93 LOMBARD AVENUE

CRANE & ORDWAY BUILDING

City of Winnipeg
Historical Buildings & Resources Committee
Researcher: M. Peterson
June 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 between 1906 and 1911, another company locating in Winnipeg’s downtown warehouse district that expanded its facilities due to increased business;

(b) It was associated for many decades with the Crane and Ordway Company, one of the world leaders in the manufacturing of pipes, valves and steam supplies;

(c) It was designed by well-known local architect John H.G. Russell;

(d) It employs the mill construction method with solid brick exterior walls and stone accents;

(e) It is located at the east end of Lombard Avenue close to several contemporary warehouse buildings; and

(f) The building’s exterior retains some of its original elements and design.
Winnipeg’s early warehouse district was dispersed throughout what is now downtown Winnipeg, some businesses locating on the east side of Main Street, taking advantage of river transport (Plate 1), and some west of the Main Street. Pockets of industrial development were also found along the Canadian Pacific Railway (CPR) main line in Point Douglas by the early 1880s – the railway’s station, freight sheds and right-of-way developing quickly. By the late 1880s, the Northern Pacific and Manitoba Railway (NP&MR) had also developed a large industrial site, 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.  

While these two developments effectively defined the north and south boundaries of the warehouse district east of Main Street, it was a third project that solidified and guaranteed the success and growth of this area. 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 approve 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.”

It would be three years before the WTR had purchased all the necessary land and 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 2-5). 

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1 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.

2 [Manitoba Free Press](https://www.lib.umanitoba.ca/history/nordic/18891005.pdf), October 5, 1889.

3 [Manitoba Free Press](https://www.lib.umanitoba.ca/history/nordic/18891005.pdf), 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.
In 1906, the Chicago, Illinois-based plumbing and heating manufacturer Crane and Ordway Company chose Winnipeg to build a large warehouse, located near the Red River in the Warehouse District at the east end of Lombard Avenue (Plate 6).

**STYLE**
Stylistically, there are elements of the Crane and Ordway Building representative of the Romanesque Revival style that became the prominent architectural style of the warehouse district. In the 1880s, the style was influenced greatly by American architect H.H. Richardson (1838-86) and was often referred to as Richardsonian Romanesque.\(^4\) Primarily built of brick with a raised rusticated stone base and stone accenting, the structures often displayed a textured visage. Quoins, belt courses and decorative brick corbelling or chevrons were often added to animate the flat elevations. The most familiar element, however, was the arch, used for entrances and windows. Often, straight-topped windows were grouped under large arches.\(^5\) Its massiveness and sturdiness appealed to wholesalers looking to promote their businesses and portray the stability of their firms through the design of the structures they occupied.

**CONSTRUCTION**
This warehouse was built between 1906 and 1911 (see Appendix I for technical information). The five storey east portion was completed in 1906 and measured 20.1 x 30.5 metres on a raised stone foundation (Plate 6).\(^6\) Five years later, the company expanded this warehouse, building a five-storey addition on the west side, 14.9 metres wide and 30.5 metres deep as well as a 15.6 x 34.8-metre one-storey section at the rear (north).\(^7\)

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\(^6\) *City of Winnipeg Building Permit* (below as BP), #2496/1906. Cost of construction was $45,000.

\(^7\) BP #5/1911. Cost of construction was $38,000.
The solid common clay brick walls range in width from 61.0 centimetres on the lower floors to 33.0 on the upper levels.8

**DESIGN**

The main (south) façade of this warehouse begins at grade with a rusticated stone wall interrupted by small basement windows (Plate 7). Above the stone is the common clay brick superstructure, divided on the upper floors into seven bays, six with wide, arched window openings and the seventh, at the east end, with smaller, thinner windows (Plate 8). All windows feature radiating brick heads. The windows and door openings on the ground floor include stone keystones and a band of stone also connects these openings at their heads. The building’s entrance is located in the third bay from the west end. No other elements are used to adorn the brick walls until the roof, where a renovated entablature completes the façade.

A newer building covers the east wall; the west wall includes square headed windows on all levels, raised loading doors and minimal ornamentation (Plates 9 and 10). The rear of the building features a newer one-storey building attached to the original structure (Plates 11 and 12). The visible upper portion of the building includes arched window openings with brick sills (Plate 13).

**INTERIOR**

According to the 1911 plans, the building was organized along traditional lines – public space and offices on the ground floor and open warehouse space above.

In 1975-1976, the building was sold and its developers began a massive renovation project to convert the warehouse into modern office space. An article in the *Winnipeg Free Press* featured University of Manitoba Architecture professor William Thompson discussing the then-new idea of reusing old buildings in Winnipeg’s warehouse district, describing such conversion project as

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8  City of Winnipeg Assessment Record, Roll No. 606800-12-2, PC 40.
making “sound business and cultural sense.” Also discussed were preliminary plans for what would become Old Market Square, then a “triangular-shaped open tract at the end of Albert Street.”

The conversion of the Crane and Ordway Building was at the very beginnings of the creation of Winnipeg’s Exchange District, providing retail, residential and office space in the turn-of-the-century brick and stone warehouses, many of which had been underutilized since World War II.

The interior of the building today, in spite of many alterations, still reflects its 1970s conversion, especially on the ground floor (Plates 14 and 15). Throughout the building, masonry walls and wood beams and posts are exposed (Plate 16).

INTEGRITY
The building stands on its original site and appears to be in good structural condition for its age. Alterations to the exterior and interior have been extensive (see Appendix I for list of City of Winnipeg Building Permits), the most noticeable being the new window units on the main (south) façade. City of Winnipeg records indicate that the interior and exterior brick walls were sandblasted during the building’s conversion to offices in the mid-1970s. During these renovations, the front (south) façade windows were enlarged and new sloping brick sills added (Plate 17).

Window and door openings on the ground floor have also been altered over the years.

STREETSCAPE
The Crane & Ordway Building is an important part of a heritage streetscape (Plate 18). It, along with the other buildings in the district, has been recognized as a National Historic District by the Historic Sites and Monuments Board of Canada. All buildings in the Exchange District are an essential part of the historic streetscape and as such, the Historical Buildings Committee has given them 60 points.

ARCHITECT/CONTRACTORS

John Hamilton Gordon Russell (1862-1946) was the architect responsible for this building (Plate 19). Schooled in Toronto and trained in the United States, Russell began his Winnipeg practice in the mid-1890s and went on to become one of the province’s most prolific designers (see Appendix II for biographical information). He has received 20 points from the Historical Buildings Committee.

Local contracting firm Saul and Irish were responsible for the original 1906 building,\(^{10}\) S. Brynjolffsson and Company for the large 1911 addition.\(^{11}\)

The successful local contracting firm of Saul and Irish had its beginnings in the early 1880s with John A. Saul and his brother. They were responsible for a number of fine buildings including Drake Hotel (Benson Block), 146 Princess Street (1882, List of Historical Resources), Bawlf Block, 150 Princess Street (1882, List of Historical Resources), Harris Block (Hochman Building), 154 Princess Street (1882, List of Historical Resources), Bate Building, 221 McDermot Avenue (1883, List of Historical Resources) and the G.F. & J. Galt Warehouse, 103 Princess Street (1887). They also designed many buildings in rural Manitoba but around the turn-of-the-century, John Saul went into partnership with another well-known local builder, William A. Irish. The pair worked together on a number of projects into the early 1910s including, Elim Chapel (St. Stephen’s Presbyterian Church), 546 Portage Avenue (1902), 222 McDermot Avenue, Silvester-Wilson Building (1904), the Bell Block, 370 Donald Street (1905), Crane & Ordway Building, 93 Lombard Avenue (1906), 149 Pioneer Avenue, Scott-Bathgate Building (1907), Luxton School, 111 Polson Avenue (1907), Mulvey School, Maryland Street (1908 addition – demolished), La Verendrye School, 290 Lilac Street (1909), St. John’s Technical High School, Machray Avenue (1910 – demolished 1967), 133 Market Avenue, A. Macdonald Company Warehouse (1910), Fire Hall No. 5, 845 Sargent Avenue (1910), the Dingwall Building, 62 Albert Street (1910, List of Historical Resources), and Westminster United (Presbyterian) Church, 745 Westminster Avenue (1910-1911,

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\(^{10}\) BP #2496/1906.

\(^{11}\) BP #5/1911.
List of Historical Resources). In ca.1912, Saul formed the Saul Construction Company. Saul and Irish were responsible for nearly $2 million worth of work in Winnipeg between 1900 and 1913.

The 1911 work was completed by Sveinn Brynjolfsson and Company, one of the many successful Icelandic contracting firms operating in the City. Other major works completed by the company include First Unitarian Church, Sherbrook Street at Sargent Avenue (1905 – demolished), Point Douglas Presbyterian Church, 95 Macdonald Avenue (1905), T. Ryan Block, 44 Princess Street (1906), Warwick Apartments, 366 Qu’Appelle Avenue (1908 – List of Historical Resources), Burrows, Stewart and Milne Warehouse, 130 James Avenue (1910), YMCA, 475 Selkirk Avenue (1911 – demolished), Principal Sparling School, 1150 Sherburn Street (1912), Windsor Apartments, 122 Langside Street (1912), Crane & Ordway Warehouse, Pacific Avenue (1913 – demolished), Muskoka Apartments, 110 Young Street (1914), Gordon Apartments, 505 Victor Street (1914), Karlston Apartments, 535 Victor Street (1914) and Manitoba Telephones Garage, Charlotte Street (1919).

PERSON/INSTITUTION

The Crane and Ordway Company, later the Crane Company, was founded in St. Paul, Minnesota in 1893 by local businessman Lucius P. Ordway (1862-1948) and R.T. Crane of Chicago, Illinois. The company experienced tremendous early growth and by 1897, were the largest manufacturer of pipes, valves and steam supplies in the world. In 1904, L.P. Ordway used some of his considerable fortune to back the struggling Minnesota Mining and Manufacturing Company, saving the venture which ultimately became 3M. In 1904, the company built a fine

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13 City of Winnipeg Building Permit Ledger Books, 1899-1920.
14 Loc. cit.
15 Loc. cit. and Manitoba Free Press, October 27, 1910, p. 10 and August 1, 1914, p. 22. Brynjolfsson was also the Danish Consul for Winnipeg from 1910 to 1914.
16 Information from http://solutions.3M.com/wps/, no date.
new brick warehouse in St. Paul (Plate 20) and followed up with the new structure in Winnipeg
two years later. The Winnipeg business was extremely successful, warranting the large addition
to the Lombard Avenue facility in 1911 and the construction of a large, one-storey brick and
congrete warehouse on the southeast corner of Pacific Avenue and Isabel Street (demolished).\(^\text{17}\)

The Crane Company continued to occupy and own this building until the 1970s. In 1977, it
became one of the first warehouses in the district to be converted into office space (Plate 21), the
conversion including the replace of all the windows, the sandblasting of the exterior and interior
and new electrical, plumbing and heating and air conditioning systems. Tenants since that time
have included Fingold Enterprises, United Equities, Personal Insurance Company of Canada and
the Manitoba Arts Council.\(^\text{18}\)

**EVENT**

There is no known significant historical event connected with this building.

**CONTEXT**

This warehouse and its additions is an excellent example of the growth of Winnipeg as a Western
Canadian transportation and warehousing hub and the locating of major North American
manufactures in the City in the 1900-1914 period. After many decades, it was also one of the early
warehouse conversions in Winnipeg’s Exchange District.

**LANDMARK**

This building is well known in the neighbourhood, the development of Waterfront Drive has
heightened this conspicuousness in recent years.

\(^\text{17}\) BP #1293/1913.

\(^\text{18}\) Henderson’s Directory, 1900-1998; City of Winnipeg Assessment Roll, Roll No. 606800-12-2, 1900-1999.
APPENDIX I

CITY OF WINNIPEG - Preliminary Report
Assessment Record

Building Address: 93 Lombard Avenue  Building Name: Crane & Ordway Building

Original Use: warehouse  Current Use: offices

Roll No. (Old): 606800 (10011)

Municipality: 12  Ward: 2  Property or Occupancy Code: 40

Legal Description: 6/7 St. John, Plan 32971, Lots 17:18

Location: north side between Rorie and Red River

Date of Construction: 1906 & 1911  Storeys: 5

Construction Type: common brick

HERITAGE STATUS: NOMINATED LIST

Building Permits (Plans available: [CS]- City Storage; [M]- Microfilm; [MF]- Microfiche):

SEE NEXT PAGE

Information:

- 115 x 100+ = 63,340 cu. ft.
- All Elevations – common brick
- Wall Thickness – 24” to 13” common brick
- Basement - stone
- 08/12/77 – Former warehouse converted to office use. Common brick walls sandblasted both interior and exterior. Wood beams, columns and joists sandblasted. New electrical, plumbing, A/C, windows and two 2000 lb. elevators
- 03/31/81 – Basement area, main floor and 3rd floors complete and occupied. 4th & 5th floors occupied
- 01/07/83 – Inspection – no different changes to assessment
- 05/20/88 – Permit 12220/86. Interior alterations complete, finishing 2 offices

ARCHITECT: J.H.G. RUSSELL

CONTRACTOR: SAUL AND IRISH

---LOMBARD AVENUE---
### 93 LOMBARD AVENUE – CITY OF WINNIPEG BUILDING PERMITS
(Plans available – CS- City Storage; M- Microfilm; MF- Microfiche)

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<td>$65,000</td>
<td>Interior alterations (5&lt;sup&gt;th&lt;/sup&gt; floor)</td>
</tr>
<tr>
<td>2002</td>
<td>212259</td>
<td>CS</td>
<td>$35,000</td>
<td>Interior alterations (4&lt;sup&gt;th&lt;/sup&gt; floor)</td>
</tr>
<tr>
<td>2002</td>
<td>216464</td>
<td>CS</td>
<td>$70,000</td>
<td>Interior alterations (main floor &amp; basement)</td>
</tr>
<tr>
<td>2002</td>
<td>231454</td>
<td>CS</td>
<td>$42,000</td>
<td>Interior alterations (main floor)</td>
</tr>
<tr>
<td>2005</td>
<td>158785</td>
<td>CS</td>
<td>$50,000</td>
<td>Interior alterations (3&lt;sup&gt;rd&lt;/sup&gt; floor)</td>
</tr>
<tr>
<td>2007</td>
<td>163967</td>
<td>CS</td>
<td>$28,300</td>
<td>Interior alterations (main floor- opening masonry wall for office expansion)</td>
</tr>
<tr>
<td>2008</td>
<td>108909</td>
<td>CS</td>
<td>$50,000</td>
<td>Interior alterations (4&lt;sup&gt;th&lt;/sup&gt; floor)</td>
</tr>
<tr>
<td>2010</td>
<td>136777</td>
<td>CS</td>
<td>$128,000</td>
<td>Interior alterations</td>
</tr>
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</table>
APPENDIX II

John Hamilton Gordon Russell

J.H.G. Russell was born in Toronto, Canada West (Ontario) in 1862, the son of a dry goods dealer. After attending school in that city, he went to work for H.B. Gordon, a prominent area architect. Russell was with Gordon from 1878 until his departure for Winnipeg in 1882. From 1886 to 1893, Russell travelled throughout the United States, learning civil engineering, surveying and architecture in centres such as Chicago, Illinois, Spokane and Tacoma, Washington, and Sioux City, Iowa.

In 1895, two years after returning to Winnipeg, he set up his private practice, coinciding with the city's period of unbridled growth. His designs were (and are) scattered throughout the city, province and Western Canada, covering a variety of building types, sizes, prices and uses. His business continued to be steady during World War I and after, when many architects struggled to find commissions.

Russell was president of the Manitoba Association of Architects (1925) and served for three terms as the president of the Royal Architectural Institute of Canada (1912-15). His chairmanship of the Presbyterian Church Board of Managers and his devotion to Presbyterianism partially explain the large number of churches he designed for the denomination in Winnipeg and Western Canada. Russell died in 1946.

A complete list of his designs would be lengthy indeed. Many of his earlier works have been demolished and therefore usually are no longer included in inventories of his portfolio.

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3 M. Peterson, op. cit., n.p.
Among his projects were:

Outside Manitoba-
- Knox Presbyterian - Prince Albert, Sask.
- Knox Presbyterian - Kenora, Ont.
- St. Andrews Church - Moose Jaw, Sask.

Manitoba-
- Starbuck Presbyterian (United) - 1904
- Treherne Presbyterian (United) - 1907-08 (originally Chambers Presbyterian)
- Pilot Mound Public School
- Killarney Public School
- Foxwarren Public School

Winnipeg-
- Churches- Augustine Presbyterian (United), 444 River Avenue, 1903-4 (Grade II)
  - Crescent-Fort Rouge Methodist (United), 525 Wardlaw Avenue, 1906-11
  - Westminster Presbyterian (United), 745 Westminster Avenue, 1910-1912 (Grade II)
  - Robertson Memorial Presbyterian (United), 648 Burrows Avenue, 1911
  - Robertson Memorial Presbyterian Institute, Burrows Avenue, 1911
  - Knox Presbyterian (United), 400 Edmonton Street, 1914-1917
  - Home Street Presbyterian (United), 318 Home Street, 1920
  - St. John's Presbyterian (United), 250 Cathedral Avenue, 1923 (Grade III)
  - Riverview Presbyterian (United), 360 Oakwood Avenue, 1925

- Residences- J.H.G. Russell, 237 Wellington Crescent, 1902 (demolished)
  - J.D. McArthur, 159 Mayfair Avenue, 1903
  - R.R. Wilson, 545 Broadway, 1904 (Grade III)
  - H. Archibald, 176 Roslyn Road, 1909
  - Ormsby, 119 Campbell Street, 1910
  - J.H. Ashdown, 529 Wellington Crescent, 1913 (Grade II)
  - R.R. Wilson, 680 Wellington Crescent, 1925

- Commercial- Addition to J.H. Ashdown Warehouse, 157-179 Bannatyne Avenue, 1899-1911 (Grade II)
  - Lake of the Woods Building, 212 McDermot Avenue, 1901 (Grade II)
  - Hammond Building, 63 Albert Street, 1902 (Grade III)
  - Porter and Company Building, 368 Main Street, 1902-1903 (demolished)
  - McKerchar Block, 600-02 Main Street, 1902-1903
  - Additions to McClary Building, 185 Bannatyne Avenue, 1903 & 1904 (Grade III)
  - Thomson Block, 499 Main Street, 1903 (demolished)
Winnipeg-
Commercial- (continued)

- Adelman Building, 92-100 Princess Street, 1903 (Grade II)
- Bole Warehouse, 70 Princess Street, 1903
- Additions to the Bright and Johnston Building, 141 Bannatyne Avenue, 1903 & 1907 (Grade III)
- Silvester-Willson Building, 222 McDermot Avenue, 1904
- Green and Litster Block, 235-237 Fort Street, 1904 (demolished)
- Franklin Press, 168 Bannatyne Avenue, 1904 (Grade III)
- Addition to Daylite Building, 296 McDermot Avenue, 1904 (Grade II)
- J.H. Ashdown Store, 211 Bannatyne Avenue, 1904 (Grade III)
- Allman Block, 592-594 Main Street, 1904
- Crane & Ordway Building, 93 Lombard Avenue, 1906
- Porter Building, 165 McDermot Avenue, 1906 (Grade III)
- Child's (McArthur) Building, Portage Avenue, 1909 (demolished)
- Glengarry Block, 290 McDermot Avenue, 1910 (Grade III)
- Dingwall Building, 62 Albert Street, 1911 (Grade III)
- Great West Permanent Loan Company Building, 356 Main Street, 1912 (demolished)
- Eastman Kodak Building, 287 Portage Avenue, 1930 (demolished)

Other- Gladstone School, Pembina Street, 1898 (demolished)
- Casa Loma Block, 644 Portage Avenue, 1909 (Grade II)
- Chatsworth Apartments, 535 McMillan Avenue, 1911
- YMCA, Selkirk Avenue, 1911 (demolished)
- YMCA, 301 Vaughan Street, 1911-1913, with Jackson and Rosencrans of New York (Grade II)
- Guelph Apartments, 778 McMillan Avenue, 1912
- Addition to the Marlborough (Olympia) Hotel, 321 Smith Street, 1921-1923 (Grade II)
- Odd Fellows Home, 4025 Roblin Boulevard, 1922
- Canadian National Institute for the Blind, Portage Avenue, 1928
- Hugh John Macdonald School, William Avenue, 1929
- Aurora Court Apartments, 543 Ellice Avenue, n.d.
- Central Park Block, 389 Cumberland Avenue, n.d.
- Johnson Apartment Block, 524 Sargent Avenue, n.d.
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.)
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.)
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.)
Plate 4 – Charles Goad, Fire Atlas of the City of Winnipeg, 1895 (revised 1905), Sheet 10. Future location of the Crane & Ordway Building (arrow) is occupied by small factories and “burnt ruins”. (City of Winnipeg Archives.)
Plate 5 – Looking southeast from William Avenue, ca.1900. The warehouse district east of Main Street is seen in the background, the arrow indicates the future site of the Crane & Ordway Building on Lombard Avenue. (Reproduced from W.H. Carre, Art work on Winnipeg, Manitoba, Canada, 1900, Part 10, No. 2.)
Plate 6 – Crane & Ordway Building, 93 Lombard Avenue, no date. The 1911 addition to the west side is completed. (Western Canada Pictorial Index, courtesy of the building owner.)
Plate 7 – Crane & Ordway Building, 93 Lombard Avenue, front (south) and west façades, 2014. (M. Peterson, 2014.)

Plate 8 – Crane & Ordway Building, 93 Lombard Avenue, front (south) façade, 2014. (M. Peterson, 2014.)
Plate 9 – Crane & Ordway Building, 93 Lombard Avenue, west façade, 2014. (M. Peterson, 2014.)
Plate 10 – Crane & Ordway Building, 93 Lombard Avenue, raised loading door with wood platform, west façade, 2014. (M. Peterson, 2014.)
Plate 11 – Crane & Ordway Building, 93 Lombard Avenue, rear (north) façades, 2014. (M. Peterson, 2014.)

Plate 12 – Crane & Ordway Building, 93 Lombard Avenue, west façade of rear (north) addition, 2014. (M. Peterson, 2014.)
Plate 13 – Crane & Ordway Building, 93 Lombard Avenue, upper floors of rear (north) façade, 2014. (M. Peterson, 2014.)

Plate 14 – Crane & Ordway Building, 93 Lombard Avenue, main floor entrance lobby extending to the basement and part of second floor, 2014. (M. Peterson, 2014.)
Plate 15 – Crane & Ordway Building, 93 Lombard Avenue, entrance lobby detail, 2014. (M. Peterson, 2014.)
Plate 16 – Crane & Ordway Building, 93 Lombard Avenue, ground floor office space, 2014. (M. Peterson, 2014.)
Plate 17 – Crane & Ordway Building, 93 Lombard Avenue, detail of front (south) windows, 2014. (M. Peterson, 2014.)
Plate 18 – Lombard Avenue looking east from Westbrook Street, 2014. (M. Peterson, 2014.)
Plate 20 – Crane & Ordway Building, 281 East 5th Street, St. Paul, Minnesota, no date. The structure was converted in low income apartments in 2006 after over 30 years of vacancy. (Information and image from www.aeonmn.org.)