145 PACIFIC AVENUE

SMART BAG COMPANY BUILDING

(GEORGE DUNCAN WOOD & CO. WAREHOUSE)
The construction of the Canadian Pacific Railway (CPR) through Western Canada in the early 1880s was a boom for Winnipeg in many ways. Politically, guaranteeing the routing of the transcontinental railway through rather than around the city was the successful conclusion to many months of negotiations between Winnipeg’s leaders, the Canadian government and the CPR. Construction meant the rapid growth of Winnipeg’s population, as the steady work lured thousands from Eastern Canada and elsewhere. Economically, it spurred the creation of many businesses related to the railway as well as service industries to meet the demands of the growing citizenry. The resulting real estate boom, another of the results, made and lost fortunes for those who invested heavily and were left with overpriced property when the boom finally busted in 1882. The inflation of land prices also began the process of defining Winnipeg’s downtown – high priced lots near City Hall pushed the old residential districts out; the small single-family homes, duplexes and terraces were slowly replaced by commercial owners, both local and from the east, who established stores, factories and warehouses on both sides of Main Street. It signaled the beginning of Winnipeg’s warehouse district that continued to grow despite the dramatic economic slowdown of the late 1800s.

Another of the consequences of the real estate boom/bust of the early 1880s was a handful of construction projects that began during the boom only to be halted once prices plunged. James Robertson and Company, a Montreal-based wholesale metal firm, built a large warehouse/storage facility on the north side of Pacific Avenue between Main and Martha streets in 1882 (Plates 1 and 2). Two years later, Robertson and his company’s local manager, James Tees, financed the construction of another building further east on Alexander Avenue as a rental property. It was leased by the wholesale hardware firm of George D. Wood & Company.1

Because this building was constructed in three sections, they will be referred to in the report as Section A, B and C, as outlined in the diagram below.

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SMART BAG COMPANY BUILDING FOOTPRINT

ALEXANDER AVENUE

SECTION A
- BUILT 1884
- FORMER ADDRESSES:
  - 22-24 ALEXANDER AVE. EAST (ORIGINAL)
  - 148-150 ALEXANDER AVE.

SECTION B
- BUILT 1906
- FORMER ADDRESS:
  - 149 PACIFIC AVE.

SECTION C
- BUILT 1913
- FORMER ADDRESSES:
  - 145 PACIFIC AVE. & 140-146 ALEXANDER AVE. (ORIGINAL)
  - 145 PACIFIC AVE.

PACIFIC AVENUE
STYLE
The oldest portion of this complex, Section A, is an excellent and one of the City’s earliest and most intact examples of the Romanesque Revival style, very popular in warehouse and commercial districts throughout North America from the 1880s well into the 20th century. The buildings were nearly always solid brick with a raised stone basement and featured rusticated stone accenting around windows and doors and at roof level. Other common elements include 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 these structures was the use of the arch above windows and doors. Often, straight-topped windows located on the middle storeys were grouped under large arches on the upper floors.1 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 and retailers looking to promote their businesses and portray the stability of their firms through the design of the structures they occupied.

The north façade of Section A, dating to 1884, features many fine original elements that identify it as a Romanesque Revival style structure while the west and the south façades (Section B), much of it dating to 1906, are less ornamentally complex. The large 1913 structure, Section C, is a more modern design; the use of reinforced concrete and steel was, by that time, common for the larger buildings in North America, including warehouses, factories and skyscrapers. The use of a limestone base, brick exterior walls with stone accenting and arched windows is a simplified and modern interpretation of the Romanesque Revival style.

CONSTRUCTION
This structure was built in three sections: Section A was begun during the real estate boom of the early 1880s; Section B was completed shortly after the turn-of-the-century; and Section C was built shortly before the outbreak of World War I (see Table One for structural information on all three parts and Plates 3 and 4).

# TABLE ONE – STRUCTURAL INFORMATION
145 PACIFIC AVENUE COMPLEX²

**SECTION A (1884)-**

<table>
<thead>
<tr>
<th></th>
<th>Basement</th>
<th>1&lt;sup&gt;st&lt;/sup&gt;</th>
<th>2&lt;sup&gt;nd&lt;/sup&gt;</th>
<th>3&lt;sup&gt;rd&lt;/sup&gt;</th>
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<tbody>
<tr>
<td>Ceiling Heights</td>
<td>7’6”</td>
<td>11’+</td>
<td>10½’</td>
<td>11’+</td>
</tr>
<tr>
<td>Wall Thickness</td>
<td>Rubblestone</td>
<td>All 17” brick</td>
<td>All 13” brick</td>
<td>All 13” brick</td>
</tr>
<tr>
<td>Columns</td>
<td>12 x 12” wood</td>
<td>10 x 10” wood</td>
<td>8 x 8” wood</td>
<td>8 x 8” wood</td>
</tr>
<tr>
<td>Beams</td>
<td>10 x 12” wood</td>
<td>10 x 10” wood</td>
<td>10 x 14” wood</td>
<td>8 x 10” wood</td>
</tr>
<tr>
<td>Floors</td>
<td>Concrete</td>
<td>Maple</td>
<td>Maple</td>
<td>Maple</td>
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<tr>
<td>Joists</td>
<td>2 x 12 @ 16”</td>
<td>2 x 12 @ 16”</td>
<td>2 x 10 @ 16”</td>
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**SECTION B (1906)-**

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<tr>
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<td>10’+</td>
<td>10’5”</td>
<td>11’+</td>
<td>11’</td>
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<tr>
<td>Wall Thickness</td>
<td>N- N/A</td>
<td>N- 21” brick</td>
<td>N- N/A</td>
<td>N- 21” brick</td>
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<tr>
<td></td>
<td>S- 25” rubblestone</td>
<td>E- N/A</td>
<td>W- 21” brick</td>
<td>W- 25” rubblestone</td>
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<tr>
<td></td>
<td>E- N/A</td>
<td>E- N/A</td>
<td>E- N/A</td>
<td>E- N/A</td>
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<tr>
<td></td>
<td>W- 21” brick</td>
<td>W- 17” brick</td>
<td>W- 13” brick</td>
<td>W- 17” brick</td>
</tr>
<tr>
<td>Columns</td>
<td>14 x 14” wood</td>
<td>14 x 14” wood</td>
<td>12 x 12” wood</td>
<td>12 x 12” wood</td>
</tr>
<tr>
<td>Beams</td>
<td>8 x 18” wood</td>
<td>8 x 18” wood</td>
<td>8 x 18” wood</td>
<td>8 x 18” wood</td>
</tr>
<tr>
<td>Floors</td>
<td>Concrete</td>
<td>2 x 6”</td>
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**SECTION C (1913)-**

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<th>3&lt;sup&gt;rd&lt;/sup&gt;</th>
<th>4&lt;sup&gt;th&lt;/sup&gt;</th>
<th>5&lt;sup&gt;th&lt;/sup&gt;</th>
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<tr>
<td>Ceiling Heights</td>
<td>12’</td>
<td>13’</td>
<td>11½’</td>
<td>11’</td>
<td>11’</td>
<td>11’</td>
</tr>
<tr>
<td>Wall Thickness</td>
<td>All- Brick &amp; stone</td>
<td>All 20” hollow brick</td>
<td>All 20” hollow brick</td>
<td>All 20” hollow brick</td>
<td>All 20” hollow brick</td>
<td>All 20” hollow brick</td>
</tr>
<tr>
<td>Floors</td>
<td>Concrete</td>
<td>11” Concrete</td>
<td>10” Concrete</td>
<td>10” Concrete</td>
<td>10” Concrete</td>
<td>10” Concrete</td>
</tr>
</tbody>
</table>

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² City of Winnipeg Assessment Record, Roll No. 800220-12-2 (PC 50). Below as AR.
Section A was built as a two-storey structure in 1884 (Plate 5). It was built using the mill construction method – solid brick walls, square timber beam and post interior support system and wooden plank floors – a common and popular method of construction well into the 20th century. This original portion, according to City of Winnipeg records, measures 17.1 metres wide by 24.7 metres deep. The third storey was built prior to 1900 according to photographic evidence (Plate 6). According to this photograph and a newspaper account, the Wood Company’s growth necessitated the expansion of these premises again, via the construction of an addition on the south end of the original warehouse. This new portion fronted McWilliam Street East (now Pacific Avenue) and was known as #35-37.

This addition would not last long and in 1906 a more substantial structure was completed. Section B measured 17.1 metres wide by 20.7 metres deep, the three-storey structure fronted on Pacific Avenue and became known as #149. It was also built using the mill construction method and although the original plan called for five storeys, only three were ever completed. The price given for the addition was $35,000.

Section C was the final and largest section of this complex – a five-storey building with main façades facing east (Lily Street), north (Alexander Avenue) and south (Pacific Avenue) and known as 145-147 Pacific Avenue and 140-146 Alexander Avenue. Completed in 1913, construction costs were given as $195,000. Again, the method used, like the original 1880s portion, was the latest in technology – this time reinforced concrete. This method grew to prominence at the turn-of-the-century, Winnipeg’s larger early examples date to ca.1905. The use of metal reinforced concrete allowed for sturdier and therefore taller buildings with fewer interior columns for support. It gave rise to a new building type – the skyscraper – and still allowed for a myriad of ornamental treatments. Section C uses mushroom columns throughout its interior to support the concrete slab floors.

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4 Winnipeg Sun Midsummer Holiday Number, 1887, n.p., reference supplied by G. Bugailiskis.
5 City of Winnipeg Building Permit (below as BP), #250/1906.
6 BP #74/1913.
A number of significant structural changes were made to Section A since construction. In 1936, new windows were installed on the west façade. On the front (north) façade, a garage door was added at the east end, basement windows were bricked in and the ground floor windows were reduced (the description does not mention the use of glass block which presently fill the space). On the interior, most of the original wood beams and posts on all four levels were removed and replaced by metal elements and many of the joists were strengthened with the addition of 2 x 12” wood supports. Rewiring and new partitioning was also completed at this time.7

DESIGN

Section A fronts Alexander Avenue, is constructed of common clay brick and is now three storeys in height. The ground floor features a large newer metal overhead door and window openings now filled with glass block and brick (Plate 7). A wood and metal cornice embellished with ornate metal bracketing and brick elements, separates the ground floor from the upper storeys (Plate 8). The second and third floors are similarly designed, each with paired arched windows with brick heads and drip moulding and stone lug sills, plain brick pilasters and corbelled brick accents (Plate 9). The flat roof is highlighted by an ornate metal cornice and accenting (Plate 10). The brick has been painted red on this and the other two visible façades.

The east wall is completely covered by the five-storey structure built in 1913. The west wall (Plate 11) features many window and door openings on the ground floor (nearly all closed) and square headed window openings on the top two floors; some that appear to have their original window units, some with glass block infill (Plate 12). A metal fire escape is also located on this elevation. One of the most interesting elements of the building is also found on this façade – three lintels on ground floor windows are actually metal railway track and are stamped “CPR 82” (Plates 13 and 14). It was common in Winnipeg to utilize unused Canadian Pacific Railway steel track for structural support.8

7 BP #1201/1936.
8 Thanks to R.R. Rostecki for information. Work on the foundation at the City Archives Building, former Carnegie Library, 380 William Avenue (built 1903-1905) has uncovered railway track used as support under the main staircase.
Section B faces Pacific Avenue. It was completed in 1906 and is built of common clay brick. It does not include any of the delicate ornamentation of the north section. The cut stone foundation wall rises approximately 1.5 metres above grade on the front (south) façade leading to the brick walls of the superstructure. On the west side, the rubblestone foundation wall rises 0.9 metres above grade. Square headed windows separated by plain brick pilasters, corbelled brick, a metal fire escape, stone lug sills and a stone framed entrance are all the detailing added to this structure’s main façade (Plates 15 and 16).

Section C has three public elevations (north, south and east) and all three façades feature the same design, materials and ornamentation – deeply grooved stone-clad ground floors, square headed basement and ground floor windows and dark brick cladding on the superstructure (Plates 17 and 18). Multi-paned industrial sash windows are found on all floors with square headed openings except for the arched openings with stone keystones of the fourth floor (Plate 19). The fourth and fifth storeys are separated by a stone belt course and the flat roof is finished with stone copping. The north façade includes two public entrances both topped by bull’s eye windows (Plate 20). The east façade includes a raised loading door at the north end and a larger loading door at grade at the south end (closed in). The south façade includes two large loading doors and a public entrance with bull’s eye window at the west end (Plate 21).

The basic design of the exterior façades have not been severely altered over time, some of the openings have been changed, with materials replaced or the openings filled in but most of the original layout is still intact.

**INTERIOR**

The interior of this building, because of its evolution and expansion over time, is a confusing series of ramps, doorways, elevators and staircases giving interior access between the three parts.

The basement of Section A, used for storage, includes exposed original wood beams and posts as well as bricked in openings that would have been the original exterior windows of the south...
façade (Plates 22 and 23). The ground floor includes open storage space – steel has replaced the original wood structural system (Plate 24) and a heavy brick wall that would originally have separated the floor into two parts but has now been partially removed. The second floor features open space that has seen some alteration (Plate 25), while much of the top floor has been converted into office space (Plate 26). Much of the original wood flooring is exposed and in good condition throughout this section.

Section B is fully connected on all levels to Section A. The basement is supported by rubblestone foundation walls and steel beams and posts (Plate 27) and more steel railway track (unmarked), is used over a wide interior door (Plate 28). The ground floor features a newer entrance enclosure and showrooms space (Plate 29), the second and third floors are more open, exposed wood beams and posts, wood flooring and brick walls are evident throughout (Plates 30-32).

The interior of Section C is a marked contrast from the older sections – the massiveness of its internal elements – the concrete floors and ceilings and huge columns with mushroom capitals – leave no doubt that the 1913 owners intended to house heavy equipment in the new factory building. The basement includes a large portion underneath the sidewalk (Plate 33) and the largest of the concrete columns (Plate 34). The first floor is used as a loading zone for the entire building from raised loading doors on the building’s south side (Plate 35), there is even some remnants from the former owner (Plate 36). The second floor holds the main offices (Plate 37), as well as open warehouse space, as do the upper three floors (Plates 38-40). Original washrooms featured tiled walls (Plate 41), although much of these spaces have been renovated over time.

Considering the heavy use of the interior space, its age and the changing manufacturing activities that have been housed in this structure, much of the interior is well preserved. The overall volume of space has seen few alterations and the original material is present throughout and much of it in excellent condition. Most of Section C has been unaltered in nearly 100 years and portions of Section B and A are in similar condition.
INTEGRITY
The complex stands on its original site. Section C appears to be in excellent structural condition, while Section A shows evidence of repairs to the exterior wall and much of the original interior wood structural members were replaced by steel elements on all four levels to strengthen the building. Alterations to the exterior design have occurred over time and have included the filling in of several openings with more modern material (newer windows, glass blocks, etc. – Plates 42 and 43).

STREETSCAPE
This warehouse, because of its scale and its corner location, defines three important intersections in its neighbourhood and is an important contributor to these historic streetscapes.

ARCHITECT/CONTRACTOR
When the new Wood Company Warehouse, 250 McDermot Avenue, was built in 1898 (Plate 44), an article in the Winnipeg Daily Tribune of 1891 states that well-known local architect Charles H. Wheeler (1838-1917) had designed Wood’s warehouse. This reference is likely referring to Section A built in 1884 on Alexander Avenue.10 One of Western Canada’s renowned early designers, Wheeler (Plate 45) was born and trained in England, coming to Canada and Winnipeg in 1882 (see Appendix II for biographical information). He has been given 20 points by the Historical Buildings Committee.

Local architect Daniel Smith (1840-1913) was responsible for the design of Section B. Born in Quebec, Smith would join the Dominion Public Works Department in Ottawa, working for five years in that city. In 1882 he was transferred to Winnipeg, and that same year was promoted to Superintendent of the Western Canadian section of the Department of Public Works.11 In 1900 he resigned his position and became a privately practicing architect in the city, designing many small to medium size buildings of various function and description. At the end of this short career, Smith

11 Manitoba Free Press, July 14, 1913, p. 16.
took on partner William Bruce, forming Smith and Bruce that, according to *City of Winnipeg Building Permit Ledger Books*, operated in the city from 1907-1910. Among his local designs were: Strang and Co. Warehouse, Fort St. (1902); Kilgour, Rimer Co. stores/warehouse, 104 Princess St. (1904) – Grade III; Royal Crown Soap Co., factory, warehouse, boiler house & alterations, 289 King St. (1904-1908); Codville-Georgeson Co. warehouse, 43-51 Victoria St. (1906) – demolished; and the Bell Hotel, 662 Main St. (1906).

Section C was the work of the short-lived local partnership Woodman and Carey. John Woodman was born in Oshawa, Canada West (Ontario) in 1860, moved to Winnipeg in the employ of the Canadian Pacific Railway in 1880, and by the late 1890s had risen to the post of chief engineer, western division. In the late 1880s, he also worked for the Northern Pacific and Manitoba Railway as an engineer and superintendent of construction.

In 1901 he retired from the railway to establish a private practice. He was a pioneer in the new technique of reinforced concrete construction, new in the sense that it was not popular in Winnipeg, although it was being used extensively elsewhere in North America. He formed a partnership with Raymond Carey in 1911; of whom little is known (he was still active in the city in 1939). From 1904-20 Woodman was also one of the Hudson Bay Company's principal architects. He retired from his practice in 1927 and died in Winnipeg in 1944.

Buildings designed by the pair include the Lindsay Building, 228 Notre Dame Avenue (1911 and 3-storey addition in 1912, Grade II), Winnipeg Free Press Building, 300 Carlton Street (1911-1913, Grade II), Union Stock Yards, Administration Building and Powerhouse, 780 Marion Street (1912-1913), Rodgers (Heubach) House, 64 Nassau Street (1913, Grade III), Paris Building, 257 Portage Avenue (1915-1917, Grade II) and the Stovel Printing Company Building.

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12 *City of Winnipeg Building Permit Ledger Books*, 1899-1913.
14 L.K. Eaton, "The Bemis bag plant in Winnipeg, Canada" in *Concrete International*, February 1979, pp. 64-5.
15 *Hudson's Bay Company Archives, "Architectural Drawings in the Hudson's Bay Company Archives."
16 *Winnipeg Tribune*, May 18, 1944.
365 Bannatyne Avenue (1916, Grade III).\textsuperscript{17} The partnership has been given 20 points by the Historical Buildings Committee.

Kelly Brothers were named in an 1884 newspaper article as the contractors for Section A.\textsuperscript{18} Thomas Kelly was born in Ireland in 1855 and immigrated with his family to the United States at the age of nine. He came to Winnipeg in 1878, taking a job as a foreman for a local contractor. He joined with his brother Michael to form Kelly Brothers in 1880, becoming pioneers in the brick-manufacturing sector from their St. Boniface factory. The firm changed to Kelly Brothers and Company in 1884 when another brother, Martin, joined.\textsuperscript{19} This enterprise became the Manitoba Construction Company from 1903 to 1905 when it was dissolved and Kelly Brothers and Mitchell was organized in its stead.

In 1908, Thomas Kelly joined with sons Robert Emmett and Charles B. to create Thomas Kelly and Sons. A third son, Lawrence C., joined in 1912. Thomas Kelly, as one of the most prominent contractors in Western Canada, was involved in a significant number of projects from Winnipeg to Vancouver, B.C. Local contracts included the Clarendon Hotel,\textsuperscript{20} Portage Avenue (1883), both Grain Exchange Buildings, Princess Street (#164 – 1892; #160 – 1898), Isbister School, 310 Vaughan Street (1898), the St. Andrews Locks (1900-05) and the Provincial Normal School, 442 William Avenue (1905). The firm was also credited with laying down Winnipeg’s first asphalt surface (on McDermot Avenue).

\textsuperscript{17} Compiled from Ibid.; J. Wade, \textit{Manitoba Architecture to 1940} (Winnipeg: University of Manitoba Press, 1978); \textit{Winnipeg Tribune}, May 18, 1944; and \textit{Western Canada Contractor and Builder}, July 1920, October 1922, September 1923 and May 1927.

\textsuperscript{18} \textit{Winnipeg Sun}, September 13, 1884, n.p.


\textsuperscript{20} F.H. Schofield, \textit{The Story of Manitoba} (Winnipeg: S.J. Clarke Publishing, 1913), Vol. III, p. 135. It was said that Kelly discovered an excellent deposit of clay when excavating the foundation for the hotel. He set up a temporary kiln and produced brick for the superstructure on site.
Of course, the Kelly family’s largest and most prestigious contract came in 1912 for the construction of the new Legislative Building. As work progressed, rumours of questionable activities surfaced and when it was reported that the builder had received over $800,000 in over-payments, a royal commission was struck. Thomas Kelly fled to the United States to avoid prosecution. He was arrested in Chicago on October 1, 1915 and extradited for “perjury, obtaining money by false pretences, larceny or embezzlement and the obtaining of money, knowing the same to have been embezzled, stolen or fraudulently obtained.”

After a series of inquiries and court cases, a criminal trial found Thomas Kelly guilty and sentenced him to a 2½-year term in Stony Mountain Penitentiary. After his sentence, Kelly moved to the United States, settling in California. He died on March 13, 1939.

The contractors for Section B were unnamed in the City of Winnipeg Building Permit and Section C was built by local contracting firm G.H. Archibald and Company, a local firm that operated in Winnipeg from ca.1907-ca.1914 and specialized in reinforced concrete construction.

PERSON/INSTITUTION

Much like its construction history, the ownership/tenancy of this structure is fairly complex.

In 1883, the City of Winnipeg Assessment Rolls for this property, Lot 9, Plan 2, 10 E St. John, lists a small structure on the land, assessed at $500 and owned by W.T. Dingle of Whitby, Ontario. The assessment is the same for 1884, no tenant is listed nor is a description given for the structure. According to a local directory for this year, the Eniskillen Laundry is located on

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23 BP #74/1913; and City of Winnipeg Building Permit Ledger Books, 1899-1926.

24 City of Winnipeg Assessment Roll, 800220-12-2 (below as ARo), 1883.
the southwest corner of Alexander Avenue and Lilly (now Lily) Street. The neighbouring building is some type of mixed retail/residential building.\textsuperscript{25}

In 1885, Robertson and Tees, wholesale merchants, were listed as the owners of a large building on the lot (assessed value of $8,000). James Robertson and Company was a Montreal-based wholesale metal firm with James Tees as its manager and Joseph Tees as its bookkeeper.\textsuperscript{26} The next year, J. Robertson is still listed as the owner, the tenant is George D. Wood and Company, wholesale hardware merchant. George Duncan Wood (Plate 46) was born in Hamilton, Canada West (Ontario) on July 26, 1858. His father, Andrew T. Wood, was a Member of Parliament representing Hamilton and a senator for the district. Senator Wood started a merchant hardware business in 1849 that ultimately operated branches from coast to coast (George D. Wood and Company was the Winnipeg arm of this parent company).\textsuperscript{27} After a public school education in Hamilton, George D. Wood entered his father's hardware business. In 1880 he moved to Winnipeg and established his own business.\textsuperscript{28} As sales increased, so too did Wood's need for bigger facilities. He started on Alexander Avenue but soon moved his retail store to the Foulds Block at 546 Main Street.\textsuperscript{29} The company built a newer warehouse on the CPR line, corner of Princess Street and Sutherland Avenue.\textsuperscript{30} The construction of the large warehouse at 250 McDermot Avenue in 1898 (southeast corner Arthur Street) gave Wood display, office and large storage areas conveniently located under one roof.

Business success translated into personal success and in 1903 Wood purchased 86 West Gate (Plate 47),\textsuperscript{31} renaming the mansion “Helenslea,” likely after his wife Helen.\textsuperscript{32} The couple had six children;

\textsuperscript{25} Henderson’s Directory, 1884.
\textsuperscript{26} Loc. cit.
\textsuperscript{28} Ibid., p. 395.
\textsuperscript{29} M. Peterson, “Foulds Block – 546 Main Street,” report for the Historical Buildings Committee, October 1988, p. 4.
\textsuperscript{30} G. Bryce, op. cit., p. 395.
\textsuperscript{31} M. Peterson, “86 West Gate – Westgate Mennonite Collegiate (Former R. Kaye and G. Wood House),” report for the Historical Buildings Committee, April 1989, pp. 5-6. Below as “86 West Gate.”
\textsuperscript{32} G. Bryce, op. cit., p. 396.
three of the daughters married and would also live in Armstrong's Point.\textsuperscript{33} George Wood died in 1907, his wife continued to live in the home until 1942.\textsuperscript{34}

Replacing Wood and Company on Alexander Avenue was the bag-making firm Dick (John) and Ridout (George), which became John Dick Limited in 1900. The Smart Bag Company of Montreal in turn bought out this company in 1906 and also bought the Alexander Avenue property from the estate of James Robertson. The 1906 addition, Section B, when completed and operational, allowed the firm to produce 60,000 bags daily.\textsuperscript{35}

In 1913, Smart Bag Company merged with Woods Manufacturing Company, a contractors’ and lumbermen’s supply house headquartered in Hull, PQ and founded by Lieutenant-Colonel James W. Woods, to form Smart-Woods Limited, which became Woods Manufacturing Company Limited in 1918.\textsuperscript{36}

In 1920, stationary wholesaler McAllister Company took over Section A, with Globelite Battery Company in Section B. Other owner/tenants associated with the building were Woods-Dryden Paper Bags Limited (1950s-1970s), Woods Bag and Canvas Company (1960s-1970s) and Lloyd Bag Company (1970s and 1980s).\textsuperscript{37} Also in the 1980s, the building followed the trend found elsewhere in the Exchange and was taken over by the needle trade, with Prosperity Knitwear Limited and Modern Headwear Limited being the main tenants.\textsuperscript{38} The downturn in this manufacturing sector in Winnipeg and across Canada meant an end to most of the garment industry and most of these firms have closed their doors in Winnipeg. The building is now virtually empty.

\textsuperscript{34} “86 West Gate,” p. 6.
\textsuperscript{35} Manitoba Free Press, December 6, 1906, p. 29.
\textsuperscript{36} A Cyclopaedia of Canadian Biography (Toronto: The Hunter-Rose Company, 1919), p. 146.
\textsuperscript{37} Information from www.lloydbag.com. The Lloyd Bag Company was established in 1939 to manufacture woven fabric bags for the agricultural industry. It continues to operate today in Chatham, Ontario.
EVENT
There is no known significant event connected with this building.

CONTEXT
This building, given its unusual construction history, is an excellent illustration of a number of important themes in Winnipeg’s history. Section A is one of the oldest warehouses in downtown Winnipeg and one of only 22 pre-1885 structures still standing (see Table Two below). Of these 22, eight were built as warehouse and the Alexander Ave. structure would be considered one of the best and most intact examples of these and the only one not found on the Conservation List.

TABLE TWO – PRE-1885 STRUCTURES IN DOWNTOWN WINNIPEG

<table>
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<td>Warehouse</td>
<td>McDermot Ave., 175</td>
<td>Grade III</td>
</tr>
<tr>
<td>1882</td>
<td>Warehouse</td>
<td>McDermot Ave., 246</td>
<td>Grade III</td>
</tr>
<tr>
<td>1882</td>
<td>Warehouse</td>
<td>Princess St., 242</td>
<td>Grade II</td>
</tr>
<tr>
<td>1882</td>
<td>Warehouse</td>
<td>McDermot Ave., 177</td>
<td>Grade III</td>
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<td>1883</td>
<td>Warehouse</td>
<td>McDermot Ave., 217</td>
<td>Grade II</td>
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<tr>
<td>1884</td>
<td>Warehouse</td>
<td>Alexander Ave., 148-150</td>
<td>Inventory</td>
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<td>Warehouse</td>
<td>Princess St., 104</td>
<td>Grade III</td>
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<td>1885</td>
<td>Warehouse</td>
<td>William Ave., 294</td>
<td>Grade II</td>
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<td>Residential</td>
<td>Adelaide St., 88</td>
<td>Grade III</td>
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<td>Higgins Ave., 130</td>
<td>None</td>
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<td>Residential</td>
<td>Higgins Ave., 134</td>
<td>Inventory</td>
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<td>1883</td>
<td>Residential</td>
<td>Martha St., 40</td>
<td>Inventory</td>
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<tr>
<td>1879</td>
<td>Commercial</td>
<td>Main St., 466 (93 Albert St.)</td>
<td>Grade III</td>
</tr>
<tr>
<td>1880</td>
<td>Commercial</td>
<td>Main St., 474</td>
<td>Grade III</td>
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<td>Commercial</td>
<td>Main St., 214</td>
<td>Inventory</td>
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<td>Commercial</td>
<td>Main St., 596</td>
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<td>Commercial</td>
<td>Main St., 226</td>
<td>Inventory</td>
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<td>Commercial</td>
<td>Main St., 232</td>
<td>Inventory</td>
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<td>Commercial</td>
<td>Main St., 586</td>
<td>Inventory</td>
</tr>
<tr>
<td>1882</td>
<td>Retail/residential</td>
<td>Albert St., 70</td>
<td>Grade II</td>
</tr>
<tr>
<td>1883</td>
<td>Retail/residential</td>
<td>King St., 228</td>
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</table>
Its use by an Eastern Canadian branch of an established company is also a common theme in Winnipeg’s history, as the late 19th century companies sought to locate in Winnipeg to take advantage of the growing markets to the west. Favourable freight rates on the Canadian Pacific Railway (CPR) helped to solidify Winnipeg’s role as the middleman during this time.

The use of different construction materials and methods is another unique feature of this building’s history. Section A is an excellent illustration of the first wave of brick and stone buildings that began to populate Winnipeg streets during and after the CPR real estate boom of the early 1880s. Section B was built at the beginning of Winnipeg’s frenzied growth stage that lasted until World War I and saw major expansion in almost every facet of Winnipeg society. Finally, Section C is an example of the evolution of the construction of large buildings and the use of reinforced concrete.

**LANDMARK**

With frontage on three major thoroughfares, this building is conspicuous in the neighbourhood.
APPENDIX I

CITY OF WINNIPEG - Preliminary Report

Assessment Record

Building Address: 145 Pacific Avenue
(145 and 147 Pacific Ave.; 140-146 and 148-150 Alexander Ave.)

Building Name: Smart Bag Company Building

Original Use: factory/warehouse  Current Use: factory/warehouse

Roll No.: 12080022000  RSN: 155142

Legal Description: 9/10 St. Johns, Plan 32321, Lots 5/6

Location: north side of Lily Street from Pacific to Alexander avenues

Date of Construction: 1882-1884; 1906; 1913  Storeys: 3 and 5

Heritage Status: ON INVENTORY

Construction Type: Mill (west portion); reinforced concrete (east portion)


SEE NEXT PAGE

Information:

- west portion- 56 x 149 x 46’; east portion- 98½ x 146 x 75

- 1945 inspection- beams & joists, 2nd floor, 1884 section “badly fire charred”; 1906 building “general condition…rather poor - suffering from type of occupancy”

ARCHITECT: C.H. WHEELER (1882-84); D. SMITH (1906); WOODMAN & CAREY (1913)

CONTRACTOR: KELLY BROTHERS (1882-84); UNNAMED (1906); G.H. ARCHIBALD & CO. (1913)
# CITY OF WINNIPEG BUILDING PERMITS

<table>
<thead>
<tr>
<th>YEAR</th>
<th>NO.</th>
<th>PLANS</th>
<th>AMOUNT</th>
<th>DESCRIPTION</th>
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<tr>
<td>1906</td>
<td>250</td>
<td></td>
<td>$35,000</td>
<td>Addition (Section B)</td>
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<tr>
<td>1913</td>
<td>74</td>
<td>A</td>
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<td>Addition (Section C)</td>
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<tr>
<td>1915</td>
<td>85</td>
<td></td>
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<td>Interior alterations (unspecified)</td>
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<tr>
<td>1934</td>
<td>1475</td>
<td>A</td>
<td>$1,200</td>
<td>Repairs (Section C)</td>
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<tr>
<td>1936</td>
<td>1201</td>
<td></td>
<td>$5,000</td>
<td>Interior and exterior alterations to (Section A) – see below</td>
</tr>
<tr>
<td>1942</td>
<td>1524</td>
<td>A</td>
<td>$6,000</td>
<td>Repairs to roof (Section C)</td>
</tr>
<tr>
<td>1952</td>
<td>3628</td>
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<tr>
<td>1964</td>
<td>743</td>
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<tr>
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<td>1055</td>
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<td>1973</td>
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<td>1977</td>
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<td>$12,000</td>
<td>Interior alterations (Section C)</td>
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Permit 1201/1936- west wall- new windows
- north wall (front)- add garage door; brick in basement windows; reduce windows on ground floor
- basement- wood beams and posts removed and replaced by “H-columns” and “I-beams”; lower part of
  1st floor to give service at street level; rewire; add 2 x 12” to all joists
- 1st floor- new fir flooring; all joists doubled (add 2 x 12”); new partitioning; columns and beams
  replaced by 6 x 6” H-columns and 15” I-beams
- 2nd floor- same as 1st floor
Charles H. Wheeler was born in Lutterworth, Leicestershire, England in April, 1838. He learned architecture through the study of its composite trades: carpentry, brick-laying and stone masonry. He was also instructed in pattern-making in the Coventry Engine and Art Metal Works. He worked as an architect with firms first in Birmingham and later in London for approximately 20 years. Some of his work carried him to continental Europe.

Wheeler brought this wide range of experience to Canada when he immigrated to Winnipeg in 1882 with his family. He worked first in the architectural office of James Chisholm before establishing his own trade late in the 1880’s. His first major work was the design of the beautiful Holy Trinity Church on Donald Street, competing against sixty other entries. Wheeler was most active during the 1890’s, designing such structures as Hugh John MacDonald’s Dalnavert House, now restored as a Victorian mansion (museum), the G.F. and J. Galt Warehouse, the George Wood Warehouse, the Portage la Prairie Home for Incurables, the Merchants’ Bank in Brandon, the Winnipeg Deaf and Dumb Institute, an Anglican Church in Regina and innumerable fine residences and public buildings. By 1897, he had designed over 270 buildings in Manitoba and the North West Territories.

In later years, Charles Wheeler pursued his other great love, music. He was choirmaster of Knox and Zion churches, a vocalist and choir trainer, and a music and theatre critic. For several years, Wheeler had a regular music and theatre column in the Winnipeg Tribune and was a well-known figure in these circles. In 1916, he published a study of artistic affairs in Winnipeg since the early days entitled The Story of Music and Drama.

He died in Winnipeg on January 7, 1917 after injuring himself on January 1, 1917. He had slipped and fallen while going to review a play.¹

The following were among Charles Wheeler’s architectural works:

Euclid School, corner of Lusted Avenue & Euclid Avenue (1882)
Holy Trinity Church, 256 Smith Street (1884)
G.F. and J. Galt’s Warehouse, 103 Princess Street (1887)
James Robertson & Co. Warehouse, 179 Pacific Avenue (1887)
George D. Wood & Co. Warehouse, 22-24 Alexander Avenue East (1887)
E.F. Stephenson residence, 11 Osborne Street (1888)
Shaarey Zedek Synagogue, King Street and Henry Avenue (1890)
A. C. Baskerville & Co. Warehouse, 660 Main Street (1890)
F. H. Mathewson residence, 432 Assiniboine Avenue (1890)
Deaf and Dumb Institute, Portage Avenue, (ca.1891)
Senator Sanford’s Warehouse, 105 Princess Street (1891)
Maxwell & Co. Warehouse (ca.1891)
E. M. Carroll Residence (ca.1891)
St. Mary (Winram Memorial) 1st, Kaleida, MB (1892)
Foulds Block, Main Street (1892)
John Galt Residence (1892)
R.D. Bathgate Residence (1892)
Judge Killam Residence (1893)
John Peck & Co. Warehouse, 33 Princess Street (1893-94)
Court House, Kennedy Street (1893-94)
Bank of Ottawa, 363 Main Street (1894) – Supervised Construction
Davis Block, Market Square (1894)
Water Works Company’s Station, Armstrong’s Point (1894)
Union Bank, Main Street & Bannatyne Avenue (1894) – Alterations
Dalnavert, Sir H.J. MacDonald House, 61 Carlton Street (1895) – Grade I
Insane Asylum, Brandon (1892)
Merchant’s Bank, 11th Street & Rosser, Brandon (1890)
Morden Methodist Church, Morden (1890)
Provincial Gaol, Portage la Prairie (c1891)
Home for the Incurables, Portage la Prairie (1890)
Moosomin Methodist Church, Moosomin, NWT [Saskatchewan] (1889)
Queen’s Hotel, Moosomin, NWT [Saskatchewan] (1890)
Smith and Fergusson Block, Regina[ Saskatchewan] (1890)
Union Bank Moosomin, NWT [Saskatchewan] (1890)
Anglican Church, Regina Saskatchewan (c1891)
High School, Port Arthur, Ontario (c1891)
Plate 1 – James Robertson & Company Warehouse, 11 McWilliam Avenue East (became 179 Pacific Avenue), ca.1891; built 1882, designed by Charles H. Wheeler (according to his letterhead, see below); demolished. (Reproduced from Winnipeg Daily Tribune, Souvenir Issue, 1891, n.p., furnished by G. Bugailiskis.)
This 1907 letter from Charles H. Wheeler includes a selected list of his Western Canadian work including the “Jas. Robertson & Co. Warehouse, Winnipeg” (at arrow). (Courtesy of G. Bugailiskis.)
Plate 3 – 145 & 149 Pacific Avenue and 140-146 and 148-150 Alexander Avenue, ca.1910: Section A- built 1884; Section B- built 1906; and Section C- built 1913. (City of Winnipeg Fire Atlas, Vol. I, Sheet 7, 1910.)
Plate 4 – 145 Pacific Avenue, 2008: A- 148-150 Alexander Avenue (1884); B- 149 Pacific Avenue (1906); and C- 140-146 Alexander Avenue/145-147 Pacific Avenue. (M. Peterson, 2008.)
Plate 5 – The two-storey George D. Wood & Company Warehouse, 22-24 Alexander Street East (became 148-150 Alexander Avenue – Section A), 1891. Shown in its original two-storey configuration and its ground floor retail space with its recessed entrances and large show windows. (Reproduced from Winnipeg Daily Tribune, Souvenir Issue, 1891, n.p., furnished by G. Bugailiskis.)
Plate 6 – This view from Winnipeg City Hall looking north down Main St. offers a good view of the block between Pacific and Alexander avenues. Visible are: #1- James Robertson & Co.’s two large blocks, 163-179 Pacific Ave.; #2- Skating rink/Thistle Curling Club; and #3- George D. Wood & Co. Warehouse (three storeys), 148-150 Alexander Ave.; #4- extension of Wood Warehouse, built ca.1887 as 35-37 McWilliam St. (Pacific Ave.). (Reproduced from William H. Carre, Art Work on Winnipeg, Manitoba, Canada, 1900, Part 5, page 1.)
145 PACIFIC AVENUE – SMART BAG COMPANY BUILDING  
(GEORGE DUNCAN WOOD & CO. WAREHOUSE)

Plate 7 – Section A, front (north) façade, 2008. (M. Peterson, 2008.)
Plate 8 – Section A, detail of front (north) façade, 2008. (M. Peterson, 2008.)
Plate 9 – Section A, detail of part of second and third storeys, front (north) façade, 2008. (M. Peterson, 2008.)
Plate 10 – Section A, detail of cornice, northwest corner, 2008. (M. Peterson, 2008.)
Plate 11 – Section A, west façade, 2008. (M. Peterson, 2008.)

Plate 12 – Section A, detail of upper windows, west façade, 2008. (M. Peterson, 2008.)
Plate 13 – Section A, west side window with 1882 railway track lintel, 2008. (M. Peterson, 2008.)

Plate 14 – Section A, detail of railway track lintel, 2008. (M. Peterson, 2008.)
145 PACIFIC AVENUE – SMART BAG COMPANY BUILDING
(GEORGE DUNCAN WOOD & CO. WAREHOUSE)

Plate 15 – Sections A & B, south and west façades, 2008.  (M. Peterson, 2008.)

Plate 16 – Section B, south façade, 2008.  (M. Peterson, 2008.)
145 PACIFIC AVENUE – SMART BAG COMPANY BUILDING
(GEORGE DUNCAN WOOD & CO. WAREHOUSE)

Plate 17 – Section C, east and north façades, 2008. (M. Peterson, 2008.)

Plate 18 – Section C, east and south façades, 2008. (M. Peterson, 2008.)
Plate 19 – Section C, detail of east façades fenestration, 2008. (M. Peterson, 2008.)
Plate 20 – Section C, detail of northwest corner entrance (#146 Alexander Avenue), 2008. (M. Peterson, 2008.)
Plate 21 – Section C, detail of south side ground floor loading bays and southwest corner entrance (#145 Pacific Avenue), 2008. (M. Peterson, 2008.)
Plate 22 – Section A, steel beam and post replacement elements in the basement and exposed rubblestone foundation wall, 2008. (M. Peterson, 2008.)

Plate 23 – Section A, original south façade with its basement windows now bricked in, 2008. (M. Peterson, 2008.)
145 PACIFIC AVENUE – SMART BAG COMPANY BUILDING
(GEORGE DUNCAN WOOD & CO. WAREHOUSE)

Plate 24 – Section A, ground floor with the steel beams and posts, 2008. (M. Peterson, 2008.)

Plate 25 – Section A, second floor original warehouse space, 2008. (M. Peterson, 2008.)
Plate 26 – Section A, third floor converted office space, 2008. (M. Peterson, 2008.)
145 PACIFIC AVENUE – SMART BAG COMPANY BUILDING
(GEORGE DUNCAN WOOD & CO. WAREHOUSE)

Plate 27 – Section B, basement, 2008. (M. Peterson, 2008.)

Plate 28 – Section B, railway ties in basement, 2008. (M. Peterson, 2008.)
Plate 29 – Section B, main floor showroom entrance, 2008.  (M. Peterson, 2008.)

Plate 30 – Section A, second floor original warehouse space, 2008.  (M. Peterson, 2008.)
145 PACIFIC AVENUE – SMART BAG COMPANY BUILDING
(GEORGE DUNCAN WOOD & CO. WAREHOUSE)

Plate 31 – Section B, second floor original warehouse space, 2008. (M. Peterson, 2008.)
Plate 32 – Section B, third floor, 2008. (M. Peterson, 2008.)

Plate 33 – Section C, basement under the sidewalk, 2008. (M. Peterson, 2008.)
145 PACIFIC AVENUE – SMART BAG COMPANY BUILDING
(GEORGE DUNCAN WOOD & CO. WAREHOUSE)

Plate 34 – Section C, basement under the sidewalk, 2008. (M. Peterson, 2008.)

Plate 35 – Section C, ground floor, 2008. (M. Peterson, 2008.)
Plate 36 – Section C, ground floor mat from the Woods Jute and Cotton Bags Company, no date. (M. Peterson, 2008.)
Plate 37 – Section C, second floor offices, 2008. (M. Peterson, 2008.)
Plate 38 – Section C, second floor warehouse space, 2008. (M. Peterson, 2008.)

Plate 39 – Section C, third floor warehouse space, 2008. (M. Peterson, 2008.)
Plate 40 – Section C, fifth floor warehouse space, 2008. (M. Peterson, 2008.)

Plate 41 – Section C, tile around arched window in original washroom space, fourth floor, 2008. (M. Peterson, 2008.)
145 PACIFIC AVENUE – SMART BAG COMPANY BUILDING
(GEORGE DUNCAN WOOD & CO. WAREHOUSE)

Plate 42 – Altered exterior elements (Top left- Section C; Top right and bottom- Section A), 2008. (M. Peterson, 2008.)
Plate 43 – Section C (top) and Section A (bottom), north façades, 1978. (City of Winnipeg, 1978.)
Plate 44 – Looking west along McDermot Avenue from Albert Street, ca.1900. The recently completed George D. Wood & Company Building is seen at the arrow with its roof signage. (Courtesy of Historyworks.)
Plate 45 – Two portraits of C.H. Wheeler, date unknown (left), courtesy of City of Winnipeg, Senior Planner (Heritage) and ca.1917 (right), from his obituary, Winnipeg Tribune, January 8, 1917.
Plate 46 – George Duncan Wood (1858-1907), ca.1902. (Reproduced from Representative Men of Manitoba [Winnipeg: Tribune Publishing Company, 1902], n.p.)
Plate 47 – Garden party and open house at the convent of the Sacred Heart, former G.D. Wood House, 86 West Gate, June 1951. The building’s interior and exterior were drastically altered when it became Westgate Mennonite Collegiate in the 1960s and was torn down in April 1989. (Courtesy of the Western Canada Pictorial Index.)