

200 ISABEL STREET
(505-555 ROSS AVENUE)

MIDLAND RAILWAY BUILDING

City of Winnipeg
Historical Buildings & Resources Committee
Researcher: M. Peterson
November 2024

This building embodies the following heritage values as described in the *Historical Resources By-law*, 55/2014 (consolidated update July 13, 2016):

(a) the Midland Railway Building is one of a number of structures within the City of Winnipeg that dates back to the crucial pre-World War I era and the development of the city as the primary Western Canadian railway hub for both passengers and freight;

(b) The resource is intimately connected to the Midland Railway and its U.S. owner, the Great Northern Railway and its movement of people and goods throughout most of the 20th century;

(c) The building is an excellent example railway station architecture that is found throughout Canada, and was designed by Great Northern company architect Samuel J.L. Bartlett and built by local contracting firm J. McDiarmid & Company;

(d) The structure is built of reinforced concrete and brick - typical methods and materials for the pre-World War I era;

(e) The resource is located in the Centennial neighbourhood that developed in the early 1900s south of the massive Canadian Pacific Railway yards; and

(f) Much of the building's exterior building materials, design, and layout remain intact.

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MIDLAND RAILWAY BUILDING

Winnipeg's modern development history is intimately tied to the railroads. The confirmation of the route of the Canada's first transcontinental railroad, the Canadian Pacific Railway (CPR), and then the arrival of construction gangs in the early 1880s was enough to create a real estate boom that lasted months and greatly increased the population, over a 3,000% rise between 1871 and 1881, to 8,000 citizens (Plate 1).[1]

After the completion of the CPR, the Province of Manitoba, acting on pressure from businessmen, farmers, and citizens, negotiated and incorporated a number of railway schemes to gain access to the established carriers south of the border. Each time, however, the federal government disallowed these acts of incorporation to ensure the monopoly for the CPR, which prohibited the construction of competitive lines south of its main line. But this monopoly could not last because of the strain on the CPR exerted by the agricultural and economic development and population growth in Western Canada. The Canadian Northern Railway (CNoR) would build 135 kilometres of track in Manitoba in 1896, was granted federal charter in 1899, and spread out across the west in the first decade of the 20th century. It became part of Canada's second transcontinental line completed in 1915.[2]

But there was continued push from Manitoba's leaders to connect to the American lines. There were many to choose from in the 1890s, all wanting to have access to the growing Winnipeg market.

The Soo Line Railway (Minneapolis, St. Paul and Sault Ste. Marie Railway), opened in 1884 as a subsidiary of the CPR and in 1904, inaugurated a daily overnight Winnipeg to Minneapolis-St. Paul passenger service called the "Manitoba Express".[3] Newspapers were advertising $27.40

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1 The Canada Year Book, 1932 (Ottawa, ON: Dominion Bureau of Statistics, General Statistics Branch, 1932), p. 103.

2 Andrew Elliott, "Canadian Northern Railway," in The Canadian Encyclopedia, online edition, March 21, 2024.

3 Steve Glischinski, "Soo Line passenger trains remembered," https://www.trains.com/ctr/photos-videos/photos/great-passenger-trains/soo-line-gallery/, June 1, 2023. The service was renamed "Winnipeg Express" in 1919, and the "Winnipegger" in 1928 but commonly called the Winnipeg Flyer. It was a daily train with 27 stops.

round trip tickets to the International Live Stock Exhibition in Chicago in 1905. Passenger service on this line lasted until March 1967.

The Northern Pacific and Manitoba Railway (NP&MR) was first chartered in 1888. It was jointly owned by the Manitoba government and the American-based Northern Pacific Railroad (NP). NP had been chartered by U.S. Congress in 1864, construction began in 1870, completed from Great Lakes to Pacific Ocean in 1883 (10,900 km).

Temporary NP&MR facilities were hastily erected in Winnipeg, followed in 1889 by a permanent station, offices, sheds, roundhouse, and repair shops (now the Manitoba Children's Museum at The Forks). It also erected the luxurious Manitoba Hotel (Plate 2). The seven-storey hotel, built at a cost of $125,000 and completed in 1891, boasted a spacious 45.7 x 12.2 m. rotunda with a 7.6 m. high ceiling, oak wainscoting, and glittering electric and gas-lit chandeliers. It had an excellent dining room, an elaborate ballroom and a well-stocked wine cellar. A "grand ball" on New Year's Eve, December 31, 1891, marked the official opening of the hotel, and its doors were opened to the public on January 1, 1892. In the early morning hours of February 8, 1899, the Manitoba Hotel, hailed as the most elegant hotel between Montreal and Vancouver, burned to the ground (Plate 3).[4]

The NP&MR ran from Winnipeg to Emerson and then passengers and freight transferred to the NP. But NP wanted out of its agreement with the provincial government and all its rolling stock, land and buildings were transferred to the Canadian Northern in 1901.[5]

The Great Northern Railway (GN) was founded in 1889 by James J. Hill, and would ultimately run from Saint Paul, Minnesota, to Seattle, Washington (13,467 km.). It operated a Winnipeg to Twin Cities passenger service (735 km.) – the "Winnipeg Limited" which ran daily, overnight,

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4 Bruce Cherney, "Manitoba Hotel fire — "gigantic structure" lost to the "fire fiend" during an extremely cold February morning," Winnipeg Real Estate News, March 5, 2010, online edition.

5 Bruce Cherney, "Manitoba Hotel fire – smoke and flames originally observed in the hotel's grand dining room," Winnipeg Real Estate News, March 12, 2010, online edition; and "Northern Pacific and Manitoba Railway," Canada-Rail website, https://www.canada-rail.com/manitoba/railways/NPM.html, no date.

from the early 1900s into the 1970s (Plates 4-6).[6] The service ran from Winnipeg to Emerson and then onto the GN line at Grand Forks, ND. Advertisements in 1909 local papers quoted a $40 return fare to Eastern Canada. It also operated a spur line from St. John, ND to Brandon from 1906-1936 and built a large stable building at The Forks in 1909 (now one of two buildings making up The Forks Market).[7] In 1972, the return fare to the Twin Cities was $21.80 and it had been switched to daytime service. The run was completely stopped in 1974.[8]

This line became part of the Burlington Northern Railroad in 1970 and then in 1996 part of the Burlington Northern and Santa Fe Railway. By the early 2000s, the line operated in Winnipeg only, serving several nearby industries with a two-stall engine house in their yards north of Taylor Avenue.[9]

The last major U.S.-affiliated railroad to organize in Winnipeg was the Manitoba and Midland Railway Company. Its charter was announcement in 1903, the Manitoba Free Press ran a front-page article that included a map showing the carrier spread out over all of southern Manitoba (Plate 7).[10] The federal government passed the charter "…not daring, in view of the sharp criticism to which it was subjected for its action the preceding year, to throw out the application though it was well known that it was in reality hostile to the proposition."[11]

While getting a charter was relatively easy, creating the system was much more difficult – with negotiations with civic officials and other operating lines often difficult and time-consuming. By 1911, the line, referred to as the Midland Railway (Great Northern) reached Winnipeg and in spite of promising its own "separate terminals" in Winnipeg, cut a deal in 1913 to use Union

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6 Fergus Falls Daily Journal, Aug. 7, 1969, p. 6. GN cut passenger services throughout its system to attempt to reduce its "passenger train deficit".

7 "Great Northern Railway / Brandon, Saskatchewan and Hudson's Bay Railway / Midland Railway / Manitoba Great Northern Railway", Manitoba Historical Society website, 2022.

8 Winnipeg Free Press, August 19, 1972, p. 67.

9 Train Geek website, https://www.traingeek.ca/wp/trains/shortlines/bnsf-manitoba/, no date, no date.

10 Manitoba Free Press, February 23, 1903, p. 1

11 Manitoba Free Press, April 25, 1903, p. 23.

Station on Main Street.[12] The company did announce it was building the office/freight house on Isabel Street in August 1911 and plans for nearby freight yards (Plates 8-9) and the right-of-way in Winnipeg were deposited at the Land Titles Office.[13]

STYLE

This office building/track warehouse facility was designed to be a function and sturdy structure but consideration was made for ornamentation. Detailing is subdued and classically-inspired in the two-storey office section, much like many modest office structures in the city. The one-storey warehouse portion is similar in designed to railway stations all across Western Canada with large doorways for ease of movement, large, unadorned window openings for natural light and ventilation and wide, overhanging bracketed eaves for protection from the weather.

CONSTRUCTION

According to the architectural plans, the office portion of the building measured 18.3 m. on the sides and 15.3 m. on the front façade (see Appendix I for additional construction information).[14] The freight room, which measured 103.7 x 15.3 m., had cast iron columns along the north wall (also referred to as the "Track-Side Elevation"), 25.4 x 25.4 cm. wood posts down the centre and 8 bays with 4.9-m. or 5.8-m. wide folding doors. The south wall (also referred to as the "Team-Side Elevation") featured 2.4-m. horizontal folding doors in 3 of the bays and windows in the other five (Plate 10).

A second City of Winnipeg, Building Permit was taken out in 1911,[15] extending the freight room west approximately 56.4 metres and adding an open loading platform at the west end (Plate 8).

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12 Winnipeg Tribune, February 20, 1911, p. 4; and Canada Rail website, https://www.canada-rail.com/manitoba/railways/midland.html, no date.

13 Winnipeg Tribune, August 11, 1911, p. 2.

14 Architect's plans, #2410/1911.

15 City of Winnipeg Building Permit (below as BP), #3311/1911, total construction cost was $18,000.

A large gymnasium was built in 1991, attached to the north façade (Plate 11).

DESIGN

This office building/track warehouse facility was designed to be a functional and sturdy structure, although the eastern end does feature extensive ornamental treatment. The two-storey portion begins with a raised concrete foundation leading to the dark brick superstructure on the east (front), north and south façades (Plates 12-14). Rectilinear window openings on the main floor feature stone sills connected by a concrete belt course.[16] The façades are separated by plain brick pilasters, each with bases highlighted by brick laid with deep grooves. Rectilinear window openings on the second-floor feature stone sills; the spandrels embellished with patterned brick panels with concrete corners (Plate 15). Corbelled brick tops the upper storey openings. A concrete belt course, which encircles the entire two-storey building (Plate 16), leads to the stepped cornice with ornamental brick and concrete details.

The one-storey warehouse/freight building rests on a raised concrete foundation with dark brick walls and rectilinear window openings with stone sills (Plate 17). Many of these original openings featured multi-paned window units (Plate 10). The overhanging eaves are supported by oversized wood brackets with unique metal turnbuckle bracing (Plate 18). The track side (north) façade originally featured a concrete base and brick superstructure and a series of large doors topped by multi-paned window units (Plates 19-20). The overhanging eaves are narrow and unbracketed. The rear (west) façade was designed windowless, although the western extension also completed in 1911 featured a large loading door, now bricked in (Plate 21).

Although much of the building retains its originality in terms of materials and detailing, significant alterations have been made to openings with the closure of many windows and doors, and the replacement of many of the original window and door units (Plate 22).

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16 "Front-End-Elevation," Architect's plans, #2410/1911.

INTERIOR

According to the architect's plans #2410/1911, the office portion included a full basement, a ground floor with agent's office, freight office, stationary room, walk-in vault, and "Warm Room" (Plate 23). The second floor was divided into 5 rooms and men's and women's washrooms (Plate 24). The freight room to the west included 7.6 cm. plank underflooring covered in maple flooring, 2 sets of scales, and open storage space.

In the early 1970s, the track warehouse and office space were converted into a community centre with space for individual programs and groups (Plates 25-26). There are at present, 6 units in the building:

- Unit 1 – meeting space (Plate 27), Sergeant Tommy Prince MM Royal Canadian Army Cadet Corps (PPCLI) in the basement and on the ground floor (Plate 28), weight room (Plate 29), and City of Winnipeg office on the second floor (Plate 30);
- Unit 2 –daycare (Plate 31);
- Unit 3 – gymnasium (Plate 32);
- Unit 4 – Winnipeg Boys and Girls Club; and
- Units 5 and 6 – Central Winnipeg Community Centre, bingo hall and event centre (Plates 33-34)

INTEGRITY

The building stands on its original site. Evidence of shifting of the building is visible at many points on the façades (Plate 35). There have been changes and upgrades to the structure as its use has changed, including the addition of steel I-beams to support the roof at the west end of the building (Plate 36).

STREETSCAPE

The building, essentially an industrial structure, was once located on a large railway right-of-way stretching along Ross Avenue to Sherbrook Street on the west, Ellen Street on the east, and Pacific Avenue on the north (Plates 37-39). Today, the tracks are gone, much of the original residential

property on the south side of Pacific and Ross avenues remains and newer residential development has occurred on the former right-of-way east of Isabel Street.

ARCHITECT/CONTRACTORS

Midland Railway Company used its in-house architect, Samuel L. Bartlett, to design the track warehouse in Winnipeg.[17] Bartlett was born ca.1870 and appears with his wife in the Census of Minnesota, 1905 in St. Paul. It appears he spent approximately a decade heading the Great Northern Railway design office, designing depots, engine houses and other related structures. One of his best-known designs is Glacier Park Lodge, Chalet and passenger station in Glacier Lake Park, Montana (Plate 40).

St. Paul, MN directories from 1915-1920 list him in private practice. He apparently moved west in the early 1920s; his house in Phoenix, AR, built in 1925, is on the United States National Register of Historic Places. No other information on Bartlett has been found.

Contractor for the office/warehouse was local builder James McDiarmid (1855-1934) who also designed many structures in the city and has been given 10 points by the Historical Buildings and Resources Committee (see Appendix II for biographical information).

PERSON/INSTITUTION

The first freight train over the new Midland Railway (Great Northern) line arrived in Winnipeg on December 4, 1911. It was reported that $3-million was spent on the construction of the right-of-way and another $1-million on the line and buildings. Yards "south of Crescent Road" were also completed with over 900 m. of side tracks, caboose and repair track, and an engine house with turntable.[18] A steel bridge was built over the Assiniboine River and five subways were

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17 Winnipeg Tribune, August 3, 1911, p. 5.

18 Manitoba Free Press, December 4, 1911, p. 11.

constructed over Winnipeg street. The Sherbrook Street subway required 4.9 m. of the Orris Block, 926-930 Sherbrook Street to be "cut off" the southern end (Plate 41).[19]

An agreement was reached in 1913 with the Canadian Northern Railway for running rights on its line from Winnipeg to Emerson (the former Northern Pacific and Manitoba Railway). This connection enabled the Midland Railway (Great Northern) to connect to the Great Northern mainline in the U.S.[20]

The other major Midland Railway development in Winnipeg was the construction of a large fruit track warehouse on Ross Avenue east of Isabel Street in 1914 (Plate 42). The original 2-storey brick and concrete structure measured 20.4 x 122.0 m. with an open loading platform on the north (track) side and interior bays on the south side. The facility was divided into 5 sections on the interior (Plate 43).[21]

In 1926, a one-storey banana warehouse was added to the west end of the structure and enlarged two years later.[22] This area became known as "Fruit Row"- all major local fruit wholesalers and retailers obtained their produce from this warehouse for many decades (Plates 44-46).

This building was demolished in the 1970s and replaced by a large residential development including two apartment buildings developed by the Immigrant and Refugee Community Organization of Manitoba Inc.

The Midland Railway Company abandoned its track warehouse in the 1970s. The City of Winnipeg took ownership and converted the space into a multi-tenant community centre, now known as the Freight House (Plate 47). The initial phase of redevelopment was funded by all three levels of

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19 Loc. cit.

20 Canada Rail website, www.canada-rail.com/manitoba/railways/ midland.html.

21 BP #2297/1914, cost of construction was $100,000.

22 BP #100/1926 ($36,900) and #3042/1928. Winnipeg Tribune, January 11, 1926, p. 1. According to this report, the warehouse could handle 18 carloads of bananas daily for distribution throughout the province.

government. Costing approximately $100,000, it was completed as a work-education project by students of R.B. Russell and Tec Voc schools.[23]

It has been home to a number of social and community-base organizations. In 2014, much of the property around the building was redeveloped by David Wagner Associates. The work included the construction of a permanent outdoor hockey rink with two full basketball courts, a new skatepark and the redevelopment of the playground. Associated with these assets were new concrete pathways, sitting areas, refurbished landscape and a special entrance feature.[24]

EVENT

There is no known significant event connected with this building.

CONTEXT

The Midland Railway Building, completed just before World War I, was another example of the nature of Winnipeg's development and a clear example of the city's place as the primary railway hub for all of Western Canada. It's continued use, expansion and upgrades during the mid-century is also an indication of the importance of railroads in Winnipeg's economy and its dependence on U.S. markets and facilities.

LANDMARK

The Midland Railway Building, now the Freight House, is a well-known facility in the neighbourhood.

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[23] City of Winnipeg, Assessment Record, Roll No. 715753 -12-2, PC 80.

[24] Manitoba Association of Landscape Architects website, www.mala.net/portfolio-item/freight-house.

Historical Buildings & Resources Committee
THE CITY OF WINNIPEG

APPENDIX I

CITY OF WINNIPEG - Preliminary Report
Assessment Record

Building Address: 200 Isabel Street (505-555 Ross Avenue)

Building Name: Midland Railway Building

Original Use: office & track side warehouse

Current Use: neighbourhood recreation centre

Roll No. (Old): 13071575300 (20320)

R.S.N.: 152909

Municipality: 12 Ward: 2

Property or Occupancy Code: 80

Legal Description: 9W St. John, Plan 103, Lots 1/34 +

Storeys: 2 & basement & 1 storey

Location: northwest corner Isabel & Ross

Date of Construction: 1911

Construction Type: Masonry

HERITAGE STATUS: COMMEMORATIVE LIST

Building Permits (Plans available: **[M]** Microfilm; **[CS]** City Storage):

- 2410/1911 **[CS]** $45,000 (original); 3311/1911 $18,000 (extra to original); 2851/1973 **[M- Roll 117]** $100,000 (alterations into community centre); 7203/1974 **[M- Roll 638]** (addition to community centre); 9440/1975 **[M- Roll 748]** $100,000 (conversion to community centre, "Phase 4"); 21/1979 **[CS]** $196,000 (interior alterations); 7759/1981 **[CS]** $133,000 (interior alterations); 10073/1987 (new washrooms added)

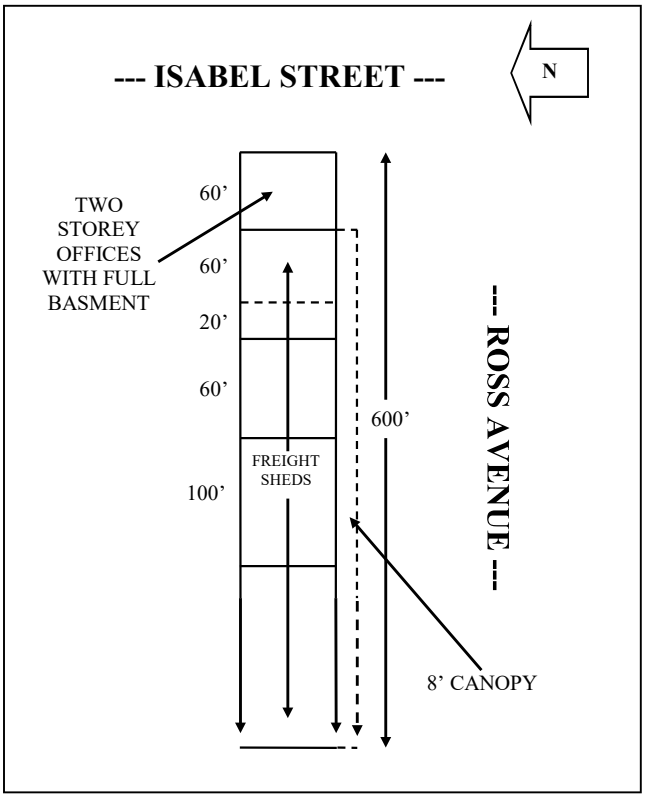
Information:

- - 50 x 60 x 38 and 50 x 540 x 20 + = 654,000 cu. ft.

- Permits 2851/1973 and 7203/1974: 2 storey building- new floor tile, drop ceiling, drywall and joist system to 2nd floor, no change in B; and addition for day-care. Work totalled approximately $100,000, paid for jointly by 3 levels of government as a student work education program for R.B. Russell and Tec Voc students

- Phases: #1- two-storey section; #2- 60' section for daycare; #3- 60' section for craft centre; #4- 100' section for Rec centre; #5- 80' section for teen centre; #6- 100' section for auditorium

- Permit 21/1979- north wall replaced



ARCHITECT: SAMUEL J. BARTLETT

CONTRACTOR: J. McDAIRMID & CO.

Information (continued):

- Permit 7759/1981- long corridor along north side removed, partitioning added

- original walls 2 x 4” framing; 8 x 8” fir columns; ceiling heights 8’ to 14’; south side 8’ wide canopy; north side 3’ eaves

- Wall thicknesses: B- 20” concrete (on concrete footings); 1st- 13” brick; 2nd- 13” brick

- full basement under office section; surface concrete foundation for freight shed section

APPENDIX II

James McDiarmid

James McDiarmid was born March 9, 1855 at Dunkeld, Perthshire, Scotland and trained with his father in carpentry and stone masonry.[1] At the age of 28, he immigrated with his 22-year-old brother John (1861-1943)[2] in April 1883 to join their older brother Donald and his family in Poplar Point, Manitoba (who had been farming there since 1880).[3]

In 1884, James and John moved into Winnipeg, first forming the partnership Murray and McDiarmid with established builder and lumberman George W. Murray. This business lasted until June 1892 and was responsible for the construction of a number of rural railway stations, several Federal Government contracts and several Winnipeg homes. James McDiarmid also began designing buildings by the mid-1890s.

J & J McDiarmid Company was formed in 1892, first concentrating on building homes for clients and as speculative property and a few larger commissions. After 1900, however, their business increased dramatically, both in terms of number of contracts and scale of buildings. Reflective of the increase in business, J. McDiarmid Company Limited was incorporated in 1906[4] with James McDiarmid and Edward Cass (1849-1932), another long-time local contractor, as equal majority shareholders. Minority shareholders included: Peter Muir (civil engineer); J. M. McFarlane (accountant); Thomas Borgford (bricklayer/contractor); Peter McDiarmid (stone mason/contractor); and John McDiarmid (carpenter/contractor).

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1 Biographical information from: Gordon B. McDiarmid, 2014; M. Baker, Symbol in Stone: The Art and Politics of a Public Building (Winnipeg, MB: Hyperion Press Ltd., 1986), p. 78; Who's Who and Why, 1917-18 (Toronto, ON: International Press Ltd., n.d.), p. 910; B.M. Greene, ed., Who's Who in Canada, 1930-31 (Toronto, ON: International Press Ltd., 1932), p. 1438; Winnipeg Free Press, February 26, 1934, p. 15; and Western Canada Contractor and Builder, Vol. 31, No. 3-4 (March-April 1934), p. 22.

2 Main biographical information compiled from: Who's Who and Why, 1917-18, p. 1201; Greene, ed., Who's Who in Canada, 1930-31, p. 1996; Winnipeg Tribune, November 8, 1943, found in: Legislative Library of Manitoba, Manitoba Biography Scrapbooks, #B9, p. 142.

3 A fourth brother, Peter (1857-1915), moved to Poplar Point with his family in 1887.

4 Province of Manitoba, The Manitoba Gazette 35, 29 (July 21, 1906), pp. 945-947.

The newly formed company grew quickly on the strength of numerous large contracts with Canadian Pacific Railway for shop facilities and related structures from Fort William, ON to Vancouver, B.C. The provincial government hired the company in 1915 to complete the Legislative and Law Courts buildings after the original contractor, Thomas Kelly, was dismissed.[5] The McDiarmids also participated in one of the consortia that built the Winnipeg aqueduct.[6]

James McDiarmid was also a co-founder, board member and/or officer of the Winnipeg Building Society (1895), Winnipeg Machinery and Supply Co. (1901), Winnipeg Paint and Glass Co. (1902), Calgary Paint and Glass Co., Edmonton Paint and Glass Co., Winnipeg Construction Co. (1904), and the Marble and Tile Company of Canada (1912).[7]

Among his other activities, McDiarmid was active in curling circles as a bonspiel competitor, a founder and president of the Granite Curling Club, and a president of the Manitoba Curling Association. He collected art, did some amateur painting, and supported the establishment of the Winnipeg Art Gallery (1912) and Winnipeg School of Art (1913). He also was a long-time member of the Winnipeg Public Parks Board and the Playgrounds Commission, the powers of which were transferred to the Parks Board in 1919.[8] During his terms, which extended from the 1910s to 1931,[9] McDiarmid was particularly noted for his work on the development of Kildonan Golf Course that opened in 1921 as a public facility. His contributions were recognized through honorary life memberships in both the Winnipeg Art Gallery[10] and Parks Board.[11]

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5 M. Baker, op. cit., pp. 78 and 97.

6 Winnipeg Construction Association, "Shoal Lake Aqueduct," MANCON Report, pp. 14-16.

7 Compiled from Provincial Archives of Manitoba, P3756, File #4, Fonseca, William Gomez da, "Correspondence and Papers, 1853-1908, 1917," including a copy of Rules of the Winnipeg Building Society for 1895; Henderson's Winnipeg Directory, 1902; Who's Who and Why, 1917-18, p. 910; Province of Manitoba, The Manitoba Gazette 33, 35 (August 27, 1904), pp. 632-634; and Province of Manitoba, The Manitoba Gazette 41, 51 (December 21, 1912), pp. 2584-2585.

8 City of Winnipeg, City Clerk, Municipal Manual, 1920, p. 32.

9 Ibid., 1918-21, 1927, 1929, 1931. McDiarmid served at least two terms as Parks Board chairman (1919 and 1920) and one as Playgrounds Commission chairman (1920).

10 Winnipeg Free Press, February 26, 1934, p. 15.

11 City of Winnipeg, City Clerk, Municipal Manual, 1932, p. 43.

James McDiarmid died in 1934 and after the 1943 death of his brother John, steps were initiated to dissolve The J. McDiarmid Co.[12] The firm subsequently gave notice in late 1946 that it intended to surrender its charter.[13]

A partial inventory of James McDiarmid's work includes (*-denotes projects for which McDiarmid was named both architect and contractor):[14]

Winnipeg
Broadway Drill Hall, 1884 (demolished)
St. George's Church, Isabel Street & Bannatyne Avenue, 1894 (demolished)
* James Penrose House, 232 Bell Avenue (now 444 Logan Avenue), 1894, Grade III
* St. Andrew's Presbyterian Church, 425 Elgin Avenue, 1894-1895 (burned 1968)
Great-West Saddlery Factory/Warehouse, 112-114 Market Avenue, 1898, Grade III
Merrick-Anderson Building & adjoining Donald H. Bain Building, 115 Bannatyne Avenue, 1899-1900, Grade II
Marshall-Wells Warehouse, 123 Bannatyne Avenue, 1900, Grade II
Scott Memorial Orange Hall, 216-218 Princess Street (original design attributed to McDiarmid; final design to Samuel Hooper), 1900-1902, List of Historical Resources [15]
Corbett Block, 611-617 Main Street, 1901, List of Historical Resources
* Cleland Block, 705-707 Main Street, 1901 (demolished)
* Taylor Block, 241-245 Main Street, repairs, 1901 (demolished)
Weston Shops, Canadian Pacific Railway, 1903+
Manitoba Hall, 291½-295 Portage Avenue, 1903 (demolished)
Winnipeg Paint and Glass Co. Building, 179 Pioneer Avenue, 1903 (burned 1907)
Sandison Block, 302-306 Main Street, 1904 (demolished)
* Manitoba Builders Supply Co. Storehouse, Point Douglas Avenue, 1904
Point Douglas Church, 95 Macdonald Avenue, 1905
Customs Examining Warehouse, 145 McDermot Avenue, 1908
Winnipeg Paint and Glass Co. Building, 179 Pioneer Avenue, 1908 (demolished)
* Jacob-Crowley Building, 138 Portage Avenue East, 1909, List of Historical Resources
St. Stephen's Presbyterian Church (Elim Chapel), 546 Portage Avenue, 1910
Canada Building, 352 Donald Street, 1910, Grade III

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12 Province of Manitoba, The Manitoba Gazette 74, 10 (March 10, 1945), p. 248.

13 Province of Manitoba, The Manitoba Gazette 75, 45 (November 9, 1946), p. 1587.

14 Drawn from the files of the City of Winnipeg's Heritage Planner; the City's Record of Building Permits; biographical material on James McDiarmid by sources previously quoted; and items in local newspapers and trade journals (i.e., Construction and Western Canada Contractor and Builder).

15 E. Kisiow and Lisa Murphy, "Scott Memorial Orange Hall, 216-218 Princess Street, Winnipeg, Manitoba," unpublished paper prepared for the Historic Resources Branch, Province of Manitoba, November 1985, pp. 6-7.

James McDiarmid work (continued):

Swift Canadian Co. Building, 312 William Avenue, 1911
Somerset Block, 294 Portage Avenue, addition of upper storeys, 1911
Midland Railway Office & Track Warehouse, 200 Isabel Street, 1911
* St. Stephen's House (annex to St. Stephen's Presbyterian Church), 299 Young St., 1911-1912
Cumberland (Nokomis) Block, 344 Cumberland Avenue, 1912
Bank of Ottawa, 363 Main Street, addition, 1912 (demolished)
* Winnipeg Industrial Bureau Exhibition Building, 267 Main Street, addition, 1912-1913 (demolished)
Notre Dame Investment (Commercial) Building, 169 Pioneer Avenue, 1912-1913 (demolished)
Pantages (Playhouse) Theatre, 180 Market Avenue, 1913-1914, Grade II
Dr. C.W. Gordon House, 54 West Gate, 1913, Grade II
Knox Presbyterian (United) Church, 400 Edmonton Street, 1914-1917, List of Historical Resources
Completion of the Manitoba Legislative & Law Courts buildings, Broadway, 1915-1920
Public Press Building, 290 Vaughan Street, 1917, Grade III
Gardener's Cottage, for R.A. Rogers, 64 Nassau Street, 1922 (demolished)
All Saints Anglican Church, 521 Broadway, 1926, List of Historical Resources
Manitoba Telephone System Building, 166 Portage Avenue East, 1930-1931, List of Historical Resources
Science Building, University of Manitoba, Fort Garry campus, 1931-1932

Outside Winnipeg
Participation in construction of the Winnipeg (Shoal Lake) aqueduct in a consortium with J.P. and J.H. Tremblay and Edward Cass, 1914-1919
Dominion Government Customs House, Calgary, pre-1916
Provincial Court House, Port Arthur, 1923
T. Eaton Co. Department Store, Calgary, 1928-1929
Canadian Pacific Railway roundhouses, machine shops and other facilities, Western Canada
Revillon Building, Edmonton, date unknown
Georgia-Harris Viaduct, Vancouver, date unknown

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Plate 1 – Construction on Main Street, with considerable commercial development on both sides of the street, ca.1880. (Archives of Manitoba, Elswood Bole Collection 4, N13801.)

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Plate 2 – The Manitoba Hotel, corner Main Street and Water Avenue, ca.1895. (Montana Historical Society.)



Plate 3 – The charred remains of the Manitoba Hotel, 1899. (University of Manitoba, Special Archives, Winnipeg Tribune Pictures Collection, PC 18/7192/18-6236-123.)

200 ISABEL STREET (505-555 ROSS AVENUE)
MIDLAND RAILWAY BUILDING

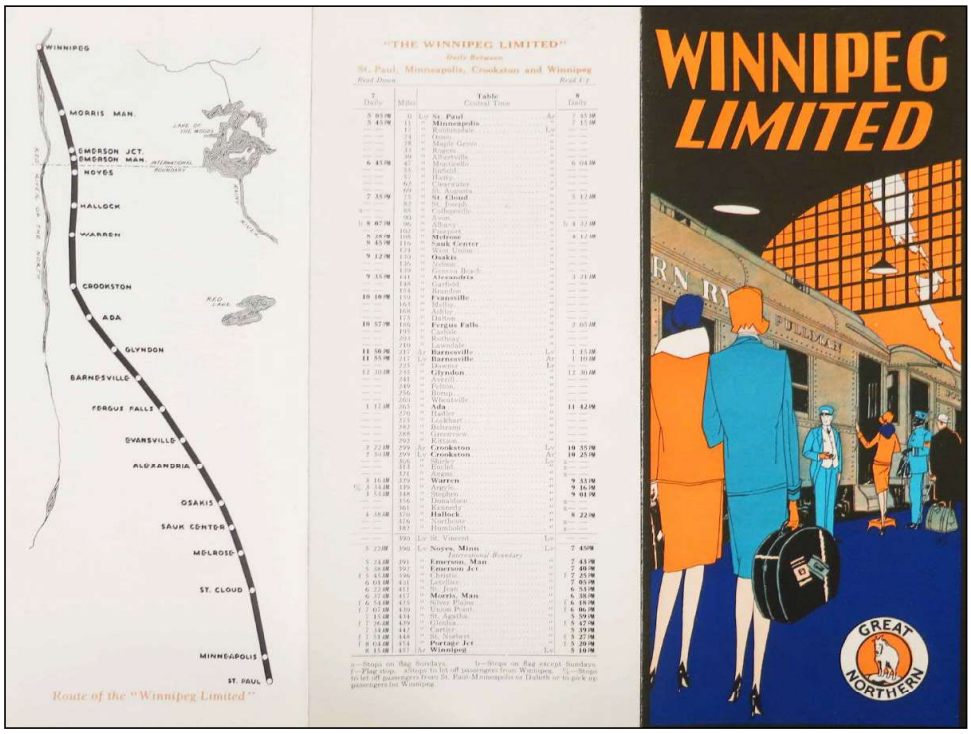
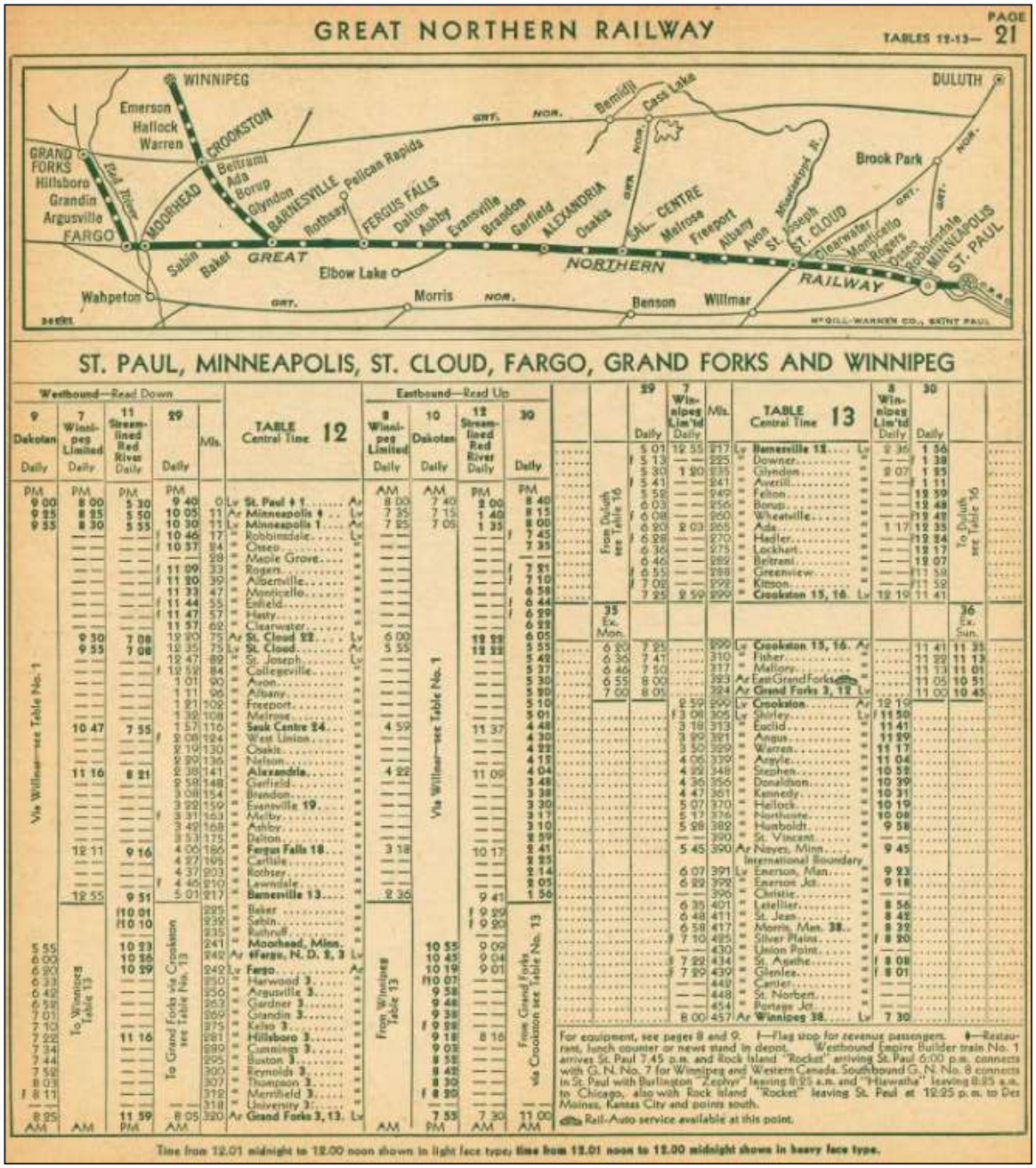




Plate 4 – "Winnipeg Limited" brochure, Great Northern Railway, 1924. (Streamliner Memories, https://streamlinermemories.info/?p=18623, no date.)

200 ISABEL STREET (505-555 ROSS AVENUE)
MIDLAND RAILWAY BUILDING



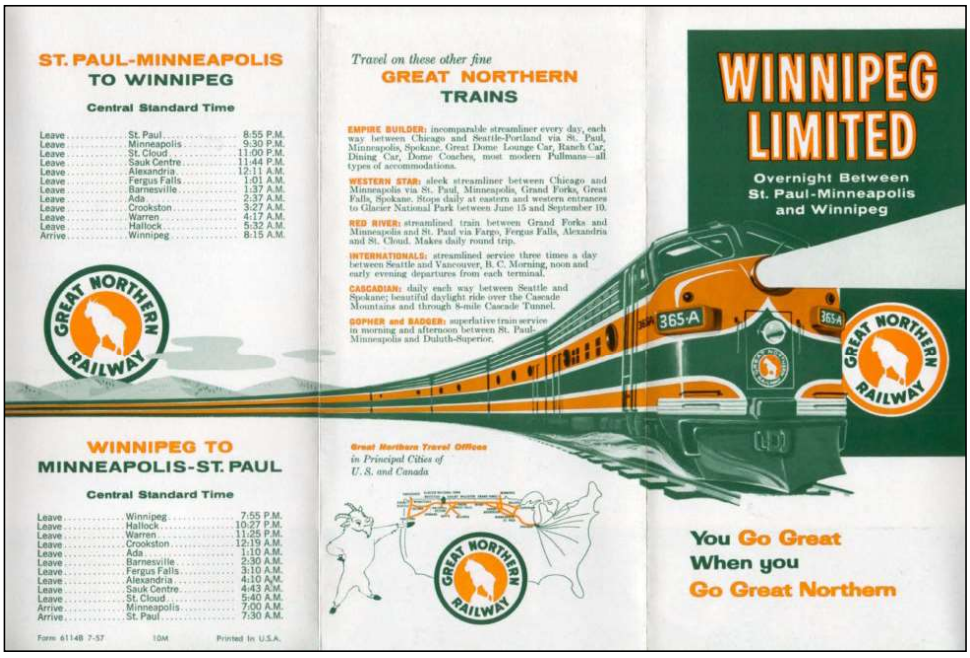
GREAT NORTHERN RAILWAY

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TABLES 12-13—

ST. PAUL, MINNEAPOLIS, ST. CLOUD, FARGO, GRAND FORKS AND WINNIPEG

Plate 5 – The schedule for the Great Northern Railway service between St. Paul, MN and Winnipeg, 1950. (https://rollymartincountry.blogspot.com/2018/01/great-northern-railway-1950-public_27.html.)



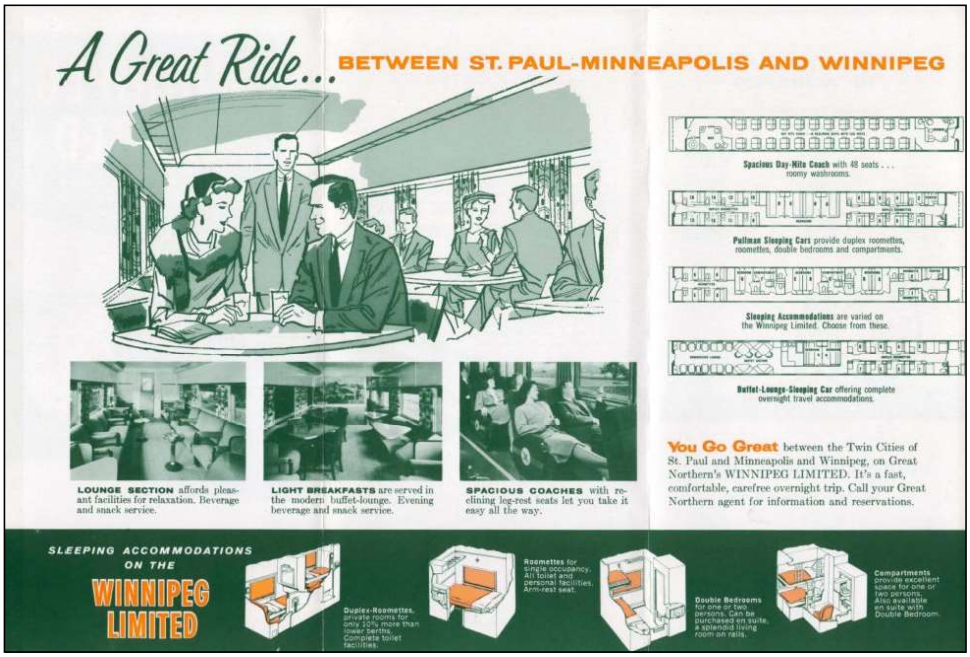


Plate 6 – Winnipeg Limited brochure, Great Northern Railway, 1960. (Streamliner Memories, https://streamlinermemories.info/?p=2157, no date.)

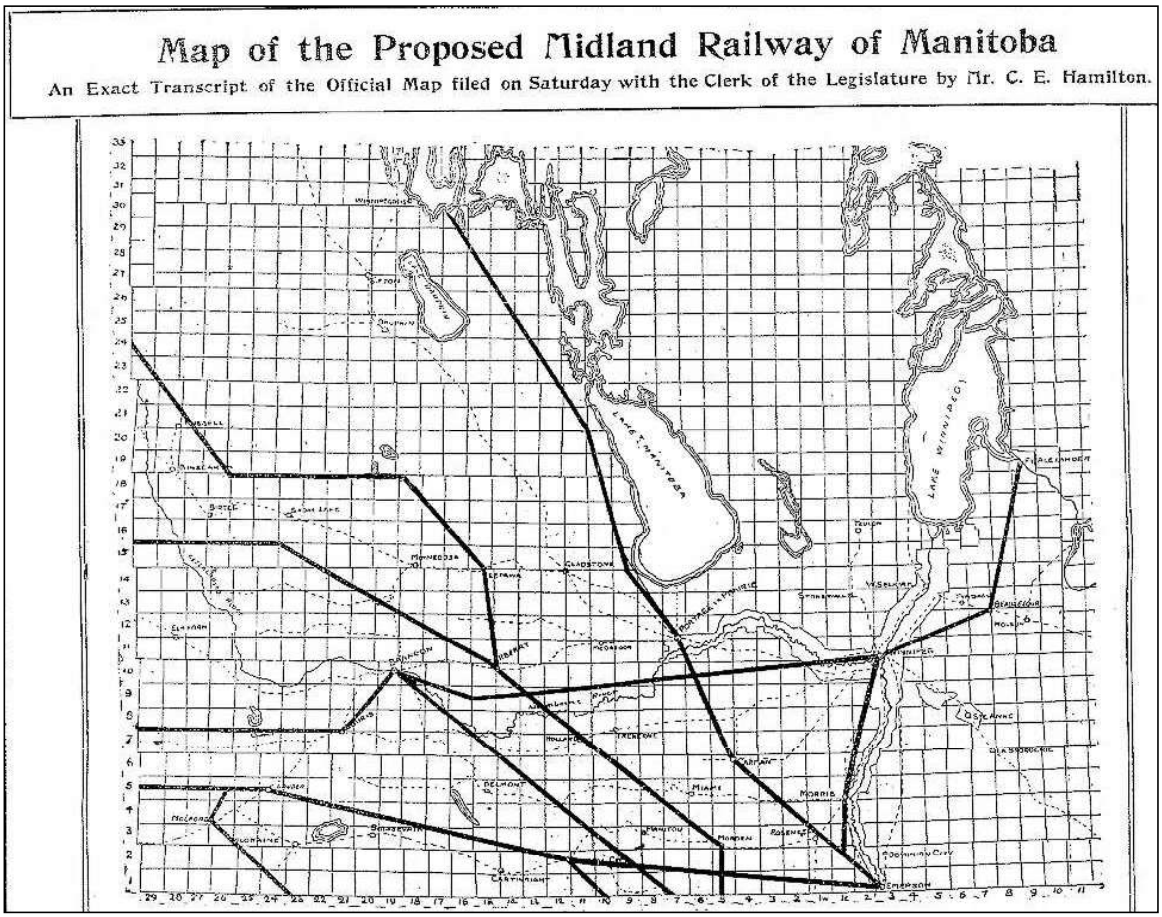


Plate 7 – Map of the proposed lines of the Midland Railway of Manitoba, 1903. (Manitoba Free Press, February 23, 1903, p. 1.)

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MIDLAND RAILWAY BUILDING

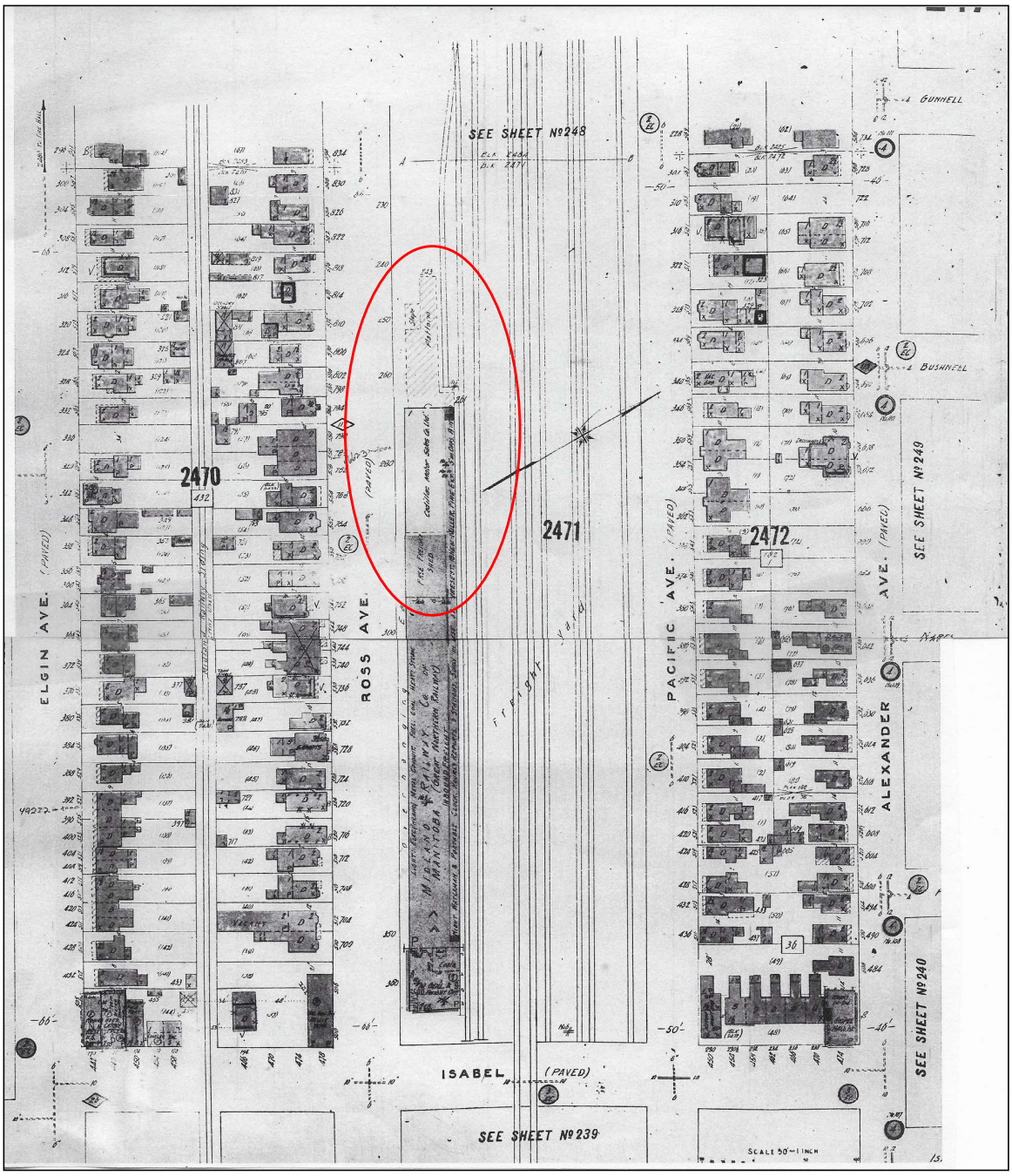


Plate 8 – Fire Atlas, Winnipeg, showing the Midland Railway office/warehouse and freight yard, 1917. Western extension circled. (Fire Atlas, Vol. II, Sheet 247, December 1917.)



Plate 9 – Steam Engine No. 5, Midland Railway Company of Manitoba, 1947. (Old Time Trains website, Bud Laws Collection.)

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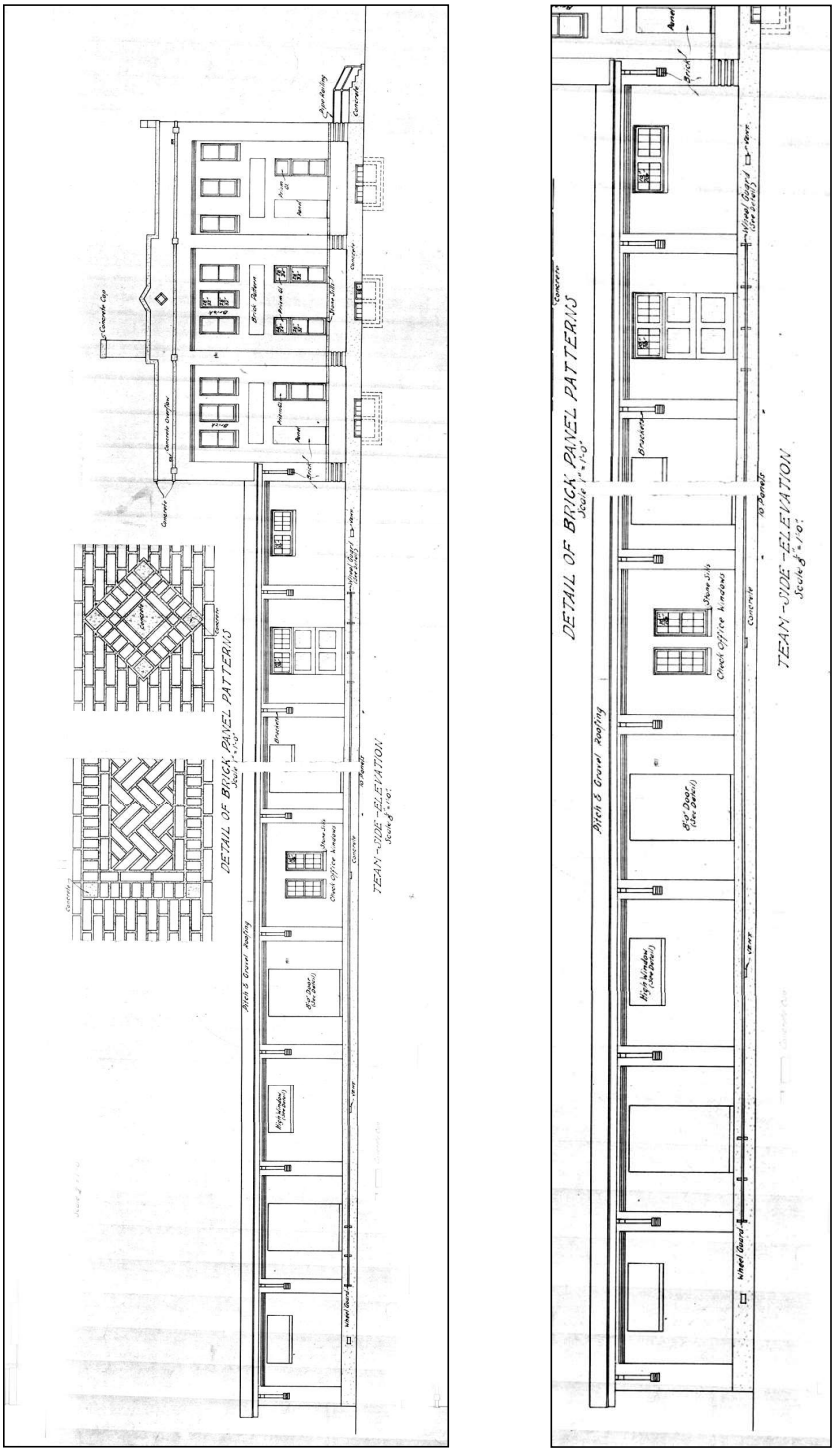


Plate 10 – Midland Railway Building, 200 Isabel Street, "Team Side Elevation" and detail, architect's plans #2410/1911. (City of Winnipeg, Records Management Division.)

200 ISABEL STREET (505-555 ROSS AVENUE)
MIDLAND RAILWAY BUILDING



Plate 11 – Midland Railway Building, 200 Isabel Street, north façade and 1991 gymnasium addition, 2024. (M. Peterson, 2024.)

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MIDLAND RAILWAY BUILDING



Plate 12 – Midland Railway Building, 200 Isabel Street, front (east) and south façades, 2021. (M. Peterson, 2021.)



Plate 13 – Midland Railway Building, 200 Isabel Street, front (east) and south façades, 2021. (M. Peterson, 2021.)

200 ISABEL STREET (505-555 ROSS AVENUE)
MIDLAND RAILWAY BUILDING



Plate 14 – Midland Railway Building, 200 Isabel Street, north façade, 2021. (M. Peterson, 2021.)

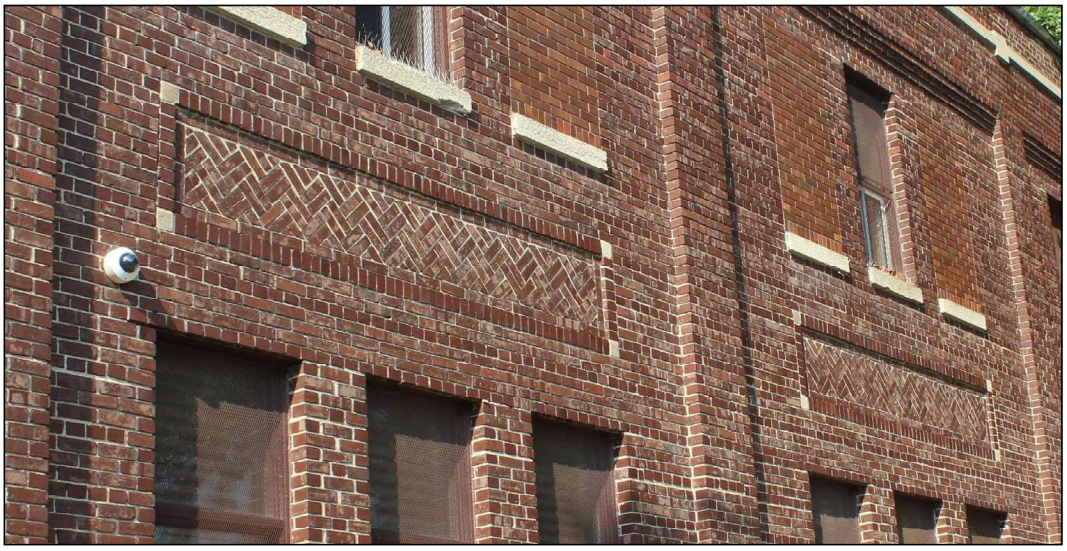


Plate 15 – Midland Railway Building, 200 Isabel Street, close up of spandrels, north façade, 2021. (M. Peterson, 2021.)

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Plate 16 – Midland Railway Building, 200 Isabel Street, south and west façades of two-storey portion, 2013. (M. Peterson, 2013.)



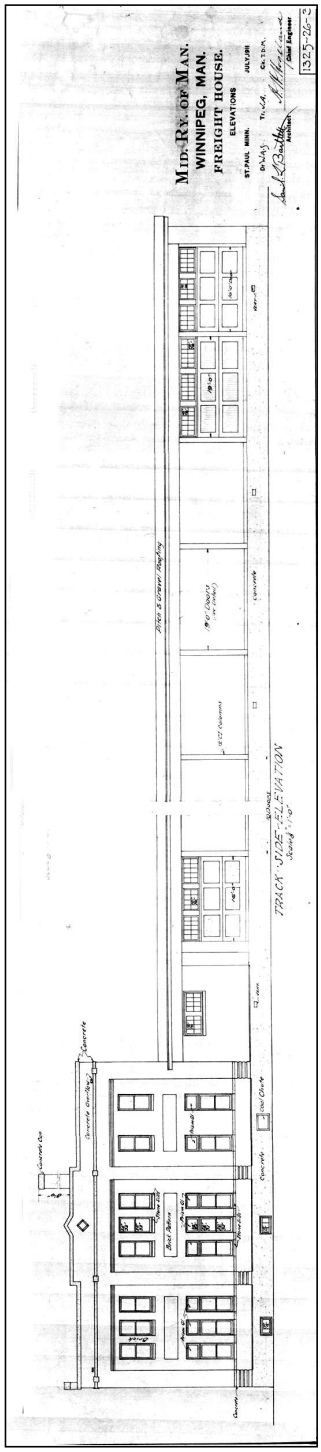
Plate 17 – Midland Railway Building, 200 Isabel Street, south façade, 2021. (M. Peterson, 2021.)

200 ISABEL STREET (505-555 ROSS AVENUE)
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Plate 18 – Midland Railway Building, 200 Isabel Street, metal turnbuckle bracing, south façade, 2024. (M. Peterson, 2024.)

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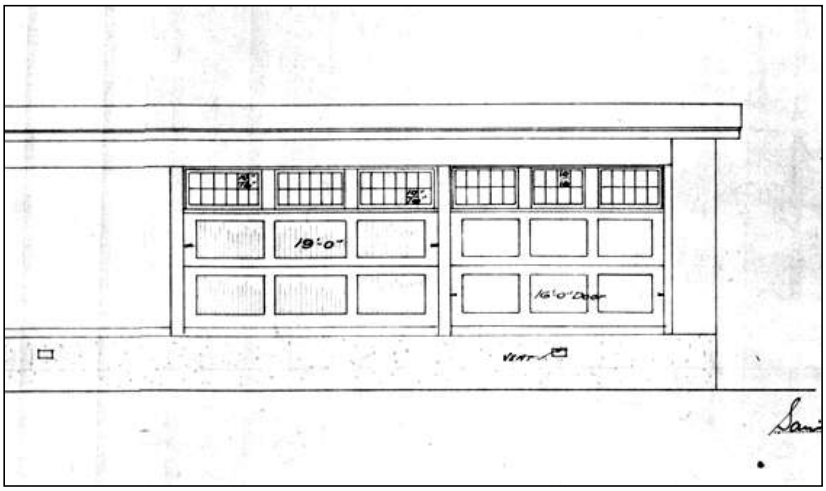


Plate 19 – Midland Railway Building, 200 Isabel Street, "Track Side Elevation" and detail, architect's plans #2410/1911. (City of Winnipeg, Records Management Division.)

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Plate 20 - Midland Railway Building, 200 Isabel Street, north and west façades, ca.1971. Looking east from Sherbrook Street, the tracks have been removed from the freight yards. (Historical Buildings and Resources Committee Collection.)

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Plate 21 – Midland Railway Building, 200 Isabel Street, north and west façades, 2021. (M. Peterson, 2021.)



Plate 22 – Midland Railway Building, 200 Isabel Street, west end of the north façade, showing the bricking in of the original openings, 2024. (M. Peterson, 2024.)

200 ISABEL STREET (505-555 ROSS AVENUE)
MIDLAND RAILWAY BUILDING

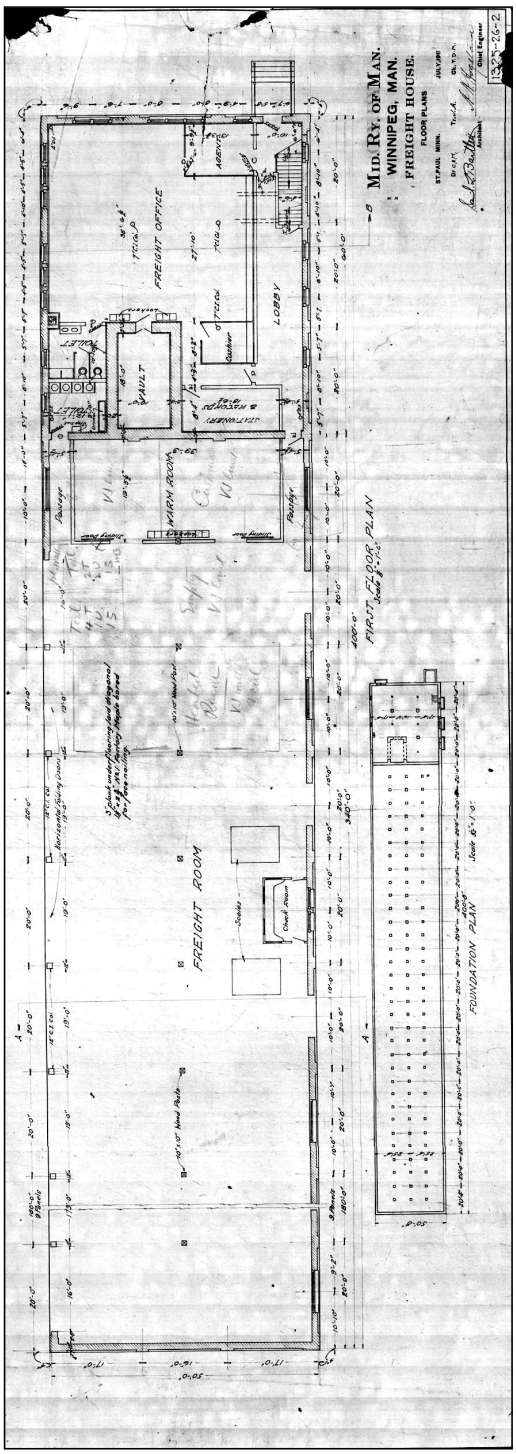


Plate 23 – Midland Railway Building, 200 Isabel Street, "First Floor Plan," architect's plans #2410/1911. (City of Winnipeg, Records Management Division.)

200 ISABEL STREET (505-555 ROSS AVENUE)
MIDLAND RAILWAY BUILDING

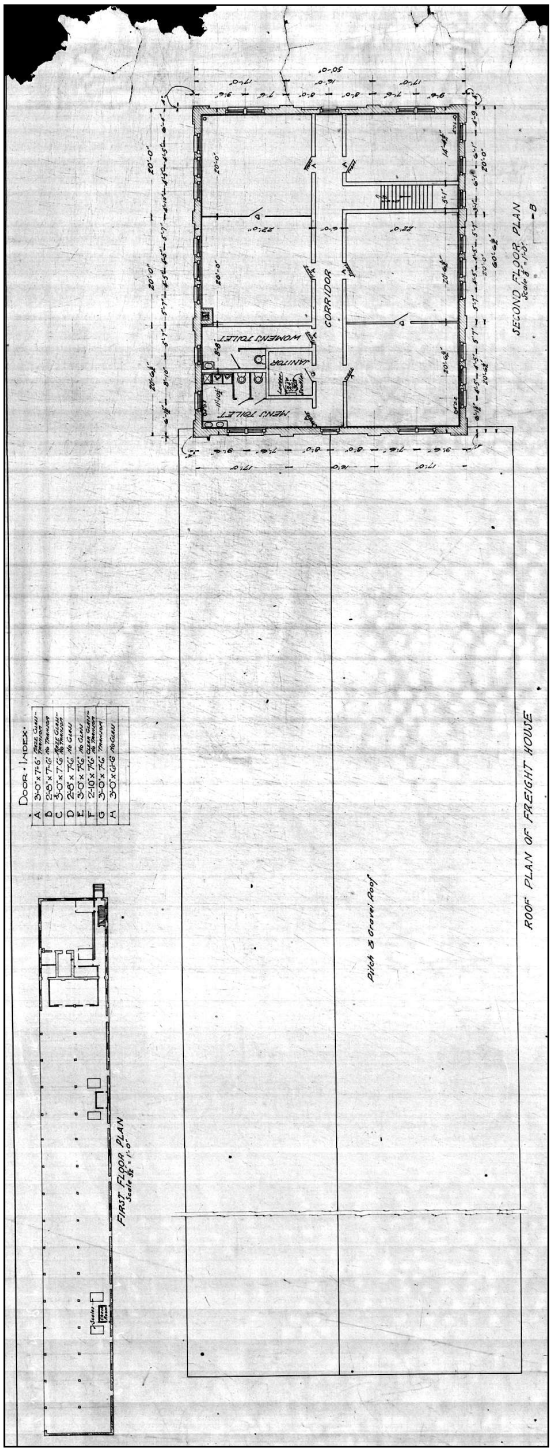


Plate 24 – Midland Railway Building, 200 Isabel Street, "Second Floor and Roof Plans," architect's plans #2410/1911. (City of Winnipeg, Records Management Division.)

200 ISABEL STREET (505-555 ROSS AVENUE)
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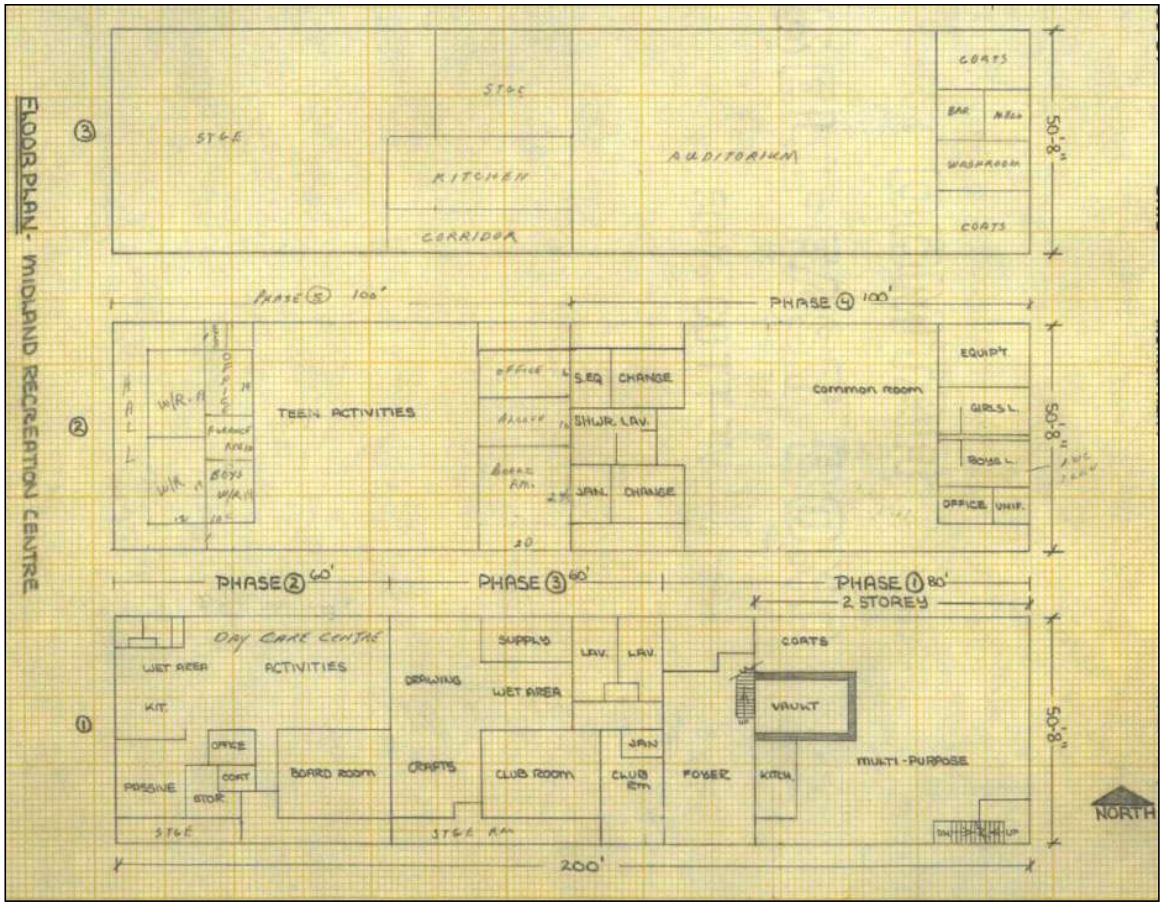


Plate 25 – Midland Railway Building, 200 Isabel Street, interior space after multi-phased renovations into community centre, 1975. (City of Winnipeg, Assessment Record, Roll No. 715753-12-1, PC 80.)

200 ISABEL STREET (505-555 ROSS AVENUE)
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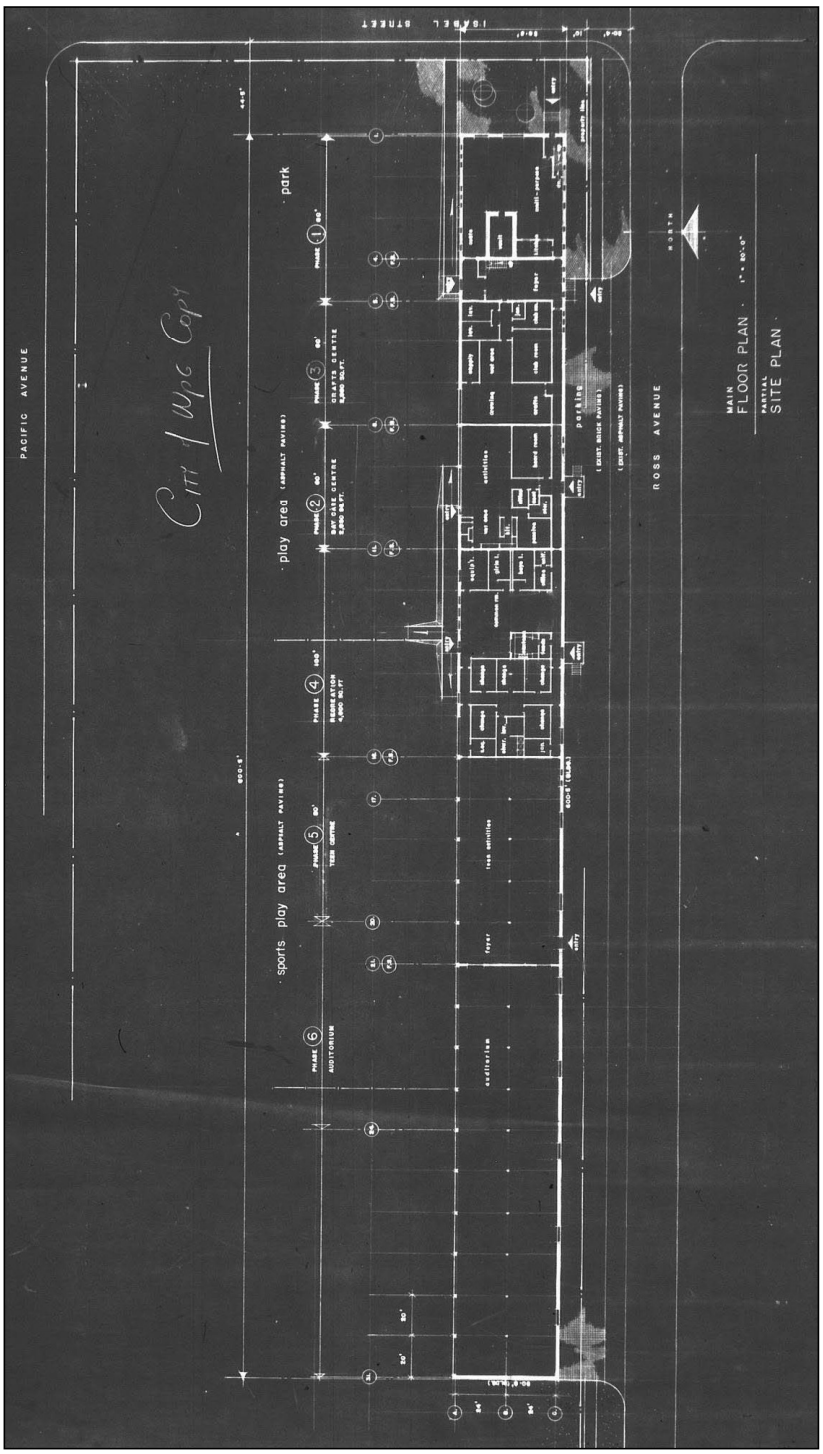


Plate 26 – "Main Floor" and "Site Plan," architect's plans #9440/1975. (City of Winnipeg, Records Management Division.)

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MIDLAND RAILWAY BUILDING



Plate 27 – Midland Railway Building, 200 Isabel Street, Unit 1, main floor meeting space, 2021. (M. Peterson, 2021.)



Plate 28 – Midland Railway Building, 200 Isabel Street, Sergeant Tommy Prince MM Royal Canadian Army Cadet Corps (PPCLI) space, 2021. (M. Peterson, 2021.)



Plate 29 – Midland Railway Building, 200 Isabel Street, Unit 1, second floor weight room, 2021. (M. Peterson, 2021.)

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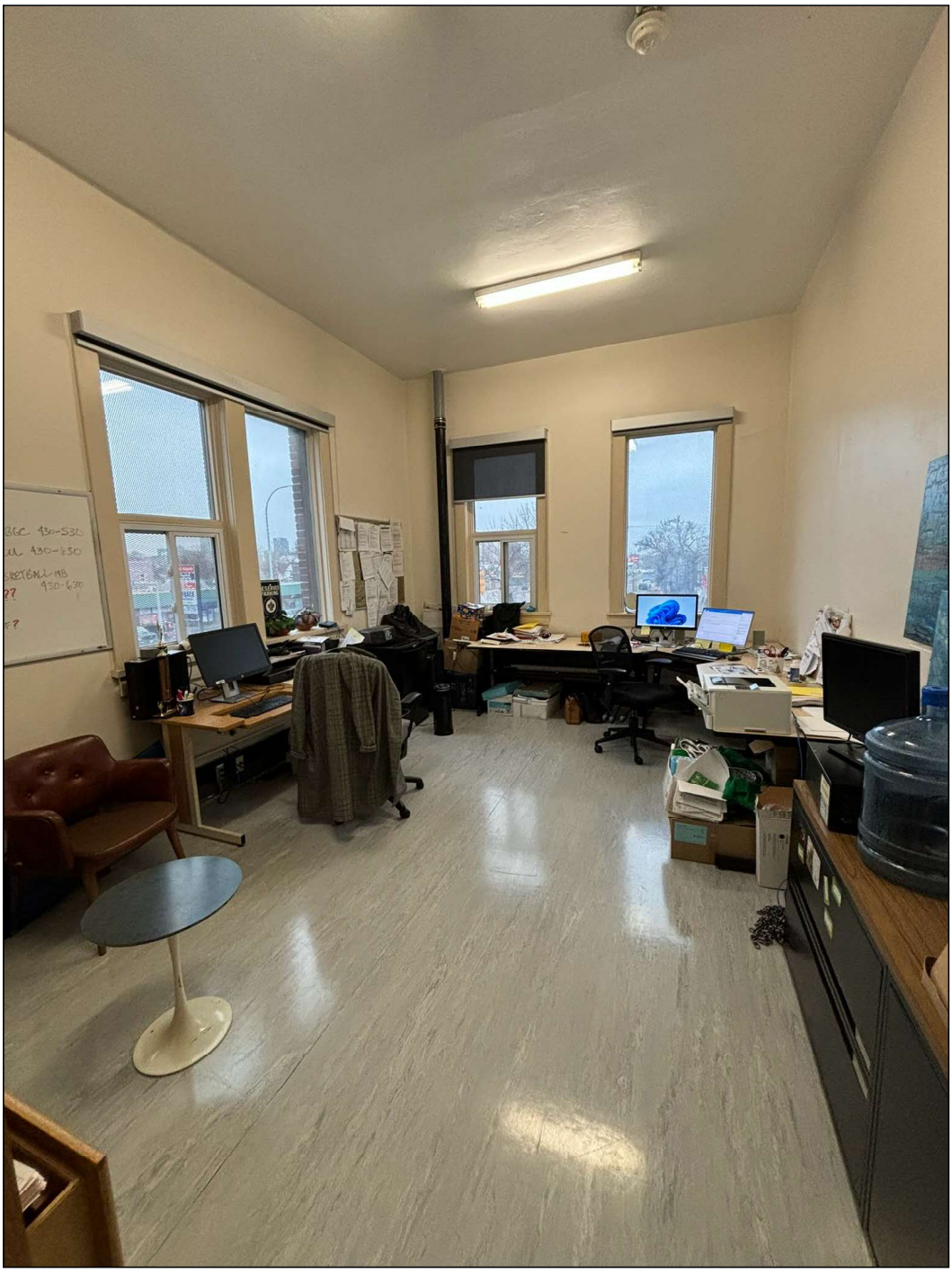


Plate 30 – Midland Railway Building, 200 Isabel Street, Unit 1, second floor office, 2024. (M. Peterson, 2024.)

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Plate 31 – Midland Railway Building, 200 Isabel Street, Freight House Early Learning and Care Inc. space, 2021. (M. Peterson, 2021.)

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Plate 32 – Midland Railway Building, 200 Isabel Street, Freight House gymnasium, 2021. (M. Peterson, 2021.)



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Plate 33 – Midland Railway Building, 200 Isabel Street, Central Community Centre, Unit 5, 2024. (M. Peterson, 2024.)

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Plate 34 – Midland Railway Building, 200 Isabel Street, Central Community Centre, Unit 6, 2021. (M. Peterson, 2021.)

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Plate 35 – Midland Railway Building, 200 Isabel Street, façade cracking, 2024. (M. Peterson, 2024.)



Plate 36 – Midland Railway Building, 200 Isabel Street, Central Community Centre, Unit 6, steel I-beam support, 2024. (M. Peterson, 2024.)

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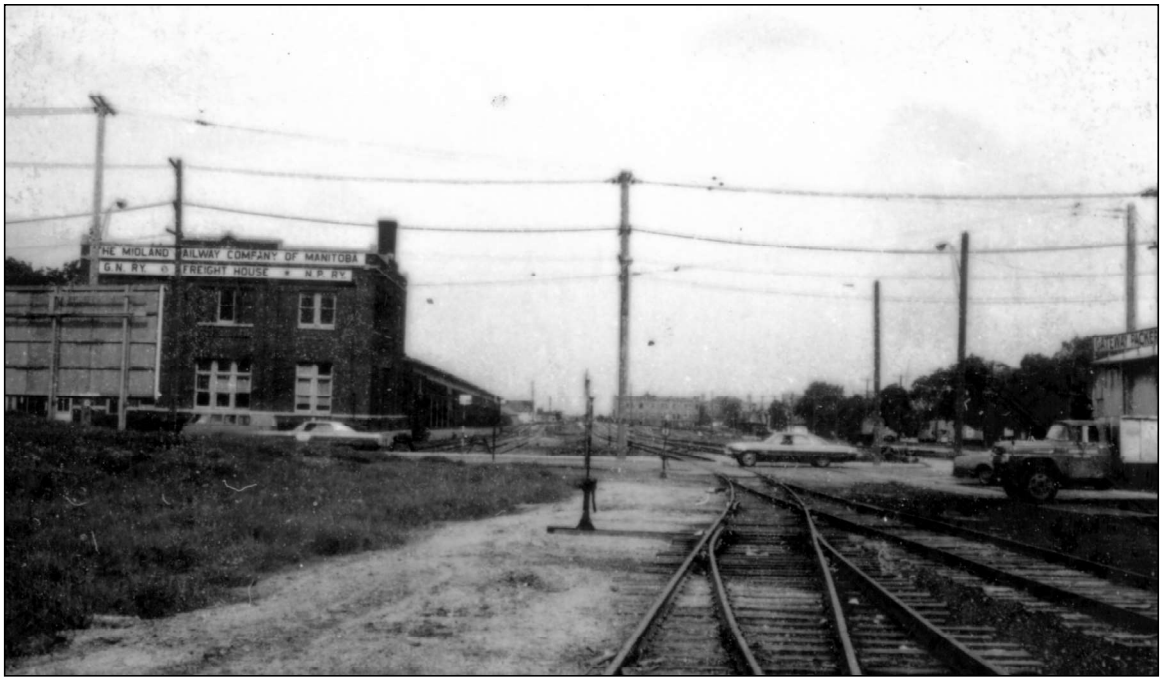


Plate 37 – Midland Railway Building, 200 Isabel Street (north and east façades), looking west from east of Isabel Street, ca.1965. (Historical Buildings and Resources Committee Collection.)



Plate 38 – Midland Railway Building, 200 Isabel Street (north and west façades), looking east from Sherbrook Street down the right-of-way, ca.1965. (Historical Buildings and Resources Committee Collection.)

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Plate 39 – Image of the Midland Railway Building from the east, date unknown. Although there is no signage, the outdoor hockey rinks to the north of the building suggest it is being converted into a community centre, ca.1974. (Historical Buildings and Resources Committee Collection.)

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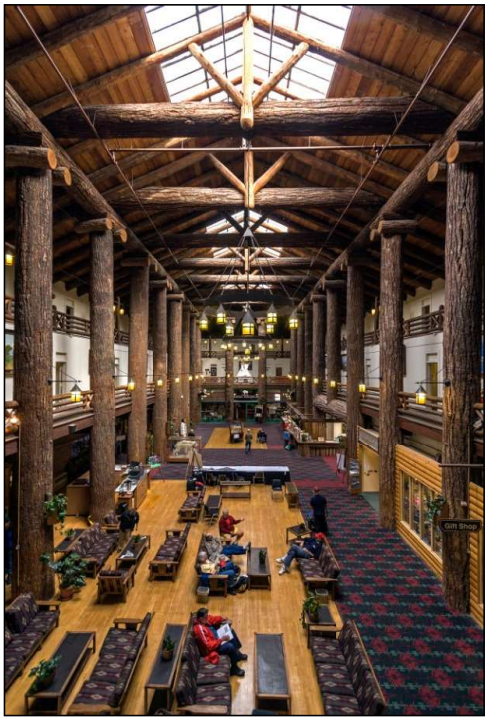


Plate 40 – Glacier Park Lodge, Glacier Lake Park, Montana, (date unknown) and lobby (2010), designed by Samuel J. Bartlett. The facility was opened in 1913.

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MIDLAND RAILWAY BUILDING



Plate 41 – Orris Block, 926-930 Sherbrook Street with Midland Railway subway to the left, ca.1961. When the subway was approved in 1911, 4.9 metres were demolished from the south end of the block, which was owned by the railway. (Historical Buildings and Resources Committee Collection.)

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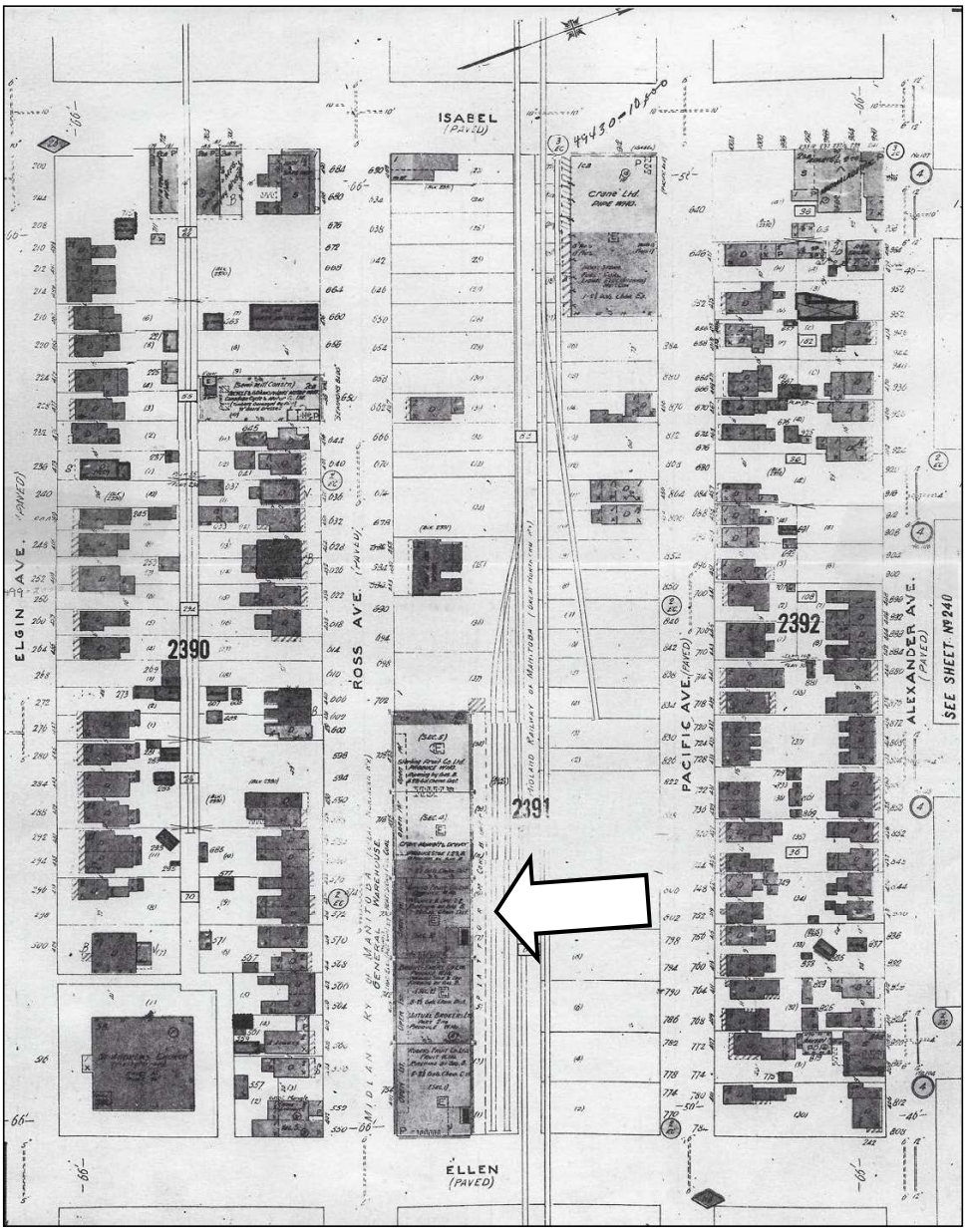


Plate 42 – Fire Atlas, Winnipeg, showing the Midland Railway office/warehouse and freight yard, 401-433 Ross Avenue, 1917. (Fire Atlas, Vol. II, Sheet 239, December 1917.)

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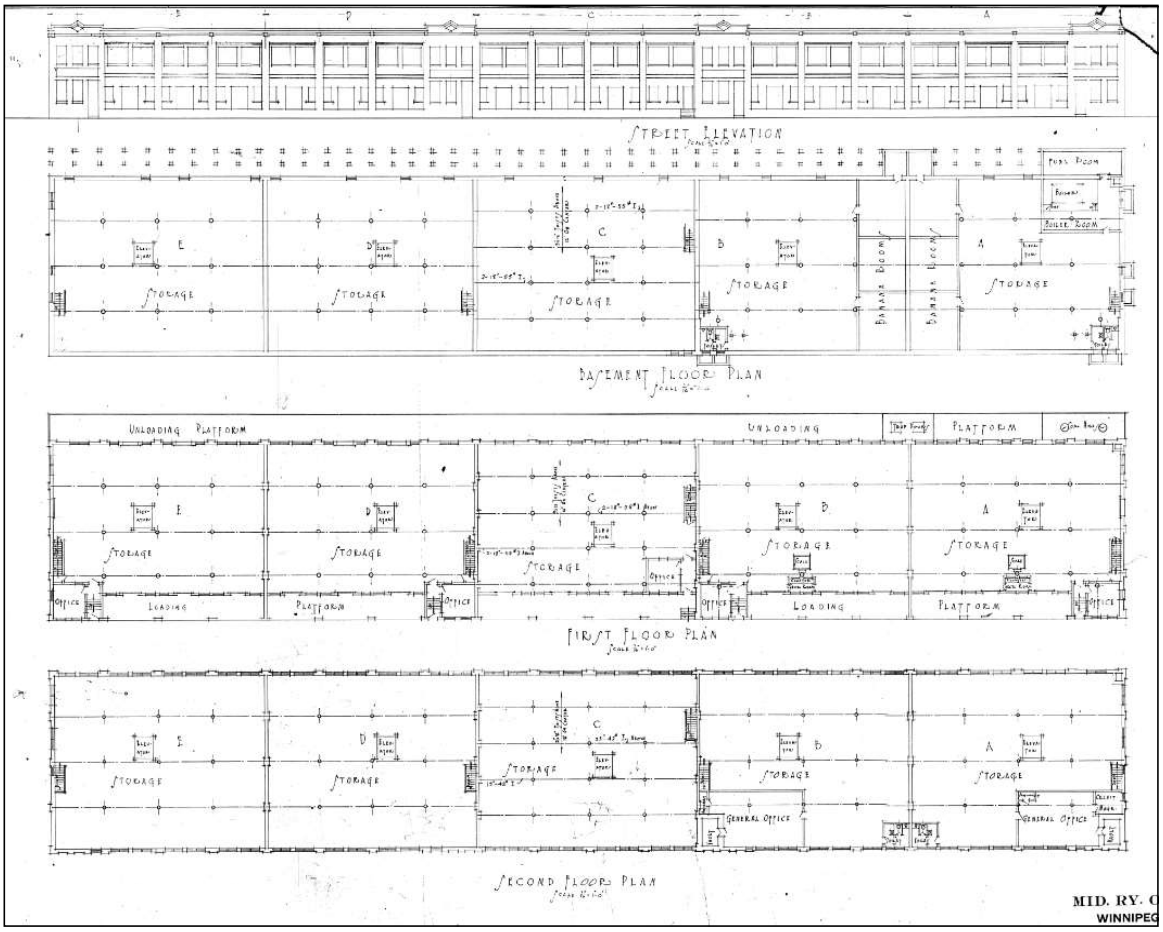


Plate 43 – Midland Fruit Track Warehouse, 401-433 Ross Avenue, Architect's plans #2297/1914. (City of Winnipeg, Records Management Division.)

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Plate 44 – Midland Fruit Warehouse, 401-433 Ross Avenue, south façade, ca.1935. (Historical Buildings and Resources Committee Collection.)

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Plate 45 – Midland Fruit Warehouse, 401-433 Ross Avenue, north façade, ca.1962. (Historical Buildings and Resources Committee Collection.)



Plate 46 – Midland Fruit Warehouse, 401-433 Ross Avenue, south façade, 1973. (Historical Buildings and Resources Committee Collection.)

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Plate 47 – Freight House – Central Community Centre, 200 Isabel Street, front (east) and north façades, ca.1975. (Historical Buildings and Resources Committee Collection.)