

1. BACKGROUND

This research and evaluation report describes the history, architecture and context of the properties at 10 and 10A Dawes Road and applies the evaluation criteria as set out in Ontario Regulation 9/06, under the headings of historical and associative, design and physical, and contextual to determine whether it merits designation under Part IV, Section 29 of the Ontario Heritage Act.

The application of this criteria is found in Section 5 (Evaluation Checklist). The conclusions of the research and evaluation are found in the "Conclusion" section. The archival and contemporary sources for the research are found Section 6.

City Staff acknowledge that the land described in this report is the traditional territory of many nations including the Mississaugas of the Credit, the Anishinaabeg, the Chippewa, the Haudenosaunee and the Wendat peoples, and is now home to many diverse First Nations, Inuit and Métis peoples. We acknowledge that Toronto is covered by Treaty 13 signed with the Mississaugas of the Credit and the Williams Treaty signed with multiple Mississaugas and Chippewa bands.

2. SUMMARY HISTORY**Pre-1790s Contact: Dawes Road**

Local historians speculate that prior to Euro-Canadian settlement of the Toronto area in the 1790s, today's Dawes Road may have served as an Indigenous trail.¹ This is largely supported by the deviation from the normal grid pattern. To make Dawes Road an "official" road in 1848, a special by-law of the Home District was required. Further supporting the idea that Dawes Road may have served as an Indigenous trail is the archaeological evidence of fifteenth-century human habitation along Dawes Road's west side, north of Danforth Avenue and south of Taylor-Massey Creek.

Villages at Danforth Avenue and Dawes Road and the Grand Trunk Railway (GTR)

Following the founding of the Town of York and the colonial government's survey of Upper Canada farm lots in the 1790s, Dawes Road emerged as a well-travelled market route from the farms to the northeast of Toronto. Originally, it functioned as a shortcut that farmers would take to get from Kingston Road to the farmlands then opening in northern Scarborough. The street was named for Clem Dawes, who owned a hotel at

¹Melanie Milanich and Beth Parker (ed.), "Becoming a Village, a Pathway to 'big' York from Coleman's Corners to Little York," *Beaches Living*.

<https://www.beachesliving.ca/pages/index.php?act=landmark&id=123>

the intersection of Danforth Avenue and Dawes Road.² Originally, Dawes Road ran from Kingston Road near Today's Main Street and angled north easterly until it reached present-day Victoria Park. By the 1830s, Dawes Road became a key corridor for shipping farm produce, lumber, and sand and gravel southward into Toronto.³

Dawes Road legally opened to traffic in 1848. Historical mapping illustrates that inns and villages emerged along Dawes Road, including where it met Second Concession Road (today's Danforth Avenue) (Figure 1). By 1850s, the village of Dawes' Corners had emerged. It was also during this decade, in 1856, that the Grand Trunk Railway (GTR) had constructed a line from Toronto to Montreal, which ran just south of the intersection of Danforth Avenue and Dawes Road.

By the 1860s, the village became known as Smith's Corner (Figure 2), and by 1878, the village became known as the postal village of Coleman (Figure 3). The following decade, in 1883-4, the name of the village had changed to Little York and Coleman's Corner. The latter reflected the name of Charles Coleman, a hotel owner in the area and first the first Post Master of the intersection (Figure 4). The former took its name from the GTR's "York Station," which was relocated to Dawes Road (Figure 5). At this time, the GTR also constructed a rail yard and roundhouse to the south of the subject properties and cut off Dawes Road. The impact of the railway and rail yard, the latter stretching all the way to today's Main Street, was dramatic and contributed to the early wave of residential subdivision and industrialization of the area.

In 1903, Little York was annexed to the Town of East Toronto. Five years later in 1908, the Town of East Toronto was annexed to the City of Toronto on 15 December (Figure 6). As a result, the area received infrastructure and transportation improvements. By 1910, the west side of Dawes Road south of Danforth Avenue has been largely built out with wooden frame and brick structures (Figure 7).

10 and 10A Dawes Road

It is possible that the land now occupied by 10 and 10A Dawes Road was originally owned by George and Mary Empringham, who had established a hotel at the southwest corner of Danforth Avenue and Dawes Road in c.1890 and owned several of the lots on the west side of Dawes Road south of Danforth Avenue (Figures 8 and 9).

A historical photograph showing the grist and flour mill building in the background exists and is dated to 1889 (Figure 10). It is unlikely, however, that this dating is correct as there is no other existing evidence to support that present-day 10A Dawes Road was constructed before 1895. The earliest indication of a milling company being located in Little York is in 1895. The 1896 Toronto City Directory indicates that the East Toronto Milling Co. was located on Dawes Road in Little York. Although there are no street numbers associated with the properties, it is likely that the property being referenced is 10 Dawes Road (present-day 10A Dawes Road). James Mahaffy was listed as the

²City of Toronto, *Cultural Loops Guide: Explore East York East End Art, History and Nature Self-Guided Tours* (2017), <https://www.toronto.ca/wp-content/uploads/2018/07/98db-edc-east-york-cultural-loops-guide-2017.pdf>

³Ron Brown, *Toronto's Lost Villages* (Canada: Dundurn Press, 2020), p.38.

Manager and Norman Mahaffy was a Miller. By 1897, the mill in Little York appears to have been sold to William Morley as per the 1898 Toronto City Directory.

According to the 1906 Assessment Rolls for the year of 1905, ownership of the mill was transferred from Morley to partners Andrew Chalmer and Stephen Albert Seeds, who formed the Chalmers Milling Company.⁴ This was also presumably when the grain elevator (present-day 10 Dawes Road) was erected. The grain elevator was strategically constructed out to the railway spurs to allow the grain to be unloaded directly from the railway cars into the building's ground floor. The grain would then be tipped into a pit below the basement at the southeast corner and then elevated through the building.

Connections would have been created between the mill and grain elevator to provide the grain elevator with the power it needed to operate. It is likely that this connection would have also allowed the sorted grain to be delivered directly into the adjacent building to be milled.

The first time the subject properties at 10 and 10A Dawes Road are illustrated in the Goad's Atlas Maps is in 1910. Although the subject properties were not included in earlier issues of the Goad's Atlas Map, research and other archival resources suggest that this was in error and that both properties were in fact present prior to 1910.

According to Toronto City Directories, Chalmers Milling Co. Ltd. continued to occupy the site at 10 Dawes Road for the next several decades. In 1952, the property at 10 Dawes Road was sold to Elizabeth Flour & Seed Milling Co. with Alex Schafer as the owner and President. It appears that two years later, Schafer had sold a portion of his property to Modern Railing Ltd. T. H. Lilley, President, applied for a permit to make alterations to the building for factory and office purposes and erect a fire escape.⁵ In 1960 and 1973, several applications for permits were submitted by Schafer to build rear additions to the property to house a truck for feed and serve as a storage building⁶.

The first time a separate property address for 10A Dawes Road appeared in the Toronto City Directory was in 1964. Custom Electric Panel Co. and Smoke Body Works Ltd. were listed at that address.

In 1981, Harvey Abrams purchased the Elizabeth Milling Co. Ltd. and maintained its function as a wholesaler of bird seed and pet food. Four years later, 10A Dawes Road was purchased by an extended family group who converted the property into three apartment units: a basement unit, a ground floor unit, and a second floor unit.

Following the death of Abrams in 2007, the Elizabeth Milling Co.'s grain elevator at 10 Dawes Road was sold to the same family who had purchased 10A Dawes Road to be used as a multi-use arts centre. More recently, the Silver Mill Gallery, which offered programs for Toronto's emerging digital artists, occupied the space at 10 Dawes Road.

⁴Assessment Rolls for the Municipality of East Toronto, Ward 3, 1906.

⁵Building Records, City of Toronto, Toronto and East York, Permit # 26525 (1954).

⁶Building Records, City of Toronto, Toronto and East York, Permit # 61336 (1960) and Permit # 035298 (1973).

The properties are presently vacant.

3. ARCHITECTURAL DESCRIPTION

10A Dawes Road

The only existing archival photograph of the subject properties is the aforementioned "1889" historical photograph illustrating the grain and flour building at present-day 10A Dawes Road. It appears to have been constructed in brick in a box-form, and according to a 1987 building permit application, it contained two-storeys. Today, it contains two-and-a-half-storeys (Figures 11 and 12). It also contains a one-storey northern brick building at the rear. (Figures 13 and 14). This structure is understood to have housed the steam mechanism that powered the mill. Remnants of the original arched window opening can be seen in the north, east, and west elevations, and the original doors, one in the principal (east) and side (north) elevations, have been removed and their openings have been modified. The lower portion of the principal (east) elevation has been painted below the upper-storey windows. Above the upper-storey windows, there is an ornamented parapet with stepped corbelling and an inlaid rectangular panel (Figure 15). A simplified version of the stepped parapet is also present in the side (north) elevation of the rear one-storey brick building (Figure 16).

The interior was renovated sometime during the mid-to-late twentieth century. An interior circulation stair at the southeast corner was added along with an at-grade entry door, second residential floor, an exit door, and an exterior fire escape. An existing mezzanine or attic is accessible from the second-floor living space.

10 Dawes Road

Similarly, the neighbouring grain elevator at present-day 10 Dawes Road was constructed in a box-form, and according to a 1987 building permit application, it was two-storeys with a concrete and stucco first-storey and a corrugated metal clad second-storey. It appears that the mid-to-late twentieth century conversion resulted in third-storey being added to the interior. It consists of three components: the concrete base, the cribbed wood silo and the stick-framed headhouse. At the exterior, the concrete base extends from the basement level to the underside of the cribbed wood structure of the silos at the second-floor level (Figures 17 and 18). The headhouse sits one-storey above the flat roof at the southeast corner and both it and the cribbed wood silos are clad in corrugated metal. The structure at 10 Dawes Road abuts the south exterior wall of 10A Dawes Road. To the rear of the property is a one-storey concrete block addition and a one-storey metal clad addition (Figure 19).

The 1924 Goad's Atlas Map illustrates that by the mid-1920s, a railway spur had been constructed that rose to the south edge of the grain elevator building (Figure 20).

At the interior are timber post and beams that run east west and sit atop timber columns with a stepped reverse-ziggurat ornamentation that ascend in size (Figure 21). The box grid of the silos sits on the concrete foundation and timber framing that rises to the height of the flat roof. It is constructed of a cribbed wood structure made of timbers laid

flat and spiked together (Figures 22 and 23). The middle silo likely would have held the grain distributor and the spouts to the nine silos.

The headhouse sits one-storey above the flat roof at the southeast corner and has a bulkhead for the interior grain chute. The original wheel and rubber conveyor belt remains situated in the headhouse (Figure 24). Various items related to the mill infrastructure continue to be housed at 10 Dawes Road, including the sorter piece within the distributor, a remnant mill wheel, and the scoops and belt for the elevator leg. The scale used to measure grain deliveries, which was present in 2018, appears to have been removed (Figures 25 and 26).

Grain Elevator Building Typology

The grain elevator has its roots in Buffalo in 1842-3, where it was designed to raise imported grain from ships into storage silos, where it could be kept before being milled or shipped elsewhere. With the arrival of the industrial revolution in North America, grain elevators became more commonly located along rail corridors, where wheat and grain were delivered via rail car. In Canada, grain elevators were most commonly built in the Prairies, where the collective number of them in Manitoba, Saskatchewan, and Alberta peaked at 5,758 in 1933 (Figure 27).

Grain elevators make use of verticality and gravity to store grain in small spaces. The general process is as follows (Figure 28):⁷

- The loaded grain truck enters a driveway (1) and the entire truck is weighed on a platform scale (2) and then emptied through a grate in the driveway floor and into the pit (3) at the base of the elevator leg;
- The grain is then lifted to the top of the elevator by the leg (4), a vertical conveyor belt with cups attached;
- In the headhouse (5) the grain passes through a distributor (6) that deposits the grain into the selected grain bin (7);
- To ship grain, the contents of a selected grain bin is allowed to flow into a hopper scale (8) where it is weighed, dumped into the pit (3) and lifted by the leg into the distributor (6). The grain flows down the direct spout (9) and into the waiting rail car (10) or it travels to an adjacent mill.

Grain elevators arrived in Toronto during the late-nineteenth century, however, there are few remaining. Those extant include the Canada Malting Silos and the Victory Soya Mills Silos along Toronto's waterfront. Both are of concrete construction. In Ontario, there are two known wooden-crib grain elevators: the Pontypool Grain Elevator in Kawartha Lakes and the George Currie Grain Elevator in Port Perry (Figures 29 and 30). Outside of the property at 10 Dawes Road, there do not appear to be any other wooden-crib grain elevators in Toronto.

⁷The information regarding the basic workings of a grain elevator were obtained from Dr John Everitt, "A History of Grain Elevators in Manitoba," *Historic Resources Branch* (1992). https://www.gov.mb.ca/chc/hrb/internal_reports/pdfs/Grain_Elevators_architecture.pdf

4. CONTEXT

The properties at 10 and 10A Dawes Road are located on the west side of Dawes Road, south of Danforth Avenue and north of the railway corridor, at the terminus of the road in the East End-Danforth neighbourhood. The area is associated with the early settlement at the corner of Danforth Avenue and Dawes Road of the village of Dawes' Corners', which later became Little York towards the end of the nineteenth century and the Town of East Toronto from 1903-08. The relocation by the Grand Trunk Railway of York Station to Dawes Road and the construction of a rail yard and roundhouse just south of the subject properties, supported significant industrial and residential growth within the immediate area, largely on the east side of Dawes Road. While historical mapping illustrates that there were originally wooden frame structures dotting the west side of Dawes Road, north of the subject properties, and a brick hotel at the southwest corner of Danforth Avenue and Dawes Road in the village of Little York, all of these properties have since been rebuilt. Remnants of the village of Little York can be seen in the house at 122 Dawes Road (1885) and Goulding estate house at 305 Dawes Road (1927). The properties at 10 and 10A Dawes Road are rare surviving industrial examples of the historic village. A remnant of Coleman's Corners can also be seen at 2727 Danforth Road.

5. EVALUATION CHECKLIST: Applying the Ontario Regulation 9/06 Criteria

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 Heritage Register.

10 and 10A Dawes Road

Rare, unique, representative or early example of a style, type, expression, material or construction method

The property at 10A Dawes Road is valued as a rare surviving example of the grist and flour mill building type in the historic village of Little York and the Town of East Toronto. It was purpose-built to process grain and is comprised of a two-and-a-half-storey box-form brick building with a one-storey box-form northern brick building at the rear that housed the steam mechanism that powered the mill. After the grain elevator was constructed to the south abutting 10A Dawes Road, connections would have been created between the buildings to have allowed the sorted grain to be delivered from the grain elevator at 10 Dawes Road to the mill at 10A Dawes road to be milled.

At the exterior, where various alterations have been made to door and window openings, original segmental-arches are present throughout the side (north), principal (east), and rear (west) elevations of the two-and-a-half-storey structure fronting Dawes Road, as well as in the rear (west) one-storey brick structure. Additional ornamentation is present in the principal (east) elevation of the building fronting Dawes Road in the parapet, which contains stepped corbelling and an inlaid rectangular panel. A simplified

version of this parapet ornamentation can be seen side (north) elevation of the one-storey building at the rear.

The property at 10 Dawes Road is valued as a rare surviving example of the grain elevator building type in the historic village of Little York and the Town of East Toronto. It is also valued as a rare surviving example of a grain elevator built in a wooden-crib form, a construction style that was replaced during the 1920s by concrete grain terminals and later, by steel. The three-storey box-form structure was purpose-built to raise grain from a pit below the basement at the southeast corner and then elevate it through the building into nine storage silos where it could be kept before being milled in the neighbouring structure at 10A Dawes Road. The ground floor of the interior of the building contains timber support columns with capitals ornamented with a stepped reverse-ziggurat pattern that ascend in size. Also still extant at the interior is the wheel and rubber conveyor belt housed in the headhouse, which sits one-storey above the flat roof, and the nine wooden-cribbed grain silos.

Direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community

The properties at both 10 and 10A Dawes Road are valued for their association with the theme of the railway and the subsequent activity of milling, which were significant in the development of the village of Little York during the late-nineteenth and early-twentieth centuries. The opening of Grand Trunk Railway's (GTR) freight yard and roundhouse to the south of the subject properties and the relocation of York Station to Dawes Road, significantly contributed to the early wave of residential subdivision and industrialization of the area. It made the area appealing for the construction of a mill because of its close proximity to the railway. Directly from the railway cars, grain would travel into the subject properties – first into 10A Dawes Road and later into 10 Dawes Road once it was constructed – where it would be stored until it was ready to be milled next door.

Yields, or has the potential to yield, information that contributes to an understanding of a community or culture

The subject properties have value for their ability to yield information that contributes to our understanding of the development of various historic settlements near the GTR tracks at the corner of Danforth Avenue and Dawes Road from the mid-nineteenth to early-twentieth centuries. First the location of Dawes' Corners in 1850, followed by Smith's Corner in 1870, and Little York and Coleman's Corner from the 1880s until the annexation of Little York to the Town of East Toronto in 1903, the corner was a popular location for the construction of local inns and stores for several decades.

Physically, functionally, visually or historically linked to its surroundings

The subject properties at 10 and 10A Dawes Road are physically, functionally, visually, and historically linked to their surroundings at the southern termination of Dawes Road, which was strategically selected as the location for a mill and grain elevator because of their proximity to the GTR rail corridor. The relationship of the properties to their setting is demonstrated by the placement, setback and orientation of the mill building and grain elevator on the west side of Dawes Road south of Danforth Avenue, where there was

historically a railway spur by 1924 that rose to the south edge of the grain elevator building.

6. LIST OF RESEARCH SOURCES

Archival Sources

Archival Maps and Atlases, <http://oldtorontomaps.blogspot.ca/p/index-of-maps.html>
Archival Photographs, Toronto Public Library (citations with images)
Assessment Rolls for the Municipality of East Toronto, Ward 3,
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