

ATTACHMENT NO. 4
HERITAGE PROPERTY RESEARCH AND EVALUATION REPORT



CONBOY CARRIAGE COMPANY LTD.
485 KING STREET WEST, TORONTO

Prepared by:

Heritage Preservation Services
City Planning Division
City of Toronto

January, 2016

1. DESCRIPTION



Conboy Carriage Company Ltd., 485 King Street West: showing the building context (above)
(*Heritage Preservation Services, 2014 [HPS]*)

Cover: Conboy Carriage Company Ltd., 485 King Street West: showing the building before the windows were covered over. (TOBuilt, May 2014)

| Address: Name | |
|-------------------------------|---|
| ADDRESS | 485 King Street West, Toronto, |
| WARD | 20 |
| LEGAL DESCRIPTION | PLAN MILITARY RESERVE PT BLK F WITH & SUBJ TO ROW |
| NEIGHBOURHOOD/COMMUNITY | King/Spadina |
| HISTORICAL NAME | Conboy Carriage Company Ltd. |
| CONSTRUCTION DATE | 1884 |
| ORIGINAL OWNER | Daniel Conboy |
| ORIGINAL USE | Factory |
| CURRENT USE* | Vacant * This does not refer to permitted use(s) as defined by the Zoning By-law |
| ARCHITECT/BUILDER/DESIGNER | Not known |
| DESIGN/CONSTRUCTION/MATERIALS | Brick cladding |
| ARCHITECTURAL STYLE | Greek Revival |
| ADDITIONS/ALTERATIONS | 1958 alterations including the ground floor north elevation |
| CRITERIA | Design/Physical, Historical/Associative and Contextual |
| HERITAGE STATUS | n/a |
| RECORDER | Marybeth McTeague |
| REPORT DATE | January 2016 |

2. BACKGROUND

This research and evaluation report describes the history, architecture and context of the Conboy Carriage Company Ltd. building at 485 King Street West, and applies evaluation criteria to determine whether it merits inclusion on the City of Toronto Inventory of Heritage Properties and 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 | Lieutenant Governor John Graves Simcoe selects the Toronto Portage as the location for a fort as well as the Town of York, the seat of government for Upper Canada. The land between the fort and town south of Lot (Queen) Street is reserved for the military and is known as Garrison Common. The future, Conboy Carriage Company Ltd. factory will be built on a site in the original reserve. |
| 1797 | Simcoe's successor, Governor Peter Russell extends the town of York westward from Jarvis Street to Peter Street into the military reserve. |
| 1833 | Following the incorporation of the town of York as the City of Toronto, the city's boundary is extended as far as Dufferin Street. 'New Town' is surveyed from Peter to Niagara streets and the area south of King Street is designed for large residential estates and institutions. |
| 1850-1880 | The construction of the railways along the waterfront transforms the area from being primarily residential to industrial and commercial. |
| 1884 | Daniel Conboy purchases Lot 3, Section F in the New Town where he builds a carriage top-making factory at 409 King St. W. and moves into the house at 413 King St. W. |
| 1890 | By this date the addresses on King Street have been re-numbered. The factory is now known as 485 King St. W. and the house as 493. |
| 1900 | Daniel Conboy extends the factory and adds another building, now known as 495 King St. W. across the lot behind his house at 493 King St. W. and onto the rear portion of his properties at 495 and 497 King St. W. |
| 1907 | Daniel Conboy relocates his business to his new factory on the Don Roadway, on the east side of the Don River. Imperial Paper Box Company occupies the former Conboy factory building. |
| 1918 | By the end of World War 1, Daniel Conboy has died and the Conboy Carriage Company has ceased operations. |
| 1918-1957 | The National Cabinet Company (later known as the National Radio Cabinet Company) occupies 485 King Street until 1957 |
| 1958 | Under the ownership of Pauline Pattenick, the Architects Sears + Klein are granted a building permits 49341 and 51977 to make alterations to the interior and ground floor, north elevation to the building at 485 King St. W. |
| 1960-2014 | The Du-Sel Importing Company (later known as the Pa-Sel Importing Company) opens business at 485 King St W and continues operating there under the ownership of the Pattenick family until 2014 |
| 2012 | The property is included in the King-Spadina HCD study area. |
| 2015 | The property is purchased by Allied Properties REIT |

ii. HISTORICAL BACKGROUND

The former Conboy Carriage Company Ltd. factory building, located on the south side of King Street between Spadina Avenue and Portland Street, was constructed in 1884 on a lot which was originally part of Garrison Common, the military reserve. (Image 1) The reserve was set aside in 1793 when Lieutenant Governor John Graves Simcoe selected an area known as the Toronto Portage for the establishment of both Fort York and the town of York. Located on the north shore of Lake Ontario, the fort was established at the mouth of the harbour to protect the town, the new seat of Government for Upper Canada situated to the east. The town was originally contained between Front, Duke (now Adelaide), George and Parliament Streets (now Berkeley Street) with King Street as its main street. In 1797, the town began its steady expansion northwards to Lot Street (now Queen Street) and westward, from George to Peter Street. (Image 2)

By 1833 with a significant interval of peace since the War of 1812, and just as the town would be incorporated as the City of Toronto in 1834, the Deputy Surveyor, H. J. Castle, transformed the Garrison Common with a plan for a grand 'New Town' which extended as far as Niagara Crescent. The plan incorporated two squares (Victoria and Clarence) and a broad tree-lined avenue "Wellington Place" which was intended to provide estates for the aristocracy which would stretch from the south side of Wellington Place to Front Street where the lakeshore was intended to be occupied by leisure. New estates included residences for the Anglican Bishop, Chief Justice and the Receiver General. Cane's 1842 *Topographical Plan of the City of Toronto* shows some of these estates with their long carriage drives and tree lined borders. (Image 3) Cane's plan also indicates the more modest development taking place along King Street West where smaller lots were being occupied and Lot 3 of Section F is shown with two small buildings.

The arrival and expansion of the railways along the lakeshore between 1850 and 1880 brought dramatic change. Wharves, warehouses and factories now grew in proliferation ousting the aristocracy from their estates. Streets such as Draper Street and Brant Street were laid out and developed with small lots and a more intense urban density to provide accommodation for factory and railway workers. The leisure grounds along the lakeshore were swiftly replaced with workshops, freight and locomotive houses. (Image 4)

In 1884, as part of the influx of industry to the area, Daniel Conboy (1837-1917), purchased a one-storey rough cast house at 413 King Street West, on Lot 3, Section F of the Military Reserve. He developed the empty land to the east of the house on Lot 3 at 407 King Street West with a 3-storey factory for carriage tops.¹ (Image 5) Conboy was born in Ireland and immigrated to Canada settling in Vallentine Ontario. He established a carriage-top making business in 1860. He relocated to Uxbridge and then, in 1884, moved to Toronto's King Street West.²

¹ By 1890 King Street had been renumbered so that 407 and 413 were now 485 and 493 King St. W.

² Whyte and Hubacheck.

The Conboy Carriage Company Ltd. business thrived on King Street. In 1897, Conboy commissioned the architect James Augustus Ellis (1856-1935) to design a house for him at 493 King Street West.³ In 1900, Conboy purchased the properties at 495 and 497 King St. W. He extended the factory building and added a second long rectangular building, perpendicular to the first, which passed through the rear garden of his house at 493 King St. W. and those at 495 and 497 King St. W. This additional structure is now known as 495 King St. W. (Images 6, 7 and 8)

By 1907, Conboy had moved his company to a larger, new factory, also designed by Ellis, on the East Don Roadway on the east side of the Don River.⁴ (Images 9, 10 and 11) Daniel relocated his home to 30 Victor Avenue, north of Gerrard Street and east of Broadview Avenue. With the invention and emerging popularity of automobiles, the company began to build auto bodies for Buick, Hudson and Rolls Royce. It is credited with being the first company outside of Britain to obtain a permit to build a body for a Rolls Royce chassis.⁵ (Image 12) While it produced a range of vehicles, including delivery vans, the company was known for its production of luxurious cars. (Images 13, 14 and 15) In February 1914, the company is said to have built the most expensive car ever in North America to that date. Called the Swan and with materials imported from Paris, the car was built at a cost of \$13,000, for a Toronto-based client named Caroline Davidson.⁶ However the Conboy family was to endure a shift in their fortunes during World War I: Daniel died in the influenza epidemic of 1917 and his company under the stewardship of his three sons did not survive the difficulties and shifting priorities of wartime.

After the Conboy Carriage Company Ltd., moved to its new premises, 485 King St. W. was first occupied by the Imperial Paper Box Company and then in 1910 by the Rudd Paper Box Company. By 1915, it was owned by Thomas M. Brown and rented to the Independent Cigar Co. Ltd. In 1918, the National Cabinet Company, later known as the National Radio Cabinet Company, occupied the premises, running their furniture making operations on the site until 1957.

In 1958, under the ownership of Pauline Pattenick, and the design of Sears & Klein architects, alterations were made to improve the functionality of the interior of the factory and changes were made to the front façade. These changes involved the creation of a recessed, fully-glazed entry.⁷ The first floor of the elevation was refaced with mosaic tile which involved the removal of the window sills to either side of the central entrance.⁸ In 1960 the Du-Sel Importing Company (late known as the Pa-Sel and then Pasel Importing Company) opened their business in the newly refurbished building. They continued operating in the building until 2015. The Pattenick family retained ownership until 2014. The property is now owned by Allied Properties REIT.

³ *Biographical Dictionary of Canadian Architects*, James August Ellis.

⁴ *Op Cit.*, building permit 901, 18 May 1905. City of Toronto Directory, 1906, 1907.

⁵ Whyte and Hubacheck.

⁶ *Op Cit.*

⁷ Building Permit 49341, April 2, 1958.

⁸ Building Permit 51977, September 26, 1958.

iii. ARCHITECTURAL DESCRIPTION

The Conboy Carriage Company Ltd. building is a long and narrow rectangular block, three-stories high, with a flat roof, clad in red brick. Windows of the same size and proportion with segmental-arched heads line all four elevations. On the long west elevation the windows are grouped in a long lines of pairs which are only interrupted by two delivery doors at the ground floor resulting in single windows above. The remaining windows on the front elevation indicate the windows were two-over-two sash. (Image 15) The building features a brick pediment on its principal (north) façade facing King Street. The building was set very close to the east edge of the lot, allowing sufficient space for a delivery laneway to pass on the west side.⁹ (Images 5 and 7, as above, and 16 and 17)

The Conboy Carriage Company Ltd. building is typical of the factory-warehouse type. Unrestricted internal space to accommodate machinery, manufactured goods and their movement required the minimum of internal structure. From the building permit drawings submitted in 1958 it appears that the joists spanned the entire width of the building with no internal structural support allowing maximum flexibility.¹⁰ At this time gaslight was the primary source of artificial illumination and so the long narrow space was essential to increase the provision of daylight to the interior and this was achieved with the large windows on all four elevations. These were typically evenly distributed in correspondence to the regular structural bays and other functional considerations. (Images 19, 20, 21 and 22)

Unlike other factory-warehouse type buildings which featured a variety of decorative contrasting brick or stone details and often had elaborate entries on their street elevations, the Conboy Carriage Co. building is very plain. Cast-iron anchor plates on the exterior elevations are structural rather than decorative elements on the building's surface. (Image 18) Its only decoration is the pediment on its north faces which, combined with its plainness and even proportions, gives it an element of the Neo-Classical Revival style. The Neo-Classical Revival style was popular in Canada from the 1850s onwards. It was distinct from the Georgian Classical style, which had predominated in Upper Canada, by returning to ancient Greek and Roman buildings as a more rigorous source for Classicism rather than later Renaissance variations. Typically, the Neo-Classical Revival would have included the full-height columns of a temple, which are absent here, indicating the utilitarian quality of the building. Although the building is plain, there is a simple elegance in its regular distribution of windows openings, their segmental-arched headed and two-over-two sash. (Image 21, as above) The overall simplicity of the building perhaps gains its strength by standing in contrast to the adjacent more elaborately detailed factory-warehouses.

⁹ Permit drawings indicate the building was 4' 3" from the eastern lot line, allowing for a 14' lane on the west side.

¹⁰ Building Permit 49341.

As discussed above, in 1958 the ground floor, north elevation of the building was refaced in mosaic tile. The brick walls on the north and parts of the west elevations have been painted white. In 2013, the window openings on the north elevation were boarded over and those on the sides had previously been closed in with cement blocks.

CONTEXT

At the time of Conboy's arrival in Toronto in 1884, King Street West between Spadina and Bathurst had a mix of building types that were part of its transition from being primarily residential to more commercial and industrial. Goad's Map of 1884 indicates a street with large lots on the south side, with primarily wooden structures. (Image 5, as above) On the north side of King Street, immediately opposite Conboy's properties, there stood the extensive premises of the E. & G. Gurney Stove Foundry, 500 King St. W. (1872), with the Ontario Cabinet Works, 468 King St. W. (later demolished) to the east and west of Brant Street, the Toronto Silver Plate Company, 570 King St. W. (1882).

Over the next 30 years, the Conboy Carriage Company Ltd. was joined by other factories and warehouses on the south side of King Street. By 1903 Lots 1,2 and 5 were redeveloped with large warehouses for the Toronto Lite Company, 461 King Street West (1901), the Dominion Paper Box Company, 469 King St. W. (c 1903), and the American Watch Case Company, 511 King St. W. (1893). (Image 7, as above) The Hart Building, completed in 1919 at 489 King St. W., was constructed on the lot previously occupied by Conboy's house. Further development occurred on the north side of King as well as along Wellington transforming the area into a distinctive factory-warehouse zone.

The Conboy Carriage Company Ltd. building sits within and contributes to this important collection of factory warehouses on this section of King Street between Spadina Avenue and Portland Street. (Images 24-29) Their construction spans a fifty year period, between 1870 and 1919, representing a boom in manufacturing in Toronto following the arrival of the railways. The warehouses are consistent in being clad in brick, with 3-5 storey heights and long rectangular plans with the narrow end facing the street. While the King Street elevations are typically elaborately decorated either with buff brick or stone trim contrasting with the red brick cladding, the side and back elevations are much plainer. While the Conboy building follows this general pattern, it is unique in its relatively smaller scale and absence of contrasting decorative detailing.

Typically the warehouse properties include long narrow laneways for deliveries, and maximized access to natural light for the buildings' interiors. These laneways are now a characteristic of the King-Spadina neighbourhood frequently colonized by outdoor restaurants.

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. The criteria are prescribed for municipal designation under Part IV, Section 29 of the Ontario Heritage Act. 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 | N/A |

The former Conboy Carriage Company Ltd. building has cultural heritage value as an early example of a factory-warehouse type in this part of the King-Spadina neighbourhood. The type's characteristics are displayed in the building's long narrow form, open and unrestricted internal space and adjacent laneway. The building is unique amongst its neighbours in its simple, utilitarian detailing as well as its comparatively smaller scale. The principle (north) elevation culminates in a parapet, fashioned in the form of a Greek temple pediment indicating the building's Neo-Classical style.

| 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 | n/a |

The Conboy Carriage Company Ltd. building is valued for its association with Daniel Conboy, and the Conboy Carriage Co. Ltd. Daniel Conboy, an Irish immigrant, established a carriage-top making business in Vallentine in 1860 and relocated it to Toronto's King Street West in 1884. Having built and expanded the factory on King Street West, Conboy relocated his company to a new and larger factory, still extant on the East Road Donway in 1907. The Conboy Carriage Company transitioned from carriage tops to the production of luxurious auto bodies and was first granted the only license outside of Britain to supply auto bodies for Rolls Royce. By the end of World War 1, Daniel Conboy had died and the Conboy Carriage Company ceased operations. The Conboy Carriage Company Ltd. building is further valued as it yields information about the evolution of the King-Spadina neighbourhood as an important commercial manufacturing area which contributed to the economic growth and development of the local community and the City of Toronto as a whole.

| 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 | n/a |

Contextually, the former Conboy Carriage Company Ltd. building has cultural heritage value as it maintains the consistent factory-warehouse character and scale of this section of King Street West. The building's distinctive design and laneway contributes to the characteristic architectural and urban quality of the area. As one of the earliest factories, the building is physically, functionally, visually and historically linked to its surroundings.

4. SUMMARY

Following research and evaluation according to Regulation 9/06, it has been determined that the former Conboy Carriage Company Ltd. building at 485 King Street West has design, associative and contextual values.

The design value of the former Conboy Carriage Company Ltd., constructed in 1884 is evident as it is an early representative of the factory-warehouse building type, constructed in the King-Spadina neighbourhood between 1870 and 1920. The design values are further evident in its utilitarian simplicity and minimal Neo-Classical style. The property is also valued for its historical association with Daniel Conboy and the Conboy Carriage Company Ltd., 1884-1918. Located on the south side of King Street West between Spadina and Bathurst, the Conboy Carriage Company Ltd. building is a distinctive early warehouse which contributes to an understanding of the historic evolution of the neighbourhood and maintains the heritage character created by the assembly of warehouses with their adjacent laneways.

5. SOURCES

Archival Sources

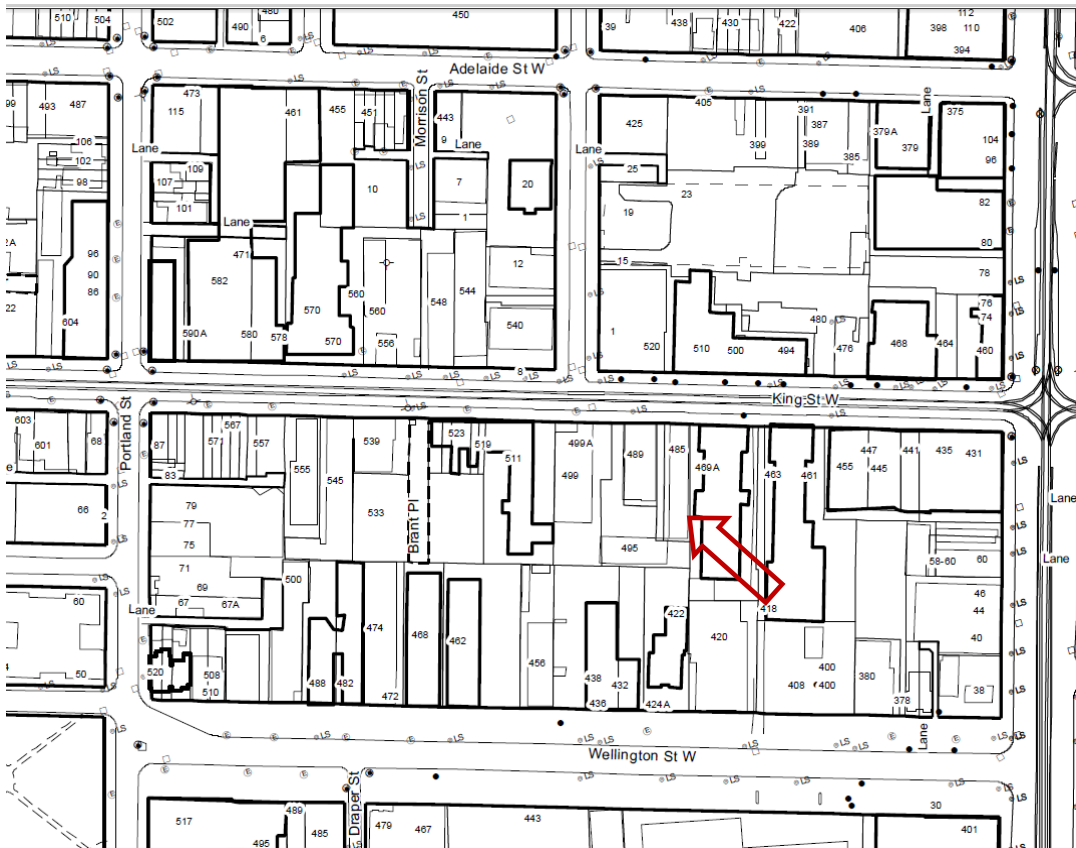
- Assessment Rolls, St. George's Ward (City of Toronto Archives)
- Boulton, W. S. *Atlas of the City of Toronto and Vicinity*. 1858
- Building Permits, City of Toronto, Building Records
- City of Toronto Directories (City of Toronto Archives)
- City of Toronto Planning Board, *Survey Map of the City*, Map 5A, 1957. (City of Toronto Archives)
- Fleming, Ridout and Schreiber. *Plan of the City of Toronto, Canada West*, 1857. (City of Toronto Archives)
- Goad, Charles E. *Atlas of the City of Toronto and Suburbs*, 1884, 1890, 1899, 1903, 1913, 1924 (City of Toronto Archives)

Secondary Sources

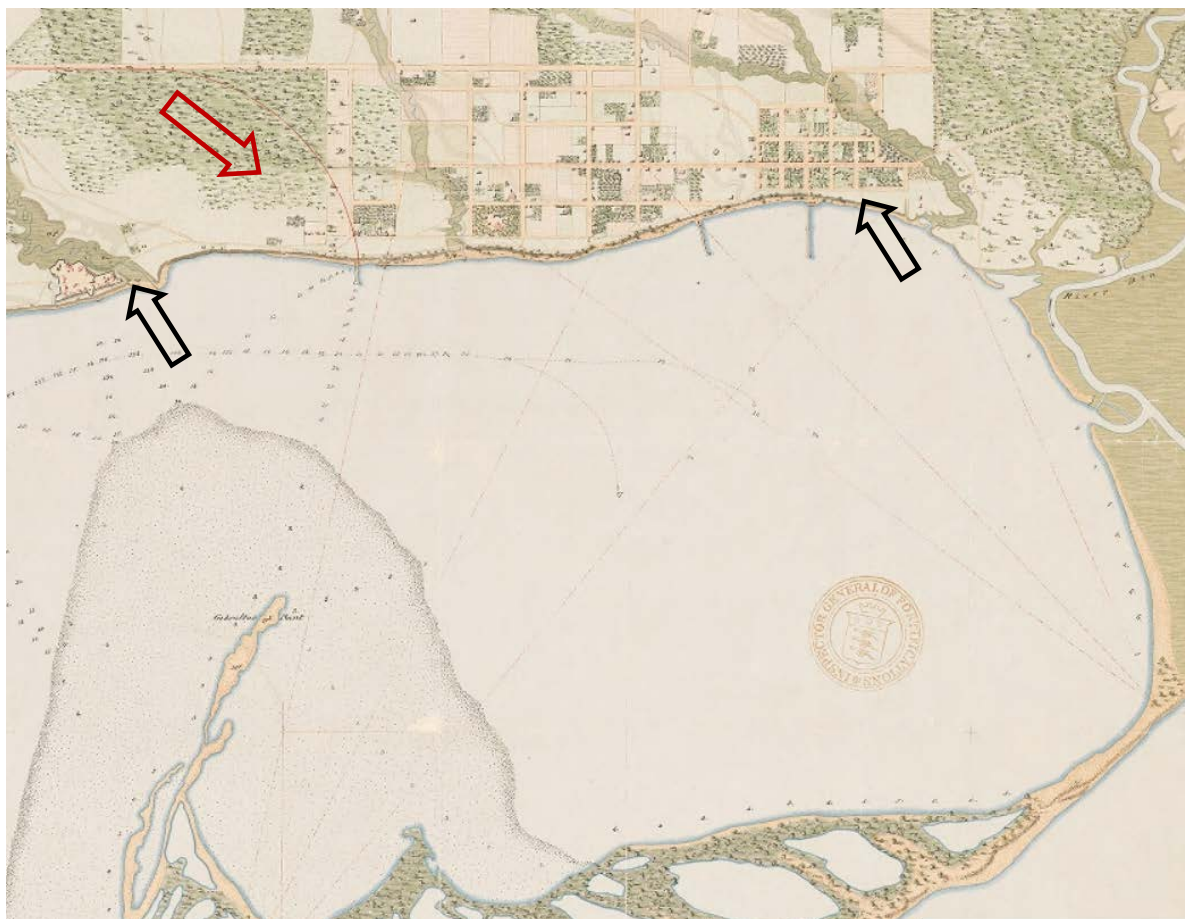
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- Toronto Sunday World, "Finest Motor Body Built in Toronto," Feb 15, 1914. P 38. <https://news.google.com/newspapers?nid=66&dat=19140215&id=GHcDAAAIBAJ&sjid=6ygDAAAIBA&pg=1568,365780&hl=en>
- Unterman McPhail Associates. *King-Spadina Area Survey for the Toronto Historical Board*. 1989.
- Whyte, Gerald and William Hubacheck, "The Conboy Carriage Company: a notable part of Riverdale's commercial history," *The Riverdale Observer*, Fall 2012, V.3, No.2, p.1 https://riverdalehistoricalsociety.files.wordpress.com/2009/10/riverdaleobserver_fall2012.pdf accessed 25 November 2015.

6. IMAGES

Arrows mark the location of the property at 489 King Street West
All maps are oriented with north at the top.



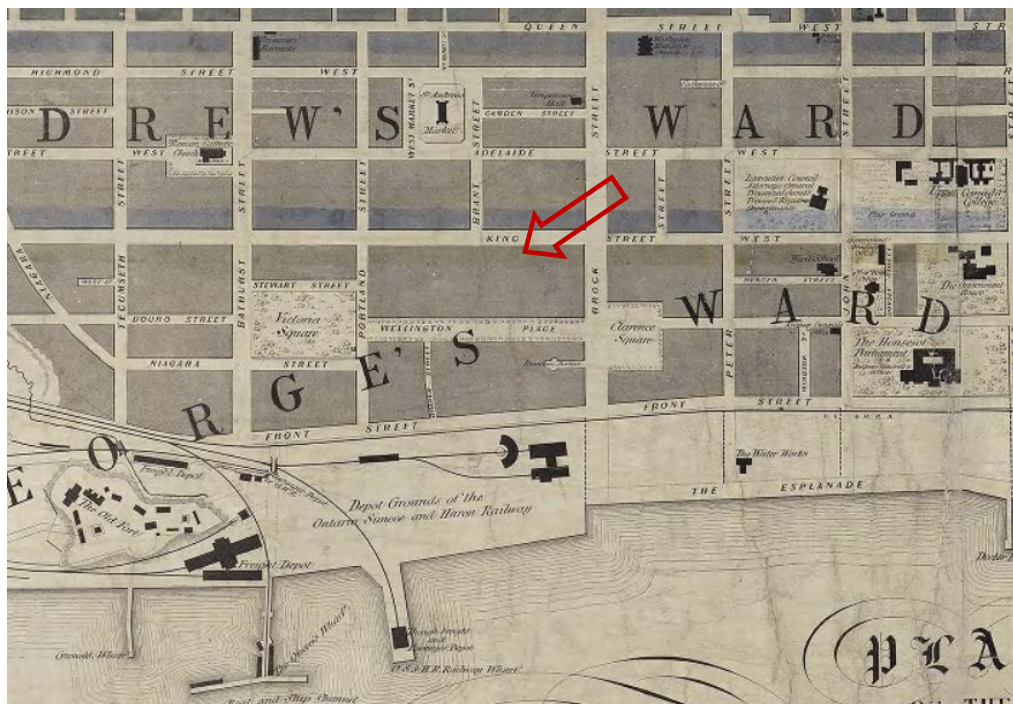
1. City of Toronto Property Data Map: showing the location of the subject property on the south side of King Street West between Portland Street and Spadina Avenue.



2. Plan of York, Lieutenant Philpotts, 1818: showing the harbor with Fort York on the left, the original 10 blocks of the town of York on the right (black arrows), the westward expanse of the town and the future site of 485 King St West (red arrow) situated in the military reserve known as Garrison Common. (*City of Toronto Archives [CTA]*)



3. Cane, James, *Topographical Plan of the City and Liberties of Toronto*, 1842: The plan shows the Garrison Common with a portion of 'New Town' west of the original town of York with Wellington Place and Victoria Square and large estates facing the lakeshore. The arrow indicates Lot 3 with two buildings. N.B. Brock Street would later be re-named as Spadina Avenue.



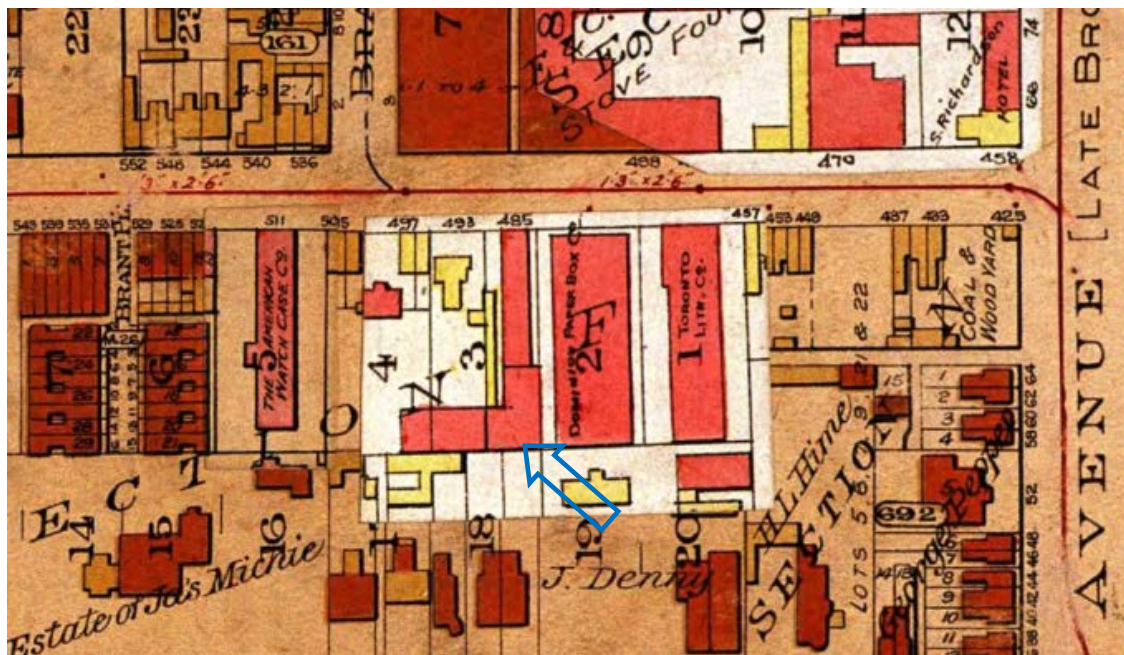
4. Fleming Ridout and Schreiber, *Plan of the City of Toronto, Canada West*, 1857: showing the arrival of the numerous railways along the waterfront and the development of New Town and the proximity of institutions including the Houses of Parliament, Upper Canada College, Government House and various other government offices. (CTA)



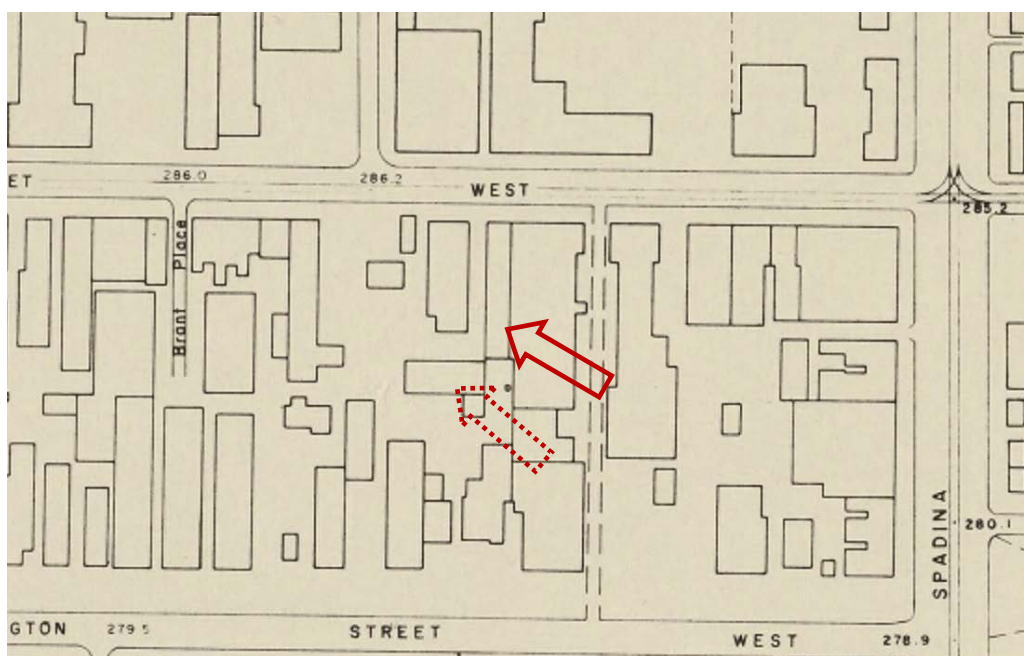
5. Goad's Atlas (detail) 1884: showing the Conboy Carriage Company factory and Daniel Conboy's house to the west on Lot 3 Section F of the Military Reserve. Note that the primary character of the area as residential with some large estates, and institutional, (Loretto Abbey) persists. The much more densely developed streets with row housing along with the three factories on the north side of King Street and Conboy's on the south reflect the influence of the railways and the transformation of the area from an exclusive residential and institutional enclave to a commercial and industrial area with housing for tradespeople and factory employees. The east end of Victoria Square remains as a military burial ground, but the west has been developed with row housing. At this time Conboy's house is identified as 413 King St. W. (CTA)



6. Conboy Carriage Company, Additional Building at 495 King St. E., 1900: showing the north elevation of the building which was built behind 489-497 King St. W. (HPS)



7. Goad's Atlas (detail) 1903: showing the Conroy Carriage Company building, now at 485 King St. W. and Conboy's house at 493. Extensions have been made to the 1884 factory and a new building constructed behind the house and the two houses at 495 and 497 King St. W. (CTA)



8. City of Toronto Planning Board Map of Toronto (detail) 1957: showing the final arrangement on the property with the Conboy Carriage Co. building (solid arrow), the second Conboy building built to the rear (dashed arrow) and known as 495 King St. W. and now located behind the Hart Building (1919) at 489 King St. W. (CTA)



9. Illustration of the Conboy Carriage Co from "Toronto the Properous, 1872-1906", Special number of the Mail and Empire, 1906: showing the new factory on the east Don Roadway with the Queen Street East bridge and the Don Railway station included. (*Heritage Toronto*)

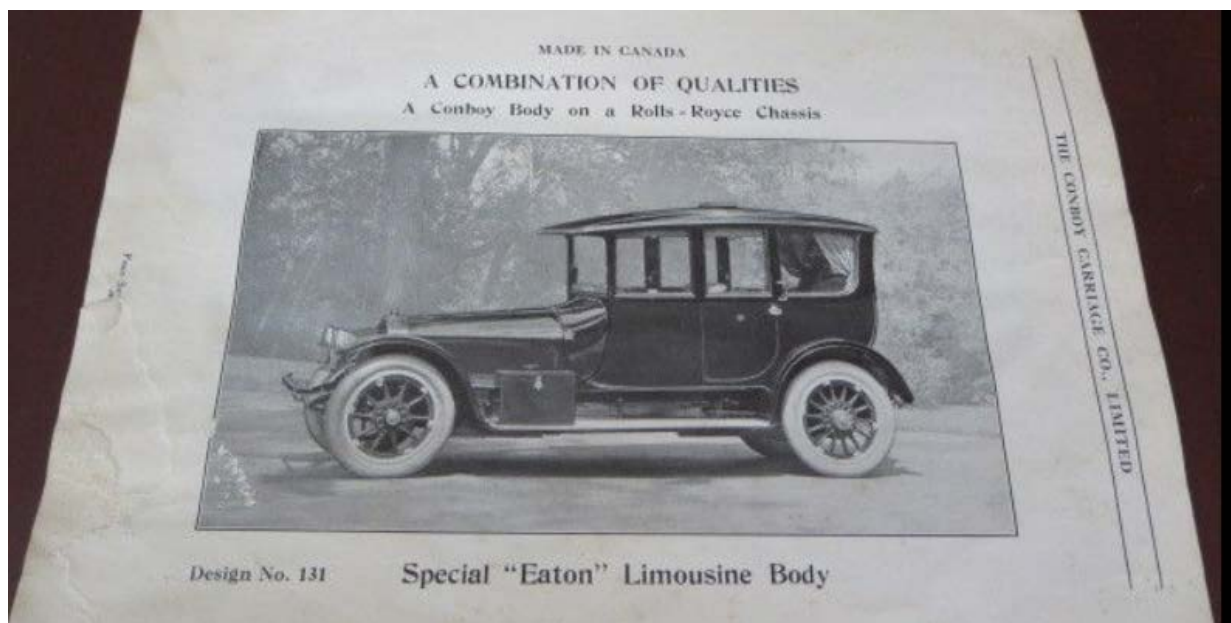


City of Toronto Archives, Series 372, s0372_ss0003_it1163

10. Don Esplanade – Conboy Building, 1931: showing the remains of the building after the fire of 1924 (*CTA, Series 372, Subseries 3, Item 1163*)



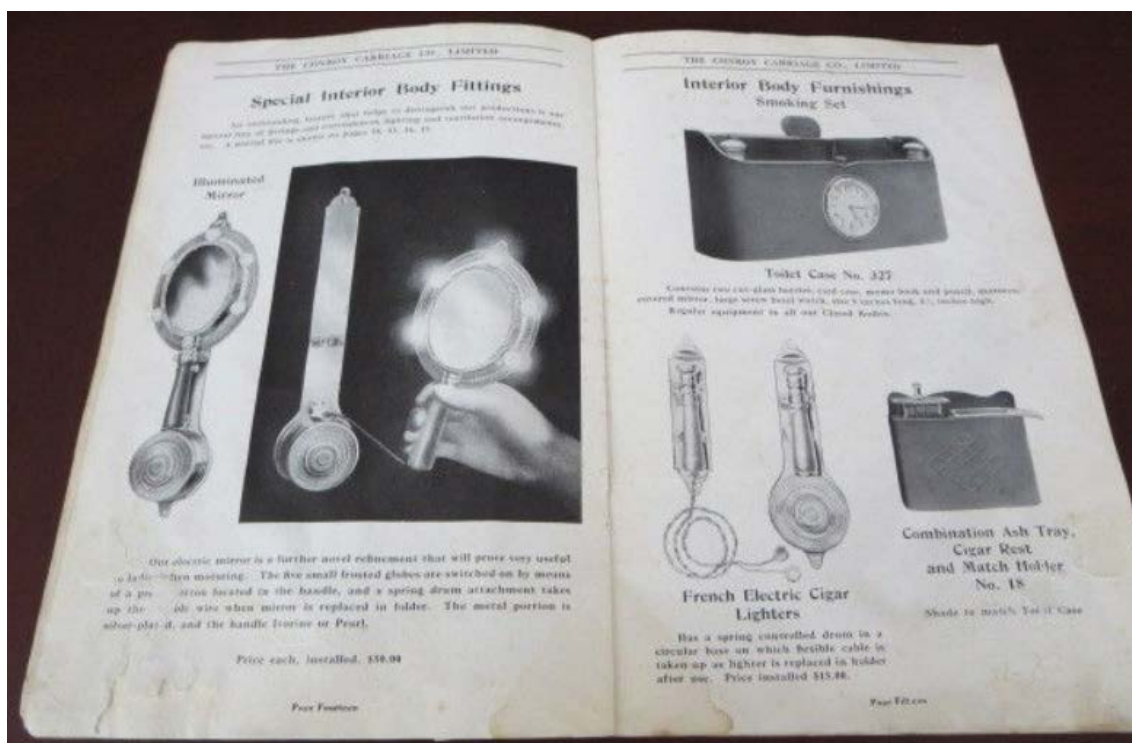
11. Conboy Carriage Company Building, East Don Roadway: showing its 1930s reconstruction. (*Heritage Preservation Services [HPS]*)



12. Illustration from the 1915 Conboy Carriage Co., Limited brochure "Conboy Auto Bodies": showing a Design No. 131, the Special 'Eaton' Limousine Body. (*EBay*)



13. Illustration from the 1915 Conboy Carriage Co., Limited brochure "Conboy Auto Bodies":
 showing designs for Design No. 134 "Conboy Salon Convertible Body" and "Quick
 Demountable Limousine Tops". (EBay)



14. Illustration from the 1915 Conboy Carriage Co., Limited brochure "Conboy Auto Bodies":
 showing "Special Interior Body Fittings" including illuminated mirrors, toilet case, French
 electric cigar lighters and combination ash tray, cigar rest and match holder. (EBay)



15. Illustration from the 1915 Conboy Carriage Co., Limited brochure "Conboy Auto Bodies": showing additional fittings including chauffeur's horn, speaking tube, cut glass bouquet vase, silk cord hat holder and silk cord parcel netting. (EBay)



16. Conboy Carriage Company building, 485 King St. W.: showing the principal (north) and side (west) elevations. Note, on the north elevation, the original double hung sash windows and the tie rods as well as the 1958 alterations at the ground floor level with the mosaic tile and new doorway and removal of the window sills. The windows on the other sides have been filled in with cement block. (*TOBuilt, May 2013*)



17. Conboy building: showing the laneway on the west side of the building with the addition, at 485 King St. W. at the end. (HPS)



18. Conboy building: showing a detail from the west elevation with brick work, window headers and a cast-iron anchor plate . (HPS)



19. Conboy building, west elevation: showing the delivery access openings in the walls, the blocked-in windows and anchor plates. (HPS)



20. Conboy building: Showing the east elevation (left). (HPS)



21. Conboy building: Google view of the property showing the south façade with some window opening and a small chimney, both partially covered in ivy (right). (Google maps)



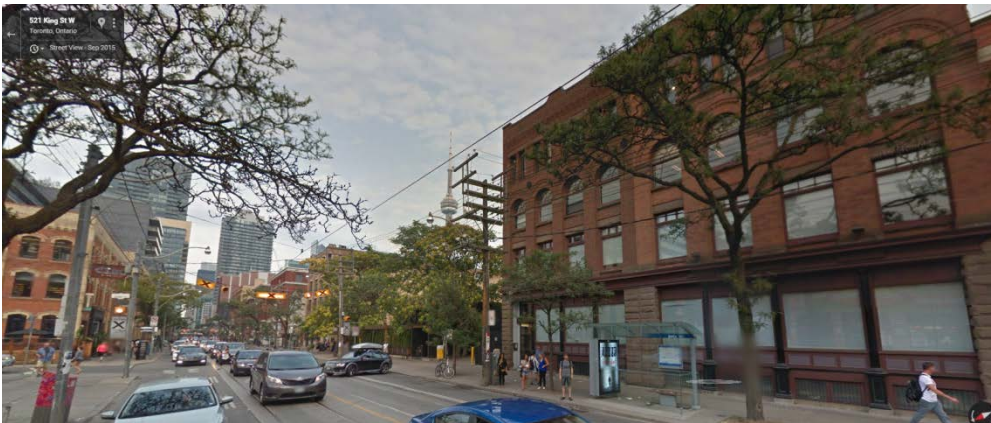
22. Conboy building, west elevation (left): showing the pier marking the 1900 rear addition (to the right of the pier) and its proximity to the additional building, also built, in 1900, by Daniel Conboy and now known as 495 King St. W (right). (HPS)



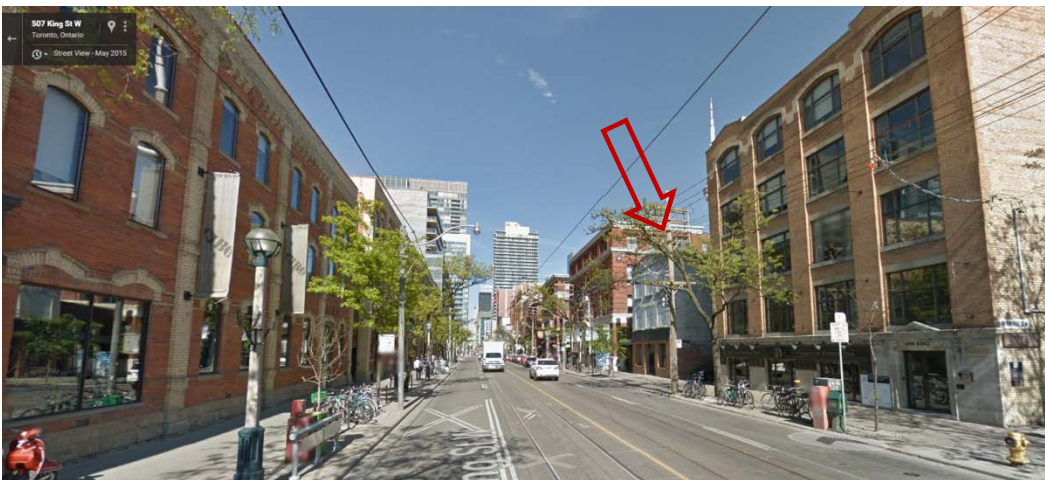
23. Conboy Building: showing the north elevation with the windows covered over and the adjacent later buildings, the Dominion Paper Box Company, 469 King St. W. (c 1903) and the Hart Building, 489 King St W. (1919) with their contrasting lighter coloured decorative details. (HPS)



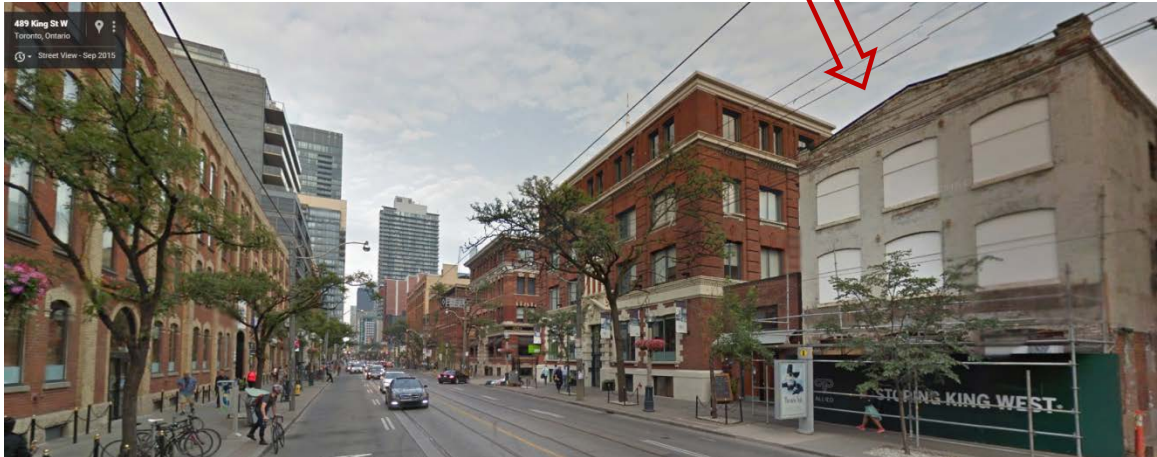
24. Context of the Conboy Block: Aerial view showing the line of factory-warehouse building types on the south side of King St. W. on either side of the Conboy Building. Note the predominant pattern of long narrow buildings with adjacent laneways. (Google Maps)



25. View 1 looking eastwards along King St W: showing the adjacent late 19th and early 20th century factory-warehouse buildings, here 511-513 King St. W. (right). (Google Street View)



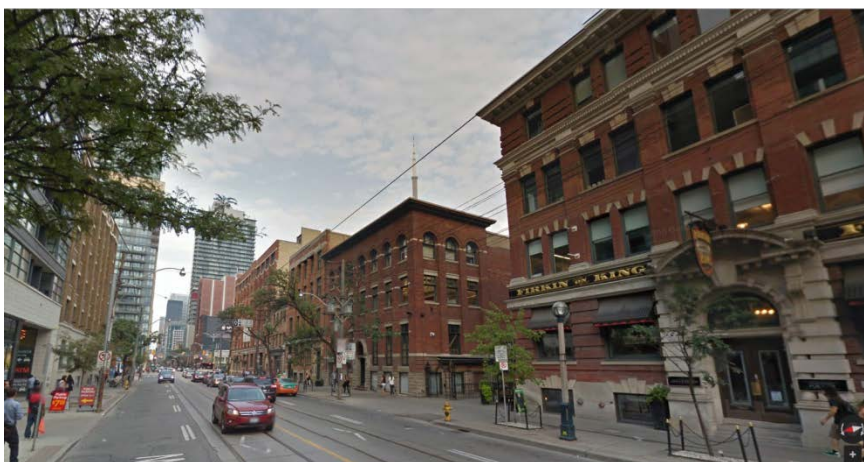
26. View 2 looking eastwards along King St W: showing the Conboy building at 485 King St. W (arrow) with 520 King St. W. (left) and on the right 489 King St. W. (Google Street View)



27. View 3 looking eastwards along King St W: showing the Conboy Building, 489 King St. W and 469 King St. W. just beyond (right) and 510-494 King St. W. (left). (Google Street View)



28. View 4 looking eastwards along King St W: showing 494 King St. W. (left) and on the right, 469 and 463 King St. W. (Google Street View)



29. View 5 looking eastwards along King St W: showing 476 and 468 King St. W. (left) and on the right, 463, 455-445, 441 and 431-35 King St. W. ending at Spadina Avenue (Google Street View)