

1987

THE YEAR PAST

REPORT OF THE CITY OF WINNIPEG HISTORICAL BUILDINGS COMMITTEE

Publications by the Historical Buildings Committee:

A. ANNUAL REPORTS

1979: The Year Past	Out of Print
1980: The Year Past	\$5.00
1981: The Year Past	\$5.00
1982: The Year Past	\$5.00
1983: The Year Past	\$5.00
1984: The Year Past	\$5.00
1985: The Year Past	\$5.00
1986: The Year Past	\$7.50
1987: The Year Past	\$7.50

B. RESEARCH REPORTS

Monuments to Finance: <i>Volume I</i> <i>Three Winnipeg Banks</i>	\$7.50
Monuments to Finance: <i>Volume II</i> <i>Early Bank Architecture in Winnipeg</i>	Out of Print

C. PAMPHLETS AND BROCHURES

Historical Buildings By-Law 1474/77	N/C
-------------------------------------	-----

Publications available through
Library
City of Winnipeg
Department of Environmental Planning
3rd Floor
395 Main Street
Winnipeg, Manitoba
R3B 3E1

Cheques payable to the City of Winnipeg

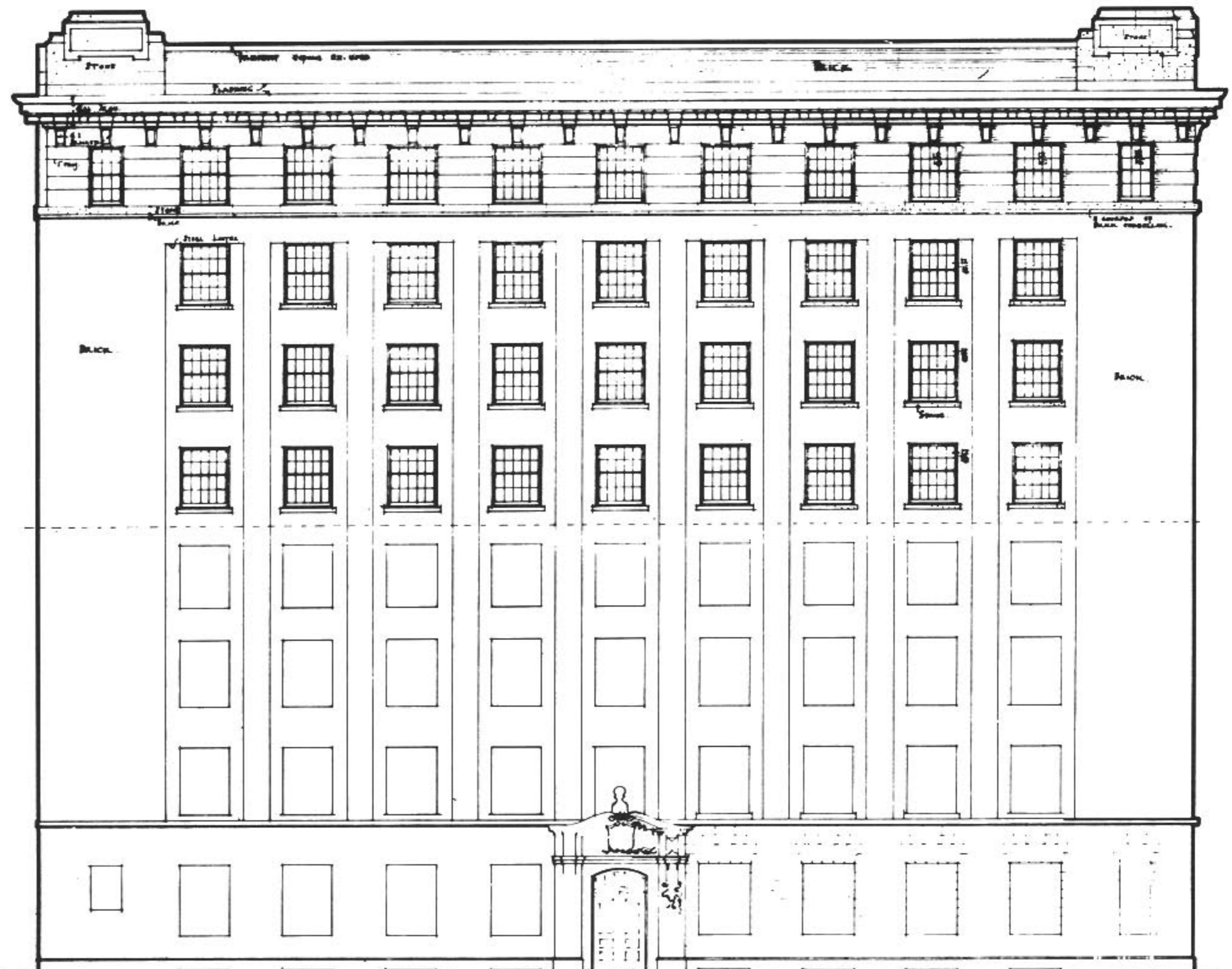


TABLE OF CONTENTS

1.	Preface	2
2.	Chairman's Introduction	3
3.	The Historical Buildings By-law	5
	a) <i>Background</i>	
	b) <i>The Historical Building Inventory</i>	
	c) <i>Criteria For Listing</i>	
	d) <i>Priority Ratings</i>	
	e) <i>Listing, Notice and Appeal Procedures</i>	
	f) <i>Regulation of Alterations and Repairs</i>	
	g) <i>Delisting, Change of Grade and Demolition</i>	
	h) <i>Penalties</i>	
4.	The Historical Buildings Committee	9
5.	Summary of Recommendations	10
	a) <i>Designated Historical Buildings - 1987</i>	
	b) <i>Recommendations - 1987</i>	
	c) <i>Buildings Conservation List 1979-1986</i>	
6.	Research Summaries	19
	a) <i>Glossary</i>	
	b) <i>Summaries</i>	

Cover/Opposite:

Front elevation of the Marshall-Wells Warehouse from an original drawing by the Carter-Halls-Aldinger Company.

1987: The Year Past is designed and produced by the Urban Design Branch, Department of Environmental Planning, City of Winnipeg.

1. PREFACE



The conservation and preservation of our architectural heritage provides a vital link with the past and a familiar bridge to the future. Appreciation and respect for the past are essential in order to maintain Winnipeg's unique identity and sense of place. The protection and rehabilitation of individual buildings and districts are tangible ways to recognize the past; to explore and understand where we came from and who we are; and to provide a foundation for future change.

The City of Winnipeg's Historical Buildings By-law 1474/77, passed in February, 1977, and amending By-law No. 2032/78, passed in August, 1978, established the Historical Buildings Committee, enabled it to draw up a list of buildings or structures of significant architectural or historic interest, and established the criteria, priorities, and procedures for placing buildings on the Buildings' Conservation List. This designation represents the legal protection placed upon heritage buildings by City Council.

The goal of heritage conservation is to retain, where possible, the original character of a building while encouraging those changes which will make it useful. Heritage conservation is an increasingly important factor in the development of Winnipeg as an interesting, attractive, and cosmopolitan city.

A handwritten signature in black ink, appearing to read "Bill Norrie". The signature is fluid and cursive.

WILLIAM NORRIE, Q.C.
MAYOR

2. CHAIRMAN'S INTRODUCTION



Once again it is my pleasure to present the annual report, the ninth, of the Historical Buildings Committee, for the year 1987.

The Committee's procedures have been described extensively in earlier reports, but for new readers who may not have access to those reports, a brief review of the procedures may be in order:

The Committee maintains an extensive inventory of buildings, which, because of their historical or architectural significance, may at some time or another, merit assessment by the Committee. In any given year, most of the buildings assessed will be drawn from the inventory although inevitably others from time to time will be considered because of owners' requests, fear of imminent loss, or other factors. Once it has been decided, however, that a building will be assessed, a

research historian is assigned to prepare a report on the building in question. This is followed by an on-site inspection of the building and culminates in an evaluation by the Committee. A grading system in which points are assigned for specific architectural and historical interest is used to determine that classification of the building. The designation procedures are outlined in Chapter 3.

During 1987 the Historical Buildings Committee evaluated 19 buildings and recommended 15 of these to the Committee on Planning and Community Services for listing. Of these, 12 buildings were placed on the Buildings Conservation List, bringing to 116 the total number of buildings listed by Council as of December 31st, 1987. As will be clear from these figures, by no means all buildings evaluated by the Historical Buildings Committee are actually recommended for listing nor, obviously, are all the Committee's recommendations concurred in by the Standing Committee.

The year was a busy one for the Committee due to the steady and continuing requests for evaluation of buildings arising out of the Winnipeg Core Area Initiative's Building Rehabilitation Grants Program and the Province of Manitoba's Municipally Designated Building Grants Programme. The report points out the variety of buildings that the Committee evaluated which ranged from churches, a firehall and warehouses.

Winnipeg continues to see innovative programs for rehabilitating its old warehouse buildings. A prime example of this is the Great West Saddlery Building at 113 Market Street, which opened in July 1987 as a \$1.8 million residential housing project and was the first

such venture in the Exchange District.

The magnificent Chateau style Fort Garry Hotel closed in January 1987, but has re-opened under a new owner who applied for a Certificate of Suitability to replace all the windows and restore the ballrooms.

Against these on-going evidences of progress, it is a matter of regret to record the loss of three buildings during 1987. The Lubavitcher Synagogue on Magnus Avenue was vandalized and seriously damaged by fire, and the building has been demolished. The Levesque House on St. Joseph Avenue was destroyed by fire; and in December 1987, Young United Church, one of the City's finest old churches, was substantially destroyed by fire with only the north-east tower surviving.

During the summer of 1987 the Committee held a special meeting with the Committee on Planning and Community Services. The Historical Buildings Committee presented a slide show and a substantial position paper reviewing both the "wins" and "losses" in heritage conservation over the last 20 years. The meeting was generally judged to have been highly useful in providing a review of recent progress and in helping to clarify the role, procedures, aims, and expectations of both committees.

Amongst personnel changes this year were the appointment of Barry Yanchyshyn as the Historic Projects Co-ordinator and the creation of a new position of Historical Buildings Officer, with Giles Bugailiskis assuming that responsibility. Councillor George Marshall was appointed an alternate member from City Council. Two new alternate members from the Province of Manitoba were appointed as well, David

Firman and David Lettner.

After many years of writing these reports, "fresh" superlatives are harder and harder to come by. The Committee's mandate continues to impose substantial demands on the time, commitment and enthusiasm of the members and of the staff who so loyally and professionally serve them. It is a pleasure to record, once again, how unreservedly both the members and the staff have accepted their responsibilities and how much each has contributed to what I continue to regard as an extremely important and valuable enterprise. Few chairmen can have been as fortunate as I in the qualities, assistance and support of his colleagues; and in recording, once again, the City's appreciation for their efforts, I would also wish once again, to record my own.

Bill Neville

William Neville,
Councillor and Chairman,
Historical Buildings Committee



Young United Church after a major fire in December 1987. *R. Ramdwar Collection*

3. THE HISTORICAL BUILDINGS BY-LAW

A. BACKGROUND

Winnipeg's Heritage Conservation Program focuses on the desire to preserve individual buildings and urban environments, which provide evidence of City's overall historical development, in their proper context and in such a way that they will continue to play a viable role.

On February 2, 1977, Winnipeg City Council adopted **By-law No. 1474/77**, "a By-law for the conservation and preservation of buildings of an architectural and historical interest in the City of Winnipeg." By-law No. 1474 established the **Buildings' Conservation List** and an advisory committee known as the **Historical Buildings Committee**, consisting of seven members appointed or nominated from the following:

- (a) *One Member of the Historical and Scientific Society of Manitoba;*
- (b) *One Member from the Manitoba Association of Architects;*
- (c) *Two Members from The Province of Manitoba;*
- (d) *Two Members from The City of Winnipeg;*
- (e) *One Member from the Government of Canada, from Parks Canada.*

In August, 1978, amending **By-law 2030/78**, was adopted by Council and set forth in detail the criteria for determining buildings of heritage significance, priority ratings (grades) of listed buildings, listing procedures, appeal provisions and requirements for obtaining a certificate of suitability.

In October, 1982, amending **By-law 3284/82** was adopted by Council. It incorporated amendments to the City of Winnipeg Act which enabled the City to regulate and prohibit the issuance of demolition permits and established the **Historical Buildings Inventory**. By-law 3284/82 streamlined listing procedures and simplified and clarified many components of the Historical Buildings By-law.

In June, 1986, amending **By-law 4339/86** was adopted by Council. The amendment enabled the Committee on Planning and Community Services to address the issue of the economic viability of heritage buildings.

B. THE HISTORICAL BUILDINGS INVENTORY

In order to assess the overall scope of the Winnipeg conservation program, the Historical Buildings Committee has compiled an inventory of approximately 1,000 buildings including commercial, educational, financial, public, religious, residential and miscellaneous structures.

It is very important to distinguish between the **Buildings Conservation List** and the **Historical Buildings Inventory**. The Inventory is simply a tabulation of buildings which **may** have architectural or historical significance, but which have not been formally evaluated. These buildings carry no restrictions other than the delay in the issuance of the demolition permit to determine whether or not the building warrants preservation.

C. CRITERIA FOR LISTING

The Historical Buildings Committee may choose, on its own, to evaluate the heritage significance of a particular structure, or, it may decide to undertake an evaluation based on a request by the owner or other party or on notification that an application has been made to demolish a building tabulated on the Historical Buildings Inventory.

In deciding whether or not a building is worthy of being listed, the Historical Buildings Committee takes the following criteria into account:

- Significance in illustrating or interpreting history in the City;
- Association with important historic persons or events;
- Illustration of the architectural history of the City; and,
- Distinguishing architectural characteristics of a style or method of construction.

D. PRIORITY RATINGS

The Historical Buildings By-law is a protective covenant - the heritage value of a building is evaluated and the building is assigned a priority rating (grade) which also indicates the degree of alteration which may be considered acceptable.

Grade I buildings are Winnipeg's outstanding examples of architectural and historical merit which are to be preserved in perpetuity. Repair and maintenance of the entire interior and exterior of these structures are the only types of work permitted. In general, alterations, deletions and additions to these buildings are considered unacceptable.

Grade II buildings include the majority of Winnipeg's most important heritage stock. Sympathetic alterations and additions to the exterior and listed interior elements of these buildings may be allowed in order to maintain the economic viability of the structure. In certain instances, the adaptive re-use of listed interior elements may be permitted.

Grade III buildings have been identified as moderately significant heritage examples worthy of listing. In rare instances, interior elements may be listed. Exterior alterations and modifications to listed interior elements may be permitted where deemed suitable.

E. LISTING, NOTICE AND APPEAL PROCEDURES

There are two methods in which a building may be placed on the Buildings Conservation List:

Method 1: Listing by City Council

- i) The Historical Buildings Committee recommends to the Committee on Planning and Community Services that a Grade I or Grade II building be placed on the Buildings Conservation List. In the case of Grade III recommendations, the report is sent to both the Committee on Planning and Community Services and the Community Committee representing the district in which the building is located.
- ii) For Grade I and II buildings, the Committee on Planning and Community Services then notifies the owner of the proposed listing, affording him the opportunity to object by delivering a letter to the City Clerk. If no letter of objection is received within fourteen days of the notification, the building is considered to be listed by Council. For Grade III buildings, the Committee on Planning and Community Services normally awaits the advice of the Community Committee before notifying the owner of the proposed listing.
- iii) Upon receiving a letter of objection, the Committee on Planning and Community Services holds a hearing as part of its regular business. The Committee on Planning and Community Services then forwards its recommendation to Council.

- iv) After again notifying the owner, Council hears representations on the matter and then may include the structure on the Buildings' Conservation List under the Grade recommended or any other Grade, or may reject the listing.

Method 2

Listing by the Commissioner

The Commissioner of Planning and Community Services is empowered under the By-law to list buildings on the Buildings' Conservation List, with or without the recommendation of the Historical Buildings Committee. Upon listing a building, the Commissioner notifies the owner, and in the case of a Grade III building, the Community Committee is notified as well. The Committee on Planning and Community Services then holds a hearing as part of its regular business. The same procedures as those outlined in Method I then apply.

F. REGULATION OF ALTERATIONS AND REPAIRS

i) Certificate of Suitability

Except for ordinary maintenance, no permit will be issued for the alteration, repair, demolition, removal or occupancy of any building on the Buildings' Conservation List, located in the city of Winnipeg outside of the Exchange District, without prior issuance of a Certificate of Suitability. A Certificate of Suitability is also required for changes to the interior of Grade I buildings and for listed interior components of all buildings in the city included on the Buildings Conservation List. Application forms for Certificates of Suitability are available through the Department of Environmental Planning.

A sub-committee of the Historical Buildings Committee hears the applicants presentation, asks questions and may discuss possible changes to the proposal which would make it more suitable. This open forum allows for negotiations and compromises to be worked out. The sub-committee then makes a recommendation to the full Committee.

The Historical Buildings Committee issues the Certificate of Suitability where the applicant agrees in writing with the recommendations of the Committee.

Where the Historical Buildings Committee recommends to Committee on Planning and Community Services that a Certificate be refused, the

reasons are forwarded to the owner, who has the right to appear at a hearing at Committee on Planning and Community Services as part of its regular business. The decision of Committee on Planning and Community Services is final.

ii) Certificate of Ordinary Maintenance

A Certificate of Suitability is not required for ordinary maintenance or repair of a building where the work does not involve a change in any element of design which affects the appearance of the building or its architectural or historical interest. Applications for Certificates of Ordinary Maintenance may be made through the Department of Environmental Planning.

iii) Sandblasting

Sandblasting or other abrasive processes are unacceptable methods for cleaning wood and masonry surfaces of structures included on the Buildings Conservation List.

If, however, it is established to the satisfaction of the Historical Buildings Committee that the masonry or wood surface can be cleaned in this manner without damage to the building, Committee may issue a Certificate of Suitability for the work.

G. DELISTING, CHANGE OF GRADE AND DEMOLITION

An owner or the Commissioner may apply to the City Clerk to have a structure removed from the Buildings Conservation List or to have it listed under a different grade. A procedure similar to that involved in listing the building then applies.

In considering a proposed listing, delisting or change of grade of any building, this Committee and Council may consider the economic viability of the building where circumstances warrant. Depending on those individual circumstances, the Committee on Planning and Community Services may deny applications for the demolition of listed buildings where it is deemed unnecessary.

A Grade III building may be demolished once a Certificate of Suitability has been issued for the work. In order for a Grade I or II building to be demolished, it must first be delisted or be relisted as a Grade III structure. Where a demolition is approved, the manner in which the building is dismantled may be regulated; a photographic recording of the building or the preservation of specific building components may be required prior to a demolition permit being issued.

When a demolition permit application is made for a building included on the Historical Buildings Inventory, the permit is withheld until the Historical Buildings Committee has had the opportunity to evaluate the structure's age, architecture and history. The Committee may then recommend that the building be placed on the Buildings Conservation List or that the building be thoroughly photographed prior to Historical Buildings clearance being granted for demolition.

H. PENALTIES

Any person who contravenes or disobeys, or refuses or neglects to obey any provision of the Historical Buildings By-law is guilty of an offence and liable on summary conviction, to the penalties provided in Section 138 of The City of Winnipeg Act.

Further information on the Historical Buildings By-law may be obtained from:

Urban Design Branch
Department of Environmental Planning
City of Winnipeg
3rd Floor
395 Main Street
Winnipeg, Manitoba
R3B 3E1

Historic Projects Co-ordinator
Ph: 986-5102

Historical Buildings Officer
Ph: 986-5390

4. HISTORICAL BUILDINGS COMMITTEE - 1987

ORGANIZATION	MEMBER	ALTERNATE MEMBER
City of Winnipeg	Councillor W.F.W. Neville (Chairman) Councillor H. Promislow	Councillor G. Marshall
Province of Manitoba	Mr. P. Walton Mr. N. Einarson	Mr. D. Lettner Mr. D. Firman
Manitoba Historical Society	Mrs. J. Irvine	Mrs. K. Kavanagh
Parks Canada	Mr. L. Dick	Ms. G. Hammerquist
Manitoba Association of Architects	Mr. R. Gregoire	Mr. R. Gilbert

THE HISTORICAL BUILDINGS COMMITTEE - 1988

ORGANIZATION	MEMBER	ALTERNATE MEMBER
City of Winnipeg	Councillor W.F.W. Neville (Chairman) Councillor H. Promislow	Councillor G. Marshall
Province of Manitoba	Mr. P. Walton Mr. N. Einarson	Mr. D. Lettner Mr. D. Firman
Manitoba Historical Society	Mrs. J. Irvine	Mrs. K. Kavanagh
Parks Canada	Mr. L. Dick	Ms. G. Hammerquist
Manitoba Association of Architects	Mr. R. Gregoire	Mr. R. Gilbert

Staff Advisors

Mr. B. Yanchyshyn
Mr. G. Bugailiskis

Secretary

Ms. M. Morgan

Research Consultants

Ms. D. Lyon
Mr. M. Peterson
Mrs. K. Young

5. SUMMARY OF RECOMMENDATIONS

A. DESIGNATED HISTORICAL BUILDINGS - 1987

ADDRESS	NAME	GRADE	PAGE
836 Arlington Street	St. Edwards Church	II	21
92 Arthur Street	Gault Annex	II	<i>See 1986 Annual Report</i>
185 Bannatyne Avenue	McClary Building	III	25
198 Colony Street	Scott House	III	31
212 Rue Dumoulin	St. Boniface Fire Hall No. 1	II	33
268 Ellen Street	Scandinavian Mission Church	III	35
444 Logan Avenue	Penrose House (Former 232 Bell Avenue)	III	<i>See 1986 Annual Report</i>
136 Market Avenue	Marshall-Wells Warehouse	III	41
288 McDermot Avenue	Wilson Building (Allen Building)	III*	43
290 McDermot Avenue	Glengarry Block	III*	45
296 McDermot avenue	Daylite Building	II*	47
321 McDermot Avenue	Finnie Murray Block (Western Glove Works)	III	49
213 Notre Dame Avenue	Electric Railway Chambers (Notre Dame Chambers)	II*	51
6 Roslyn Road	Lilly Apartments	III	<i>See 1983 Annual Report</i>
200 Woodlawn Street	Women's Tribute Memorial Lodge	II	61

* An asterisk following a classification signifies that the building is of particular importance as a component of a streetscape.

B. RECOMMENDATIONS - 1987

In addition to the designated buildings listed in 1987, the Historical Buildings Committee also evaluated the following and recommended some for consideration by the Committee on Planning and Community Services:

ADDRESS	NAME	COMMENTS	PAGE
270 Assiniboine Avenue	Leslie Building (Guertin Brothers (Paint) Ltd. Warehouse)	No Recommendation	23
C.N.R. East Yards	Canadian National Power House (Central Heating Plant)	No Recommendation	27
C.N.R. East Yards	National Cartage Building (Johnston Terminals Building)	Evaluated as Grade III (See Note 1)	29
290 Garry Street	Belgica Block (Garry Block)	Pending	37
425 Henry Avenue	Turner-Walker Block (McCormicks Limited Building)	Pending	39
115 Pioneer Avenue	Jarvis/McMicken House	No Recommendation	55
453 Qu'Appelle Avenue	Kerr House	Pending	57
500 River Avenue	Bain House	No Recommendation	59

Note 1: *The recommendation to list this building is being held until the title of this building is transferred from C.N.R. to the Forks Renewal Corporation.*

C. BUILDINGS CONSERVATION LIST - 1979-1986

The following buildings were designated between the years 1979 and 1986 (See 1979-1986 Annual Reports for respective building summaries):

ADDRESS	NAME	GRADE	YEAR LISTED
394 Academy Road	Uptown Theatre	III	1986
88 Adelaide Street	Kelly Residence	III	1982
48 Albert Street	Royal Albert Arms Hotel	III*	1981
52-54-56 Albert Street	Gregg Building	III	1986
62 Albert Street	Dingwall Building	III	1985
63 Albert Street	Hammond Building	III*	1980
70 Albert Street	Telegram Building	II*	1980
90 Albert Street	Western Building	III*	1985
91 Albert Street	Imperial Dry Goods Block (Trend Interiors)	III*	1980
184 Alexander Avenue	The Bible House (Ukrainian Cultural Centre)	III	1980
104 Arthur Street	Gault Building	II	1982
Assiniboine Park	Assiniboine Park Pavilion	II	1982
115 Bannatyne Avenue	Donald H. Bain Warehouse (The Brokerage)	II*	1980
123 Bannatyne Avenue	Marshall-Wells Warehouse	II*	1983
137 Bannatyne Avenue	Swiss Building	III	1986
167 Bannatyne Avenue	Ashdown's Warehouse	II*	1985
168 Bannatyne Avenue	Franklin Press Building (Chatfield Distributors)	III	1983
283 Bannatyne Avenue	Traveller's Building	II	1979

ADDRESS	NAME	GRADE	YEAR LISTED
291 Bannatyne Avenue	a) Sanford Building (Old Spaghetti Factory) b) Maw's Garage (Old Spaghetti Factory)	II* III*	1979
222 Broadway Avenue	Hotel Fort Garry	II	1980
61 Carlton Street	Macdonald House (Dalnavert)	II	1980
270 Cockburn Street	Earl Grey School	III	1981
375 Rue Deschambault	Maison Roy	III	1982
1055 Dorchester Avenue	No. 12 Firehall	III	1983
368-370 Edmonton Street	Duplex	III	1984
454 Edmonton Street	Benard House	III	1986
222 Furby Street	Young United Church	II	1986
296-298 Garry Street	Canada Permanent Building	II	1985
379 Hargrave Street	Ambassador Apartments	III	1986
400 Hargrave Street	Calvary Temple	III	1985
109 James Avenue	James Avenue Pumping Station	II*	1982
223 James Avenue	Winnipeg Police Court	II	1983 <i>(Delisted 1986)</i>
293 Kennedy Street	Oddfellow's Temple	III	1985
87 King Street	Blue Ribbon Building (Anne Building)	III*	1983
120 King Street	A. Carruthers and Co. Building	II*	1983

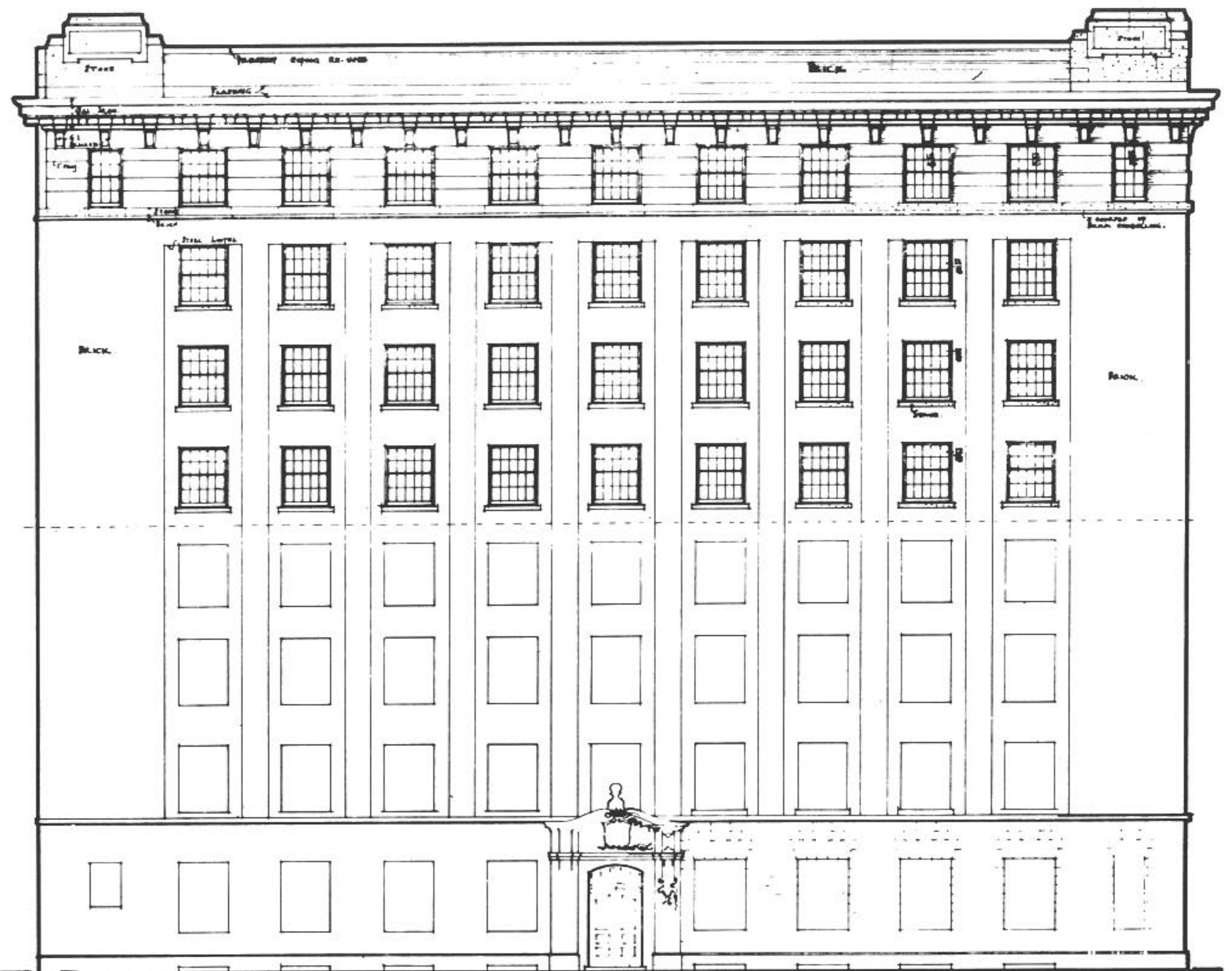
ADDRESS	NAME	GRADE	YEAR LISTED
185 King Street	Winnipeg Police Court Annex	II	1983 <i>(Delisted 1986)</i>
165 Rue La Verendrye	Maison Kittson	III	1983
177 Lombard Avenue	Great-West Life Building (Lombard Commerce Building)	II	1983
191 Lombard Avenue	Union Trust Building (Union Tower)	II*	1983
551 Magnus Avenue	Lubavitcher Synagogue	III	1983 <i>(Damaged by Fire Delisted 1987)</i>
171 Main Street	Empire Hotel	III*	1979 <i>(Demolished 1982)</i>
335 Main Street	Bank of Montreal	II*	1980
389 Main Street	Bank of Commerce	I	1978
395 Main Street	Bank of Hamilton	I	1978
456 Main Street	Bank of Toronto	II	1984
457 Main Street	Confederation Life Building	II*	1980
466 Main Street	Woodbine Hotel	III	1986
470 Main Street	Baker Block (Birt's Saddlery)	III	1984
667 Main Street	Alloway and Champion Building	III	1986
669 Main Street	Lighthouse Mission	II	1986
1386 Main Street	Merchants' Bank	III	1985

ADDRESS	NAME	GRADE	YEAR LISTED
1637 Main Street	Inkster House	II	1979
113 Market Avenue	Great West Saddlery	II	1985
180 Market Avenue	Playhouse Theatre	II	1981
60 Maryland Street	Woodsworth House	III	1981 <i>(Destroyed by Fire 1984)</i>
165 McDermot Avenue	Galpern Building	III	1985
171 McDermot Avenue	Dawson Richardson Building	III	1985
173 McDermot Avenue	Grange Building	III	1985
177 McDermot Avenue	T.W. Taylor Building	III	1985
179 McDermot Avenue	W.F. Alloway Building	III	1985
214 McDermot Avenue	Criterion Hotel	II*	1981
217-223 McDermot Avenue	Lyon Block (Bate Building)	II*	1981
227-237 McDermot Avenue	Alexandra Block (Albert Block)	II*	1984
246-248 McDermot Avenue	Thompson, Codville Co. Building (Sures Building)	III*	1983
275 McDermot Avenue	Stobart's Building (Bedford Building)	III	1983
140 Meade Street	Ross House (Former 176 Higgins Avenue)	I	1980
Morley Avenue	Nurses' Residence	III	1981 <i>(Delisted 1985)</i>
22 Mostyn Place	Granite Curling Club	III	1986

ADDRESS	NAME	GRADE	YEAR LISTED
160 Newton Avenue	Fraser House	II	1982
235 Notre Dame Avenue	St. Charles Hotel	III	1986
3514 Pembina Highway	House (Former 932 Rue de l'Eglise)	III	1984
169 Pioneer Avenue	Commercial Building	III	1980 <i>(Delisted 1985)</i>
259 Portage Avenue	Paris Building	II	1981
388 Portage Avenue	Boyd Building	III	1981
33 Princess Street	Peck Building	II*	1984
92-100 Princess Street	Campbell Brothers and Wilson Building (Adelman Building)	II*	1983
72-74 Princess Street	I.O.O.F. Hall	III	1986
104-108 Princess Street	Warehouse	III	1984
110-118 Princess Street	Fairchild Building (Sterling Cloak Building)	II	1985
146 Princess Street	Benson Block (Drake Hotel)	III*	1979
148 Princess Street	Bawlf Block (House of Comoy)	III*	1979
154 Princess Street	Harris Building (Hochman Building)	III*	1979
160 Princess Street	Exchange Building	II*	1979
164-166 Princess Street	Utility Building	II*	1979
219 Provencher Boulevard	St. Boniface City Hall	II*	1981

ADDRESS	NAME	GRADE	YEAR LISTED
366 Qu'Appelle Avenue	Warwick Apartments	II	1983
River Lot 33 - Red River Boulevard	McBeth House	III	1985
141 Regent Avenue	Toronto Dominion Bank (Transcona Municipal Offices)	III	1980
171 River Avenue	House	III	1981
430 River Avenue	House	IV	1980 <i>(Demolished 1985)</i>
432 River Avenue	House	IV	1980 <i>(Demolished 1985)</i>
65 Rorie Street	Northern Electric Building	III	1985
166 Roslyn Road	R.M. Dennistown House	III	1984
229 Roslyn Road	Nanton Estate Gates	II	1981
221 Rupert Avenue	Salvation Army Citadel	III	1983
310 St. Charles Street	St. Charles Novitiate	III	1980 <i>(Delisted 1982)</i>
729 St. Joseph Avenue	Leveque House	II	1980 <i>(Delisted 1987)</i>
596 St. Mary's Road	Firehall	III	1982
St. Norbert	Trappist Monastery	II	1980 <i>(Destroyed by Fire 1983)</i>
325 Talbot Avenue	No. 8 Firehall	III	1984

ADDRESS	NAME	GRADE	YEAR LISTED
301 Vaughan Street	Y.M.C.A.	II	1985
310 Vaughan Street	Isbister School	II	1982
393 Wellington Crescent	M. Fortune Residence	III	1984
529 Wellington Crescent	J.H. Ashdown House (Khartum Temple)	II	1983
54 Westgate	Ralph Connor House (University Women's Club)	II*	1983
218 William Avenue	Leland Hotel	III	1985
294-296 William Avenue	Massey Building	II	1983
380 William Avenue	Carnegie Library	II	1984
838 Wolseley Avenue	Residence	III	1986
960 Wolseley Avenue	Laura Secord School	II	1985
71 Xavier Drive	Caron House	III	1981



RESEARCH SUMMARIES

GLOSSARY

BEAUX-ARTS CLASSICISM -

a style developed at the Ecole des beaux-arts in Paris that uses Greek and Roman motifs combined with a Renaissance palace tradition.

BRACKET -

a small supporting piece of wood or stone to carry a projecting weight.

CAPITAL -

the upper-most part of a column or pilaster.

CARTOUCHE -

an ornamental panel in the form of a scroll or sheet of paper with curling edges.

CLASSICISM -

a revival of or return to the principles of Greek or (more often) Roman art and architecture. Neo-classical buildings are solid and rather severe. Decoration, including classical enrichments, is restrained.

CORBEL -

a projecting block, usually of stone, supporting a beam or other horizontal member.

CORNICE -

the top projecting section of an entablature (see below). Also any projecting ornamental moulding along the top of a building, wall, arch, etc. finishing or crowning it.

CUPOLA -

a small dome on a circular or polygonal base crowning a roof or turret.

DENTIL -

a small square block used in series in cornices.

ENTABLATURE -

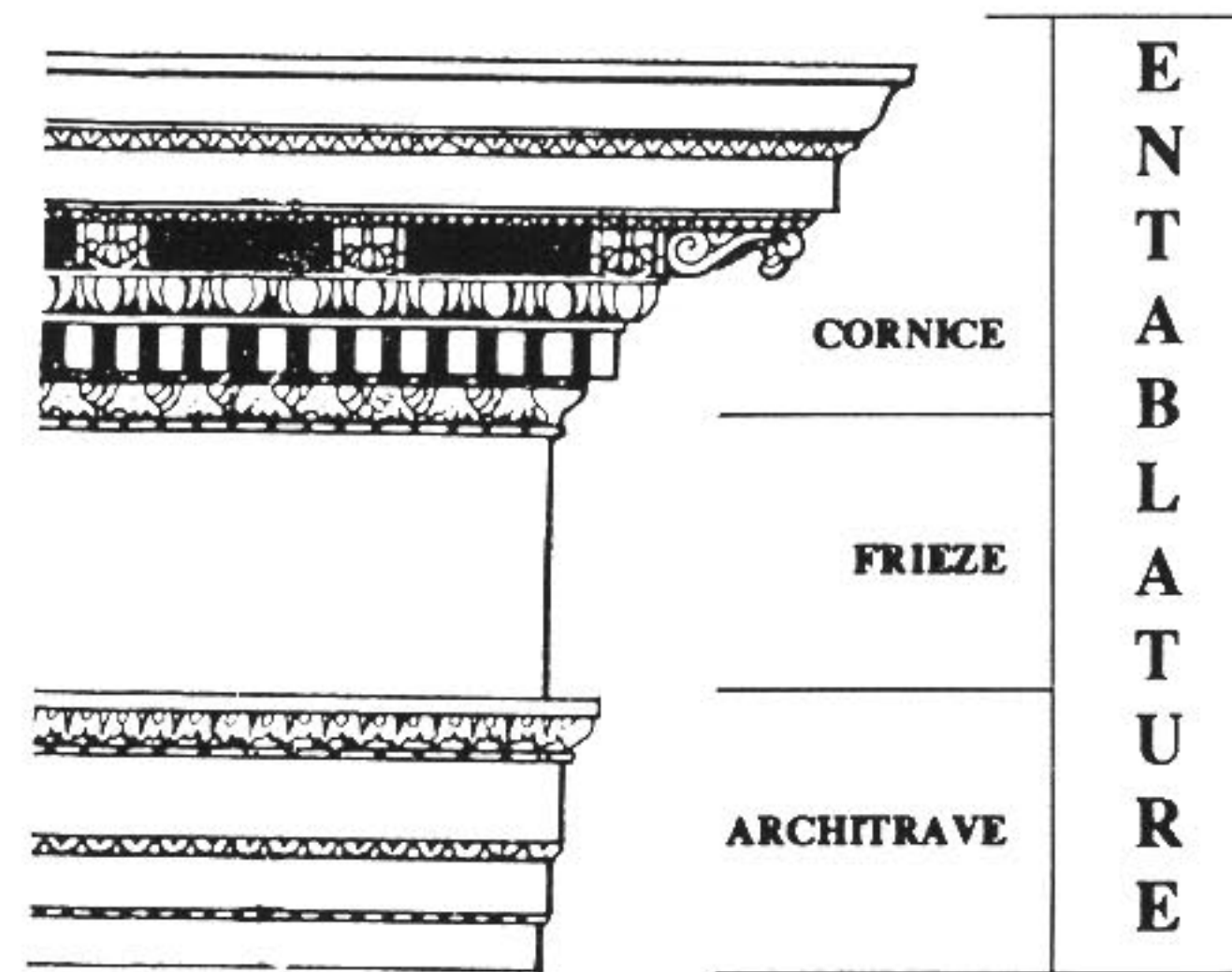
the upper part of an "order" (in classical architecture, a column with base, shaft, and capital).

FINIAL -

a formal ornament at the top of a canopy, gable, pinnacle, etc.

FRIEZE -

the middle division of an ENTABLATURE (see illustration above).



GAMBREL ROOF -

a roof terminating in a small gable at the ridge.

GIANT ORDER -

an order with columns or pilasters that runs through more than one storey of a building.

HOOD MOULDING -

a decorative band projecting from the surface of a wall to deflect rainwater.

ITALIANATE STYLE -

although not a special revival of one style, it is tied to the romantic idea of towered castles as seen in Italian 16th and 17th Century painting.

LINTEL -

a horizontal beam or stone bridging an opening.

MANSARD ROOF -

roof having a double slope, the lower being longer and steeper than the upper.

MULLION -

a thin upright member within a window or between adjacent windows.

PALLADIAN -

an archway or window with three openings, the central one arched and wider than the others.

PEDIMENT -

a low-pitched gable above a roofed space forming the entrance and centrepiece of the facade.

PILASTER -

a shallow vertical representation of a column that is in relief against a wall.

PORTICO -

a roofed space forming the entrance and centre-piece of the facade, often with detached or attached columns and a pediment.

QUOINS-

the dressed stones at the corner of buildings, usually laid so that their faces are alternately large and small.

RICHARDSONIAN ROMANESQUE SYTLE -

based on Romanesque architecture of medieval Europe, this was a style developed by American architect H.H. Richardson which features large round headed arches, heavy massive forms and coarse textures.

RUSTICATION -

masonry cut in massive blocks separated from each other by deep joints, employed to give a rich and bold texture to an exterior wall and normally reserved for the lower part of it.

SEGMENTAL ARCH -

an arch whose profile comprises an arc smaller than a semi-circle.

SPANDREL -

the portion of a wall that appears between adjacent verticle supports directly below a window.

TERRA COTTA -

fired but unglazed clay, used mainly for wall covering and ornamentation, as it can be fired into moulds.

VOUSSIOR -

a brick or wedge-shaped forming one of the units of an arch.



St. Edward's Church shortly after completion. *Provincial Archives of Manitoba, Foote Collection*

By the late 1800s, middle and working-class residential neighbourhoods were becoming well established between Portage and Notre Dame avenues west of Winnipeg's downtown core. In July 1908, local English, Scottish and Irish Roman Catholics held their first worship service with Father Gerritsma, founding priest of Saint Edward's parish.

They met in a grocery store but, within six weeks, erected a small frame church at 818 Arlington Street. A school and two major church additions followed as the number of parish families nearly tripled by 1913. David Wynyard Bellhouse was commissioned to design a new, more substantial house of worship at the northwest corner of Arlington and Adele Avenue.

Bellhouse, an Englishman, studied architecture in Europe before emigrating to the Glenboro, Manitoba area in 1883. He subsequently opened a practice in Winnipeg in 1888, then joined the Canadian Pacific Railway. He re-established his practice in 1906 after working for a year with Samuel Hooper's firm. His portfolio included several residences and school-related work. Saint Edward's was his only substantial public building.

The church, built by contractor Fred-Lewis for an estimated \$55,000, displays many elements of the Italian Romanesque style. It was dedicated on October 19, 1913, the day of the patron Saint Edward the Confessor.

The building stands on a raised stone foundation with walls and stepped buttresses of deep-red variegated Sidney brick. The buttresses, with cut-stone capitals, rise to a two-part gabled roof. Stone sills, belts, coping and mouldings provide additional contrasting details. Six bays of round-headed, stained-glass windows

appear on the south (Adele) and north elevations.

On the front (east) facing, nearly two dozen steps lead up to a massive rounded archway and deeply recessed central entrance. Its plain double wooden doors are enclosed by a smaller arch and topped by a chequered stone pediment. Behind is a large rose window lighting the interior choir loft.

Above the massive arch are two elongated crosses and decorative panels, followed by a chequered stone and brick triangular gable upon which rests a Greek cross. Separate staircases lead to non-recessed doorways flanking the abutments of the arch. Here the double wooden doors are topped by windows and two additional brick and stone panels with crosses.

Based on St. Miniato, Almonte (1000 A.D.) in Florence, the church's interior is arranged in a basilica plan with a raised central nave and lower side aisles. The open-spaced basilica consists of painted plaster with raised pilasters leading up to a flat dropped ceiling. Carpeted aisles slope down to the communion rail and three altars. The central altar is an elaborate wood and plaster structure with a simulated marble finish. Its dome contains a full painting of Christ by Winnipeg artist Leo Mol (1949). The side altars are dedicated to the patron saint and the Virgin Mary. Fresco-like paintings of the 'Agony in the Garden' and the 'Annunciation' appear on their domes.

Plaster-cast replicas of the stations of the cross line the north and south walls. Between 1924 and 1930, the interior also was decorated with painted medallions in honour of the twelve apostles. The church has more than 20 stained glass windows designed and executed by the Toronto firm of N.T. Lyon.



St. Edward's Church in 1987. *City of Winnipeg*

The full basement contains a large central hall with terrazzo tile flooring, kitchen and washroom facilities. There is an attached caretaker's residence and an enclosure linking the church with the two-storey, buff-brick school.

The building has been well maintained. The main alterations have involved changes to open up the front

staircase; installation of the parish hall entrance at the building's southeast corner; and upgrading of the residence and kitchen facilities.

The congregation continues to be a vibrant one. More than 65 per cent of parishioners now are from Portugal or the Philippines, reflecting the more cosmopolitan nature of contemporary west Winnipeg.

G. H. Archibald (Contractor), 1911



The Leslie Building, 1987. *City of Winnipeg*

This solid, six-storey building on the north bank of the Assiniboine River at Garry Street has been something of a locational anomaly, functioning as a warehouse on the periphery of a mainly residential area more than a kilometre south of Winnipeg's primary warehouse district.

It was built in 1911 by Winnipeg contractor G.H. Archibald as a storage depot for John and T.W. Leslie of Leslie's Importers of Fine Furniture. Horse-drawn carts transported furniture, carpets, and draperies from 270 Assiniboine to sales and show-rooms at 324-328 Main Street.

John Leslie, a Scot, was a well-known carriage maker in Eastern Canada before moving to Winnipeg in 1880. He started the furniture business in 1885.

Originally four storeys high, the warehouse consists of a concrete foundation; reinforced concrete frames, floors and ceiling; and brick walls. The exterior is faced with red-brown brick rising to a flat roof of tar and gravel. Two storeys were added to the building in late 1911.

The design is notable for its ample fenestration, reflecting the non-competitive nature of the building's surroundings. Various-sized windows line the east and west elevations, while the facade has three bays of large windows separated by pilasters.

Light limestone trim is used to contrast with the dark brick. A string course and stone capitals on the piers mark the first storey; brick detailing and stone sills appear on the upper levels of the facade. Most ornamentation is reserved for the sixth floor where the

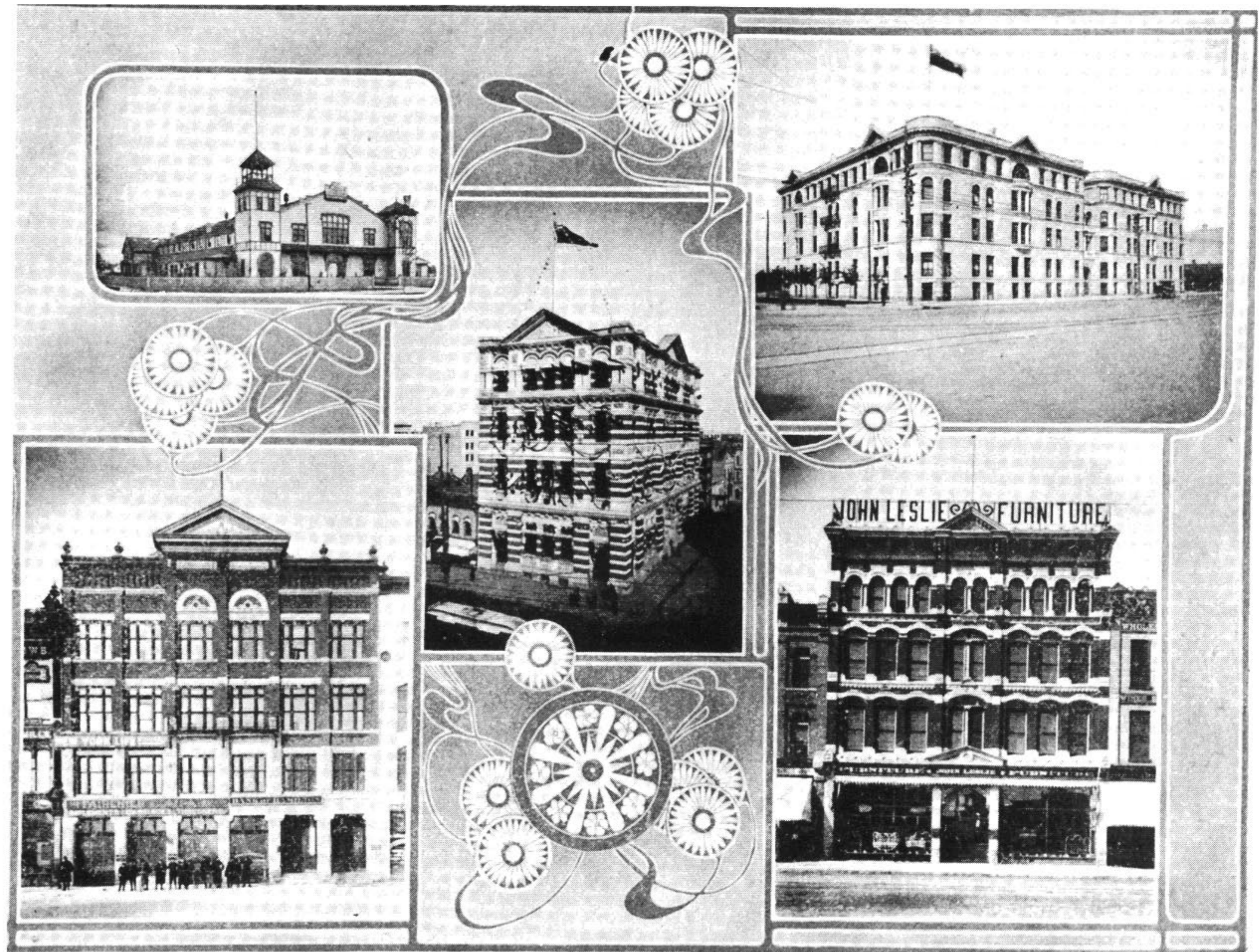
window bays are flanked and topped by a series of brick diamonds, and a brick parapet with stone coping rises from a stone cornice.

The reinforced concrete construction, based on the Kahn System; pressed tin ceilings, and fire doors on each floor make the building highly fire resistant.

An adjacent three-storey brick and concrete stable also was erected to accommodate 13 horses. The project, including the additional two storeys, cost an estimated \$82,000 while the stable was \$9,000.

By 1916, the Leslie interests had been sold to Edgar Roberts and Ernest W. Ray. They continued the furniture business but also leased part of the warehouse to the T. Eaton Company. Other owners and tenants followed including General Motors, the Royal Canadian Ordnance Corps, Hill the Mover and Security Storage. After standing vacant for two years, the building was purchased in 1962 by Guertin Brothers (Paint) Ltd. for a paint and resin manufacturing warehouse. It was sold to the City of Winnipeg in 1987.

The basic integrity of the original design is intact. The Canadian Army constructed a one-storey storage area between the warehouse and stable; in recent years, a concrete block loading area has been added to the west side. Guertin Brothers installed picture windows and a steel-frame doorway on the main floor. Some interior alterations have been made to modernize reception and office areas.



The John Leslie Furniture Store on Main Street, c.1903; lower right. *Provincial Archives of Manitoba*

*S. Frank Peters, 1899, 1910, 1912; J.H.G. Russell, 1903, 1904;
Hooper and Hooper, 1909*



The former McClary Building in 1987. *City of Winnipeg*

Attracted by access to a railway spur line, the Ontario-based McClary Manufacturing Company relocated its Winnipeg branch in 1899 to this Bannatyne Avenue site in the eastern half of the warehouse district. The original building soon experienced a series of extensions as the firm found a ready market for its products in Western Canada.

McClary, a family business started in London in the early 1850s, developed into one of the largest wood stove and coal furnace manufacturers in the British Empire. Its Winnipeg branch was established by 1882.

To cope with expanding business, the company commissioned architect S. Frank Peters and contractor J.A. Girvin and Company to build a new, larger warehouse on the north side of Bannatyne between Main and Rorie streets. The site was adjacent to a spur line installed by the Winnipeg Transfer Railway in 1895 between Bannatyne and Market avenues.

Peters, a civil engineer, practiced in Ontario prior to moving to Winnipeg in 1892. He previously had been in the West during the 1885 North-West Rebellion, suffering the loss of an arm while in command of soldiers from London, Ontario. Among his projects were the original Ashdown warehouse (1895) near the McClary Building, the London and W.F. Alloway buildings (1898), and an addition to the Massey Building (1904). His brother, W. A. Peters, joined the practice in 1902.

Originally four storeys high, the McClary Building is in the Richardsonian Romanesque style. It consists of buff-coloured brick with a raised rubble stone foundation and ashlar stone face to the second-storey sills. Wall thickness and ceiling height decrease at the upper

levels for storage of lighter goods.

The facade features three large roughly-textured arches over the main-floor entrance and windows. The rhythm of the design is continued up to the fourth storey with three window bays separated by pilasters. Each bay on the second and third floors contains a trio of windows; each window is further divided into three. Rough stone lintels and sills provide highlights. On the fourth floor, small arched heads appear over a quartet of windows in each bay. Above is a series of brick crosses.

The interior has square wooden beams and posts for support, maple and fir flooring, and a fireproof staircase and elevator. The well-exposed main floor contains space for retail sales.

In 1903, Winnipeg architect John H.G. Russell designed a two-storey upper addition that complements the Peters concept. Russell opted to complete the sixth floor with rectangular-shaped windows topped by projecting keystones and a bracketed metal cornice. Construction by Saul and Irish cost \$8,000.

A year later, Russell planned a one-storey brick annex for the rear west side of the building. It was erected by Hudson and Davidson for \$5,000. Hooper and Hooper created a two-storey addition to this annex in 1909. Construction by Blow Brothers cost \$3,200.

That same year, Peters oversaw extensive repairs to the main building after a serious fire damaged much of the upper framework. In 1910, he designed a one-storey open shed for the west side. The final addition came in 1912 when Peters planned a six-storey annex for the rear (north) side. It was built by J. McDiarmid Company for \$20,000.



View of 185 Bannatyne Avenue in 1900. *Provincial Archives of Manitoba*

A second major fire occurred in 1944. Subsequent repairs and conversion of the second floor to office space further altered the original interior.

McClary Manufacturing merged with General Steel Wares Ltd. in 1928. The latter firm owned 185 Bannatyne until 1955 but left the premises in 1930.

Dunlop Tire and Rubber Company and Canadian Industries became tenants in 1932. They remained until about 1945, then were followed by a succession of smaller business tenants. The structure was vacant in the early 1970s but subsequently regained a variety of occupants under the ownership of Fletcher Investment Ltd.

**C.N.R. EAST YARDS
CANADIAN NATIONAL POWER PLANT
(CENTRAL HEATING PLANT)**

Alfred S. Batho, 1946-47



The C.N.R. Power Plant in 1987. *City of Winnipeg*

Utilitarian in design and function, this coal-fired plant was built after World War II in the Canadian National Railways East Yards to provide steam heat to rail facilities and the nearby Hotel Fort Garry and Manitoba Club.

The new structure replaced a power and steam heat plant in the basement of Union Station (1910-11) which could no longer adequately serve the CNR's expanded operations due to its age and capacity.

Alfred S. Batho, an assistant engineer with the CNR, drew up the plans for the new building in 1946-47. R.E. Taylor, engineer of buildings, and Alan Beardshaw, general superintendent, motive power and civil engineering, also were involved in the project.

Construction of the rectangular two-storey building and penthouse occurred in 1947-48. The plant, situated on an angle in the southern half of the downtown rail yard, rests on a pile foundation and reinforced concrete basement. Its exterior non-bearing, red-brown brick masonry walls enclose structural steel beams, columns and trusses. Precast concrete slabs have been used on the flat decks of the main and penthouse roofs. The penthouse, about one storey high and clad with corrugated metal sheeting, runs the length of the building's north side. It covers the coal bin which feeds the plant's furnaces.

The front (northwest) elevation has a large stone-framed entrance. Ornamental concrete bands and coping also provide an Art Moderne touch. The flat-headed windows are of the single-pane, steel industrial type.

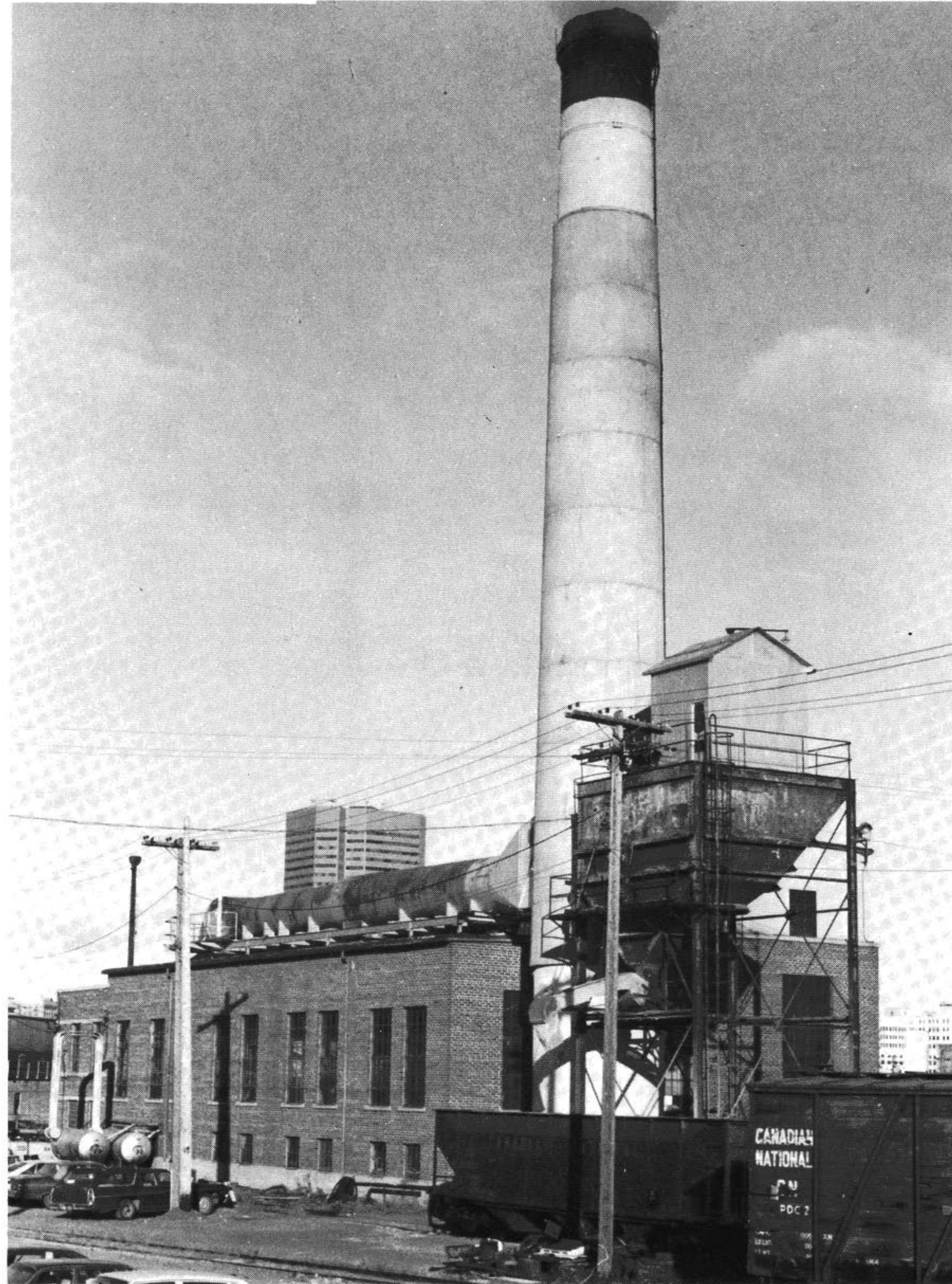
At the rear (southeast) elevation are an attached 36.6-

metre reinforced concrete chimney, designed by the Rust Engineering Company (Canada) Ltd. of Pittsburgh, Pennsylvania, and a steel-framed coal delivery chute. The plant receives coal supplies via an adjacent transfer truck.

The open-space interior contains 394-horsepower, Vickers-Keeler water-tube boilers which stand two storeys high. These were removed from the North Transcona Cordite Plant used for the manufacture of munitions during World War II, then destroyed for safety reasons in 1946.

The structural steel is exposed in the interior. There also are open steel stairs and a steel-grate catwalk along the mezzanine service areas. A narrow second-floor office appears at the northwest end of the building.

This was one of the last major buildings to be erected in the rail yard where development began in the latter 1880s with the Northern Pacific and Manitoba Railway, followed later by the Canadian Northern and Grand Trunk Pacific railways. Over time, the yard's functions were superseded by the Fort Rouge and, more particularly, the Symington yards which opened in the early 1960s.



View of the coal delivery chute. City of Winnipeg



The Johnston Terminal Building, one of the largest warehouses in Winnipeg. *City of Winnipeg*

Increased freight traffic on the recently-formed Canadian National Railways led to construction in two stages of this massive, four-storey warehouse and freight-forwarding facility in the southern half of the CNR's East Yards.

The yards, at the confluence of the Assiniboine and Red rivers in downtown Winnipeg, were shared by Canadian Northern and Grand Trunk Pacific railways during the early 1900s. They were among five financially-troubled systems amalgamated into the publicly-owned CNR in 1917-23.

Part of this process involved eliminating inefficient duplicate operations. In 1921, an agreement was struck with National Storage and Cartage Limited to consolidate the warehousing and hauling services carried out separately by Canadian Northern and GTP. This firm, a wholly-owned CNR subsidiary, soon required new storage space. In 1928, CNR's architectural branch planned a new, on-site warehouse building for lease by the cartage company.

The structure was erected by Carter-Halls-Aldinger Company at an estimated cost of \$134,700. A substantial addition was planned in 1929 with construction occurring the following year. The resulting facility, with more than 9,300 square metres of usable space, is one of the largest warehouses in Winnipeg and one of the few in Manitoba that is finished on all sides.

The free-standing warehouse features mill construction, a more common technique in pre-World-War-I Winnipeg than during the 1920s when steel framing or reinforced concrete was used.



The C.N.R. East Yards during the 1950 flood. The Johnston Building is the tall structure. *Provincial Archives of Manitoba*

The building rises from a concrete basement, with reinforced concrete columns supporting large timber purlins on steel beams. Buff-coloured exterior brick walls lead to a high parapet with concrete coping. The roof is designed to slope to drains. One corner of the building is notched to accommodate the turning radius of train cars that stop along the east wall.

The design is symmetrical, simple and utilitarian.

Pilasters separate bays of mainly single horizontal windows, completed with stepped brick-work and a narrow cornice. The windows are of the industrial type with steel frames and single-paned wired glass.

There are four interior sections separated by masonry bearing walls. Each section has its own freight elevator; each floor has a number of offices along the west wall adjacent to steel fire stairs. The rest of the interior

is open space with exposed heavy timber columns, beams and joists. The floors are of softwood planks overlaid in sections by hardwood.

National Storage and Cartage occupied the premises until 1961. For the next 15 years, the warehouse was leased to Johnston National Cartage Company, later known as Johnston Terminals Company. The building has been vacant since 1977.



The Scott House, a rare central gable residence in Winnipeg. *City of Winnipeg*

This frame structure is a rare early example in Winnipeg of a 1 3/4-storey central gable house, a design that marked an important departure from the Red River frame construction commonly employed by settlers in pre-Confederation Manitoba. It is an architectural symbol of a period of significant social change during which the old order of the Red River Settlement gave way to the influence of a post-1870 influx of Ontarians.

The house, one of the first to appear on Colony Street near the western boundary of the Hudson's Bay Reserve, was built for Lieutenant-Colonel Thomas Scott, a journalist and soldier who became a prominent public official in Manitoba.

Scott was founder-editor of the *Perth Expositor* and commander of a company of Ontarian soldiers formed in Perth in the 1860s to protect Canadian security during the American Civil War and subsequent raids by the Fenian Brotherhood.

He led the No. 7 Company of Ontario Rifles as part of Wolseley's 1870 Red River Expedition, later returning to Perth when the Rifles were disbanded. He was called back to Manitoba in 1871 as head of a second expedition to repel an anticipated Fenian raid. He remained in Winnipeg with the militia until 1874, then turned to other pursuits. He established Scott's Furniture Company and sat as an alderman on Winnipeg's first city council.

During this period, he located his new house on the outskirts of the city's built-up area across Colony Creek from Fort Osborne Barracks. Two breweries eventually were established in the vicinity as well as



A caricature of Thomas Scott, c.1909. *Provincial Archives of Manitoba*

housing for various professional families, including academics from nearby Wesley and Manitoba colleges.

The architect and builder of the wood-frame, 11-room structure are unknown. However, Scott chose a design that was popular in his native southern Ontario in the latter 1800s. This design commonly featured a rectangular plan with a wide, symmetrical facade accented by a central entrance and overhead gable. Barge-

boards, finials, decorative window surrounds, and verandas were used to relieve the design's basic austerity.

Scott's house generally accords with this model except that it is based on a T-shaped plan with a small shed along the south wall of the rear extension. It has a full basement with a concrete floor and stone walls. The exterior is clad with fir siding while the interior walls are of plaster over fir lath. A shallow veranda originally extended along the building's front.

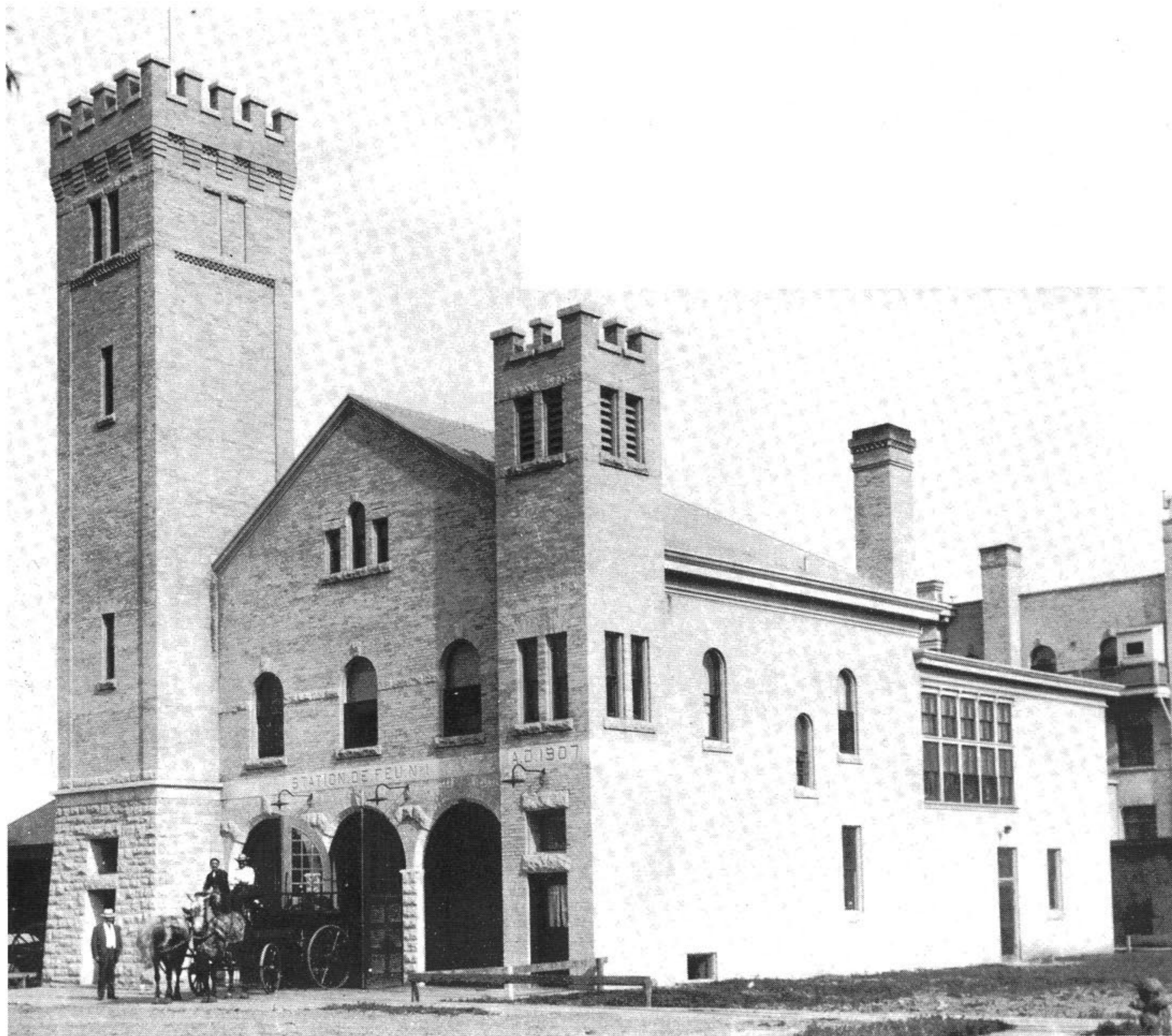
House and outbuildings were reported to cost \$3,500. By 1877, these outbuildings included a stable and carriage shed. Water was obtained from a well. There appear to have been few major changes since the house was relocated to its present site on the west side of Colony in c.1883.

Scott's public career blossomed during the 1870s. He established and became chief engineer of Winnipeg's first fire brigade (1875). He served as a school trustee for the south ward (1875-77) and as an officer of the Provincial Agricultural Association (1875-78). While mayor of Winnipeg (1877-78), he participated in efforts to lure the Canadian Pacific Railway to the city. He subsequently sat as a Winnipeg member in the Manitoba legislature (1878-80), resigning to successfully contest a Selkirk by-election for the House of Commons against Donald A. Smith (Lord Strathcona).

Scott continued as a member of Parliament to 1887 and was active in raising a regiment to serve in the 1885 North-West Rebellion. He subsequently was collector of customs in Winnipeg until 1910.

In recent years, 198 Colony has been a rooming-house.

Victor W. Horwood, 1907



View of Fire Hall No. 1, c.1910. *Provincial Archives of Manitoba*

The distinctively-designed St. Boniface Fire Hall No. 1 emerged from an era of horsepower and steam to provide more than 60 years of protective service to its Franco-Manitoban municipality.

This 1907 structure, located immediately behind the Hotel de Ville (1906), replaced an older, outmoded fire hall during a period of significant growth in St. Boniface, including construction of major hospital, church and college facilities. Initial plans were drawn by Cecil Goddard, St. Boniface's town engineer. His structure subsequently was incorporated into a design by Victor William Horwood.

Horwood, an Englishman, arrived in Manitoba in 1904 after studies in Eastern Canada and the United States. He became provincial architect in 1911 and, as such, was involved in the design of several public buildings and in the controversy over construction of the Legislative Building in 1913-14. In private practice, he undertook projects in Ontario and Saskatchewan as well as Manitoba. The Hotel de Ville and this fire hall were among his early works.

Plans for the fire station complemented Horwood's city hall design, and, concurrently, departed from the standard Melville design then being applied to fire halls in neighbouring Winnipeg. Developed by architects-engineers William N. and Alexander R. Melville, this model was first tried in 1899 then used for more than 10 other stations between 1903 and 1914. It featured a 2 1/2-storey, single-tower building, usually on a corner site, with a stone foundation, supporting masonry shell, and concrete basement and main floors. The ground level contained the truck room attached to a stable. Firemen's quarters were on the second floor;

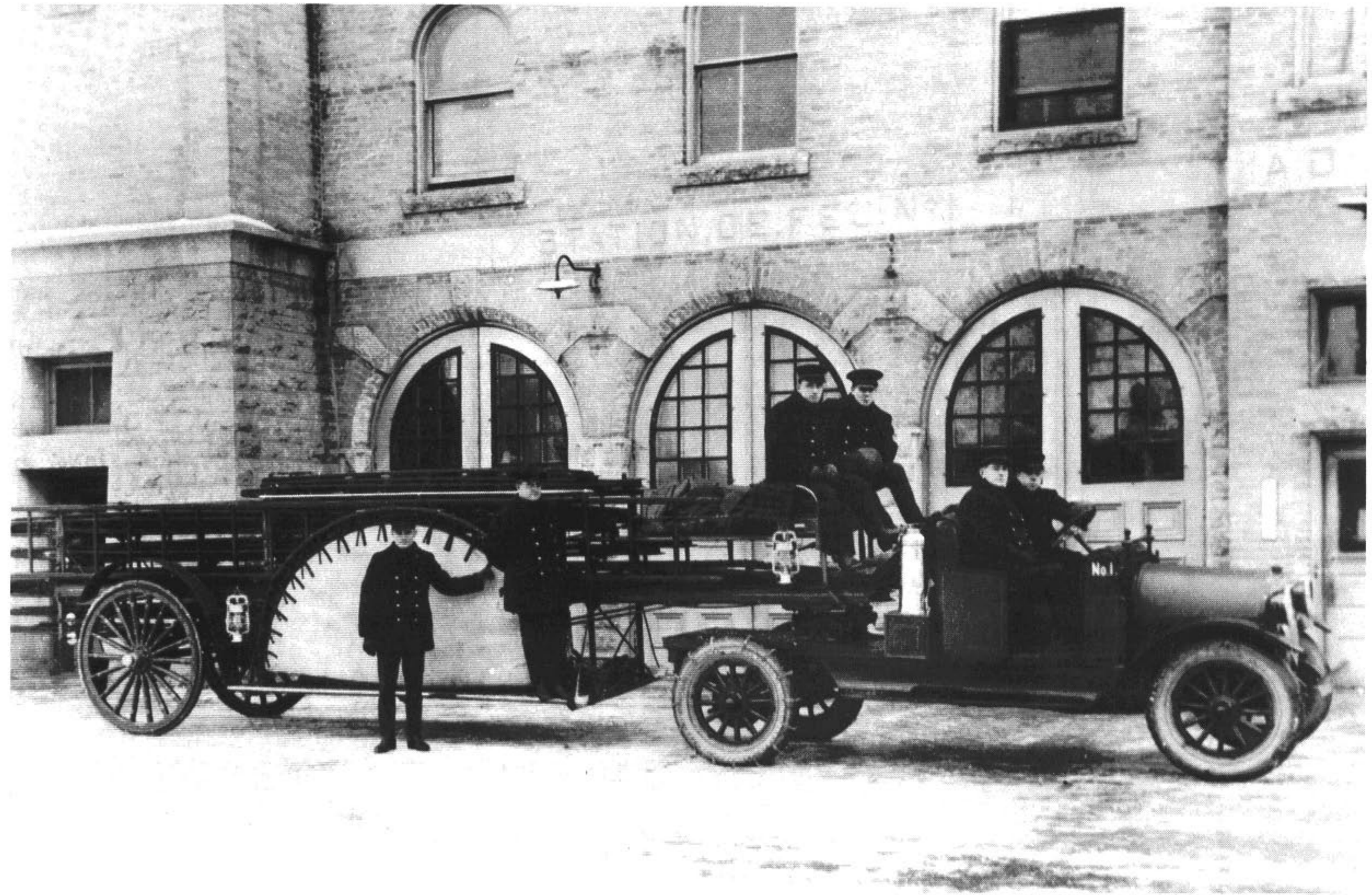
the third level was used for storage or remained unfinished.

Horwood, like the Melvilles, emphasized function, practicality and convenience. However, his 2 1/2-storey structure with attached two-storey stable has distinctive exterior and interior elements. Predominant among these are his crenellated bell and larger hose-drying towers which flank a central gable on the front (north) facing. Combined with the building's stark Romanesque style, the towers are reminiscent of a medieval fortress.

The station stands on a stone foundation and has large brick supporting posts. Relatively flat buff-brick walls, broken only by rough-cut limestone at the base of the hose-drying tower and by a stone band, sills, lintels and keystones, rise to a corrugated metal roof resting on a metal cornice. The flat roof of the stable contrasts with the gabled roof of the main hall. Round and flat-headed windows provide irregular fenestration on all elevations except the facade. Doors appear at the base of each tower; three large arches around swinging doors originally provided access to the main hall but since have been altered to rectangular openings with motorized doors.

Inside are concrete floors on the basement and ground levels. The main floor has fire resistant metallic ceilings, pressed-tin wall cladding, and tongue-and-groove wainscoting. Spiral metal staircases lead to the basement and upper storeys.

The main floor held the equipment with the stable and a workshop to the rear. At the sound of an alarm, the horses would move into their traces to be quickly harnessed and driven out of the building. Municipal



St. Boniface Fire Brigade, c.1920. *Provincial Archives of Manitoba*

offices were on the second floor and an open dormitory was on the third. In emergencies, firefighters could slide down a pole to the equipment room. Up to 1919, the men were on 24-hour duty and lived at the hall. Introduction of platoon shift systems provided shorter work weeks and the opportunity to live off-site.

The transition to motorized equipment occurred in the inter-war period. The station continued in active

service until 1969 with some design modifications. Two exterior staircases and dormers were installed. Basement stone-work recently was repointed and lighting improved to provide workshop space.

The St. Boniface Museum now occupies much of the station, including a display area with fire trucks, photographs and other artifacts. Offices and a senior citizens' drop-in centre also are in the building.

Hugh McCowan, 1897



The vacant Scandinavian Mission Church. *City of Winnipeg*

As Prairie settlement mushroomed during the turn of the century, so too did the Scandinavian presence in Manitoba and the North-West. These Swedes, Danes, Finns and Norwegians were among thousands of Europeans and North Americans drawn by promises of free land, improved economic conditions, employment opportunities, and aggressive Canadian recruitment.

Winnipeg prospered from this rapid development, both as a final destination and as a source of goods and services for settlers who moved further west and north.

Many of the Scandinavians who stayed in the city located in the Logan Avenue area immediately south of the Canadian Pacific Railway Yards. Symbolic of their strength was the early establishment of several community churches to meet religious needs and to serve as centres of social activity, mutual support and refuge for the newest arrivals.

The first Scandinavian Mission Church on the southwest corner of Logan and Ellen Street was a frame building erected in 1886 to house members of the Free Church, a movement organized in Scandinavian countries and Minnesota as an alternative to the Lutheran or State Church. This movement objected to the hierarchical nature of the latter and thus opted for autonomous congregations responsible for their own organization and control. The Winnipeg congregation had missionary aid from Minnesota.

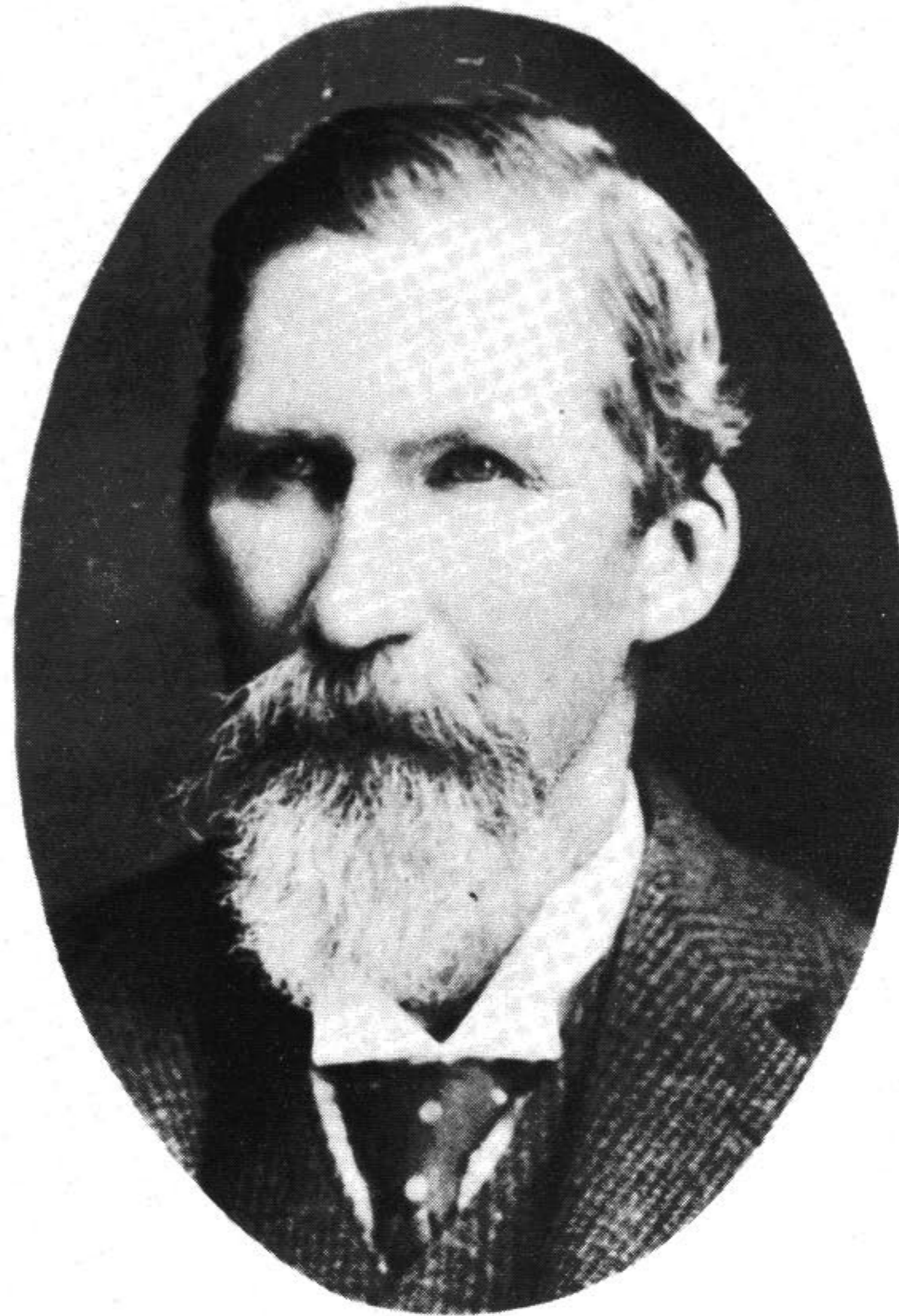
Their original church was replaced in 1897 by a more substantial structure designed by Hugh McCowan, an Ontarian who practiced architecture in Winnipeg and southern Manitoba from 1881 until his death in 1908.

In the latter years, he was in partnership with Robert E. Davies. His work included Brandon College, the Jubilee Wing of the Winnipeg General Hospital, buildings for the Winnipeg and Morden school boards, and the Scandinavian Baptist Church (1897) across from the Mission Church on the northeast corner of Logan and Ellen.

Designed in the Romanesque Revival style, the Mission Church is of frame construction with a raised stone basement and buff-coloured brick veneer. Each elevation has a large gable rising to an irregular, steeply-pitched roof topped by a central pinnacle. The square entrance and bell tower at the northeast corner, with its pyramidal roof and pinnacles, contrasts with the smaller, polygonal turret at the northwest corner. All doors and windows have round-headed arches with radiating brick-work. The main windows are grouped in threes with round-headed drip mouldings. Rusticated stone at the basement level and stone sills complete the design.

McCowan employed the centralized or Akron interior floor plan, first used in Roman temples and later adopted by Methodist, Presbyterian and Baptist churches in Akron, Ohio. The focus is on the pulpit, situated in a semi-circular apse from which the pews radiate outward and upward along a sloping floor to the church entrance. There is seating for 225 persons, with space for another 125 in an adjoining room that can be opened as required. The basement has low ceilings but ample space for social events.

The church, constructed by Spencer Brothers for \$5,000, continued to house Scandinavian congregations until the late 1950s when members dispersed to various Lutheran churches in Winnipeg and the build-



Hugh McCowan, Architect, 1902. *Provincial Archives of Manitoba*

ing was taken over by the Presbyterian First Reformed Church.

The building, one of the few remaining original immigrant churches in the area, has been vacant since about 1975. The basic integrity of its exterior and interior remains, including original main windows, pews, central light fixture and apse railing.

**290 GARRY STREET
BELGICA BLOCK
(GARRY BLOCK)**

Pratt and Ross, 1911

37.



The Garry Block in 1987. *City of Winnipeg*

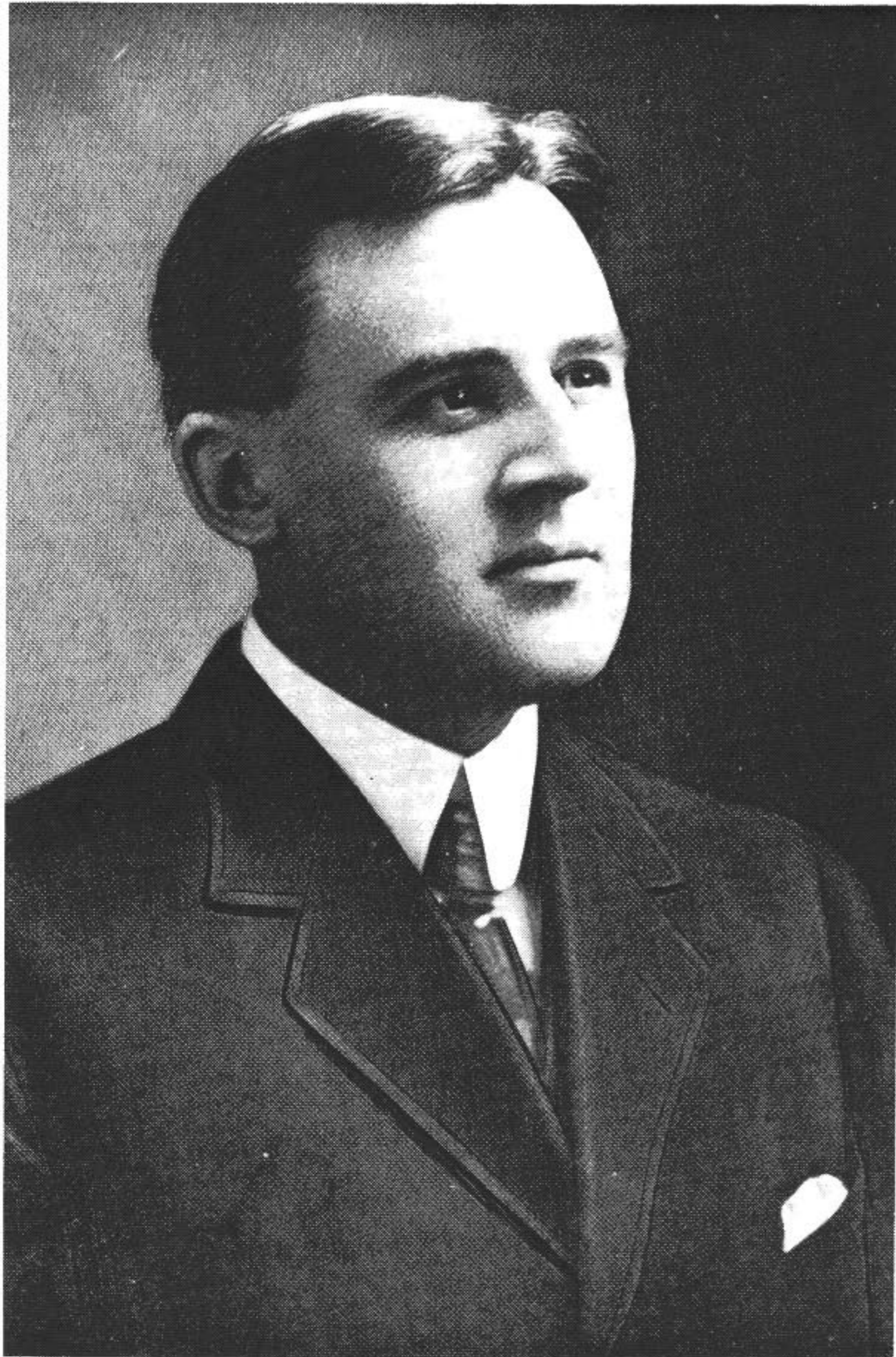
This four-storey structure on the west side of Garry Street between Portage and Graham avenues was built for the Mortgage Company of Canada when Winnipeg was at the peak of its domination over the prairie economy, and property developers were scrambling to keep up with demands for quality office space.

During this period, mortgage companies were the second largest financial institutions in Canada, next to banks which were restricted by their charters from engaging in real estate lending. The Mortgage Company of Canada was one such firm which managed to prosper despite the boom-bust cycles of early western land markets.

The firm's new office block was erected beside a competitor, the Canada Permanent Mortgage Company at 292-298 Garry, and two blocks west of Winnipeg's Bankers' Row on Main Street. It was designed by Ralph Benjamin Pratt and Donald Aynsley Ross, and built by the Kelly-Simpson Construction Company for \$72,000.

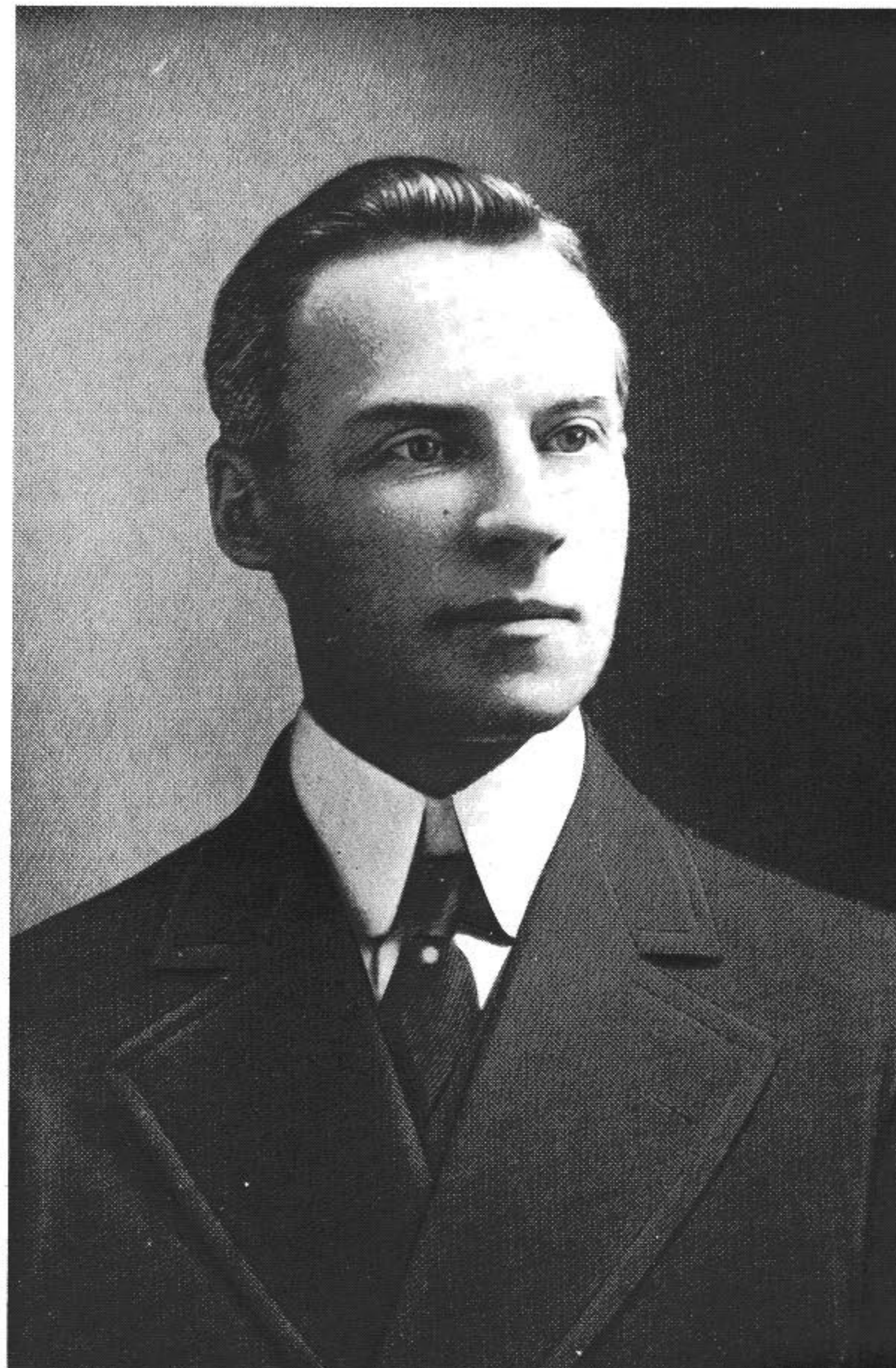
Pratt, an English immigrant, arrived in Winnipeg in 1892. He was an architect for the Canadian Pacific Railway, then in 1901 became the top architect for the fledgling Canadian Northern Railway, responsible for design of many stations and shops along the new transcontinental line. The Winnipeg-born Ross studied in Toronto, then worked as a mining engineer in British Columbia before joining Canadian Northern in 1901. By 1905, he was the railway's terminal engineer, a position from which he supervised construction of the Pinawa Channel Dam on the Winnipeg River and the Union Station in Winnipeg.

The Pratt-Ross partnership began in 1906, undertaking design or supervision of railway, hotel, office and



Donald A. Ross, c.1913. *Provincial Archives of Manitoba*

residential projects across Western Canada. In Winnipeg, their portfolio included the Electric Railway Chambers, Deer Lodge Hotel (later a military hospital), the Rosemount Apartments, residences for Hugh Sutherland and Sir Daniel H. McMillan, and buildings for the Breen Motor Company and Leonard-



Ralph B. Pratt, c.1913. *Provincial Archives of Manitoba*

McLaughlin Motors. They also were structural engineers and mechanical equipment supervisors for the Winnipeg Auditorium.

Their design of 290 Garry is based on the Classical Revival style. They employed fire-resistant, concrete-

steel construction with facings of brick and stone.

The symmetrical facade features Tyndall ashlar stone up to the second-storey sills, topped by a complete entablature. Three large round-headed arches, with carved keystones and projecting cartouches, surround the entrance and two main floor windows. The three upper window bays are separated by fluted and plain stone pilasters, with Doric capitals supporting an architrave between the third and fourth storeys. Brickwork frames the upper storey windows; projecting brick panels highlight the middle floors. The top entablature has dentil blocks, a metal cornice and stone parapet. Brick facing and plain windows appear on the building's other three elevations. The north wall is recessed in the centre.

The Mortgage Company of Canada remained at 290 Garry until 1955. It shared the block with the Belgian Consulate from 1923 to 1955 and other tenants, primarily real estate, insurance, financial and legal firms. More recent occupants have included the **Winnipeg Sun** and immigrant services associated with the International Centre of Winnipeg.

Since the early 1960s, the interior has been altered several times although the marble wainscoting and staircase remain untouched.

The building is now owned by two doctors, P.R. Walton and R.C. Grafton, who have commissioned the architectural firm of Marshall Haid Associates to direct extensive upgrading of the interior office space, windows, and electrical and heating systems to provide offices for their practices and for rental purposes.

J.N. Semmens, 1912



A view of the curved east wall. *City of Winnipeg*

The Turner-Walker Block, adjacent to the Canadian Pacific Railway Yards, was built during the peak of Winnipeg's dominance over the prairie economy in a style that departed from the design commonly applied to the city's warehouses.

By World War I, the influx of prairie settlers that had driven Winnipeg's development was beginning to slow and the city found itself in competition with new centres of commerce such as Calgary and Edmonton. Nonetheless, Winnipeg retained supremacy over western wholesaling, transportation, financing and grain marketing until the early 1920s.

Sampson Walker, a retired businessman, politician and property owner, had the four-storey Turner-Walker Block erected during a building boom in 1912. Walker, an Englishman, brought his family to Winnipeg in the early 1880s. He worked briefly for the CPR, then went into private business. He also served as a city alderman (1891) and member of the Manitoba Legislative Assembly (1903-05).

His warehouse, located along Ellen Street between Henry and Higgins avenues, was served by a transfer track from the CPR Yards. It was designed by J.N. Semmens and constructed by Carter-Halls-Aldinger Company for \$65,000.

Semmens studied at Winnipeg's Wesley College and the University of Pennsylvania, returning to this city to practice architecture and serve with the Winnipeg Grenadiers. He went overseas during World War I, eventually commanding the 78th Battalion. His portfolio included the city's RCMP Barracks, St. Boniface Sanatorium, Grace Maternity Hospital, Daniel McIntyre Collegiate Institute, Bank of Montreal (1913),



Major J.N. Semmens, Architect. *Provincial Archives of Manitoba*

Civic Auditorium, and Isaac Newton Junior High School. Semmens worked closely with and subsequently succeeded J.B. Mitchell as commissioner of schools. During World War II, he organized the 2nd Battalion of Grenadiers and commanded Camp Shilo.

His design of the Turner-Walker Block is in a reduced neoclassical style, displaying greater emphasis on the straight line than the Richardsonian Romanesque form so prevalent in Winnipeg's warehouse district.

The brick and mill-constructed building rests on a raised stone basement. It rises to a heavy dentilated metal cornice topped by a brick parapet with stone coping. Ground-level emphasis is created by smooth ashlar limestone up to the second storey on the front (south) facing and along the base of the east elevation. Red brick, with contrasting stone belt, sills and lintels, appears on the upper levels of all but the rear (west) elevation where common clay brick has been used.

An ornamental cut-stone entrance framed by Tuscan-order columns graces the symmetrical front facing. Diamond-shaped detailing highlights the spandrels between single and paired flat-headed windows on each of the finished elevations. A band of diamonds and squares also runs along the top of the window bays which are separated by pilasters.

The building's east wall is tapered at the north end to accommodate a bend in the transfer track. Its four delivery doors have radiating brick arches with numbered ashlar keystones. Loading areas also appear on the north and west elevations.

The interior, supported by fire-resistant square wooden posts and beams, is divided into separate halves, each with its own elevator.

The warehouse was named after one of its first occupants, the Turner-Walker Company, manufacturers'

agents. This company was formed in c.1910 by Charles G. Turner and Raymond Walker, one of Sampson's four sons. There were three other original tenants dealing in various types of equipment and other merchandise. By 1917, Turner and Walker had parted. The warehouse was occupied successively by the T. Eaton Company of Canada, Manitoba Vegetable Growers, and Manitoba Liquor Control Commission. Sampson Walker sold the building in 1930 to Catelli Macaroni Products Corporation Ltd. which used it as a manufacturing facility until 1958. McCormick's Ltd., which obtained 425 Henry in 1949, subsequently used it to manufacture biscuits until 1979.

The building, which has been vacant in recent years, has been acquired by the Winnipeg Housing Rehabilitation Corporation for conversion to family rental accommodation, complementing renewal efforts in this part of the North Logan neighbourhood.

136 MARKET AVENUE
MARSHALL-WELLS WAREHOUSE

*Hooper and Walker, 1905, 1906;
 Carter-Halls-Aldinger Company, 1912*



The Marshall-Wells Warehouse, 1987. *City of Winnipeg*

The market opportunities presented by large-scale prairie settlement prior to World War I attracted foreign as well as Canadian wholesalers to Winnipeg's warehouse district. One such firm was the Marshall-Wells Company, third-largest hardware merchant in the United States.

Based in Duluth, Minnesota, Marshall-Wells entered the western market with a Winnipeg representative in 1894. Six years later, a local company was incorporated with three directors from Duluth and three from Winnipeg to oversee expanded operations from a new warehouse at 123 Bannatyne Avenue, adjacent to a Winnipeg Transfer Railway spur line. Three travellers were put into the field to sell hardware, exotic foodstuffs and chemicals.

As trade steadily grew, Marshall-Wells erected a second, four-storey warehouse in 1905 on Market Avenue just to the north of its Bannatyne building. Within a year, the firm sought to again expand with another four-storey structure at the southeast corner of Market and Rorie Street on the west side of the 1905 building. The contractors were William Grace and Company (1905) at a cost of \$30,000, and Waterforth and Fee (1906) at a cost of \$110,000. Both projects were designed by Hooper and Walker.

Samuel Hooper, an architect and stone mason from England, established Hooper's Marble Works in Winnipeg in the 1880s. He began practising architecture in the 1890s, subsequently forming partnerships with Albert Lee Houkes, Charles H. Walker, and sons John and Laurence Hooper. He became provincial architect in 1907, holding the post until his death in 1911. His partnership with Walker, a draughtsman and contractor, was short-lived but productive. Their work

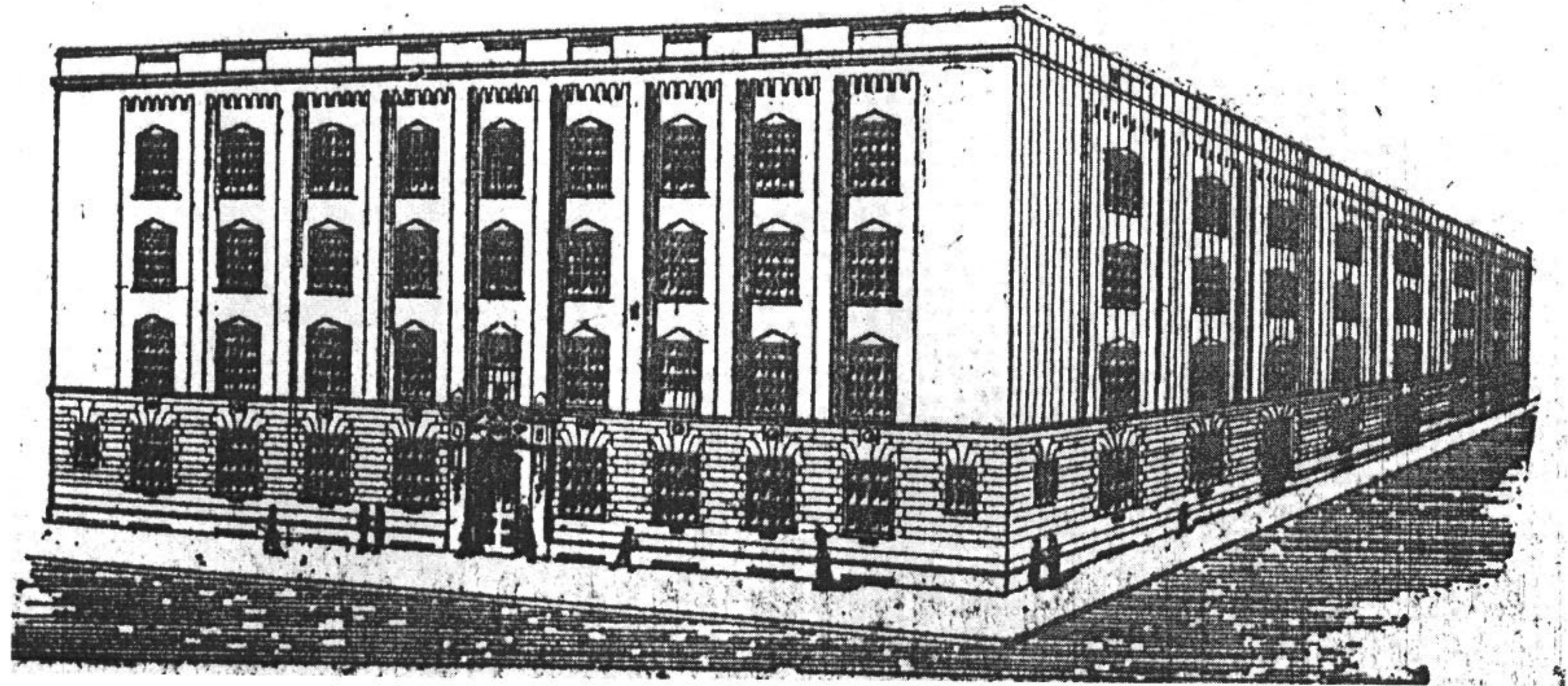
included the Adelaide Block, St. Charles Church, several houses for prominent citizens, and additions to the Carnegie Library and St. Mary's Church and School.

The twin warehouses have clay brick foundations on concrete footings, brick masonry walls, and slow-burning mill-work frames. The walls of the 1906 structure were buttressed in anticipation of future upward expansion.

Rough-cut limestone appears on the Market and Rorie facades up to the second storey. Keystones and a series of plain, circular stone medallions top most of the rectangular, main-floor windows and loading doors. The upper storeys are clad with buff-coloured brick. Stone sills decorate the rectangular windows which are separated by pilasters. In contrast to the lack of ornamentation on many of its counterparts, the 1906 warehouse features an elaborately carved stone entrance topped by a date stone and pinnacle. This classical theme is carried inside where ground-floor supporting posts have cast-iron Corinthian capitals.

Loading facilities appear along the Market elevation of the 1905 warehouse, and along the Rorie and rear (south) elevations of the 1906 building. Several fire safety features were incorporated in the latter -- an asphalt roof, metal ceilings, thick solid doors on the two freight elevators, fire doors on every floor, and exterior fire escapes. Two sets of wrought-iron balconies connected by fire ladders appear at the ends of the Market facade.

In 1912, Carter-Halls-Aldinger Company designed



The new wholesale hardware warehouse of the Marshall-Wells Co., Market Street East, 1906. *Provincial Archives of Manitoba*

and built a four-storey addition on top of the 1906 warehouse at a cost of \$63,000. The firm continued the Hooper-Walker design, inserting a cut-stone string course between the seventh and eighth floors; smaller corner windows along the eighth storey; and projecting horizontal brick belts between windows at this level. A bracketed metal cornice, and brick parapet with cut-stone capitals at the corners of the building, complete the design. An automatic sprinkler system also was installed to enhance fire protection.

Marshall-Wells relocated to industrial west Winnipeg in 1956, selling 136 Market to Monarch Wear Ltd. Subsequently called the Modern Women Building, the structure continued to serve as a warehouse and factory, primarily for the needle trade. Some loading doors on Rorie were converted to storefront windows. In 1986, the building was purchased by Market Place Limited Partnership for phased upgrading and conversion to retail, office and residential uses with some assistance from the Winnipeg Core Area Initiative.



The former Wilson Building in 1987. *City of Winnipeg*

This six-storey brick building constructed in 1905 for the J.C. Wilson Company, a Quebec-based paper products manufacturer and wholesaler, is one component in a well-integrated series of turn-of-the-century buildings on the south side of McDermot Avenue between Princess and King streets in Winnipeg's warehouse district.

The Wilson interests, formed in 1870, made a wide range of domestic and commercial paper products at mills in Montreal, Lachute and St. Jerome. The firm established its western wholesale operation in Winnipeg in 1902, subsequently expanding to its new office, shipping and show-room space at 288 McDermot.

This structure is one of John Woodman's earlier designs as a commercial architect. Woodman, an Ontarian, arrived in Winnipeg in 1880 with the Canadian Pacific Railway, eventually becoming chief engineer of the western division. He left the railway in 1901 to establish his practice. Alone, or in partnership with Raymond Carey or A.E. Cubbidge, he was responsible for several major office, warehouse and residential projects including the Paris, Lindsay, Somerset, Free Press and Public Press buildings, and the Breadalbane (Ambassador) Apartments.

Woodman worked on the Wilson Building with Peter Lyall and Company, one of the city's prominent contractors specializing in large commercial projects. Later known as Lyall and Mitchell, this firm also specialized in the use of machine- and hand-cut stone crafted at its own yards in Winnipeg. Both cutting techniques are evident in the Wilson project.

Built for \$75,000, the structure has magnificent

Richardsonian Romanesque arches on the main floor. It has a raised stone foundation and buff-coloured brick masonry walls which taper off in thickness at the upper storeys. Consistent with its contemporaries, the building's facade features a tripartite order starting with three massive stone arches around the main-floor windows and entrance, followed by symmetrically placed pairs of windows in three bays, and a deep copper cornice topped by a brick parapet.

The arches, carved in a smooth, grey-beige Bedford stone, contain a stylized floral form in each keystone. Heavy columns with foliated capitals carry the arches to broad plinths at grade. Metal fencing lines the base of the arches over the main-floor windows, separating the sidewalk traffic from the recessed basement windows. Two carved bronze plaques are set in the ashlar stone between arches. The entrance features broad granite steps leading to double wooden doors with long, clear side windows and a fan transom with elegant tracery. The building's name and date are carved in the entrance-way arch.

Brick quoins highlight the sides of the facade on the upper storeys, distinguishing the building from its neighbours. Windows are topped by stone voussoirs that fan out in alternating flat and slightly projecting blocks from pronounced keystones. A string course separates the fifth and sixth floors. Windows on the rear (south) elevation repeat the pattern but are finished plainly with brick voussoirs.

The Wilson Company originally occupied the basement and first floor while various tenants were on the upper levels, including Mark Fisher and Sons, a wholesale woolen merchant.



The collapsed rear of the Wilson Building, 1909. *Provincial Archives of Manitoba*

The building was damaged during a spectacular mishap in 1909. A recently-installed roof-top water tank servicing the automatic sprinkler system crashed through the southwest corner of the building to the basement one evening in July. Some \$6,000 in repairs were required to restore the partially collapsed structure. In 1910, Woodman worked with the Carter-Halls-Aldinger Company to install an independent steel tower and support system.

The Wilson interests relocated to west Winnipeg in 1946 after which the structure was renamed the Allen Building. The firm had never occupied more than three floors of 288 McDermot, leasing the remainder of the space to long-standing tenants such as the Mark Fisher and Toronto Pharmacal companies. Various firms in the garment trade established factories in the building in the 1940s. Altman, Sheps and Company, a dry goods wholesaler, has been located here since 1978.



290 McDermot Avenue in 1987. *City of Winnipeg*

The Glengarry Block, on the south side of McDermot Avenue between Princess and King streets, is one of several structures in downtown Winnipeg which stand as legacies of the entrepreneurial career of John Duncan McArthur.

Like many of his prominent contemporaries, McArthur was an Ontarian who came west to capitalize on opportunities associated with prairie development. By the turn of the century, he and his counterparts were well positioned to benefit from Winnipeg's dominance of western transportation, finance, grain marketing, and wholesale distribution.



John Duncan McArthur. *Provincial Archives of Manitoba*

McArthur principally was a railway and general contractor, best known for his work on the Grand Trunk Railway from Port Arthur to Winnipeg. However, he also was involved in lumber and milling concerns and in property development. His Winnipeg projects included the Breadalbane (Ambassador) Apartments, McArthur (Childs) Building, and the Daylite Building erected in 1899 immediately to the west of the Glengarry site.

The seven-storey Glengarry went up during a building boom. It was designed by John H.G. Russell and constructed by A. Simmons for approximately \$51,000.

Russell, an Ontarian, worked in several cities in the United States before opening an architectural practice in Winnipeg in 1895. He was a prolific designer of residential, office, warehouse, bank and church buildings including McArthur's house and the McArthur Building (1909). He was the first Manitoba architect to become president of the Royal Architectural Institute of Canada (1912-13). He also was active in the Manitoba Association of Architects; a director of two financial companies; and a member of various fraternal, community and church organizations.

Russell's simple, neoclassical design of the Glengarry is highly compatible with the surrounding streetscape. The structure has a raised stone foundation with a girder-post skeletal frame. The otherwise flat roof peaks slightly on the north (front) facing, while a skylight opens out over the penthouse. Local buff-coloured brick and Tyndall stone are used as exterior finishings.

The main-floor entrance and windows are surrounded by three rectangular cut-stone openings which meet at projecting keystones. Three bays of windows, separated by pilasters, rise to the bracketed, galvanized iron cornice and brick pediment. Rectangular raised brick panels mark each floor division between the second and sixth storeys. The sixth-floor windows are set in arched, brick-work alcoves topped by a classical stone ledge. A stone band underscores the cornice.

Four sizes of windows are used with the largest featured on the main and second floors, the smallest on the upper two storeys. The windows are highlighted by smooth stone sills.

Among the original fire safety features were the building's mill-work construction; an automatic sprinkler system fed by a roof-top tank; a brick enclosure for the steam-heat boiler; and a network of iron fire escapes at the rear.

The interior includes a concrete basement floor, wooden floors on the upper levels, and two elevators (one for passengers, one for freight). Original glass partitions between offices have been retained on the main floor and parts of the pressed tin ceilings can be seen over the oak staircase. Among alterations, ceilings on the ground floor have been lowered with ceiling tiles and the burlap wall covering has been replaced with painted plaster and wood panelling.

The Glengarry has housed a variety of wholesalers and manufacturers. In recent years, tenants mainly have been in Winnipeg's needle trade.

J.H. Cadham, 1899; J.H.G. Russell, 1904



The original Ames Holden Company Building in 1903. *Provincial Archives of Manitoba*

Improved economic conditions, coupled with introduction of a favourable railway tariff, encouraged construction of the Daylite Building as a speculative investment for John Duncan McArthur, a Winnipeg-based railway contractor, property developer, and manufacturer-distributor of lumber and other building materials.

McArthur's Daylite project coincided with an economic upturn in the latter 1890s, spurred by gold discoveries, increased investment, improved wheat trade, and renewed efforts to stimulate prairie settlement. New market opportunities also had arisen as a result of the Canadian Pacific Railway's Tariff 490 (1897-98) which permitted lower through rates on

shipments of goods purchased in Eastern Canada even if these were stopped in Winnipeg, broken down, repacked and reshipped several months later. This concession reinforced Winnipeg's position as the central clearing-house in the western wholesale trade.

Originally four storeys high, the Daylite Building was designed and constructed in 1899 by James H. Cadham on the southeast corner of McDermot Avenue and Princess Street in the western half of the warehouse district. Cadham was an Ontarian who had come to Winnipeg with Wolseley's 1870 Red River Expedition and subsequently worked as a local contractor and self-trained architect specializing in large warehouses, offices and stores. His portfolio included the Rat Portage Lumber Company, University of Manitoba Medical College, and more than a dozen key buildings or additions along Main Street and in the warehouse district.

The Daylite is in the Richardsonian Romanesque style. It has a raised stone foundation, ordinary joint construction, and red brick facing that contrasts with rough-hewn Tyndall stone trim. Brick arches surround the large main-floor windows along the north (McDermot) and west (Princess) facades. Three bays of paired windows appear at the upper levels along McDermot, while seven bays of single windows face Princess. The bays, separated by pilasters, rise to stepped brick-work and brick belts at the fourth floor. Arched heads are used to highlight the fourth-storey windows facing McDermot. Stone sills, lintels, and a string that wraps around the building above the main floor relieve the design's austerity.

John H.G. Russell, who along with Cadham was a principal architect of the warehouse district, planned a

two-storey addition to the Daylite in 1904. Built by S.G. Browne, the addition repeats the pattern established by Cadham on the second and third floors. It is finished with a series of arched and stepped brick corbels supporting the cornice.

Two companies shared the Daylite upon its completion. About 60 per cent of the space was occupied by the Ames Holden Shoe Company of Montreal, known later as Ames Holden McCreary Ltd. Wholesale Shoes. This firm, managed locally by A.L. Johnson, specialized in foot and hand-wear suited to prairie and northern climates. By 1904, Ames Holden owned the Daylite; it appears to have occupied the building until c.1918.

The other original tenant was the Bole Drug Company, founded in c.1897 by D.W. and W.W. Bole and subsequently Western Canada's principal drug distributor. D.W. Bole, a Toronto-trained pharmacist, operated an advanced manufacturing, warehouse, wholesale and mail order business. His various departments, each supervised by qualified chemists, were efficiently organized for production and distribution, while his 'system of speaking tubes' facilitated communication between departments and the firm's business office. Bole, who also served as a school trustee (1896) and member of Parliament (1904-08), relocated to new premises at 70 Princess in 1903.

In recent years, the Daylite has provided warehouse and factory space to various tenants, mainly in the needle trade. The primary change in the building's exterior has involved relocation of the main entrance from Princess to the centre of the McDermot facade where the double wooden and glass doors are surrounded by glass blocks and a rectangular opening of painted concrete blocks.



View of McDermot Avenue with the Daylite Building at the left. *City of Winnipeg*



The Western Glove Building in 1987. *City of Winnipeg*

This functional five-storey building on the western fringe of Winnipeg's warehouse district was erected in 1912 for the Finnie and Murray Manufacturing Company, a wholesale manufacturer and importer of dry goods, men's furnishings and small wares.

The firm, founded in 1910 as a partnership between two city businessmen, David N. Finnie and George C. Murray, subsequently became Murray's Ltd. in 1922 when the partnership dissolved.

Finnie and Murray initially operated from the Miller Morse Block on Princess Street. The firm's ability to erect its own elaborate and expensive structure within two years attests to the availability of investment capital and the market opportunities associated with prairie settlement prior to World War I.

The building, on the northwest corner of McDermot Avenue and Adelaide Street, marked the first incursion of the warehouse district west of Adelaide. It was designed in the Edwardian Commercial style by George W. Northwood and constructed by the Carter-Halls-Aldinger Company for \$81,500.

Northwood arrived in Winnipeg in 1905 after studies in Montreal. He had a distinguished military career during World War I, then joined in partnership with another decorated veteran, Cyril W.U. Chivers. Their architectural firm was responsible for many of the city's outstanding commercial and public projects in the 1920s and 1930s. Northwood also served on the boards of the Manitoba Association of Architects, Manitoba Club and Sanatorium Board, and as the province's representative to Dominion government discussions about post-war relief programs.

The Finnie Murray Block is of brick and mill construction with a raised stone foundation. Red menomini brick is used on the McDermot (south) and Adelaide (east) elevations; yellow-ochre brick appears on the other sides. Ashlar limestone is used for highlights. Consistent with the Edwardian Commercial style, there is very little ornamentation on the building except at the base and attic.

Emphasis on the ground level is achieved through the contrast of rusticated red brick with the light stone foundation, stone belt above the first storey, and stone caps on the pilasters. Three bays of large single windows appear on both facades. Doors at the southeast corner open onto McDermot and Adelaide from a common vestibule. Two loading docks, one of which is recessed to obtain shelter from the elements, and a service entrance are at the southwest end of the building.

Seven bays of flat-headed windows appear on the upper levels of the McDermot elevation; four bays, plus an iron fire escape, appear on the Adelaide side. Most windows are in pairs and are trimmed with stone sills. Brick panels, in a herring-bone pattern with raised limestone diamonds in the centre, top each window bay. Stepped brick-work, and sets of three stylized brick corbels, complete the transition from the attic to the cornice.

The interior is supported by square timber beams and posts with plank laminate for the flooring. It originally was designed to include office, show-room, warehouse and manufacturing space.

By 1927, Murray's Ltd. had left the building. Western Glove Works Ltd. assumed ownership, sharing space with three tenants -- Garry Press Ltd., the *Weekly News*



George W. Northwood, Architect, 1932. *Provincial Archives of Manitoba*

and the *Jewish Post*. Garry Press remained until the early 1950s; Western Glove maintained its manufacturing operations in the building until September 1987 when it relocated to a new plant in the Logan Industrial Park.

Bob-Lamar Holdings Inc., current owner, is rehabilitating the structure for mixed office and warehouse uses with assistance from the Winnipeg Core Area Initiative.

Pratt and Ross; Charles S. Frost (Chicago), 1912



The magnificent Electric Railway Chambers, 1921. *Provincial Archives of Manitoba, Foote Collection*

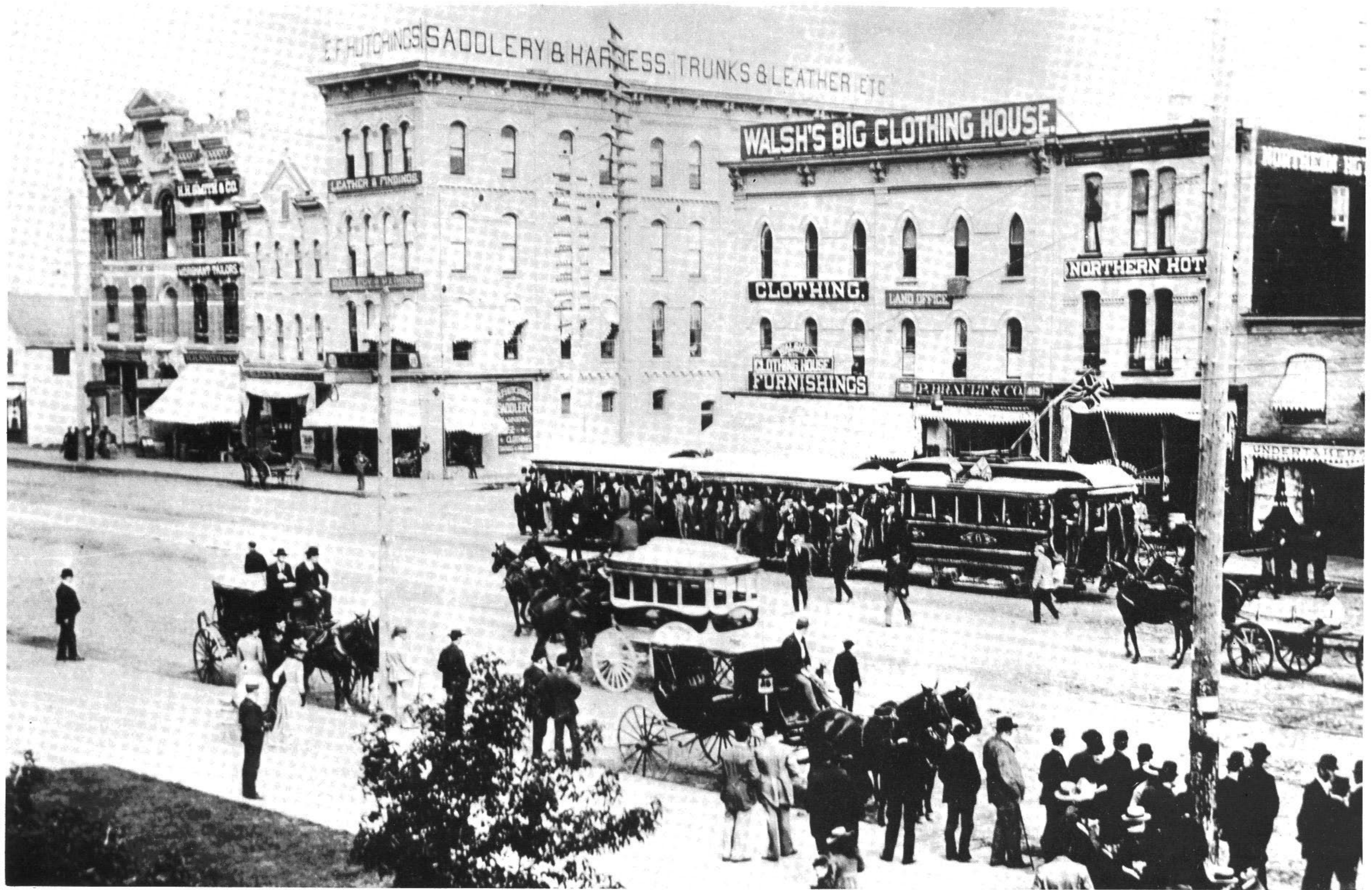
The 11-storey Electric Railway Chambers, one of Winnipeg's earliest skyscrapers, was a bold architectural statement announcing the success and self-perceived impregnability of the controversial Winnipeg Electric Railway Company (WERC).

WERC's achievements were based on its role as a private power and transportation monopoly. As such, the firm had an uneasy relationship with municipal politicians and citizens who chafed at their increasing dependence on WERC's gas, electrical and streetcar services.

The firm, formed in 1892, was known originally as the Winnipeg Electric Street Railway, and later (1924) simply as the Winnipeg Electric Company. Its principals, William Mackenzie and capitalist James Ross, obtained an exclusive 35-year franchise to operate an electrical streetcar system in the city. Mackenzie subsequently joined with fellow railway contractor Donald Mann to develop the Canadian Northern trans-continental railway. Both were knighted for their efforts. Ross, an engineer who had worked on railway construction with Mackenzie and Mann, invested in urban transportation systems throughout North and South America and the United Kingdom.

By 1906, WERC had absorbed competing power and transportation companies in the Winnipeg region and was supplying electricity to the city from two main sources -- a steam generating plant at Assiniboine Avenue and Main Street, and a new hydro-electric plant on the Winnipeg River.

The firm reaped large profits by selling its power at steep rates. Winnipeggers rebelled by voting in a 1906 referendum for City-owned hydro-electric develop-



Opening of the Winnipeg Electric Street Railway, 5 September 1892. *Provincial Archives of Manitoba*

ment. However, it was 1911 before the public utility could begin actual delivery of power. In the interim, the City failed in attempts to acquire WERC.

Thus in 1912, WERC was still operating the streetcar monopoly, supplying gas to industrial and residential customers, and providing electricity under exclusive franchises with municipalities adjacent to Winnipeg.

Through Mackenzie, Canadian Northern Railway veterans Ralph Benjamin Pratt and Donald Aynsley Ross were commissioned to design the Electric Railway Chambers at the northeast corner of Notre Dame Avenue and Albert Street in the central business district.

Pratt, an English-trained architect, arrived in Winnipeg in 1892, worked for the Canadian Pacific Railway, then joined Canadian Northern in 1901. The Winnipeg-born Ross also joined Canadian Northern that year, becoming the railway's terminal engineer by 1905. The Pratt-Ross partnership began in 1906, undertaking design or supervision of railway, commercial and residential projects across Western Canada.

Completed in 1913 by Carter-Halls-Aldinger Company, the project's general contractor, the Electric Railway Chambers cost \$800,000, about \$300,000 above original estimates.

The building is a blend of modern construction technology and Italian Renaissance design. Its steel skeleton, fireproofed with hollow tile, rises from a caisson foundation resting on solid rock. Polished granite along the main floor of the Notre Dame and Albert facades gives way to an elegant wrap of light-coloured terracotta alternating with modestly darker shades on



Detail of the terra cotta window surround. *City of Winnipeg*

the pilasters. These columns, which feature both canted and annulated mouldings, rise to large arches above the tenth floor. Their capitals are marked by a series of lion statuettes and a continuous belt of gargoyles which encompasses both windows and piers. The deep, dentilated, bracketed and heavily-ornamented cornice covers the eleventh storey; windows appear at this level only on the buff-brick north and east elevations.

Large single windows in the shape of vertical and horizontal rectangles punctuate the first two storeys of the Albert and Notre Dame facades. A series of round decorative lights appears above the ground-floor windows and two Notre Dame entrance-ways. The building's name is inscribed on both facings underneath a substantial cornice that delineates the second and third storeys. Above are pairs of flat-headed windows separated by elaborately detailed spandrels and piers with shields, quatrefoils and other mouldings. The tenth floor is highlighted by cartouches, larger quatrefoils, barley-sugar columns supporting arches over the windows, and projecting discs. Some 6,000 lights originally ran the length of the building's columns, adding to its show-piece nature.

The interior features marble flooring and wainscoting. Doors and trim are of hollow metal with mahogany veneer. The original cage elevators were finished in ornamental iron and bronze.

WERC initially occupied the basement and first two floors of the building but by 1944 had expanded into about half of the space. The remainder was leased to various professional and financial firms including the Monarch Life Company and Touche Ross accountants.

The Winnipeg Electric Company retained its urban transportation monopoly, successfully managing the transition to gasoline-powered and trolley buses, and competed against the Province's and City's power utilities until 1953. That year, following a period of negotiation and political controversy, the Province purchased the firm's plants, distribution facilities, and bus system. The Greater Winnipeg Transit Commission was formed, operating from the Electric Railway Chambers until the 1960s. By 1955, arrangements were concluded on the distribution of power generation and delivery responsibilities between the Province's and City's utilities.

Until recent years, Montreal Trust was a major occupant of 213-219 Notre Dame, along with lawyers, accountants and consulting engineers. Some interior alterations and modernization have occurred but much of the original design remains. In 1987, the building's exterior was cleaned and repaired by its owner, Triple S Realty Inc., with assistance from the Winnipeg Core Area Initiative.



Detail of the elaborate surface ornamentation. *Provincial Archives of Manitoba*



115 Pioneer Avenue with its large porch, c.1974. *R.Rostecki Collection*

Built and retained mainly as a revenue property, this eclectically-styled, two-storey house stands as a rare legacy of Winnipeg's earliest residential development.

By the mid-1800s, Red River settlers and entrepreneurs had begun a hamlet near what is now the intersection of Portage Avenue and Main Street. Over time, a number of houses and combined businesses-residences appeared, especially east of Main close to the Red River's water supply. Landholders also saw new housing as an investment opportunity, to be sold or rented to new arrivals whose numbers increased after Manitoba joined Confederation in 1870.

One such enterprising pioneer was John Christian Schultz, medical practitioner, businessman and politician who erected dozens of inexpensive 1 1/2- and two-storey houses for rental purposes on the south side of Notre Dame Avenue, later called Pioneer Avenue.

By 1875, the land on the north side of the street came under the ownership of lumber merchants W.J. Macauley and E.W. Jarvis. They previously had leased the tract and established a sawmill on the river at the end of Pioneer. Macauley and Jarvis began their partnership in 1872; within the decade, they were operating three mills and supplying various building materials. Jarvis also engineered the city's first three bridges: the Louise, Assiniboine and Broadway bridges.

Macauley built a large house for himself on Pioneer near what is now Westbrook (formerly Victoria)

Street. Jarvis followed in 1874 with this frame structure immediately to the east of his partner's site. It appears Jarvis intended from the outset to use the house to generate rental income.

The building is a simple example of an eclectic design which borrows from several architectural styles. It is a type which spread across North America via use of plans from pattern books prepared by various American architects. As a lumber merchant, Jarvis would have access to such manuals.

The house features an asymmetrical facade with a gable and main-floor bay window. A gable also appears on the east elevation, highlighted by a round window.

In 1903, a stone basement was added and the house was clad with brick veneer. Radiating brick-work and keystones were placed above windows and doors. Alterations and repairs followed in 1918 and 1925. At some point, the house became a duplex; as well, the original small entrance porch gave way to a full-width, two-storey structure with simple Tuscan-order supports and elaborate railing. This since has been removed.

The first tenant was Hamilton G. "Ham" McMicken, son of the Honourable Gilbert McMicken who held a number of Dominion government posts in Winnipeg and served as a member and speaker of the Manitoba Legislative Assembly. Hamilton arrived in the city in 1873 after working in Chicago. He opened a hardware business and ran the Lady Ellen, the first 'steamer for hire' on Lake Winnipeg. He also created the city's first telephone system. He subsequently became the local ticket agent for the Great Northern Railway (United



The Jarvis/McMicken House in 1987. *City of Winnipeg*

States); in the early 1890s, he moved to England as the GNR's European traffic agent.

McMicken remained at 115 Pioneer for three years. Jarvis then rented the house to J.A.W. Provencher. By 1883, ownership had transferred to James Mulligan. A series of owners and occupants followed. The house continued to be used mainly as a revenue property, sometimes occupied by owners who also took in boarders.

Development of Winnipeg's downtown from the 1880s to World War I eroded the residential areas east of Main. Much of the original housing was replaced by offices, warehouses, factories, public buildings and transportation corridors. The area along Pioneer and adjacent Water Avenue gradually became an isolated residential pocket. The Jarvis/McMicken house has outlived almost all of its area contemporaries, but has stood in a vacant and deteriorated state in its latter years.

Architect Unknown, 1887



Winnipeg's best surviving example of a modest Second Empire residence. *City of Winnipeg*

The Kerr House, one of Winnipeg's oldest and least altered Second Empire residences, was built in 1887 in the northwestern tip of the Hudson's Bay Reserve for Francis Ferguson Kerr.

Kerr arrived in the city that year as principal of the Winnipeg School Division's Carlton (later South Central) School, erected in 1883 on Graham Avenue between Carlton and Hargrave streets. This was a period of significant expansion in education and all other areas of urban development as the city's population had more than doubled to 20,200 between 1881 and 1886.

Kerr's house, on the northeast corner of Qu'Appelle Avenue and Balmoral Street, was built across from the grounds of Manitoba College on the edge of a 182-hectare reserve retained by the Hudson's Bay Company when it relinquished control of the North-West to the Crown in 1869.

The company and subsequent real estate interests successfully sought to attract upper and middle-class families to the reserve by controlling property values and construction quality. The Kerr House was one of the earlier dwellings north of Ellice Avenue. More intense development of the area occurred after establishment of Central Park north of Qu'Appelle between Edmonton and Carlton streets in 1893.

The architect and builder of the two-storey residence are unknown. However, its Second Empire style was popular in Eastern Canada during the latter 1860s to 1880. Since much of the West developed after this period, relatively few of its residential, commercial or institutional buildings are of this type.

A mansard or double roof is the most prominent detail of Second Empire structures, providing more upstairs living space than other contemporary designs. The style also commonly includes asymmetrical facades, porches, bay and dormer windows, moulded cornices with decorative brackets, iron cresting, and generous use of Italianate details.

The Kerr House, appraised at \$1,500 at the time of construction, is a fine example of the genre. Its brick walls rise to a straight mansard roof from a foundation of unfinished rubble stone. Single, round-headed dormer windows, complete with Doric columns, appear on each elevation. A pair of smaller round-headed windows has been inserted in the dormer above a bay window on the ground-floor front (south) facing.

A small simple cornice without brackets separates the two storeys. The bay window is highlighted by segmental brick arches and projecting brick sills. Below the sills are three panels of decorative angled brick. Raised quoins at each corner of the building provide additional ornamentation. Flat and round-headed windows with brick drip mouldings appear on other elevations.

Among alterations to the original design, all openings on the east side of the house have been enclosed. The front porch has been replaced by an open deck. A porch at the northwest corner and a rear one-storey frame enclosure also have been removed.

Kerr occupied 453 Qu'Appelle until 1891, then rented it to various individuals. He apparently left Winnipeg in 1893 but retained ownership of the house until 1896 when it was purchased by Robert Farquhar, a sales-

man. His family remained until c.1899 after which a succession of households occupied the dwelling.

In 1979, approximately \$100,000 was spent to convert 453 Qu'Appelle to office space, altering the interior but retaining the integrity of the building's basic structure.

Following some years of decline, the Central Park/North Ellice area recently has undergone publicly-stimulated revitalization. Much of the original housing has been replaced by high-density apartment structures or renovated for contemporary uses.



The Bain House in 1987. *City of Winnipeg*

The Bain House, between Gerard and Norquay streets, is the oldest standing structure on River Avenue in Winnipeg's Fort Rouge residential district.

The 10-room, frame structure was built in 1882 for Alexander Bain, manager of the Scottish Ontario and Manitoba Land Company, during Winnipeg's first economic boom.

Arrival of the Canadian Pacific Railway in 1881 produced a marked increase in demand for local goods and services, and fuelled land speculation based on the city's perceived opportunities to dominate developing prairie markets. The boom was short-lived but it initiated an outward extension of the city's transportation capacity and physical development.

Fort Rouge was still on the fringe of the built-up area but, by the turn of the century, it had become one of the city's exclusive residential districts south of the Assiniboine River. Indeed, in 1906 the Bain House was relocated from its original site at 504 River to make way for a larger, more substantial brick structure.

The house was designed by H.F. Slater and W.R. Marshall, and built by Winguard Brothers for \$5,000. Little is known about Slater; Marshall later became a prominent architect in Brandon.

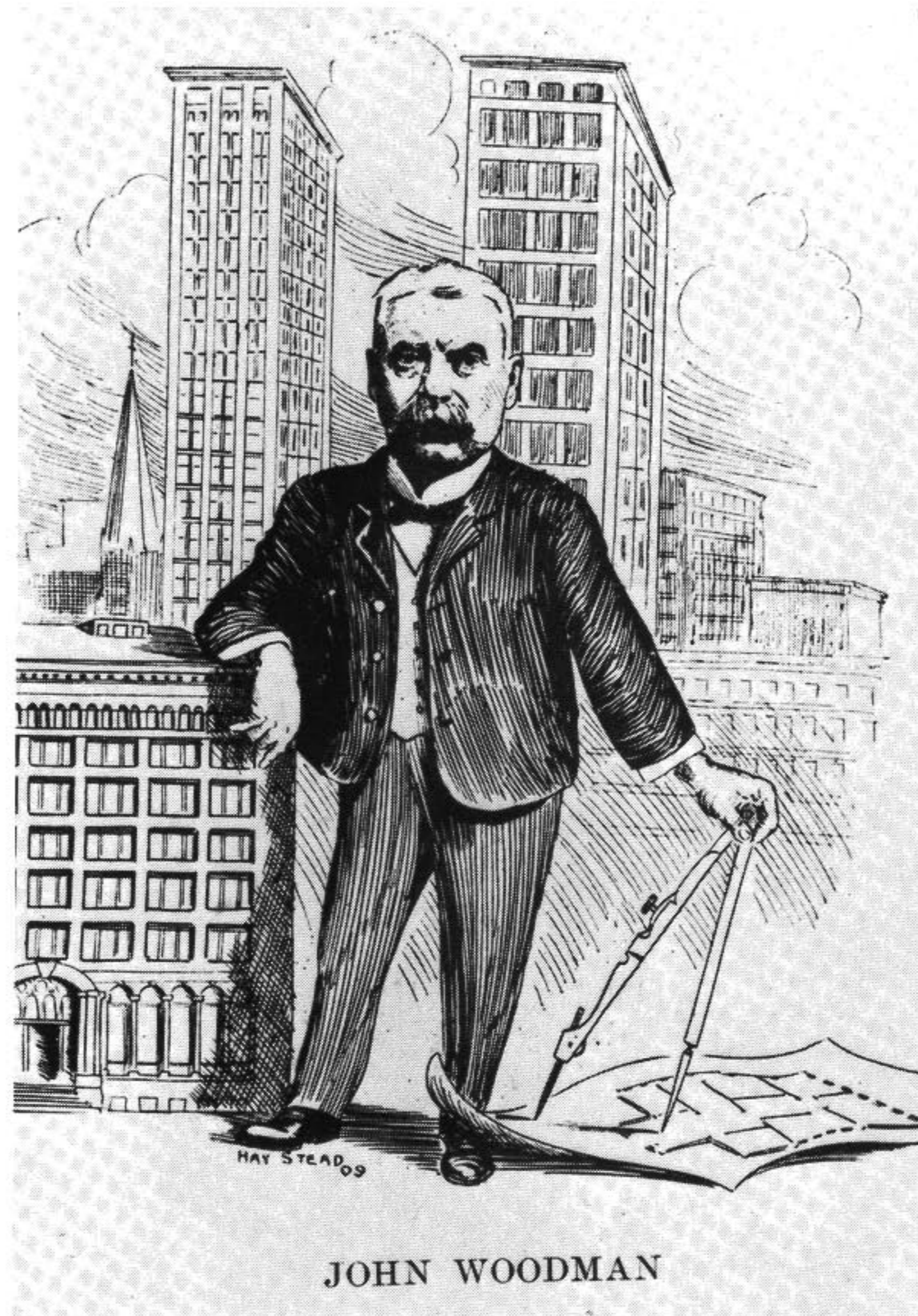
Though subdued in treatment, the house displays the main elements of the Queen Anne style -- a steep, irregularly-shaped roof; an asymmetrical facade; a decorative front gable and barge-boards. The extensive original front veranda has been removed.

The T-shaped building rises two storeys from a stone foundation to a hip roof with cross gables and dormers.

Clapboard siding covers the exterior. Most door and window surrounds are simple. There is a bay window on the first-floor facade.

The original interior plan included a drawing-room, dining-room, kitchen and servant's bedroom on the main floor, and five bedrooms and a sitting room upstairs. The house is now a duplex with the second entrance at the northwest corner of the building.

Bain shared the house with his brother William, an accountant. In c.1903, he moved to 475 River Avenue and architect John Woodman assumed ownership of the 1882 house. Woodman, alone and in partnership, designed several prominent office, warehouse and residential buildings in the city. It was during his tenure that the Bain House was relocated to 500 River and became a rental property. The first tenant was William A. McHaffie, manager of the Home Bank of Canada. A succession of occupants followed except for a short period in the late 1920s when the house stood vacant.



Architect John Woodman, former owner of the house. *Provincial Archives of Manitoba*



The Women's Tribute Memorial Lodge, 1987. *City of Winnipeg*

This two-storey commemorative building adjacent to the former Deer Lodge Military Hospital was initiated by a group of Winnipeg women as an active symbol of gratitude and remembrance for those who served in World War I.

The project was promoted by Harriet Walker, wife of the owner of the Walker Theatre. In April 1917, she brought together a number of influential women to plan a fund-raising event for a perpetual monument to Manitoba's war heroes.

A gala Foundation Tribute Night was held in May 1917 at the Walker, preceded by a parade of military personnel, local dignitaries and wounded veterans. Speeches, a concert and silent tributes to the dead were part of the emotion-laden event. About \$7,000 in cash and \$9,500 in pledges were received from women's organizations and others.

Founding principles of the Women's Tribute Foundation were approved a few days later but it was 1924 before a formal constitution was adopted, committing the group to raise funds for establishment and upkeep of a community hall and Memorial Room of Silence.

In early 1930, the women's association approved a proposal from the Canadian Legion's Deer Lodge Branch under which the branch would add \$9,000 to the already accumulated \$18,300 for the project, and the Municipality of St. James would contribute a tax-exempt building site adjacent to the military hospital. The Women's Tribute Memorial Lodge Foundation subsequently was incorporated by a special act of the Manitoba Legislature. A joint board of directors formed with representation from the women's association, Legion and hospital.



Mrs. Harriet A. Walker, 1921. *Provincial Archives of Manitoba*

George W. Northwood and Cyril W.U. Chivers, both decorated war veterans, were commissioned to design the building. After several delays, Clayden Construction proceeded in 1931 with a plan by Chivers costing an estimated \$32,000.

Chivers arrived in Winnipeg in 1898 after studies in England. He apprenticed with architects S. Frank Peters and George Browne; joined the Canadian Pacific Railway; then returned to commercial practice in 1910. He subsequently served with the First Canadian Mounted Rifles. His post-war partnership with Northwood produced several major buildings in Winnipeg.

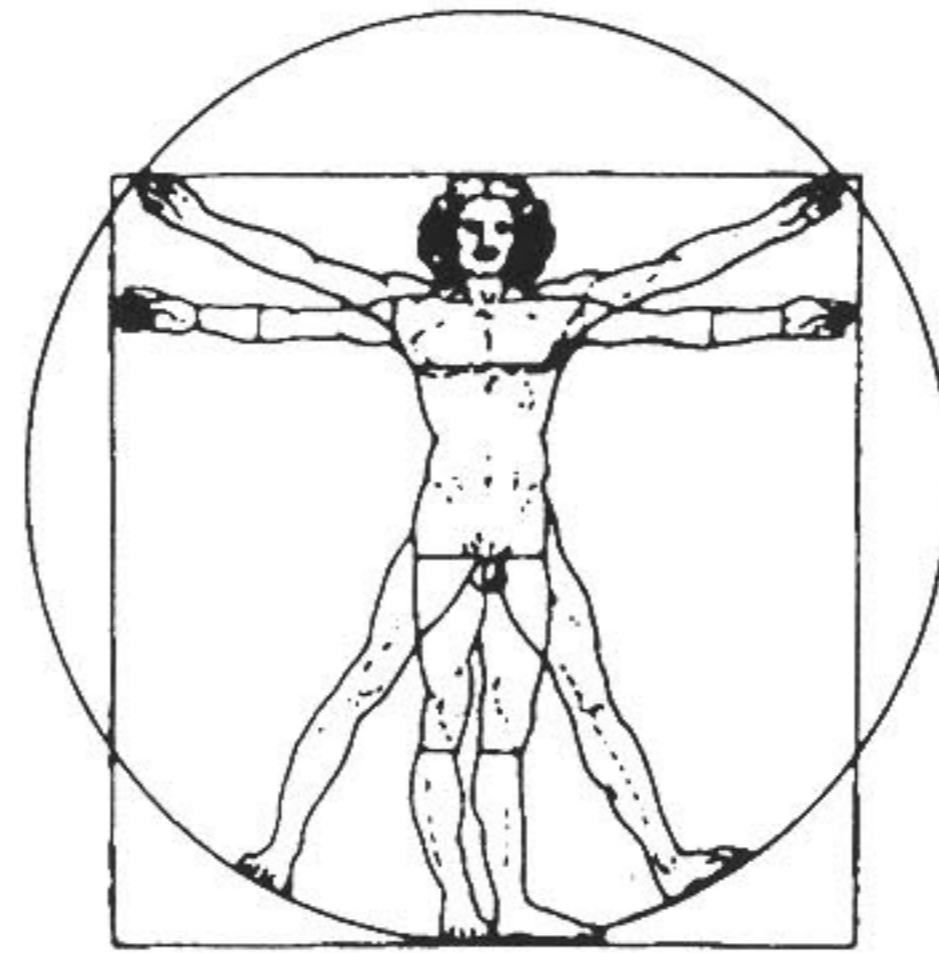
The lodge, on the northwest corner of Woodlawn Street and Portage Avenue, reflects the simplicity and functionalism of the Modern Movement style. Its buff-coloured brick walls stand on a concrete foundation and are topped at the first level by a concrete cornice. Part of the second storey rises from the centre of the building. All sides have natural lighting through variously-placed trios of windows.

The Portage (south) facade features raised pilasters flanked by moulded concrete date stones that mark the years of the war inside wreaths. Inscribed in the cornice are the building's name and Manitoba's coat of arms. Plain shields highlight the corners. At the front (east) elevation, a brick and concrete staircase leads to double wooden doors framed with wood and concrete and topped by a glass transom and concrete pediment, again featuring the provincial coat of arms.

The vestibule has ceramic tile flooring and a terrazzo staircase. The first floor originally held a billiard hall, club rooms, offices, and kitchen but now mainly is divided into meeting spaces and offices. Upstairs are an auditorium, small kitchen, and Memorial Room of Silence. Entered through heavy wooden doors, this memorial has a marble floor, Tyndall stone walls, and a Blue Ensign which flew over the cenotaph in London, England until 1930.

The lodge was an active place well past World War II. In 1978, the Legion's Deer Lodge Branch folded and building management was transferred to the Valour Road Branch. When it too disbanded in December 1986, responsibility for the building was assumed by the Winnipeg Foundation in accordance with the 1930 legislation.

The building is now vacant.



Therefore when we build let us think that we build forever - let it not be for present delight nor for present use alone. Let it be such work as our descendants will thank us for and let us think as we lay stone on stone that a time is to come when those stones will be held sacred because our hands have touched them and that men will say as they look upon the labour and the wrought substance of them "See! This our fathers did for us."

John Ruskin
