



**845 SARGENT AVENUE**

**FIRE HALL NO. 5  
(ORIGINALLY NO. 10)**

City of Winnipeg  
Historical Buildings Committee  
Researcher: M. Peterson  
April 2013

## 845 SARGENT AVENUE – FIRE HALL NO. 5 (ORIGINALLY NO. 10)

With the evolution of Winnipeg from a fur trading post to an organized town came the need for fire protection. On September 24, 1874 a volunteer brigade was formed that included some of the men that would ultimately shape its destiny – Thomas Ryan, J.H. Ashdown, Daniel McMillan, W.F. Luxton and Stewart Mulvey. The men received \$1 for each fire attended and 50 cents for alarms where no equipment was used. Fines were levied for each fire the men missed (\$1) and for each weekly drill missed during the summer (25 cents).<sup>1</sup>

On April 19, 1877 Winnipeg City Council reorganized the volunteer force into a full-time entity, with a chief, Dan McMillan (later Lieutenant-Governor of Manitoba), an assistant chief, James McDonald, and two 20-men companies: the hose and engine, and the hook and ladder teams. Five years later a full-time, paid department was formed. Captain W.O. McRobie and his assistant Alex Aiken were placed in charge of 36 firefighters, 17 horses, four steam pumpers, three chemical wagons, three horse-drawn hose wagons, one hook and ladder wagon, and 2,652 metres of hose.<sup>2</sup>

In January 1881, a new central station on William Avenue opposite Charlotte Street was opened (Plate 1); a year later, Station No. 3, or the North Hall, at Fonseca Street (now Higgins Avenue) and Maple Street was occupied. Also in 1882, the South Hall, No. 2, at York and Smith streets opened, thus completing the early fire hall system.<sup>3</sup> These three buildings were attacked in the press and by firefighters as beautiful shells with slum-like interiors.<sup>4</sup> A new Central Fire Hall, No. 1, was built in 1898 at the corner of Albert Street and Bannatyne Avenue to replace the cramped William Avenue quarters (Plate 2).<sup>5</sup>

By 1900 technological advances and the size of the fire department forced the City to update its existing structures or, as was usually the case, design new buildings. Five new fire halls were built

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<sup>1</sup> V. Leah, Alarm of Fire (Winnipeg, MB: Firefighters Burn Fund, 1982), pp. 21-22.

<sup>2</sup> Ibid., pp. 22-25.

<sup>3</sup> D. Spector, Architecture of Functionality, report for the Historical Buildings Committee, 1981, p. 15.

<sup>4</sup> Ibid., p. 11.

<sup>5</sup> Winnipeg Morning Telegram, September 29, 1898, p. 12.

in Winnipeg in 1904, located in the middle of the City's quickly expanding residential neighbourhoods (Plates 3 and 4). The new halls were a vast improvement over the earlier stations and were popular with both the citizenry and the firefighters. As the first decade of the 20<sup>th</sup> century continued, Winnipeg spread out, with new residential districts occupying hitherto empty land. When there was sufficient need, the City moved to build new stations, still based on the 1903 plans but with some alteration.

As the City grew outwards, newly established districts and neighbourhoods began clamouring for their own fire halls, including the West End. Developed along what was known as the Carlton Trail of the fur trading era (present-day Portage Avenue), the area was sparsely settled by the mid-1800s by retired fur traders and their families. Their holdings consisted of elongated tracks of land known as river lots that stretched back from the river a distance of two miles. Often, these holdings were enlarged over the years and by the turn-of-the-century many of the original families controlled farms of many hectares. Many of these land holders became prominent citizens including: Andrew Graham Ballenden Bannatyne (1829-1889), Hudson's Bay Company employee, member of the Council of Assiniboia (1868) and of Louis Riel's Provisional Government (1869) and M.P. for Provencher (1875);<sup>6</sup> Gilbert McMicken (1813-1891), Dominion Lands Agent for Manitoba, assistant Receiver General and M.L.A. (1879-1883);<sup>7</sup> and Colonel James Mulligan, constable for the District of Assiniboia, last policeman under the Hudson's Bay Company regime and land speculator.<sup>8</sup> Some of these early land holders became the market gardeners of the late 19<sup>th</sup> and early 20<sup>th</sup> century, including the Salter Family, who operated an extensive farm just east of Omands Creek in the 1880s that at one point included 26 greenhouses supplying food for the Canadian Pacific Railway.<sup>9</sup>

In 1882, the City of Winnipeg's western boundary was pushed further west from Maryland Street (formerly called Boundary Road) to St. James Street, capturing all of the West End. After

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<sup>6</sup> Pioneers and Early Citizens of Manitoba (Winnipeg-1971), pp.10-11.

<sup>7</sup> Ibid., pp.149-150.

<sup>8</sup> Manitoba History Scrapbooks, M8, p.69 (P.A.M.)

<sup>9</sup> Information from <http://www.mrta.mb.ca/Trails/wta/maps/OmandsCreekTrails.pdf> (no date).

1900, developmental pressure began to mount as the City's population significantly increased and modern housing was in short supply. The West End was a logical place for residential development- it included two major east-west thoroughfares (Notre Dame and Portage avenues) and would ultimately be served by several major streetcar lines (including Sargent Avenue, Sherbrook Street and Arlington Street); the land was not low and swampy; and there were still large blocks of undivided farmland. And so began the purchase and reorganization of the area, into many blocks of city streets with small lots for single-family dwellings.

South of Portage Avenue, the area was markedly middle- to upper-income and became known as "Wolseley" after one of its main streets. Mansions along the riverbank and large 2- and 2½-storey houses were built for the bankers, lawyers and other professionals who took up residency with their families in the neighbourhood. In 1913, Fire Hall No. 14 opened on Lipton Street at Westminster Avenue (Plate 5).

North of Portage Avenue, the housing stock was not as opulent; many more bungalow-style homes were built. Interestingly, this area saw a high percentage of the City's Icelandic community settle on its streets, operating small businesses and organizing and building churches and other cultural organizations. In 1910, Fire Hall No. 10 was opened at the northwest corner of Sargent Avenue and Burnell Street, still an active station (now known as Fire Hall No. 5) – Plate 6.

## **STYLE**

North American fire halls of the 20<sup>th</sup> century often were placed at busy street corners and therefore very conspicuous in their neighbourhoods. This visual conspicuousness was heightened by their very public role within the day-to-day lives of the citizenry. Ornamentation included the use of Classical and Romanesque elements such as corbelling, gables, crenellation, entablatures, roughly textured building materials and arched openings. Touches like window boxes also enhanced the façades. As with all fire halls designed by the Melville brothers, paramount was the efficiency of the space and its durability.

Occupying the apex of a public utilities hierarchy were fire halls. These architect-designed edifices frequently were erected at strategic street corners. To enable each building to blend into its residential or commercial surroundings, architects specified gables and occasionally a stone facing.<sup>10</sup>

For civic leaders, there was an aspect of conspicuousness as well. Councillors wanted the new stations to stand out as examples of civic pride and prosperity, as well as another illustration of City Council's leadership role in supplying modern services to the growing population. Between 1904 and 1913, thirteen fire halls were built to the standard plans, although each station often included a unique combination of elements, depending on its location and importance. The halls can be categorized into Class A and Class B stations; the former was more elaborate and included an oriel window on the front façade, a front-facing corbel-stepped gable with a Palladian motif, generous use of stone accents around windows and doors, and an intensely embellished tower. The station at 56 Maples Street is the best example of a Class A station (Plate 7). A Class B station, like this one on Sargent Avenue, was a scaled-down version of the Class A building.

## CONSTRUCTION

The Sargent Avenue fire station was built in 1910 at a cost of \$20,000.<sup>11</sup> Resting on a foundation of stone and a system of concrete beams and columns, the solid brick superstructure rises two storeys in the front (south) with a one storey section (originally stables) to the rear (see Appendix I for more construction information).<sup>12</sup>

Concrete floors in the basement and main level were easier to keep clean and maintained and eliminated seepage from animal waste and the spread of disease from the stable area. It also provided improved strength for the storage of the increasingly heavier motorized fire-fighting equipment. By specifying cement main floor walls and metallic ceilings, the designers also

<sup>10</sup> D. Spector, op. cit., p. 3.

<sup>11</sup> City of Winnipeg Building Permit (below as BP), #1654/1910.

<sup>12</sup> City of Winnipeg Assessment Record, Roll No. 301611, Ward 2.

reduced the chance of a fire hall conflagration and the destruction of valuable fire-fighting equipment.<sup>13</sup>

The hose drying tower is over 21 metres tall. A large addition was built along the north wall and at the northeast corner of the building in 1982, designed by local architectural firm Stechesen-Katz.<sup>14</sup>

Another unusual feature of this station was the construction, also in 1910, of a six-storey “Practice Tower” to be used by the department (Plates 8 and 9).<sup>15</sup> It was demolished at an unknown date.

## DESIGN

Fire Hall No. 5, a cream-coloured brick structure, rests on a raised rusticated stone foundation. The front (south) façade features four large arched doors used for equipment topped by delicate brick drip moulding and stone keystones (Plate 10). The personnel entrance is located at the east end of the façade and is topped by similarly designed drip moulding and keystone. A stone sign with the words “Fire Station No. 5” is placed above this entrance. The upper floor features large, square headed window openings with stone sills and heads. The hip roof includes a front-facing cross gable that holds three small, Palladian-like openings, two glazed and the central opening with grating. A round element, which is bricked in, is found below the gable and includes stone keystones at the four compass points.

The east end of the original building features modest square headed windows on both floors and a gable dormer on the sloped roof (Plate 11). The west side was similarly designed without the dormer (Plate 12). The rear (north) façade featured a gable end on the second storey section with a squared window opening framed by two brick chimneys (Plate 13). Large square headed windows were located on the second level. Originally, a one-storey stable building was attached to this elevation and included modest window and door openings.

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<sup>13</sup> Winnipeg Morning Telegram, March 10, 1906, p. 23.

<sup>14</sup> Architect’s plans, #6197/1982.

<sup>15</sup> BP #1655/1910.

The tower, located in the northeast corner of the building, includes projecting brick corners, square headed windows with stone lug sills and heads placed beneath brick drip moulding with stone keystones topped by a modest brick cornice. The upper portion of the tower holds pairs of arched windows with brick drip moulding and keystones on each side and corbelled brick leading to the heavy overhanging cornice and crenellated parapet (Plate 14).

The building stood virtually unchanged into the early 1980s (Plate 15).

Alterations to this building have been numerous and significant, visually affecting the original design. Single-pane window units have replaced the original multi-paned elements throughout the building. Newer garage-type doors have replaced the original machinery doors on the front (south) façade.

In 1982, the original stable area was demolished to make room for a large addition that stretches across the entire structure (Plates 16 and 17). An oriel window was added to the gable end at this time and the brick chimneys removed.

## **INTERIOR**

As drawn up in 1910, the ground floor of the station held the large machinery bays, a staircase leading to the basement and second floors and stables and animal stalls to the rear (Plate 18). The second floor featured nine bedrooms off a central corridor, a large sitting room and bathroom. Hay lofts and an oat bin were located above the stables (Plate 19). The attic area was designed with a large recreation space lined by lockers (Plate 20).

Today, the basement is used for storage and as an exercise area (Plate 21). The ground floor is used for equipment storage and still exhibits the original ornamental tin ceiling and tile walls (Plate 22). The tower is still used for drying hoses (Plate 23), although a metal ladder has replaced the original

open wooden stairs. A pole continues to give quick access to the main floor from the second storey (Plate 24). The rear addition is used as living space for the firemen (Plate 25).

The second floor features many areas of original layout and finish, including ornamental tin ceiling and wood baseboards in the hall and in bedrooms and in the staircase (Plates 26 and 27). Most of the individual rooms have been renovated with newer ceilings, flooring and services including lighting and heating (Plate 28). The attic is empty and unused.

## **INTEGRITY**

The building stands on its original site. Because of the weight of the equipment, the concrete floors of the main level have been underpinned in the basement for extra support (Plate 29). Elsewhere, the building appears to be in good structural condition. Alterations to the structure have included, as mentioned previously, replacement of all original window units with single-pane elements, replacement of original machinery doors on the front façade and additions and alterations to the west and north sides.

The station is one of several pre-1914 fire halls on the City of Winnipeg's Conservation List and Historical Buildings Inventory (see Table 1). Of these, the Sargent Avenue structure is one of the few remaining still used as an active fire hall.

## **STREETSCAPE**

This fire hall has been an integral part of the streetscape for over 100 years, its tower seen in all parts of the neighbourhood (Plate 30).

**TABLE 1 – PROTECTED FIRE HALLS**

<b>ADDRESS</b>	<b>YEAR BUILT</b>	<b>DESIGNATION</b>	<b>PRESENT STATUS</b>
Berry Street, 200	1913	Inventory	Active Fire Hall, slated for replacement & demolition
Dorchester Avenue, 1055	1911	Grade III	Apartment block
Dumoulin Avenue, 212	1904	Grade II	St. Boniface Fire Hall Museum
Maple Street, 56	1904	Grade II	Firefighters' Historical Society of Winnipeg Museum
Osborne Street, 524	1913	Inventory	City of Winnipeg Fire Department
Sargent Avenue, 825	1910	Inventory	Active Fire Hall (No. 5)
Sinclair Street, 180	1910	Grade III	Church
St. Mary's Road, 598	1914	Grade III	City of Winnipeg Ambulance Station & St. Vital Museum
Talbot Street, 325	1906	Grade III	Youth Centre
William Avenue, 1466	1909	Inventory	Day care facility & Firefighters' Historical Society of Winnipeg workspace

### **ARCHITECT/CONTRACTORS**

The architects of Fire Hall No. 5 were Scottish-born and trained architects Alexander R. and William N. Melville, brothers who operated an architectural and engineering company in the city starting in 1903. Best known for their fire hall design (by 1914, their original 1904 plans had been used to construct 13 fire halls in Winnipeg and one in the Municipality of St. Vital), their office was responsible for the designing of a wide range of fine structures (see Appendix I for biographical information).<sup>16</sup>

The Historical Buildings Committee has given the Melvilles 10 points.

<sup>16</sup> Ibid., p. 15 and M. Peterson, "The Coliseum - 225 Fort Street", report for the Historical Buildings Committee, May 1988. 1988, p. 10.

The contractor for this fire hall, as well as the stations at 325 Talbot Avenue (1906) and 180 Sinclair Street (1910), was John Saul. Born in Ireland in 1840, he immigrated to Canada, settling in the Ottawa region and working as a builder. In the summer of 1880, he and his wife Helen moved to Winnipeg, where he soon found steady work.<sup>17</sup> He worked alone and also in partnership with his brother, David Saul; the pair built the Drake Hotel (Benson Block), 146 Princess Street (1882), the Bawlf Block, 150 Princess Street (1882), the Harris Block (Hochman Building), 154 Princess Street (1882), Bate Building, 221 McDermot Avenue (1883), G.F. and J. Galt Block, 103 Princess Street (1887), McIntyre Block, 416 Main Street (1898), City Lighting Plant (hydro substation), McDonald Avenue at May Street (1906), Luxton School, 111 Polson Avenue (1907) and Port Arthur High School (1913).<sup>18</sup> Early in the 1900s, he had a short-lived partnership as Saul and Brown, which dissolved in 1904 and was responsible for the construction of Fire Hall No. 5, 354 Sherbrook Street (demolished).<sup>19</sup> John Saul died in Vancouver, B.C. on January 6, 1928 and is buried at the Elmwood Cemetery in Winnipeg.<sup>20</sup>

## PERSON/INSTITUTION

Winnipeg was incorporated as a city Nov. 8, 1873 and the concerned citizens of the young community, already accustomed to the storms of winter, grasshopper plagues and flooding, were aware of the ever-growing danger of fire. Other struggling communities across the breadth and width of the land had experienced the disaster of fire and the ambitious council under the colourful, controversial mayor Francis Cornish Q.C., began preparations for fire fighting within the city's boundaries.<sup>21</sup>

During the days of the volunteer brigade and into the twentieth century, three basic pieces of horse-drawn equipment were used to fight fires. The steam pumpers of the 1880s and 1890s were heavy and allow and usually needed a long warm-up period. Chemical engines, using carbonate of soda

<sup>17</sup> Manitoba Free Press, January 15, 1924, p. 4.

<sup>18</sup> Manitoba Free Press, various, 1881-1930; Historical Buildings Committee files; author files and databases.

<sup>19</sup> Fire, Water and Light Committee Correspondence. Hough and Campbell, City Solicitors, Winnipeg to C.J. Brown, City Clerk, Winnipeg, June 18, 1904, City of Winnipeg Archives.

<sup>20</sup> Manitoba Free Press, January 9, 1928, p. 3.

<sup>21</sup> V. Leah, *op. cit.*, p. 20.

and vitriol in a water chamber produced carbon dioxide in less than 20 seconds, but were dangerous to use.<sup>22</sup> Ladder trucks were bulky and had little vertical range; once taller buildings became the norm, their effectiveness came into question.

Technological advances soon improved both the life of the men in the halls and their jobs. By the 1880s telegraphic fire alarm boxes were installed to provide quicker signalling. By 1913 internal combustion engines were replacing horses, in turn improving travelling time and maintaining constant water pressure.<sup>23</sup>

While equipment changed rapidly, so too did the life of the fireman. In 1882, the reorganized department offered its men one afternoon and one evening off per week; otherwise, they lived at the halls (although they could go out for dinner). Married men were also given one day off per week.<sup>24</sup> The pay was low and living conditions in the halls were primitive at best. Yet 150 applications were received for the first 36 full-time positions.<sup>25</sup>

As mentioned previously, improvements were slowly introduced by the turn-of-the-century. By 1919, the work schedule had been replaced by a two-platoon system with an 84-hour week and firemen lived at home. Ten years later they received one day off in seven and by 1960 the week was further reduced to 42 hours.<sup>26</sup>

Much has changed for Winnipeg firefighters over the past 100 years; it is a credit to the skill of the architects and the foresight of the civic leaders that some are still housed in fire halls built more than 100 years ago, including the Sargent Avenue fire hall.

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<sup>22</sup> D. Spector, *op. cit.*, p. 8.

<sup>23</sup> *Ibid.*, pp. 8,9.

<sup>24</sup> V. Leah, *op. cit.*, p .30.

<sup>25</sup> *Ibid.*, pp. 24-5.

<sup>26</sup> *Ibid.*, p. 30.

## EVENT

This structure has been part of thousands of neighbourhood fire alarm and other distress calls throughout its history. There is no known significant historical event connected with this building.

## CONTEXT

Fire Hall No. 5 was built during a period of rapid growth of both the city and the technology related to fire fighting and building construction. By early 1883, as the City organized its first professional, full-time department, 17 horses and 36 firemen were housed in three fire halls.<sup>27</sup> As time went on, more equipment, more men, and more halls were needed to protect the sprawling residential districts and the developing downtown retail, banking and warehouse districts. Horses gave way to motorized vehicles, chemical wagons gave way to high-pressure pumps and hoses, and live-in firemen gave way to split-shift employees.

In such tumultuous times, the City needed to build new halls that were basic enough to be inexpensive, adaptable enough to keep pace with ever-changing technology, and efficient enough to aid in the task at hand. City officials also decided to utilize one basic floor plan in order to lessen costs and allow firemen to feel at ease in any of the City's numerous fire halls. The Melville plan was a perfect solution.

Winnipeg's three new fire halls of 1882 and 1883 had been erected to be aesthetically pleasing to passers-by. Exterior features included intricate ornamental detailing, rusticated stone bases, dormers, and large towers. But the interiors, due to the lack of technology, were primitive. The oak floors of the stables were highly unsanitary and difficult to clean; indoor plumbing, central heating, and electric lighting were non-existent. Sleeping arrangements consisted of a common bedroom for all men (it was 1919 before the men lived away from the hall).<sup>28</sup>

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<sup>27</sup> Morning Telegram, December 24, 1898, p. 9.

<sup>28</sup> V. Leah, op. cit., p.25 and D. Spector, op. cit., p.11.

As improvements in heating, plumbing, and lighting technology became available, and as fire fighting equipment became more advanced (and heavier), it was necessary to spend more money on the design and furnishing of the interior. In many cases, this resulted in more austere exteriors after 1900.<sup>29</sup>

Fire Hall No. 5 was another of the fine, pre-World War I fire stations completed by the City of Winnipeg (see Appendix III) to keep pace with its growing population and territory.

### **LANDMARK**

Fire Hall No. 5 stands on a busy corner, its tower visible throughout the area, and is a landmark building in the West End.

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<sup>29</sup> V. Leah, *op. cit.*, p. 30.



# APPENDIX I

## CITY OF WINNIPEG - Preliminary Report Assessment Record

Building Address: 845 Sargent Avenue

Building Name: Fire Hall No. 5

Original Use: fire hall

Current Use: fire hall

Roll No. (Old): 301611 (---)

RSN: 156036

Legal Description: 63/65 St. James, Plan 33386, Lots 33/37 (Old: 64 St. James, Plan 2879, Lot 45: south 50' Lot 47: Lot 49)

Location: Northwest corner Burnell Street

Date of Construction: 1910

Storeys: 2

Heritage Status: **ON INVENTORY**

Construction Type: Brick on stone/concrete foundation

Building Permits (Plans available: [M] Microfilm; [PPD] Department Storage):

- 1654/1910 \$20,000 (superstructure); 6197/1982 [PPD] (addition); 177772/2001 \$133,300 (exterior & interior alterations)

### Information:

-  $62\frac{1}{2} \times 38\frac{1}{2} \times 38 = 138,224$  cu. ft.

- Permit 1655/1910 for separate drill tower

- Permit 177772/2001 – generator (north side) & condenser unit (roof) added, interior alterations to accommodate upgrades

- hose drying tower 12 x 12 x 69'

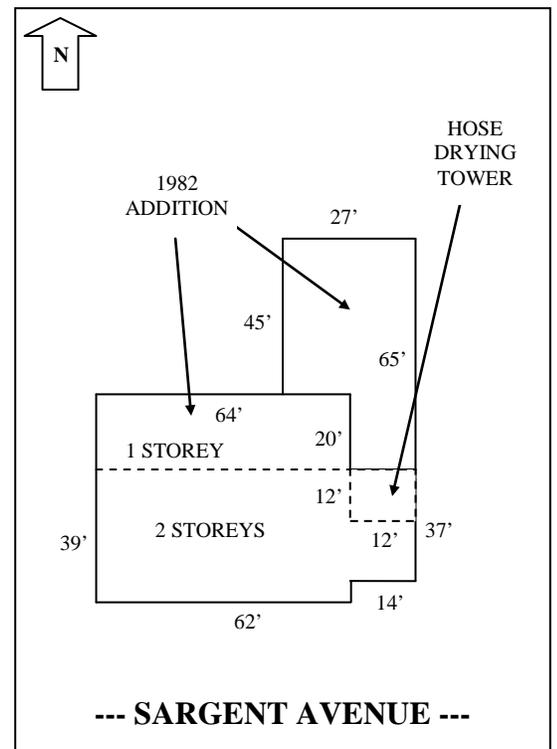
- basement- concrete floor, 8' ceilings, stone walls, 7 stone columns, 5 concrete beams and concrete ceiling

- 1<sup>st</sup> floor- concrete floors, brick walls, 12½' ceilings (tin), metal stairs

- 2<sup>nd</sup> floor- brick walls, 10' ceilings (tin)

**ARCHITECT: MELVILLE, A.R. & W.N.**

**CONTRACTOR: SAUL, JOHN**



## APPENDIX II

### Alexander R. and William N. Melville-

The Melville brothers, Alexander and William, began their partnership in Winnipeg shortly after the turn of the century. While they are best known today as the designers of many of the early fire halls, they also were responsible for a number of other buildings of various functions throughout the city.

Alexander Melville was born in 1873 in Fraserburgh, Scotland and received his architectural and civil engineering degrees in Aberdeen. For many years he was a member of the Manitoba Association of Architects and one of its early council members (1919-20).<sup>30</sup> From 1913 to the late 1940s, A. Melville operated a private practice in Winnipeg. He was also a provincial government draftsman for a short period prior to his retirement. He died in 1949.<sup>31</sup>

Little is known biographically about William Melville, who came to Winnipeg and opened an architectural office ca.1903.<sup>32</sup> In 1904, the same directory lists both Melville brothers as residents, and the firm of A. and W. Melville, architects and civil engineers is also listed. In the 1913 list, the two brothers appear to have dissolved the partnership. By 1915, William Melville was no longer listed in the directory.<sup>33</sup>

An incomplete list of Melville Brother designs includes:

Fire Halls:      56 Maple Street, 1904 – Grade II  
                     349 Burrows Avenue, 1904 (demolished)  
                     470 Gertrude Avenue, 1904 (demolished)  
                     66 Pearl Street, 1904 (demolished)  
                     354 Sherbrook Street, 1904 (demolished)  
                     325 Talbot Avenue, 1906  
                     1466 William Avenue, 1909  
                     845 Sargent Avenue, 1910

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<sup>30</sup> "Alexander Melville" file at the office of the Manitoba Association of Architects.

<sup>31</sup> M. Peterson, "56 Maple Street - Fire Hall No. 3 (Fire Hall No. 2)," report for the City of Winnipeg Historical Buildings Committee, October 1990, Appendix I.

<sup>32</sup> Henderson's Directory (Winnipeg), 1900-1905.

<sup>33</sup> *Ibid.*, 1900-15.

Melville Brother Fire Hall designs (continued):

180 Sinclair Avenue, 1910 – Grade III  
410 Cathedral Avenue, 1911  
1055 Dorchester Street, 1911 – Grade III  
161 Lipton Street, 1913  
524 Osborne Street, 1913  
596 St. Mary's Road (St. Vital), 1914

G.A. Glines House (Tremblay Apartments), 55 Hargrave Street, 1906 – Grade III  
A. Stewart House, 67 Harvard Avenue, 1907  
Ashford Apartment Block, 381 Balmoral Street (demolished)  
Broadway Court Apartments, 251 Broadway, 1906 (demolished)  
T. Thompson House, Canora Street, 1912  
Touraine Apartments, 410 Ellice Avenue (demolished)  
The Coliseum Dance Hall, 225 Fort Street, 1912 (demolished)  
The Colonial Theatre, 634 Main Street, 1912 (demolished)

A.R. Melville designs:

The Rex Moving Picture Theatre (Epic Theatre), 646 Main Street, 1912-13 – Grade II  
(demolished)  
Manitoba Telephone System Building, 166 Portage Avenue, 1930-1931  
Telephone Exchange Building, Elkhorn, Manitoba, 1932

### APPENDIX III

#### Winnipeg & Suburban Fire Halls Built Between 1904 and 1914<sup>1</sup>

ORIGINAL NAME	ADDRESS	YEAR BUILT	CLASS	PRESENT STATUS
No. 4	470 Gertrude Avenue	1904	B	Demolished ca.1959
No. 5	354 Sherbrook Street	1904	B	Demolished 2011
No. 6	66 Pearl Street	1904	B	Demolished
No. 7	349 Burrows Avenue	1904	B	Demolished 1999
No. 3	56 Maple Street	1904	A	Firefighters' Historical Society of Winnipeg Museum
St. Boniface	212 Dumoulin Avenue	1904	-	St. Boniface Fire Hall Museum
No. 8 (Elmwood)	325 Talbot Street	1906	B	Youth Centre
No. 9 (Weston)	1466 William Avenue	1909	B	Day care facility & Firefighters' Historical Society of Winnipeg workshop
No. 10	825 Sargent Avenue	1910	B	Active Fire Hall (No. 5)
No. 11	180 Sinclair Street	1910	B	Active Fire Hall (No. 7)
No. 12	1055 Dorchester Avenue	1911	A	Apartment block
No. 13	410 Cathedral Avenue	1911	A	Apartment block
Transcona	Victoria Avenue West	1912	-	Demolished ca.1955
No. 14	161 Lipton Street	1913	A	Private residence
No. 15	524 Osborne Street	1913	A	City of Winnipeg Fire Department offices
Assiniboia	200 Berry Street	1913	-	Active Fire Hall (No. 11)
St. Vital	598 St. Mary's Road	1914	A	City of Winnipeg Ambulance Station & St. Vital Museum

<sup>1</sup> From M. Peterson, "Winnipeg and Suburban Fire Halls Inventory," report for the City of Winnipeg Historical Buildings Committee, October 1993.

**845 SARGENT AVENUE – FIRE HALL NO. 5 (ORIGINALLY NO. 10)**



Plate 1 – Central Fire Hall, William Avenue, 1884. (Courtesy of the Archives of Manitoba, Gisli Goodman Collection #4.)



Plate 2 – Fire Hall No. 1, Albert Street and Bannatyne Avenue, built 1898, demolished ca.1965, 1924. (Courtesy of the Archives of Manitoba, Architectural Survey.)

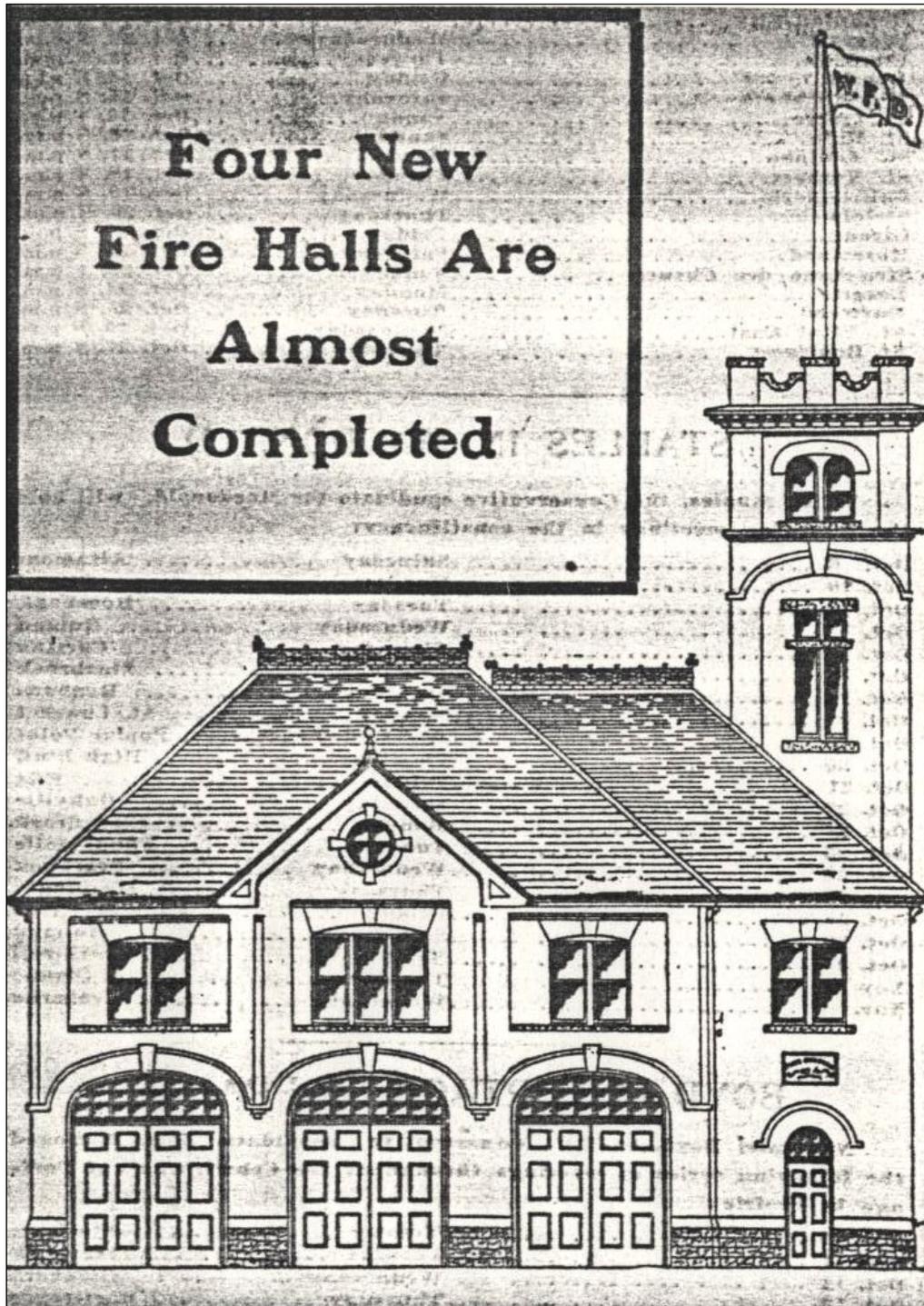


Plate 3 – Front elevation for the standard A. & W. Melville Fire Hall, 1904. (Reproduced from Winnipeg Telegram, October 8, 1904.)

845 SARGENT AVENUE – FIRE HALL NO. 5 (ORIGINALLY NO. 10)

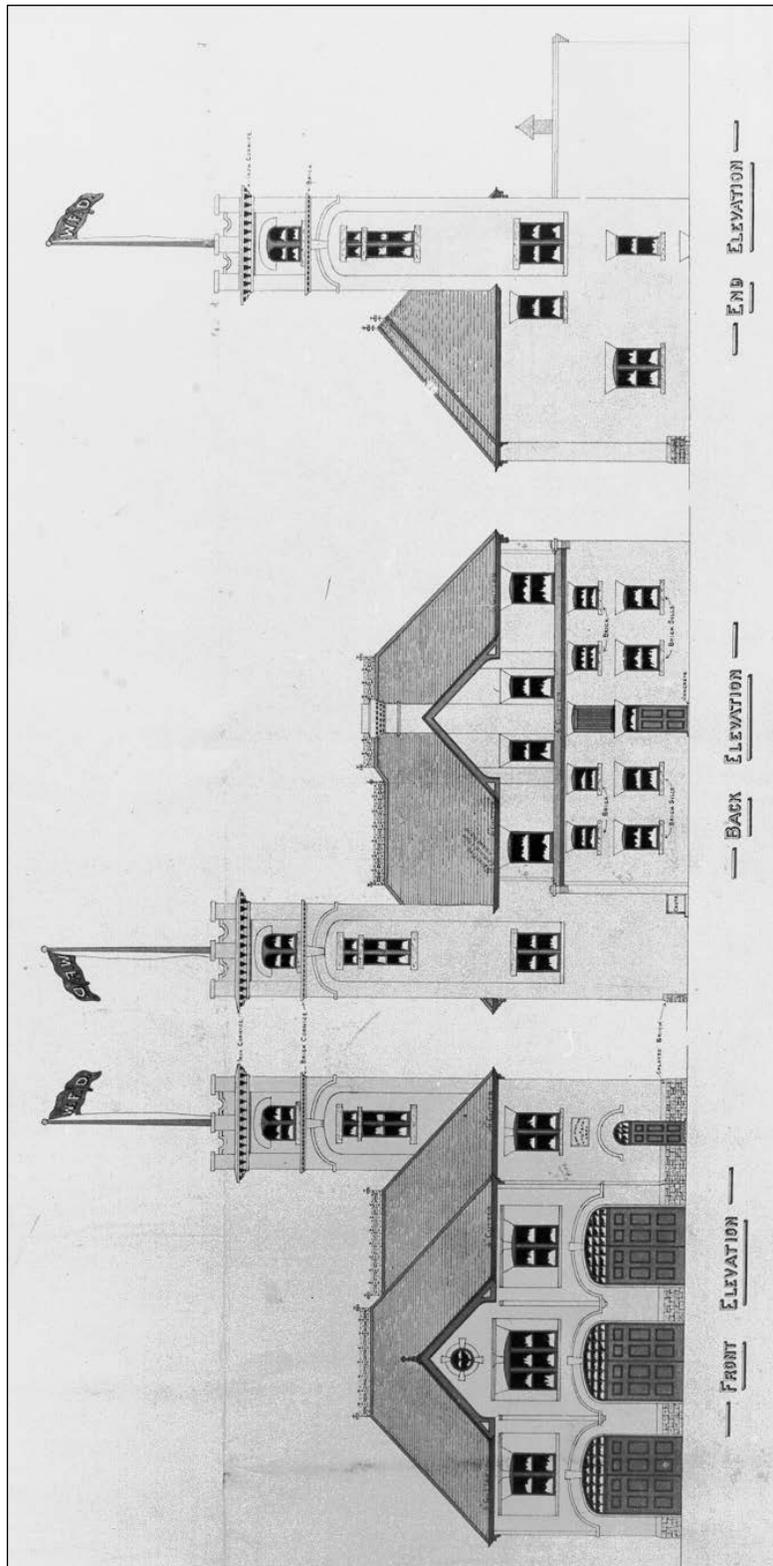


Plate 4 – Architect's Plan of the Fire Halls, 1903. (Courtesy of the Western Canada Pictorial Index, 554-17528.)

**845 SARGENT AVENUE – FIRE HALL NO. 5 (ORIGINALLY NO. 10)**



Plate 5 – Former Fire Hall No. 14, 161 Lipton Street, front (west) façade with its Dutch gable, no date. (City of Winnipeg.)



Plate 6 - Fire Hall No. 10, 845 Sargent Avenue, front (south) and west façades, 2013. (M. Peterson, 2013.)

**845 SARGENT AVENUE – FIRE HALL NO. 5 (ORIGINALLY NO. 10)**



Plate 7 – Former Fire Hall No. 3, 56 Maple Street, front (east) façade, 2003. The hose tower’s crenellation has been removed. (M. Peterson, 2003.)

845 SARGENT AVENUE – FIRE HALL NO. 5 (ORIGINALLY NO. 10)

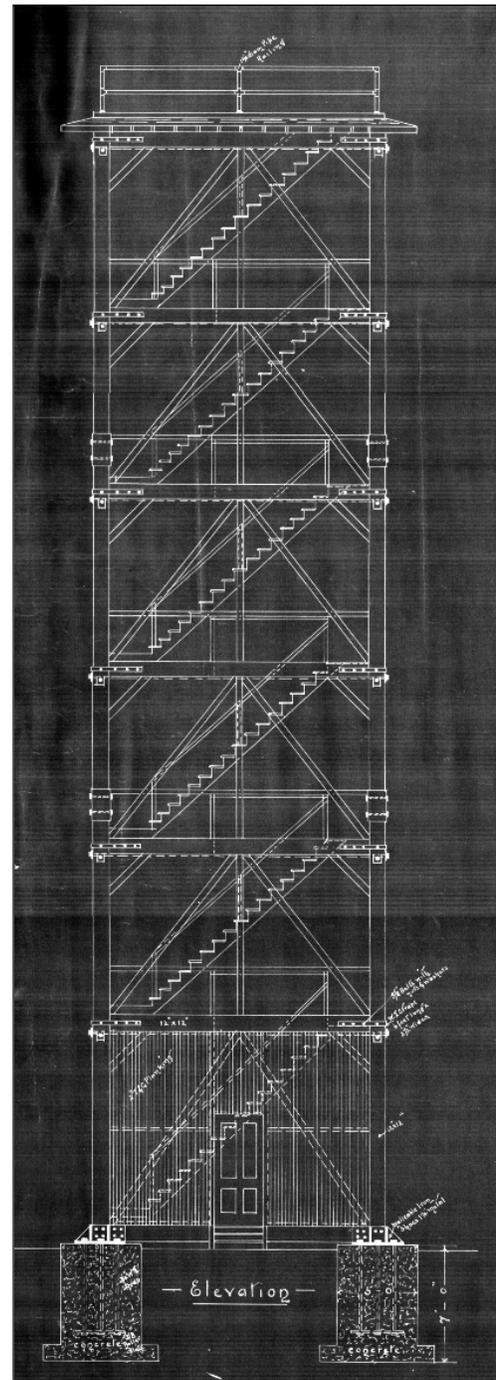
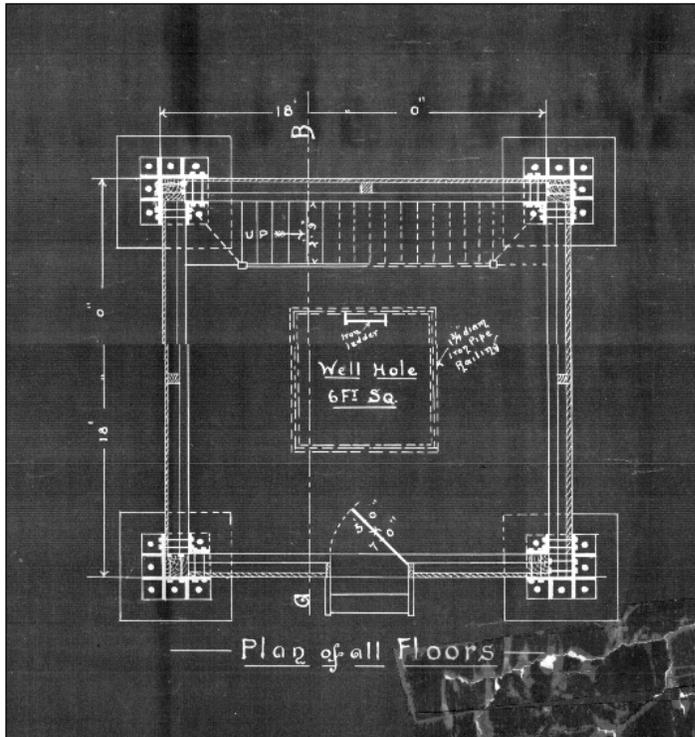


Plate 8 – Architect’s plans, “Plan of all Floors” (left) and “Elevation” (right), 1910. (Courtesy of City of Winnipeg, Plan No. 1655/1910.)

845 SARGENT AVENUE – FIRE HALL NO. 5 (ORIGINALLY NO. 10)

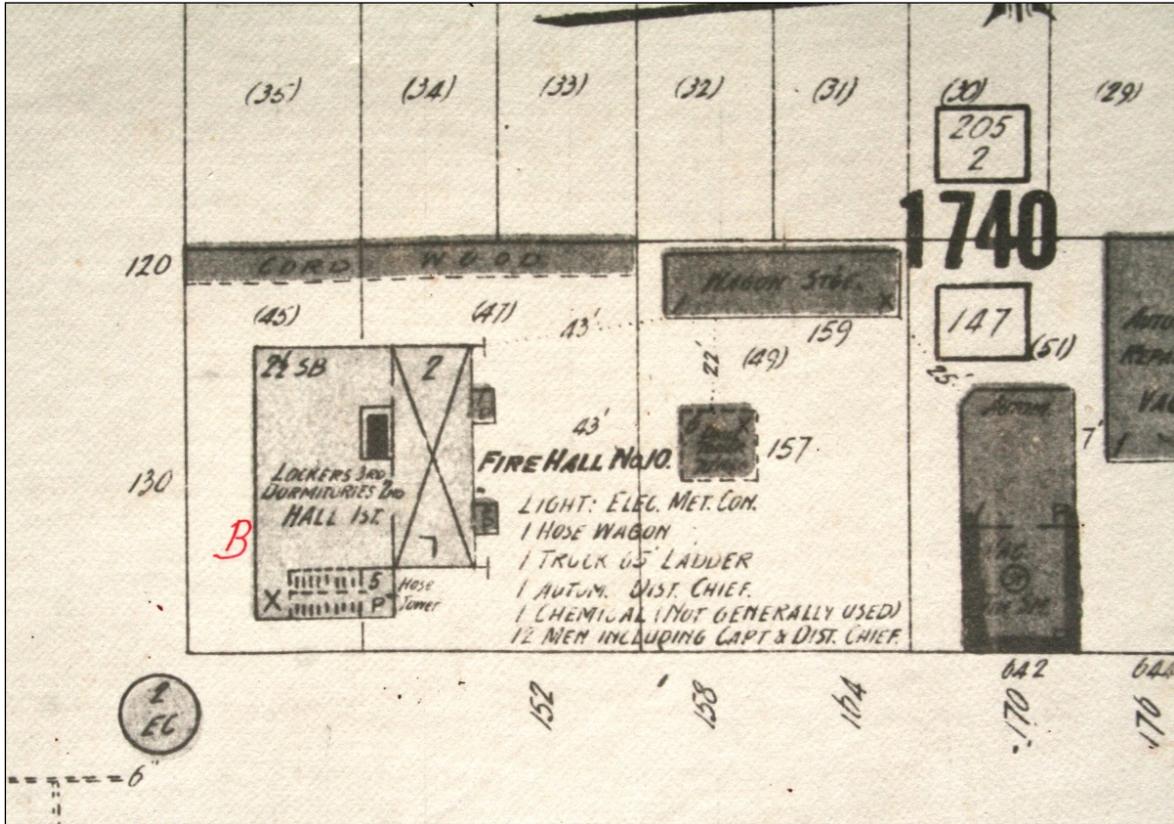


Plate 9 – City of Winnipeg Fire Atlas, Vol. 1, Sheet 173 (February 1918), showing Fire Hall No. 10, Sargent Avenue at Burnell Street. Also on site is a large cord wood pile, a wagon storage building and the practice tower. (Courtesy of City of Winnipeg Archives.)

**845 SARGENT AVENUE – FIRE HALL NO. 5 (ORIGINALLY NO. 10)**



Plate 10 – Fire Hall No. 5, 845 Sargent Avenue, front (south) façade, 2013. (M. Peterson, 2013.)



Plate 11 – Fire Hall No. 5, 845 Sargent Avenue, east façade, 2013. (M. Peterson, 2013.)

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Plate 12 – Fire Hall No. 5, 845 Sargent Avenue, front (south) and west façades, 2013. (M. Peterson, 2013.)

**845 SARGENT AVENUE – FIRE HALL NO. 5 (ORIGINALLY NO. 10)**

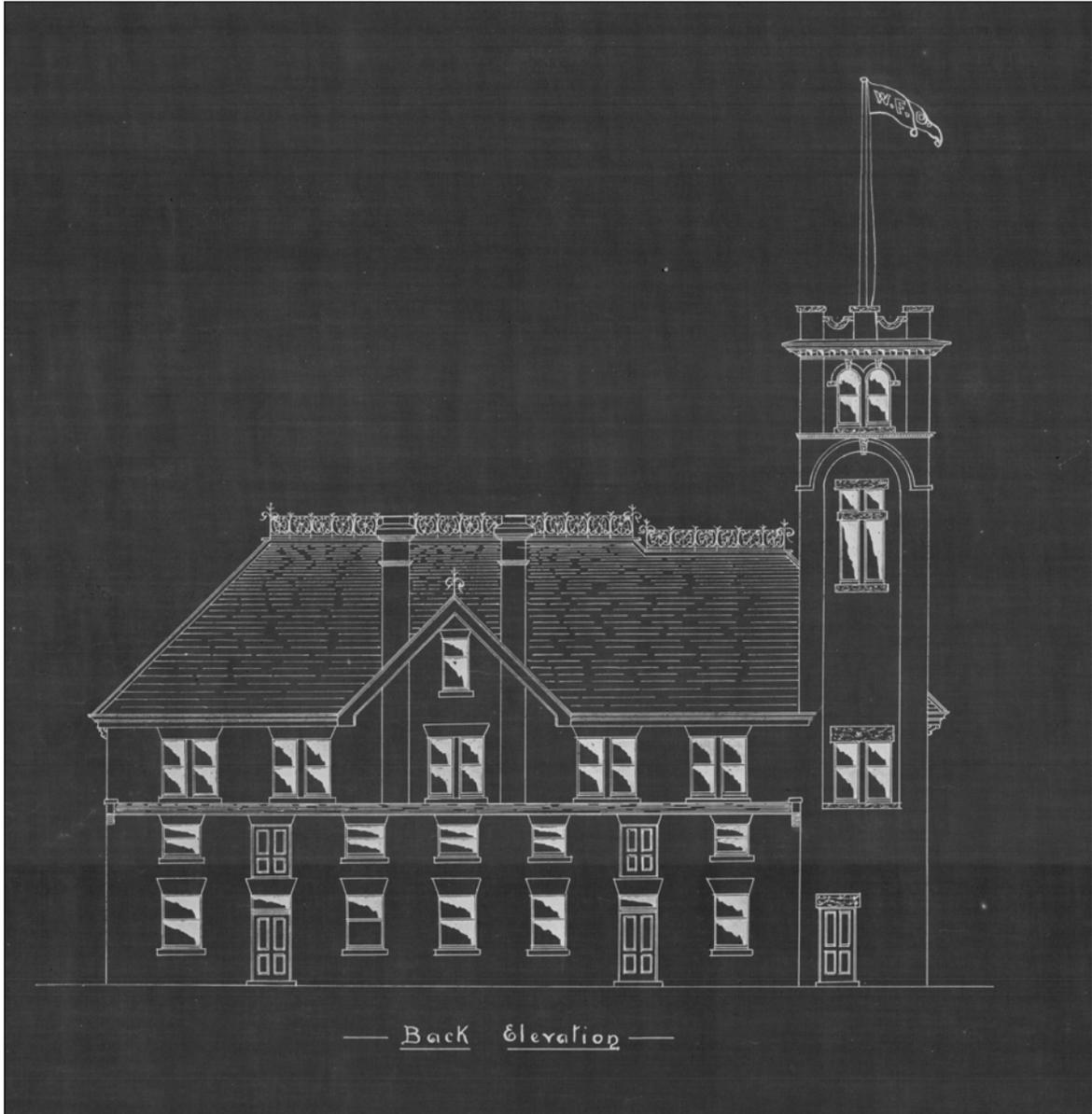


Plate 13 – Fire Hall No. 10, 845 Sargent Avenue, architect’s plans, “Back Elevation,” 1910.

Note that the building as completed was the reverse of these plans. (Courtesy of City of Winnipeg, Plan No. 1654/1910.)

**845 SARGENT AVENUE – FIRE HALL NO. 5 (ORIGINALLY NO. 10)**



Plate 14 – Fire Hall No. 5, 845 Sargent Avenue, south and east sides of tower, 2013. (M. Peterson, 2013.)

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Plate 15 – Fire Hall No. 10, 845 Sargent Avenue, 1981, prior to the demolition of the original rear stable area and construction of additions along the rear (north) façade and at the northeast corner. (City of Winnipeg.)

845 SARGENT AVENUE – FIRE HALL NO. 5 (ORIGINALLY NO. 10)

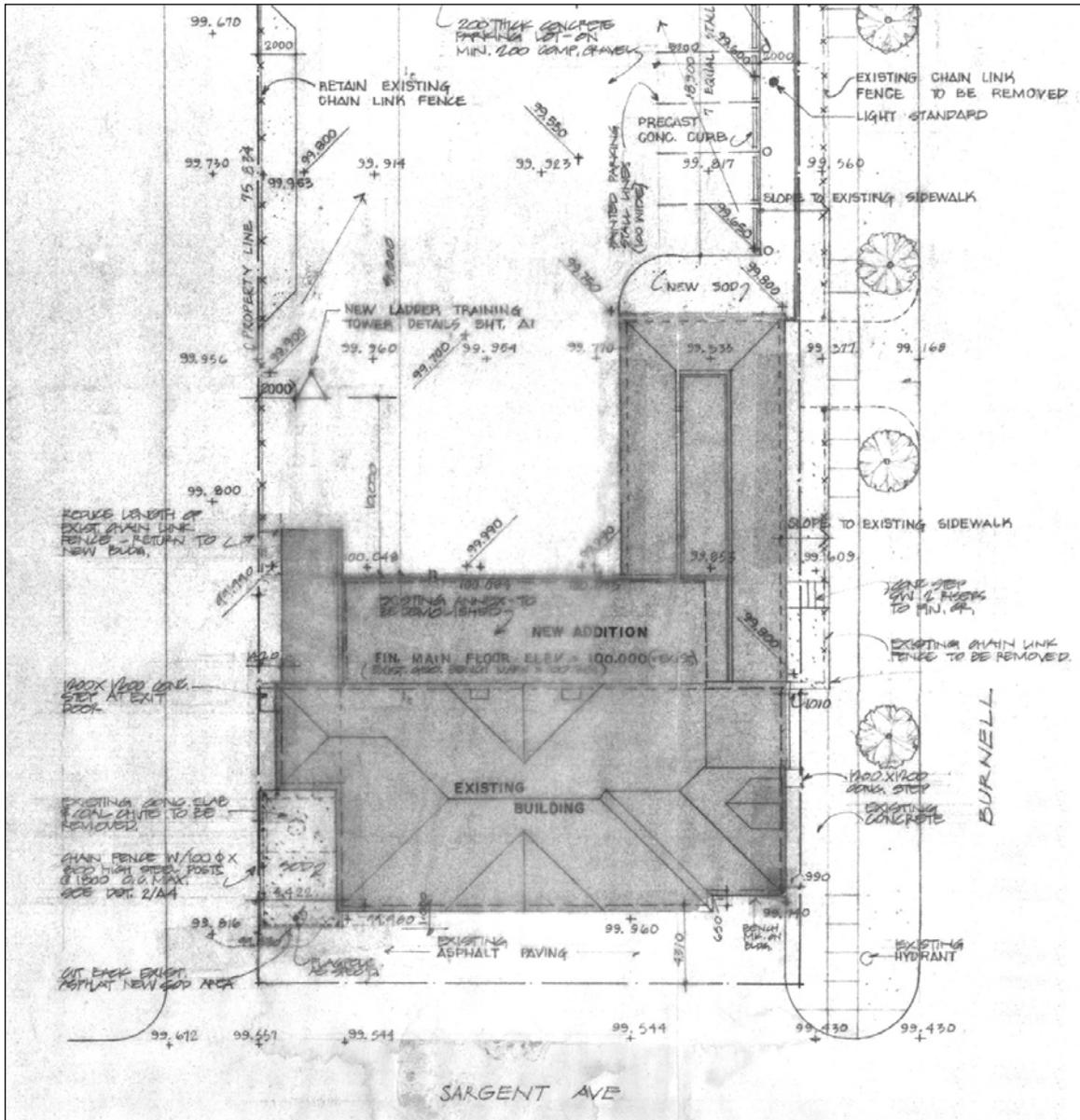


Plate 16 – Architect’s plans, “Site Plan,” 1982, showing the addition to the north end of the station. (Courtesy of City Archives.)

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Plate 17 – Fire Hall No. 5, 845 Sargent Avenue, rear (north) façade, 2013. (M. Peterson, 2013.)





845 SARGENT AVENUE – FIRE HALL NO. 5 (ORIGINALLY NO. 10)

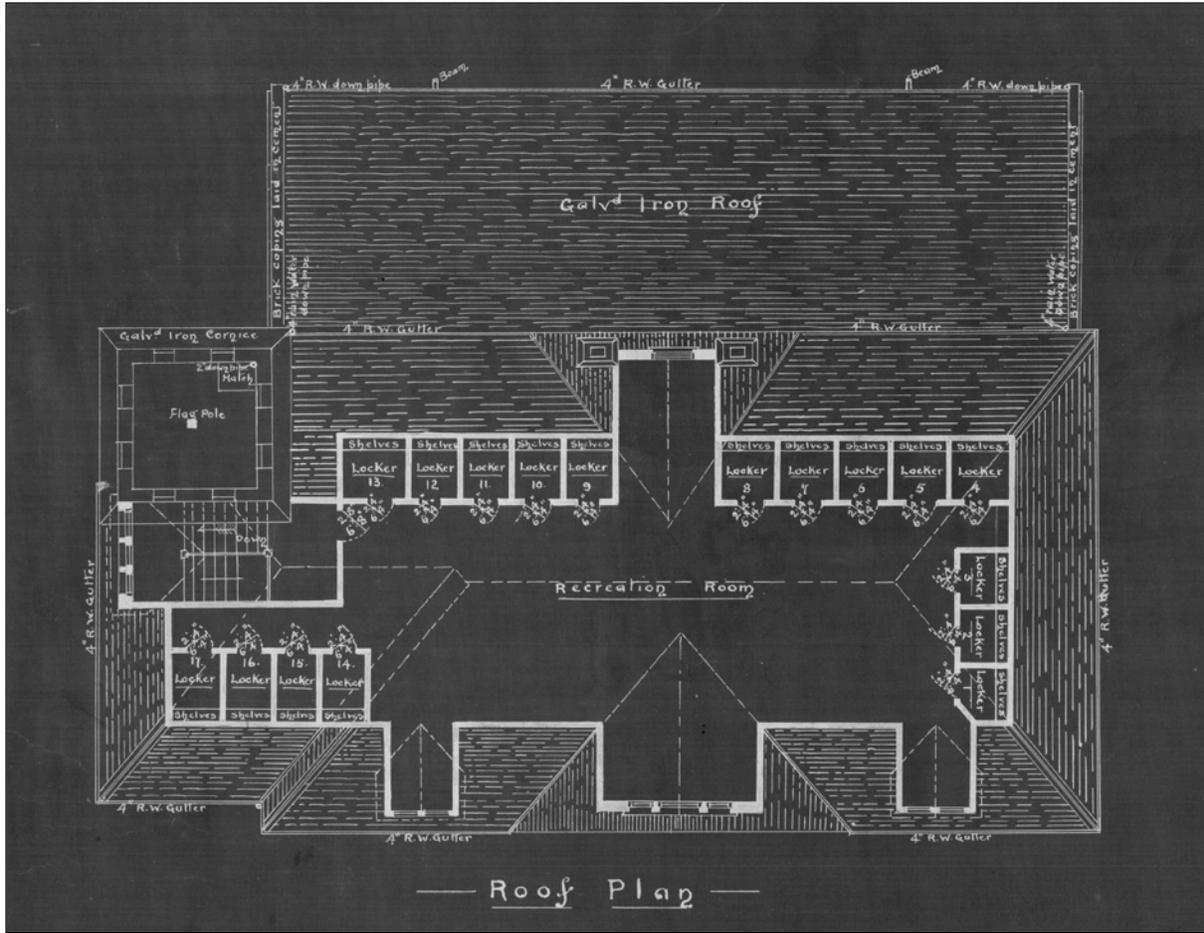


Plate 20 – Fire Hall No. 10, 845 Sargent Avenue, architect’s plans, “Roof Plan,” 1910.  
(Courtesy of City of Winnipeg, Plan No. 1654/1910.)

**845 SARGENT AVENUE – FIRE HALL NO. 5 (ORIGINALLY NO. 10)**



Plate 21 – Fire Hall No. 5, 845 Sargent Avenue, basement exercise area, 2013. (M. Peterson, 2013.)

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Plate 22 – Fire Hall No. 5, 845 Sargent Avenue, ground floor equipment area, 2013. (M. Peterson, 2013.)

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Plate 23 – Fire Hall No. 5, 845 Sargent Avenue, hose drying tower, 2013. (M. Peterson, 2013.)

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Plate 24 – Fire Hall No. 5, 845 Sargent Avenue, pole on second floor, 2013. (M. Peterson, 2013.)

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Plate 25 – Fire Hall No. 5, 845 Sargent Avenue, hall in addition, 2013. (M. Peterson, 2013.)

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Plate 26 – Fire Hall No. 5, 845 Sargent Avenue, second floor hallway, 2013. (M. Peterson, 2013.)

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Plate 27 – Fire Hall No. 5, 845 Sargent Avenue, stairs to attic , 2013. (M. Peterson, 2013.)

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Plate 28 – Fire Hall No. 5, 845 Sargent Avenue, second floor renovated bedroom space, 2013.  
(M. Peterson, 2013.)

**845 SARGENT AVENUE – FIRE HALL NO. 5 (ORIGINALLY NO. 10)**



Plate 29 – Fire Hall No. 5, 845 Sargent Avenue, supports in basement , 2013. (M. Peterson, 2013.)

**845 SARGENT AVENUE – FIRE HALL NO. 5 (ORIGINALLY NO. 10)**



Plate 30 –Sargent Avenue looking east from Banning Street, 2013. (M. Peterson, 2013.)