

3.0 OPEN SPACES

This section of the report examines each of the existing open spaces within and surrounding the Gooderham & Worts site and identifies significant landscape or remnant built features which may be useful for archaeological purposes, for possible future interpretation, or to simply inform the future landscape plan. "Trace" features are those which are visible or evident on site while "past features" are those which may be generally located on the basis of record photographs, plans, bore hole data, or upon the advice of Gooderham & Worts staff.



3.1 MILL STREET

Mill Street is a public right-of-way extending between Parliament and Cherry Streets and currently provides the primary public front to both the north and south site parcels. The 66 foot (one chain measure) right-of-way dates back to the Town of York lotting and street grid first appearing in an 1810 survey. The street is spatially defined at the Trinity Street intersection by Rack House 'D', the Maltings and the Boiler House Maintenance Building. To the east, the street is uniformly flanked by rack houses on the north and tank houses to the south. To the west, Trinity Street flanks a parking lot next to the Maltings and an open yard opposite the storage tanks. Boulevard areas feature some sidewalks, street trees, lawns and asphalt pavements. The treatment of boulevards is not uniform throughout its length.

Street Trees

An 1894 photograph locates street trees on Mill Street between Cherry and Parliament Streets. The trees appear to be elms, approximately 17 metres high and therefore about 50 years old. A later 1918 photograph shows the trees just east and west of Trinity Street while another 1918 photograph shows the trees removed west of the Maltings Building. A Hydro line on the south side of Mill Street also shown in the photograph may have been a reason for their removal in this location.

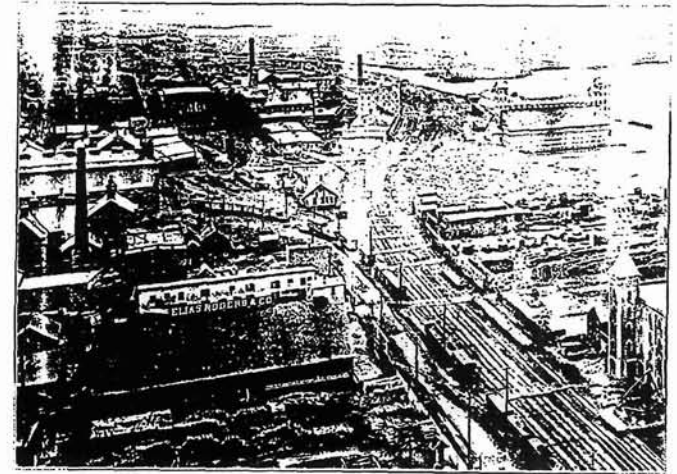


Fig. 22 Looking east along the Esplanade in 1894 shows street trees along Mill Street
CTA C.M. Eng. 376-1-66

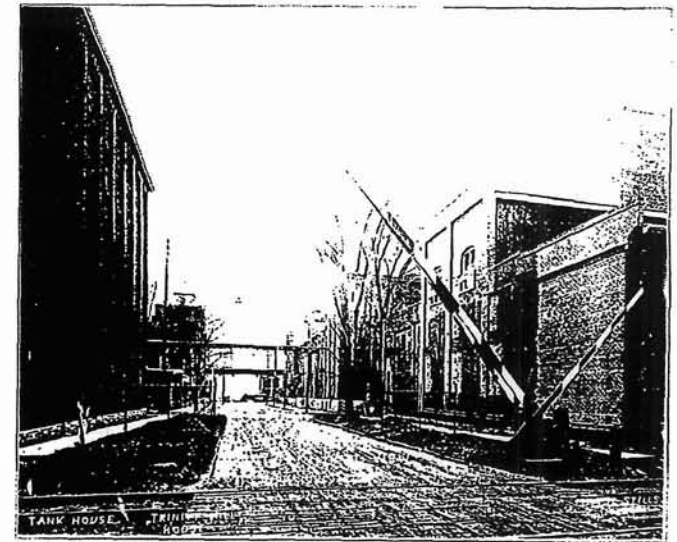
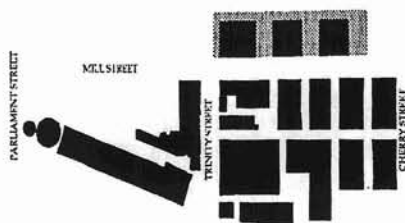


Fig. 23 Looking south on Trinity Street in 1918 shows several remaining street trees on Mill Street



3.2 NORTH PARCEL

This area, bounded by Trinity and Mill Streets currently has three pavilion-like rack houses dating from the early 1890s. Between the rack houses are mown lawns contained by fences. According to early site surveys, a former Worts residence pre-dates the construction of the rack houses. This site is bordered to the north by an abandoned railway right-of-way which separated the Gooderham & Worts site from former Consumers Gas.

Worts Residence

Soil tests at the north property line beside Rack House 'D' indicate shallow fill in the form of cinders which may reflect prior activity related to the former James Worts residence in this location.



3.3 WEST YARD

This site, now a parking lot and storage yard, was partly recently resurfaced and landscaped in part as part of the 1986 renovation of the Hiram Walker sales office and Gooderham & Worts site offices. The storage yard is bounded by the Stone Distillery, storage tanks and fencing along Parliament and Mill Streets and features traces of former buildings within a mixed gravel, rubble, lawn and weed ground surface. The Mill Street frontage is flanked by street trees while the storage tanks are surrounded by taller weeds and small self-seeded trees.

The site was most recently occupied by the Liquid Carbonic Plant. This plant converted by-product carbon dioxide to bottled gas and dried ice from the fermentation process in the Stone Distillery. Prior to the Liquid Carbonic facility, this site was occupied by the British Acetone's complex. Tank houses dating from the 1890s were incorporated into both the General Distilling Company of 1902 and then the British Acetone's complex in 1916.

Original Shoreline

The original shoreline top-of-bank, running more or less along the north side of the Stone Distillery and storage tanks, can be generally located by early site surveys and bore hole logs.

Work Yard and Entrance

A 1918 photograph shows a small work yard just to the east of the Maltings, probably surfaced in oiled gravel. At this time the site was enclosed with a board fence and a sentry box for war time security.

Liquid Carbonic Plant and Boiler House Chimney

Concrete slabs and rubble piles remain from the demolition of the Liquid Carbonic Plant at the westerly corner of the site. Outlines in the lawn also mark the site of the westerly Boiler House chimney of the former General Distilling Plant.

Rail Spur

A rail spur in the westerly yard area dates from 1935 and served the Liquid Carbonic Plant.

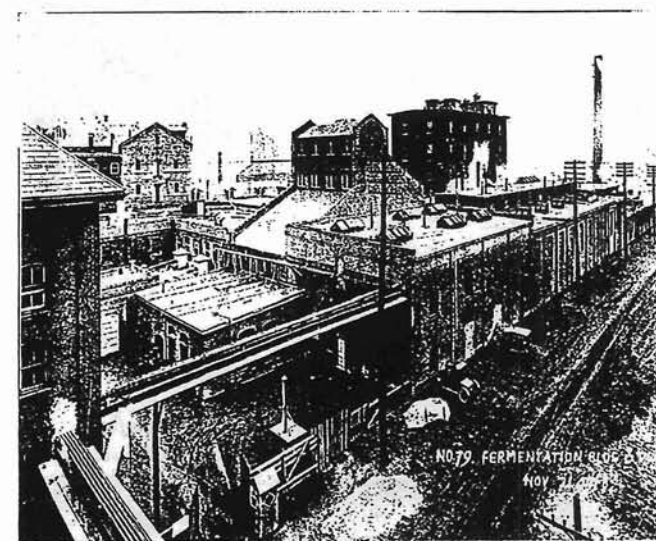


Fig. 24 Looking southwest along Mill Street in 1918 shows street trees removed, the installation of Hydro, board fencing and a sentry hut



3.4 STONE DISTILLERY ALLEY

This corridor dates back to the original shoreline top-of-bank and the former windmill site near Trinity Street. The space is well defined by the Stone Distillery and the former Hiram Walker offices. Although currently paved in asphalt, brick paving reportedly lies beneath indicating an earlier need to support vehicle access from Trinity Street to the west portion of the site.

Windmill Site

In the corner between Buildings No. 31 and No. 32 (most recently the Hiram Walker offices), it is reputed that the stone foundations for the original windmill lie just below grade.

Brick Paving

Photographs taken in 1918 in the British Acetone collection indicate that brick paving extended between Trinity Street and Building No. 25. Gooderham & Worts staff also report that asphalt covers the brick paving in this general vicinity.



Fig. 26 The windmill tower, by William Armstrong, c. 1855 shows the shoreline and a wharf at the foot of Trinity Street

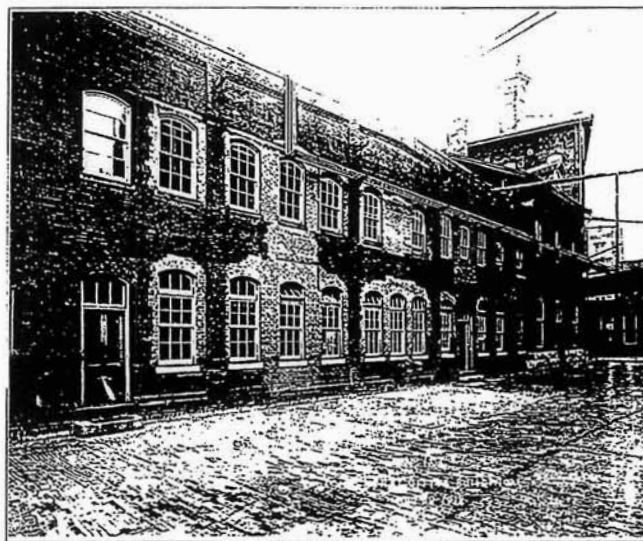


Fig. 25 Looking east along Stone Distillery Alley in 1918 shows brick paving

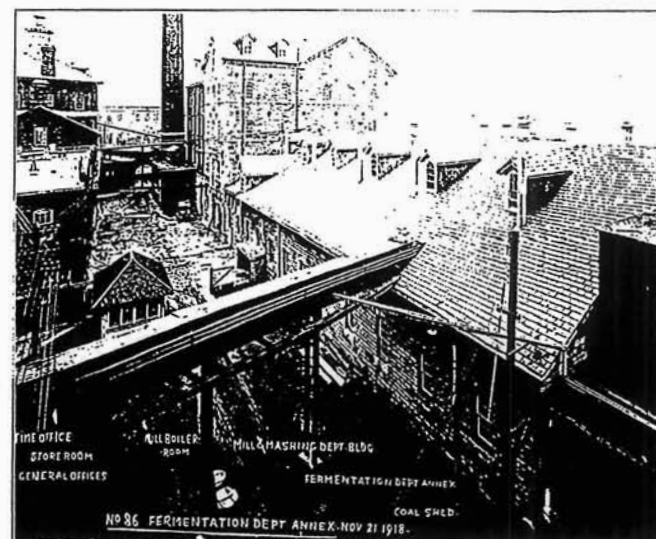


Fig. 27 Looking east along Stone Distillery Alley in 1918 shows extent of brick paving



3.5 TRINITY STREET

Prior to 1979, Trinity Street was a public right-of-way and the primary public address for the Gooderham & Worts site. The 66 foot street right-of-way dates back to the original Town of York lotting and right-of-way plan and was once a primary access to the waterfront. This street is defined by well-preserved buildings on both the east and west sides, including the Maltings, the Cooperage, the Stone Distillery, the Pump House, the Pure Spirits complex, the Plant office, the Boiler House and Maintenance building. The street features brick paving, concrete sidewalks and has security fencing with gates at both ends.

Original Shoreline

A monitoring well indicates about two meters of sand and rubble fill which suggests that the south end of Trinity Street is beyond the original shoreline top-of-bank. Earlier site surveys also generally locate the original shoreline top-of-bank in this location.

Brick Paving

Brick paving is visible between Mill Street and the Railway corridor. A Public Works drawing dated October 27, 1910 indicates Trinity Street was laid with red brick lug pavers on a sand bed over a six inch concrete slab. Bore hole tests do not confirm the existence of the concrete slab.

Concrete Sidewalk and Boulevard Landscape

A 1918 photograph indicates concrete sidewalks with landscape areas adjacent to the building frontages along Trinity Street. While the planting strip remains on the west side, the east side has been paved with concrete.

Weigh Scales Building

The southwest side of Trinity Street in front of the Stone Distillery is the site of the original platform Weigh Scales building. The foundation is visible between the asphalt patches. The Weigh Scales building was removed in the 1970s.

Security Gates

A 1918 photograph shows board fence gates providing plant security to lane-ways and alleys along the Trinity Street frontage. Trinity Street remained open as a city street until it was closed in September 1978 according to PUCC Records.

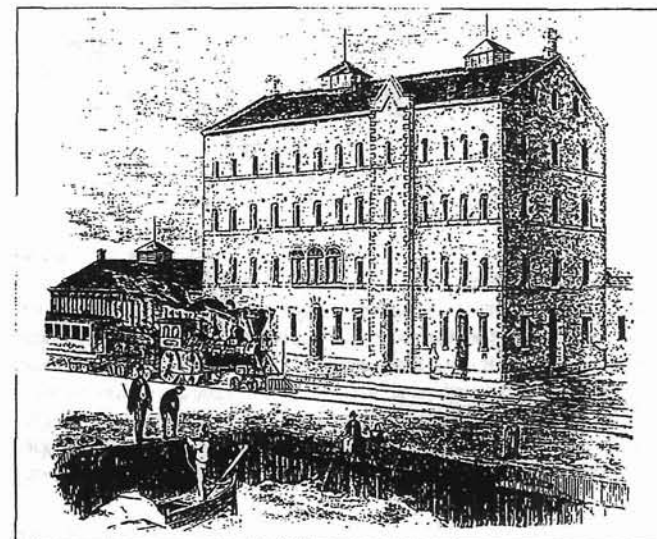


Fig. 28 The Distillery, from the Canadian Illustrated News, April 25, 1863 shows wharf at the foot of Trinity Street

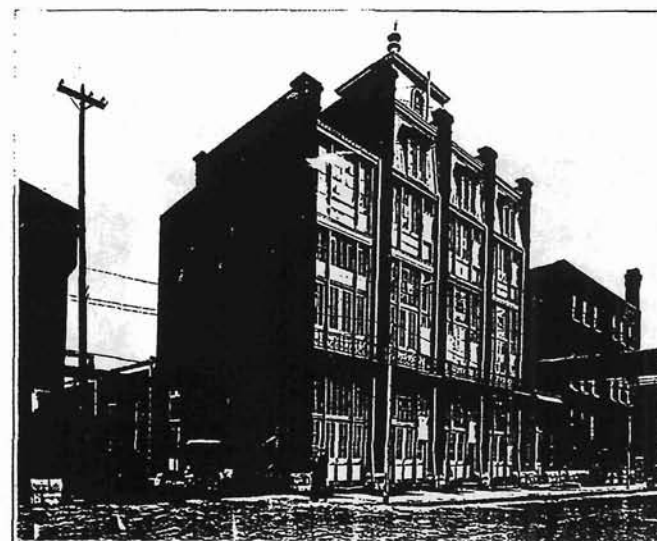


Fig. 29 Looking southeast along Trinity Street in 1918 shows brick paving, alley security gate, and remnant planting beds



3.6 BOILER HOUSE COURTYARD

This courtyard has been in its current configuration since the Lunch Room Building facing Trinity Street was added between 1910 and 1917. The other buildings in the group include the carpenter and plumbing shop, the Boiler House and stack, the coach house and stable building date back to 1889. A drive shed or cart storage and wall in the court area were removed in the 1970s. The court is currently paved with asphalt.

Cart Storage and Wall

The former drive shed or cart storage and wall related to the former coach house and stable building are evident by cracking in the asphalt surface, presumably over foundations to these structures.

Brick paving

The asphalt pavement in this courtyard also reportedly covers clay brick according to Gooderham & Worts maintenance staff.



3.7 RACK AND TANK HOUSE ALLEYS

These narrow five metre alleys were laid out when the barrack-like Tank and Rack Houses were all built between 1884 and 1889. The brick and wood frame construction as well as the regular building separations resulted from fire controls. The alleys were finished with a gravel surface except for a concrete walk on the north side of Tank House Lane, to permit access for workers. Presumably the alleys were not paved since the storage of alcohol either in tank form or aging in rack form is a long term process requiring little access by either vehicles or workers. Little has changed in the Rack and Tank House alleys since their construction except for the invasion of weeds and lawn within the gravel areas. The alleys are secured by chain link fencing along both Mill and Cherry Streets.

Pavements

Fragments of the concrete walk on the north side of Tank House Lane still remain between the Boiler House courtyard and Cherry Street.



3.8 YARD AND COPPERSMITH SHOP SITE

This space is formed by the Long Room on the west, the Paint Shop with its outdoor storage to the north, Rack House 'M' to the east, and the Case Goods Warehouse to the west. Two alleys adjoining the yard are currently surfaced in asphalt. The Coppersmith Shop occupied this site from 1873 to 1977.



Fig. 30 Looking east along Tank House Lane in 1918 shows gravel and concrete paving and steel reflector lamps

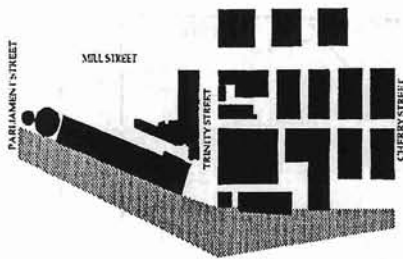
Coppersmith Shop Foundations

Rubble foundations of the former Copper Smith Shop are evident breaking through asphalt patches.

3.9 STORAGE YARD

This site faces Cherry Street on the east, Rack Houses 'G' and 'J' to the north, Rack House 'M' to the west and the railway spur lines and railway viaduct to the south. This site has been a storage yard since 1910 when a wood shed building was built on the south and east property lines. This building remained in use for storage until the early 1970s. Replacement building bricks are currently placed against Rack House 'M' and barrel are stored against the southern faces of Rack House 'G'. This site is now contained by chainlink fencing and has been invaded by weeds and some small self-seeded trees. The ground surface is a mix of gravel, rubble and asphalt.





3.10 RAILWAY SIDING

This site is a tapering parcel of land extending from Parliament Street to Cherry Street and is bordered to the east by the Pump House, the Case Warehouse and Rack Houses 'M', 'G' and 'J', and by the Stone Distillery and storage tanks to the west.

Initially, the area south of Trinity Street was the site of successive wharf constructions for lake access. With the introduction of rail activity and relocation of the shoreline further south, the immediate relationship between the site and the waterfront diminished.

The site currently has two tracks adjacent to the south edge of the Gooderham & Worts site and two tracks ramping up to the active rail corridor. A third slope track which served the Triangle Lands to the south, also rises up to the rail corridor. The flat portion of land with two and sometimes three tracks immediately adjacent to the Gooderham & Worts site is on the original grade of the first railway activity in Toronto. Beginning with the 1850s Grand Trunk Railway, the line served as part of the Toronto-Montreal corridor leading to the former Union Station via the Esplanade. The Railway viaduct constructed between 1920 and 1930 leading to the current Union Station dramatically altered the grade along the south face of the site and effectively severed any direct linkage with the waterfront. The lower lines were then converted to sidings and terminated at Parliament Street when the St. Lawrence area was converted to a residential neighbourhood. More recently the railway corridor has become overgrown with weeds and self-seeded trees. According to Goads Atlas, no buildings were ever constructed in this area.

Former Waterfront

Successive cribs and wharf constructions may exist below the rail lines. Early illustrations and site surveys indicate the general locations of former waterfront edges and wharfs.

Lower Railway Line

The flat portion of land with two and sometimes three tracks immediately adjacent to the Gooderham & Worts site is on the original grade of the first railway activity in Toronto. A 1918 photograph shows boardwalks across the lower railway tracks at the foot of Trinity Street leading to the coal and grain elevator wharf.

Upper Railway

The railway embankment constructed between 1920 and 1930 remains in current use.

Railway Scale and Grain Chute

Traces of the railway scales dating from 1928 remain in the form of a concrete footing at the end of the Stone Distillery. The grain chute is also visible on the Stone Distillery, next to the Weigh Scales.

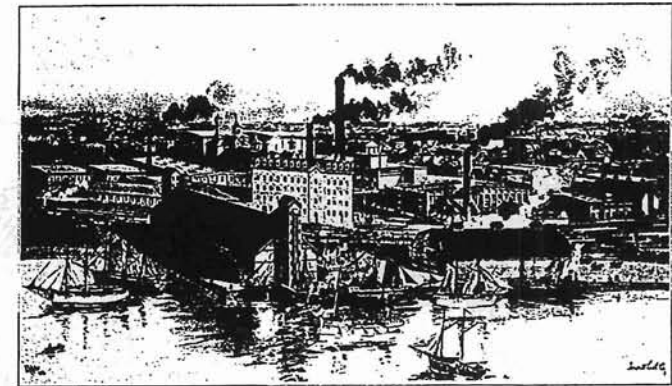


Fig. 31 Chromolithograph from a view by A.H. Hider, 1896 shows rail and waterfront activity

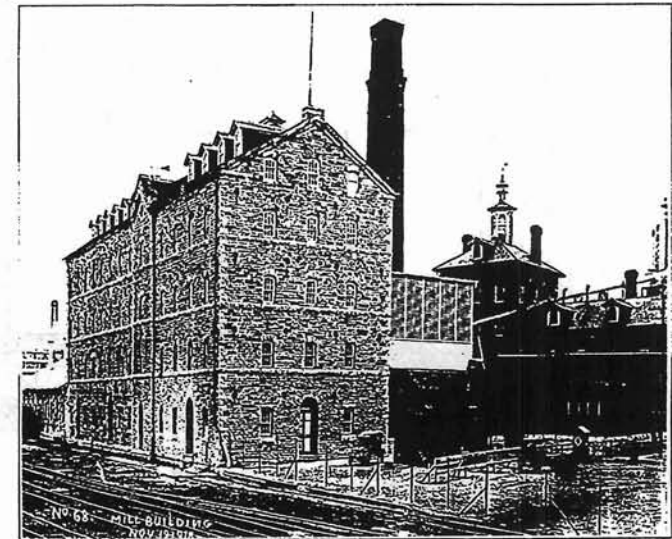


Fig. 32 Looking west at the Stone Distillery in 1918 shows the rail weigh scales and chute, the Weigh Scales Building, brick paving and board rail crossing

LEGEND

- | | | |
|---|---|-------------------------------------|
| 1 former street trees (site) | 8 brick pavement | 15 concrete walk (fragments) |
| 2 former Worts residence (site) | 9 brick pavement below asphalt (assumed) | 16 Railway (original grade) |
| 3 former gate | 10 planting bed | 17 Railway Scales (remnants) |
| 4 former Liquid Carbonic Plant (rubble) | 11 former Weigh Scales Building (foundations) | 1835 Shorelines (successive stages) |
| 5 former Boiler House Chimney (foundations) | 12 former Cart Storage and Wall (foundations) | 1886 |
| 6 rail spur | 13 former Coppersmith Shop (foundations) | 1889 |
| 7 former Windmill site (foundations) | 14 former Storage Sheds (foundations) | |

