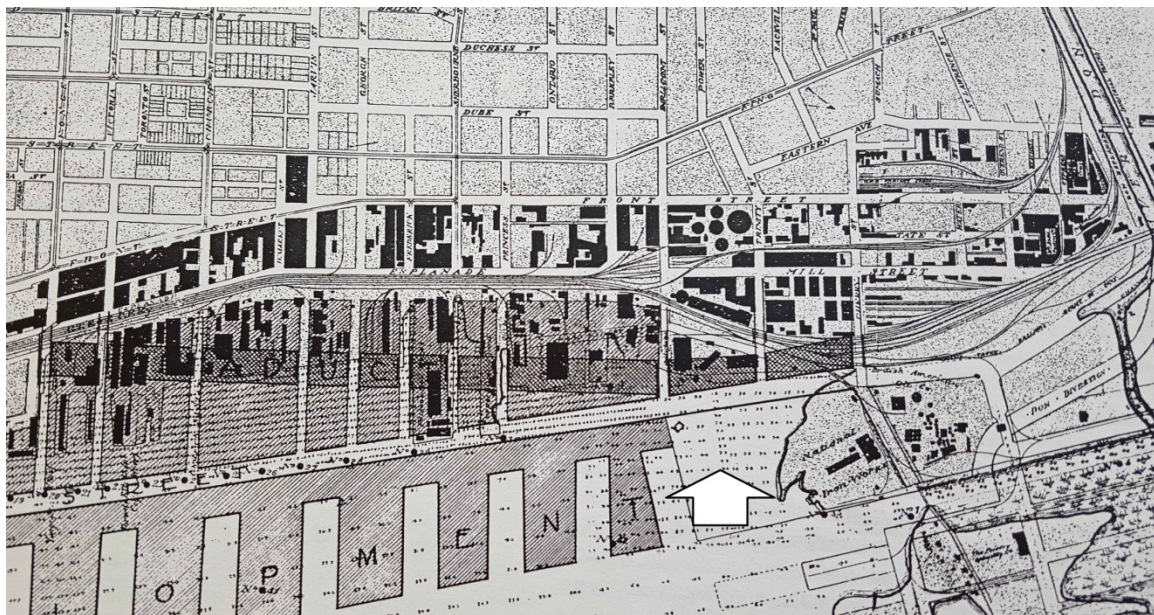
5. Fleming, Ridout and Schreiber, Plan of the City of Toronto, 1857: showing the Grand Trunk Railway line running along the north shoreline near the foot of Parliament Street and separating the Gooderham and Worts Distillery from its wharf (further east, but not shown in this extract, the railway corridor extended along The Esplanade, south of Front Street).



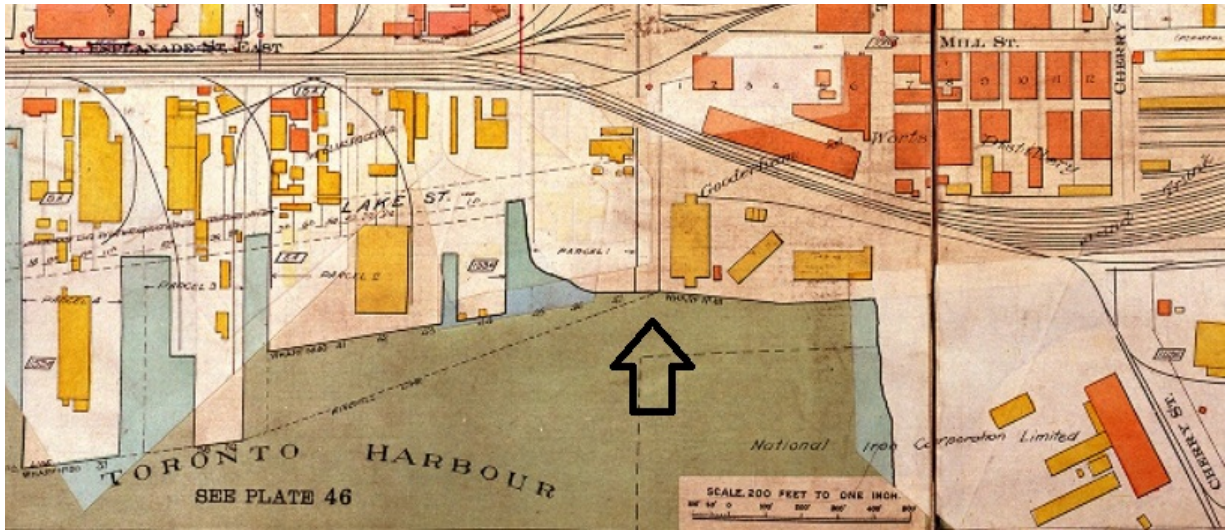
6. Miles, Illustrated Historical Atlas of the County of York, 1878: showing the breakwater created near the foot of Parliament Street before the southward extension of this part of the shoreline.



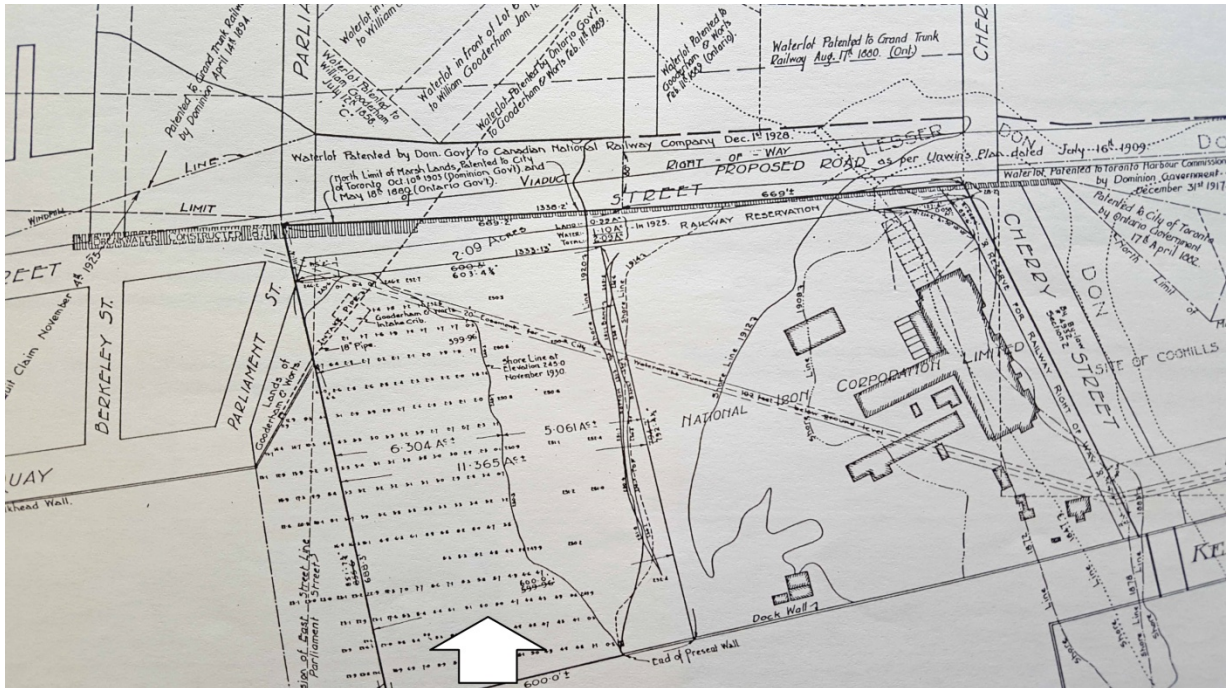
7. Temple, Plan of the Port of Toronto, 1897: at the end of the 19th century, the expansion of the waterfront south of Front Street and The Esplanade is shown, as well as the line representing the proposed further extension of the shore.



8. Toronto Harbour Commissioners, Plans, 1912 (above) and 1914-21 (below): showing the THC's proposed organization and extension of the waterfront (as well as the layout of the Port Industrial District, right).



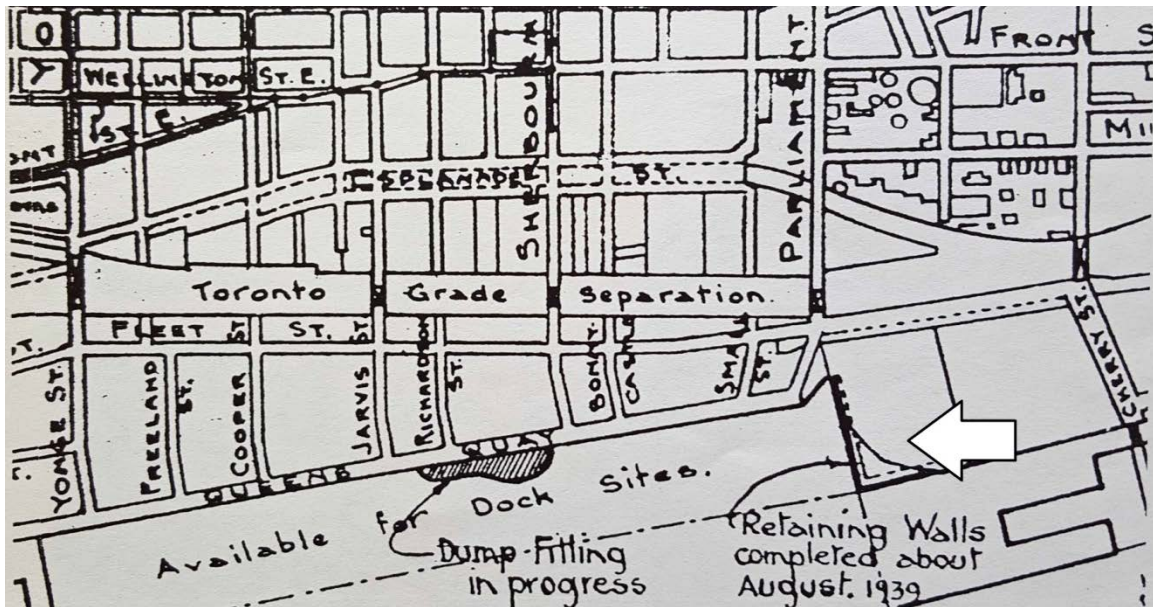
9. Goad's Atlas, 1910 revised to 1923: the last Goad's atlas for Toronto shows the southward extension of the waterfront, with the National Iron Works location southeast of Parliament Street and the Gooderham and Worts Distillery (lower right).



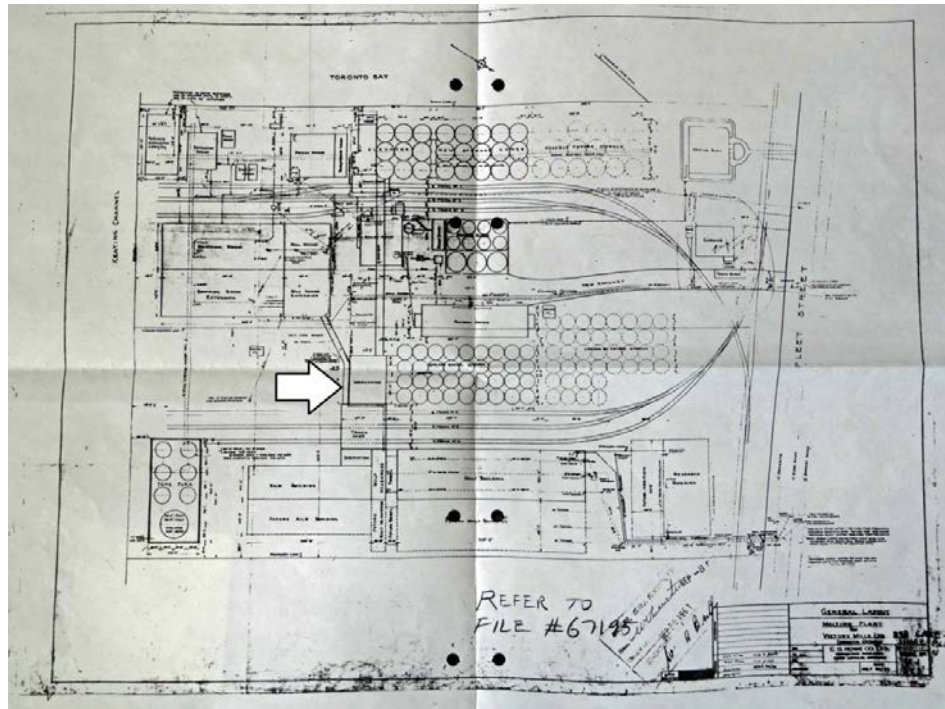
10. Toronto Harbour Commissioners, Plan, circa 1930: showing the southward extension and alignment of Parliament Street to join Queen's Quay, as well as the subject property that remained a waterlot adjoining the National Iron Works' ship building complex



11. Aerial Photograph, Toronto Harbour, 1933: the eastern end of the central waterfront with the breakwater is shown, prior to the creation of the Parliament Street Slip where the subject property is found (Stinson and Moir, 60).



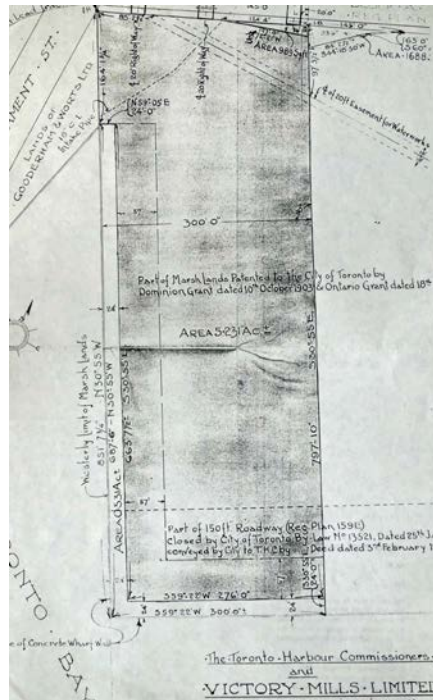
12. THC, Progress Plan, 1939: the diagram outlines the retaining walls at the Parliament Street Slip.



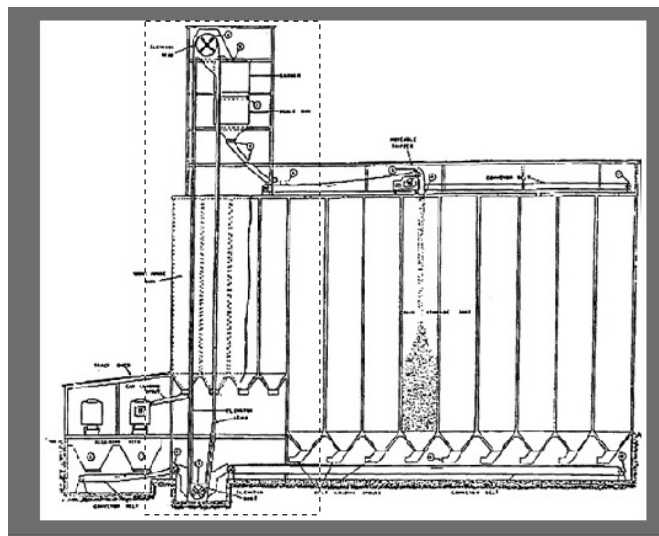
13. Plan, Victory Soya Mills, July 1944: showing the plan for the development of the site with the position of the extant silos (this image is oriented with north on the right) (Toronto Historical Board files).



14. Archival Photograph, Victory Soya Mills, August 1944: the beginning of construction of Victory Mills on the Parliament Street Slip is shown (Toronto Harbour: the passing years, 72).

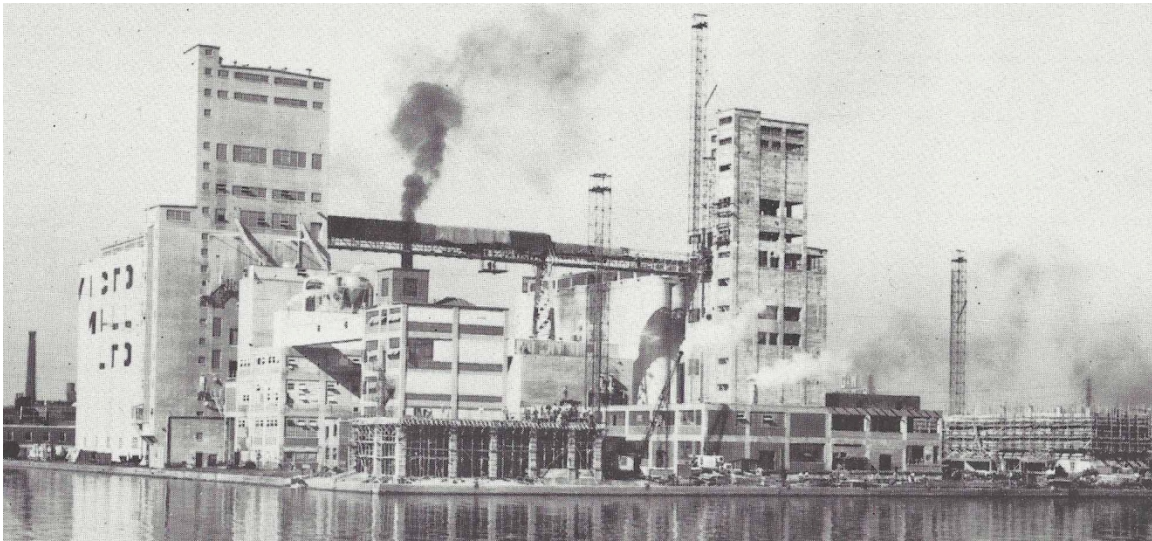
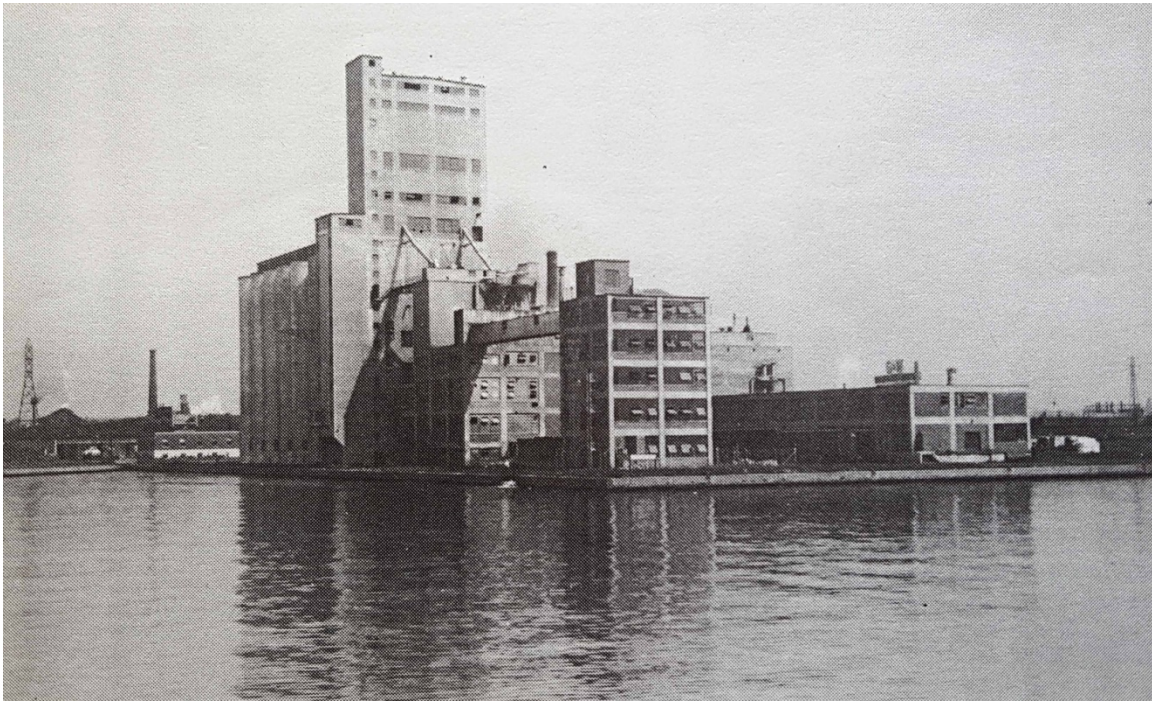


15. Site Plan, 351 Lake Shore Boulevard East, November 1944: showing part of the Marsh Lands surveyed under Plan 159E and acquired for the Victory Mills complex (Toronto Port Authority Archives, Record Group 3/3, Box 197, File 10).

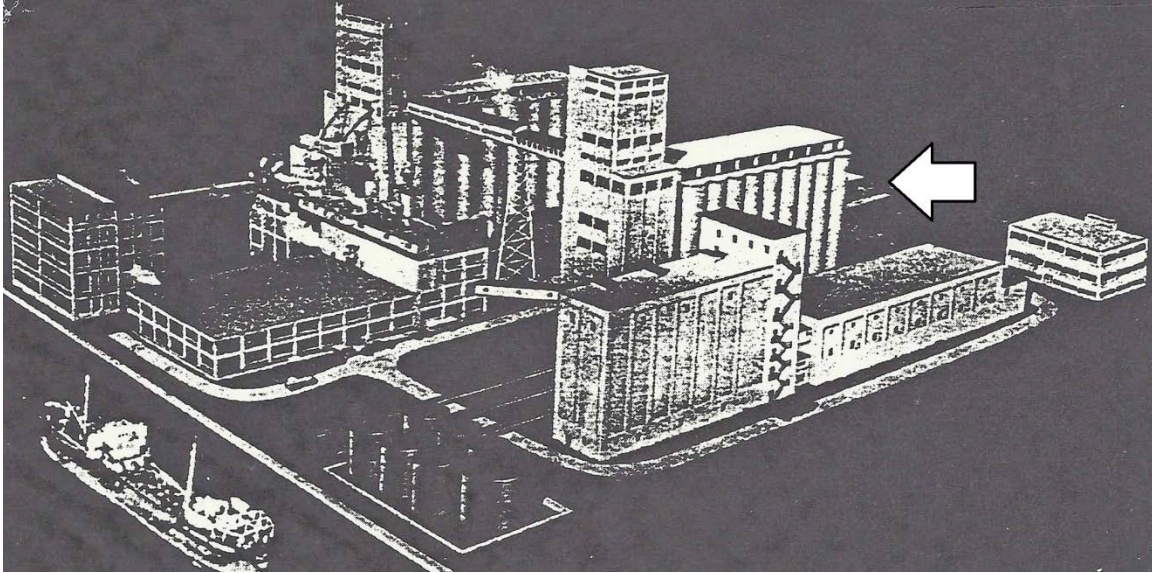


16. Diagram, Grain Elevator, undated: the layout of a typical grain elevator is shown, with the workhouse with the elevating equipment (left, inside the dotted lines), and the row of storage silos between the headhouse above and the basement below, both of which contain conveyor systems. On the Victory Soya Mills Silos, the workhouse with the marine arm was removed in the 1990s.

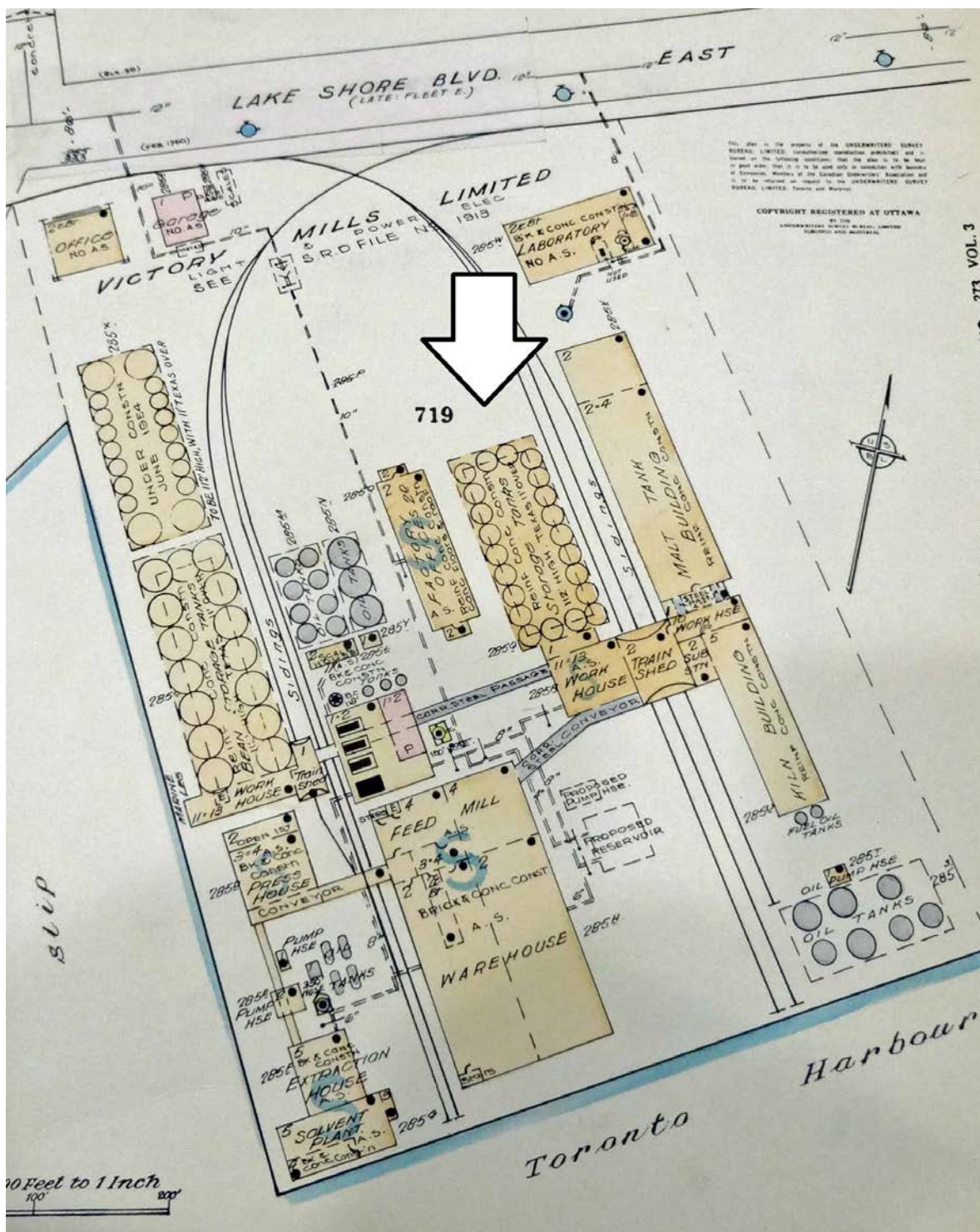
(<https://www.osha.gov/dea/lookback/grainhandlingfinalreport.html>)



17. Archival Photographs, Victory Soya Mills, 1940s: showing the first (west) part of the complex in place in 1946 (above left) and the completion of the facility by 1948 (below right) (Stinson and Moir, 60, above; Toronto Harbour: the passing years, 72, below).



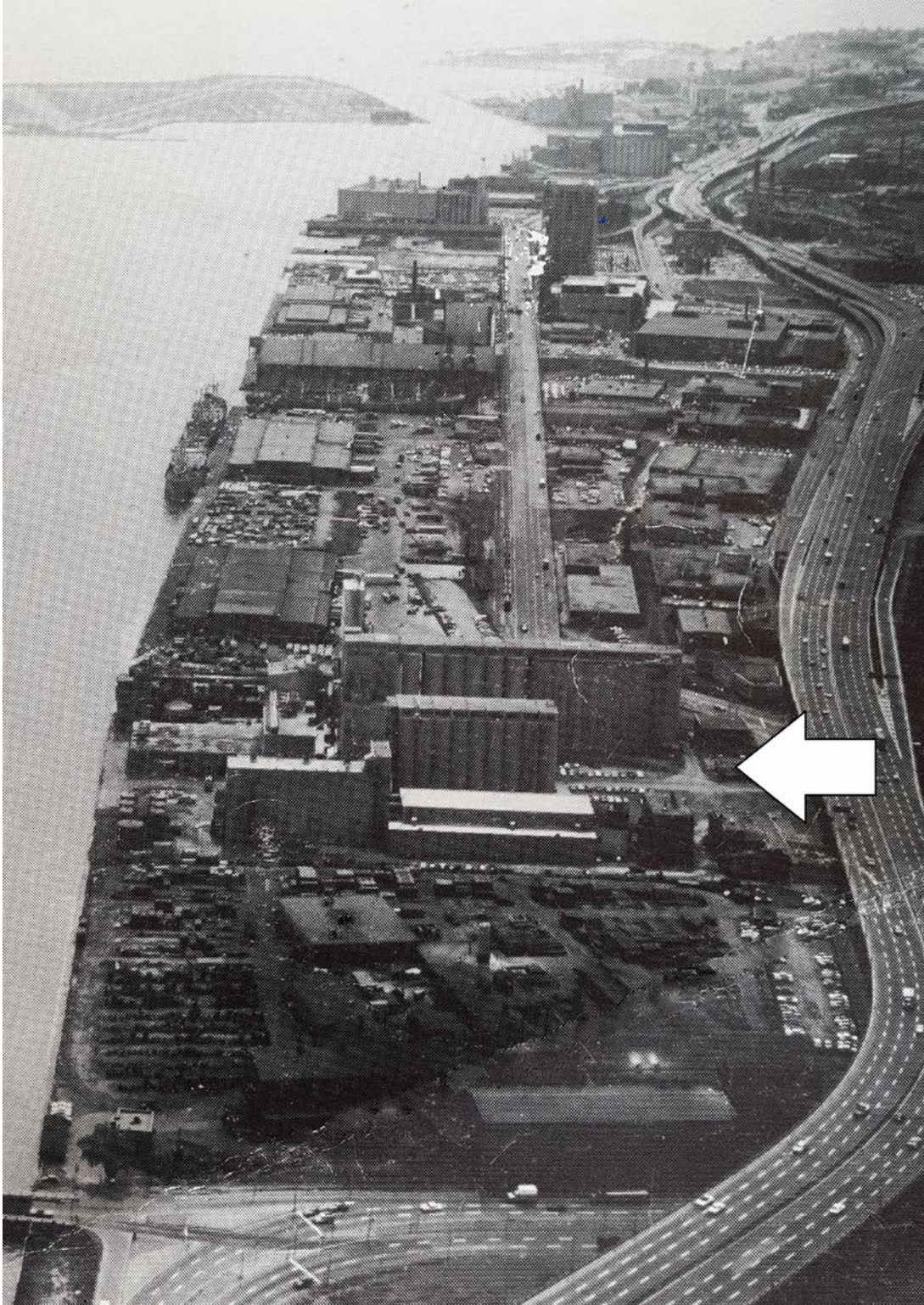
18. Archival Illustrations, Victory Mills, post-World War II: the Victory Mills complex is shown adjoining the Parliament Street slip (above) and east of the Queen Elizabeth Docks designed for the St. Lawrence Seaway (below, where the image is oriented with north on the left) (Canadian Beverage Review, January-February 1949, 36, above, and Stinson, 72, below).



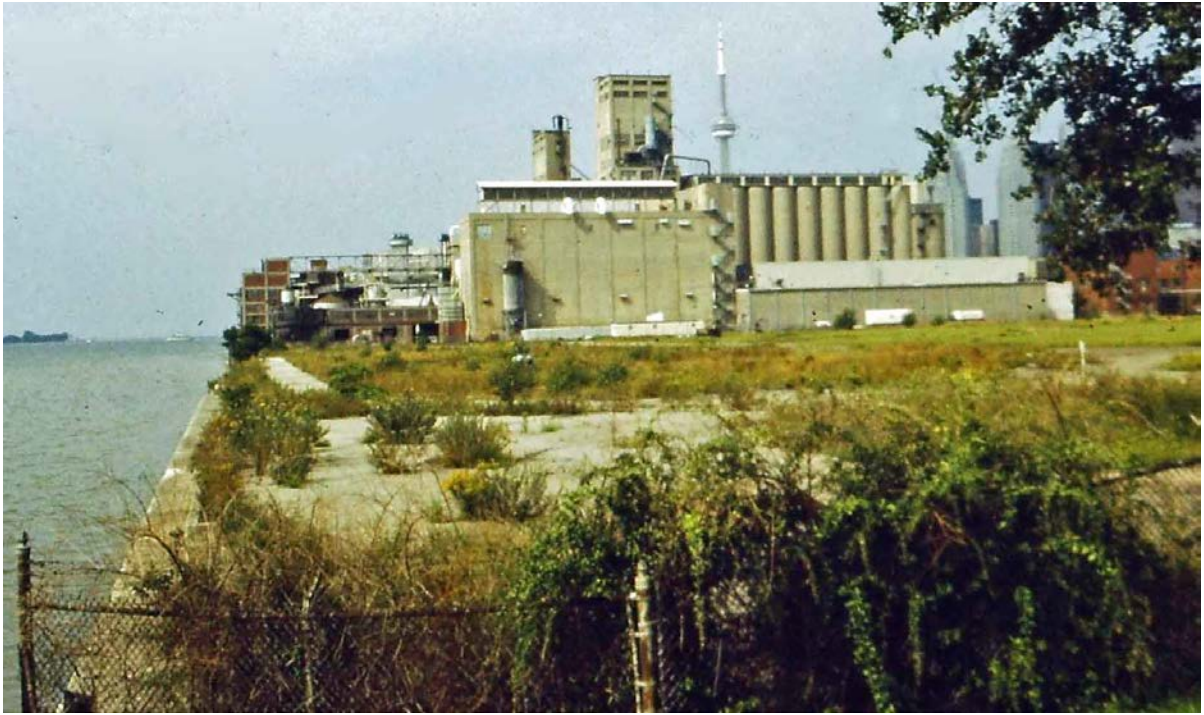
19. Underwriters' Survey Bureau Atlas, 1954: showing the layout of the site, where all of the buildings, structures and equipment were removed apart from the extant silos. The atlas illustrates the equipment required to transport the raw material from the dock on the left via conveyor systems to the work house at the south end of the Victory Soya Mills Silos.



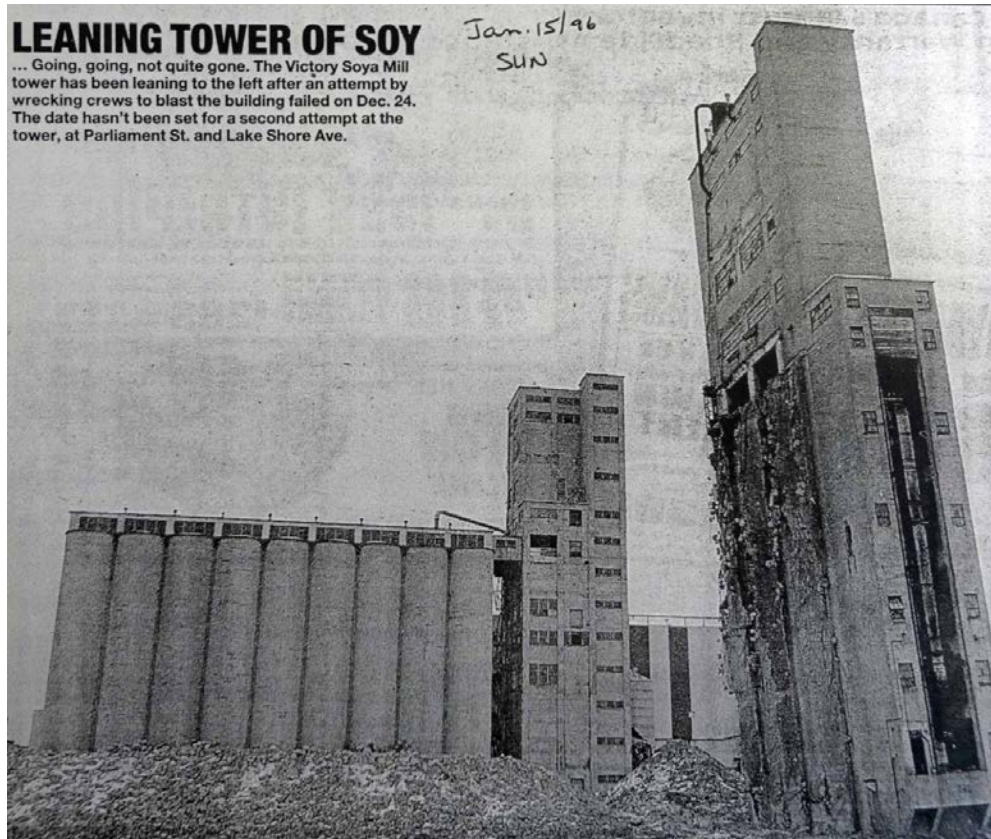
20. Aerial Photographs, Victory Soya Mills, 1960s: views of the site (thereafter known as Victory Soya Mills) from the Port Lands (above) and overlooking the Parliament Street slip with the adjoining vessels (below) (York University Archives, above, and Stinson and Moir, 80, below).



21. Aerial Photograph, Victory Soya Mills, 1991: showing the complex from the east (Stinson and Moir, cover).



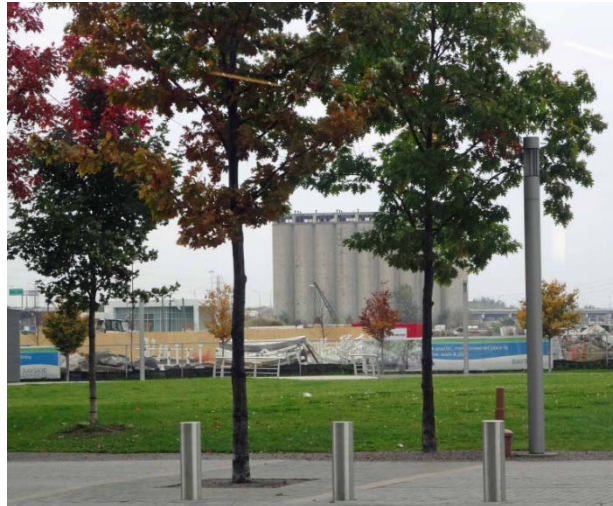
22. Archival Photographs, Victory Soya Mills, 1991: showing the complex following its closure (Toronto Historical Board).



23. Newspaper Photograph, Victory Soya Mills, 1996: showing the surviving silos in the background of the photograph (with the workhouse intact on the right), following the partial demolition of other parts of the site (Toronto Sun, January 15, 1996).



24. Archival Photograph, Victory Soya Mills, 1990s: the surviving silos are shown following the removal of the workhouse and the demolition of the other parts of the complex (City of Toronto Archives, Series 1465, Item 6).



25. Current Photographs, Victory Soya Mills Silo, 2015: showing the property from Queen's Quay East (top), Corus Quay (centre) and George Brown College (below) (Heritage Preservation Services).



26. Archival Photograph, Maple Leaf Mills, 1960: showing the former Maple Leaf Silos (1923-83) at Maple Leaf Quay where, beginning in 1938, a limited number of soybean products were produced. With the removal of the Maple Leaf Mills Silos, the Canada Malting Silos and the Victory Soya Mills Silos are the last monumental grain elevators on Toronto's waterfront (City of Toronto Archives, Series 1465, Item 2).



27. Current Photograph, Canada Malting Silos, 2015: the extant silos on Eireann Quay at the foot of Bathurst Street that anchor the west end of Harbourfront are designated under Part IV, Section 29 of the Ontario Heritage Act (Heritage Preservation Services).



28. Aerial Photograph, Toronto Waterfront, 2015: the location of the extant Canada Malting Silos at the west end of the harbour is shown on the left, with the subject property at the east end of the central waterfront on the right (<https://www.google.ca/maps/>).



29. Current Photograph, Central Waterfront (left) and Port Lands (right), 2015: showing the subject property (left) and, on Cherry Street the Essroc Silos (centre) and Lefarge Silos (right) (<https://www.google.ca/maps/>).