

90 ALEXANDER AVENUE

W.J. GUEST FISH COMPANY WAREHOUSE/ GREAT WEST METAL COMPANY BUILDING

City of Winnipeg
Historical Buildings & Resources Committee
Researcher: M. Peterson
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90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/ GREAT WEST METAL COMPANY BUILDING

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.[1]

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."[2] 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 (Plate 2).[3]

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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, October 5, 1889.

3 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.

It is interesting that the area east of Main Street saw the first spur line development in the downtown, as it was also the first area of Western Canada permanently settled by Europeans. Identified in various diaries, books, reports, etc., somewhere near the Red River between the foot of Bannatyne Avenue and Galt Avenue was the original settlement of the Selkirk Settlers who arrived in 1813. Known as Victoria Gardens and later Colony Gardens, it was comprised of "a large house...for Governor Macdonnell and Sheriff Spencer; also a storehouse, a farmhouse and several cabins."[4] All except the Governor's House were burned to the ground in early 1815 by Métis but it was rebuilt in the fall of 1815 as Fort Douglas. The fort was believed to have been located "at the foot of George Street on the south side, at Logan's Creek, which once emptied into the Red River at the foot of Robert Street" (Plate 1). And one history also states that the bodies of the 21 settlers killed in the Battle of Seven Oaks were buried "under the trees on the bank of Logan's Creek"[5] increasing its importance as a Western Canadian historical site.[6]

By 1900, this area had seen extensive development, with residential structures closer to Main Street and industrial and warehouse facilities closer to the river (Plate 3). Victoria Park had been set aside in 1894, located from James Avenue to Pacific Avenue east of Amy Street.

The William J. Guest Fish Company, founded in 1890, achieved success among the handful of commercial fishing ventures working Lake Winnipeg. Headquartered in Selkirk, MB with a retail store on Main Street in Winnipeg, the company moved in 1905 to increase its ability to process its catch by building a modern warehouse near the Red River at the east end of Alexander Avenue (Plate 4).

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4 Mary Hislop, The Streets of Winnipeg (Winnipeg, MB: T.W. Taylor Company, 1912).

5 Loc. cit.

6 G. Bugailiskis, "A Brief History of The Alexander Waterfront District," report for the Historical Buildings Committee, 2006, n.p. The street names Alexander, Ross, William and James are all first names of one of the early and prominent Red River settlers – the Ross family, the patriarch, Alexander (1783-1856) arriving in 1826. Part of the Ross holdings was purchased by the City of Winnipeg in 1893 for Victoria Park.

STYLE

The original warehouse and the 1910 extension are reduced examples of the Romanesque Revival style, very popular in warehouse districts throughout North America from the 1880s well into the 20th century. The buildings were nearly always solid brick with a raised basement and featuring rusticated stone accenting around windows and doors and at roof level. Other elements included towers flanking the main façade, quoins, belt courses, corbelled brick panels, chevrons and flat rooflines, with or without cornices and entablatures. The most obvious feature of the style was the use of the arch above openings. Often, straight-topped windows located on the middle storeys were grouped under large arches on the upper floors.[7] Although the style was applied to private residences and on large public buildings, in Winnipeg it was almost exclusively used in the warehouse district, where the designs were somewhat more subdued. The massiveness and sturdiness of the style appealed to wholesalers looking to promote their businesses and portray the stability of their firms through the design of the structures they occupied.

CONSTRUCTION

This complex was originally located at the east end of Alexander Avenue beside the WTR right-of-way (Plate 3). This line has been replaced by Waterfront Drive. The original building, measuring approximately 12.5 x 20.1 metres, is the eastern portion of the four-storey section and cost $20,000 to complete in 1905 (see Appendix I for construction information).[8] An addition to the west side was completed five years later; the cost of the 11.0 x 20.1-metre extension was $16,400.[9]

These two sections were built using the most common construction method of the time – the mill system – a square timber beam and post support network where beams were attached to the solid

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

8 City of Winnipeg Building Permit (below as BP), #2262/1905.

9 BP #2741/1910.

brick exterior walls and covered by wood plank flooring and often a hardwood finish. This was a very popular system in warehouse districts throughout North America because of its sturdiness, the ease of adding additional storeys and its ability to suffer fire damage and not collapse. The W.J. Guest Fish Company Warehouse is one of many mill construction structures in the Exchange District.

Additions to the original warehouse have been numerous. A one-storey brick section was built on the west side in 1949; in 1956 another large brick addition was built along Pacific Avenue attached to the 1949 building. In 1974, the loading area on the east side of the building was added to and modernized with a concrete block structure. In 2002, a large concrete block addition was built on the west side of the complex along Alexander Avenue.

DESIGN

The original warehouse, completed in two sections by 1910 is an attractive solid common clay brick structure rising four storeys from its raised, rusticated stone foundation. This foundation wall is interrupted by small basement windows in rectilinear openings; all are either bricked in or filled with glass block (Plate 5). The original 1905 entrance, located in the third bay from the east end still exhibits the smooth-cut stone frame although the original door has been replaced. The remainder of the ground floor of 1905 section holds the original large display windows with smaller transoms topped by a metal cornice (Plate 6).

As designed, the ground floor of the 1910 addition continues the materials and layout of the original, with rusticated stone rising from grade, a stone-framed entrance with brick panel in the east bay, a raised loading door with coal chute below in the middle bay and a large display window with transom and raised basement windows in the west bay (Plate 7). The original door has been replaced, the loading door bricked in, basement windows bricked in or filled with glass block and the large display window filled with brick and glass block (Plate 8). The metal cornice of the original building runs the entire width of the addition.

The upper three floors of the 1905 warehouse are divided into four bays by plain brick pilasters, the outer openings originally held paired windows in rectilinear openings (now brick in) and the central two bays with triple windows in rectilinear openings which appear to the be the original units (Plate 9). All openings feature stone lug sills and wide, smooth-cut stone lintels. The three bays of window openings in the 1910 section are similarly designed and detailed, with triple window openings in the first two bays west of the 1905 section and paired openings in the western-most bay (Plate 7). Above the fourth floor openings are corbelled brick elements leading to more patterned brickwork and a plain, stepped brick parapet.

Only the upper portions of the other three façades are visible due to later additions and all feature windows in arched openings with stone lug sills on all floors and painted signage and metal fire escapes on the east and west façades (Plates 10-12). There was a raised loading door at the north end of the west façade of the 1910 addition.

The additions to this original structure run along all three streets – Pacific and Alexander Avenue and Waterfront Drive – with the loading and shipping area at the east end (Plates 13-15).

INTERIOR

The normal arrangement for an early 20th century warehouse would include public space (showrooms, business offices) as well as shipping/receiving space on the main floor, private offices on the second floor and open storage space in the remainder of the building. For this warehouse, there was an addition requirement of refrigeration for the perishable storage items.[10]

According to the 1910 plans, the western addition featured a boiler room in the northwest corner of the basement, stairs in the northeast corner and open warehouse space on the four upper floors. A freight elevator was located on the east side of the addition.

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[10] Manitoba Free Press, May 11, 1907, p. 27. The article describes the replacement of the original refrigeration unit with a modern unit capable of storing "almost 30 carloads" of fish and poultry.

Its conversion into a manufacturing complex necessitated the construction of several factory additions over time.

Today, the entire complex operates as one structure, sliding metal-clad fire doors found at many of the connecting openings (Plate 16). Other interesting interior elements include the use of brick structural columns in portions of the basement and first floor, wood finishes in the main staircase, original wood flooring, elements of the 1905/1910 mill construction and the original business offices on the third featuring wood/glass partitioning and pressed tin ceilings (Plates 17 and 18). A portion of the original exterior wall of the 1905 building shows an unusual angled brick corner (Plate 19).

INTEGRITY

The building stands on its original site and appears to be in good structural condition for its age, although a large masonry crack is visible at the roofline of the 1905-1910 building (Plate 20). Alterations to this building have occurred on the ground floor, with less invasive changes to the upper storeys.

STREETSCAPE

The area around this complex, as mentioned previously, was the first occupied by the Selkirk Settlers in the early 19th century. By the late 1800s, the area had filled with many residential structures, both detached homes and duplexes and terraces (Plate 3). Victoria Park, by 1895, offered residences a place to relax with shady walkways, flower beds, wooden benches and a bandstand for summer concerts (Plate 21). The park served the local residents into the early 1920's and was famous for its use by strikers during the 1919 General Strike.

By World War I, the area was changing significantly. The area closer to the river was significantly more industrial, with warehouses, lumber yards, the James Avenue Pumping Station and other large

structures replacing the residential buildings (Plate 22). The industrialization of the neighbourhood continued between the World Wars (Plates 23 and 24).

This warehouse is also located near the Alexander Docks, an important facility in the economic history of the city and Northern Manitoba after World War II. According to two articles in December 1914, the City of Winnipeg donated a strip of land 30-40 feet wide in Victoria Park at "the foot of James Avenue" to the Dominion government for the purposes of constructing a public dock. Several representatives from various steamship and transportation companies and members of the St. Boniface and Winnipeg harbour boards attended the council meeting to give their support to project.[11]

But the Dominion government did not move ahead with the project. City Council Minutes in 1919 include a motion urging the federal government to act:

> …a central public dock is required to serve Winnipeg and St. Boniface, and believing that the construction of same would stimulate the development of northern Manitoba along the shores of Lake Winnipeg…[12]

It would be close to a decade before the Federal Department of Public Works asked for and received permission from Council to build the Alexander Dock in late 1927.[13] Public Works documents for 1929 state that

> A contract was awarded for the construction of a pile wharf, 41 feet wide and 265 feet long, located between Pacific and Alexander avenues. The work was nearly completion at the end of the year [March 31].[14]

The federal government was given permission by City Council to extend the wharf 200 feet upstream in 1938 (Plate 25).[15] This extension was apparently demolished between November

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11 Winnipeg Tribune, December 21, 1914, p. 1 and December 24, 1914, p. 2.

12 City of Winnipeg, Council Minutes, (below as Minutes), April 28, 1919, p. 321, Item #541.

13 Ibid., November 28, 1927, p. 1073, Item #1351.

14 Government of Canada, Report of the Minister of Public Works, March 31, 1929, p. 72.

15 Minutes, May 3, 1938, p. 337, Item #477-5.

1968 and August 1970.[16] A second extension of 147 feet on the downstream end was begun in 1953 and combined with general repairs; the entire project cost approximately $60,000.[17]

This second extension was necessary because of the high use of the dock during the early 1950s (it was estimated that $2-million worth of cargo was being loaded and unloaded on the Alexander Dock annually).[18] Lake freighters carrying mining equipment into Northern Manitoba were one of the heavier users of the dock. Gas, oil, food, supplies and hay for livestock was also transported north to the scattered communities along the shores. But it was the fisheries that created the most traffic. A shift in the industry led to a closure of many of the northern processing plants in favour of factories in Winnipeg. Local companies unloaded their catch at the docks into waiting trucks to be taken to plants or, in some case, directly to American markets.[19]

Use of the docks for northern shipping declined over the decades. In the spring of 2015, the docks were deemed structurally unsafe and closed to the public.[20]

The redevelopment of the Winnipeg Transfer Railway right-of-way into Waterfront Drive and the conversion of industrial space into multi-tenant residences has once again transformed the neighbourhood (Plate 26).

ARCHITECT/CONTRACTORS

The original warehouse was designed by James Chisholm (Plate 26), a well-known local architect who set up his permanent office in the City in 1900 after lived in the 1890s in Wisconsin. He has been given 20 points by the Historical Buildings and Resources Committee.

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16 Minutes, November 4, 1968, p. 979, Item #1386-1 and August 24, 1970, p. 683, Item #1002-6.

17 Winnipeg Free Press, May 12, 1953, p. 8.

18 Loc. cit.

19 Loc. cit.

20 Winnipeg Sun, April 15, 2015.

Chisholm and his son Colin C. (Plate 27) designed the large addition built in 1910.[21]

The contractor of the original warehouse, William Grace and Company, was one of the city's major builders from 1903-1907. Some of its more important local contracts include: the Bank of British North America (Newmac Building), 436 Main Street (1903, Grade II); Marshall-Wells Company Warehouse, 136 Market Avenue (1905, Grade II); Salvation Army Building, 217 Rupert Avenue (1905); Mitchell-Copp Building, 315 Portage Avenue (1905, Grade II); St. Boniface City Hall, 219 Provencher Boulevard (1905, Grade II); and the Osler, Hammond and Nanton Building, 201 Portage Avenue (1907, demolished).[22]

The 1910 addition was built by the well-known firm Carter-Halls-Aldinger.

The 1949 addition was designed by architect E. Fitz Munn.[23]

PERSON/INSTITUTION

William John Guest was born in Bervie, Canada West (Ontario), near the eastern shore of Lake Huron in 1852, leaving public school at the age of 12 to pursue a career as a sailor. Although forced by his parents to abandon this career in favour of helping on the family farm, Guest continued to work on the water, as a fisherman on nearby Lake Huron beginning in 1856 with his own nets. In the fall of 1881, Guest moved to Winnipeg and after years as a delivery driver, took up land near Brandon, MB and then worked for the Canadian Pacific Railway.[24] In the early 1890s, he began a modest fishing business that flourished, in spite of "unbusinesslike and

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21 City of Winnipeg Building Permit (below as BP), #2741/1910.

22 Historical Buildings and Resources Committee files.

23 BP #1399/1949.

24 "William John Guest (1852-1940)" in Manitoba Historical Society's Memorable Manitobans website, August 31, 2014; and A.B. Barbour, "A Brief History of the Manitoba Fisheries," Manitoba Historical Society Transactions, Series 3, 1955-56 Season, n.p.

underhand methods" used by his competition (his own words).[25] The W.J. Guest Company formed and began bringing fish from Lake Winnipeg south to the City for sale.

In the spring of 1901, Guest and five Selkirk, Manitoba men incorporated the Northern Fish Company (Plate 28), with Guest's own business handling and distributing the new company's catch.[26] A year later, Guest built a large retail/office block at 596-598 Main Street (Plate 29) to look after the sales end of his operations. This successful venture grew quickly and by 1913 the company had 36 sail boats, two tugs, a passenger/freight steamer, *The Wolverine* (Plate 30), docks and warehouses, including the Alexander Avenue facility.[27] When Guest chose to concentrate on his wholesale business, he closed the Main Street retail store.

By 1920, the warehouse was owned by Duncan Sinclair and was then taken by the City of Winnipeg, although the Guest Fish Company appears to have continued to use the building into the 1930s.[28]

George Thomas Williams (1916-2001), purchased a sheet metal manufacturing company in 1939 that became Great West Metal Limited. This company, which came under the leadership of Williams' son Martin in 1982,[29] continues to occupy the building, using the entire complex for manufacturing, offices and storage.

EVENT

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

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25 F.H. Schofield, The Story of Manitoba (Winnipeg, MB: The S.J. Clarke Publishing Company, 1913), Vol. II, pp. 63-65.

26 Manitoba Free Press, March 11, 1901, p. 7; and Steinn O. Thompson, Riverton and the Icelandic River settlement: the early years, (Riverton, MB: Thordis Thompson, 1976), pp. 108-110.

27 Loc. cit.

28 City of Winnipeg Assessment Rolls, Roll No. 800610-12-2, 1900-1990; and Henderson's Directory, 1900-1990.

29 Winnipeg Free Press, October 18, 2001, online edition.

CONTEXT

This structure, which is part of a complex that includes sections built nearly 100 years apart, is an excellent example of early 20th century downtown development in Winnipeg. Locating close to railway lines, businessmen like W.J. Guest saw an opportunity to supply the needs of a growing city, province and region and commercial success led to expansion of personal wealth and facilities.

LANDMARK

The building for many decades was located at the very outskirts of an industrial neighbourhood which few Winnipeggers would have visited. With the recent redevelopment of the riverfront, this building's conspicuousness has increased greatly.

Historical Buildings & Resources Committee
THE CITY OF WINNIPEG

APPENDIX I

CITY OF WINNIPEG - Preliminary Report

Building Address: 90 Alexander Avenue

Building Name: W.J. Guest Fish Co. Warehouse

Original Use: warehouse

Current Use: warehouse

Roll No. (Old): 800610 (---)

R.S.N.: 146701

Municipality: 12 Ward: 2

Property or Occupancy Code: --

Legal Description: 10^{E} St. John, Plan 12277, Lots 1/3

Location: southwest corner Waterfront Drive

Date of Construction: 1905

Storeys: 4 + B

Construction Type: Brick veneer, stone

Heritage Status: ON NOMINATED LIST

Building Permits (Plans available: **[CS]** City Storage; **[M]** Microfilm):
- 2262/1905 $20,000 (original- 41 x 66'); 2741/1910 $16,400 (addition- 36 x 66'); 1399/1949 **[CS]** $25,000 (addition); 629/1956 **[CS]** $53,400 (addition); 6352/1974 **[M]** $300,000 (concrete block addition); 239237/2002 $300,000 (addition); 245528/2002 $300,000 (addition – structural framing)

Information:
- 2002 addition 1 storey, 8,380 sq. ft.

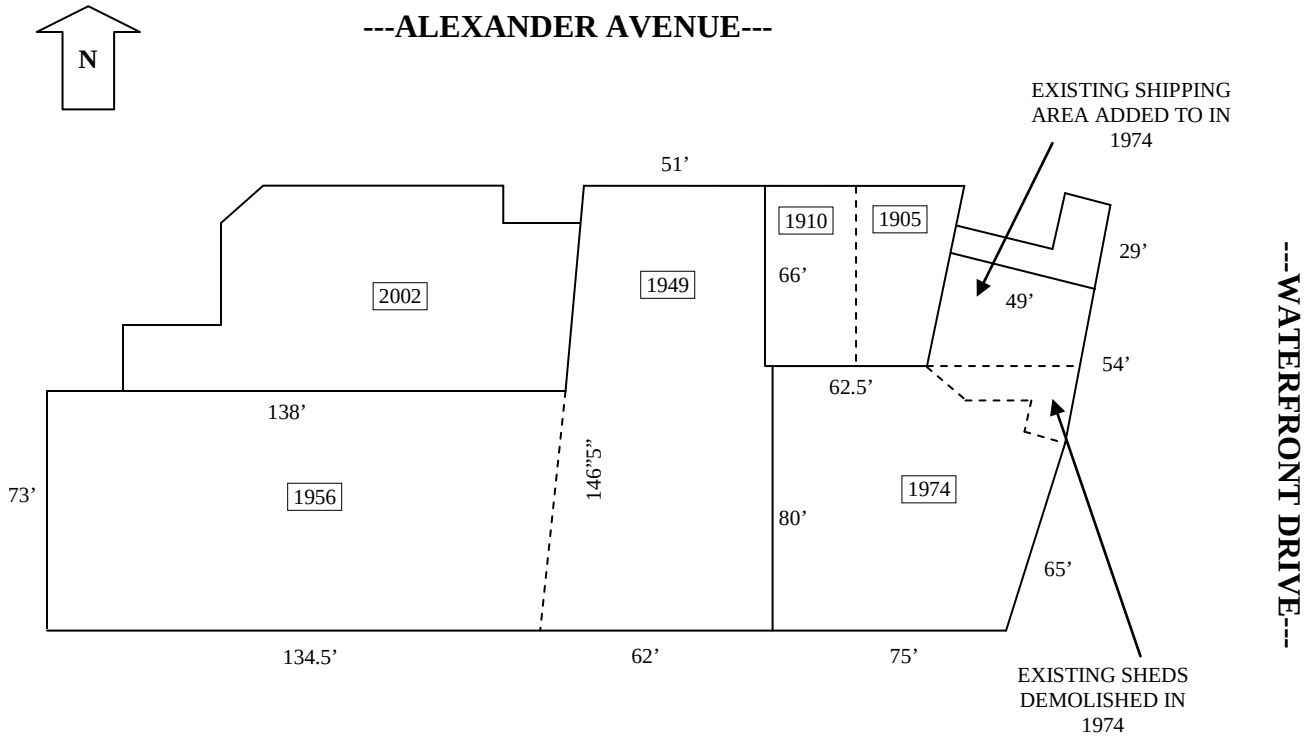
- Permit 1399/1949- 1 storey, 51 x 146', Brick & concrete foundation, manufacturing plant

- Permit 629/1956- 1 storey, 138'3" x 73', concrete block & brick warehouse

ARCHITECT: JAMES CHISHOLM (1905); J. CHISHOLM & SON (1910)

CONTRACTOR: WILLIAM GRACE & CO. (1905); CARTER-HALLS-ALDINGER (1910)

SEE NEXT PAGE FOR BUILDING FOOTPRINT



Measurements taken from Architects Plans, No. 1399/1949, No. 629/1956 and No. 6352/1974

APPENDIX II

James Chisholm and Colin Campbell Chisholm

James Chisholm was born in Paris, Upper Canada (Ontario) in 1840, where he attended public school. He married Elizabeth Goodfellow at Brantford on February 22, 1864 and together they had six children. The pair lived for a time on a farm in Glengarry County before moving to London where James worked for a plough manufacturer but also took up the study of architecture. After moving back to Paris, Chisholm met a family acquaintance, the Hon. John Sifton, who talked him into moving to Winnipeg for both his health and his future, which he did in the spring of 1877, leaving his wife and three children at home.[1]

His first job was as a timekeeper on the construction of the Canadian Pacific Railway between Winnipeg and Whitemouth. He also spent one summer in Norway House, attempting to improve his poor health. Shortly thereafter, he began his architectural career in earnest, and became involved in the City Hall construction scandal when he was hired to replace C.A. Barber as the architect for the project.

The family moved to Superior, Wisconsin in 1892 and James became a naturalized citizen of the United States in 1896. He worked during this period as a preacher for the Methodist Episcopal Church, travelling great distances every week.[2] In 1900, the family returned to Winnipeg, James taking his place among the growing number of talented architects practising their trade in the city and throughout Western Canada. James Chisholm was a member of the Winnipeg School Board and an avid curler, being an honorary member of the Manitoba Curling Association and long-time member of the Granite Curling Club.

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1 Family information courtesy of Jim Chisholm, grandson of James and son of Colin C. Chisholm.

2 Certificate of Naturalization, United States of America (County of Douglas, Wisconsin), dated February 19, 1896; and Local Preacher's License, dated September 8, 1893; and F.H. Schofield, The Story of Manitoba (Winnipeg: S.J. Clarke Publishing Company, 1913), p. 723.

About 1911, Chisholm and his wife began wintering in Santa Monica, California because of continued poor health and they moved there permanently in 1914. He died on October 14, 1920 in Ocean Park, California.[3]

Colin Campbell Chisholm was James Chisholm's youngest child, born in Winnipeg on September 17, 1883. He moved south with the family and received his early education in Madison, Wisconsin before returning to Winnipeg. He officially joined his father's architectural firm ca.1906, became its active manager in 1910 and eventually took over the practice.[4] He shared his father's love of curling and was a president of the Granite Curling Club. He died in Winnipeg on September 5, 1936.[5]

The firm was responsible for designing buildings throughout Winnipeg and Manitoba as well as in Regina, Saskatoon (Bowerman Building, 1912), and Moose Jaw (Wesley Church, n.d.), SA, and Edmonton, AB.[6]

An incomplete list of their Winnipeg structures includes:[7]

James Chisholm:

Hochman (formerly Harris) Building, 154 Princess St. (1882) – Grade III
Grace Methodist Church, Notre Dame and Ellice avenues (1883) – demolished
A. Wilson House, Charlotte St. (1900)
Addition to J. Ryan Building, 678-680 Main St. (1900)
J.H. Turnbull House, Edmonton St. (1900)
C.N. Bell House, Carlton St. (1900)
D. Horn House, Edmonton St. (1901)
J. Watson House, River Ave. (1901)
C.H. Nix Building, Ross Ave. (1901)

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3 Manitoba Free Press, October 18, 1920, p. 15.

4 F. H. Schofield, op. cit., pp. 723-24.

5 Winnipeg Tribune, September 5, 1936; and Winnipeg Free Press, September 7, 1936, p. 6.

6 F. H. Schofield, op. cit., p. 723.

7 Compiled from Ibid., pp. 723-24; Winnipeg Tribune, September 5, 1936; Winnipeg Saturday Post, June 8, 1912, p. 39; and City of Winnipeg Building Permits, 1900-26.

James Chisholm designs (continued):

Rev. J.A. McClung House, Balmoral St. (1902)
W.G. Moyse House, Langside St. (1902)
G.N. Jackson House, Langside St. (1902)
Waterous Engine Works Company Warehouse, Higgins Ave. (1902)
Coleclough Company Building, Logan Ave. (1902)
W.J. Guest Building, 598 Main St. (1902)
N. Page House, Spence St. (1902)
J.W. Harris House, 26 Edmonton St. (1902) – Grade III
A. McCormack House, Edmonton St. (1902)
Wright and Stewart Building, Alexander Ave. (1902)
J.D. McArthur House, Cumberland Ave. (1902)
G. Forsyth House, Carlton St. (1903)
A. MacDonald Company Warehouse, Market Ave. (1903)
C. Lilt House, Hargrave Ave. (1903)
Dr. Clarke House, Furby St. (1903)
D.A. Stewart House, Wardlaw Ave. (1903)
C.E. Young House, Mayfair Place (1903)
Zion Methodist (then Zion Apostolic) Church, 335 Pacific Ave. (1904), destroyed by fire 1970
M. Woodlinger House, Pacific Ave. (1904)
Young Men's Liberal Club, Notre Dame Ave. (1904)
Manitoba Cartage Company Stable, Henry Ave. (1905)
W.J. Guest Fish Warehouse, 90 Alexander Ave. (1905 & 1910)
Exeter Apartments, 76 Lily St. (1905)
Shipley Block, 614-618 Portage Ave. (1906)

James Chisholm and Son:

Woods Building Company Warehouse, Robinson Ave. (1907)
W.J. Guest House, 75 Academy Rd. (1907)
Jobin-Marrin Warehouse, 158-162 Market Ave. (1907)
Young Methodist (United) Church, 222 Furby St. (1907, 1910) – Grade II (only tower left after fire)
Strathcona Curling Rink, Furby Place (1908) – demolished
Kipling Apartments, 534-536 Langside St. (1908-09)
J.T. Gordon House, Wellington Crescent (1909)
House for St. John's Methodist Church, Polson Ave. (1909)
G.F. Galt House, Wellington Crescent (1910)
J. Ryan Sr. House, Central Ave. (1910)
Semmons Warehouse, 468 Ross Ave. (1910)
I.O.O.F. (Odd Fellows') Temple, 293 Kennedy St. (1910) – Grade III (façade only remains)
Sterling Bank Building, 283 Portage Ave. (1910-11)
F.S. Parlee House, Canora St. (1911)
E.C. Marrin House, Dorchester Ave. (1911)

James Chisholm and Son designs (continued):

Gowans, Kent, Western Building, Market Ave. (1911-12)
Granite Curling Club, 22 Mostyn Place (1912) – Grade III
Sparling Methodist Church, Elgin Ave. (1912)
Thistle Curling Club, McDonald Ave. (1912) – demolished
Grandstand for Stampede Amusement Company, Sinclair St. (1913) – demolished
B. Shragge Warehouse, Sutherland Ave. (1913)
Marlborough Hotel, 331 Smith St. (1913) – Grade II
La Salle Hotel, 346 Nairn Ave. (1914)
City Light and Power, additional storey to power house, 54 King St. (1915)
City Light and Power, additions to terminal station, McFarlane St. (1918)
City Light and Power, show room, rear of 54 King St. (1919)
City of Winnipeg garage, Elgin Ave. (1919)
Walter Woods Warehouse, Sutherland Ave. (1920)
Clarendon Hotel, 311 Portage Ave. (1920) and fire repairs (1923) – demolished

C.C. Chisholm:

Clarendon Hotel, 311 Portage Ave., fire repairs (1923) – demolished
Filling station for M. Bergstrom, Maryland St. (1924)
Calvary Evangelical Church, Alverstone St. (1925)
Royal Oak Court, 277 River Ave. (1928)
Addition, Winnipeg Police Court, Rupert Ave. (1930) – demolished

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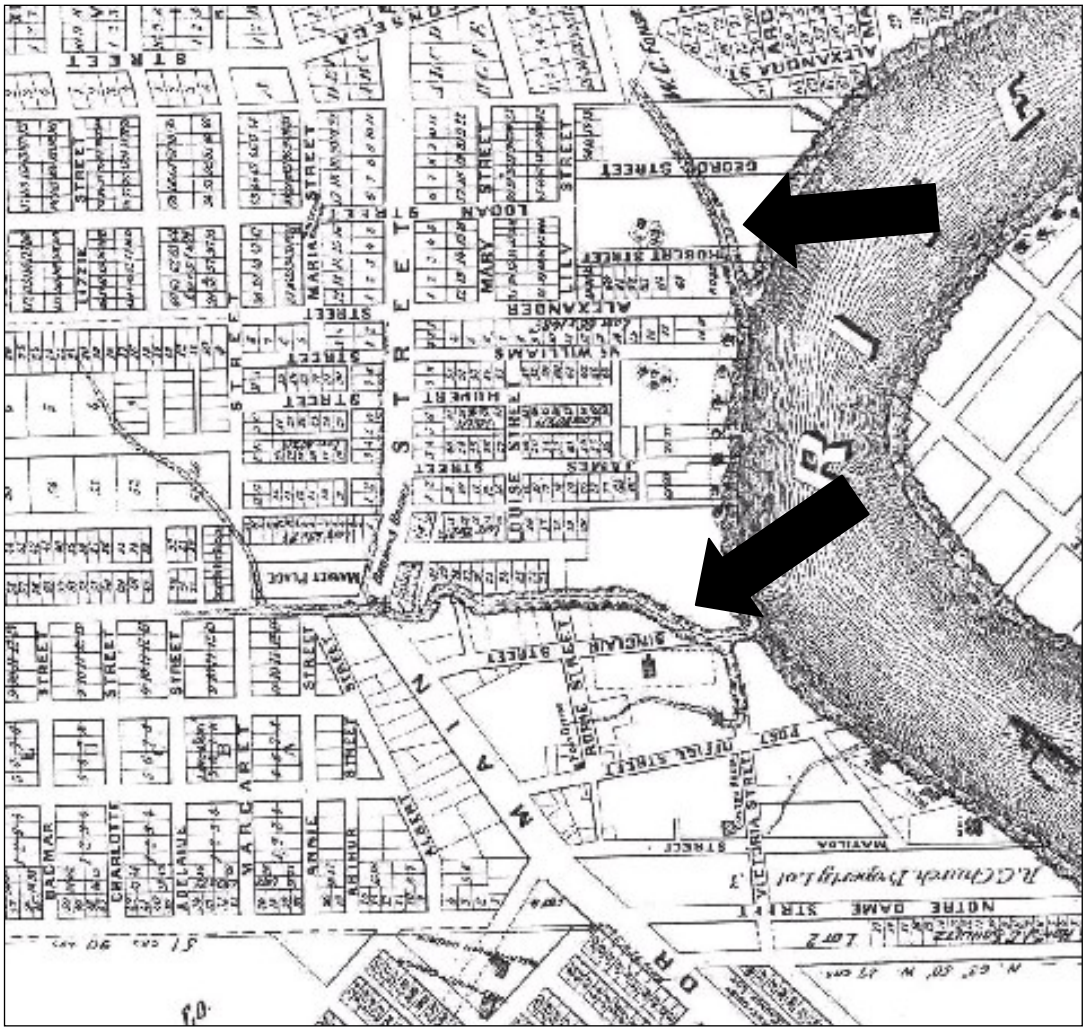


Plate 1 – Portion of J.D. Parr's Map of what would become downtown Winnipeg and the Warehouse District, 1874. Note the extensive surveying of lots on both sides of Main Street north of Brown's Creek (bottom arrow) and the lack of surveying to the south and the creeks running into the Red River including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

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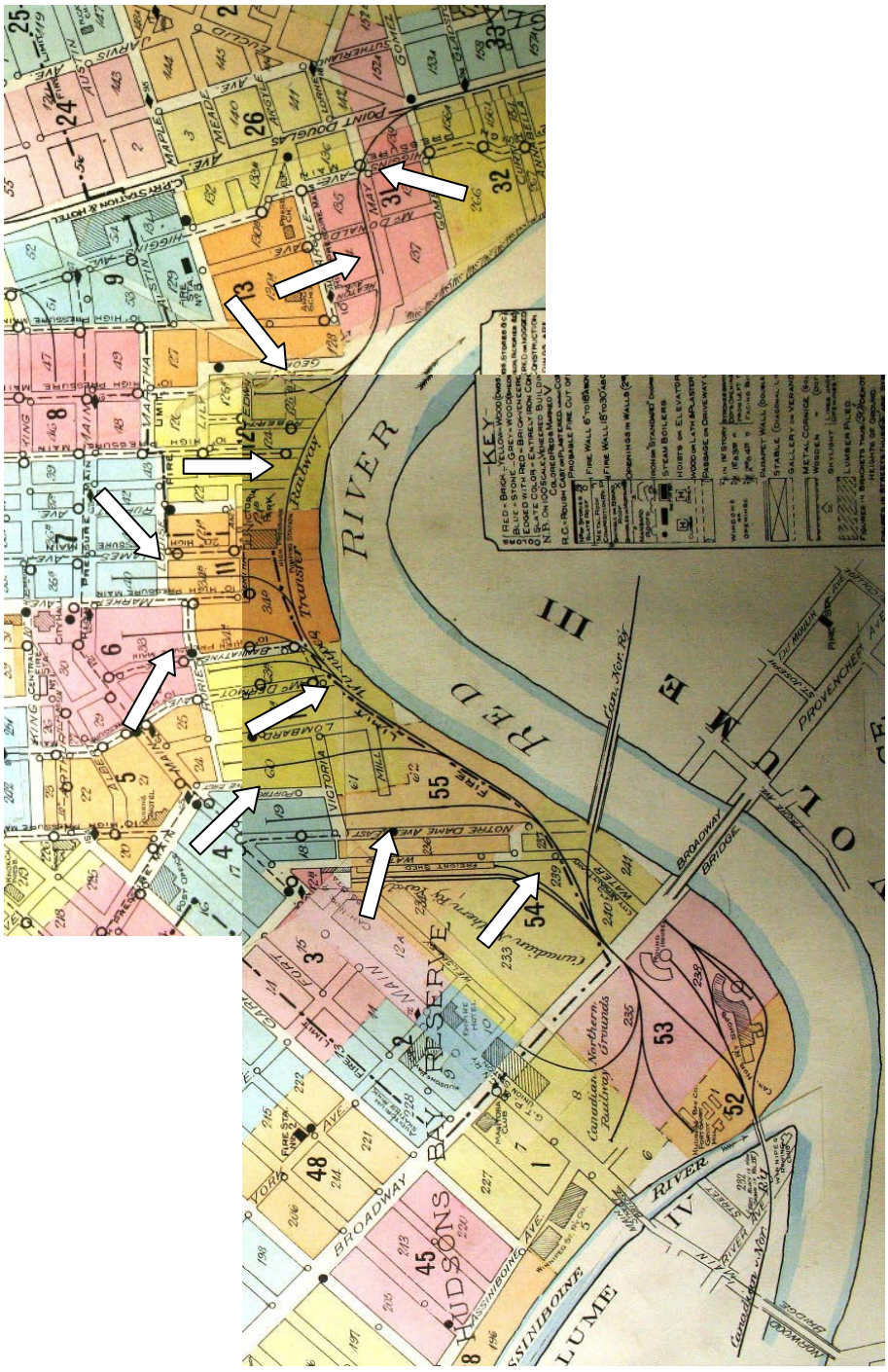


Plate 2 – City of Winnipeg Fire Atlas, Overview Map, 1906-1914. The completed Winnipeg Transfer Railway and its many north-south spur lines into the warehouse district runs from Water Avenue to Point Douglas Avenue (arrows). (City of Winnipeg.)

90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/GREAT WEST METAL COMPANY BUILDING

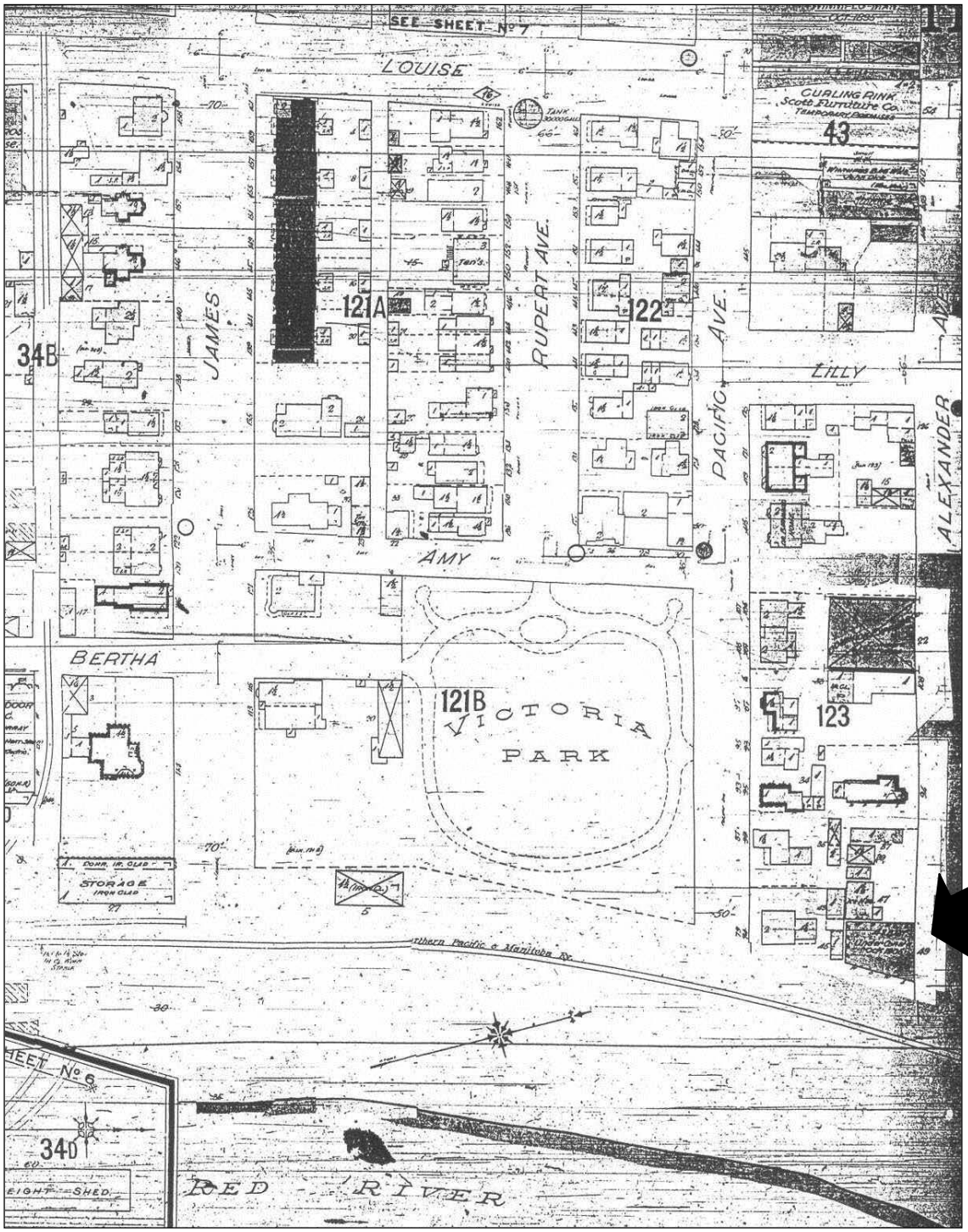


Plate 3 – Charles Goad, Fire Atlas of the City of Winnipeg, 1895 (revised 1905), Sheet 11. Guest Fish Company Warehouse, 90 Alexander Avenue at arrow. (City Archives.)

90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/GREAT WEST METAL COMPANY BUILDING



Plate 4 – Drawing of the W.J. Guest Fish Company Warehouse, 90 Alexander Avenue, 1907. (Reproduced from the Manitoba Free Press, May 11, 1907, p. 27.)

90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/GREAT WEST METAL COMPANY BUILDING



Plate 5 – W.J. Guest Fish Company Warehouse, 90 Alexander Avenue, front (north) façade, 1905-1910 section, 2015. (M. Peterson, 2015.)

90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/GREAT WEST METAL COMPANY BUILDING



Plate 6 – W.J. Guest Fish Company Warehouse, 90 Alexander Avenue, front (north) façade, 1905-1910 section, 2015. (M. Peterson, 2015.)

90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/GREAT WEST METAL COMPANY BUILDING

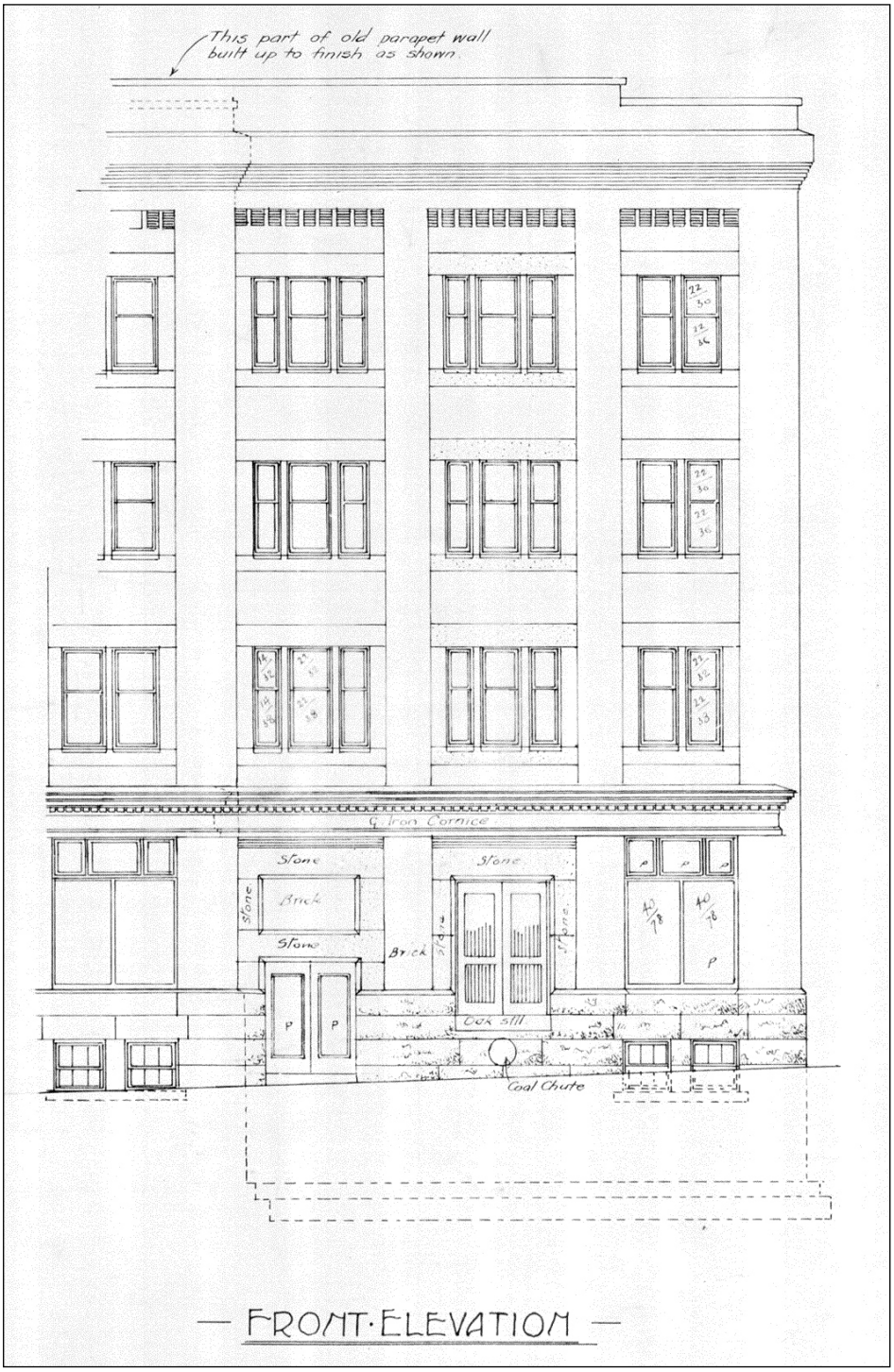


Plate 7 – W.J. Guest Fish Company Warehouse, 90 Alexander Avenue, "Front Elevation," 1910. (City of Winnipeg, Plan No. 2741/1910.)

90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/GREAT WEST METAL COMPANY BUILDING



Plate 8 – W.J. Guest Fish Company Warehouse, 90 Alexander Avenue, detail of front (north) façade, 2015. (M. Peterson, 2015.)



Plate 9 – W.J. Guest Fish Company Warehouse, 90 Alexander Avenue, detail of upper floors, front (north) façade, 2015. (M. Peterson, 2015.)

90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/GREAT WEST METAL COMPANY BUILDING



Plate 10 – W.J. Guest Fish Company Warehouse, 90 Alexander Avenue, east façade, 2015. (M. Peterson, 2015.)

90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/GREAT WEST METAL COMPANY BUILDING



Plate 11 – W.J. Guest Fish Company Warehouse, 90 Alexander Avenue, west façade, 2015. (M. Peterson, 2015.)



Plate 12 – W.J. Guest Fish Company Warehouse, 90 Alexander Avenue, rear (south) and west façades, 2015. (M. Peterson, 2015.)

90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/GREAT WEST METAL COMPANY BUILDING

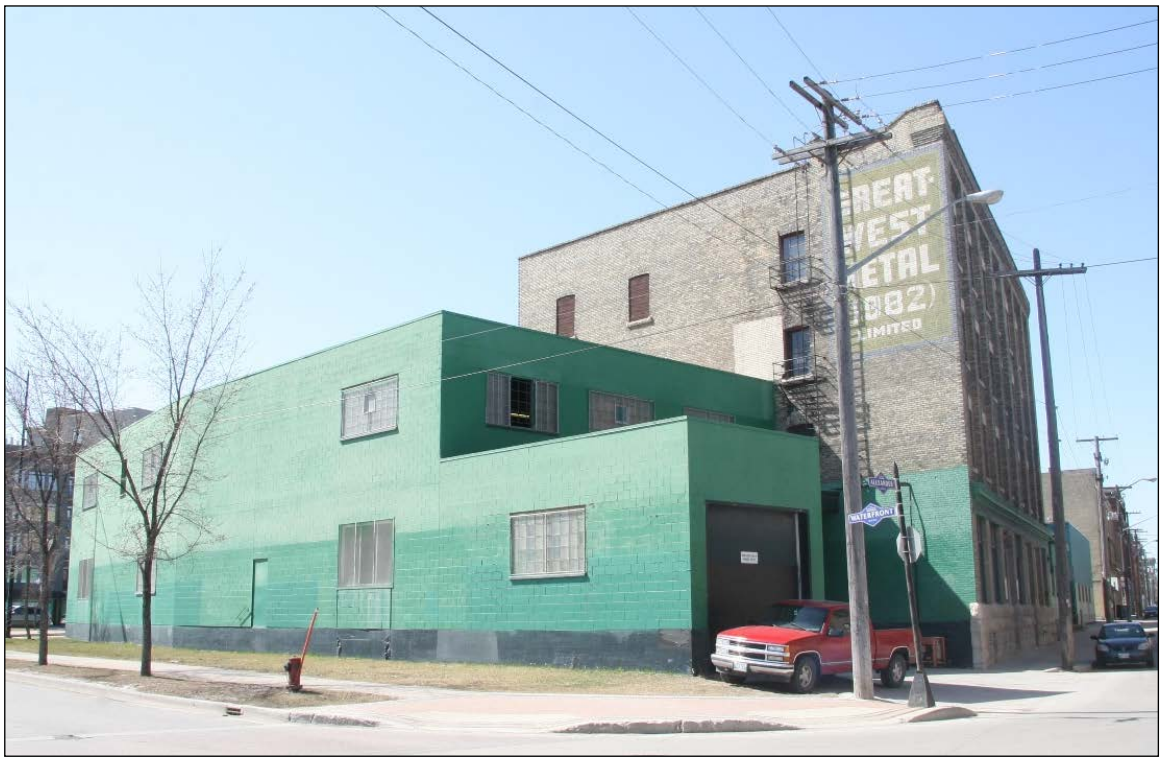


Plate 13 – W.J. Guest Fish Company Warehouse, 90 Alexander Avenue, west end (1974 addition painted green) 2015. (M. Peterson, 2015.)



Plate 14 – W.J. Guest Fish Company Warehouse, 90 Alexander Avenue, south end (two-storey 1974 addition in foreground, one-storey 1949 and 1956 additions behind), 2015. (M. Peterson, 2015.)

90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/GREAT WEST METAL COMPANY BUILDING



Plate 15 – W.J. Guest Fish Company Warehouse, 90 Alexander Avenue, north and west ends (2002 addition in foreground, 1949 addition behind), 2015. (M. Peterson, 2015.)



Plate 16 – W.J. Guest Fish Company Warehouse, 90 Alexander Avenue, 4th floor connecting doorway between the 1905 and 1910 buildings with sliding metal fire door, 2017. (M. Peterson, 2017.)

90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/GREAT WEST METAL COMPANY BUILDING



Plate 17 – W.J. Guest Fish Company Warehouse, 90 Alexander Avenue, fourth floor warehouse space, 2017. (M. Peterson, 2017.)



Plate 18 – W.J. Guest Fish Company Warehouse, 90 Alexander Avenue, third floor original office space, 2017. (M. Peterson, 2017.)

90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/GREAT WEST METAL COMPANY BUILDING



Plate 19 – W.J. Guest Fish Company Warehouse, 90 Alexander Avenue, southeast exterior corner of 1905 building (now an interior element), 2017. (M. Peterson, 2017.)

90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/GREAT WEST METAL COMPANY BUILDING



Plate 20 – W.J. Guest Fish Company Warehouse, 90 Alexander Avenue, detail of front, north façade, large crack at arrow, 2015. (M. Peterson, 2015.)

90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/GREAT WEST METAL COMPANY BUILDING



Plate 21 – Victoria Park, ca.1900. (Reproduced from William H. Carre, Art Work on Winnipeg, Manitoba, Canada, 1900, Vol. 3, p. 4.)

90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/GREAT WEST METAL COMPANY BUILDING

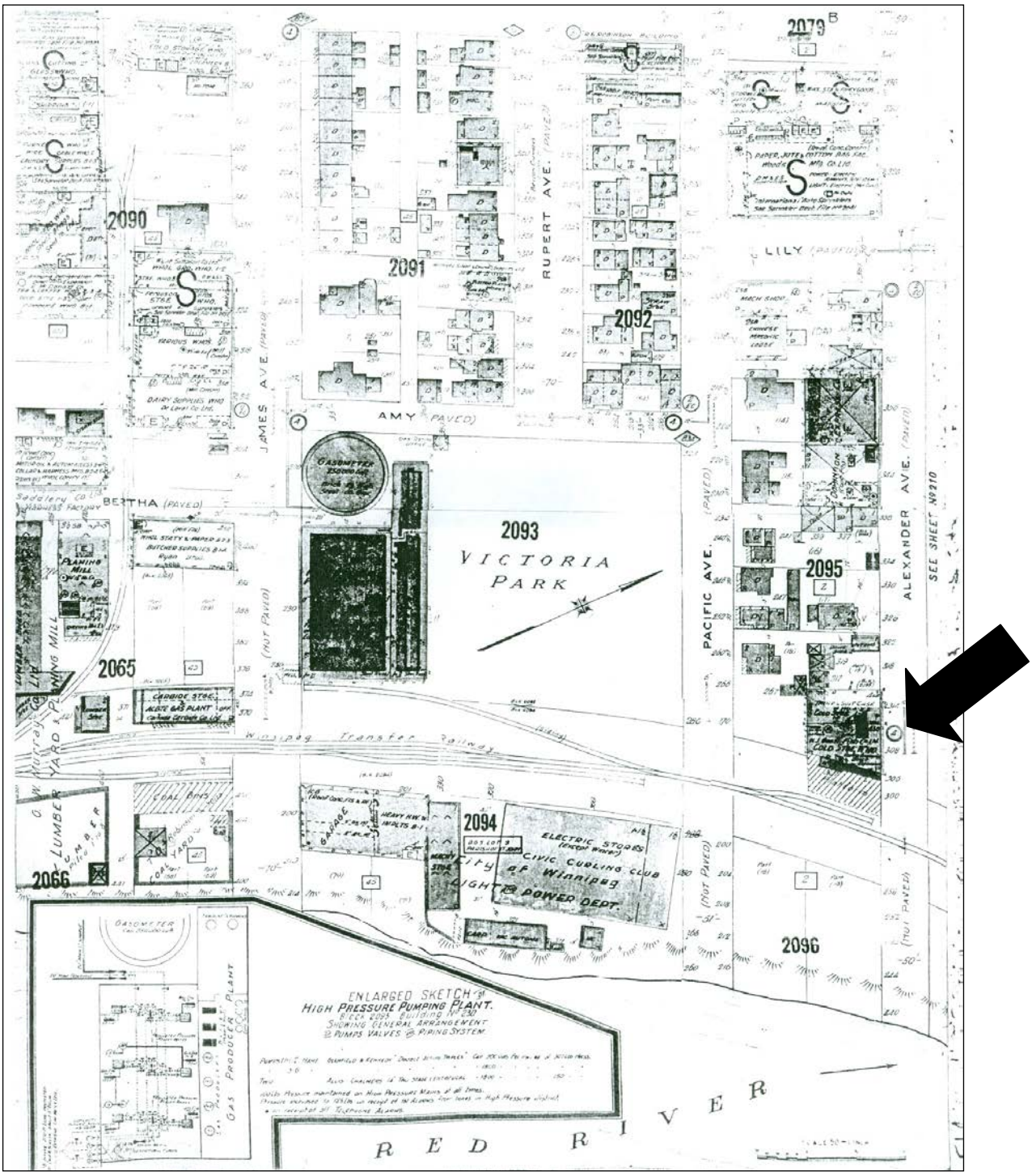


Plate 22 –Fire Atlas of the City of Winnipeg, Vol. II, Sheet 209 (December 1917). W.J. Guest Fish Company Warehouse at arrow. (City of Winnipeg.)

90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/GREAT WEST METAL COMPANY BUILDING



Plate 23 – East Exchange District, 1970. Winnipeg Transfer Railway is clearly visible parallel to the river. 90 Alexander Avenue at arrow. (City of Winnipeg.)

90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/GREAT WEST METAL COMPANY BUILDING

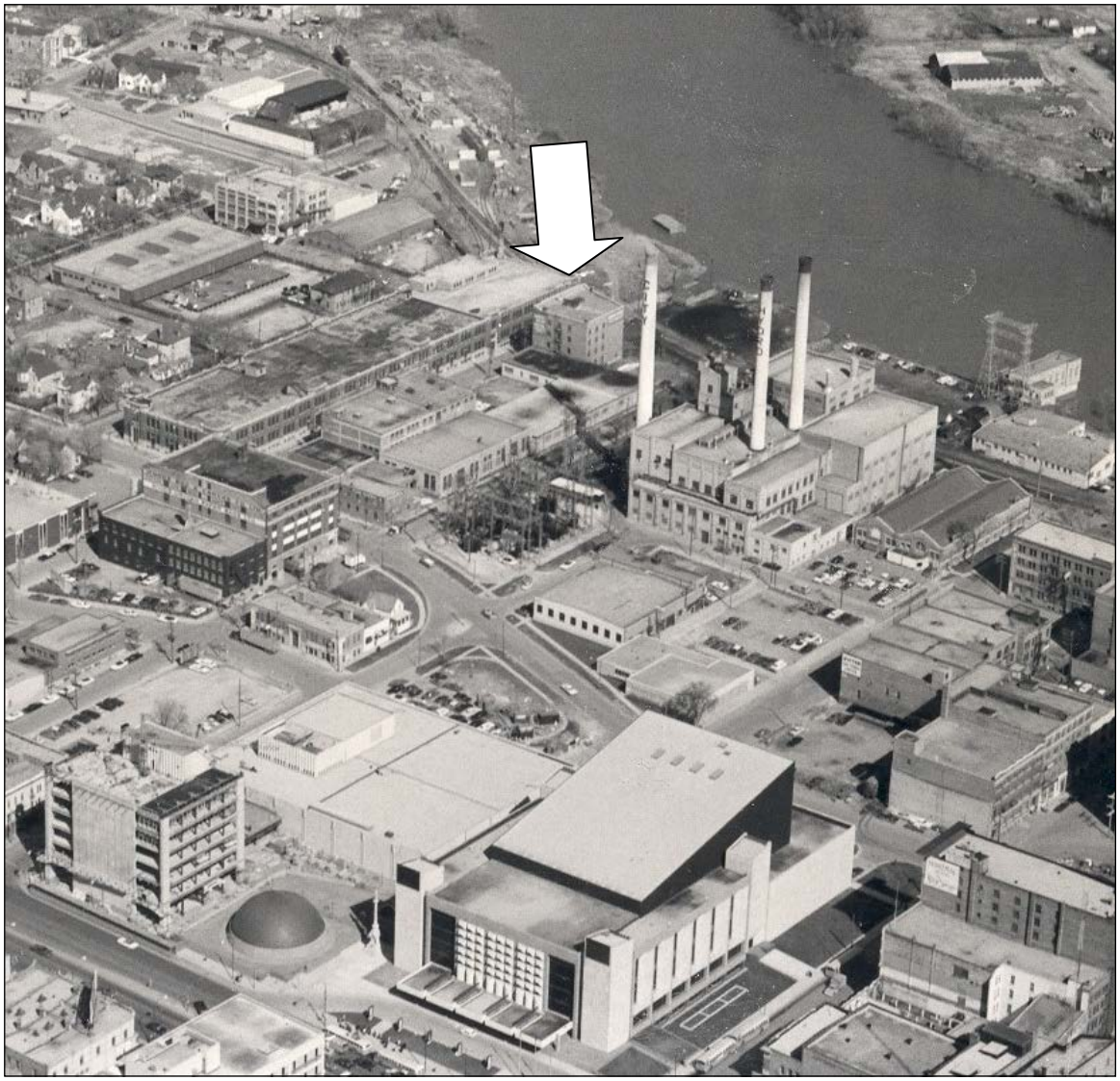


Plate 24 – East Exchange District, ca.1974. 90 Alexander Avenue at arrow, the smoke stacks of the City's Amy Street Steam Plant were a prominent landmark of the area for many decades. (City of Winnipeg.)

90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/GREAT WEST METAL COMPANY BUILDING



Plate 25 – A view of the Alexander Dock with moored fishing boats, with Great West Metal Limited building in the background. (Courtesy of Great West Metal Limited.)



Plate 26 – Waterfront Drive looking south from Pacific Avenue, 2015. (M. Peterson, 2015.)

90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/GREAT WEST METAL COMPANY BUILDING

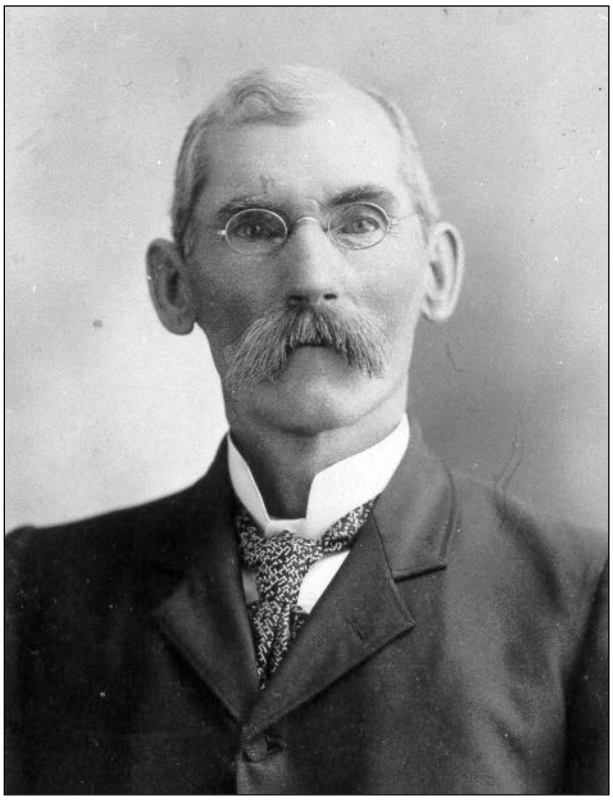


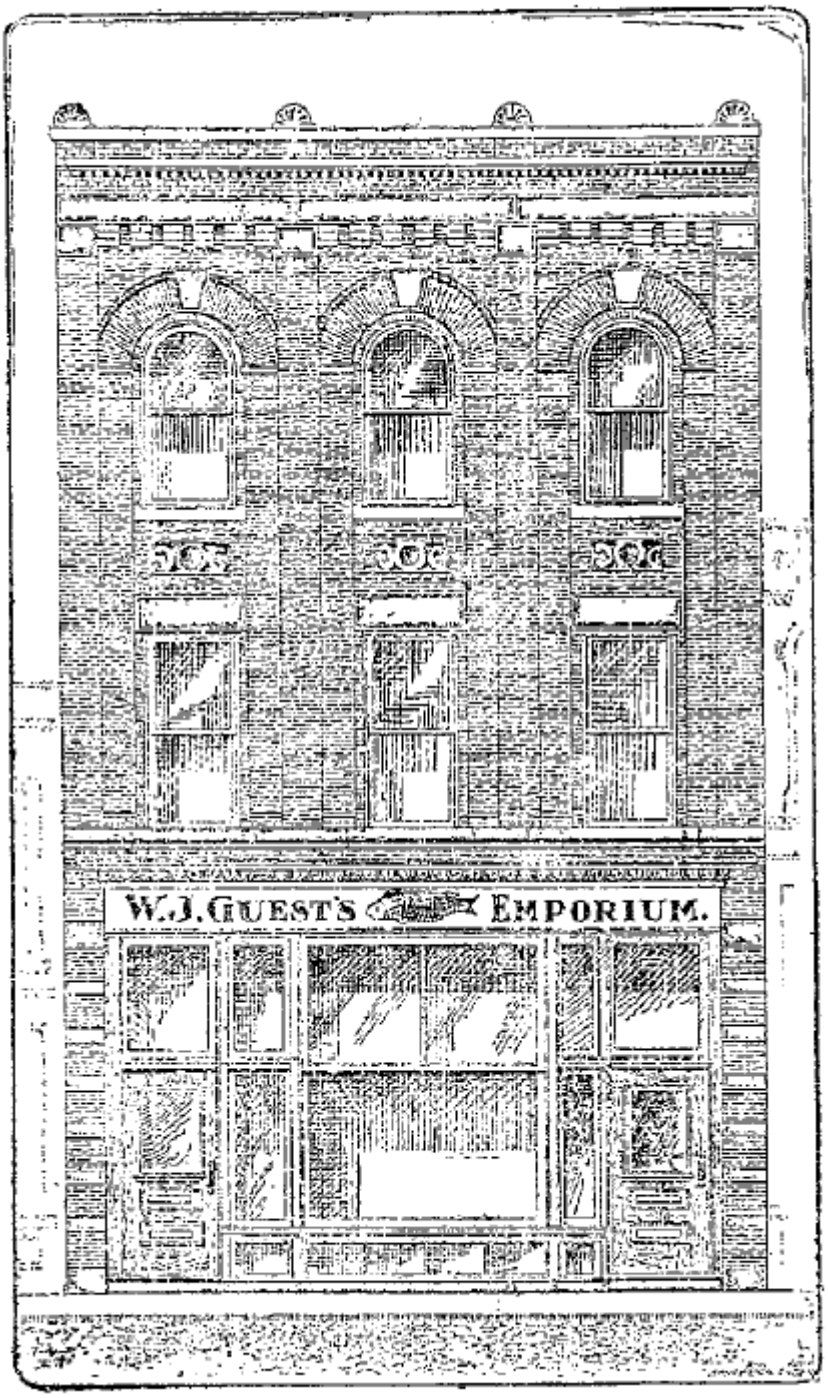


Plate 27 – Left: James Chisholm, no date; Right: Colin Campbell Chisholm, no date. (M. Peterson Collection.)



Plate 28 – Advertisement for W.J. Guest and his Northern Fish Company, 1901. (Reproduced from Manitoba Free Press, May 30, 1901, p. 10.)

90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/GREAT WEST METAL COMPANY BUILDING



NEW FISH WAREHOUSE OF W. J. GUEST.

Plate 29 – Rendering of the new Guest Block, 1902. (Reproduced from the Manitoba Free Press, November 12, 1902, p. 8.)

90 ALEXANDER AVENUE – W.J. GUEST FISH COMPANY WAREHOUSE/GREAT WEST METAL COMPANY BUILDING



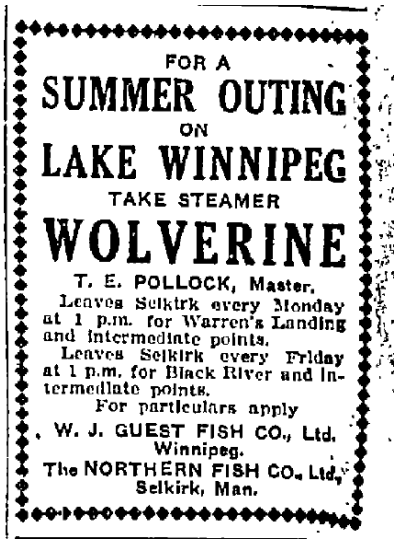


Plate 30 – An undated postcard of the steamboat Wolverine at Selkirk, MB and a 1909 newspaper advertisement for a "summer outing" on the boat. The boat was built in 1903, sold to the Northern Fish Company in 1904 and dismantled in 1936. (Postcard: Rob McInnes Collection, MN0467; Advertisement: Manitoba Free Press, July 15, 1909, p. 20.)