



132-134 JAMES AVENUE
RICHARDS AND BROWN WAREHOUSE

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

This building embodies the following heritage values as described in the *Historical Resources By-law, 55/2014* (consolidated update July 13, 2016):

- (a) This warehouse was built in 1911-1912, another business locating in Winnipeg's downtown warehouse district;
- (b) It was initially associated with Richards and Brown, commercial agents and wholesale grocers;
- (c) It was designed by well-known local architect George W. Northwood;
- (d) It employs the mill construction method;
- (e) It is on a section of James Avenue that includes several contemporary buildings and warehouses; and
- (f) The building's exterior has suffered little alteration.

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE

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 November 1909, the Winnipeg wholesale grocery firm of Richards and Brown purchased 50 feet of frontage on the south side of James Avenue for \$1,500. Formed in 1906, the company's business had grown steadily, forcing it to relocate to larger facilities several times.⁵ By 1911, they had moved into their new "track warehouse"⁶ but it proved to be too small almost immediately and one year later the company doubled the size of their headquarters with a large addition on the west side.

STYLE

This is the type of sturdy, modestly ornamented brick warehouse that was built throughout the Exchange District during the 1900-1914 period. Its rough textures, brick and stone cladding and large arches are elements of the Romanesque Revival style, very popular in warehouse districts throughout North America from the 1880s well into the 20th century. The buildings were nearly always solid brick with a raised basement and featuring rusticated stone accenting around windows and doors and at roof level. Other elements included towers flanking the main façade, quoins, belt courses, corbelled brick panels, chevrons and flat rooflines, with or without cornices and entablatures. The most obvious feature of the style was the use of the arch above openings. Often, straight-topped windows located on the middle storeys were grouped under large arches on the upper floors.⁷ Although the style was applied to private residences and on large public buildings, in Winnipeg it was almost exclusively used in the warehouse district, where the designs were somewhat more subdued. The massiveness and sturdiness of the style appealed to wholesalers looking to promote their businesses and portray the stability of their firms through the design of the structures they occupied.

⁵ Manitoba Free Press, November 17, 1909, p. 6.

⁶ Manitoba Free Press, May 17, 1911, p. 15.

⁷ L. Maitland, et al., A Guide to Canadian Architectural Styles (Peterborough: Broadview Press, 1992), p. 84; and Identifying Architectural Styles in Manitoba (Winnipeg: Department of Culture, Heritage and Citizenship, Historic Resources Branch, 1991), p. 14.

CONSTRUCTION

The Richards and Brown Warehouse was built in two sections: the east portion was built in 1911 at a cost of \$29,000;⁸ the west section was completed the next year and cost \$28,000.⁹ The east portion measures 11.9 x 30.5 x 14.9 metres and the west measures approximately 12.2 x 30.5 x 14.9 metres. Cut stone was used on the ground floor of the front façade and as accents around the windows of the upper two floors (see Appendix I for more technical information).

The buildings are of mill construction, with solid brick exterior walls supported by a system of square timber beams and posts and heavy wooden floors. This was a very popular structural system in the warehouse district until its replacement by reinforced concrete.

Building measurements:¹⁰

	BEAMS (cms.)	POSTS (cms.)	FLOOR	EXTERIOR WALLS (cms.)	CEILING HEIGHT (m.)
Basement	40.6 x 40.6	40.6 x 40.6	Cement	63.5 (brick/stone)	3.2
1 st Floor	35.6 x 35.6	35.6 x 35.6	2 x 6 planks (on edge)	63.5 (brick)	4.3
2 nd Floor	30.5 x 35.6	30.5 x 30.5	2 x 6 planks (on edge)	63.5 (brick)	3.7
3 rd Floor	30.5 x 35.6	30.5 x 30.5	2 x 6 planks (on edge)	53.3 (brick)	3.1

DESIGN

The warehouse designed and built in 1911 (originally 132 James Avenue) featured a front (north) façade with no entrance doors except through the interior loading dock on the building's east side (Plate 6 and 7). The cut stone base rose to a height of 1.5 metres above grade and included small basement windows. The façade was divided into two bays, with arched openings on the

⁸ City of Winnipeg Building Permit (below as BP), #121/1911.

⁹ BP #1852/1912.

¹⁰ BP #121/1911 & 1852/1912.

ground floor and square openings on the upper two floors. The eastern opening led to an interior driveway; loading and unloading was done in the protection of this covered area. The west bay held two large plate glass windows. Brick, laid with deep ornamental grooves highlighted the ground floor. The bays of the second and third floors contained paired, multi-paned window units with continuous stone lug sills and brick heads. Stone was also used as the bases of the pilasters that divided the upper floors into bays. The flat roof of the original warehouse featured a corbelled brick band and a stone-capped parapet. The west side held only a few small windows and the east side was a party wall. The rear of the building was originally designed with numerous arched windows, and a large set of centrally located, raised double doors (Plate 8).

The 1912 extension (originally 134 James Avenue) continued the language of the original design, with three vertical bays, a wide middle section framed by two thinner bays (Plate 9). The ground floor included the same raised stone base with basement windows and a large arched window in the middle bay. The bay on the east side held the main entrance; the bay to the west, an arched window. The second and third floors were similar to those of the original building. The new west wall was once again interrupted by only a few small windows and the rear of the addition was designed with numerous large windows on each floor and another double loading door (Plate 10).

In 1936 and 1937, a partially covered loading platform was constructed along the west side and around the southwest corner of the building (Plate 11).

The combined building remained virtually unchanged for nearly 100 years, except for the filling of window openings on the rear façade (Plates 12-14).

Extensive changes have been made to the building recently, including the removal of the paint from the front façade (Plate 15), the replacement of all window units on the two main façades (Plates 16 and 17), the removal of the west side loading dock and the creation of new window openings (Plate 18) and the conversion of the interior loading dock into a main entrance.

INTERIOR

The 1911 warehouse was a model of efficiency – deliveries were taken off a small loading platform in the covered driveway at the building’s northeast corner or from the spur line at the rear of the building. A small office with wickets and counters let office staff tend to customers and also have access to a private office, sample room and, if necessary, the large open warehouse behind. A freight elevator was located in the southeast corner of the structure (Plate 7). The second and third floors remained undivided and were used for storage of goods.

With the 1912 extension came a change in the interior layout of the ground floor (Plate 19). The driveway and platform remained; however, the doorway to the inside was closed off. A new main entrance and foyer led to a small public room and main office separated by a counter. A second private office and freight elevator were included in the 1912 addition, in the northwest and southwest corners, respectively. Like its predecessor, the new building included ample warehouse space on the ground floor and all of the second and third floors. Doorways on all three floors allowed access to either building.

The building remained relatively unchanged until a major interior renovation was completed in 1941. At a cost of \$16,000,¹¹ the building’s new owner altered much of the first and second floors. The ground floor of the 1911 building was converted into a large cold storage area and a “Director’s Room” (Plates 20-22). The renovations included leaded glass windows, an oak parquet floor and a birch and marble fireplace. At the same time, the front entrance was given a facelift and the staircase updated (Plate 23).

On the second floor, the renovations called for the construction of a number of small offices, a staff lunch room, a large general office, two private offices and a “Junior” boardroom (Plate 24). The third floor was left unchanged by this work.

This building, along with the neighbouring structure, 130 James Avenue, has recently been converted into a 49-unit condominium complex; the interiors of both structures completely renovated (Plates 25 and 26).

¹¹ BP #2973/1940 and #335/1941.

INTEGRITY

The building stands on its original site and does not appear to have serious structural issues. Alterations to much of the building's original interior and exterior have been significant, although much of the original construction material has not been altered.

STREETSCAPE

The construction of this warehouse added to the large group of brick warehouses in the area, although the north side of James Avenue held mostly residential structures well into the 20th century. Demolitions and new construction have altered the streetscape on the north side of James Avenue, but the south side has remained relatively intact (Plates 27 and 28). As part of the Exchange District building stock this structure receives 60 points from the Historical Buildings and Resources Committee.

ARCHITECT/CONTRACTOR

Major G.W. Northwood (1876-1959) designed the original warehouse and the 1912 extension. Northwood came to Winnipeg in 1905 and in partnership or alone, was responsible for many fine structures throughout the city (see Appendix II for biographical/professional information). He has received 20 points from the Historical Buildings and Resources Committee.

The major renovations of 1940-1941 were designed by local architect W. Ewart Fitz Munn (1885-1968).¹²

The 1911 contractor was the local firm Carter-Halls-Aldinger Company, one of the most prolific companies in Western Canada, responsible for many fine local buildings. Another local company, Wallace and Akins Limited, completed the 1912 extension.¹³

¹² Loc. cit.; and Winnipeg Free Press, January 1, 1969, p. 30.

¹³ BP #121/1911 and #1852/1912.

INSTITUTION

The founders of Richards and Brown, Stanley Crawford Richards and Arthur H. Brown, do not appear in local directories until after 1900. Richards was listed in 1904 as a clerk at the Dominion Bank. Two years later, he was working as a clerk at Bole Drug Company. In 1908, A.H. Brown was listed as a traveller (salesman) and Richards as a shipper at Bole. With their combined experience in shipping and sales, they formed their partnership in 1906 as commercial agents and wholesale grocers in a small building at 314 Ross Avenue, with Richards listed as president and Brown as vice-president.¹⁴ The early success of this venture led to the construction of their James Avenue facility and its extension one year later (they continued to operate out of the Ross Avenue building during this time as well) – Plate 29.

The company dissolved in 1922,¹⁵ selling the James Avenue warehouse to the Royal Bank of Canada.¹⁶ By 1925, A.H. Brown was gone from the lists; S.C. Richards was listed as the manager of Western Grocers Limited. Occupying the James Avenue warehouse after 1922 were a number of small companies including: Henry A. Sanders, customs officer, Brownstone Brothers, egg grading, the Eden Washing Machine Company and Wylie-Simpson Company, wholesale grocers. Merchants Consolidated Limited occupied the entire building for much of the 1930s (Astral Agencies Limited owned the property from 1929-1940).¹⁷ In 1940, Brewery Products Limited, with F.G. Mathers manager, bought and renovated the building for use as a sales, storage and distribution facility. The company had branches in Beausejour and Brandon.

¹⁴ Henderson's Directory (below as HD), 1890-1920; and Manitoba Free Press, November 17, 1909, p. 6.

¹⁵ Manitoba Free Press, February 3, 1922, p. 10.

¹⁶ City of Winnipeg Assessment Roll, No. 712920 (Old No. 12029), Ward 2. Below as ARo.

¹⁷ *Ibid.*, 1925-45; and HD, 1920-1940.

On March 1, 1961, the building was sold to Victor Fox Foods,¹⁸ a company that had been conducting business from the warehouse next door (#130 James Avenue) since 1935. The new owner did not occupy space in the warehouse. Tenants in the 1970s and 1980s included Manufacturers Sales Company (furniture wholesalers), Canadian Garden Products and Paramount Bio-Chemical Limited.

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 converting the back lane (Elgin Avenue) into a covered atrium (Plate 30).¹⁹ The scheme was abandoned in 2007.

In 2011, the building was redeveloped by Streetside Development Corporation (part of the Qualico Group of Companies), combining and joining it and the neighbouring structure (#130 James Avenue) and operating them as a single, 49-unit condominium complex (readdressed as 132 James Avenue).²⁰ It is known as District Condominiums, along with the other Streetside converted buildings: 110 James Avenue and 133, 139 and 145 Market Avenue.

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 31).

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

¹⁸ ARO, 1950-1962.

¹⁹ Nygård International Partnership, online, www.corporate.nygard.com, 2005.

²⁰ City of Winnipeg, Planning, Property and Development Department.

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 building is representative of the growth of the Exchange District after 1900 on the east side of Main Street. It is the type of structure often built by both newly arriving companies and local firms expanding to meet increased demand.

Whether local or newly arrived, the businesses taking up occupancy in Winnipeg’s warehouse district after 1900 were similar in that they took advantage of the favourable freight rates offered by the major railways. This made it cheaper to ship goods to Winnipeg, unload them and then ship them to the growing prairie markets. The city’s warehouses became the storage and distribution centres for manufacturing goods from all over the world travelling west.

The building’s conversion into residential space is reflective of the modern evolution of the Exchange District and its warehouse stock.

LANDMARK

This building is a conspicuous structure in the Exchange District.



APPENDIX I

CITY OF WINNIPEG - Preliminary Report

Assessment Record

Building Address: 132-134 James Avenue Building Name: Richards and Brown Warehouse

Original Use: warehouse Current Use: residential condominiums

Roll No. (Old): 712920 (12029) RSN: 8692

Municipality: 12 Ward: 2 Property or Occupancy Code: 50

Legal Description: 9^E St. John, Plan 1 or 45, Lot 20: west 29 feet of Lot 21

Location: south side between Bertha and Lily streets

Date of Construction: 1911 & 1912 Storeys: 3 and basement

Heritage Status: ON NOMINATED LIST

Construction Type: Mill (brick and stone foundation)

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

- 121/1911 [CS] \$29,000 (original – east building - #132); 1852/1912 [CS] \$28,000 (west building - #134); 540/1936 \$3,000 (alterations); 1617/1936 \$400 (construct platform); 277/1937 [CS] \$800 (construct platform); 2973/1940 [CS] \$6,000 (alterations); 335/1941 \$10,000 (extras to Permit 2973/1940); 6962/1948 \$5,000 (repairs); 494/1952 [CS] \$8,500 (alterations); 132096/2011 \$83,000 (repair masonry on #130, #132 & #134 James Ave.); 136927/2012 \$5,500,000 (convert to residential condominiums)

Information:

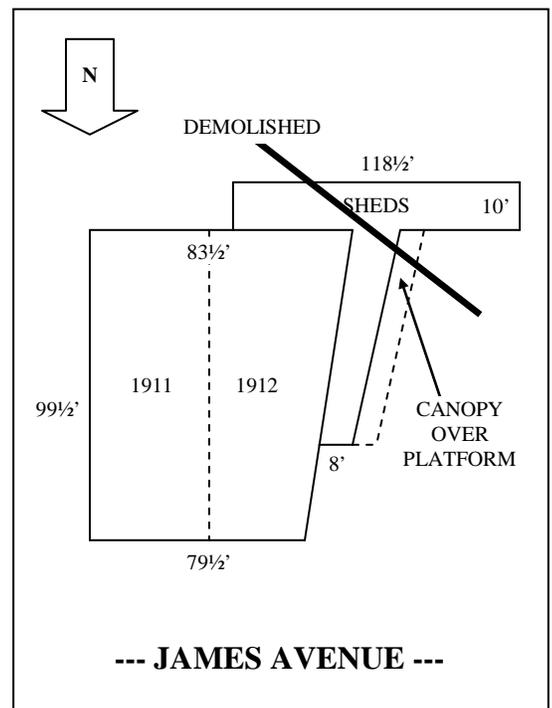
- $81\frac{1}{2} \times 99\frac{1}{2} \times 49 = 397,353$ cu. ft.

- Front- cut stone to 5', balance clay brick with cut stone sills, brick heads, stone coping & belt course; West & rear – clay brick; East – party wall belonging to other building

- ground-floor boardroom- oak parquet floor, 3' birch dado, birch and marble fireplace, leaded glass

ARCHITECT: G.W. NORTHWOOD (1911 & 1912)

**CONTRACTOR: CARTER-HALLS-ALDINGER CO. (1911)
WALLACE & AKINS LTD. (1912)**



APPENDIX II

Major George William Northwood

G.W. Northwood was born in 1876 and came to Winnipeg in 1905 as a graduate of McGill University. At the time, he was affiliated with Werner E. Noffke of Ottawa, under the name Northwood and Noffke. For several years, this firm was the corporate architect for the Winnipeg-based Northern (later Northern Crown) Bank and, as such, was responsible for the design of the company's banks prior to 1912.¹

Shortly after his arrival in the city, Northwood formed a short-lived partnership with William Wallace Blair (1852-1916), an Irish-born designer 24 years his elder. This short-lived partnership lasted only the construction year of 1906. By 1907, the pair was working individually according to the City of Winnipeg Building Permit Ledgers. Northwood continued working alone for over a decade, designing a number of large and small structures. In 1919, Northwood formed a four-year partnership with local architect Raymond Marwood-Elton Carey (1883-1975).

Northwood worked alone after 1922 until ca.1928 when he joined with fellow World War I veteran, Brigadier Major Cyril W. U. Chivers (1879-1969). This pair designed many notable public buildings throughout Winnipeg. Northwood's career also included a seat on the Board of the Manitoba Association of Architects, membership in the Royal Architectural Institute of Canada, and the presidency of the Manitoba Club. He died in 1959.²

The list of buildings that Northwood designed alone or in partnership would include:³

Thomas Ryan Warehouse, 44 Princess St., with W.W. Blair (1906) – Grade III
Henderson Directory Building, 279 Garry St., with W.W. Blair (1906)
Retail/residential block, Lydia St., with W.W. Blair (1906)
Beckett Care Company Warehouse, Henry Ave., with W.W. Blair (1906)

¹ R.R. Rostecki, "St. John's Telephone Exchange - 405 Burrows Avenue, Winnipeg, Manitoba," report for the City of Winnipeg Historical Buildings Committee (August 1991), p. 17. C.W.U. Chivers, later a partner of Northwood's, worked briefly for Northwood and Noffke, ca.1905-1906.

² Winnipeg Free Press, December 15, 1959, p. 38.

³ Historical Buildings and Resources Committee files; and "Northwood, G.W.," in Biographical Dictionary of Architects in Canada, 1800-1950, online edition, www.dictionarofarchitectsincanada.org, 2014.

Northwood designs (continued):

Richards and Brown Warehouse, 132-134 James Ave. (1911 & 1912 addition)
Finnie & Murray Block (Western Glove Works), 321 McDermot Ave. (1912) – Grade III
R.J. Whitla House, Yale Ave. (1912)
A. Bernard House, Assiniboine Ave. (1912)
Robinson and Black Building, Portage Ave. (1912)
Bank of Ottawa, 363 Main St. (1912 addition and alteration) – demolished
Ralph Connor House, 54 West Gate (1913) – Grade II
Dominion Bank, Portage Ave., with R. Carey (1919 alterations) – demolished
Winnipeg Paint and Glass Co. Warehouse, Notre Dame Ave. East, with R. Carey (1919 alterations)
J.K.L. Ross Garage, Lombard Ave., with R. Carey (1919)
B.M. Armstrong House, Kingsway, with R. Carey (1920)
Hudson's Bay Company Offices, 208 Main St., with R. Carey (1920 alterations)
Union Tower Annex, 500 Main St., with R. Carey (1921) – Grade II
Bank of Ottawa, 363 Main St., with R. Carey (1922 alterations) – demolished
Dominion Bank, Redwood Ave., with R. Carey (1922 alterations)
St. Ignatius Catholic Church, Jessie Ave., with C.W.U. Chivers (1928)
Canadian Wheat Board Building, 423 Main St., with C.W.U. Chivers (1929)
Assiniboine Park Pavilion, with C.W.U. Chivers (1929) – Grade II
Canadian General Electric Bldg., 265 Notre Dame Ave., with C.W.U. Chivers (1930) – Grade III
Women's Tribute Memorial Lodge, 200 Woodlawn St., with C.W.U. Chivers (1931) – Grade II
Queenston School, 245 Queenston St. (1931)
Bank of Toronto, Academy Road Branch, with C.W.U. Chivers (1934)
Federal Building, 269 Main St., with C.W.U. Chivers (1935)
St. John's Telephone Exchange, 405 Burrows Ave., with C.W.U. Chivers (1946 addition)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE

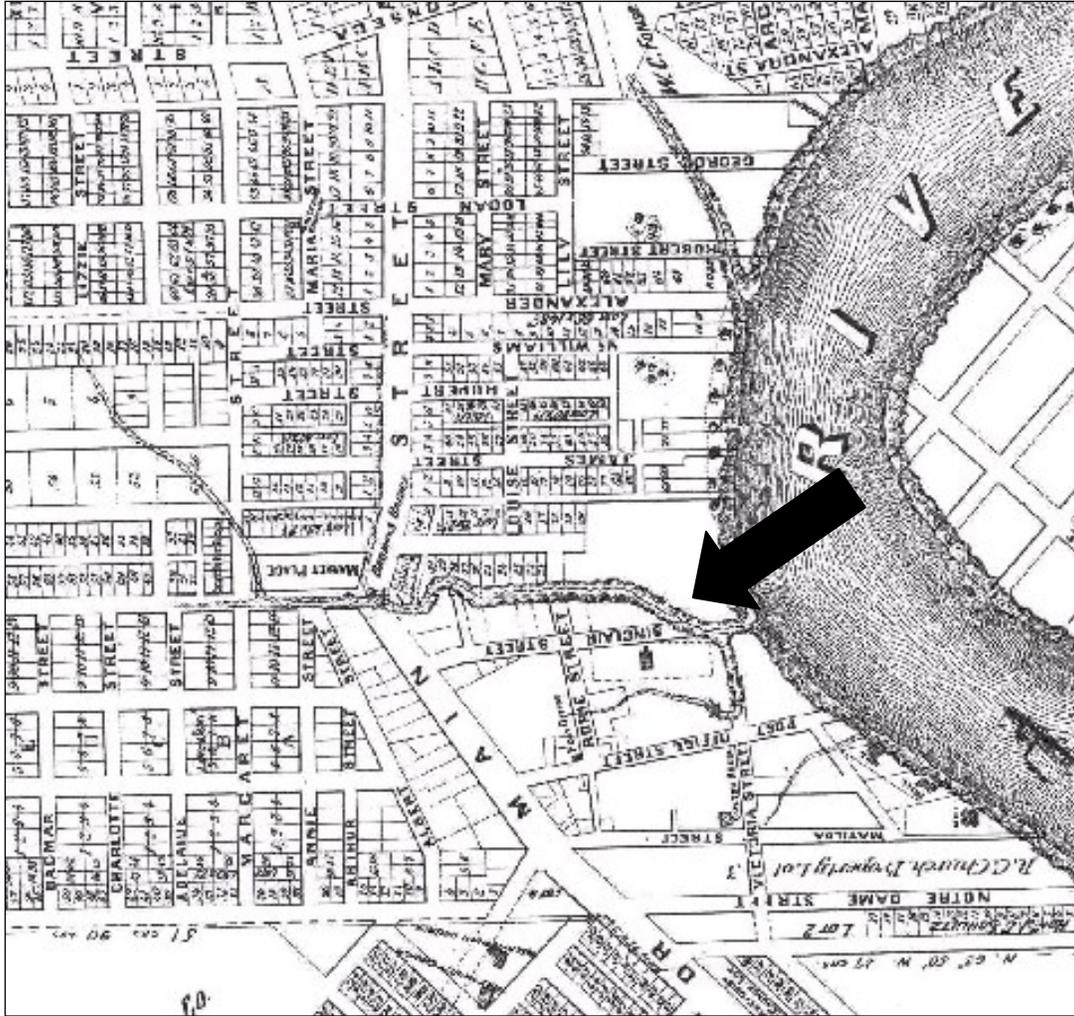


Plate 1 – Portion of J.D. Parr's Map of what would become downtown Winnipeg and the Warehouse District, 1874. Note the extensive surveying of lots on both sides of Main Street north of Brown's Creek (arrow) and the lack of surveying to the south and the creeks running into the Red River including Brown's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

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE

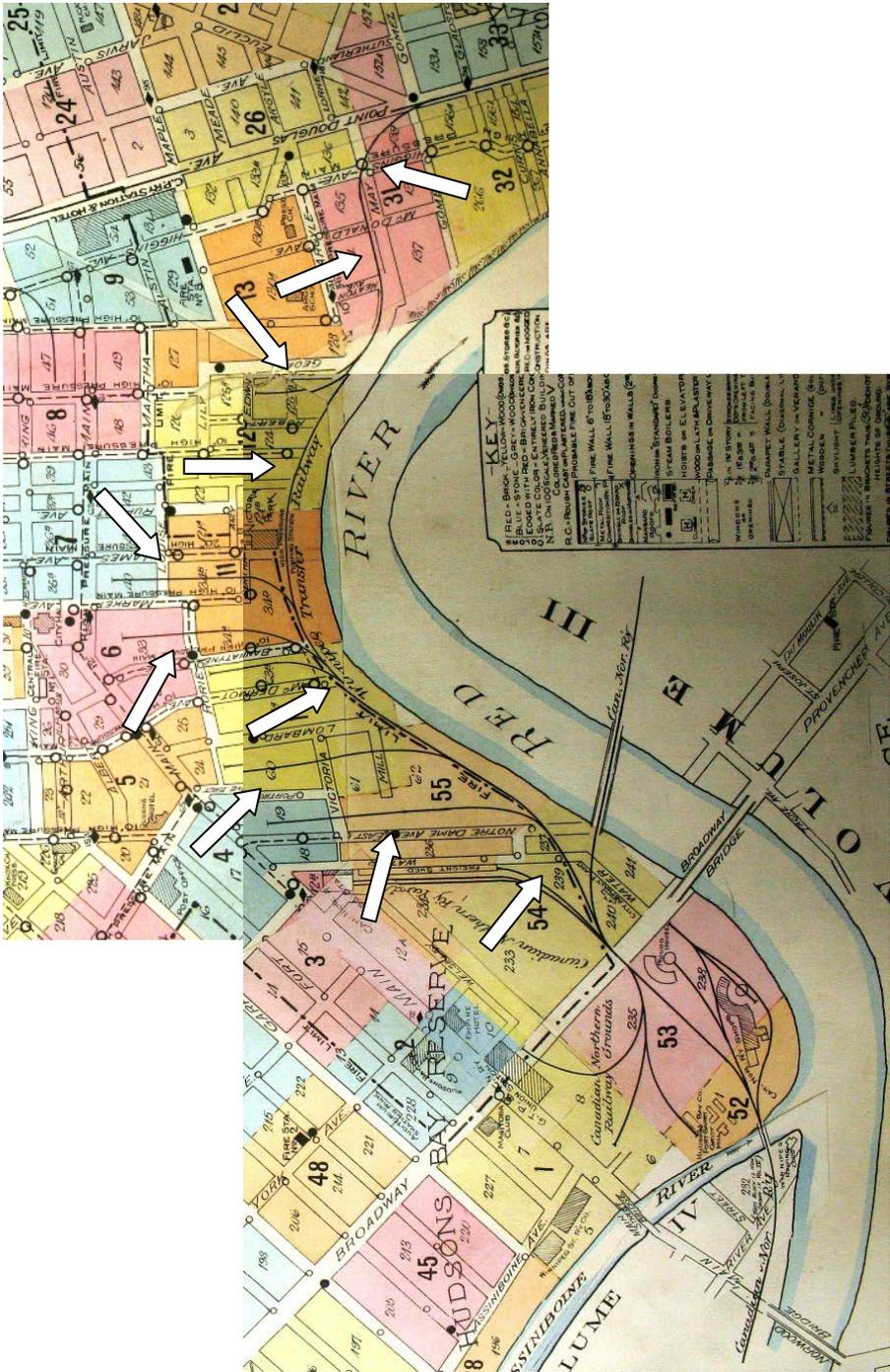


Plate 2 – City of Winnipeg Fire Atlas, Overview Map, 1906-1914. The completed Winnipeg Transfer Railway and its many north-south spur lines into the warehouse district runs from Water Avenue to Point Douglas Avenue (arrows). (City of Winnipeg.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE

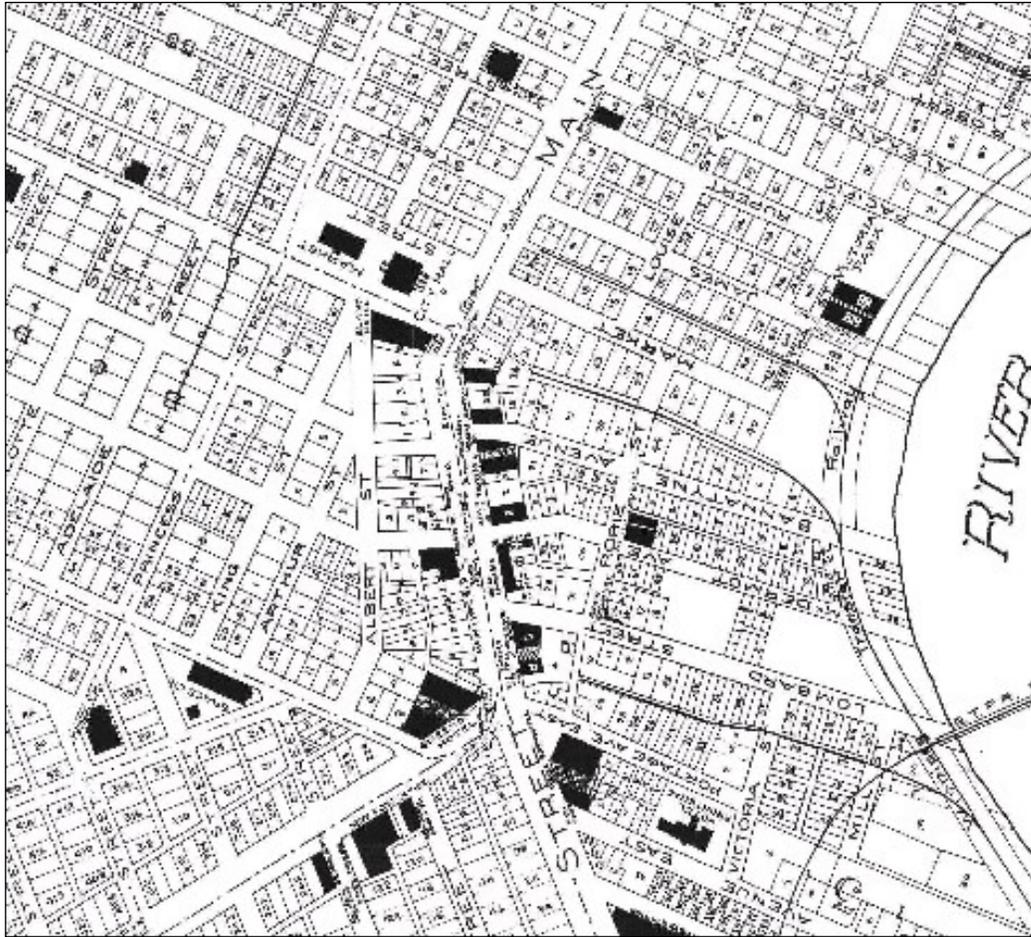


Plate 3 – Portion of McPhillip's Map of the City of Winnipeg, 1911, showing the Warehouse District and the Winnipeg Transfer Railway and spur lines running westward. (City of Winnipeg.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE

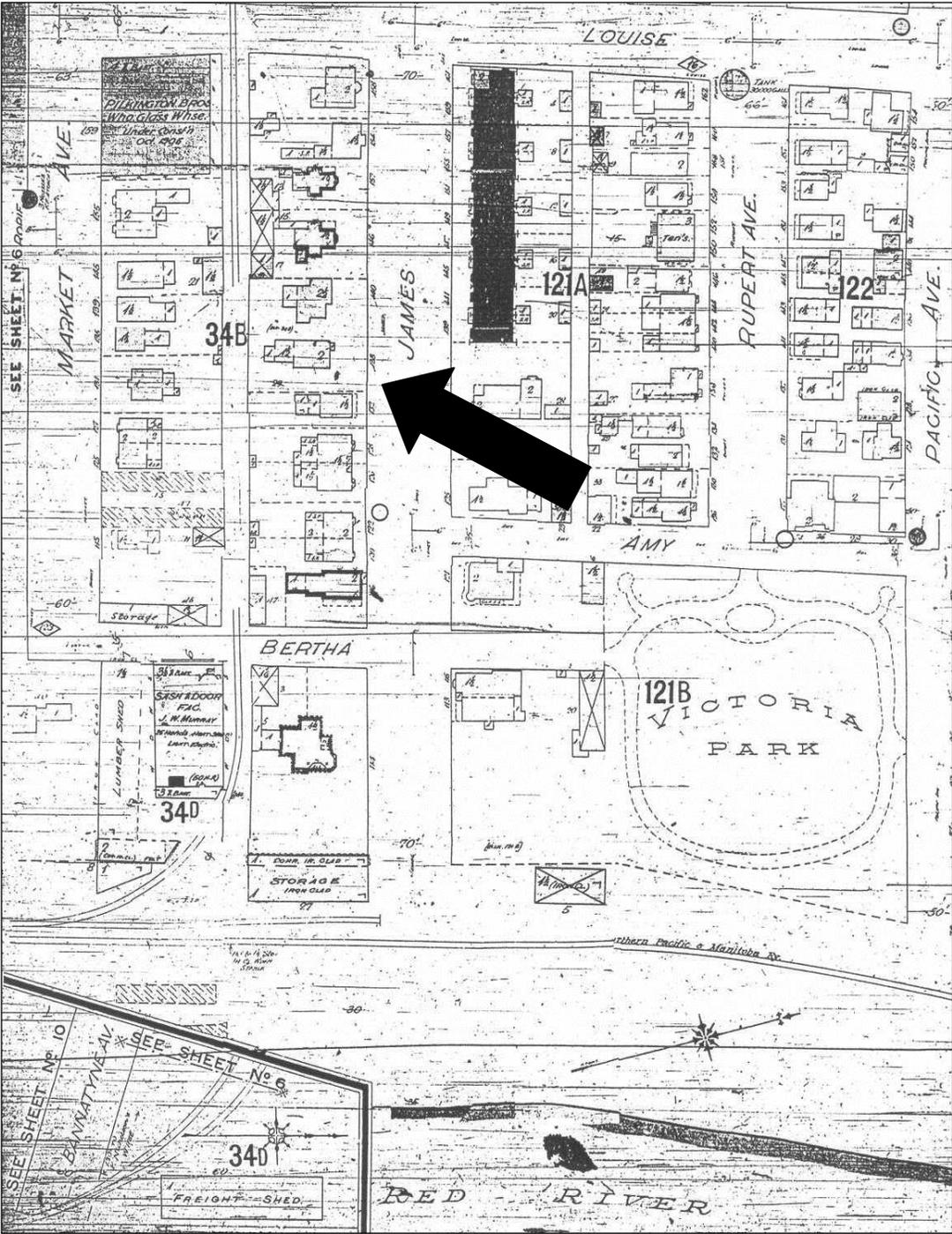


Plate 4 – Charles Goad, Fire Atlas of the City of Winnipeg, 1895 (revised 1905), Sheet 11. Future location of the Richards and Brown Warehouse (arrow) and the entire block of James Avenue is occupied by single family houses and duplexes. (City of Winnipeg Archives.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE

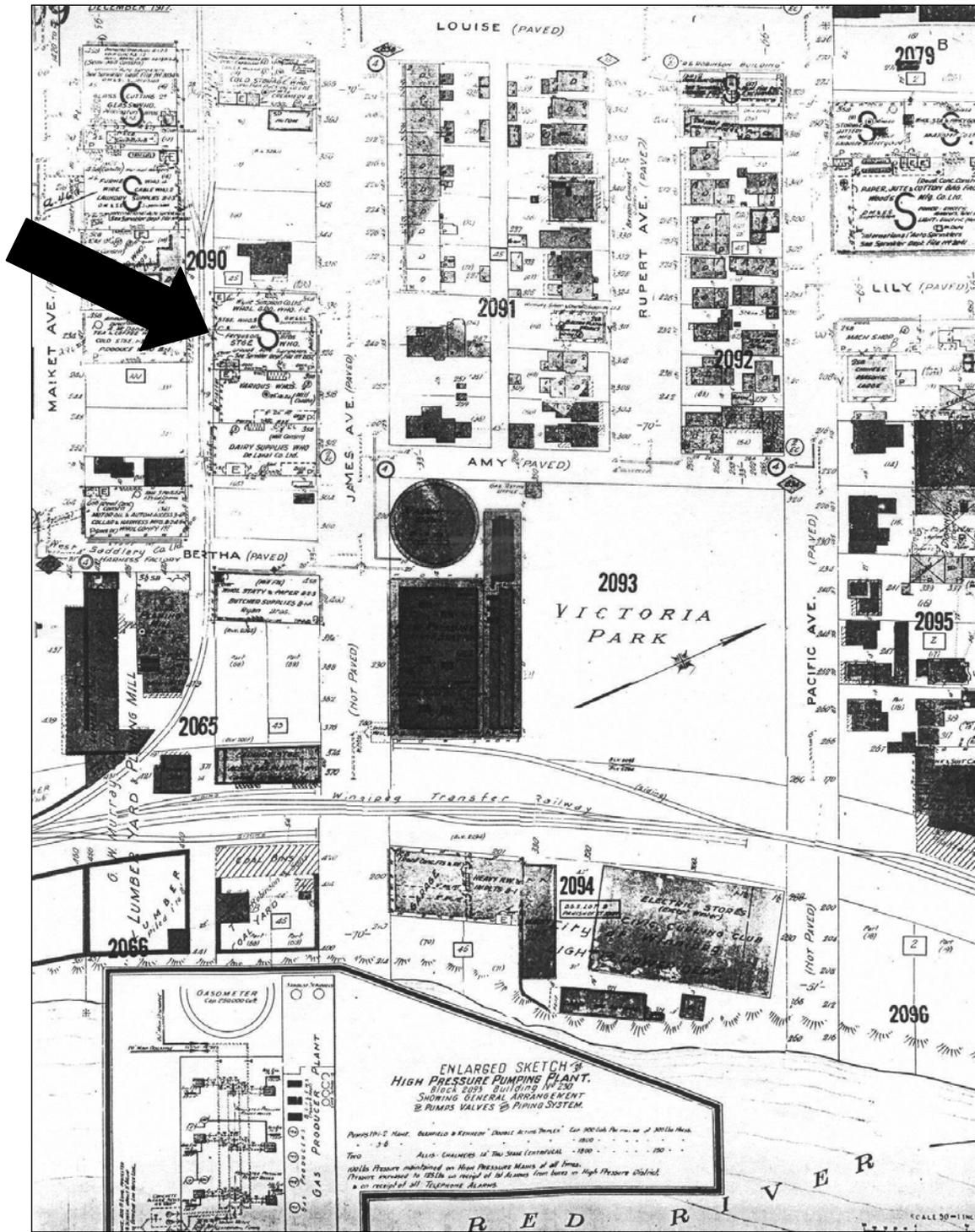


Plate 5 –Fire Atlas of the City of Winnipeg, December 1917, Vol. II, Sheet 209. Richards and Brown Warehouse (arrow) and several other large warehouses have replaced the older residential property. (City of Winnipeg Archives.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE

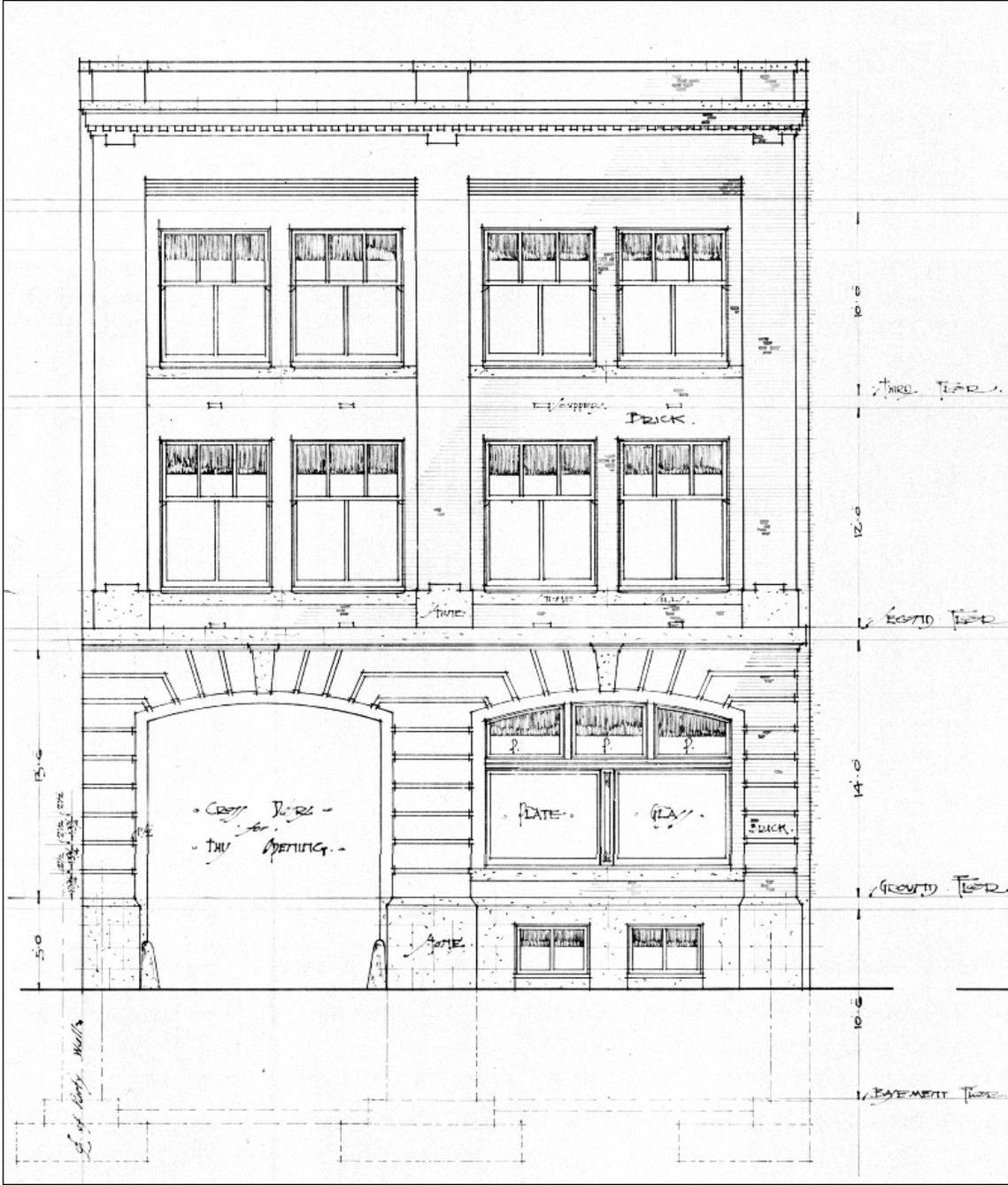


Plate 6 – Architect’s plans #121/1911, “Front Elevation”. (Courtesy of City Archives.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE

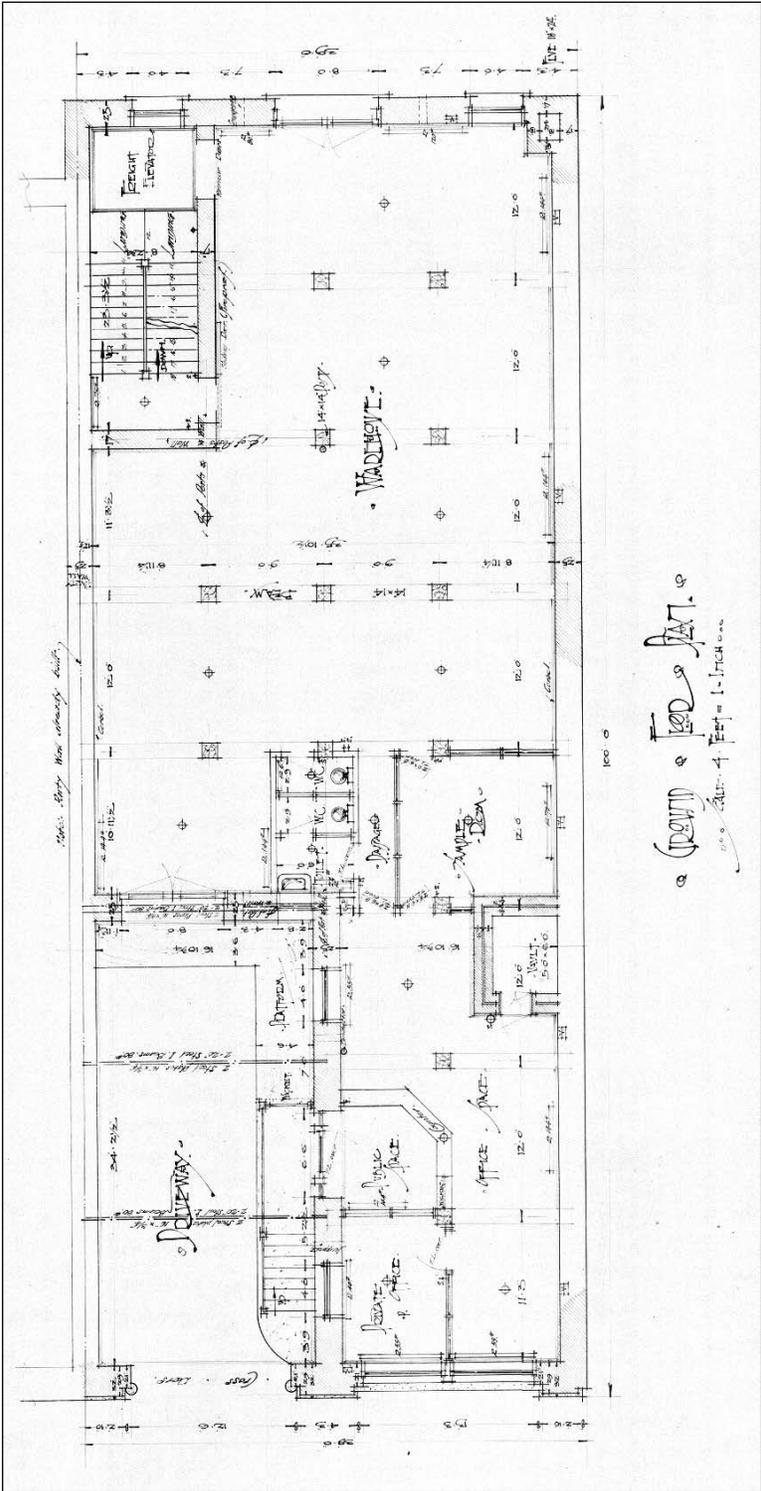


Plate 7 – Architect’s plans #121/1911, “Ground Floor Plan”. (Courtesy of City Archives.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE

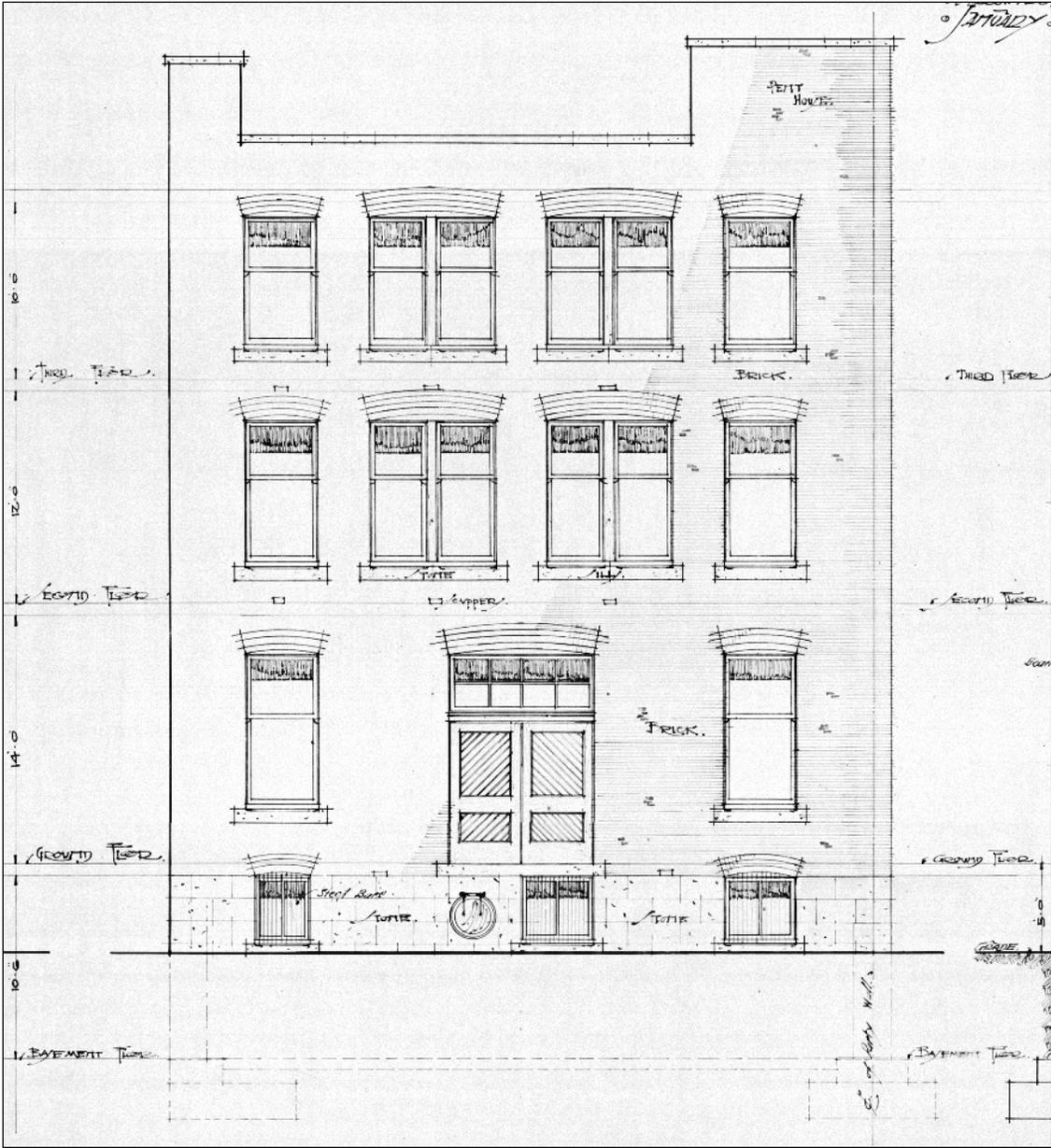


Plate 8 – Architect’s plans #121/1911, “Rear Elevation”. (Courtesy of City Archives.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE



Plate 9 – Architect's plans #1852/1912, "Front Elevation". (Courtesy of City Archives.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE

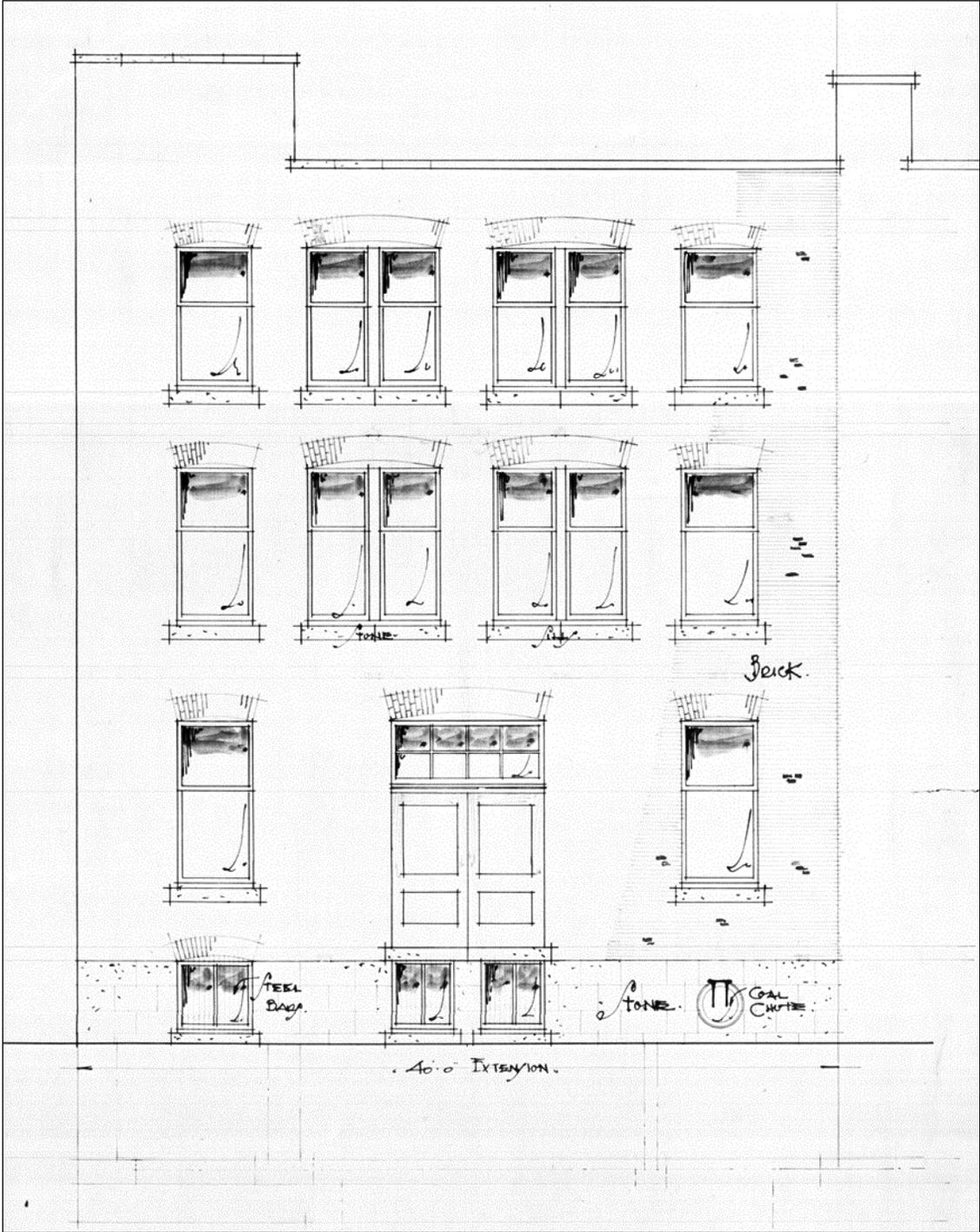


Plate 10 – Architect’s plans #1852/1912, “Rear Elevation”. (Courtesy of City Archives.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE



Plate 11 – Former Victor Fox Food Building, 132-134 James Avenue, rear (south) and west side, 2002. The covered loading dock on the west side is present; the shed attached to the building's southwest corner had been demolished. (M. Peterson, 2002.)



Plate 12 – Former Victor Fox Food Building, 132-134 James Avenue, front (north) façade, 2005. (M. Peterson, 2005.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE



Plate 13 – Former Victor Fox Food Building, 132-134 James Avenue, front (north) and west façades, 2005. (M. Peterson, 2005.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE



Plate 14 – Former Victor Fox Food Building, 132-134 James Avenue, rear (south) façade, 2005.
(M. Peterson, 2005.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE



Plate 15 – Removing paint from brick façades, 130 and 132-134 James Avenue, 2012. (M. Peterson, 2012.)



Plate 16 – Former Richards and Brown Warehouse, 132-134 James Avenue, front (north) façade, 2014. (M. Peterson, 2014.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE



Plate 17 – Former Richards and Brown Warehouse, 132-134 James Avenue, rear (south) façade, 2014. (M. Peterson, 2014.)



Plate 18 – Former Richards and Brown Warehouse, 132-134 James Avenue, west façade, 2014. (M. Peterson, 2014.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE

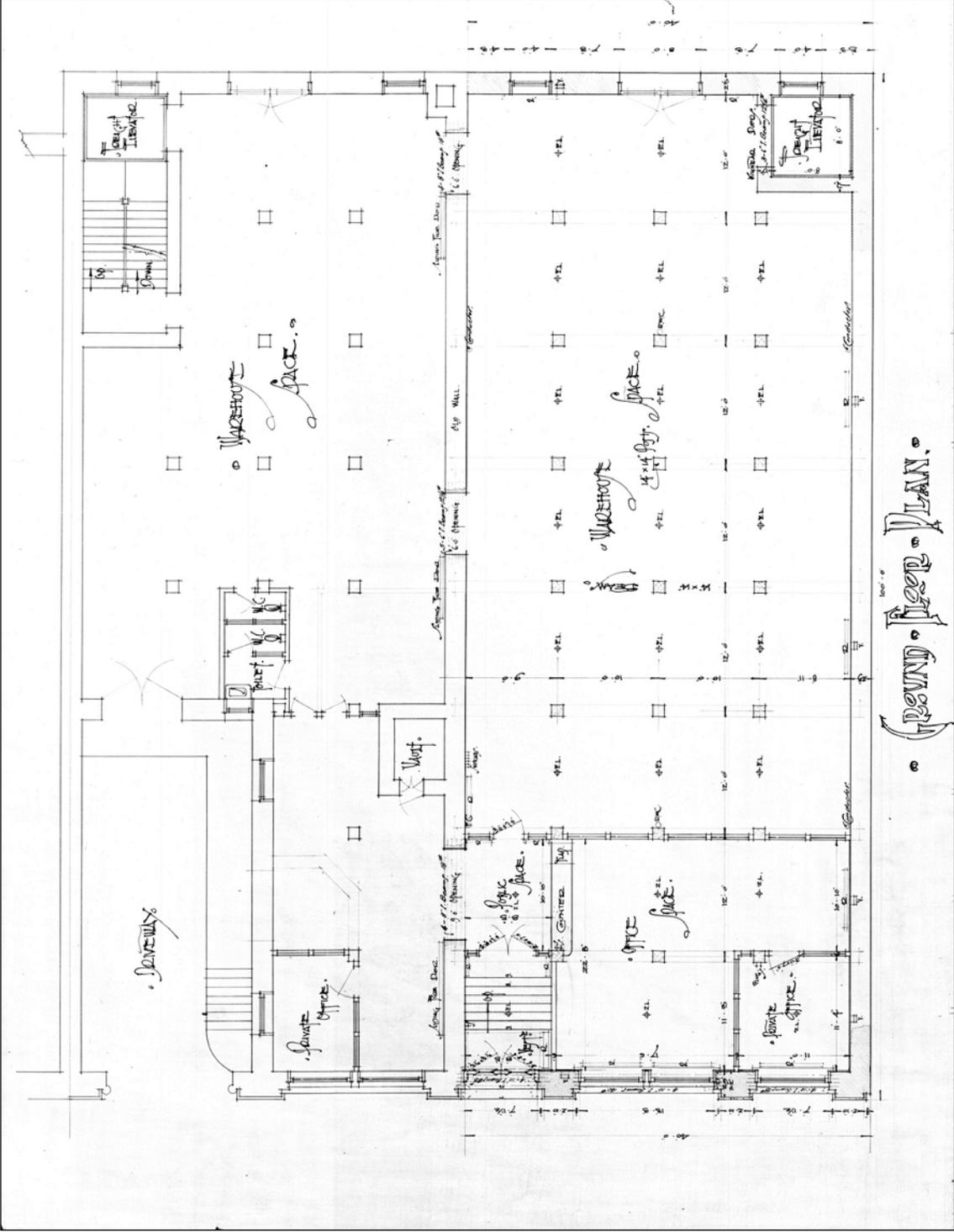


Plate 19 – Architect’s plans #1852/1912, “Ground Floor Plan”. (Courtesy of City Archives.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE

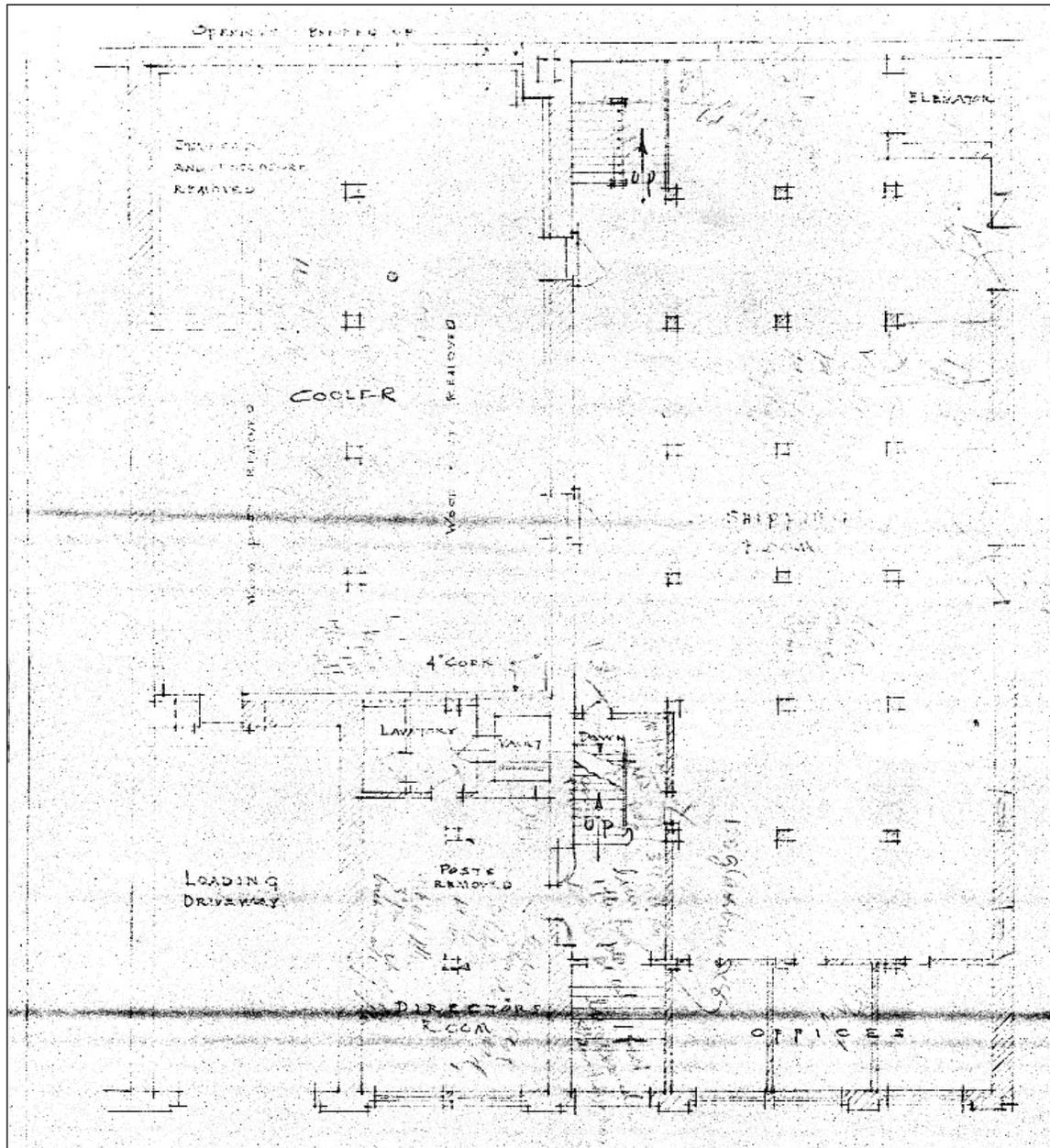


Plate 20 – Architect's plans #2973/1940, "Ground Floor Plan," 1940, E. Fitz Munn, architect. (Courtesy of City Archives.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE



Plate 21 – Former Richards and Brown Warehouse, 132 James Avenue, “Director’s Room,” ground floor, 2002. (M. Peterson, 2002.)



Plate 22 – Former Richards and Brown Warehouse, 132 James Avenue, “Director’s Room,” ground floor, 2002. (M. Peterson, 2002.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE



Plate 23 – Former Richards and Brown Warehouse, 132 James Avenue, entrance (left) and staircase (right), renovated in 1940-1941, 2002. (M. Peterson, 2002.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE

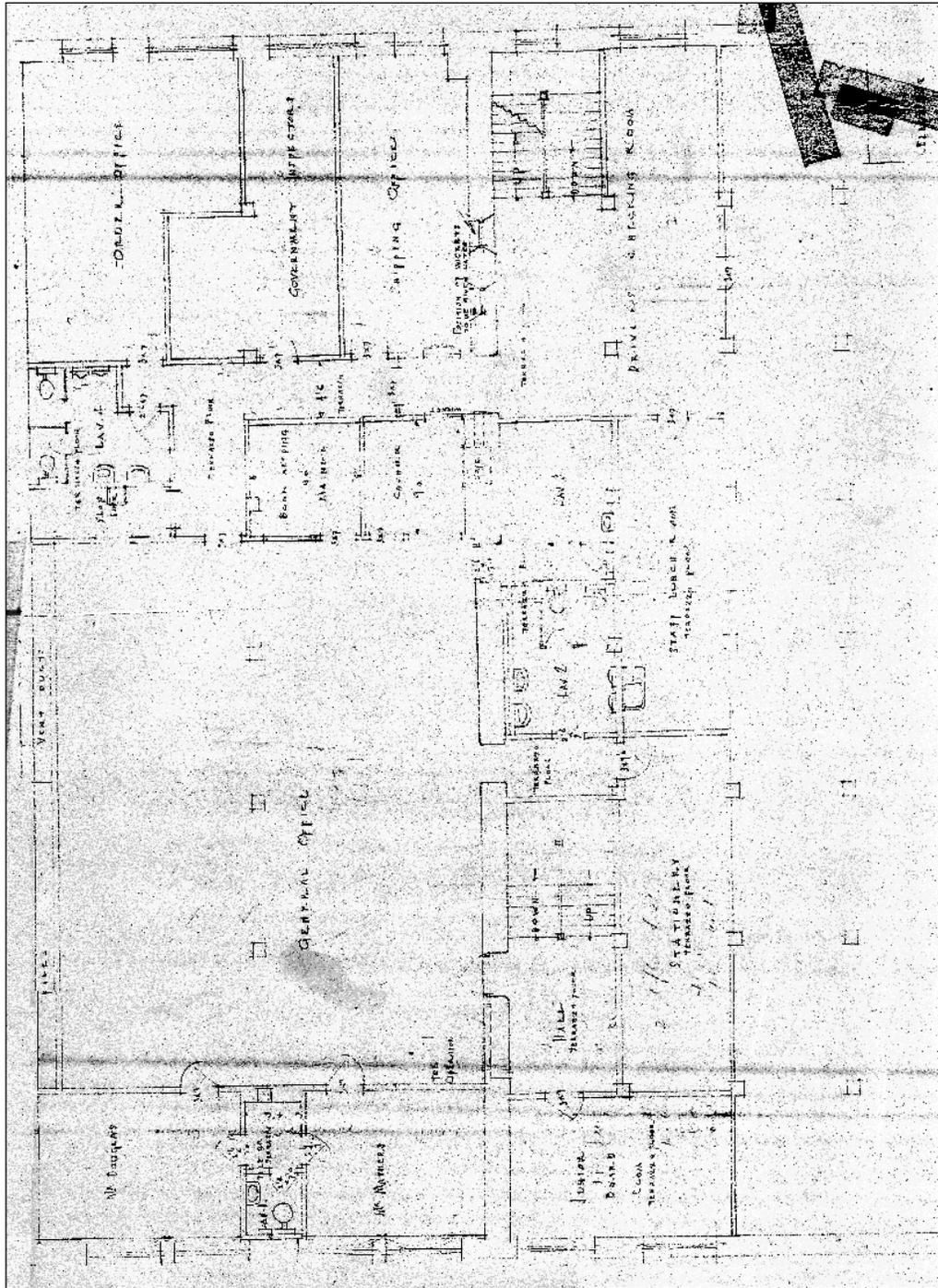


Plate 24 – Architect’s plans #2973/1940, “First Floor Plan,” (the second floor of the building), 1940, E. Fitz Munn, architect. (Courtesy of City Archives.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE



Plate 25 – Former Richards and Brown Warehouse, 132 James Avenue, third floor suite, 2014.
(M. Peterson, 2014.)



Plate 26 – Former Richards and Brown Warehouse, 132 James Avenue, third floor suite, 2014.
(M. Peterson, 2014.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE



Plate 27 –James Avenue looking east from Lily Street, 2014. (M. Peterson, 2014.)

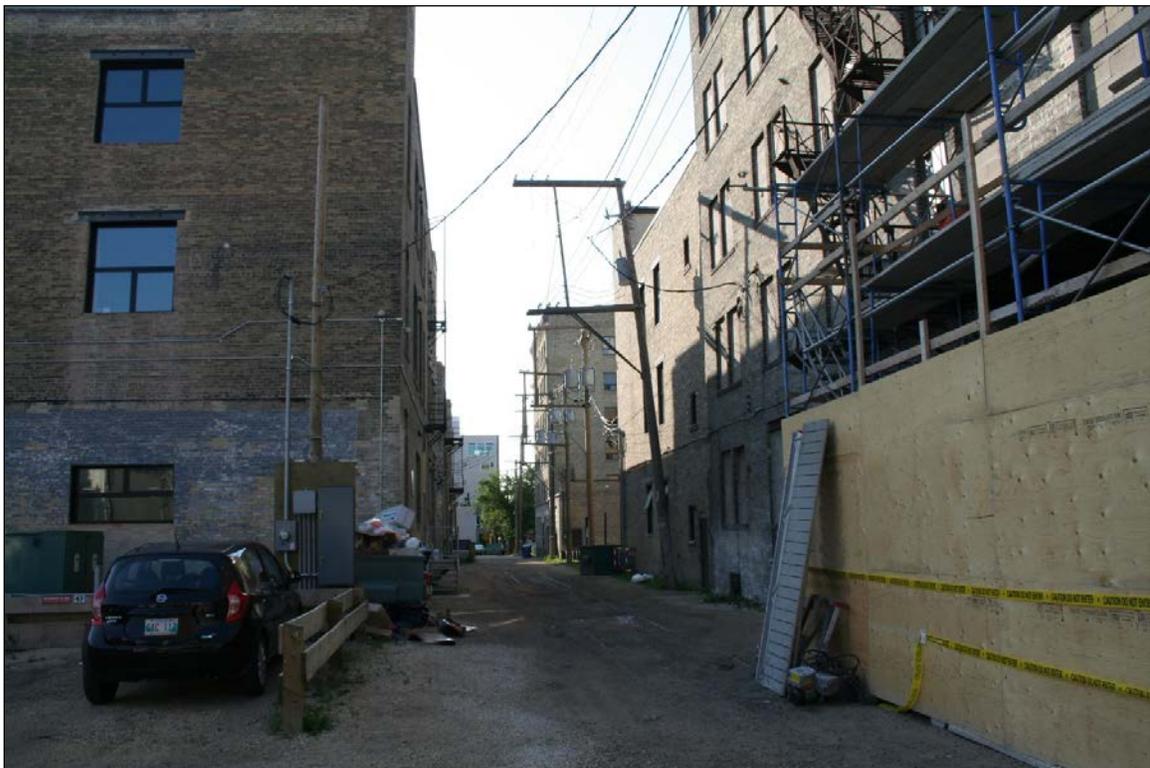


Plate 28 – Back lane (Elgin Avenue) looking east from Lily Street, 2014. (M. Peterson, 2014.)

Ridgways
CEYLON
TEA

\$1. PER LB.

H.M.B. Her Majesty's BLEND
Blended and Packed in
Air-tight Sealed Packets by
RIDGWAYS
LONDON

Fresh Picked Tea
There's a Fresh Picking of
"HER MAJESTY'S BLEND" TEA
EVERY WEEK

and all the year 'round. As a consequence,
"Her Majesty's Blend"
is always fresh from "plantation to purchaser."
This is one of the factors that has made the
supreme deliciousness of
"Her Majesty's Blend"
Bulk tea grows old and stale rapidly, but
"Her Majesty's Blend" IS ALWAYS
FRESH, because the newly-picked leaves
and buds are packed in air-tight packages to
insure uniform goodness and wholesomeness.
BULK Teas, being unprotected, cannot es-
cape deterioration and frequently contamina-
tion.
"Her Majesty's Blend"
is dainty and nutritious and is unique in
quality and richness of flavor.

\$1.00 per Pound
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Distributors WINNIPEG
May be Had in Town at Best Shops

RIDGWAYS

Plate 29 - Advertisement for Richards and Brown, 1911. (Reproduced from Manitoba Free Press, May 26, 1911, p. 13.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE

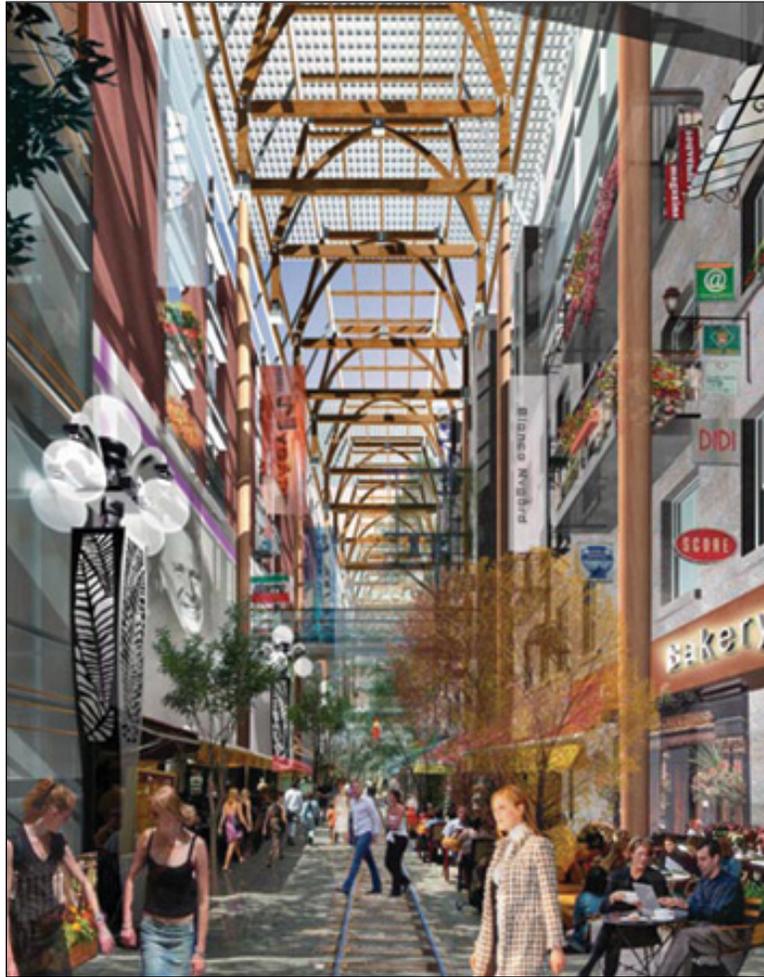


Plate 30 – Artist's rendition of Nygård Village with the atrium over what was the back lane (Elgin Avenue) between the buildings on the north side of Market Avenue and the south side of James Avenue, 2005. (Reproduced from Nygård International Partnership, online, <http://corporate.nygard.com/scf/News.aspx?id=305>, 2005.)

132-134 JAMES AVENUE – RICHARDS AND BROWN WAREHOUSE

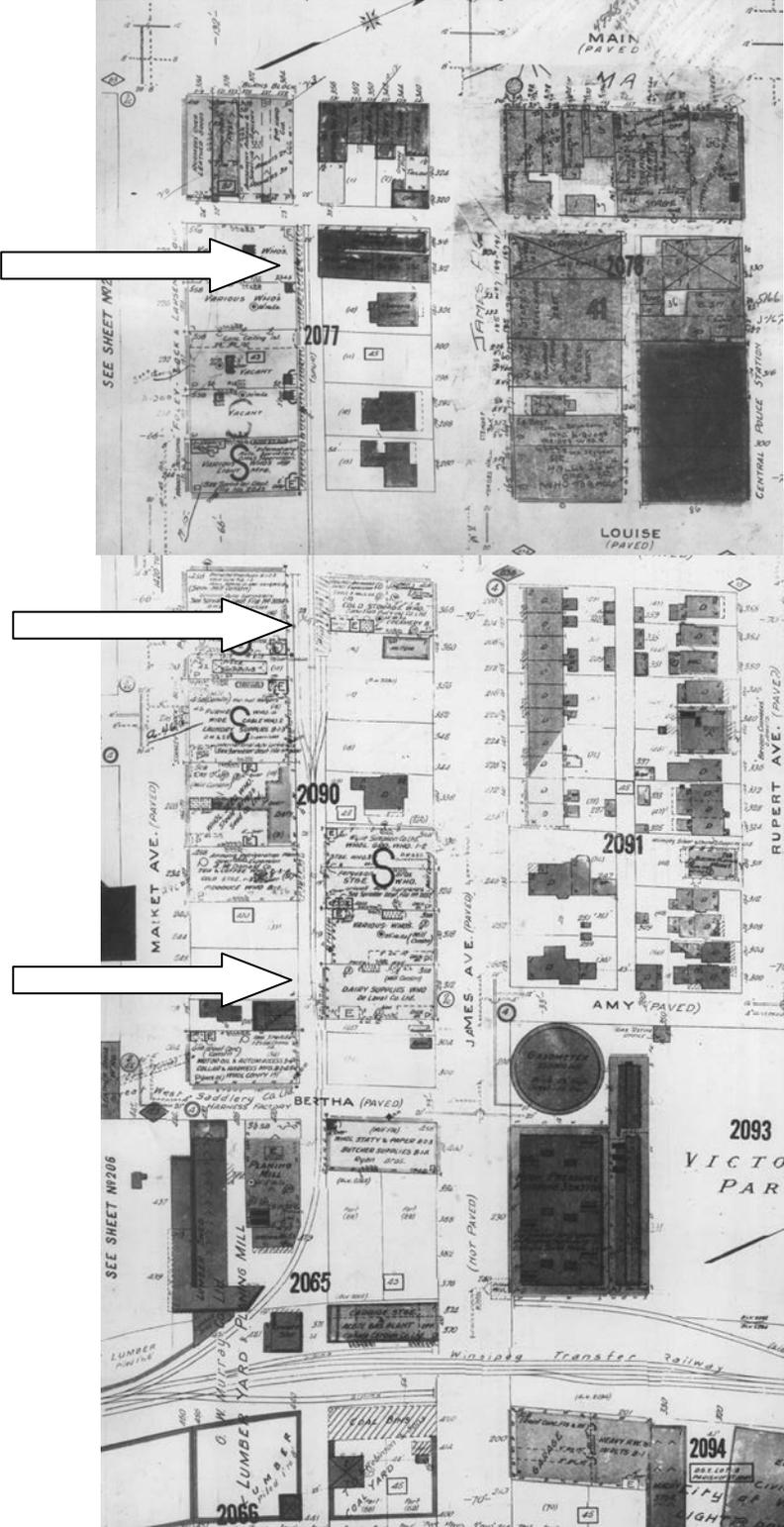


Plate 31 –Fire Atlas of the City of Winnipeg, December 1917, Vol. II, Sheets 207 and 209. Elgin Avenue is at arrows. (City of Winnipeg Archives.)