East London Industrial Heritage Recommendations
Full Report

Introduction:

East London, having been the industrial heart of London at the turn of the century, is home to one of the finest collections of industrial architecture from the first two decades of the twentieth century in North America. London's nineteenth century industries were predominately located west of Adelaide Street, and in all too many cases the structures that housed them have been lost to later development. In the early twentieth century, however, London found itself in the midst of an industrial boom which swept North America. London's industrial community was strengthened by cheap electrical power from Niagara Falls. The city's location on several major railway lines gave it easy access to domestic and international markets, and close connections were developed with firms headquartered in Detroit, New York, and elsewhere. And London's place in the British Empire served as a boon, granting the city's manufacturers easy access to raw materials extracted across Britain's colonies, and an entry into markets in Britain and around the world. In "The Economic and Industrial History of the City of London, Canada", written in 1930, Benjamin S. Scott repeatedly draws attention to a network of trade reaching into Europe, the Caribbean, Australia, and from coast to coast in the Dominion of Canada. Far from being a peripheral element, London was an integral hub within this network.

What is most remarkable about this industrial boom in retrospect is just how well preserved its physical elements have been to the present day. A man standing at the intersection of Dundas and Nightingale streets in the Smokestack District is surrounded by no less than five major industrial complexes dating from the 1910's and 1920's, plus several additional structures of secondary importance. Such a collection of early twentieth century industrial architecture would be notable even in such major industrial centers of the period as Detroit or Chicago. In Southwestern Ontario, however, it is absolutely unique. It remains substantially lacking in formal heritage protection, however.

The London East Historical Society's Industrial Inventory was prompted by the closure of Kellogg's in late 2014, and the resulting uncertainty about the fate of the building which housed that company. Concerns about the future of the McCormick's building are obviously also at the forefront of the heritage community's mind at the moment. Both of these structures are addressed in the recommendations which follow. The inventory was developed over the winter of 2014-15, and consists of thirty-one sites located in Old East Village, Hamilton Road, and the Smokestack District, several of the sites consisting of multiple structures.

On the 16th of May, 2015, a community meeting was held at the Carson Library branch by the London East Historical Society, at which the inventory was discussed. A checklist of both historical and architectural questions was applied to each of the structures to determine their relative significance. These questions were…

- Did the building employ a particularly large local workforce while it was in operation?
- Was the building's occupant a leader in technological innovation, either through their products or through their production methods?
- Was the building's occupant representative of a major segment of London's economy?
- Was the building a formative element of East London's urban design, setting the tone for subsequent land uses surrounding it?
- Was the building designed by an important London architect?
- Was the building designed by Albert Kahn, "Architect of America"?
- Is the building representative of a major stage in the development of industrial architecture?
- Is the building architecturally unique and outstanding?
- Does the building have any individual features of architectural note?
- Is the building as it stands today an important element of its streetscape?

From this meeting, a series of five recommendations were developed, concerning nineteen of the sites in the inventory in total. These recommendations make up the bulk of this report, and can be found in summary in the attached executive summary.

The recommendations have been presented to both of the relevant community associations, and were warmly received. The Hamilton Road Community Association and the Old East Village Community Association both reviewed the recommendations in late May, and both boards voted unaimously to endorse them.

Recommendations #1 & #2:

In the context of this report, the first and second recommendations will be considered concurrently. The first recommendation consists of a list of nineteen sites which we recommend be placed upon the city's Inventory of Heritage Resources. The second recommendation consists of a shorter list of seven structures which we recommend be designated as heritage buildings. As each structure included in the second list is also found on the first list, we will be discussing each of the structures once, and indicating in each case the particular recommendation, and the rationale behind that explination.

639 Nelson Street, the S.F. Lawrason Building

Inventory Number: N1a, N1b

Date of Construction: Various – the oldest portions date to the 1870's.

Architect: Uncertain of Architect

Recommendation: We recommend that the site be placed on the city's Inventory of Heritage Resources.

Rationale: In many ways the opposite of 982 Princess Avenue, the S.F. Lawrason Building is a structure of sharply limited architectural or aesthetic value which has suffered from several unsympathatic alterations over the course of its history. The structure, however, is the sole surviving structure in London to have been put to use as an oil refinery during the heyday of the oil industry in London, and hence serves as one of the few remaining reminders of London's brief period as the leading center of the North American oil industry in the mid-nineteenth century. Given the sharp differential between the structure's value as an element of the city's history, and its value as a work of architecture, we are recommending that it be placed on the inventory to allow the virtures an any proposed development of the site to be considered at the time such proposals arise.

825 Cabell Street, Public Utility Comission Substation #2

Inventory Number: C1a, C1b

Date of Construction: 1910, significantly expanded in 1921

Architect: Uncertain of Architect

Recommendation: We recommend that the site be placed on the city's Inventory of Heritage Resources and also that it be designated as a historic landmark.

Rationale: The PUC Substation #2 is a structure of considerable value from both an architectural and a historical perspective. From an architectural perspective, the structure is a solidly built red brick structure built in two phases, the second being substantially larger than the first. The main entrance posesses several ornamental details of interest. The structure also plays a substantial role in a significant industrial streetscape on Cabell Street. From a historical perspective, the structure is associated with the arrival of electrical power from Niagara Falls in London, and the subsequant widespread application of electrical power to industry. Either rationale alone would suffice to recommend that the building be placed on the Inventory of Heritage Resources. The combination of the two rationales suggests that the structure ought to be formally designated.

20 Kitchener Avenue, the London Concrete Machinery Complex

Inventory Number: C2a, C2b

Date of Construction: Various – the earliest portion was built in 1910.

Architect: Uncertain of Architect

Recommendation: We recommend that the site be placed on the city's Inventory of Heritage Resources.

Rationale: The London Concrete Machinery complex, the PUC Substation #2, and the George White & Sons complex across Cabell Street, collectively form one of the best small industrial streetscapes in London, a streetscape which deserves some degree of heritage protection. Unfortunately, with the obvious and spectacular exception of the PUC Substation #2, none of the buildings which comprise the streetscape are individually outstanding. We are hesitantly recommending that the individual structures comprising the streetscape be added

to the inventory, with the hope that should the structures in questioned be threatened in the future the heritage community would at that point encourage the city to view them as a unity, not individually.

820 Cabell Street & 720 Roberts Avenue, the George White & Sons Complex

Inventory Number: C3a, C3b, C3c
Date of Construction: Various
Architect: Uncertain of Architect
Recommendation: We recommend that the site be placed on the city's Inventory of Heritage Resources.
Rationale: The London Concrete Machinery complex, the PUC Substation #2, and the George White & Sons complex across Cabell Street, collectively form one of the best small industrial streetscapes in London, a streetscape which deserves some degree of heritage protection. Unfortunately, with the obvious and spectacular exception of the PUC Substation #2, none of the buildings which comprise the streetscape are individually outstanding. We are hesitantly recommending that the individual structures comprising the streetscape be added to the inventory, with the hope that should the structures in questioned be threatened in the future the heritage community would at that point encourage the city to view them as a unity, not individually.

430 Adelaide Street North, the O-Pee-Chee Building

Inventory Number: O2
Date of Construction: 1928
Architect: William George Murray
Recommendation: We recommend that the site be designated a historic landmark.
Rationale: One of the few structures covered by the industrial inventory which is already on the city's Inventory of Heritage Resources, we feel that it is of sufficient interest to be designated a landmark. From a historical perspective, the structure was the home to the O-Pee-Chee Company, one of the most successful confectioners in Canada, and famous for producing bubble gum packages with sports cards in them. From an architectural

perspective, the structure is a dominating presence on Adelaide Street, and is a well designed structure with faint Art Deco hints, unusual in a city which never really embraced the Art Deco as fully as such cities as Montreal or Detroit.

630 Dundas Street, the Somerville Building

Inventory Number: O3

Date of Construction: 1903

Architect: Herbert Edward Matthews

Recommendation: We recommend that the site be designated a historic landmark.

Rationale: Like its neighbour at 430 Adelaide Street North, this is one of the few industrial structures in London which is already found on the city's Inventory of Heritage Resources. Again, we feel that it is of sufficient interest to be designated a landmark. The building housed several important East London industries, including the Somerville Paper Box Company, for which it was built, and the O-Pee-Chee Company, which rented space here for a period before building their own structure next door. Architecturally, the structure is an excellent example of brick industrial design in the early twentieth century, and forms an important element of the Dundas Street streetscape by setting itself back behind a small and well used plaza.

318 Rectory Street: the Bennett Furnishing Building

Inventory Number: O5

Date of Construction: 1882, with extensive later additions

Architect: Uncertain of Architect

Recommendation: We recommend that the site be placed on the city's Inventory of Heritage Resources.

Rationale: The Bennett Furnishing Building is a rare surviving nineteenth century industrial building, and continues to present a substantial heritage façade to Rectory Street despite significant alterations through the

years. Despite losing its architectural context over the years, the structure represents a sufficiently significant landmark in its own right to justify its consideration in any future redevelopment of the area.

East end of CPR freight yard (no legal address): the Canadian Pacific Railway Roundhouse

Inventory Number: G1

Date of Construction: Uncertain – approximately 1900

Architect: Uncertain of Architect

Recommendation: We recommend that the site be placed on the city's Inventory of Heritage Resources.

Rationale: The sole surviving stall of the CPR's roundhouse is a significant reminder of London's period as an important railway center for Southwestern Ontario. It has, however, been significantly abused through the years, most notably through its reduction by demolition to a single stall, currently used for storage. The structure's significant historic importance implies that we ought to take some significant interest in the structure. Depending upon what future changes are proposed for the site, however, the structure's current state may not justify preservation. We feel that placing the structure on the inventory will allow the city to make an informed decision about the structure's significance when and if redevelopment is proposed.

892 Princess Avenue, the Orange Crush Bottling Building

Inventory Number: G5

Date of Construction: 1923

Architect: Uncertain of Architect

Recommendation: We recommend that the site be placed on the city's Inventory of Heritage Resources.

Rationale: In many ways the opposite of 639 Nelson Street, the Orange Crush Bottling Building is a structure of sharply limited historical interest, but significant architectural charms. The building was constructed with a single-story factory floor stretching through the block from Princess Avenue to Elias Street, while a brick, two story office block was constructed facing Princess Avenue. The arcade of five brick arches and the slight setback from the

street enliven an otherwise residential stretch of Princess Avenue, while at the same time respecting its residential neighbours. The chimney attached to the structure is also of interest. It is possible to imagine future development replacing the single-story portion of the building while allowing for the preservation of the Princess Avenue façade.

471 Nightingale Avenue, the Hunt Milling Co. Building:

Inventory Number: S2

Date of Construction: 1917

Architect: Watt & Blackwell

Recommendation: We recommend that the site be placed on the city's Inventory of Heritage Resources and also that it be designated as a historic landmark.

Rationale: The Hunt Milling Co. Building is a major architectural landmark in East London, having been the tallest structure in the city when it was constructed in 1917. The structure is significant on multiple counts. When built, it housed one of the largest flour mills in the country, milling more than a million and a half ton of grain from Manitoba into flour every year. It was the site of a tragic 1934 fire in which two firemen were killed, but was rebuilt within the existing walls after the disaster. It was designed by London's most prominent architectural firm of the period, and is representative of Watt & Blackwell's work. And its raw bulk dominates much of the urban form surrounding it. We feel that all of these factors taken together comprise a significant argument for designation.

445 Nightingale Avenue, the Reid Brothers Building:

Inventory Number: S4

Date of Construction: 1923

Architect: Uncertain of Architect

Recommendation: We recommend that the site be placed on the city's Inventory of Heritage Resources.

Rationale: The Reid Brothers Building is a small, red brick structure, indicative of the smaller companies which shared the Smokestack District with such giants as McCormick's and Kellogg's. The structure is in excellent shape, and retains its original smokestack and skylights. Its retention should be encourage if possible.

1108 Dundas Street, the Empire Brass Company (EMCO) Building

Inventory Number: S5a, S5b

Date of Construction: Various – the earliest construction dates to 1907.

Architect: John Mackenzie Moore

Recommendation: We recommend that the site be placed on the city's Inventory of Heritage Resources.

Rationale: In the case of the EMCO Building, the historical society's discussions revolved around whether to recommend designation, not whether to recommend inclusion on the Inventory. The Empire Brass Company was, indeed, one of the largest employers in London during its heyday, and the physical complex they occupied is indeed a large and impressive complex. However, of the five most historically interesting complexes in the Smokestack District, this complex is clearly the fifth on the list. The structure is low to the ground, lacks individual architectural features of particular note, and has suffered through unsympathetic alterations over the course of its existence. It remains, however, a truly impressive industrial complex, and is fully worthy of retention as the Smokestack District develops, Further, it is not unreasonable to suppose that in the future a strong case for designation could well be put forward.

100 Kellogg Lane, the Kellogg's Complex:


Inventory Number: S6a, S6b, S6c

Date of Construction: Various – original structure in 1913, major expansion in 1926, boilerhouse in 1931.

Architect: John Mackenzie Moore (original structure), Albert Kahn (boilerhouse)

Recommendation: We recommend that the site be placed on the city's Inventory of Heritage Resources and also that the portion of the site north of King Street be designated as a historic landmark.

Rationale: The Kellogg's Building is a large industrial complex, serving along with McCormick's to the east as one of two bookends to the Smokestack District. The structure dominates its portion of Dundas Street with repetitive pillars of red brick separating large windows. The original portion of the work was designed by prominent London architect John Mackenzie Moore, and the rear of the building curves significantly to accomidate a railway spur. Of significant note on the site is a boilerhouse design by Detroit-based Albert Kahn, popularly known as the "Architect of America", and arguably the most imporatant industrial architect of the twentieth century. The boilerhouse is thoroughally typical of his work, and is the only structure designed by him in the London area. We feel that the combination of these factors is sufficient to justifiy the complex's designation.

1137 Dundas Street, the Dominion Office Furniture Building:

Inventory Number: S7
Date of Construction: 1906
Architect: William George Murray
Recommendation: We recommend that the site be placed on the city's Inventory of Heritage Resources.
Rationale: Like the EMCO Building, we very seriously considered recommending this building for heritage designation. We ultimately refrained from doing so because of its lack of significant architectural features and its peripheral association with the great industrial concerns of the region, but a strong case could unquestionably be made for designation. The building is the oldest surviving structure in the Smokestack District, and was the first industrial structure erected in the region, a full six years before annexation to the city, setting the tone for future industrial development in the area. While today covered in metal siding, historic photographs reveal an attractive, if plain, red brick industrial structure which could presumably be restored as the area develops.

1152 Dundas Street, the Ruggles Trucks Building:

Inventory Number: S9
Date of Construction: 1920

Architect: Watt & Blackwell

Recommendation: We recommend that the site be placed on the city's Inventory of Heritage Resources, and also that it be designated as a historic landmark.

Rationale: The building is one of the most unique industrial structures in London. Constructed as part of a failed attempt to break into the developing automotive market, the building is a classical structure with a center bay dominated by three great arched windows and flanked by two symmetrical wings. Ornamentation in both the stone and the brickwork is extensive for an industrial structure. Said ornamentation has an Art Deco flair when each element is considered individually, but is inserted into a thoroughly classical composition. As arguably the most interesting façade in the Smokestack District, the Ruggles Trucks Building deserves to be retained for future generations as the district develops.

1173 Dundas Street, the Jones Box & Label Building:

Inventory Number: S11a, S11b

Date of Construction: 1931, significantly expanded in 1949

Architect: Uncertain of Architect

Recommendation: We recommend that the site be placed on the city's Inventory of Heritage Resources.

Rationale: A large industrial structure with some Art Deco features, the building provides a partial counterpoint to the McCormick's complex across the street, in addition to being an impressive structure in its own right. An otherwise plain structure, the building is enlivened by the stone and brickwork surrounding the principal entrance on Dundas Street, arguably the most impressive single ornamental element in the Smokestack District.

1156 Dundas Street, the McCormick's Building

Inventory Number: S12a, S12b

Date of Construction: 1914

Architect: Watt & Blackwell

Recommendation: We recommend that the site be placed on the city's Inventory of Heritage Resources, and also that it be designated as a historic landmark.

Rationale: Included here for the sake of completeness, this building is the only industrial site in East London which is already a designated structure. Designed by one of London's most prominent architectural firms, McCormick's was one of the largest employers in London for much of its history, and remains a major architectural landmark on Dundas Street. Together with the Kellogg's complex to the west, it serves as one of two bookends to the Smokestack District. Note, however, recommendation #3, that the existing heritage designation be extended to explicitly include the building's smokestack.

1157 King Street, the Webster Air Building:


Inventory Number: S13a, S13b

Date of Construction: Various – earliest surviving section 1936, offices early 1940's.

Architect: Uncertain of Architect

Recommendation: We recommend that the site be placed on the city's Inventory of Heritage Resources.

Rationale: Despite several unsympathetic additions and alterations over the course of the twentieth century, the earliest buildings on the site represent an excellent example of early-to-mid-twentieth century industrial architecture. The building on the southeast corner of King and Eleanor was built during the Second World War for war production.

1151 & 1161 Florence Street, the Supersilk Hosiery Building


Inventory Number: S14a, S14b, S14c

Date of Construction: Various – 1927, 1928 & 1930

Architect: Leonard Gordon Bridgman

Recommendation: We recommend that the site be placed on the city's Inventory of Heritage Resources.

Rationale: The site is complex of three large brick industrial buildings which dominates its stretch of Florence Street, and was at one point a major London employer. It is, however, separated from the other heritage industrial properties of the Smokestack District by a significant distance, isolating it somewhat from an industrial context.

Recommendation #3

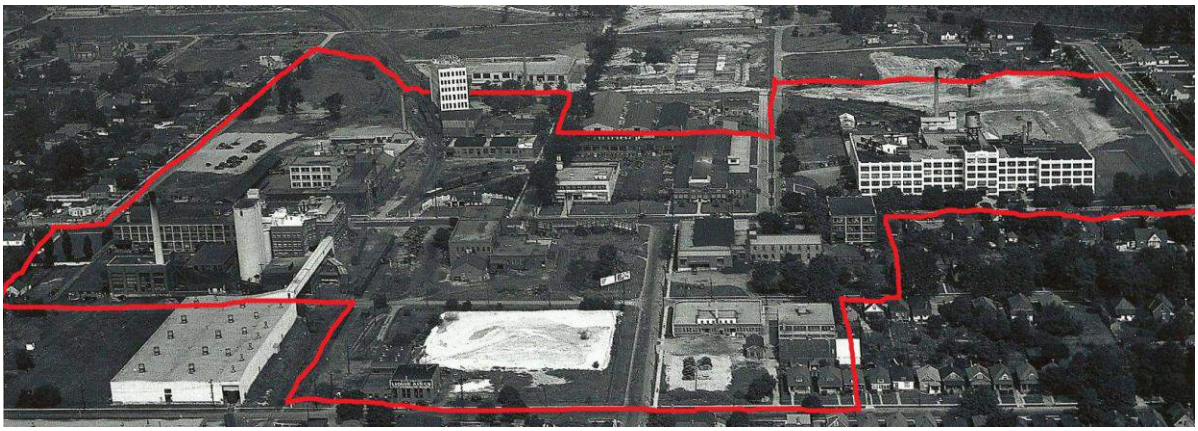
We recommend that the existing heritage designation for the McCormick's Building be extended to include the structure's smokestack, a significant neighbourhood landmark and reminder of the area's industrial heritage.

Rationale: Many of the building in the Smokestack District are large structure, amiable to reuse in a variety of non-industrial contexts – office, residential, and commercial use all being significant possibilities. However, as the district develops these buildings will likely be joined by other large structures. The preservation of the smokestack as a landmark is in many ways a stronger reminder of the area's industrial heritage than the preservation of any one of the factory buildings that were served by such structures. The smokestack, as a pure landmark, has the potential to be the emerging neighbourhood's chief identifying feature.

Recommendation #4

As a collection of industrial architecture unique in London and possibly in Southwestern Ontario, we recommend the eventual establishment of a Heritage Conservation District in the Smokestack District defined to include the properties on the north side of Dundas Street from Burbrook Place to Ashland Avenue, those on the

south side of Dundas Street from 1097 to 1173 Dundas, those on the east side of Nightingale from Dundas Street to 471 Nightingale, the portion of the Kellogg's Complex lying north of King Street, and the south side of King Street from 1101 to 1165 King.



Rationale: The Smokestack District represents the finest collection of heritage industrial architecture in London, and one of the finest in all of Canada. Over the coming decades new development is likely to significantly alter the existing fabric of the district, but as the district already contains large quantities of empty land separating the factory buildings, there is no reason why extensive new development and the preservation of most or all of the key structures in the area could not coexist comfortably. In making this recommendation, we understand that a Heritage Conservation District will likely take upwards of a decade to come into existence. However, we feel that significant new development in the area will still be forthcoming at that point, and the establishment of such a district would allow the area's development to be considered in its entirety and with a sympathetic eye to the balancing of heritage and development concerns.

Recommendation #5

We recommend that the city consider the erection of historical plaques on the former sites of the Imperial Oil Refinery (bounded by Adelaide Street, Hamilton Road, Inkerman Street, and Nelson Street), and the Grand Trunk Car Shops (bounded by Florence Street, Egerton Street, the CN Tracks, and a point roughly midway between Rectory & Egerton Streets).

Rationale: This recommendation is not, in fact, principally aimed at LACH, and as such requires little explination. However, we felt that two of the area's largest nineteenth century industries – both of them the city's largest employer at different points in their histories, and both of them representative of significant elements of nineteenth century London's economy – deserved some kind of recognition. In neither case are buildings associated with the sites still standing, but a plaque on both sites is a plausible means of recognition.

Conclusion:

The recommendations you see before you are extensive, and cover most elements of London's industrial history east of Adelaide Street. The extent of the recommendations, however, is a function of the extent to which industrial heritage has been overlooked in London over the past fifty years. The existing Inventory of Heritage Resources is based on a document compiled in the late 1960's, at which point structures such as the ones discussed here weren't even considered for inclusion. This is a great pity, however, as London's industrial heritage is truly extensive, and much of its physical remnants are still intact. In our conversations with individuals both at the city and in the heritage community, we have received a great deal of support for this effort, for which we are incredibly grateful. We'd like to thank the ACO, the OEVCA, the HRCA, and countless individuals. We'd like to

close with a note to the effect that while the inventory off of which this document is based confined itself to East London, there are significant surviving industrial structures west of Adelaide Street as well. Over the coming decade we strongly encourage the city to consider the designation or addition to the Inventory of Heritage Resources of industrial structures both downtown and in SoHo.

East London Industrial Heritage Recommendations
Executive Summary

Summary:

Over the past year, the London East Historical Society has been engaged in preparing an inventory of industrial structures of heritage significance east of Adelaide Street. The inventory was prompted by forthcoming developments on the McCormick's and Kellogg's sites, but ultimately grew to encompass thirty-one sites, many of which we are convinced require heritage preservation. The five recommendations brought forward in this report suggest some degree of additional preservation for nineteen of the thirty-one sites in the inventory, and have been unanimously endorsed by the boards of both the Old East Village Community Association, and the Hamilton Road Community Association.

Recommendation #1:

The first recommendation consists of a list of nineteen structures or complexes of structures which we recommend be placed upon the Inventory of Heritage Resources to ensure that due consideration can be given to their heritage characteristics in the case of future development. A complete list has been attached. The structures range from such large and impressive buildings as the McCormick's factory to much smaller structures such as 982 Princess Street. A list of the questions considered in evaluating each building on the inventory is attached to the full report.

Recommendation #2:

The second recommendation consists of a list of seven structures, all of them also included in the first recommendation, which we recommend be designated as heritage structures. Of these seven structures, only 1156 Dundas Street is currently a designated heritage structure. The other six structures recommended for designation are 825 Cabell Street, 430 Adelaide Street North, 630 Dundas Street, 471 Nightingale Avenue, 1152 Dundas Street, and the heritage portions of 100 Kellogg Lane.

Recommendation #3:

The third recommendation is that the existing heritage designation for 1156 Dundas Street, the McCormick's building, be explicitly extended to include the surviving smokestack, original to the complex and a major neighbourhood landmark.

Recommendation #4:

The fourth recommendation is that a heritage conservation district be established in the Smokestack District, the region encompassing the stretch of Dundas Street from Kellogg's to McCormick's, along with some of the adjacent streets. As of the current date, the area is one of the largest and best preserved collections of heritage industrial architecture in Southwestern Ontario, in many ways comparable in extent and quality to Milwaukee Junction in Detroit or the Distillery District in Toronto, and we recommend that it be considered as a unit to the maximum possible extent when considering redevelopment proposals within the area.

Recommendation #5:

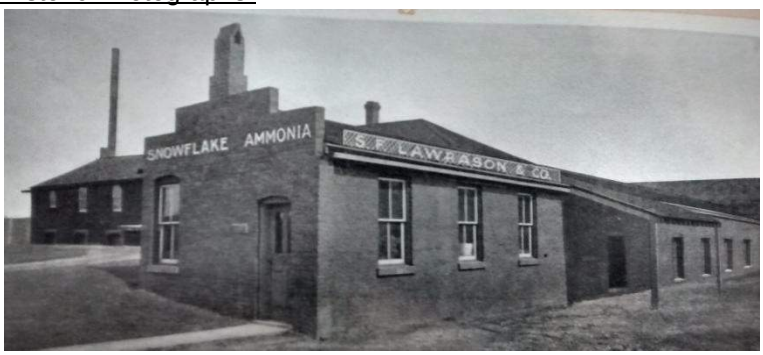
The fifth recommendation calls for the erection of historic plaques on the sites of the Grand Trunk Car Shops and the Imperial Oil Refinery. In both cases no structure survives on the site from either complex, but as both of them were London's largest employer during their respective heydays, both are deserving of recognition. This recommendation, however, is not intended to be directed through LACH.

Inventory of Heritage Industrial Structures

N1 - S.F. Lawrason Building

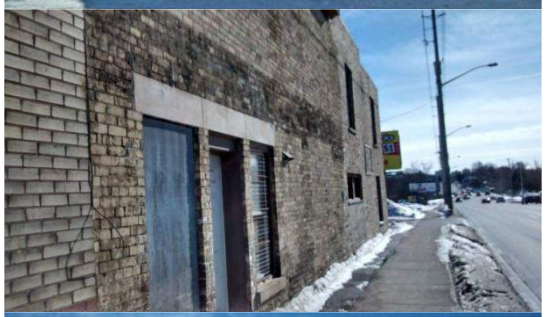
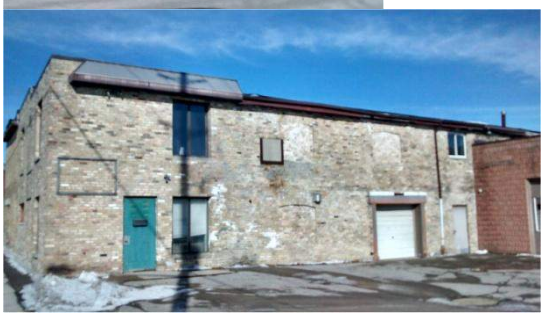
N1a - S.F. Lawrason, plant

Address: 639 Nelson Street
Significance: Secondary Significance
Date of Construction: c. 1870
Architect: Uncertain
Historical / Architectural Notes: In poor physical shape, this nevertheless appears to be the sole surviving structure in London to have served as an oil refinery during the city's initial oil boom. In later years it served to manufacture soap and other cleaning products.
Historic Photographs:



Recent Photographs:




Secondary Sources:

S.F. Lawrason & Co. (now Lawrason Chemicals Ltd. at 180 Adelaide Street South) may be the earliest of the industries associated with 'old' London East still extant in London. P.M. Lawrason founded the company in 1870 as a small oil refinery; but he soon recognized the futility in attempting to survive the stiff competition and switched to the manufacture of lard soap and other washing compounds and industrial cleaners. The original building on the southeast corner of Adelaide and Nelson Street remains, although in a dilapidated state.

- "The North & the East", John H. Lutman & Christopher L. Hives (1982)

Another chemical industry whose beginning can be traced directly to the oil refinery days is that of S.F. Lawrason & Co. Mr. P.M. Lawrason, the founder, was originally engaged in refining oil on the site of the present factory, corner of Nelson and Adelaide Streets. He acquired the property and located there about the year 1870. He continued refining in a small plant experiencing the 'ups and downs' of these engaged in that industry in the years 1870-1888.

A large oil company was formed locally in 1880, but he refused to sell his plant for the sum offered him by the company. The latter concern then proceeded to make it difficult for him to do business.. The newly formed company either already owned or purchased a strip of property lying between Mr. Lawrason's plant and the Great Western tracks, where his unloading was done. His access to the siding being thus cut off, Mr. Lawrason was confronted with a problem of getting in his crude without involving the expense of extra handling. This problem he solved in a manner that stamped him as a man of resourcefulness. Quietly, he secured land for a siding where the railway crossed Adelaide Street at Bathurst Street. Then he secured from the city council the right to lay a two inch pipe in the gutter along Adelaide Street to his plant. There was sufficient grade to make an easy flow to his storage tanks. The Oil Company thought that such a wide awake competitor deserved his price, and in the year 1888 they made him an offer which was accepted.

Mr. Lawrason then turned his attention to soap making, and shortly afterwards to the making of Lard oils, and, in later years, to that of washing compounds. Lard oil is an important industrial product being used extensively by Textile Manufacturers for carding woolyarn and also in the compounding of special Steam Cylinder lubricating oils. In more recent days, it is also used as an ingredient in cup grease and gear compounds, as well as in the treatment of rayon and silk. It is derived by rendering animal fats.

There was considerable local competition in soap making. These were the days (1890-1900) when the soap makers called and collected wood ashes from the householder, leaving him a quantity of their manufactured product in exchange. A great many people made a variety of 'soft soap' from their wood ashes, instead of selling them. The making of soap was therefore soon discontinued to devote more space for the other branches of the industry in which the demand was much greater and the market not over crowded. In soaps the firm are now jobbers only.

In making of Lard oil the chief competitor at this time was the Keenleyside Lard Oil Co., located on Burwell Street near the railway tracks. They continued in operation until the plant was destroyed by fire in 1905-6. An interesting relic in possession of the firm is a Post Card addressed to Mr. F.M. Lawrason and dated Dec. 22, 1888. It was sent by Mr. Maurice Pincoff, Broker, Chicago, and gave full market quotations for various grades of tallow grease and oil. A significant feature is that the standards or gradings of 1888 were very much the same as those quoted in Chicago trade papers November 1, 1929. The comparison of prices is interesting:

		1888	*1929*
Tallow			
Prime City	*6¢*	*8½¢*	
Prime Country		*5¢*	*8¼¢*
Packers Country		*4½¢*	*6½¢*
Grease			
Prime White		*6¢*	*8¼¢*
B. White		*5½¢*	*8¼¢*
Straw Coloured-Yellow	*5¢*		
Prime Yellow		*4¼¢*	*6¢*
Common Brown		*4¼¢*	*5¢*
Stearine			
Ohio Stearine		*7¼¢*	*10¢*
White Tallow Stearine	*5¢*	*8¢*	
White Grease Stearine	*4½¢*	*7¢*	
Yellow Grease Stearine		*4½¢*	*6½¢*
Oils			
Extra Lard Oil Gal.	*68¢*	*$1.05*	
Extra No. 1	*41¢*	*$1.00*	

In addition to the Lard Oils produced, a great deal of the business of this firm is in manufacturing and selling various cleaning compounds such as: the well-known Snowflake Ammonia; Flusho, a compound for cleaning toilet bowls; Cleanx, a splendid cleaning agent recently compounded; Neutro, and Lawrason's Deturgent, both made for cleaning tile floors. This company are also jobbers for heavy chemicals such as:
Caustic Soda, Soda Ash, Crescent Soda, Sal Soda, Tri Sodium Phosphate, Chloride of Lime, Sulphate of Ammonia, Calcium Chloride, Borax and Boric Acid.
These are purchased from the large chemical centres in Canada, United States and Europe.

Whenever possible, the London Company purchases its animal fats from Canadian packing houses from which the produce renders a suitable grade. Packing houses at Stratford, Kitchener, Hamilton, Toronto, Peterboro, Hull, and Montreal are sources from which animal fats are derived. Centres in the United States where great quantities of live stock is slaughtered and dressed, as for example, Chicago, supply carloads of certain grades that cannot be obtained in sufficient quantity in the home market.

In 1901 Mr. Fred Lawrason took over his father's business. At that time it did not carry the full line of products listed today. The general financial condition of the company was not encouraging. However, by dint of careful management, through extending the activities of the company into profitable lines, and by devoting a great deal of energy and ability to the task, in the next two decades the business prospered and grew to its present splendid condition. A great deal of credit is due to the whole-hearted efforts of Mr. Wells, who has been associated with the business from his boyhood. He made a special study of the chemical end of the industry and his success in this direction was no small factor in creating the splendid achievements of recent years. There have never been any labour troubles about the plant. The best wages are paid, and the employees are interested in their tasks. Work has been steady at all seasons during the last ten years. The business is so managed that there is little variation in the amount of goods produced in any one month during the year -- save the gradual increases due to extending markets. There is no sudden rush of orders that demand overtime, hurry and excitement with a consequent slack time later on.

There are about 17 employees. Three are unskilled labour and five are more or less skilled, employed in the oil department. The wages to the former run from 40¢ to 55¢ per hour. Contrast this with the wages paid for similar labour in 1900, when $6 per week was the current price. To the second class of labour the rate of pay varies from 40¢ to 50¢ per hour. In the year 1900, 18¢ was the price paid for similar work.

In common with many other London industries, the War, 1914-18, played havoc with prices of raw material and chemicals required. As an instance of the rapid rise of values in white grease the pre-war price, 9¢ per lb., reached a height of 22¢ per lb. during the peak 1919-20, and has again receeded to the present price of 7¢.

The heavy chemicals were particulaurly hard hit as England had been almost the sole source of supply. As an example, stearine went from 72¢ per cwt. in 1914, to $4.50 per cwt. during the war and has now dropped to $1.55 per cwt.

One cannot visit the plant and fail to be impressed by the skillfull planning and arrangement throughout the entire plant. to reduce handling costs to a minimum and also by the high degree of cleanliness evidenced in all parts of the plant.

- "The Economic and Industrial History of the City of London, Canada", Benjamin S. Scott (1930)

S.F. Lawrason & Co., manufacturers of Snowflake Ammonia and Lard Oil, was established in 1880 by the late P.M. Lawrason. Under Mr. S.F. Lawrason marvelous progress has been made, as is evidenced in the fact that the tonnage of raw material used yearly has reached an aggregate of 2,910, while the tonnage shipped yearly shows an aggregate of 3,200.

- "London Ontario 1914" (1914)

N1b - S.F. Lawrason, office

Address: 639 Nelson Street
Significance: Tertiary Significance
Date of Construction: 1942
Architect: Uncertain
Historical / Architectural Notes: A single story, early modern office building, this builing was appended to the S.F. Lawrason building sometime between 1922 and 1958.
Historic Photographs: See above
Recent Photographs:



Secondary Sources: See above

N2 - General Steel Wares Building

Address: 655/675 Nelson Street
Significance: Tertiary Significance
Date of Construction: 1931
Architect: Uncertain
Historical / Architectural Notes: A low, plain, red brick building possessing a substantial brick chimney, this appears to be the last surviving structure associated with the General Steel Wares complex which once occupied the north bank of the Thames River for several blocks on both sides of Adelaide. Given that most historical sources deal with the complex as a whole, and the largest and most important buildings have all been demolished, I've been having difficulty hunting down information on this building in particular. It was clearly built in several stages, with 1931 being only the first of these stages. When the others were built I'm currently uncertain of.
Historic Photographs: None
Recent Photographs:



Secondary Sources: None

C1 - Public Utility Commission Substation #2

C1a - P.U.C. Substation #2, Original Structure

Address: 825 Cabell Street
Significance: Primary / Contributory Significance
Date of Construction: 1910
Architect: Uncertain
Historical / Architectural Notes: This excellent red brick building was built as an electrical substation, a purpose which it still serves today. The second substation constructed in London after the arrival of electricity from Niagara Falls this structure was intended to supply electricity the industrial plants in the region. London is lucky to retain most of the structures associated with the early history of electrical power in the region. I am uncertain at which point the tower visible in photographs from the 1910's and 1920's was removed. When the structure was substantially expanded in 1921, the original structure was remodeled to serve as the entrance with the entrance being reoriented from Kitchener Avenue to Cabell Street. At this point the original entrance was bricked over.
Historic Photographs:

Recent Photographs:





Secondary Sources:

Of tangential interest, the London room at the public library has a well-written history of the Public Utilities Commission which includes a short but excellent sketch of Sir Adam Beck's personality.

C1b - P.U.C. Substation #2, Original Structure

Address: 825 Cabell Street

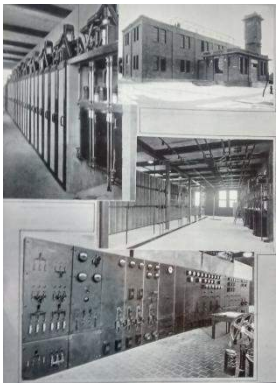
Significance: Primary / Contributory Significance

Date of Construction: 1921

Architect: Uncertain

Historical / Architectural Notes: When electrical substation #2 was substantially expanded in 1921, the excellent red brick structure was the result. The structure is in excellent shape and continues to serve as an electrical substation.

Historic Photographs:



Recent Photographs:

Secondary Sources: See above

C2 - London Concrete Machinery Complex

C1a - London Concrete Machinery, Original Structure

Address: 20 Kitchener Avenue
Significance: Secondary / Contributory Significance
Date of Construction: 1910
Architect: Uncertain
Historical / Architectural Notes: The earliest of the buildings in the London Concrete Machinery complex, this building is an important and well preserved example of concrete industrial construction. It is currently occupied by a variety of small industrial firms.

Historic Photographs:

Recent Photographs:

Secondary Sources:

The London Concrete Machinery Company is one of the most widely known of London's manufacturing concerns, as its products are not only widely used throughout Canada, but, in considerable quantities, have been shipped to New Zealand, South Africa, India, and to various countries in South America.

The reason for the rapid growth of this industry is to be found in the more permanent type of building construction in vogue during recent years. The use of steel and concrete and stone makes for a durable, fire-proof structure. The greater permanence of well-established concerns in these times leads men to build for the future. In doing so, they are economizing over long periods through reduction of insurance costs and the keeping down of capital expenditures over periods of years. There has been, since 1910, a great deal of remodelling of less durable structures for the same reason.

Road building has also been a great stimulus to the use of concrete machinery -- in the construction of concrete highways and cement culverts and bridges. During the past ten years, the province of Ontario alone has constructed 1638 miles of such highway. In other provinces, the progress has been very considerable, though not as phenomenal as in Ontario.

The company was begun about the year 1905 by Mr. Henry Pocock, who conceived the idea of a machine for making concrete bricks. This machine Mr. Pocock had made by contract. It proved successful, and he soon established a small factory on Cabell Street in the year 1906. In addition to the brick machine, he now began to turn out a concrete-block machine.

In a couple of years time, about 1908, Mr. Pocock designed and began to manufacture the continuous-type concrete mixer. These found a ready sale in the days when concrete construction was in its infancy. The present company was formed in that year, 1908. In the year 1910 the building occupied was sold to the I.X.L. Spice Co. and the Concrete Machinery Company began to build on its present premises. To provide funds for expansion, a joint stock company was formed, of which Mr. Henry Pocock is chief stockholder and manager. In the same year, the company began to build a standard type of batch mixer, which was so successful as to gradually put the former type of concrete mixer off the market. The mixer business rapidly developed and various designs were introduced. Today, the company builds sixteen different sizes and designs of concrete mixer. The size of the plant expanded with the business. At first a single building, 60' x 180' and two-stories high was erected. In 1921 a three-storey building, 234' x 60' was added. Today, there are over one and one-half acres under cover. Other lines have been added in recent years. A recent addition is a plaster mixer of the paddle or hoe type. This is used to mix plaster or lime-mortar for brick layers. A single machine can keep from 30-40 plasterers or from 50-60 brick layers continuously employed. At the same time, it effects a saving of twenty per cent of the lime required. They manufacture a full line of contractor's gasoline hoisting engines and pumps. Another product is a concrete buggy or cart -- replacing wheelbarrows for wheeling concrete.

The machines at first were made largely of iron and a great deal of moulding was done by other local companies. Later, designs were changed and a practically all-steel construction adopted. As a result, the machines are today made almost entirely in their own factory. Pressed steel is used to great extent; for instance, pressed steel drumheads on the mixers take the place of those formerly made of cast iron. The result is that more machinists are employed in the fabrication of these steel products replacing the work at first done by moulders.There is a tendency all the way throughout present-day machine construction, to use more processed steel instead of castings.

In the operations performed in the London Concrete Machinery Company's plant, the steel is pressed cold. The drumheads are made by Leonards, from dies supplied by the Concrete Machinery Company. The steel is first heated in a gas furnace, then it is pressed out by hydraulic presses capable of giving 10,000 tons pressure. Heads up to seven feet in diameter are thus pressed out of ¼-inch steel.

The larger heads are made of cast iron. The smaller ears, where high speed is maintained, are cut from bars of machine steel by automatic gear-cutting machines.

Considerable moulded parts are still required in some lines. This work is done by Geo. White and Sons, whose plant adjoins, and by the Canada Steel Foundry Limited, of St. Thomas, Ontario. Such work, Mr. Pocock estimates, is sufficient to keep 15 men busy the whole year in these foundries.

At time of establishment, two men were employed, whereas today the number is from ninety to one hundred and ten. Fifty per cent is skilled labour, such as machinists, tool-makers, sheet-metal workers, blacksmiths and bench hands, more or less skilled. Of the unskilled portion, about twenty per cent is trained for special jobs. This is one factory in London whose doors have been open since it first began for twelve months of every year, save the statutory holidays. The busiest seasons is from April to October, but the plant is kept going steadily throughout the year to keep up to its requirements during these months.

The steel is obtained indirectly from Pittsburgh, U.S.A., and directly from the Hamilton mills, where they import it in rough shape and roll and finish it into cold-rolled bars. Mild bars, - rounds and flats, - are secured from the London Rolling Mills. Rough bolts and washers come from the London Bolt and Hinge Works on Maitland Street, this city. Finished bolts and screws are supplied by John Morrow Co., Ingersoll. The prices of steel are slightly higher than in 1914. Asbestos products, used in clutches, for example, are obtained from the Asbestos Company of Canada.

There is no doubt that future years will witness an even greater use of concrete than has been used during the past decade. Such a condition will result in continued growth and expansion for the London Concrete Machinery Company Limited.

- "The Economic and Industrial History of the City of London, Canada", Benjamin S. Scott (1930)

This concern, although established but nine years ago, is the largest of its kind in Canada. The firm was incorporated in 1908 for $1,000,000, and has a plant covering two acres of ground, while plans are afoot for enlarging it. Concrete machinery, including concrete mixers and block machines, brick machines, hoisting engines, tile machines, derricks, cement moulds of various kinds, and a full line of cement-working tools, make up the list of manufactures put out by this company. South Africa, India, South America and New Zealand receive shipments.

- "London Ontario 1914" (1914)

Of tangential interest, the London room at the Central Public Library, has catalogs of the London Concrete Machinery Company's products from 1909 and 1929.

C1b - London Concrete Machinery, Office

Address: 20 Kitchener Avenue
Significance: Tertiary / Contributory Significance
Date of Construction: Uncertain
Architect: Uncertain
Historical / Architectural Notes: Built at an unknown point in the mid-twentieth century as the offices of the London Concrete Machinery Company, this red brick building complements the industrial structures behind it creating an attractive streetscape. The structure appears to be in an excellent state of repair.
Historic Photographs: See above
Recent Photographs:



Secondary Sources: See above

C1c - London Concrete Machinery, Rear Structures

Address: 20 Kitchener Avenue
Significance: Tertiary / Contributory Significance
Date of Construction: Uncertain
Architect: Uncertain
Historical / Architectural Notes: These structures comprise a collection of single storey concrete industrial buildings stretching out to the south of the original structure. Built over many years, these buildings have contributory value to the complex, but little intrinsic value themselves. The imprint of the railway siding that used to serve the complex can still be seen on the west side of the complex in the pavement.
Historic Photographs: See above
Recent Photographs:





Secondary Sources: See above

C3 - George White & Sons Complex

C3a - George White & Sons, Offices

Address: 720 Roberts Avenue
Significance: Secondary / Contributory Significance
Date of Construction: Uncertain
Architect: Uncertain
Historical / Architectural Notes: This solid and attractive structure was built to serve as the offices of the George White and sons Company, and currently serves as a storage facility. Adaptive reuse possibilities are virtually limitless.
Historic Photographs: None
Recent Photographs:

Secondary Sources:

The George White & Sons Co. Ltd., formerly in a complex of buildings on Cabell Street, were famous throughout Canada as manufacturers of farm machinery, in particular tractors and threshers. The company was formed in 1878 by George White, who had arrived in London from his native Devonshire, England, in 1857. A blacksmith by trade, he opened a shop with which he later combined farming. Realizing the need for a suitable agricultural steam engine, he worked on several prototypes the result of which was his first portable farm machine called "White's Threshing Engine". The initial factory was on King Street; later it occupied a series of buildings on Cabell Street in 1908

The history of the business was marked by an appreciation of the importance of mechanical power on the farm, first through steam and then through gasoline powered engines. The company was foremost in innovation, being particularly sensitive to the differing machinery needs of farmers throughout Canada. Branch plants were opened in the Canadian West to meet the demands of this new agricultural area of Canada.

With the advent of the gas tractor, George White & Sons became Canadian agents for All Work kerosene tractors and later for John Deere and more recently for the B.F. Avery agency. Whereas many early farm machine factories have disappeared, White continues to build threshers and separators. In the 1970's, however, the company moved to new quarters on Hubrey Road in the Pond Mills Industrial Park, south of Highway 401. The old buildings on Cabell Street are now occupied by a variety of small businesses.

- "The North & the East", John H. Lutman & Christopher L. Hives (1982)

In a story of the development of power and its application to machinery in industrial operations in factory and on the farm, we may observe four distinct stages from pioneer days to the present. During the earliest period, in the history of city and county, the power used to drive machinery in saw-mills and grist mills came from the harnessing of water power on the Thames River and its tributaries, as at Hunt's Mill, Arva Mills and other places. Where power was needed on the farm, the horse or oxen drawn treadmill, called a "horse-power" was brought into operation. About the middle of the nineteenth century steam engines, suited to various needs, began to come into general use. These were either stationary or portable. For years all steam engines used on the farm were portable or horse drawn engines. Late the self propelling or tractor type was adopted on more modern farms and spread generally until the horse drawn engine was a thing of the past. With the development of this latter type, the range of usefulness of power on the farm was widely extended. During the first decade of the twentieth century, gasoline to drive an engine made its appearance, and gradually began to supplant the steam engine, especially in the tractor and smaller type engines. During the second decade of this century, the development and extension of electric power derived from the undertakings of the Hydro-Electric Power Commission, of the province of Ontario, at Niagara and elsewhere in the province, and made available for use on farm and in factory, again materially altered the nature and amount of power available for industrial purposes. These developments are reflected in the rise and growth of local industries connected directly or indirectly with the supplying of various types of power units. Chief among these are the firms of George White and Sons Ltd., and E. Leonards and Sons Ltd. The former have been connected largely with the portable type of engine, and the latter for the most part with the stationary power unit.

The firm of George White and Sons Ltd. owes its origin to the late Mr. George White, whose activities began in this line in London in the year 1857 and covers pretty much the whole period under consideration in this thesis. Mr. White was a machinist who spent his apprenticeship engaged in the making of farm machinery in his father's shop in Devonshire, England. His first venture in this line in Canada was the entering into a partnership with Mr. Eli Pavey, in the year noted above, to manufacture wagons and small farm machinery. The firm gained a start in securing a contract for the making of 100 wagons for the militia. The partnership was carried on for about twelve years and then dissolved. Mr. White carried on the business alone and added machinery to make bolts and nuts, thus establishing the first plant in Canada for this purpose. In the year 1872 Mr. White again entered a partnership with Messrs. Yates and Jolliffe, to form the White, Yates and Jolliffe Manufacturing Co., engaged in the making of flour and saw-mill machinery, (both stationary and portable), steam engines and boilers. In the year 1878 Mr. White became sole proprietor of a business that had grown to considerable importance. As his sons grew to manhood they were given an interest in the business. The manufacture of steam traction engines and threshing machines was undertaken during the years 1888-1898. In the year 1897 the firm was incorporated as Geo. White and Sons Ltd. The following year the company absorbed the plant of MacPherson and Company of Fingal.

In the early days the plant had been located on King Street west. About 1908 the present plant, located at Cabell Street, was erected. In the year 1913 Mr. George White died. He was one of the few men who had vision to see the possibilities of power on the farm. The determination to surmount obstacles that made for the success of his business is shown in his overcoming of great difficulties in getting his products into Western Canada before the days of the railroad. Threshing outfits were taken by rail through the United States as far as the railways extended towards the Canadian border. Then they were propelled under their own power, where conditions permitted. At other points, they were drawn by teams or rafted across small lakes and rivers until their destination was reached.

In the year 1926 the company which now had branches in Brandon, Moosejaw, and Calgary, was reorganized under a new charter. Some twenty-five branch managers, superintendents, and salesmen were admitted to a share in the firm under the name of George White and Sons Ltd. Mr. A.W. White is president, and Mr. Hamilton Bingle is secretary-treasurer. The plants at Brandon and Moosejaw are devoted to assembling, repairing, and distributing the products of the firm throughout western Canada.

On the average, about two hundred and twenty-five men are employed in the London plant. These consist mostly of skilled workers, such as moulders, machinists, erectors, boiler makers and woodworkers. The labour conditions have completely changed since the 'nineties. The formation of trade unions, and the installation of labour-saving machinery have materially altered conditions. Since the beginning of the century, over sixty per cent of the machinery has been replaced by labour-saving machinery. The close adherence to the apprentice system has gradually disappeared. Today, the ranks of skilled workmen are recruited from the best of the helpers and general men are known as improvers. Then, as required, they take the places of skilled mechanics. The following figures, taken from the books of the company, furnish a basis of comparison for wage changes: 1905, the average wages to workmen was 18.09¢ per hour; 1908, the average wage was 18¢ per hour; 1929, the average wage throughout the factory had risen to 46.44¢ per hour -- an increase of over two hundred and fifty per cent during the twenty year period.

The raw materials used are largely pig iron, angle-iron, galvanized iron and steel, and a limited amount of wood. The iron and steel are purchased both in the United States and Canada. The London Structural Steel Company furnishes a considerable proportion of the steel used. Bolts and nuts are obtained from the London Bolt and Hinge Works. After being more than double in price during the war, steel is today fairly stable at its pre-war value. The company makes all its own castings of such parts as wheels, gears, etc. Because of the excellent facilities which it possesses for the making of patterns and castings, considerable job work for local concerns is carried on. The London Concrete Machinery Company, for example, has the bulk of its castings made by Geo. White and Sons Ltd.

During the latter years of the war, the gas tractors came into use on the farm for tillage, harvesting and threshing operations. In the years following, their use became quite wide spread. As a result, the number of steam tractors in use rapidly decreased. The Geo. White and Sons Ltd. thus ceased the manufacture of steam engines. As an aid to food production, during the war gas tractors were placed on the free list. Owing to the demands of Western Canada farmers, they have remained undutiable to the present. Accordingly, local firms, formerly making steam engines, have not gone into the manufacture of gasoline tractors, feeling themselves unable to compete with the large, highly-specialized, American industries. Geo. White and Sons Ltd., therefore, are today jobbers only in the supplying of the gasoline tractor unit to accompany their Separator as a threshing unit.

The products of Geo. White and Sons Ltd. are disposed of in all parts of Canada, more particularly in Ontario and the Western provinces. In the manufacture of threshing separators, they have no local compititors, but in Ontario Waterloo Manufacturing Company, at Waterloo, Goodison Thresher Co. at Sarnia, Sawyer Massey Co. Ltd., at Hamilton, Bell & Co. at Seaforth, Massey Harris Co. at Toronto, Ernst Bros. at Mount Forest, MacDonald Thresher Co. at Stratford, turn out competing lines.

- "The Economic and Industrial History of the City of London, Canada", Benjamin S. Scott (1930)

C3b - George White & Sons, Building

Address: Uncertain
Significance: Tertiary / Contributory Significance
Date of Construction: Uncertain
Architect: Uncertain
Historical / Architectural Notes: Built as part of the George White and sons complex, this yellow brick structure is relatively bland and of a single story. It does, however, contribute meaningfully to the streetscape of which it is a part, and were it to be replaced in the future it would be hoped that any replacement structure would contribute equally as well.
Historic Photographs: See above
Recent Photographs:

Secondary Sources: See above

C3c - George White & Sons, Building

Address: 820 Cabell Street
Significance: Tertiary / Contributory Significance
Date of Construction: Uncertain
Architect: Uncertain
Historical / Architectural Notes: A fine yellow brick industrial structure, this building contributes meaningfully to the Cabell Street streetscape as well as being an excellent example of the industrial architecture of the period in its own right.
Historic Photographs: See above
Recent Photographs:

Secondary Sources: See above

O1 - Taylor Electric Building

Address: 635 Princess Avenue
Significance: Tertiary Significance
Date of Construction: 1929
Architect: Uncertain
Historical / Architectural Notes: A simple brick building built for the Taylor Electrical Company. This building may have been built in stages, but for the moment I don't have immediate evidence of that.
Historic Photographs: None
Recent Photographs:







Secondary Sources:

Taylor Electric Manufacturing C. Ltd. Electrical Apparatus

The making of electric equipment is a business that appeared about the turn of the century, and that has developed rapidly since the wide extension of electricity as a source of power, heating and lighting, through the agency of the Hydro-Electric enterprise. A company organized for this purpose, was established in London in the year 1913 by a Mr. F.R. Dark, under the name of Canada Electric Manufacturing Co., and was devoted to the making of switches, fuse-blocks, etc. The company changed hands in the year 1916 and is since known as the Taylor Electric Manufacturing Co. Ltd. At this time, the range of manufacturing of electric apparatus was greatly extended and has been continually added to since that time. A partial list of equipment made in this plant gives some indication as to the nature of the business. They manufacture enclosed safety switches, motor starters, lighting panels, fuse blocks, steel switch-boards, slate switch-boards, panel boxes, steel cabinets, outlet boxes and covers, bar hangers and bar sets, ceiling loom-boxes, concrete boxes, sectional switch-boxes, open-knife switches, and a number of miscellaneous articles such as copper ground clamps, fuse clips, bus bar copper, black metal covers, etc.

A perusal of the above list shows the reader that the element of safety enters into most of the equipment produced. In fact ninety percent of the above equipment is made to satisfy the modern demands for safety in electrical installation and equipment. It is a direct result of the Safety-First campaign of recent years. The idea of safety in electrical apparatus is comparatively recent. Various factors operated in its inauguration and development. In the background is the modern emphasis upon the economic and humanitarian value of human life. With the growth of the Hydro-Electric system came the demand for inspection of all wiring for houses. In this move the electrical engineers were backed up by the Fire-Underwriters association. Inspections revealed a great deal of careless and dangerous installations. With the establishment of the Workmens Compensations Act, official interest was directed toward the worker and the hazards of exposed electrical equipment. An Industrial Accident Provention campaign was inaugurated. A number of men were loosing their lives in factories through coming into contact with open switches, exposed wire, and other dangerous live parts. Moreover, the extension of various electrical equipment for ironing, washing and heating into homes where the lives of women and children were endangered resulted in further emphasis upon the need of safety precaution. The government, accordingly, upon the advice of the Hydro-Electric Power Commission and the Fire Underwriters association, enacted certain safety measures relative to the installation of electrical apparatus, in home, office, and factory. Companies engaged in making such equipment not only conformed with these regulations, but, catching the spirit of the movement, endeavoured to turn out apparatus that would be to the last degree. To-day, all such equipment must pass inspection as soon as installed, and such inspection is very rigid, it is no mere routine.

The Taylor Electric Manufacturing Company gives employment to same sixty-five men and boys. The number employed in 1918 was three. These employees consist of press operators, machinists, dye and tool makers, electric fabricators, draughtsmen, an electrical engineer, and a mechanical engineer. All save the press operators are skilled labourers. The wages of skilled labourers is twenty percent higher on the average than in 1918. The wages of unskilled labourers is ten percent above the 1918 average. Boys are apprenticed to become press operators.

The raw materials used consist of steel, of which fourteen carloads were required last year, obtained from United States Mills; slate, from Vermont and Pennsylvania; porcelain from New Jersey, and to some extent from Georgetown, Ont; copper from the Anaconda Copper Co. of Canada; and miscellaneous parts as screws, brass, etc. The goods manufactured are disposed of locally and throughout Canada through catalogues and salesmen. The greater the building activity throughout the country the greater the demand for the goods the Taylor Electric Manufacturing Company produces.

- "The Economic and Industrial History of the City of London, Ontario", Benjamin S. Scott (1930)

O2 - O-Pee-Chee Building

Address: 430 Adelaide Street North
Significance: Secondary Significance
Date of Construction: 1928
Architect: William George Murray
Historical / Architectural Notes: A fine Art Deco structure, this building was built for the O-Pee-Chee company, makers of bubble gum and other candy. The company had previously rented space in the Somerville Building, and constructed this structure when that space became insufficient. The building features interesting detailing around the main doorway on Adelaide Street, and visually strong pillars stopping just short of the cornice. The building is currently divided into apartments and in fine repair.
Historic Photographs: None
Recent Photographs:

Secondary Sources:

O-Pee-Chee Co. Ltd., founded in 1910 by Duncan H. and John K. McDermid, which has been situated on Adelaide Street, north of Dundas, has manufactured popcorn, chewing gum, mint candies and other sweets with considerable success. The unusual name which the company possesses originates with a robin named 'Opechee' in Longfellow's poem, "The Song of Hiawatha". Generations of children have purchased O-Pee-Chee gum, packaged with cards of baseball, football and hockey players. The company also provides gum for gum ball machines and manufactures the 'Bazooka' brand of bubble gum. After the McDermid brothers died, the firm was bought in 1961 by Frank Leahy in whose family the business has remained.

- "The North & the East", John H. Lutman & Christopher L. Hives (1982)

There is in London one company engaged in the manufacture of pop-corn, chewing gum and mint candies, that does a large business throughout Canada and a considerable export business as well. This is the O-Pee-Chee Gum Co. Ltd., situated on Adelaide Street near Dundas St. This business was established by Messrs. D.H. and J.K. McDermid, in the year 1910.

An inspection of the processes carried on in this factory gives a splendid estimate of the extent to which machinery has supplanted hand-labour in modern industry. The corn is popped in rotating cylinders heated to the correct temperature and is continuously sent forth from one end, having remained in the cylinder end sufficiently long to give the finished product the desired crispness. It is then carried along to a machine where it is bagged and sealed as pop-corn The bags for this purpose are made by a machine that transforms a single roll of plain-coloured paper about 4 inches wide into a long bag, with printed figures on the outside and ready to be filled.

If the pop-corn is to be made into "Krackley-nuts" it is carried along to a machine where it is mixed with peanuts and syrup. It is then fed into a machine that makes up the box, seals one end, then fills up the box and seals the opposite end. The operations are so intricate and carried out so quickly as to make one marvel at the ingenuity that devised the machinery.

Another pop-corn product is candy corn, which is pop-corn sweetened by addition of a coloured syrup. It is sold in a 5¢ package in which prizes are inserted.

The gum is likewise cut into slices of requisite size, each slice folded in a wax paper with coloured wrapper in a single machine. A decade or so ago this wrapping was done by hand. Another instance of similar labour-saving may be observed in the packing and packaging of the mint candies. These are bundled with ten placed end to end in a package. They are likewise wrapped and sealed by a single machine. An interesting feature of this machine is the counting device for placing the correct number of disks of candy end to end ready for wrapping. This was formerly done by hand. In purchasing the packing machine from its American manufacturers, the O-Pee-Chee officials asked why a device for counting out the mint was not attached. They were informed that men had been working on such a device for years but that it seemingly couldn't be done. When the machine was installed in the London plant, the foreman of this department, Mr. Brown, and one of his assistants began to work on such a device. They were successful, and today the rights of their patents have been purchased by the company manufacturing the machine.

Of course, this machinery has to be supervised by operators who see that all work is being properly done. About 66% of the help employed in the factory is female. The men are employed in looking after elevators, repairing machinery, shipping, etc. The total number employed in the O-Pee-Chee factory is 75.

The corn for popping is purchased in the States of Iowa and Wisconsin. There is not a supply of this corn grown in Canada. Canadian sugar is used for sweetening and making syrup. The basis of chewing gum is chickle, which is obtained from certain varieties of palm trees in Mexico, West Indies and British Honduras, and other southern islands.

The O-Pee-Chee Company does a considerable export business to New Zealand, Norway, France, England, Egypt.

The company maintains a branch in Montreal, where the one-cent pop-corn bag, and a small satchel-package of pop-corn are turned out. It also serves as a distributing centre for the company's Eastern-Canada trade. About eighty travellers are employed calling upon the wholesale confectioners and tobacconists. The O-Pee-Chee Company also has a sales branch in London, England, to look after their business in Great Britain and on the continent.

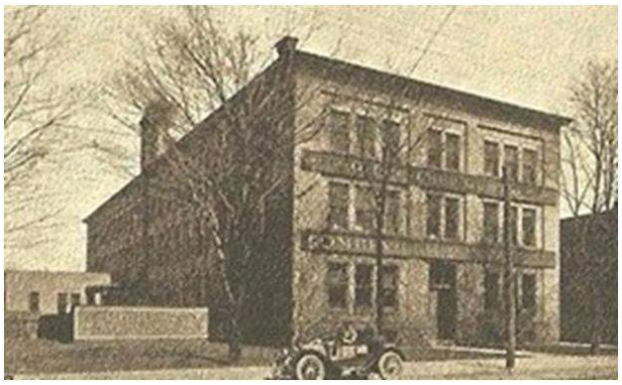
- "The Economic and Industrial History of the City of London, Canada", Benjamin S. Scott (1930)

O3 - Somerville Building

Address: 630 Dundas Street
Significance: Primary Significance
Date of Construction: 1903
Architect: Herbert Edward Matthews

Historical / Architectural Notes: A large, plain, yellow brick industrial building, the Somerville Building was built for the Somerville Paper Box Company, a manufacturer of cardboard products ranging from candy boxes to shoeboxes to puzzles. The structure dominates its block of Dundas Street by its size, and its location set back behind a plaza. It is currently divided into apartments, and in fine shape.

Historic Photographs:



Recent Photographs:


Secondary Sources:

Built on the site of the Anderson Residence, the Somerville Building has housed a number of neighbourhood businesses through the years. The building was built for the Somerville Paper Box Co., which manufactured everything from folding boxes to jigsaw puzzles. A major employer, at one point the plant had 400 women working on puzzles alone. Throughout the company's history, however, excess space in the building was leased to start-ups. The most important of these was the O-Pee-Chee Company, which packaged bubble gum here until it outgrew the space available and constructed a building of its own at 430 Adelaide in 1928.

- "The People Came: The People Stayed", Benjamin A. Vazquez, U.E. (2014)

After briefly serving as a boarding house, [the Anderson residence] was demolished when the Somerville Box Company moved west to this site from its previous location at 644 Dundas Street. The company produced not only paper boxes, but chewing gum here from 1903 to 1943. As well as manufacturing paper boxes of all varieties, the plant also made "Mexican Fruit", "Pepsin", "Koler", "Red Hand" and "Papoose" chewing gums, which were exported largely to England and Scotland. The factory has subsequently been a warehouse for London Life and is now a cut-rate clothing store.

- "The North & The East", John H. Lutman & Christopher L. Hives (1982)

Somervilles Paper Boxes Limited manufactures all kinds of paper boxes, both folding and set-up varieties, and was established by Mr. C.R. Somerville in 1885. At that time they made paper bags and paper boxes, mostly shoe and candy-boxes. About 15 hands were employed in this business in 1889. The growth of the business was steady. About 1905-1910 the modern emphasis upon package goods began to make itself strongly felt and had a stimulating effect upon industries making paper boxes and containers. In 1910 Mr. Somerville disposed of his business to Messers. D.A. and J.G. McDermid, who carried on under the same name. There are two main types of paper boxes made -- the folding-box and the set-up box. The former are used for a variety of purposes such as suit-boxes, packages for corn flakes, egg cartons, cheese boxes, boxes for packaging electric supplies, etc. These are made flat on machines which cut out and crease in the desired places and are then printed. The company has one machine that does three-colour work in one operation.

Paraffined boxes are usually of this folding type. Of recent years since 1920, there has been a great demand for containers that are waxed to protect such foods as butter, cheese and ice-cream. These are of two kinds, the high gloss paraffined container and the ordinary paraffine box. The former is made by a cold-water process. The box is run through melted paraffine and then immediately plunged through a bath of cold water at a temperature of 40 degrees Fahrenheit. This gives it a high gloss finish. The great growth of the ice-cream business during the years 1910-1930 has made a growing demand for the wax-treated container. The machine for making and setting up a cardboard egg carton is a very ingenious device.

The set-up boxes are used for a variety of purposes, such as tie boxes, show boxes, and boxes for holding confectionery and candy products. Somervilles Paper Boxes Limited specialize in fancy candy and confectionery boxes. This has been a development since about the year 1914. The making of these boxes calls for neatness, care and artistic ability on the part of the operatives who are chosen for these qualities rather than for speed. A great deal of the process is hand done. The beautifully lithographed and fancy papers used for box tops and coverings are purchased in England and France. They come in standard mixes. The coverings for the bottom and sides of the box and, in cases for the top in cases where a paper of fancy design is used, are cemented by machines. The tendency in making cardboard boxes is towards machine processes. As an example in making the ordinary set-up box the edges are held together with a "corner stayer". These were put on by hand in the early days. Then a machine was invented which would put on the stayer on each corner one at a time. An operator could turn out 600 boxes per hour on this single-corner stayer machine. Finally, a new machine came out that puts on the four corners at one time. The capacity of this machine is 6,000 per hour. It is quite evident that a comparison of the number employed in 1900 and 1930 give no true indication of the turn over in these two periods.

The company has its own presses for printing the advertising matter on the boxes.

There are 110 workers at present employed, 40 of whom are women and girls. The latter are engaged in operating machines and performing certain hand processes required.

- "The Economic and Industrial History of the City of London, Canada", Benjamin S. Scott (1930)

O4 - Imperial Oil Building

Address: 639 York Street
Significance: Secondary Significance
Date of Construction: 1911
Architect: Uncertain
Historical / Architectural Notes: The city of London's building permits note that on May 19th, 1911 the Queen City Oil Company built a 3 story concrete warehouse faced with brick and a brick boiler house on this site. The site appears to have been owned by Imperial Oil during that period, however. For the moment I'm assuming that Queen City Oil was a subsidiary of Imperial Oil, but I need to confirm that. The building on the site is clearly two stories, not three, but is almost certainly the building for which the 1911 permit was issued. Either the third story was never built, or at some subsequent point it was removed. In the absence of historical images of the site it will be difficult to determine which is the case in this instance. This may be the only surviving structure in London associated with Imperial Oil.
Historic Photographs: None
Recent Photographs:

Secondary Sources: None

O5 - Bennett Furnishing Building

Address: 318 Rectory Street
Significance: Secondary Significance
Date of Construction: 1882
Architect: Uncertain

Historical / Architectural Notes: The only surviving industrial structure in Old East Village to predate annexation to the city, the Bennett Furnishing Building was built for the Bennett Furnishing Company in 1882. When the Ontario Investment Association collapsed as a result of underhanded management, the Bennett Furnishing Company lost the majority of its capital, and was forced to close shortly thereafter. The building was subsequently occupied by Gorman, Eckert & Co., makers of spices, who moved in in 1908. The building was substantially altered to serve as offices for the Western Fair, and now serves as the home of the Old East Village BIA.

Historic Photographs:

Recent Photographs:

Secondary Sources:

The furniture industry in London and London East at one time played an important role on the local industrial scene. Late in the 19th century half a dozen major concerns flourished in the city and its eastern suburb. Among the better known of the establishments was the Bennett Furnishing Co. Founded in London in 1858 by Charles Bennett, it moved to its new London East facilities on the east side of Rectory Street, north of the CN tracks, in 1882. In that year the company was reorganized with John Labatt as President and with T.H. Tracy, the Bennett brothers (sons of Charles Bennett) and HenryTaylor as the principal Directors. The Bennett factory specialized in the manufacture of school, church, office and fine art furniture. Their clientele extended throughout Canada and even to Great Britain. The expert and skillful workmen earned prizes for the company at many furniture exhibitions. Unfortunately, the corporation became involved in the financial scandals that revolved about Taylor and the failure of the

Ontario Investment Association, from which he had misappropriated close to $400,000. It never recovered fully from this jolt and was disbanded in 1907. The buildings were occupied by Gorman, Eckert & Co., Ltd., and in recent years by Club House Foods Ltd.

- "The North & the East", John H. Lutman & Christopher L. Hives (1982)

The Bennett Furnishing Co., established in 1858, were engaged in the manufacture of school and church furniture and seating of description. For a short time, Mr. Charles Bennett had been associated with Mr. John Ferguson in the plant on Richmond St., where the Masonic Temple was later erected. In 1861 he moved to the north side of King Street just west of Clarence Street. There was a steady growth of trade until 1871 when fire destroyed the building. On being rebuilt, the plant was taken over by the sons, Charles, James, Robert, and George.

In the year 1876 they were compelled to seek larger premises and the purchased the Mechanics Institute property on Talbot Street and converted it into a factory. In 1882 the company was re-organized. Mr. John Labatt was president. Messrs. Henry Taylor, T.H. Tracy, I. Banks, and Bennett Bros. were the directors and stockholders. The same year a new factory was built on Rectory Street beside the Grand Trunk Railway. The following year the interests of the company passed to Bennett Bros. and Mr. Taylor. In 1886 they opened up branches in London, England, and Glasgow, Scotland. The number employed in the London factory in the year 1889 was fifty-five hands. The Bennett Company became involved in the failure of the Ontario Investment Association, a loan company of which Mr. Henry Taylor was also President in the year 1886.

- "The Economic and Industrial History of the City of London, Canada", Benjamin S. Scott (1930)

G1 - Canadian Pacific Railway Roundhouse

Address: No legal address
Significance: Secondary Significance
Date of Construction: c. 1900
Architect: Uncertain
Historical / Architectural Notes: The Canadian Pacific Railway's second roundhouse in London (the first was at the Adelaide Street end of the yard), I haven't been able to hunt down a precise date of construction for the building. A single stall of the building survives today.
Historic Photographs:

Recent Photographs:

Secondary Sources: None

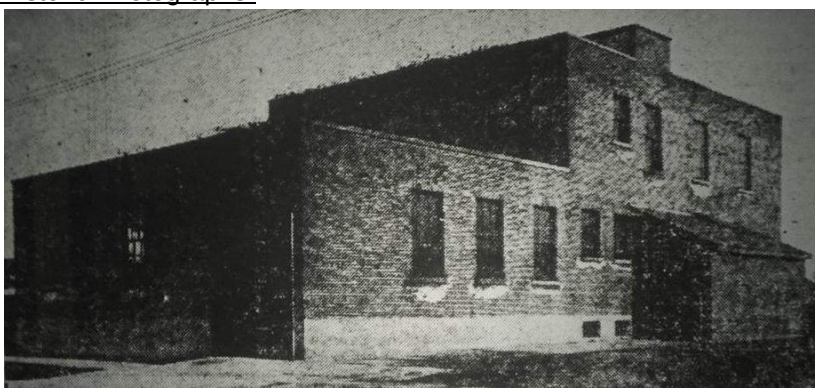
G2 - Supertest Petroleum Building

Address: 580 Quebec Street
Significance: Tertiary Significance
Date of Construction: Uncertain
Architect: Uncertain
Historical / Architectural Notes: A low concrete block building, this structure served as an oil warehouse for Supertest Petroleum at some point before 1958. It may have been built for Bell Telephone sometime in the late 1920's.
Historic Photographs: Insert Images
Recent Photographs:


Secondary Sources: None

G3 - Dominion Stores Building

Address: 560 Quebec Street
Significance: Secondary Significance
Date of Construction: 1929
Architect: Uncertain
Historical / Architectural Notes: A solid red brick building, this facility was first occupied by Dominion Stores Bakery in 1923. The bakery closed in 1934, and the structure remained vacant for the duration of the depression. It was subsequently incorporated into the Supertest Petroleum complex, where it housed the woodworking department.
Historic Photographs:



Recent Photographs:

Secondary Sources: None

G4 - Clatworthy Lumber Building

Address: 568 Glasgow Street
Significance: Tertiary Significance
Date of Construction: 1923
Architect: Uncertain
Historical / Architectural Notes: The last survivor of the wooden sheds which once dominated the industrial landscape in East London, this building served as a lumber shed for Clatworthy Lumber for most of its existence. The appended office building may be original to the structure, or may be a later addition.
Historic Photographs: Insert Images
Recent Photographs:


Secondary Sources: None

G5 - Orange Crush Bottling Building

Address: 982 Princess Avenue
Significance: Primary Significance
Date of Construction: 1923
Architect: Uncertain
Historical / Architectural Notes: A fine red brick structure presenting a series of five arched windows to the Princess Avenue streetscape, this building served when built to bottle soft drinks. The corporation within the walls changed names several times, but appears to have been engaged in the same bottling process for the entire period from its construction to at least the 1950's, suggesting that the name changes represent changes of management, not a change of the occupying business.

- Orange Crush Bottlers: 1923 - 1935
- Consolidated Beverages: 1936 - 1937
- O'Keefe's Beverages: 1938 - 1942
- Associated Bottles: 1943 - 1946
- Orange Crush Limited: 1947 to the 1950's.

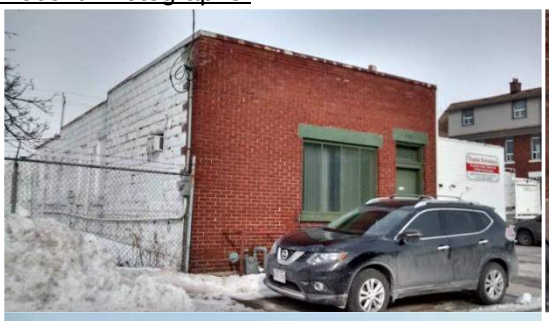
Historic Photographs: None
Recent Photographs:




Secondary Sources: None

G6 - Perry Sales Building

Address: 990 Princess Avenue
Significance: Tertiary Significance
Date of Construction: 1927
Architect: Uncertain
Historical / Architectural Notes: This low red brick building makes a fine contribution to the Princess Avenue streetscape. The occupying business, Perry Sales Co., either distributed tape, or manufactured and distributed tape - the city directories are vague on the subject.
Historic Photographs: None
Recent Photographs:




Secondary Sources: None

G7 - Bell TelephoneBuilding

Address: 1020 Elias Street
Significance: Tertiary Significance
Date of Construction: 1951
Architect: Uncertain
Historical / Architectural Notes: A fine modern structure in an excellent state of repair, this building served as the home of Bell Telephone's maintenance department when built. The building features clean, strong horizontal lines punctuated by a large chimney on the east side of the building.
Historic Photographs: Insert Images
Recent Photographs:

Secondary Sources: None

S1 - Taylor Electric Building

Address: 501 Nightingale Avenue
Significance: Tertiary Significance
Date of Construction: 1947
Architect: Uncertain
Historical / Architectural Notes: Visible in aerial photographs from 1947, this simple brick structure was built as the new home of Taylor Electric (see O1). The building has been substantially expanded to the north.
Historic Photographs:

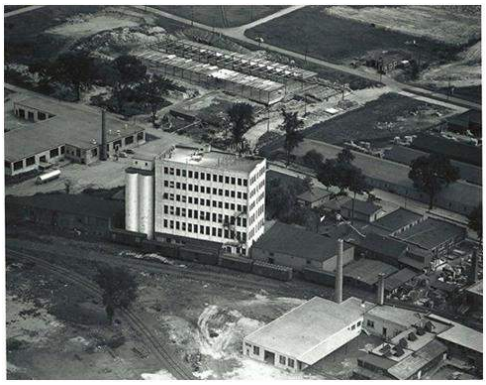
Recent Photographs:

Secondary Sources: None

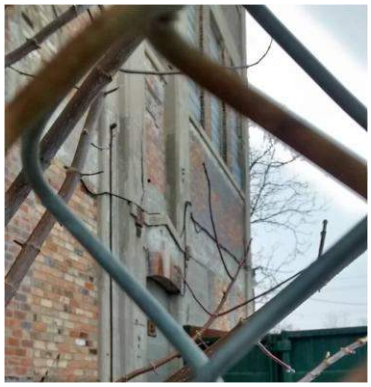
S2 - Hunt Milling Co. Building

Address: 471 Nightingale Avenue
Significance: Primary / Contributory Significance
Date of Construction: 1917
Architect: Watt & Blackwell
Historical / Architectural Notes: Built to house the Hunt Brothers Milling Company following the destruction by fire of their original location in SoHo, at the time of construction this building was the tallest in the city of London. The six-story structure continues to dominate the area, and has its year of construction carved over the main entrance on the south end. When built, the building was accompanied by four grain elevators on its north end, all of which have been removed. The building was almost completely destroyed in a 1934 fire in which two firemen died, but the company chose to rebuild within the remaining walls. It continues to tower over the east end.

Historic Photographs:



Recent Photographs:



Secondary Sources:

When I started picking buildings to focus upon for this book, I knew I wanted to know more about the somewhat mysterious tower on Nightingale north of Dundas. The structure is prominent in Old East because of its size if nothing else, quite literally towering over everything around it.

It was built in 1917 by the Hunt Milling Company to house their new operations. An older facility on the Thames River had burnt down, and the company had briefly considered rebuilding elsewhere. The city of London, however, offered a host of incentives to build in London, and by the end of the year the facility was milling a million and a half tons of Manitoba grain into flour, most of it shipped through Port Stanley and the L&PS Railway. Indeed, the quality of East London's rail access seems to have been one of the deciding factors when the company chose to remain in London.

At one time Hunt Milling was one of the most successful companies in Old East, exporting flour across Canada, and helping to feed the allied armies during the Second World War. In 1933 another fire completely gutted the current building and killed two firemen, but the company chose to rebuild within the existing walls. The facility was operating at full capacity again within nine months of the fire, an achievement which was considered something of a record at the time. Following the Second World War the company declined, however, and was forced into bankruptcy in 1959. The building, as far as I can tell, has been underused ever since.

- "The People Came: The People Stayed", Benjamin A. Vazquez, U.E. (2014)

The Hunt Milling Co. Ltd., formerly on Nightingale Avenue, was established in London in 1854 by Charles Hunt and was located at the foot of Talbot Street along the South Branch of the Thames River. In 1917 this plant was sold in order to build a new mill that, because of its inordinate six storey height, became a London East landmark. The move was made because London East offered better rail facilities and because the advent of cheap hydro made water power unnecessary. Its effort to keep abreast of the most modern milling techniques produced a blend of flour noted widely for its strength and colour. However, these efforts did not continue and the management's failure to keep up with technology reduced the company's market and forced it into liquidation in 1956.

- "The North & the East", John H. Lutman & Christopher L. Hives (1982)

The Hunt Milling Co. Ltd. was established in the year 1854 by Charles Hunt, who at that time conducted a general store at the corner of King and Richmond Streets. Crown rights to land and water power on the Thames at the foot of Talbot Street were granted to Charles Hunt. Here he erected a water power mill equipped with stones for grinding wheat into good quality flour and having a capacity of 50 bbls. per day.

On the death of Mr. Charles Hunt his two sons, Charles B. and John I., carried on the business under the name of Hunt Bros. They increased the capacity up to 200 bbls. per day and were pioneers, in this district, in changing from the old stone method to the roller process. In the year 1888 the mill was burned, but was at once rebuilt by the Hunt Bros.

In 1913 the personnel of the firm underwent a change. Charles B. and John I.A. Hunt retired and the business was taken over under the name of the Hunt Milling Co. by the two sons of Charles B. Hunt, Charles R. and Gordon C., who at once enlarged the plant, still further, increasing its capacity.

Later in the year 1917 the Hunt Brothers abandoned their plant on Talbot Street, which they had outgrown, and built a most modern milling plant of 1200 bbls. daily capacity, in London East. The change was made primarily to obtain better Railway facilities which the advent of Hydro power enabled them to do through the securing of cheap power apart from the river. This new structure is one of the architectural features of the city and rears its height as a landmark readily discernable to those entering or leaving the city from every direction.

Since the erection of the new building, the business has been carried on most successfully, and is known as one of the busy Ontario Flour Mills, gradually keeping in step with the most modern improvements, and blending and producing flour known widely for its strength and colour.

During the war the Wheat Board, acting for the Dominion Government, took over the entire wheat supply of the country and supervised the distribution of both wheat and flour for both domestic use and for export. The Hunt Milling Company was thus carried on under government supervision for the period 1915-19, and the plant was operated to its full capacity.

This company has never done customs milling. It has always been carried on solely as a flour mill whose commodities enjoy wide-spread sale in the home market throughout the province of Ontario. The number employed in the mill is from 25-30 hands, consisting of millers, improvers, packers, etc.

Other tendencies of the present century is a stronger demand for pastry flour. The standard of living has raised, people demand more sweets and more palatable foods. Moreover, the householder, for the most part, no longer bakes her own bread, leaving this to the bakery, and confines her culinary efforts mainly to cakes and pastry.

- "The Economic and Industrial History of the City of London, Canada", Benjamin S. Scott (1930)

S3 - London Woodworkers Building

Address: 465 Nightingale Avenue
Significance: Tertiary / Contributory Significance
Date of Construction: Various, at least part of the complex dates to 1917.
Architect: Uncertain
Historical / Architectural Notes: Typical of the smaller industries in the area, this is a complex of several brick structures built and repeatedly expanded as the resources of the proprietor allowed. The structure is of limited significance in its own right, but gains significance as a representative of the smaller industries which once coexisted with the giants in the Smokestack District.
Historic Photographs:

Recent Photographs:

Secondary Sources: None

S4 - Reid Brothers Building

Address: 445 Nightingale Avenue
Significance: Secondary / Contibutory Significance
Date of Construction: 1923
Architect: Uncertain
Historical / Architectural Notes: A small, single story brick structure in excellent condition, the Reid Brothers Building possesses an excellent square smokestack on its north side, which deserves to be retained as an element of the neighbourhood's industrial heritage.

Historic Photographs:


Recent Photographs:



Secondary Sources:

The Reid Bros. and Company Ltd. lay claim to be the oldest business of its kind in Ontario, being established in the year 1848 by Robert Reid Sr. In the year 1876, the business was sold to his two sons, Robert and George. Ten years later a new plant was erected on Clarence Street. It had previously been located on Dundas Street on the site later occupied by the Thomas Furniture Co. In the year 1889 eighty hands were employed, and goods were shipped to as far as Montreal in the east, and to Western Canada. In the year 1923, a fire destroyed the building and equipment on Clarence Street, and a new plant was erected in London East on Nightingale Avenue.

In the year 1924, on the death of Geo. H. Reid, the business passed to the hands of his son, Col. Eric Reid, who had been associated with it following the close of the war, 1919. In the early years, the company specialized in block bookbinding, the making of paper bags, and cardboard boxes, and were also dealers in stationery. Later, they went into the making of all kinds of office stationery, the setting up of cardboard boxes, and printing and lithographing labels for box tops. The boxes made are show-boxes, hosiery boxes, and cheaper grades of candy-boxes. The present factory is extensively equipped with machinery. Hydro-power is used through some thirty-eight individual meters. Most of the machines are of American make.

In box-making, some 20 girls are employed, and paid wages from $15 to $25 weekly. In the printing and commercial stationery, there are 15 employees, most of whom are men. The raw materials used are box boards, (pulp board) and three different grades of fine stationery. These are obtained in Canada from Canadian Paper Box-Board and Stationery Paper Mills. The war greatly increased prices. They have decreased since, but

are still higher than 1914 prices. Box-board, for example, is about 20% higher. Reid Bros. and Company cater largely to local firms, doing only a very limited business outside the city.

Colonel Reid regards the greatest change in methods in this business during recent years is that from hand to machine manufacturing. The strides made in the corrugated box industry have somewhat affected the output of box-making concerns. The age of advertising has, on the other hand, helped this business greatly. Advertising on letter heads and envelopes is more extensive. The use of lithographed labels on boxes has grown greatly -- it is new in the last twenty years. On the whole, the public of to-day demands neater, more attractive boxing of goods, and the merchant and manufacturer who fails to cater to this demand finds himself loosing out in the competition.

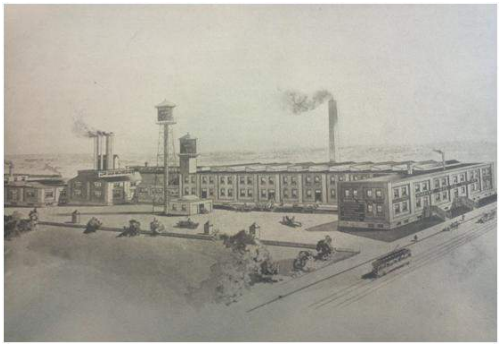
- "The Economic and Industrial History of the City of London, Canada", Benjamin S. Scott (1930)

S5 - Empire Brass Company (EMCO) Building

S5a - Empire Brass, Original Structure

Address: 1108 Dundas Street
Significance: Primary / Contributory Significance
Date of Construction: 1907, many later additions
Architect: John Mackenzie Moore
Historical / Architectural Notes: EMCO was a manufacturer of machine and metal parts, and one of the earliest industries to establish facilities in the Smokestack District. The brickwork on the Dundas Street structure has been obscured by subsequent plasterwork, but likely remains intact beneath said alterations. The northern portion of the complex was recently demolished, but the heritage portion of the complex fronting onto Dundas Street remains. The London Room at the Central Library has an excellent history of EMCO published on the 100th anniversary of the company's founding, but it unfortunately has little to say about the physical fabric of the facility.

Historic Photographs:



Recent Photographs:

Secondary Sources:

The Empire Brass Manufacturing Co. Ltd. was established in April, 1905, by Messrs. T.A. Stevens, J.S. Trudell, and J.R. Minhinnick, under the name of the Empire Manufacturing Company. This company was reorganized in 1908 and the present name adopted. It was first located in the Old Mechanics Institute building, and moved out to its present location, Dundas St. East in the year 1907. The products manufactured may be classed generally as Brass goods used by plumbers and steamfitters. These consist of various kinds of faucets for sinks, laundry tubs and bath tubs, air stops, valves of different kinds, water meters, fire hydrants, basin and bolt fittings, shower bath fittings and toilet parts. A complete list is given later in this article. There has been a great change in the nature of these products during the past twenty years. The built-in-bathroom tubs, etc., have necessitated considerable changes. There has been a constant improvement in design and finish. Beauty of line and appearance has been the constant objective of recent years. The chromium-plate finish, introduced about three years ago, is used almost exclusively. Because it will not tarnish or rust it maintains its fine appearance. Porcelaine fittings are very much in vogue today. A great contrast is presented between the old box-line bath tub of 1885 with its brass faucets, and the built-in porcelain bath tub made with its attractive fittings, the type commonly installed in 1930.

The principal raw products are copper, lead, time and zinc. These may all be obtained from Consolidated Smelters of Canada. The number of employees in 1930 is 167, representing a considerable growth from the 20-25 employed in 1930. The workers consist of tool-makers, machinists, brass finishers, pattern-makers, and moulders. Since 1908 machinery has been used to replace the old hand moulding. This greatly speeds up the production of parts. The goods are sold throughout Canada and Newfoundland. Distributing centres were opened in Toronto, 1916, Vancouver, 1926, and Winnipeg, 1928. The late Mr. T.A. Stevens was President and General-Manager until his death in 1929. He was succeeded by his son, Mr. C.F. Stevens.

List of Products

Faucets, nickle-plated
Compression stops and drains
Self-closing stops
Self-closing faucets
Couplings
Corporation supplies such as ground boxes, fire hydrants, water meters, iron body-gate valves
Valves of all kinds, disc, hose, check, and gate valves
Air stops, air vents, sink trops, hose fittings, shower fittings, sink, laundry tray and shower plugs and strainiers.
Basin and bath fittings
Copper pipe fittings
Closet fittings
Closet seat parts
Closet parts, float valves.

- "The Economic and Industrial History of the City of London, Canada", Benjamin S. Scott (1930)

The Empire Manufacturing Company occupies a prominent position in the roster of manufacturing concerns in London. Established in 1903, it was incorporated in 1906 for $100,000. Plumbers and steamfitters' brass goods of a high grade are manufactured in enormous quantities at this plant, the yearly output amounting to nearly $1,000,000.

- "London Ontario 1914" (1914)

S5b - Empire Brass, Three-story addition

Address: 1108 Dundas Street
Significance: Primary / Contributory Significance
Date of Construction: Uncertain

Architect: Uncertain

Historical / Architectural Notes: We are as yet uncertain of the date of construction of the three-story brick structure visible in a 1947 image of the site, but not yet visible in a 1914 sketch.

Historic Photographs: See above

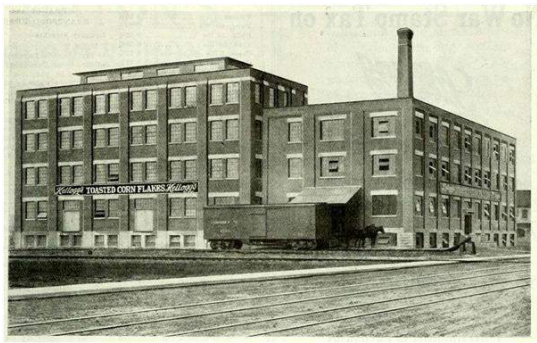
Recent Photographs:

Secondary Sources: See above

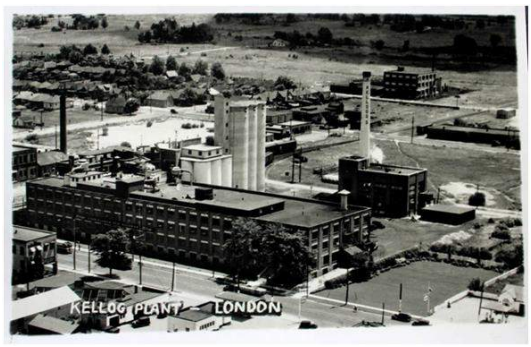
S6 - Kellogg's Complex

S6a - Kellogg's, Original Structure

Address: 1107-1111 Dundas Street
Significance: Primary / Contributory Significance
Date of Construction: 1913
Architect: John Mackenzie Moore
Historical / Architectural Notes: The oldest building in the Kellogg's complex, this structure was the home of the Battle Creek Toasted Corn Flake Company until 1924, and Kellogg's thereafter. The building is a simple, solidly built brick industrial structure typical of its peers in the area and distinguished primarily by its substantial size.
Historic Photographs:





Recent Photographs:

Secondary Sources:

Another London company engaged in making products known and used from coast to coast, and also overseas, is Kellogg Company of Canada Limited, located at 1107-1111 Dundas Street. Though the present company is a Canadian off-shoot of the parent American Company, yet this Canadian branch very definitely had its beginnings in London.

In the opening years of the present century, there was established in a small building on Grey Street, corner of Grey and William Streets, a small enterprise known as the Battle Creek Health Food Company. Responsible for its establishment were two Toronto men, Dr. S. Powell and Dr. Van Ostrand, men who were interested in the new contribution to healthful living coming from the work that was being done by Dr. John Kellogg at Battle Creek Sanitarium, Michigan. Whether due to management or to the fact that the Canadian public were not yet sufficiently educated to the newer kinds of cereals at the breakfast table, the small concern on Grey Street was not a financial success. Accordingly, in 1906, certain London business men bought out the interests, recipies, name and goodwill of the company. The president was Col. A.A. Campbell, the secretary was Col. Spitall. The others interested were Messrs. J.M. Moore, Robert Wallace and Dr. W.F. Roome.

The products made were various cereals known and advertised under names of Wheat Flakes, Life Chips, Granola (similar to present Grape Nuts), a coffee substitute, and Bran. About eight or nine men were employed in the preparation of the various products. About a year after taking over the plant the new organization scrapped all the existing machinery and went solely into the manufacture of corn flakes, of which they had secured the sole rights to the recipe in Canada from Dr. John Kellogg for a payment of $75,000. In was a good move. The new product was popular and found a ready market. The Grey Street plant was enlarged year after year.

In 1915 when further expansion was necessary, a new site was secured on Dundas Street East, near the McCormick factory, and the machinery moved out to it. Hydro was installed in the new building as motive power, though the cooking was still done by steam. The corn required was white corn and was purchased in the United States, the Ontario corn (yellow) not being at all suitable for this purpose. A new Corn Mill was installed about 1919, which enabled the company to perform the entire manufacturing process in Canada. Certain by-products were now produced, Honiny Food and grits. To dispose of these a new subsidiary company with the same officers and directors was formed under the name of Corn Products Company.

In the meantime, the American Company of W.K. Kellogg had established a branch at Toronto, Ontario, and had begun the manufacture of Corn Flakes according to the same recipe that the London Company had purchased from Dr. John Kellogg. The Toronto Company put out their product in a carton package which became more and more like that used by the London concern -- finally using almost the identical package. Litigation was commenced in the courts and continued at considerable expense to both parties for a period of almost ten years. Finally, in 1923, a settlement was reached whereby the Kellogg Company bought out the interests of the Battle Creek Toasted Corn Flakes Company of London.

In March, 1924, the Kellogg's Canadian Company took over the plant on Dundas Street. At once they made enlargements, totalling about 5,000 square feet of floor space, and re-equipped the entire plant with automatic machinery. The extent to which this saved labour may be realized when we are informed that one of these machines does the work formerly performed by 4 girls. New products were also added at this time, such as, Bran Flakes, and All Bran. Krumbles, a wheat product, was added shortly afterward. In 1926 a new Westerly section was added at a cost of approximately $70,000, increasing the total space on four floors to over 30,000 square feet. New machinery was added, and a new product was introduced under the trade name of "Pop". This year, 1929, another commodity has been added to the list, vis. "Rice Krispies", which is having already very large sale.

The new machinery installed at the various times was made at Norfolk Downs, Mass., by a company specializing in package machinery. Other machines were made in Battle Creek. The motors attached to each machine are Canadian made. Hydro-electric power is used throughout the plant. It may be said to be 100% electric. There are in the neighbourhood of 500 motors. Save for the Bran foods which are still cooked and dried by steam, electric heat is now used. There are nine electric ovens for toasting corn flakes and rice krispies. Some trouble was experienced at first in toasting Cornflakes and Rice by electricity, but, by persistence, a method was found of overcoming this difficulty and the new method is now declared to be quite satisfactory and economical.

The demand for certain products is seasonable. In summer for instance, lighter cereal breakfast foods are more used than in winter. The demand for brans increases with the autumn. December is a comparatively quiet month, and, for this reason, is taken advantage of to overhaul machinery. This is the only month of the year in which employment is slack for those engaged in operating the various machines. The remainder of the year, many of the machines are kept running 24 hours each working day. The company manufactures closely to the demand in order to keep their goods fresh. They can fill their shipping-room in a single day.

The number of employees varies from 145 to 170 at the busiest season, averaging about 160 for greater part of the year. Of this number, about 30% is light labour, mostly girls. Their wage is about 35¢ per hour. About a quarter of the labour is highly skilled, consisting of oven men and special machine operators. The wages average about 80¢ per hour for this class, and net from $40 to $50 per week. The percentage of partly skilled labour is about 25%, such as operators of machines not requiring expert training. About 15% of the unskilled labour are men who receive 40¢ to 50¢ per hour. In addition there are those in official capacities, as the manager and superintendents of the various departments. All of those employed are residents of the city.

There is never any difficulty in securing local apprentices to enter Kellogg's. Every provision is made for the welfare of the employees. A dining-room is provided in the plant, which is regularly used by about forty girls. There is a great interest in their Girl's Soft Ball Team, which has won the city league championship on more than occasion. A recreation field of two acres is situated conveniently to the factory and in it are a football field, and a baseball diamond. The men have a separate dining-room. There is a canteen and, more or less, club privileges for the men.

As previously stated, the corn used in the making of Corn Flakes is imported from the United States. In the manufacture of the various wheat products, Canadian Wheat is used -- particularly Ontario winter wheat. Bran Products are derived from Ontario and the United States wheat. Hulled rice is imported in carloads from Louisiana. The prices of the various grains does not vary much. Of course, during the war, the prices were greatly increased. Sugar used is of the granulated variety. During the war, the price of this product was as high as 22¢ per lb., but has steadily decreased to the present 5¢ or 6¢ per lb. One carload per week is used during the busy summer season. Malt is used extensively as a flavoring in every product save Rice and Krumble. It is obtained from the Canadian Malting Company at Winnipeg, through supervision of a Government excise official. One of the promising indications for future growth lies in the rapid development of an export trade principally to the United Kingdom. The following figures indicate the trend in this direction:

Bran Products. 1927 increased 30% over 1926
1928 increased 30% over 1927
1929 increased 33% over 1928

The expansion in the sale of Bran Products is typical of all lines made by this company. Rice Krispies produced for the first time in 1927 had an increase in sales during 1929 of over 500% of that of 1928. These facts are sufficient to indicate that this industry will continue to grow and give increasing employment to London citizens.

- "The Economic and Industrial History of the City of London, Canada", Benjamin S. Scott (1930)

During the past decade no subject has received more insistent attention and more thorough research than that of pure food. And no subject is of greater importance. Volumes have been written upon it, countless lectures have been delivered concerning it, and in laboratories throughout the land have been made experiments and tests, all to give to the world foods that shall be at once wholesome, nourishing and palatable. One of the most pronounced and highly gratifying results of intelligent effort is the breakfast cereal known throughout the world as Kellogg's Toasted Corn Flakes. This highly nutritious and delicious food was evolved from scientific study and experiments by some of the best dietitians known, and possesses many health-giving qualities. Kellogg's Toasted Corn Flakes is made from corn of the choicest growths and prepared by a scientific method which preserves the rich flavor and concentrates the very essence of the grain into a delicious food that is a genuine body-builder. All ingredients used in the manufacture of this food are of the very best quality procurable. The latest scientific and sanitary principles have been applied at every stage of the production of Kellogg's Toasted Corn Flakes, and the result is the most easily digested, the most nourishing and wholesome of all the cereal foods to be found in the market to-day. Kellogg's Toasted Corn Flakes is manufactured in Canada by the Battle Creek Toasted Corn Flakes Company, Limited, of London. This business was established and incorporated in 1907 with a capital stock of $250,000. A force of sixty people experienced in this particular line of work are employed by the concern. The present plant, having been erected and equipped within the past two years, is of the most modern and imposing type. The building, which affords 50,426 square feet of working space, is of reinforced cement, faced with red pressed brick: while the machinery and appliances have been brought from all quarters of the globe and are of the newest designs. The business extends from Sydney, N.S., to Victoria B.C. Kellogg's Toasted Corn Flakes is a boon to the public in general.

- "London Ontario 1914" (1914)

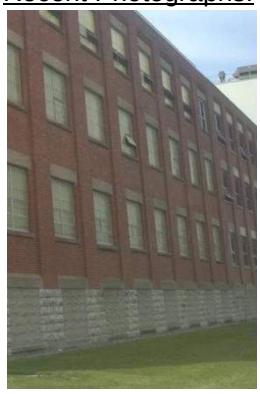
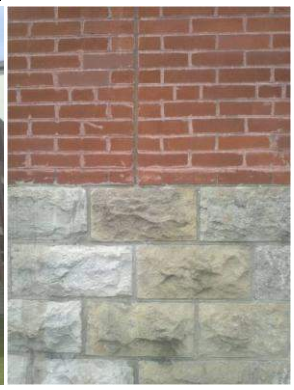
S6b - Kellogg's, Western Expansion

Address:		Address
Significance:		Secondary / Contributory Significance
Date of Construction:	1926	
Architect:		Uncertain

Historical / Architectural Notes: An expansion of the original structure to the east, the dividing line between the two buildings can still clearly be seen in the brickwork. Architecturally, the two structures were designed to be indistinguishable. It is possible, though unlikely, that the expansion was designed by Albert Kahn. This needs to be confirmed. With a large frontage on Dundas Street, this structure could be ideally situated for a commercial or semi-commercial adaptive reuse.

Historic Photographs: See above

Recent Photographs:


Secondary Sources: See above

S6c - Kellogg's, Boilerhouse

Address: Address

Significance: Primary / Contributory Significance

Date of Construction: 1931

Architect: Albert Kahn

Historical / Architectural Notes: Built as the boilerhouse for the Kellogg's complex, this structure clearly shows its provenance as a work of Detroit architect Albert Kahn, "Architect of America" and originator of what we conceive of as the "classic" 1920's industrial style. While the structure's large windows have been bricked up, creative reuse could reopen them, revealing what is presumably a single large space inside. The later metal smokestacks are an interesting remnant of later industrial periods, and should be retained if possible.

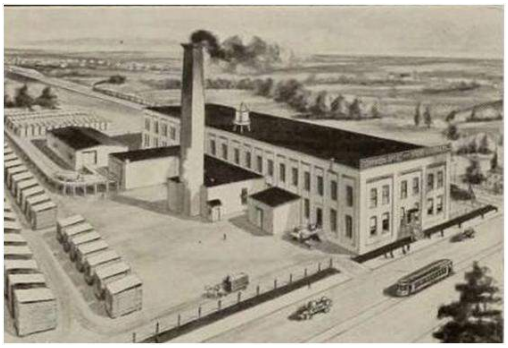
Historic Photographs: See above

Recent Photographs:

Secondary Sources: See above

S7 - Dominion Office Furniture Building

Address: 1137 Dundas Street
Significance: Secondary / Contributory Significance
Date of Construction: 1906
Architect: William George Murray
Historical / Architectural Notes: The oldest surviving structure in the Smokestack District, this simple brick building was covered in metal siding in the 1990's or 2000's. The brickwork appears to be in excellent shape in images of the building from the 1980's, and as such the removal of the siding could point to this building as one of the area's principal candidates for adaptive reuse.
Historic Photographs:



Recent Photographs:

Secondary Sources: None

S8 - Coca-Cola Building

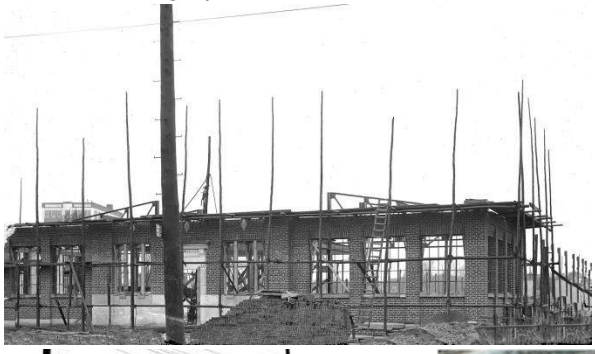
Address: 1140 Dundas Street
Significance: Tertiary / Contributory Significance
Date of Construction: 1940
Architect: Uncertain
Historical / Architectural Notes: An unremarkable industrial structure on the north side of Dundas, this was the home of Coca-Cola's regional bottling plant from 1940 to 1971. The building is of little value in its own right, but contributes respectfully to the streetscape it is a part of. Ideally, any replacement structure would be equally respectful. The building features an attached chimney on its north side, one of six smokestacks in the Smokestack Distrct.
Historic Photographs:

Recent Photographs:

Secondary Sources: None

S9 - Ruggles Trucks Building

Address: 1152 Dundas Street
Significance: Primary / Contributory Significance
Date of Construction: 1920
Architect: Watt & Blackwell
Historical / Architectural Notes: Built as the home of Ruggles Trucks, an early competitor in the truck market, the building later became home to Kelvinator Refrigerators. Arguably of least immediate concern, the likelihood of the Ruggles Building being demolished in the foreseeable future is slim. The rear portion of the building, which once stretched north for several blocks, has been removed, which the Dundas Street portion has been transformed into a used car lot. The structure is, however, possibly the most architecturally attractive building in the Smokestack District, featuring a classical facade, a stone pediment over the main entrance, and ornamental brickwork on the second floor.
Historic Photographs:



Recent Photographs:

Secondary Sources:

From a strictly aesthetic perspective, the Ruggles Truck building is probably the most delightful factory built in Old East's history. Classically divided into perfectly proportioned bays with classical arches on the second storey, the building has served as an enduring element of refinement on east Dundas for nearly a century. The company which gave its name to the building, however, was noticeably less enduring. Founded by Frank Ruggles in 1918, the company attempted to break into a growing automotive market, raising substantial sums of capital and opening large factories in both London and Saginaw, Michigan within its first two years. Unfortunately, this outstandingly ambitious expansion proved excessive, and the company was bankrupt by 1924. Thereafter, the building was given over to the manufacture of refrigerators. Today it serves as a used car dealership.

- "The People Came: The People Stayed", Benjamin A. Vazquez, U.E. (2014)

Placing his faith in the truck which carried his name, F.W. Ruggles was one of the many entrepreneurs who hoped to make his fortune from the new automotive industry. A manufacturer from Alma, Michigan, Ruggles was urged to establish his factory in London by the Chamber of Commerce, which encouraged local purchase of $250,000 in stocks by way of incentive. When work began on his plant and showroom in 1920, Ruggles intended to employ 20,000 men, and expected that the factory then under construction would be the first of "a number of buildings" to be erected on the site. Seven years later, Ruggles Trucks, Ltd. was reduced to providing only sales and services on Fullarton Avenue, and by the following year it had disappeared entirely.

The red brick plant in which the Ruggles enterprise placed such high hopes has an unusually sophisticated appearance for a factory. Designed by Watt and Blackwell, its focal point is a Neoclassical centre block, with a copper roof and an arcade of three great arches encompassing the front door and windows. Lower wings on both sides are appropriately symmetrical, and, like the centre block, adorned with light stone trim.

After Ruggles' departure, the factory served for a long time as the home of Kelvinator, Ltd., but in recent years it had stood vacant, though with its original facade still intact. A used car dealership has recently located there, and while one may find some thematic appropriateness in this, it is disappointing to see the small-paned windows replaced by plate glass, and the elegant facade cluttered with "SALE" signs.

- "Historical Sketches of London: From Site to City", Nancy Z. Tausky & Louis Taylor (1993)

The Ruggles company began in November, 1918, when Frank Ruggles of London opened negotiations with the Republic Motor Truck Co. of Alma, Michigan, with the objective to build an extensive assembly plant in London. Ruggles became president and the corporation was funded by the sale of stock and a locally raised sum of $300,000. Land for the factory was secured next to McCormick's on Dundas Street and the plant opened in 1921 with high expectations. It was accommodated in an extremely attractive, Spanish style structure, built of red brick and adorned with a tiled roof (Watt & Blackwell, Architects). The operation failed to live up to predictions and went bankrupt in 1924. The building was then purchased by Kelvinator of Canada, which assembled refrigerators and other household appliances there until the London plant closed in the 1970's.

- "The North & the East", John H. Lutman & Christopher L. Hives (1982)

A business established in London within the past few years and one which already has attained considerable importance is that of the Kelvinator Co. of Canada Limited, which is engaged in the manufacture of various kinds of electric refrigeration units. It is a strictly Canadian company, its six hundred shares of preferred stock are held by Canadians and of this number two hundred and fifty shares are in the hands of women.

The plant is located on Dundas Street East opposite the Jones Box and Label Plant. It was formerly the property owned by the Ruggles Motor Truck Company.

The products turned out are the various models of the well-known Kelvinator Electric Refrigerators for homes and hospitals; electric milk coolers, ice-makers, ice-cream cabinets, and refrigerator show-cases for butcher shops. The cooling units used are both air-cooled and water-cooled, and both are electrically operated.

These products are in part manufactured locally and in part assembled. The porcelaine cabinets are made in the Kelvinator Plant at Grand Rapids, Michigan. The compressors and valves are imported from the United States. The electric motor is Canadian made, being turned out by the Wagner Electric Company at Toronto. The cooling units, consisting of copper tubing, copper tanks, and Webb coils, are made in the local plant. Galvanized drip trays are also made in the plant on Dundas Street. An interesting machine is that which manufactures the Webb coils. It forces four long brass tubes through a series of square metal plates which serve as a cooling surface for the coil. The units are all assembled, installed and tested in the various types of refrigerators.

There is a 'silence room' made sound proof for testing the noise of the motors and making necessary adjustments. The products are constantly being improved. One of the most recent advances is the spring-suspension system used in installing the freezing units in the Ice-cream cabinets, whereby the vital parts of the unit are protected from jolts or jarring that might cause injury.

The raw materials used in manufacturing are copper tubing, sheet copper-condensers, galvanized iron, motors, valves, lumber for shipping cases and corrugated boxes. These are obtained partly in Canada and partly in the United States. Local firms from whom products are purchased are: Hobbs Manufacturing Co. -- glass; Empire Brass Co. -- valves; Northern Electric Co. -- guages, etc.; General Steel Wares Ltd. -- metal products; and London Shipping Containers also supply corrugated shipping containers.

The company employs about 110 hands, consisting of office help, managers of various departments, sales force, and workmen in the plant. The latter number about sixty, and consist of expert tinsmiths, and other specially trained workers. The company trains its own operators. Three men

are constantly employed for this purpose, one at the factory, one in the Maritime Provinces and one in Western Canada, where there are branch offices. The company ships its products all over Canada where it disposes of them through some two hundred and fifty retail dealers.

The emphasis placed, during the recent years, upon the importance of properly storing food products under all conditions has been responsible for completely altered ideas regarding importance and nature of proper cold storage. In thousands of homes where refrigeration was unthought of a generation ago, save possibly during the extreme heat of the summer months, an all year round service is operating. The advent of the electric refrigerator with its attractive appearance and low operating cost with an almost negligible amount of attention has popularized the proper caring for perishable food products of all kinds. In addition, the present day diet calls for an increasing number of frozen or chilled preparations. This is particularly true in hospitals and sanitaria where the value of such foods is recognized. The majority of up-to-date apartments are fully equipped with electric refrigeration. The day is not far distant when in all homes save those of the very poor electricity will be used as freely for keeping foodstuffs at the required temperature in all seasons as it now is used in lighting and cooking.

- "The Economic and Industrial History of the City of London, Canada", Benjamin S. Scott (1930)

S10 - H.J. Jones Building

S10a - H.J. Jones, Original Structure

Address: 1155 Dundas Street
Significance: Tertiary / Contributory Significance
Date of Construction: 1913
Architect: Uncertain
Historical / Architectural Notes: A large brick, single story industrial structure, was the first structure erected by H.J. Jones. The building has been substantially expanded since, but the original structure remains at the intersection, albeit under a cover of metal siding.
Historic Photographs:

Recent Photographs:

Secondary Sources:

Closely associated with the history of the above firm [Lawson and Jones Ltd.] is that of H.J. Jones & Sons, Ltd and the Jones Box and Label Co. Ltd. situated on Dundas St. East. This company was established in 1913 by Mr. H.J. Jones and his sons who had long been associated with Lawson and Jones Ltd. In 1913 they employed about 25 persons. To-day, in their lithographing department, they give employment to 60-65 workers. They commenced specializing in commercial stationery. They have to-day 5 power presses for lithographing and 6 printing presses. H.J. Jones & Sons, Ltd. box making department has grown to large proportions -- a very extensive addition was erected in early 1930. They manufacture boxes of the folding type mostly. The set up boxes made for druggists are of the smaller type such as pill boxes. Their products are disposed of to local knitting mills such as Holeproof Hosiery, London Hosiery, and the candy firms such as McCormicks and Perrins. They do a large business throughout the Dominion.

- "The Economic and Industrial History of the City of London, Canada", Benjamin S. Scott (1930)

S10b - H.J. Jones, First Expansion

Address: 1155 Dundas Street
Significance: Tertiary / Contributory Significance
Date of Construction: Uncertain
Architect: Uncertain
Historical / Architectural Notes: A two story, yellow brick structure, this expansion to the H.J. Jones Building was built well back from Dundas Street, and is today best visible from the rear.
Historic Photographs: See above
Recent Photographs:


Secondary Sources: See above

S10c - H.J. Jones, Second Expansion

Address: 1155 Dundas Street
Significance: Tertiary / Contributory Significance
Date of Construction: Uncertain
Architect: Uncertain
Historical / Architectural Notes: A single story expansion to the H.J. Jones complex, this structure was likely built in the 1950's. The stone detailing around the entryway is excellent.
Historic Photographs: See above
Recent Photographs:



Secondary Sources: See above

S11 - Jones Box and Label Building

S11a - Jones Box and Label, Original Structure

Address: 1173 Dundas Street
Significance: Secondary / Contributory Significance
Date of Construction: 1931
Architect: Uncertain
Historical / Architectural Notes: A large structure stretching from Dundas to King Streets, the Jones Box and Label Building features some of the best Art Deco detailing in the Smokestack District, most obviously surrounding the Dundas Street entrance, but also on the transition between the second and third floors. In excellent physical shape, the building would lend itself to a wide variety of creative reuses. Good historical images of the site appear to be lacking.

Historic Photographs:

Recent Photographs:

Secondary Sources:

Closely associated with the history of the above firm [Lawson and Jones Ltd.] is that of H.J. Jones & Sons, Ltd and the Jones Box and Label Co. Ltd. situated on Dundas St. East. This company was established in 1913 by Mr. H.J. Jones and his sons who had long been associated with Lawson and Jones Ltd. In 1913 they employed about 25 persons. To-day, in their lithographing department, they give employment to 60-65 workers. They commenced specializing in commercial stationery. They have to-day 5 power presses for lithographing and 6 printing presses. H.J. Jones & Sons, Ltd. box making department has grown to large proportions -- a very extensive addition was erected in early 1930. They manufacture boxes of the folding type mostly. The set up boxes made for druggists are of the smaller type such as pill boxes. Their products are disposed of to local knitting

mills such as Holeproof Hosiery, London Hosiery, and the candy firms such as McCormicks and Perrins. They do a large business throughout the Dominion.

- "The Economic and Industrial History of the City of London, Canada", Benjamin S. Scott (1930)

S11b - Jones Box and Label, Rear Expansion

Address: 1173 Dundas Street
Significance: Tertiary / Contributory Significance
Date of Construction: c. 1949
Architect: Uncertain
Historical / Architectural Notes: The Jones Box and Label building was expanded several bays to the rear sometime shortly after 1948, presumably in 1949 or 1950.
Historic Photographs: See above
Recent Photographs:

Secondary Sources: See above

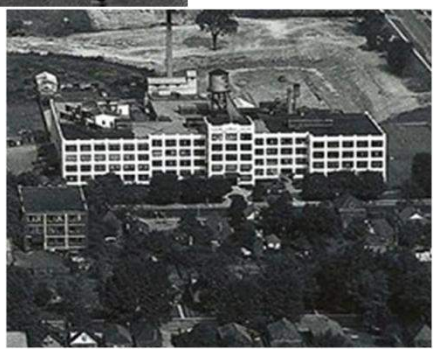
S12 - McCormick's Building

S12a - McCormick's Building, Main Structure

Address: 1156 Dundas Street
Significance: Primary / Contributory Significance
Date of Construction: 1914
Architects: Watt & Blackwell
Historical / Architectural Notes: When built, this was hailed as the "Largest, Most Modern and Most Sanitary Factory of Its Kind in America", the design of the facility having followed the latest in industrial standards. Within these walls, cookies could be mixed, baked, packaged, and shipped without ever touching a human hand. Large, well-lit spaces housed an efficient assembly line process, with ubiquitous white terra-cotta inside and out reinforcing the impression of strict sanitation. The building was featured in publicity material for the city, and remains a major landmark on east Dundas Street.
Historic Photographs:

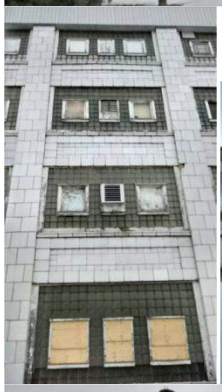






Recent Photographs:







Secondary Sources:

One of the first large factories built on the newly annexed [Pottersburg] land, McCormick's Biscuits opened in 1914, the year the Great War started. It was immediately hailed as the "Largest, Most Modern and Most Sanitary Factory of Its Kind in America". At the time it was a marvel. Within these walls, cookies could be mixed, baked, packaged, and shipped without ever touching a human hand.

The design had been finalized after an extensive tour of plants in the United States, and closely reflects contemporary trends in industrial centers like Chicago and Detroit. Large, well-lit spaces housed an efficient assembly line process, with ubiquitous white terra-cotta inside and out reinforcing the impression of strict sanitation. McCormick's also had a reputation for good employee relations. Within the building were provided dining, medical, and exercise facilities for the employees, not to mention a library, while tennis and baseball facilities were just outside.

The building was repeatedly featured in publicity material for the City of London, but ultimately closed in 2006.

- "The People Came: The People Stayed", Benjamin A. Vazquez, U.E. (2014)

In 1854, Thomas McCormick established a biscuit and confectionery manufacturing business on Clarence Street. Success attended his enterprise, which soon outgrew the original plant, forcing a move to larger quarters at the southeast corner of Dundas and Wellington streets. The business gained a reputation for the quality and taste of its biscuits and candies, and increased demand for these products necessitated another move.

To encourage industries to locate in the newly-serviced plots in the east end, City Council offered fixed-rate taxes and temporary tax exemptions. McCormick's benefited from these incentives and moved to 1156 Dundas Street in 1914. Years of study had gone into the new factory's design, and many features were suggested by Thomas McCormick Jr., based on knowledge he had gained from visiting facilities in the United States

and other countries. His new plant was one of the largest, most modern and sanitary facilities of its kind in North America. The building was constructed of fireproof, reinforced concrete and covered more than eight acres. The interior was finished with white enamel terra cotta.

Prior to the First World War public concern about the purity of processed food prompted the government to increase its scrutiny of food manufacturing. McCormick's shiny clean appearance inside and out reflected the company's hygienic manufacturing process. This responsible attitude was also extended to labour relations, unusual in an era when sweatshops were common. Employee amenities included large dining rooms, rest rooms, medical facilities, a library, gymnasium, and locker rooms. Outside were tennis courts and a baseball diamond.

In 1926, McCormick's purchased its competitor, D.S. Perrin and Company, Ltd., and in the 1940's was itself sold to George Weston Ltd. In 1990, the business was acquired by Culinar Foods of Montreal, and in 1997 by Beta Brands Inc.

- "Walking Guide to Historic Sites in London", London Public Library Board (2000)

When the new McCormick's Limited at 1156 Dundas Street was about to open in 1914, an advertisement appeared in a city promotional publication proudly proclaiming the building to be the "Largest, Most Modern and Most Sanitary Factory of Its Kind in America". This was no idle boast. The plant, designed by Watt and Blackwell, Architects, was a remarkable example of advanced industrial architecture. Finished on the inside with white enamel and tile and on the outside with white enamel terra-cotta, the building was constructed of fireproof, reinforced concrete and covered over eight acres of floor space. The interior was lighted brightly by glass windows, that comprised sixty-eight per cent of the exterior walls.

Accommodation for the employees was amply provided for. The amenities in the building included large dining rooms, rest rooms, reading rooms, medical facilities, gymnasium, and locker rooms; outside the spacious suburban setting had tennis courts and a baseball diamond.

McCormick's virtually has grown with th eCity of London, having been founded in 1854 by Thomas McCormick, one year before incorporation. The first store was on Dundas Street, between Clarence and Wellington. A few years later a factory was erected to the rear of the family home on Clarence Street, where the London Life parking lot presently is situated.

A much larger plant was built on the southeast corner of Dundas and Wellington Streets in 1883. Even with several additions, accommodations became overtaxed and in 1913 the present London East site was purchased. It consisted of about one hundred acres of farmland that formerly had been referred to as Priest's Swamp. Years of study went into the design of the new factory, which resulted from advanced plant ideas that the then Vice-President, Thomas P. McCormick, had accumulated in visits to modern facilities in the United States and other countries.

In 1926 McCormick's was consolidated with several other Canadian biscuit manufacturers to form the Canada Biscuit Company. This new firm then proceeded immediately to purchase McCormick's chief London competitor, D.S. Perrin & Co. Limited. The company's name was changed in 1935 to McCormick's Limited in and 1937 George Weston acquired McCormick's as a wholly-owned subsidiary company, which remains its present status.

- "The North & the East", John H. Lutman & Christopher L. Hives (1982)

The McCormick Mfg. Company, Ltd. has long been one of the leading Canadian candy and biscuit companies. This company was founded by Thomas McCormick in the year 1858. The site was a small building on Clarence St. near to the First United Church of the present day. Here the principal business was that of making candy, the hard stick candy, horehound and mixtures being the chief varieties. The product was loaded into wagons which set form to call upon the general stores all through the western section of the province, and a considerable trade was thus established. Early in March the roads became impassible and all employees returned to the plant to help in the annual stock taking. They made their financial year end in the spring, to take advantage of this situation. With the coming of the railways, and the consequent improvement in transportation, the wagons were discontinued and the traveller called upon his customer with samples only, shipping the goods ordered from the factory by rail to the nearest railway centre, whence it was teamed to the country store.

About 1865, the making of plain sodas and fancy biscuits was an added undertaking. A baker was brought out from Ireland to look after this new feature of the business. The result justified expectations. The new products met with the same favor as did McCormicks' candies, and added to the reputation the firm enjoyed with the traders. The old factory was soon outgrown and a site more favorable for expansion was found on the southwest corner of Dundas and Wellington Street where the Hotel London now stands. Additions to his factory were made from time to time (three in all) as the business grew. Up to the year 1899 or 1900 the making of candy was the major part of the business. The demand for peppermints and lozenges was strong. The demand for the latter confection with its homely message to aid the bashful love-maker was at its height in the last year of the 19th century. With the coming of the new century, the bonbon came into its own. The amount of chocolate candy used was steadily increasing. The McCormick Company made its first chocolate bars about 1910, but the public taste was not then educated to chocolate confection to the degree it was five years later.

Mr. Thomas McCormick died in 1905 and the business was carried on by his three sons, Messrs. George, Thomas and Frank. In about a year's time Mr. George McCormick severed his connection with the firm and the other two brothers carried on the business. During the year 1911, 1912, and 1913, the sales of the candy and biscuit products of this company had reached such proportions as to tax the capacity of the plant to the fullest. Further expansion was imperative. It was not merely a case of adding additional space. The great volume of business pouring in could only be taken care of by a remodelling of the plant and the installation of the most up-to-date machinery which it was impossible to secure. It was considered wiser, therefore, to seek an entirely new site and build from the foundation to meet present and future needs.

By this time the McCormick Company had a large wholesale house in Montreal which supplied the extensive trade in Eastern Canada. It was thought advisable to build in that city, and a site was accordingly purchased. As this stage members of the London Board of Control and others interested in the future industrial welfare of the city took action and made every effort to retain Headquarters of the McCormick Company here. The Wellington Street site was considered an ideal place for a city hall or Federal Square. Accordingly, arrangements were made whereby the city agreed to purchase that site for $125,000, and secure for the company a more satisfactory location in the eastern part of the city. Thus it came about that the present magnificent plant was located on Dundas Street at the foot of the hill opposite Ashland Avenue.

In order to have the new plant the last word in perfection of layout and equipment, Mr. Thomas McCormick visited over one hundred large biscuit and candy factories in Europe and the United States. All the latest ideas he embodied in the new plant erected in 1914, and recognized today by those engaged in the industry as a model plant. It was built first of all as a soda biscuit plant. The greatest care was taken to equip it with the latest devices known in the making of biscuits and candy. Standard English ovens were installed. Baking by electricity was attempted but though proving satisfactory was not economical, owing to the constant replacing of elements necessitated by the steam rising off the dough. All the machines are practically automatic. An illustration of the attention to detail in the building of this factory may be seen in the construction of the floors of the various departments. These vary from hardwood and cement, to plastic and various compositions which, after careful study, were considered best suited for that particular department.

In 1913 the securing of labour was somewhat of a problem. A biscuit and candy factory employs girls for the greater part of the labour required. London is a city in which there is a large percentage of industries such as carton-box factories, textiles, Somervilles', Kelloggs', etc., employing light labour. In order to make conditions most satisfactory, the care and welfare of the employees was kept uppermost. The factory is unusually well-lighted and ventilated. An extensive dining-room was arranged for in which the noon day meal might be purchased at very reasonable

cost. Provisions were also made for the recreation of the employees. During the peak years of 1912-14, as many as eight hundred were employed in manufacturing goods sold my McCormicks. The new factory was built with a constant regard for increasing the output of the individual worker through the employment of automatic machinery. It therefore resulted that, during the war years and since, the number on the factory payroll has not been as great even though the volume of business has greatly increased. The number now employed at the busy season is about 500, about 300 of these being in the biscuit department. The wages paid have been those current at the various periods for the class of labour required. In 1898 beginners received $3 per week and the more experienced machine operators and candy makers as high as $12 per week. During the years up to 1914 there was a gradual increase in the rate of pay. In the war years the wages were considerably increased to meet the competition of higher wages paid to munition workers and others. Since the war there have been slight revisions downward. Beginners, today, are paid from $9 to $10 per week, and increase up to $20 per week which is earned by the more experienced women candy-makers. To the skilled dough-makers, oven men, machine operators, etc. the wages paid have always been proportionately higher.

The raw materials used in making biscuits and candies are always obtained locally and in other parts of Canada. The flour is, for the most part, purchased from Ontario Mills, such as Hunts at London, Taylors at Chatham, and from Mills at Oil Springs. About twenty per cent of the flour used is Manitoba flour which is blended with Ontario flour to secure constant uniformity.

Granulated sugar is the next most important raw product. It is obtained from the Canadian refineries situated at Chatham, Montreal, St. John and Halifax. Raw sugar is imported directly from Jamaica. The chocolate used is the unsweetened variety, and is purchased from Cowans and Bakers, and other companies situated at Montreal and Toronto. Large quantities of condensed milk are used and are supplied by Silverwoods.

The manufactured products are sent in carload lots to the firm's branch warehouses, situated at Winnipeg, Regina, Saskatoon, Calgary, Edmonton and Vancouver in the west and at Montreal, Toronto, Ottawa and Halifax in the East. The largest branch is that at Montreal. From these centres goods are shipped to the surrounding districts in response to orders secured from travellers working out of the branch offices.

Mr. D.C. McNaughton, who recently succeeded Mr. McFarland as manager at the Perrin Plant, has been associated with McCormicks since the year 1890, when he entered as office boy. In comparing the general business conditions in this industry today with those obtaining in the nineties, Mr. McNaughton maintains that the most noticeable changes as regards candy-making, is that, today, there is made and sold a much more expensive candy of higher quality but in smaller quantities. In earlier times, the company sold a much greater poundage of a cheaper grade of, for the most part, hard candy. In the making of biscuits, Mr. McNaughton points to the influence which English Biscuits have had in moulding Canadian tastes. A new type is created, sold and widely advertised in England as, for example, the Cream Sandwich Biscuit -- and Canada falls in line the next year. The American factories on the other hand have been slow to follow the trend of the English and Canadian biscuit creations, and are just now beginning to imitate and develop a demand for the sweet biscuits, so widely used in Canada in recent years. Biscuit-making today has followed the general trend of other industries inasmuch as it strives to meet the demands of a public that expects much more by way of service. Goods must be made constantly more attractive both in themselves and in the way they are packed and displayed. They must meet the growing competition of the local baker who calls at the house not with bread alone, as in years gone by, but with all kinds of tempting pastry and fancy cakes. The biscuit manufacturer must therefore make a class of goods whose appearance creates a desire that is more than satisfied through the approval of discerning palates.

The methods of shipping and packing have undergone a corresponding change. Since 1914 none of the old wooden boxes and packing cases have been used. For years great numbers of tins were required for sodas and fancy biscuits. These were supplied by the McClary Company, but McCormicks maintained a repair department to recondition them as they were returned from the local grocer. The improved wax papers and cardboards used are capable of keeping the goods fresh and in the best possible condition for long periods. Moreover, they lend themselves to more attractive packaging and display. They tend to satisfy the demand of the modern buyer for the ultimate in way of service.

The McCormick Company is one of the amalgamating companies in the Canada Biscuit Company, of which Mr. Frank McCormick is the president. Quite recently the various units have gone back to their old trade names in labelling their products, as the competition thus created has been found most beneficial to the trade. We can therefore look for a continuance of the identity of this great London industry, as well as of that of its thriving rival in the Western end of Dundas Street.

- "The Economic and Industrial History of the City of London, Canada", Benjamin S. Scott (1930)

The McCormick Mfg. Co., manufacturers of biscuits and candy, have completed their magnificent new plant in London, Ontario. The factory has been designed and planned with exceptional care and attention to all details for the comfort and safety of the employees and also with a view of producing the very best products under the most sanitary conditions. The building is absolutely fireproof, being of reinforced concrete construction of the most modern type. The McCormick factory is a veritable sunshine palace; about 68% of the outside walls are of windows, allowing exceptional provision for ventilation and light in every corner of the building. To give some conception of the amount of glass used, the company required over 6 tons of putty to complete the glazing. The company's chief object in building a factory of this type, from the sanitary point of view, was to keep out all vermin, such as mice, rats, cockroaches, etc., which are frequently a source of great discomfort in factories where food products are manufactured. The manner in which this building is constructed, with a large proportion of the floors made of composition and cement, makes it utterly impossible for vermin to exist, as there are no spaces or crevices in the walls or floors which will allow their existence.

Motto: Health, Pleasure, and Occupation. The McCormick Manufacturing Company's plant in this city has been specially designed to be attractive to working men and women. The successful employer pays heed to the comfort of his employees. Close upon 1,000 operatives will be engaged in this great candy and biscuit works, and the firm have shown themselves to be fully alive to the most modern principle of dealing with labor - recognizing that the laborer not only is worthy of his hire, but that he also is worth of every possible opportunity to improve himself mentally and physically and to insure the retention of good health. To this end, the company have set their factory down upon 100 acres of ground. In doing this they had in view and are carrying into effect the establishment of playgrounds for their employees upon an elaborate scale, one perhaps not attempted elsewhere in this country. These playgrounds will include baseball diamonds, bowling greens, tennis courts, and croquet lawns. Every facility will be afforded the employees to engage in games and sports, and it goes without saying that the enterprise shown by the McCormick Co. will result in great prosperity and happiness to all.

- "London Ontario 1914" (1914)

S12a - McCormick's Building, Smokestack

Address:	1156 Dundas Street
Significance:	Primary / Contributory Significance
Date of Construction:	1914
Architects:	Watt & Blackwell

Historical / Architectural Notes: One of the principal landmarks of the Smokestack District, the McCormick's chimney rises above the surrounding landscape as one of the primary reminders of the area's heritage. Finding a suitable future for the structure needs to be a priority for the community.

Historic Photographs: See above

Recent Photographs:

Secondary Sources: See above

S13 - Webster Air Building

S13a - Webster Air, Original Structure

Address: 1157 King Street
Significance: Secondary / Contributory Significance
Date of Construction: 1936
Architect: Uncertain
Historical / Architectural Notes: A concrete warehouse built in the 1930's for Webster Air, the date given is taken from the city directories, and may be too early - this is not the first structure Webster Air built on the site, although it is the earliest such structure surviving to the present day. The building was built in two phases, the eastern half a few years before the western half. Despite being entirely surrounded by more recent construction, the original structure appears to be in reasonably good condition.
Historic Photographs:

Recent Photographs:

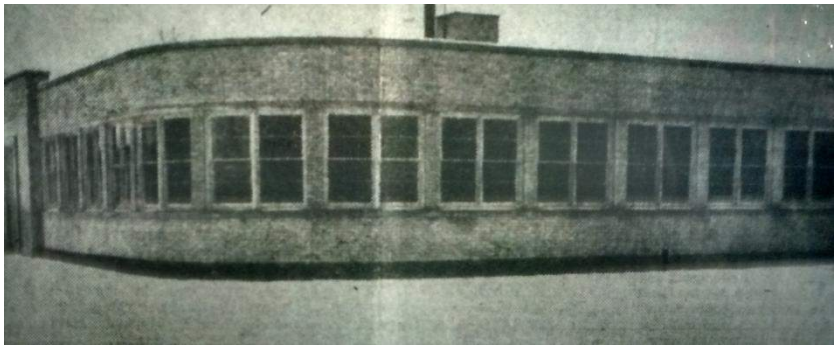
Secondary Sources:

Webster Industries Phenomenal Growth Result of Vision, Plus Hard Work and the Unswerving Loyalty of Employees
By Working With His Employees and Treating Them as Partners, Bill Webster Has Won the Enthusiasm of His Staff
The growth of the Webster company from a little one-room work shop to the up-to-date plant that houses the Webster industries today reads like a modern fairy tale.
Mr. Webster started 10 years ago to make spray guns. Lacking capital for machines he performed all the work entirely by and and did it all himself. Not only was he workman but he also took to the road and sold the product he made.
Such was the start of the Webster Air Equipment Co. Ltd., which has had so phenomenal a growth. It is the old story of a man who has come up the hard way, and knows what it is like to work with his own hands, who is able to inspire the loyalty of those who have come to work for him.
Mr. Webster, as the business began to expand, hired some high school boys from a nearby school, and these men have been with him ever since, some having risen to positions of responsibility in the management of the firm. The Webster firm has had the unique experience of doubling its business every year. From the tiny workshop in which it started, the firm expanded to the rear, by adding a tin shed to accommodate the added machines that were installed. In the years that followed a steel and cement building was built to the east of the tin shed and the next year the shed itself came down to make room for the other half of the cement building. Finally a new and ultra modern office building was erected at the corner of King and Eleanor streets to make room for the greatly increased business which the firm now enjoys.
Behind the phenomenal growth of this company lies a story of loyalties and fairness between employer and employee. Mr. Webster started alone, but as business warranted he acquired a staff of workers to work with him, and as he says, "The boss can be no more important than the man at the bench, so I adopted the policy of treating every employee as I would like to be treated myself." That policy earned him the loyalty of his entire staff, and they have worked with him willingly and earnestly through the years.

- London Free Press (1943)

S13b - Webster Air, Office Structure

Address: 1157 King Street
Significance: Tertiary / Contributory Significance
Date of Construction: Early 1940's
Architect: Uncertain
Historical / Architectural Notes: A single story, yellow brick structure with an Art Deco flair, most notably in the curved corner facing onto Eleanor & King, and the principal entrance on King Street. The structure was likely built shortly before 1943.
Historic Photographs:



Recent Photographs:

Secondary Sources: See above

S14 - Supersilk Hosiery Building

S14a - Supersilk Hosiery, West Building

Address: 1151 & 1161 Florence Street
Significance: Secondary Significance
Date of Construction: 1927, 1928, or 1930
Architect: Leonard Gordon Bridgman
Historical / Architectural Notes: A large industrial structure at the southern limit of the Smokestack District, this building was the home of Supersilk Hosiery for most of its history. The structure was built in three phases in 1927, 1928, and 1930, but for the moment we're not certain which portion of the existing building corresponds to which phase of construction. The building is currently in excellent shape and rented to a variety of small businesses.
Historic Photographs:

Recent Photographs:


Secondary Sources:

Supersilk Hosiery Mills Limited, makers of finest quality full-fashioned hosiery, was established under the name of Super-Silk Hosiery Limited by Messrs. W.S. and J.G. Thompson in the year 1925. They operated in 5000 square feet of floor space over the Super Test Building, situated on the corner of Pall Mall and Richmond Streets. At first they manufactured only the circular-knit products, but realizing that the full-fashioned hosiery was to be much in demand, they reorganized the company, under the present name, in the year 1927, to secure additional capital to erect a new plant and purchase the new type of machines. In that year they moved into the first unit of their present plant on Florence Street, with an area of 15000 square feet of floor space. Additions in 1928 and 1930 have given them 40,000 square feet of floor space for their present operations. They make all styles and qualities of Ladies' full-fashioned hosiery and nothing else. They have twenty-two of the full-fashioned machines which are kept in operation twenty-four hours per day for six days in the week. Their daily output is 300 dozen pairs per day. One hundred and fifty hands are employed, of which 50% are women and girls. Pure silk and cotton, for tops, are the raw products used. The company disposes of its hosiery in Canada, India, New Zealand, and Peru. Before the Australian Government adopted their High Tariff Policy in 1929, Supersilk had a considerable export trade to that country.

- "The Economic and Industrial History of the City of London, Canada", Benjamin S. Scott (1930)

S14b - Supersilk Hosiery, Center Building

Address: 1151 & 1161 Florence Street
Significance: Secondary Significance
Date of Construction: 1927, 1928, or 1930
Architect: Leonard Gordon Bridgman

Historical / Architectural Notes: The Supersilk Complex was built in three phases in 1927, 1928, and 1930. As of the moment we're uncertain which portion of the structure corresponds to which phase of construction. This portion of the building has unfortunately lost the impressive entrance facing onto Florence Street visible in historic photographs. Presumably the metal cladding on Florence Street was added at the same time the entrance in question was removed.

Historic Photographs: See above

Recent Photographs:


Secondary Sources: See above

S14c - Supersilk Hosiery, South Building

Address: 1151 & 1161 Florence Street

Significance: Secondary Significance

Date of Construction: 1927, 1928, or 1930

Architect: Leonard Gordon Bridgman

Historical / Architectural Notes: The Supersilk Complex was built in three phases in 1927, 1928, and 1930. As of the current moment we're uncertain which portions of the building correspond to which phases of construction. The south portion of the building is a plain, yellow brick structure currently in a fine state of repair.

Historic Photographs: See above

Recent Photographs:


Secondary Sources: See above