



120-128 JAMES AVENUE

**DELAVAL WAREHOUSE
(FRED INGALDSON BUILDING)**

City of Winnipeg
Historical Buildings and Resources Committee
Researcher: M. Peterson
August 2014

**120-128 JAMES AVENUE – DELAVAL WAREHOUSE
(FRED INGALDSON BUILDING)**

Winnipeg's early warehouse district of the 1870s was dispersed throughout what is now downtown Winnipeg, some businesses locating on the east side of Main Street, taking advantage of river transport, still an important transportation route, and some west of Main Street, locating closer to City Hall. Pockets of development, including warehouses, factories and mills, were also found along the Canadian Pacific Railway (CPR) main line in Point Douglas by the early 1880s.¹ By the late 1880s, the Northern Pacific and Manitoba Railway (NP&MR) had also developed a large industrial site (present-day The Forks), including a station, offices, freight sheds, repair shops, an engine roundhouse and, at the corner of Water Avenue and Main Street, the opulent Manitoba Hotel.²

In the summer of 1889, the Winnipeg Transfer Railway (WTR) was formed to build a rail line along the Red River north from the NP&MR main line to the CPR main line, hoping to provide modern rail service via spur lines to the warehouses in the area. City Council approved the plan in October, stating "...such [a] railway is a great advantage to the public interests of the residents of the city, and will increase the business to and from all parts of the country, by providing a cheap and convenient method of transferring merchandise between the above-named railways."³ It would be three years before the WTR had purchased all the necessary land, obtained all the legal agreements and settled all the court cases. But by the mid-1890s, the line was attracting some of the continent's major manufacturers to the area and plans for spur lines running west to the Main Street were started (Plates 1-3).⁴

¹ L.K. Eaton, "Winnipeg: The Northern Anchor of the Wholesale Trade," Urban History Review, Vol. XI, No. 2 (October 1982), p. 28.

² This enterprise, however, did not meet with the same early success as its competitor and in 1901 was sold to the Canadian Northern Railway (CNoR), soon-to-be Canada's second transcontinental railway, in 1901. In turn, the CNoR was taken over by the federal government after World War I to form part of its Canadian National Railways.

³ Manitoba Free Press, October 5, 1889.

⁴ Manitoba Free Press, various dates. It would not be until 1901 that the more established warehouse district west of Main Street and south of the CPR track was served by a spur line, known as the Princess Street Spur.

Soon, all the streets east of Main Street north of Portage Avenue were filling with large warehouses and factories as local and Eastern Canadian firms took advantage of the city's large workforce, its geographic location and the favourable freight rates (Plates 4 and 5).

In 1912, the busiest year for construction in Winnipeg's frantic expansion era from 1900-1915, two city's leaders, a lawyer and a financier/real estate developer pooled their capital to build another large structure in the Exchange District, this time on the south side of James Avenue east of Main Street.

STYLE

This structure marks a departure from the familiar round arches, rough textures and bulky appearance of the Richardsonian Romanesque style used so extensively in the warehouse district. This warehouse replaces those elements with more classically based ornamentation based on the Edwardian Classical Style. This British-based style was popular from 1900 to the early 1920s and was named for British monarch Edward VII. At its height, the style, which was used almost exclusively for large public buildings, produced "grandiose and robustly modelled"⁵ façades with a wealth of classical ornamentation: domes, voussoirs, keystones, columns and pilasters. Straight rooflines, smooth brick surfaces and large, numerous windows were also key elements of the style.⁶

CONSTRUCTION

The original building measures approximately 14.6 x 30.5 x 14.3 metres, over 6,300 cubic metres of interior space divided equally in the basement and three upper storeys (see Appendix I for more technical information). Ceiling heights in the building are 3.1 metres in the basement, 3.7 metres on the ground floor and 3.2 metres on the second and third floors. The building rests on a solid stone

⁵ L. Maitland, et al, A Guide to Canadian Architectural Styles (Peterborough, ON: Broadview Press Ltd., 1992), pp. 118-123.

⁶ Information from www.buildinghistory.org/ (September 10, 2006) and www.ontarioarchitecture.com (no date).

foundation that rises 1.1 metres above grade on the front (north) façade. The solid brick walls measure 53.3 centimetres thick on the first two floors and 43.2 centimetres on the top floor.⁷ The front façade is clad in a dark brick with stone and concrete accenting; the balance of the structure is built of common clay brick.

The original warehouse was built using the mill construction method – a network of square timber beams and posts (Plate 6) providing internal support for the solid wood plank floors and attached to the solid brick exterior walls. It was the most common construction method in the warehouse district.

The building's original heating system was converted to a gas boiler in 1990.⁸

The 1979 addition on the east side of the original warehouse measures approximately 6.1 x 12.2 x 15.3 and 14.0 x 30.5 x 15.3 metres with 4.9-metre overhead garage-type doors. It is built of concrete block and steel and includes an interior loading dock and a doorway connecting it to the original building.

DESIGN

The front (north) façade of the original three-storey warehouse began at grade with a raised stone foundation wall leading to the dark brick walls of the superstructure. The symmetrically designed ground floor featured large entrances at both the east and west ends (Plate 7). The west entrance was the original element, the east opening was originally an interior loading dock that had been converted into a second public entrance (date unknown). Two large, rectangular windows filled much of the remainder of this floor. A modest smooth stone belt course visually divided the bottom floor from the top two levels.

⁷ City of Winnipeg Assessment Records, Roll No. 712990-12-2.

⁸ Ibid.

The second and third floors were divided into four bays by brick pilasters running from the stone belt course to the stone capitals above the third storey windows. Small concrete diamonds were set between the second and third storey windows and between the pilaster capitals (Plate 8). The roof was flat and finished with stone capping.

The west wall is a party wall. Only part of the eastern wall is visible, arched windows on the upper floor have been closed for more than a decade (Plate 9). The rear faces the back lane (Elgin Avenue) and included a loading door at its east end, open metal fire escape and numerous arched windows with radiating brick heads on each floor, some with stone lug sills and others with brick bases (Plate 10).

On the east side of the building, a one-storey addition was completed in 1979. The concrete block addition is windowless and has two large overhead doors and one single entrance door on its east side (Plate 11).

Changes to the exterior of this building have been significant. All window units on the front and rear have been replaced (Plates 12 and 13), the original main entrance closed and a new entrance at the east end created and new enclosed stairwells have been added to the east side of the original warehouse (Plate 14).

INTERIOR

The original design of the interior of the building is unknown, although it would have included a loading/unloading area on the east side of the ground floor and an entrance foyer and stairs to the upper floors off the main entrance on the west side (Plate 15). The east side of the ground floor was renovated into offices prior to 2009 (Plate 16). Upper floors would have been open warehouse space, although part of the second floor had been converted into offices (Plate 17).

Beginning in 2010, the original building was completely renovated. New offices and related space are located on the ground floor and part of the basement, the remainder of the basement and the top two floors have been converted to 10 residential condominiums (Plates 18 and 19).

INTEGRITY

The warehouse stands on its original location and does not appear to be suffering from severe structural problems. The building's exterior has seen significant alteration, the interior has been totally remodelled.

STREETSCAPE

This warehouse is located at the southwest corner of James Avenue and Bertha Street, on the northern edge of the Exchange District National Historic Site (EDNHS). It is an important part of this streetscape of James Avenue (Plate 20) and also contributed to the streetscape of the back lane, identified as an important historic streetscape in the EDNHS (Plate 21). This back lane was the site of the most violent street fighting during the 1919 Winnipeg General Strike, when 27 strikers were injured in "Hell's Alley".⁹ Because all buildings within the EDNHS are essential parts of their historic streetscapes, the Historical Buildings and Resources Committee has given them 60 points.

ARCHITECT/CONTRACTORS

The nationally renowned construction firm Carter-Halls-Aldinger Company was responsible for both the design and construction of the original James Avenue warehouse (see Appendix II for biographical information). They have not been evaluated by the Historical Buildings and Resources Committee.

⁹ Anna Penner, "Politics in the Park: Winnipeg's Victoria Park During the General Strike," in Manitoba History, No. 40 (Autumn/Winter 2000-2001), n.p.

PERSON/INSTITUTION

The original owners of this property were real estate agent William R. Allan and barrister J.A. Machray. Allan was one of Winnipeg's prominent financiers of the early 1900s, on the board of directors of such noteworthy institutions as the Royal Bank of Canada and the Lake of the Woods Milling Company. He was a long-time partner and president of Allan, Killam and McKay Limited, insurance, real estate and finance.¹⁰ J.A. Machray was born in 1865 in Scotland and came to Winnipeg in 1874. He was a senior partner of the firm Machray, Sharpe and Dennistoun and was also a director of Dominion Trust Company.¹¹

Allan and Machray owned the property until 1934 when it was transferred to Allan's legal firm, which continued to own the property until its sale in 1947.¹² The building was originally occupied by the DeLaval Company, Fred J. Wood, manager, suppliers of cream separators and dairy supplies. The DeLaval cream separator, a series of conical discs that spun and used the generated centrifugal force to separate the cream from the milk, revolutionized the dairy industry in the late 19th century, allowing farmers to cheaply process their own product prior to shipping it to market and thereby reducing transportation and processing costs.¹³

Between 1920 and 1960 the building was home to a large number of small-scale businesses, including Crown Cork and Seal Company, Pyrene Manufacturing Company and Watson and Truedale, wholesale grocers. Winnipeg Wholesale Grocery and Confectionary bought the property in 1947 (Walter Czerniewicz, manager) and occupied space in the building until the late 1970s. It was then purchased by Fred E. Ingaldson, owner of the Winnipeg Wholesale Vending Company. Ingaldson renamed the building and occupied much of the building into the late 1990s.¹⁴

¹⁰ G. Bryce, History of Manitoba (Toronto, ON: Canada History, 1906), p. 390; and Legislative Library of Manitoba Newspaper Clippings Binders, B8, p. 70.

¹¹ Winnipeg Telegram, October 21, 1912 and March 2, 1915.

¹² City of Winnipeg Assessment Rolls, Roll No. 712990-12-2 (below as ARo), 1900-1960.

¹³ Company information from DeLaval Company website, www.delaval.ca, 2012. The Company's present headquarters are in Sweden.

¹⁴ ARo, 1960-1999; Henderson's Directory, 1905-1999.

This building, and several other nearby warehouses, was bought by the Peter Nygård International Partnership in 2005 with ambitious plans for an \$80-million “fashion village” that sought to create a mixed retail/residential space that included a covered atrium (Plate 22).¹⁵ The scheme was abandoned in 2007. The building, with its recent residential redevelopment, is known as Loftworks on James.

EVENT

The back lane to the south of this building, which is actually Elgin Avenue, originally stretched from Main Street south of Bertha Street and onto what is today Waterfront Drive but was originally the right-of-way of the Winnipeg Transfer Railway. A spur line ran up the middle of this stretch of Elgin Avenue allowing for the loading and unloading of goods to the warehouses on both James Avenue and Market Avenue (Plate 23).

It was also the location of one of the most important events of the Winnipeg General Strike of 1919. It became known as “Hell’s Alley,” the site of a violent clash between strikers and mounted North West Mounted Police Officers that ended in the deaths of two strikers, 27 injuries and 94 arrests on June 21st, “Black Saturday.” The Strike Committee called an end to the strike only days later.

CONTEXT

This warehouse was built during the peak of Winnipeg's early 20th century growth phase when the city was one of the fastest growing centres in the world. The building was another example of local capital, generated by the accelerated economic climate, being used to construct modern buildings for use by one of the many out-of-town businesses seeking to have a presence in Western Canada's premier city.

¹⁵ Nygård International Partnership, online, <http://corporate.nygard.com>, 2005.

The building has filled a number of functions over the years, space being converted into offices and additions being completed as its role changed - another of the common features of many of Winnipeg's large downtown warehouses.

Its latest transformation into residential space is part of a process that has seen many buildings in the East Exchange converted over the past 30 years, a process that has accelerated recently.

LANDMARK

This unassuming structure is conspicuous in the area.



APPENDIX I

CITY OF WINNIPEG - Preliminary Report Assessment Record

Building Address: 128 James Avenue (120-28 James) Building Name: DeLaval Warehouse
(Fred Ingaldson Building)

Original Use: warehouse Current Use: residential condominiums

Roll No. (Old): 13071299000 (12031-12-2, PC 50) R.S.N.: 152915

Legal Description: 9^E St. John, Plan 45, E part Lot 22: W 29' Lot 65: W part Lot 66

Location: southwest corner Bertha Street

Date of Construction: 1912 (#128)/1979 (#120) Storeys: 3/1

Construction Type: brick – mill (#128) and steel and concrete block (#120)

Heritage Status: ON NOMINATED LIST

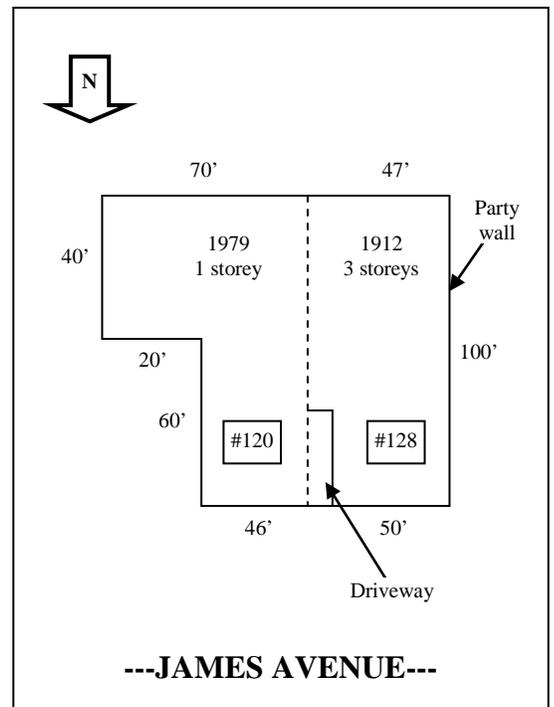
Building Permits (Plans available: [CS] City Storage):

- 4135/1912 \$38,200 (original); 61/1953 [CS] \$200 (fuel tank platform); 6074/1978 [CS] \$90,000;
127/1984 [CS] \$30,000 (alteration); 2842/1994 \$10,000 (alteration); 4353/1997 \$2,200 (alteration);
126692/2010 \$20,000 (interior alteration); 153938/2010 \$100,000 (interior/exterior alterations); 104343/2011
\$350,000 (interior/exterior alterations – convert to offices & residential space); 127673/2011 \$350,000
(structural framing)

Information:

- 48 x 100 x 47 = 225,600 cu. ft.
- Brick Front – balance clay brick
- Rubble stone foundation 3½' from ground level
- Wall thickness – 21” brick
- 1948 – office partitioned
- 1953 – Interlake oil burner
- 1971 Assessment – building in “fairly good condition”
- 1979 Addition – 20 x 40 and 46 x 100 x 50 – masonry
 - concrete block, 2 – 16’ overhead doors
- 1990 – converted to gas boiler
- 1996 - No structural or functional problems. Roof leaks
 - building 50% occupied
- Permit 126692/2010- remove all interior partitions

ARCHITECT: CARTER-HALLS-ALDINGER CO.
CONTRACTOR: CARTER-HALLS-ALDINGER CO.



APPENDIX II

Carter-Halls-Aldinger Company Limited¹

The principals of Carter-Halls-Aldinger Company Limited (CHA) were William Henry Carter (1874-1962), a contractor; Frank Ernest Halls (1872-1950), a fire-proofing expert; and Albert Henry Aldinger (ca.1876-1942), a civil engineer. CHA had its origins with the arrival in 1903 of Carter, who was representing the William Grace Company, a Chicago contracting firm that was building the Bank of British North America, 436 Main Street. Carter worked for Grace until February 1907 when he joined with Halls and Aldinger to found the new firm. By 1915, CHA was well-known throughout Western Canada with such Winnipeg buildings to its credit as the McArthur (later Childs) Building, 211 Portage Avenue (1909 – demolished); Confederation Life Association Building, 457 Main Street (1912 – Grade II); the Winnipeg Electric Railway Building, 213 Notre Dame Avenue (1912-13 – Grade II); the Manitoba Free Press Building, 300 Carlton Street (1913 – Grade II); the Olympia (later Marlborough) Hotel, 331 Smith Street (1913 – Grade II); and the Minto Armouries, 969 St. Matthews Avenue (1914). The firm also had contracts in Moose Jaw, Saskatoon, Calgary, Edmonton and Prince George, British Columbia.

Their clients included the Dominion Government, as well as the Canadian Pacific, the Grand Trunk Pacific and the Canadian Northern railways. They also worked on the new Hudson's Bay Company stores in Calgary (1912), Vancouver (1913), and Winnipeg (1926), the Banff Springs Hotel and later the Winnipeg Civic Auditorium (1933). The firm specialized in bridges, subways, railway works, steel frame and other fireproof construction, as well as heavy masonry foundations and caisson work as found in the new Hudson's Bay Company store at Winnipeg. CHA was placed in voluntary liquidation in 1944, and was reorganized as two firms, Commonwealth Construction Company Limited and the Carter Construction Company of Toronto. This latter firm relocated to Winnipeg in 1950, being managed by W.H. Carter after his retirement from the Greater Winnipeg Transit Commission in 1956. Carter Construction remained in business until 1972 as a St. Boniface firm.

¹ Biographical and construction information from R.R. Rostecki, "450 Portage Avenue – Hudson's Bay Company Store," report for the City of Winnipeg Historical Buildings Committee, October 2002; and M. Peterson, personal files.

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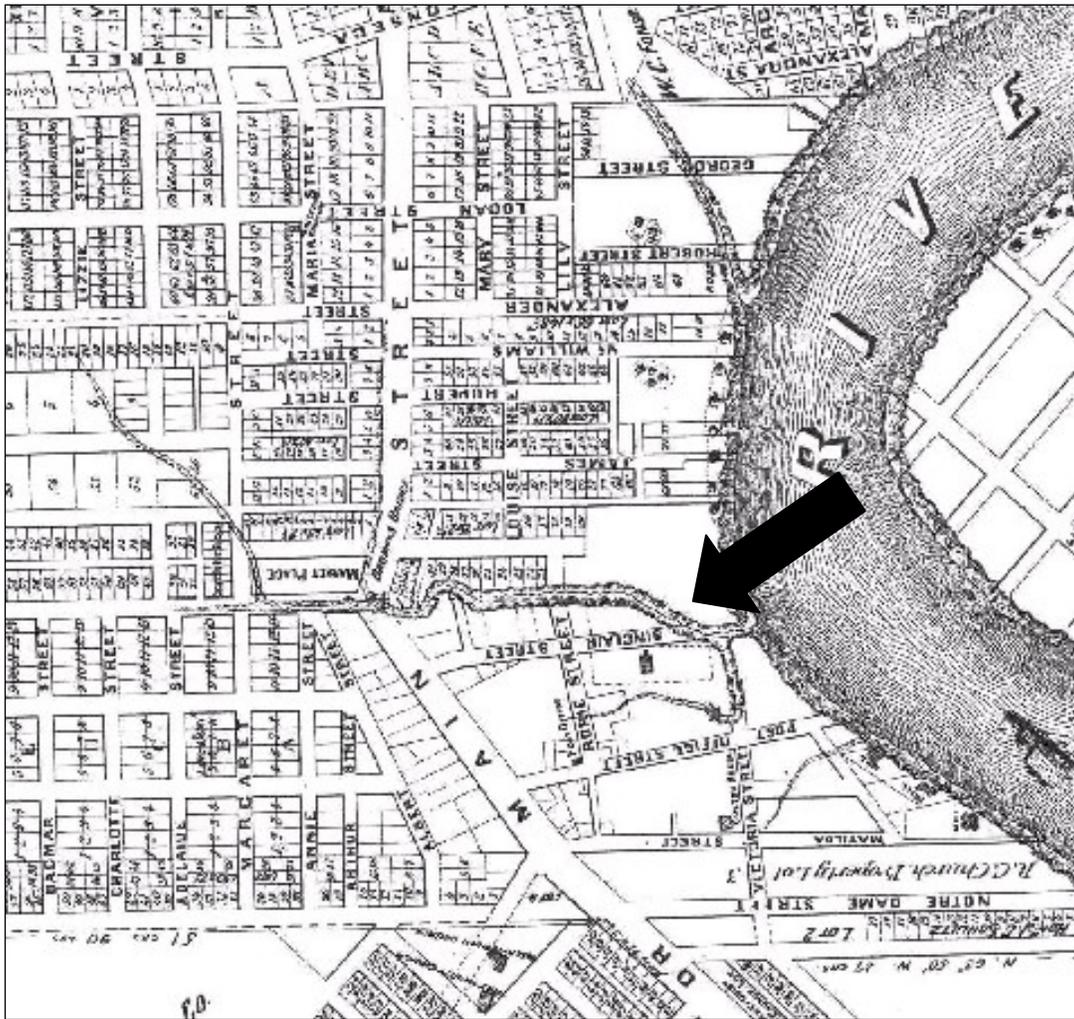


Plate 1 – Portion of J.D. Parr's Map of what would become downtown Winnipeg and the Warehouse District, 1874. Note the extensive surveying of lots on both sides of Main Street north of Brown's Creek (arrow) and the lack of surveying to the south and the creeks running into the Red River including Brown's Creek (south) and Logan's Creek (north) (City of Winnipeg.)

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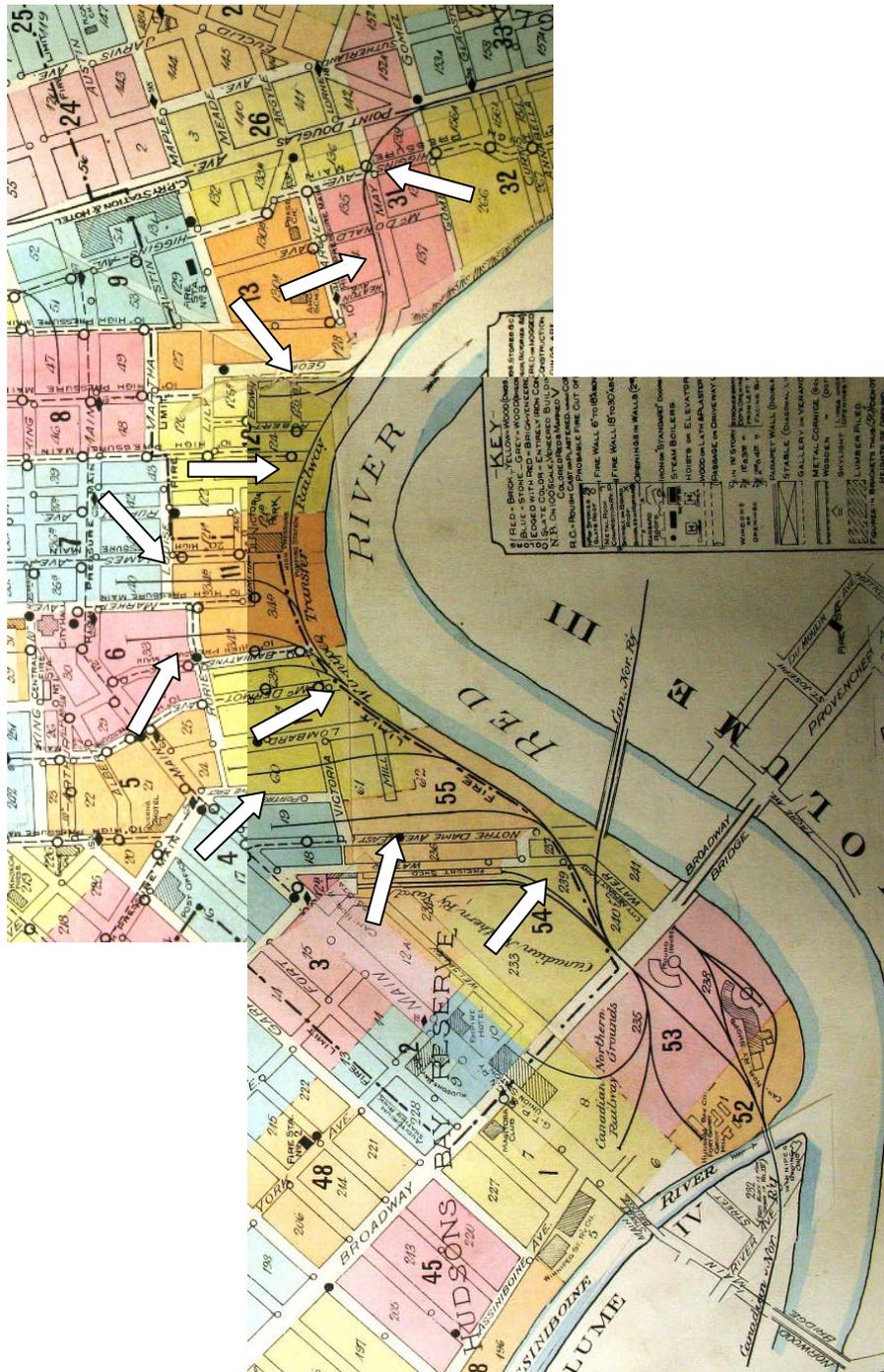


Plate 2 – City of Winnipeg Fire Atlas, Overview Map, 1906-1914. The completed Winnipeg Transfer Railway and its many north-south spur lines into the warehouse district runs from Water Avenue to Point Douglas Avenue (arrows). (City of Winnipeg.)

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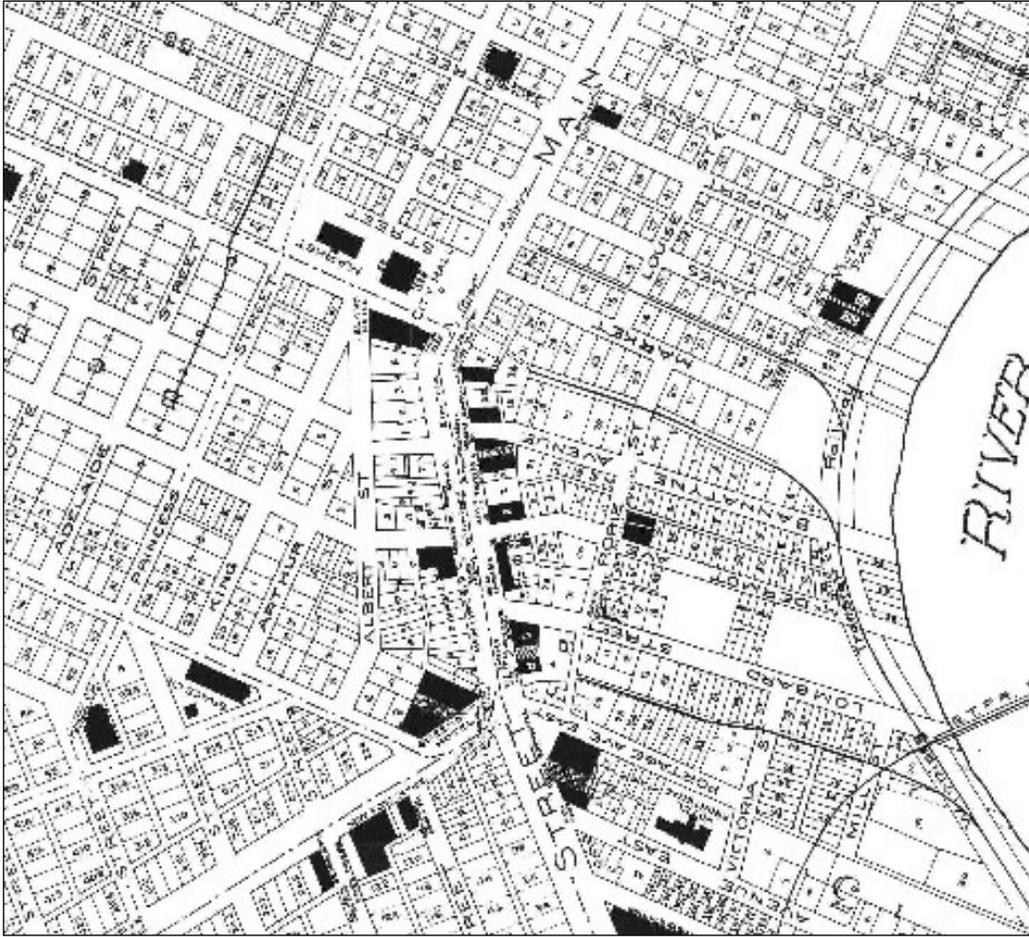


Plate 3 – Portion of McPhillip's Map of the City of Winnipeg, 1911, showing the Warehouse District and the Winnipeg Transfer Railway and spur lines running westward. (City of Winnipeg.)

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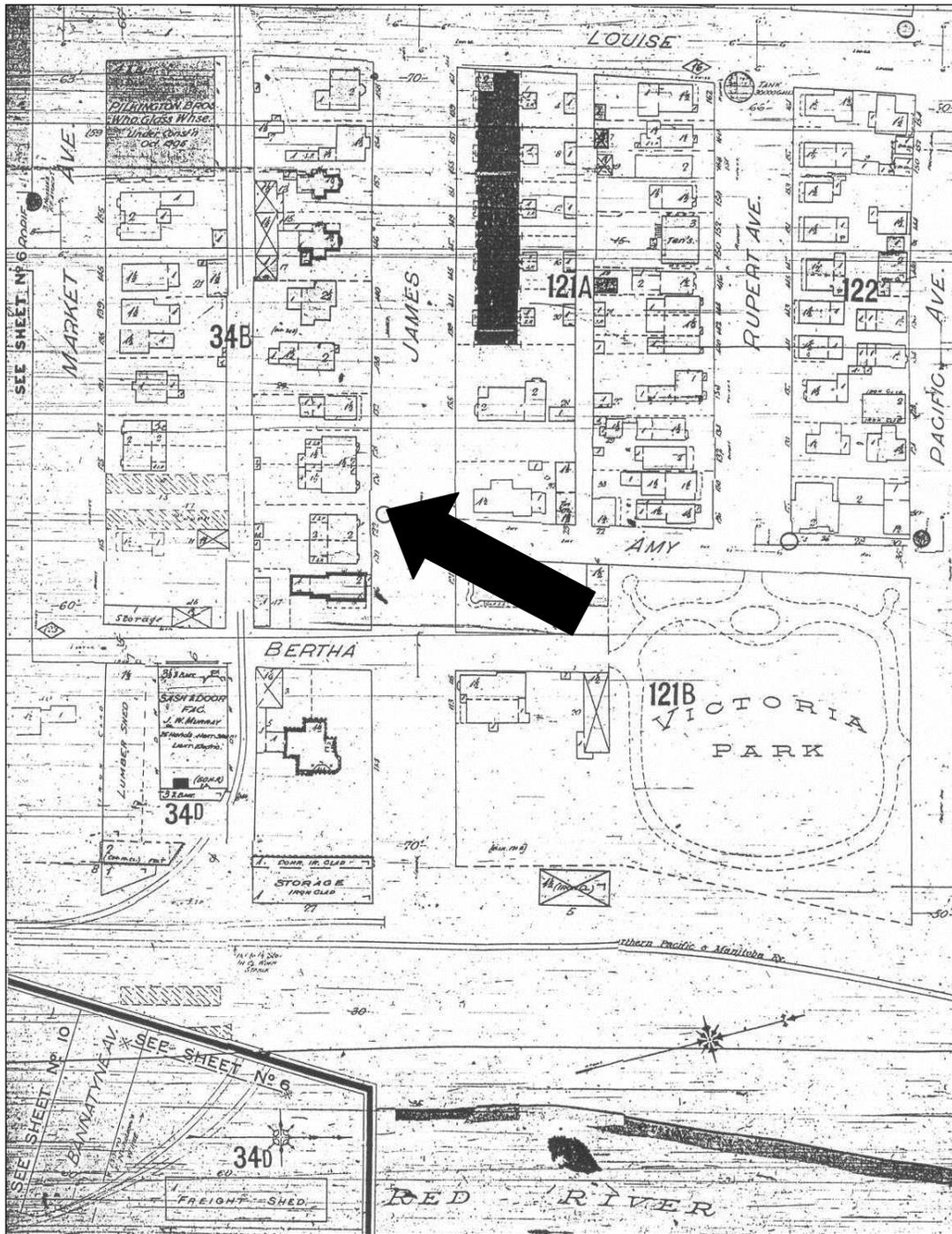


Plate 4 – Charles Goad, Fire Atlas of the City of Winnipeg, 1895 (revised 1905), Sheet 11.
Future location of the DeLaval Warehouse (arrow) and the entire block of James Avenue
is occupied by single family houses and duplexes. (City of Winnipeg Archives.)

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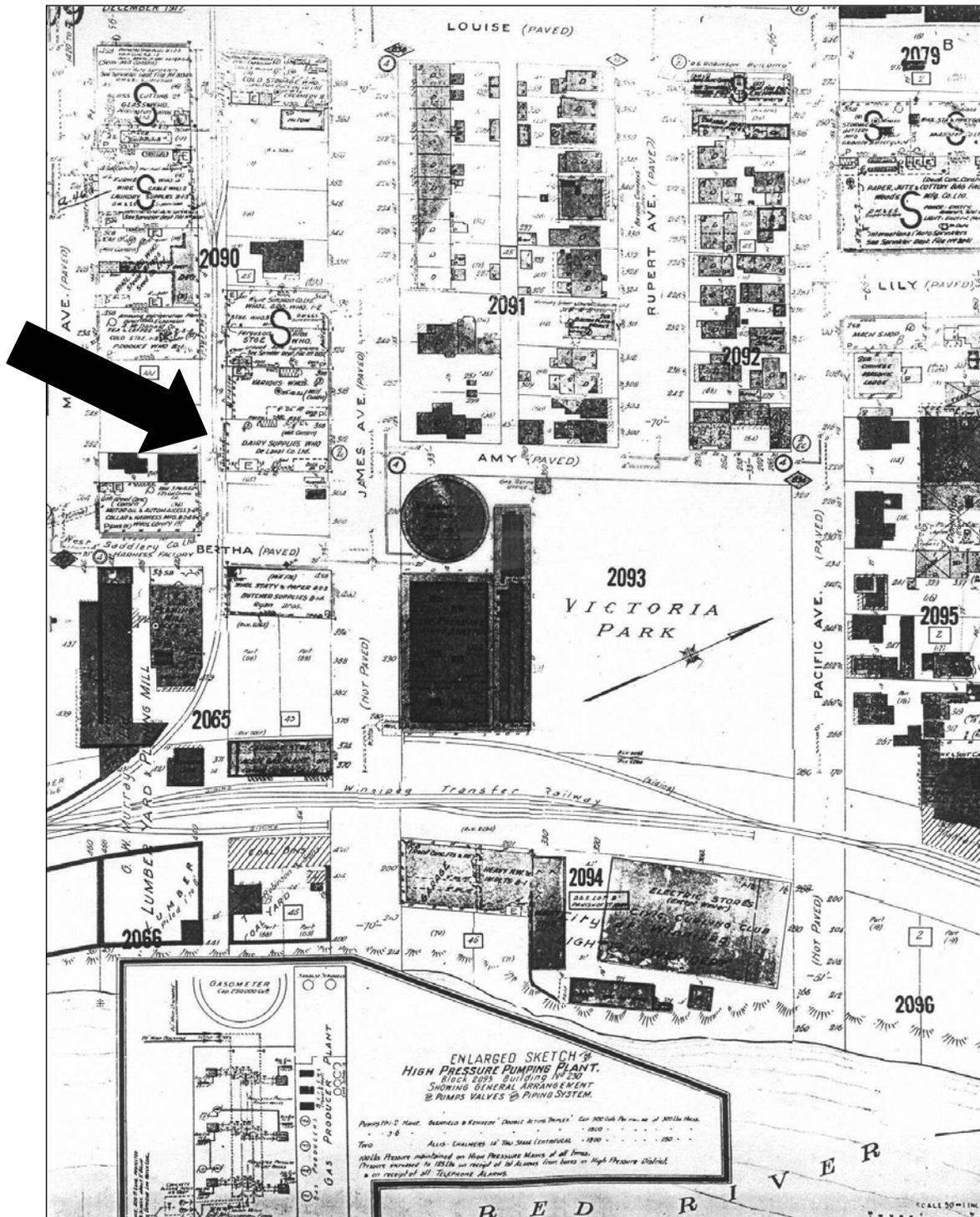


Plate 5 – Fire Atlas of the City of Winnipeg, December 1917, Vol. II, Sheet 209. DeLaval Warehouse (arrow) and several other large warehouses have replaced the older residential property. (City of Winnipeg Archives.)

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Plate 6 – DeLaval Warehouse, 120-128 James Avenue, third floor square wood beams and posts, 2009. (M. Peterson, 2009.)

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Plate 7 – DeLaval Warehouse, 120-128 James Avenue, front (north) façade, 2009. Note the original main entrance at the west end (right) and the interior loading area that was enclosed (east end – left). (M. Peterson, 2009.)

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Plate 8 – DeLaval Warehouse, 120-128 James Avenue, main (north) façade detail, 2014. (M. Peterson, 2014.)



Plate 9 – DeLaval Warehouse, 120-128 James Avenue, main (north) and east façades, 2004, with bricked in third storey windows on original building. (M. Peterson, 2004.)

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Plate 10 – DeLaval Warehouse, 120-128 James Avenue, rear (south) façade, 2009. (M. Peterson, 2009.)

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Plate 11 – DeLaval Warehouse, 120-128 James Avenue, 1979 addition to east side, 2009. (M. Peterson, 2009.)



Plate 12 – DeLaval Warehouse, 120-128 James Avenue, main (north) façade, 2014, with new main entrance at east end. (M. Peterson, 2014.)

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Plate 13 – DeLaval Warehouse, 120-128 James Avenue, rear (south) façade, 2014. (M. Peterson, 2014.)



Plate 14 – DeLaval Warehouse, 120-128 James Avenue, east façade with metal-clad additions, 2014. (M. Peterson, 2014.)

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Plate 15 – DeLaval Warehouse, 120-128 James Avenue, main entrance foyer of #128 James Avenue, 2009. (M. Peterson, 2009.)

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Plate 16 – DeLaval Warehouse, 120-128 James Avenue, vacant ground floor office space, 2009.
(M. Peterson, 2009.)

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Plate 17 – 120-128 James Avenue, DeLaval Warehouse, offices, second floor, #128 James Avenue, 2009. (M. Peterson, 2009.)

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Plate 18 – DeLaval Warehouse, 120-128 James Avenue, main floor office space, 2014. (M. Peterson, 2014.)

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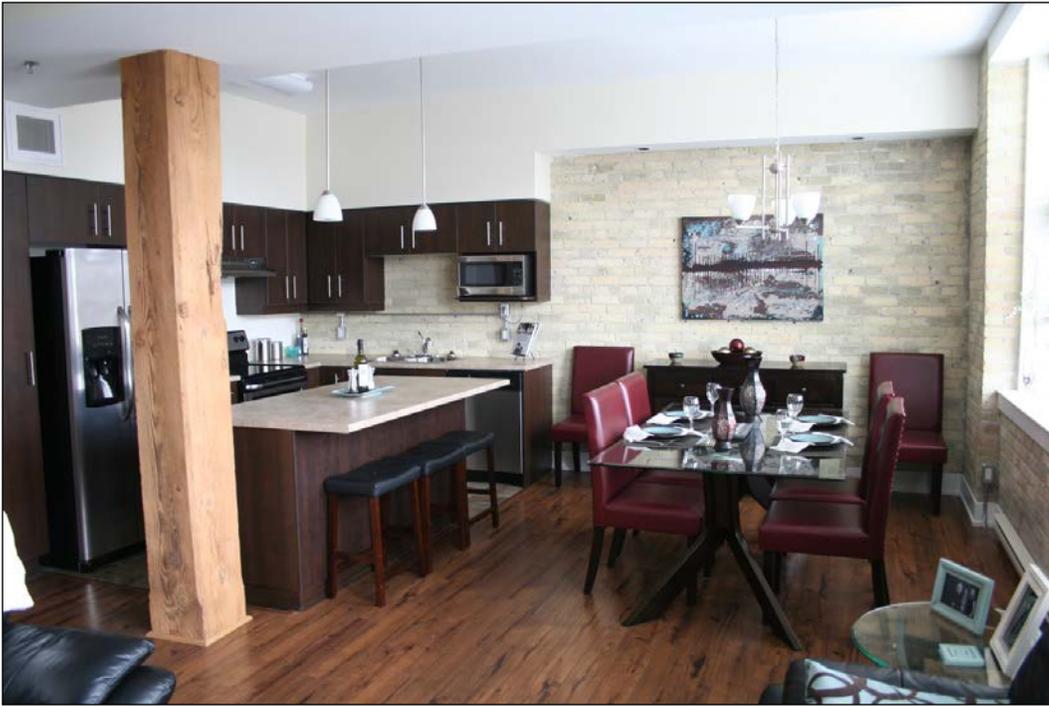


Plate 19 – DeLaval Warehouse, 120-128 James Avenue, 3rd floor suite, 2014. (M. Peterson, 2014.)

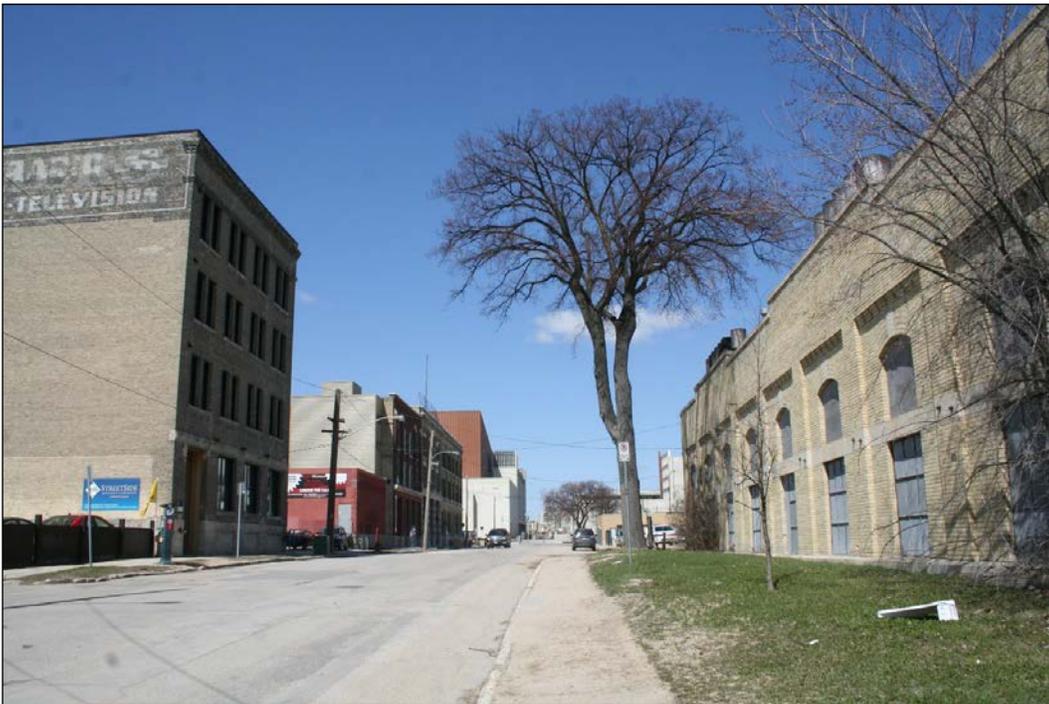


Plate 20 – James Avenue, looking west from Waterfront Drive, 2014. (M. Peterson, 2014.)

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Plate 21 – Back lane (Elgin Avenue), looking west from Bertha Street, 2014. (M. Peterson, 2014.)

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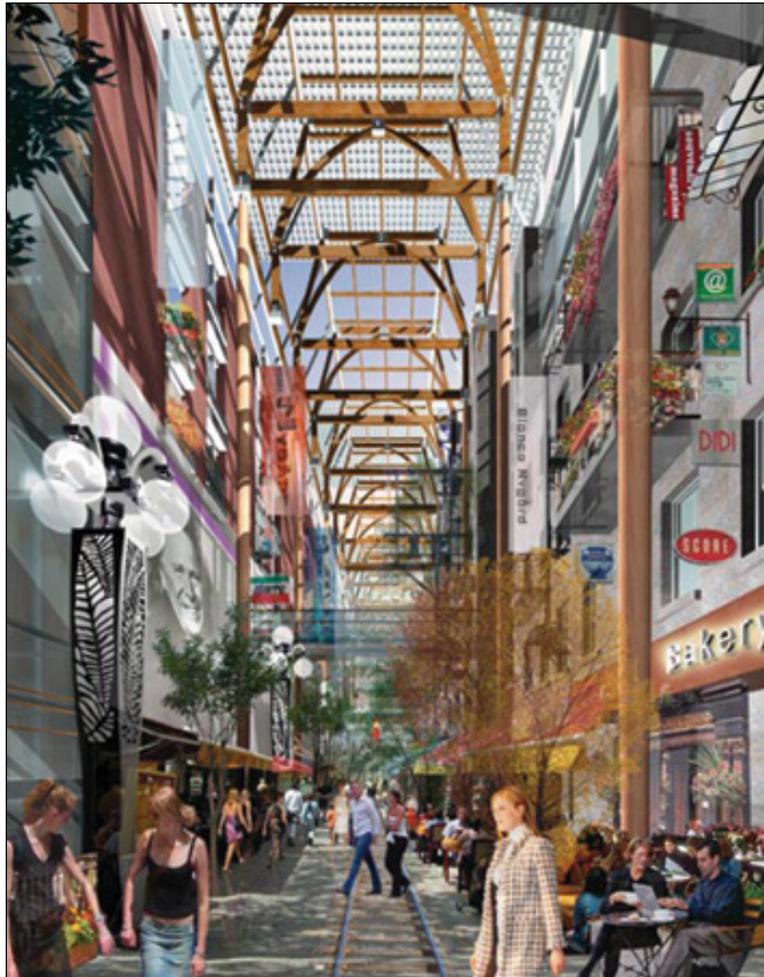


Plate 22 – Artist's rendition of Nygård Village with the atrium over what was the back lane (Elgin Avenue) between the buildings on the north side of Market Avenue and the south side of James Avenue, 2005. (Reproduced from Nygård International Partnership, online, <http://corporate.nygard.com/scf/News.aspx?id=305>, 2005.)

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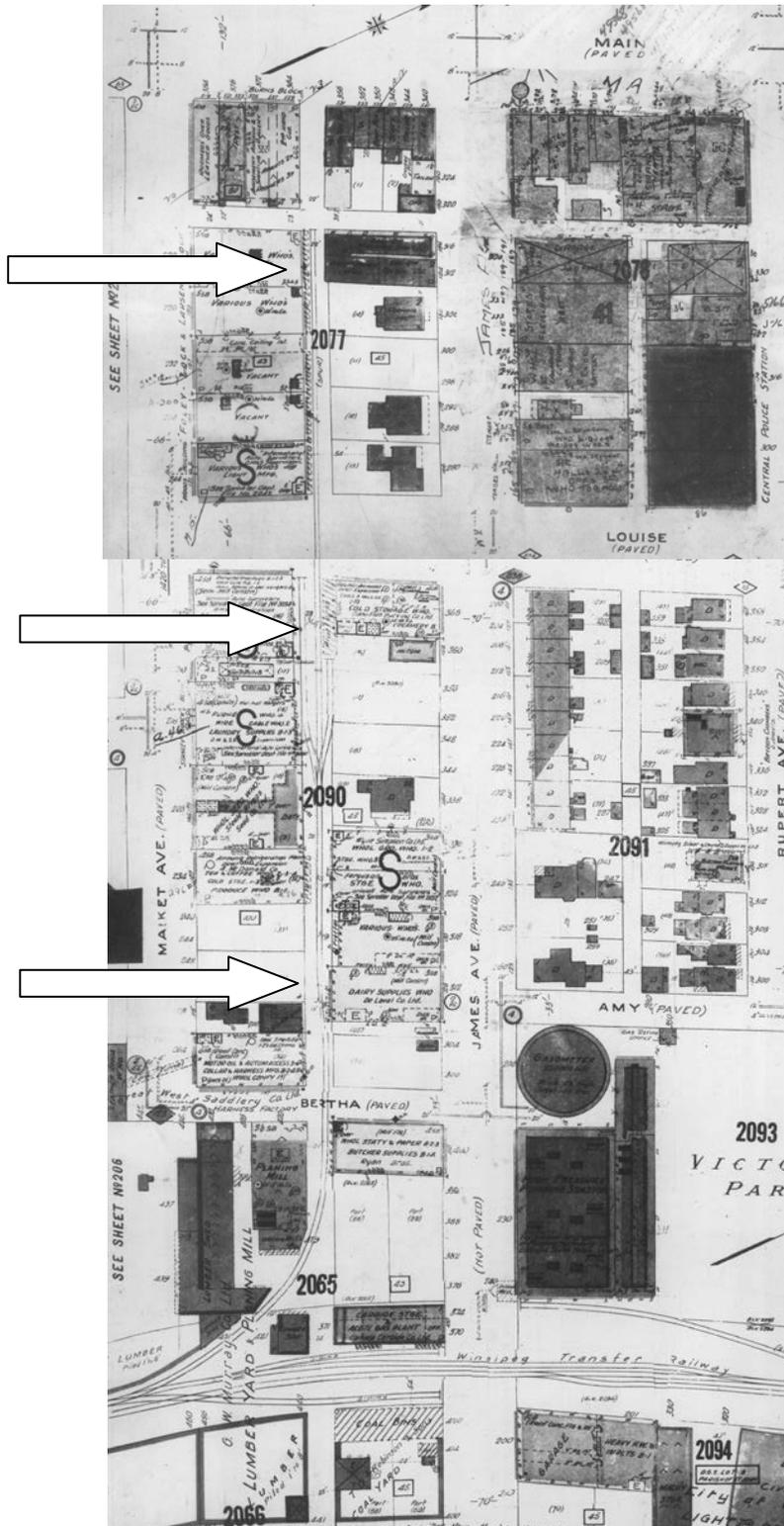


Plate 23 – Fire Atlas of the City of Winnipeg, December 1917, Vol. II, Sheets 207 and 209.
Elgin Avenue is at arrows. (City of Winnipeg Archives.)