145 MARKET AVENUE

STANLEY BROCK BUILDING

City of Winnipeg
Historical Buildings and Resources Committee
Researcher: Murray Peterson
September 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 1916, one of only a handful of projects completed Winnipeg’s downtown warehouse district during World War I because of material and manpower shortages;

(b) It was associated for many decades with Stanley Brock Limited, laundry machinery and supplies distributor;

(c) It was designed by local architect John H.G. Russell, an extremely busy and well-known practitioner;

(d) It employs the mill construction method and is clad in dark brick with stone accenting, common methods and materials;

(e) It is on an area of the East Exchange District that includes a number of contemporary buildings and warehouses; and

(f) The building’s exterior has suffered little alteration.
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).\(^4\)


\(^2\) 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 1916, relatively late for the area, one of the West’s successful grain companies, the Grain Growers’ Grain Company, built a large brick and concrete warehouse in the heart of the eastern warehouse district, although the building became intimately connected with its second tenant, laundry supplier Stanley Brock Limited.

**STYLE**
The Stanley Brock Building represents, stylistically, a step in the evolution of warehouse design occurring in the early 20th century. Gone were the heavily detailed stone and brick façades of the pre-1900 period. The familiar arches and rough textures of the Richardsonian Romanesque style were replaced by straighter, cleaner lines with subdued or virtually non-existent ornamentation. The design of Stanley Brock Building and many others like it was influenced by the grid-like patterns of the new skyscrapers and by a desire by the owners to reduce construction costs and increase overall durability.

**CONSTRUCTION**
The original City of Winnipeg Building Permit for this structure called for a four-storey building with a concrete foundation and solid brick walls. Its mill construction (solid brick exterior walls and heavy wood floors supported by a system of square timber beams and posts) was used to build many of the warehouses in the district. This warehouse measures 23.2 x 28.1 metres and cost $51,000 exclusive of the lot. Stone was used as ornamentation around upper-storey windows and as cladding for the raised basement and around the main entrance on Market Avenue. The use of dark red brick for the front façade was an unusual element.

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5 City of Winnipeg Building Permit (below as BP), #704/1916.
6 Ibid.
DESIGN
At present, no plans or photographs have been located to illustrate the front (south) façade as it was designed or built in 1916. Beyond the addition of signage and canopies (Plate 6) and the replacement of the upper-storey windows (Plate 7) in the early 1970s, the structure’s main elevation appears to be in its original state other than the replacement of the original window units sometime after 1969 (Plate 8). Rusticated stone cladding at grade gives way to dark red brick walls above. A smooth cut stone entablature forms a belt course dividing the first and second floors. This stone entablature is continued, projecting even further and supported by stone brackets, above the main entrance at the west end (Plate 9) and the former interior driveway (Plate 10). The upper three storeys are distinguished by their large, squared window openings with stone lug sills, a stone cornice above the fourth floor windows and the stepped and stone-capped parapet at roof level (Plate 11).

The east wall is a party wall with the Steele Briggs Building, 139 Market Avenue, and the west wall is windowless and has been painted with murals (Plate 12). Original plans for the rear or north façade detail a ground floor with three large loading doors, a ladder-type fire escape and modest, multi-paned windows with lug sills set in arched openings with radiating heads (Plate 13). There does not appear to be any significant changes to these elements at present beyond the replacement of the western-most loading door and the removal of most of the raised loading dock (Plate 14).

INTERIOR
As originally laid out, the ground floor of the building featured a large showroom space and an L-shaped shipping room to the rear connected to the interior driveway in the building’s southeast corner. An elevator was located in the northwest corner of the building (Plate 15). The second floor featured a large general office with four smaller private offices along the east side of the space. There was also storage space provided (Plate 16). The upper two floors were undivided storage space. The front staircase included tin ceiling, wood accenting and windows, elements of which are still present (Plate 17).

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In 1981, fire-rated openings were created between the building and its neighbour to the west, #145 Market Avenue.8

Today, the building includes retail space on the ground floor (Plate 18) and upper floors that have now been gutted for conversion into residential condominiums (Plate 19). One unique feature is the steel lintels on the front (south) windows (Plate 20).

**INTEGRITY**
The building sits on its original site and appears to be in good structural condition. Few alterations to the exterior design and fabric have occurred. The windows of the south façade were replaced in 1973 and the opening for the driveway at the building’s southeast corner has been bricked in.

**STREETSCAPE**
This building is an integral part of the streetscape at the east end of Market Avenue, which has seen minimal alteration over time (Plates 21 and 22). As part of the Exchange District National Historic Site building stock, this structure receives 60 points from the Historical Buildings and Resources Committee.

**ARCHITECT/CONTRACTOR**
J.H.G. Russell (1862-1946), one of Winnipeg’s most prolific designers, was the architect responsible for the Stanley Brock Building. Setting up practice in 1895, Russell (Plate 23) designed all types of buildings during his long career (see Appendix II for biographical information). He has received 20 points from the Historical Buildings and Resources Committee.

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8 City of Winnipeg Assessment Record, Roll No.700200-12-2, PC 50; and BP #128/1981 and #129/1981.
Sutherland Construction Company, a local building firm, was responsible for the construction of the warehouse.

**PERSON/INSTITUTION**

This building was built and occupied for a short time by the Grain Growers’ Grain Company (GGG) that ultimately became United Grain Growers (UGG). By 1900, the western wheat economy was booming. Acreage and output were increasing at dramatic rates. Many farmers, however, were unhappy with the fact that grain handling facilities were owned by private companies and, in a move to leverage more control over the sector, a group of producers formed the Territorial Grain Growers’ Association in 1902 followed by the Manitoba Grain Growers’ Association in 1903. By 1906, increased farmer discontent led to the creation of the Grain Growers’ Grain Company (Plate 24) with Ed Partridge from Sintaluta, Saskatchewan, as its first president, the first co-operative grain handling organization owned and managed by farmers in Western Canada.9

Another founding member of the GGG was Thomas Alexander Crerar (1876-1975), who would act as its president and general manager from 1907 until 1917. Crerar (Plate 25) was a very influential Canadian, the federal Minister of Agriculture in 1917-1919 (the only one to ever resign over farmers’ issues),10 president and manager of the UGG from 1917 to 1929, Member of Parliament (M.P.) and leader of the Farmers’ Progressive Party (1921-1922) and Liberal M.P. from 1935 to 1945, during which he held a number of important cabinet posts.11

The newly formed GGG obtained a seat on the Winnipeg Grain Exchange in 1906. But in November, these trading privileges were cancelled by the Exchange in what was seen as a purely political move. A lengthy controversy ensued, involving the GGG, the Exchange (which was then governed by a provincial charter) and the Manitoba government. In the end, the GGG’s seat

was restored and the Exchange was dissolved under its original charter and re-established in 1908 as an unincorporated voluntary association.\textsuperscript{12}

In 1912, GGG took a major step when it leased 174 grain elevators from the Manitoba government and two Fort William (Thunder Bay), Ontario terminals from the Canadian Pacific Railway (a third was purchased in 1913). These developments led the company to construct and purchase other western elevators as it expanded during the 1910s.\textsuperscript{13}

In 1917, the GGG merged with the Alberta Farmers’ Co-operative Elevator Company Ltd. (incorporated in 1913) to form UGG – the new entity operated 332 country elevators, 184 coal sheds and over 200 warehouses.\textsuperscript{14} This company would continue to be at the fore of the Canadian agricultural sector until its merger in 2001 with Agricore to become Agricore United.\textsuperscript{15}

GGG occupied space in the Market Avenue building for only a few years, replaced by Stanley Brock Limited. This firm, named after its founder, was involved in laundry machinery and supplies. William Stanley Brock (1879-1953) was born in Brantford, Ontario and came to Winnipeg in 1899, setting up his own manufacturers’ agency in 1901.\textsuperscript{16} He succeeded L.J. Rumford as the president of the Rumford Laundry Company and was also president of the Brandon Steam Laundry and a Director of the Standard Ideal Company at Port Hope, Ontario.\textsuperscript{17}

In 1908, he formed Stanley Brock (Limited) a “general agency and commission business” with Hiram Thomas Bush, manufacturer and his wife Pauline Lee of Port Hope, Ontario, Georgina Margaret Howard, accountant (Toronto, Ontario) and Archibald Foulds, Jr., solicitor (Toronto, Ontario).

\textsuperscript{12} Also in 1908, the GGG commenced publishing the \textit{Grain Growers’ Guide}, a long-running and influential magazine that was renamed \textit{The Country Guide} in 1928. University of Saskatchewan Archives; and Archives of the United Grain Growers Ltd.
\textsuperscript{13} Ibid.
\textsuperscript{14} Archives of the United Grain Growers Ltd.
\textsuperscript{16} \textit{Winnipeg Free Press}, February 5, 1953, p. 11.
\textsuperscript{17} C. W. Parker, ed., \textit{Who’s Who in Western Canada: A Biographical Dictionary of Notable Living Men and Women of Western Canada}, (Vancouver, B.C.: Canadian Press Association, 1911), Volume 1.
Ontario). The Winnipeg-based business operated out of space at 80 Lombard Avenue and grew to include branches in Calgary and Edmonton, Alberta and Vancouver, B.C., dealing exclusively with laundry and dry cleaning supplies (Plate 26). He moved to Montreal, PQ in 1923 and opened another branch and died there in 1953.

The company continued and owned the building into the 1970s, sharing the space with a number of small tenants, including Canada Western Cordage Co. (1929), Wyandotte Chemicals Corporation (1949) and M.M. Campbell Furniture Agencies Ltd. (1959). Athletes Wear Company occupied the building until the early 2000s when the ground floor retail space was taken over by new owner Peter Nygård International Partnership. Beyond the retail shop, the company announced ambitious plans in 2005 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 27). The scheme was abandoned in 2007.

In 2009, Brick’s Fine Furniture replaced Nygård in the ground floor retail space.

The building has been purchased by Streetside Development Corporation (part of the Qualico Group of Companies) and has begun renovating it as part of the District Condominiums scheme, which has also converted warehouses at 110 and 132 (combining 130 and 132-134) James Avenue and 133 Market Avenue and has begun the same work on 139 Market Avenue.

**EVENT**

The back lane to the north 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

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18 Manitoba Free Press, July 13, 1908, p.2
19 Winnipeg Free Press, February 5, 1953, p. 11.
20 City of Winnipeg Assessment Roll, Roll No. 700200-12-2; and Henderson’s Directory, 1917-2000.
Elgin Avenue allowing for the loading and unloading of goods to the warehouses on both James Avenue and Market Avenue (Plate 28).

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

CONTEXT
This warehouse is an important example of the type of development common along many of the streets of Winnipeg’s Exchange District. Combining showroom, office and warehouse space under one roof, these structures were perfectly suited to the commercial ventures they housed. Whether massively built and intricately designed or small and plain, they made up the bulk of the pre-1920 building stock in the warehouse district. Completion of this warehouse during World War I was uncommon. Most of the development of the district occurred prior to the war, although the late 1910s and early 1920s did see a limited resurgence of construction in the downtown.

LANDMARK
The Stanley Brock Building is located in a moderately busy area that includes theatres, retail stores, warehouses, residential space and refurbished offices. Its relative lack of ornamentation reduces its conspicuousness to the neighbourhood level.
APPENDIX I

CITY OF WINNIPEG - Preliminary Report

Assessment Record

Building Address: 145 Market Avenue
Building Name: Stanley Brock Building

Original Use: warehouse
Current Use: retail/vacant

Roll No. (Old): 700200 (11200-01)
R.S.N.: 154199

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

Legal Description: 8E St. John, Plan 100, Lot 31; 7/9 St. John, Plan 33296, Lot 3:4 (Original: 8E St. John, Plan 43, east 3.5’ Lot 17; Lot 18: west 22’ Lot 19)

Location: Northeast corner Lily Street

Date of Construction: 1916
Storeys: 4

Construction Type: Brick & concrete foundation

HERITAGE STATUS: ON NOMINATED LIST

Building Permits (Plans available: [CS] City Storage; [Mi] Microfilm):
- 704/1916 $51,000 [CS] (original); 2/1917 $1,200 (sprinkler tanks); 3646/1940 [CS] $4,000 (alterations); 3899/1956 $800 (alterations); 6004/1973 [Mi 178] $10,000 (alterations); 1678/1976 [Mi 434] $2,000 (interior alteration); 129/1981 [CS] $20,000 (alterations); 1416/1987 [CS] $30,000 (alterations); 165968/2013 $7.9 million (convert to retail and condominiums #139 & 145 Market Ave.)

Information:

- 76 x 92 x 58 = 405,536 cu. ft.
- Front – 4’ Rockface cut stone to sills – brick. Cut stone entrance, east wall is party wall, rear wall is clay brick
- Upper walls – 22 – 26” brick, basement – 28” – 36” stone
- 1951 – Private offices – birch paneling, heating from central steam
- 1961 – “Good condition,” fully occupied, steam heating plant removed; 1973- front windows replaced
- 1981 – Fire-rated openings installed between #139 & #145 Market Ave., some partitions relocated

ARCHITECT: J.H.G. RUSSELL

CONTRACTOR: SUTHERLAND CONSTRUCTION CO.
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.\(^1\) 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.\(^2\)

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\(^3\) 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.

\(^3\) 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) - 1907-1908 (originally Chambers Presbyterian)
  Pilot Mound Public School
  Killarney Public School
  Foxwarren Public School

Winnipeg-
  Churches- Augustine Presbyterian (United), 444 River Avenue, 1903-1904 (Grade II)
             Crescent-Fort Rouge Methodist (United), 525 Wardlaw Ave., 1906-1911
             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 (demolished)
               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 (now Khartum Temple), 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, 600-602 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, 235-7 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
  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 11. Future location of the Stanley Brock Building (arrow) is occupied by single family houses and duplexes. (City of Winnipeg Archives.)
Plate 5 – Fire Atlas of the City of Winnipeg, December 1917, Vol. II, Sheet 209. Stanley Brock Building (arrow) and several other large warehouses have replaced the older residential property. (City of Winnipeg Archives.)
Plate 6 – Stanley Brock Building, 145 Market Avenue, front (south) façade, 1991. (M. Peterson, 1991.)

Plate 7 – Stanley Brock Building, 145 Market Avenue, front (south) façade, 2014. (M. Peterson, 2014.)
Plate 9 – Stanley Brock Building, 145 Market Avenue, detail of front (south) façade entrance, 2014. (M. Peterson, 2014.)
Plate 10 – Stanley Brock Building, 145 Market Avenue, detail of front (south) façade filled in east opening, 2004. (M. Peterson, 2004.)
Plate 11 – Stanley Brock Building, 145 Market Avenue, detail of front (south) façade roofline, 2014. (M. Peterson, 2014.)

Plate 12 – Stanley Brock Building, 145 Market Avenue, front (south) and west façades, 2014. (M. Peterson, 2014.)
Plate 13 – Architect’s plans #704/1916, “Back Elevation”. (Courtesy of City Archives.)
Plate 14 – Stanley Brock Building, 145 Market Avenue, rear (north) façade, 2014. (M. Peterson, 2014.)
Plate 15 – Architect’s plans #704/1916, “Plan of Ground Floor”. (Courtesy of City Archives.)
Plate 16 – Architect’s plans #704/1916, “Plan of Second Floor”. (Courtesy of City Archives.)
Plate 17 – Stanley Brock Building, 145 Market Avenue, front staircase, 2nd floor, 2014. (M. Peterson, 2014.)
Plate 18 – Stanley Brock Building, 145 Market Avenue, ground floor retail space, 2014. (M. Peterson, 2014.)

Plate 19 – Stanley Brock Building, 145 Market Avenue, 3rd floor space, 2014. (M. Peterson, 2014.)
Plate 20 – Stanley Brock Building, 145 Market Avenue, 3rd floor windows with steel lintels, 2014. (M. Peterson, 2014.)

Plate 21 – Market Avenue, north side, 1962. (City of Winnipeg.)
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Plate 22 – Market Avenue looking east from Lily Street, 2014.  (M. Peterson, 2014.)

Plate 24 – Group of people under a Grain Growers’ Grain Company banner, no date. (Reproduced from University of Saskatchewan Archives and the Centre for the Study of Co-operatives, Saskatchewan Wheat Pool Fonds, Series 10, Box 148.)

Plate 25 – T.A. Crerar, no date. (Reproduced from Agriculture and Agri-Food Canada.)
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Plate 26 – Stanley Brock Limited advertisement, 1927. (Reproduced from the Manitoba Free Press, February 18, 1927, p. 6.)
Plate 27 – 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.)
Elgin Avenue is at arrows. (City of Winnipeg Archives.)