Located on the south side of Farmington Avenue, the Winchell Smith Mill is set back from the road. A large parking lot exists to the north and a railroad siding is visible to the west and south. A private residence lies a few hundred feet to the east.
This four-story concrete building features eight bays of industrial-type windows. The roof, although flat, exhibits a stepped parapet at both the east and west ends of the building. Set back from the front facade is a two-story addition which extends up from the roof. Several modern additions are visible on all sides of the building. At the front of the property lies an open-air belvedere, which was built as a waiting shelter for workers at the mill and bread factory when the trolley ran from Hartford to Unionville (1893-1933).

In 1923 Winchell Smith (1871-1933) sold an eleven acre piece of land to Winchell Smith, Incorporated (FLR 79:619). It is believed that within this year the mill building was constructed to house hay, grain, and feed supplied to area farmers. The business was managed by Arthur W. Hall. The owner, Winchell Smith (a.k.a. William Brown Smith), was a noted playwright who brought D.W. Griffith and Company producing "Way Down East" to Farmington in 1920. Several scenes of the Farmington River were incorporated into the film. Smith was also one of Farmington’s noted philanthropists. He helped restore Riverside Cemetery, supported education, and was a major benefactor of the Newington Home for Crippled Children, now the Newington Children Hospital. He resided at "Mill-Stream," 188 Garden Street, an impressive Neo-Classical building. In 1937 the estate of Winchell Smith, handled by the Phoenix State Bank and Trust Company, was sold to Farmington Farms, Inc. (FLR 91:543), which sold to Henry H. McCallum, Motor Supply Company (FLR 98:85). In the 1940s, the building’s use changed from an agricultural mill/warehouse to an industrial complex. Today it retains its industrial function.

Although in a deteriorating condition, the Winchell Smith Mill has historical associations with Farmington’s twentieth-century agricultural businesses.

Sources: