



**130 GALT AVENUE
(95 & 115 ALEXANDER AVENUE)**

**T. EATON COMPANY PRINTING PLANT &
TRACK WAREHOUSE**

City of Winnipeg
Historical Buildings & Resources Committee
Researcher: M. Peterson
March 2017

130 GALT AVENUE – T. EATON COMPANY PRINTING PLANT & TRACK WAREHOUSE

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

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.

But between the factories of the Point and the warehouses of the East Exchange was a small pocket of residential development, along George Avenue, Robert Avenue, Lily Street and others. It would be well past World War I before the pre-1900 single family dwellings and duplexes of the area were replaced by non-residential structures (Plate 4). A 1927 newspaper article described the city-wide replacement of older homes by modern building and used the “striking example” of the T. Eaton Company demolishing 20 occupied homes “to make way for a large building.”⁷ It was, in fact, the second “modern building” constructed by Eaton’s on this block, the original structure, built in 1926 at the east end, was the new printing plant, the second, an attached track warehouse, was

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.

⁷ Manitoba Free Press, April 30, 1927, p. 24.

begun in May 1927⁸ at finished by year's end filling the entire block from Alexander to Robert (now Galt) avenues east from Lily Street to the WTR right-of-way (now Waterfront Drive) – Plate 5.

STYLE

This massive structure is an early local example of the Art Deco Style, popular in North America from the late 1920s to the 1940s.⁹ Art Deco emphasized smooth façades, hard edges and low-relief ornamentation, often a series of repeating geometric forms around windows, doors and along the roofline. The straightness of the style often found expression in square-headed windows, arranged in prominent vertical bays. Classical architecture based ornamental elements, such as pilasters and entablatures were often used. Detailing could utilize naturalistic themes – animals, flowers, rainbows, etc. – or celebrate the machine age with airplanes, bridges and other structures.

In Winnipeg, the downturn in the local economy associated with the Great Depression limited the amount of capital available for building construction during this period, but there are several excellent examples of the style:

- Manitoba Archives Building (former Civic Auditorium), 200 Vaughan Street (built 1932)
- Federal Building, 269 Main Street (built 1935) – Plate 6
- Women's Tribute Memorial Lodge, 200 Woodlawn Street (1930-1931) – Grade II
- Manitoba Telephone System Building, 166 Portage Avenue (1930)

CONSTRUCTION

With 278,709 square metres of interior space and costing over \$½-million, the T. Eaton Company building on Galt Avenue is an extraordinary structure. It fills an entire city block and the two-storey solid brick building with limestone accenting rests on a foundation and structural support system of reinforced concrete. This structure was designed and built to hold three more

⁸ Manitoba Free Press, May 7, 1927, p. 24.

⁹ L. Maitland et al., A Guide to Canadian Architectural Styles (Peterborough, ON: Broadview Press, 1992), pp. 139-140; and Identifying Architectural Styles in Manitoba (Winnipeg, MB: Department of Culture, Heritage and Citizenship, Historic Resources Branch, 1991), pp. 30-31.

floors should the retail giant have needed more space. According to City records, the printing plant portion (east end, 49.7 x 36.3 x 13.7 metres) was started in April 1926 and completed by September; the track warehouse (west end, 127.8 x 36.3 x 13.7 metres) was started in June 1927 and finished by November.¹⁰

This factory/warehouse was designed utilizing the Turner four-way flat-plate slab and mushroom column system or “Spiral Mushroom System”. It was developed in 1909 and originally patented in 1911 by Claude Allen Porter Turner (1869-1955), bridge engineer and reinforced concrete pioneer.¹¹ The system made for extremely thin floors (which reduced the amount of concrete needed), made mechanical and electrical installations easier because of the lack of beams and joists and reduced construction time and therefore labour costs because formwork for the beams was unnecessary.¹² The 1914-built J.R. Watkins Company Warehouse, 90 Annabella Street, is another large structure utilizing this system.

DESIGN

The entire building rests on a raised concrete foundation topped with an interrupted band of limestone followed by the polychromatic solid brick walls of the superstructure rising above them (Plate 7). The east end, the original building (printing plant) features three façades (north, south and east) all divided into bays by wide pilasters with stone bases and an ornate stone capital with a diamond-shaped stone “E” for Eaton’s (Plate 8). These pilasters are further embellished at the corners, where deep vertical grooves and stone capping were added, connected by stone cornices with stone pendants (Plate 9). These corners are finished with raised stone capped parapets with angular vertical brick elements (Plate 10).

In between the wider pilasters are matching thinner brick pilasters dividing each bay into three, filled by windows and doors in rectilinear openings. These pilasters are topped by angular stone

¹⁰ City of Winnipeg Assessment Record, Roll No. 13081092000 (below as AR).

¹¹ “C.A.P. Turner Collection,” Northwest Architectural Archives, Manuscripts Division, University of Minnesota, online, <http://special.lib.umn.edu/findaid/xml/naa137.xml>, 2010.

¹² “Vertical Urban Factory” at www.skyscraper.org (The Skyscraper Museum, ©1997-2015).

heads and unadorned stone panels. The windows are multi-paned industrial units (Plate 11), some with smooth-cut stone framing while the doors range from modest entrances to raised openings with overhead loading doors. The flat roofline of this section is embellished with brick corbelling and stone capping. A third floor “lunch room”¹³ is located on the north side of the roof and small, metal-clad lean-to is attached to the east façade (Plate 12).

A year after the plant was built, the western extension was begun. It carries on the architectural language of the original, albeit slightly modified. The same raised concrete foundation wall followed by limestone and brick, a similar series of wide and narrow brick and stone pilasters divide the three façades (north, south and west), banks of industrial windows and doors, some with stone framing, in rectilinear openings and similar design treatment of the northwest and southwest corners (Plates 13 and 14). One modification was the uncovered, raised shallow concrete and metal loading platforms along the entire north façade (Plate 15), some of which has been removed and some replaced by covered docks built in 1983 (Plate 16).¹⁴ Some of the original metal overhead lighting is still extant. On the south façade, a series of stone framed, grade level loading doors are located mid-building (Plate 17) and lead to the interior loading dock.

The roofline of this newer section is more modestly detailed and the west elevation includes metal floral designs (Plate 18). Two metal storage bins were placed on the roof (near the northwest corner) in 1968.¹⁵

The scale and complexity of the design and ornamentation of this factory/warehouse underlines the powerful position held by the T. Eaton Company in Canada’s retail sector and its desire to provide tangible evidence of this through its buildings.

¹³ AR. The room has 2.7-metre ceilings.

¹⁴ Ibid.; and City of Winnipeg Building Permit, #6246/1983.

¹⁵ Ibid.

INTERIOR

No information is available for the original layout of the printing plant, plans do, however, detail the original space in the basement and ground floors of the track warehouse. A single doorway near the southwest corner of the basement connected the new building to the printing plant (no opening was found on the ground floor). The basement was divided, by solid brick walls, into “West,” “Centre” and “East” Sections, with a single doorway connecting them.¹⁶ The west section included stairs in the northwest and southeast corners and a “future elevator” site. The centre section had two “future elevator” sites, an actual elevator and one set of stairs (southeast corner of section) and the east section included a conveyor from the first floor, a “future elevator” site and stairs in the southwest corner.

The first floor, as designed, was divided into a bedding receiving and stock area and repairing and finishing rooms in the west section, furniture assembly in the centre section and unnamed storage space in the east section. As with the basement, solid brick interior walls with sliding metal-clad fire doors separated the sections.¹⁷

The concrete ceilings of the 1926 section are corrugated, and flat in the newer building.

Today, the building is used by the owner, Scott-Bathgate Company and a tenant, W.H. Escott Company. Both use the facility for manufacturing, warehousing and shipping and the building continue to function much as it has since construction (Plates 19-24).

INTEGRITY

The building appears to be in good structural condition for its age and stands on its original site. It has seen some alteration, basement windows filled in with concrete blocks on the east and south sides and the newer covered loading docks on the north side. With many of the windows

¹⁶ Architect’s Plans, “Basement Plan,” No. 2246/1927.

¹⁷ Architect’s Plans, “First Floor Plan,” No. 2246/1927.

and doors still intact, however, the building looks very much like it has since its construction in the 1920s.

STREETSCAPE

Uniquely, this building is part of four streetscapes and is an important contributor to all of them (Plates 25 and 26).

ARCHITECT/CONTRACTORS

Local architect John Woodman (1860-1944) designed the printing plant and the track warehouse. Woodman worked in the City both alone and in partnership beginning in the early 20th century and was responsible for a number of fine buildings (see Appendix II for biographical information). Woodman also designed the company's important Portage Avenue store in 1904-1905. He has been given 20 points by the Historical Buildings and Resources Committee.

Local contracting firms John Gunn and Sons and Claydon Brothers Company built the 1926 and 1927 buildings respectively.¹⁸

John Gunn was born in Scotland in 1850 and immigrated to Canada in 1871, working on the construction crew of the Inter-Colonial Railway in New Brunswick and later on the crew building the Parliament Building in Ottawa. In 1878, he and his family (which would ultimately include 10 children), moved to Stonewall, MB where he took up farming but soon began managing quarries in the area (Stonewall, Stony Mountain, Tyndal, and Gunton). He founded John Gunn and Sons Limited which grew to become one of Western Canada's major contracting firms, building railway bridges across the West, the Calgary aqueduct and the Winnipeg Hydro plant in Pointe du Bois.¹⁹ Locally, some of their larger contracts included:²⁰

¹⁸ BP #541/1926 and #2246/1927.

¹⁹ "Gunn, John," in Memorable Manitobans, Manitoba Historical Society website, http://www.mhs.mb.ca/docs/people/gunn_j2.shtml, April 2014.

²⁰ Compiled from the files of the Historical Buildings and Resources Committee.

Canadian Pacific Railway Station Annex, Higgins Avenue (1911) – demolished
 Clark Brothers Warehouse, 448 Hargrave Street (1912)
 Winnipeg Hydro Sub-Station 1 addition, 54 King Street (1915)
 Amy Street Steam Plant, 21 Amy Street (1923-1924) – demolished
 Calvary Evangelical Church, Alverstone Street (1925)
 Canadian Wheat Board Building, 423 Main Street (1928)
 Royal Court Apartments, 277 River Avenue (1928)

Claydon Brothers was founded in 1904 by Ebenezer (1881-1954) and Arthur Claydon (?-1917), two of the five Claydon brothers.²¹ Ebenezer was born in Deeping St. James, Lincolnshire, England in 1881. After receiving his education in England, he immigrated to Canada in 1902, coming to Winnipeg shortly thereafter and establishing the general contracting firm Claydon Brothers in 1904.²² A third brother, Ernest, came to Winnipeg and joined the firm ca.1912, the year the company's total contracts in Winnipeg totalled nearly three-quarters of a million dollars.²³ Arthur and Ernest enlisted and fought overseas during World War I and Arthur was killed in action in 1917. Ernest returned to Winnipeg and rejoined Claydon Brothers as the secretary-treasurer, with Ebenezer as president.

The firm was reorganized in 1917 and renamed Claydon Company Limited.²⁴ By 1945, it had been expanded to handle home and business fuels and to include five Claydons: Ebenezer; his two sons, Oliver and Gurth E.; and Ernest and his son Rowland. Ebenezer died on February 26, 1954²⁵ and Ernest died in 1976. J. Norman Claydon, a son of Gurth E., was also associated with the business in the 1970s, which ceased operations in the 1990s.

²¹ Much of the biographical and business information on the Claydon family was furnished by Rowland R. Claydon, in conversation with the author, December 1, 1993. R.R. Claydon is the son of Ernest Claydon, brother and partner of co-founders Ebenezer and Arthur.

²² Winnipeg Free Press, February 27, 1954. During his career, Ebenezer Claydon was also president of the Winnipeg Builders Exchange and vice-president of the Canadian Construction Association.

²³ Loc. cit.

²⁴ Manitoba Gazette, Vol. 46, No. 29 (July 21, 1917), pp. 703-704.

²⁵ Winnipeg Free Press, February 27, 1954.

Some of the firm's better known and larger projects include:²⁶

Dominion Bank, 678 Main Street (1907) – Grade II
 Canadian Pacific Railway Immigration Office, Maple Street (1907) – demolished
 Assiniboine Park, first Pavilion (1908) – destroyed by fire
 Windermere Apartments, 224 Kennedy Street (1909)
 St. Elmo Apartments, 177 Colony Street (1910)
 Ackland and Son Limited Warehouse, 67 Higgins Avenue (1911) – demolished
 DeBary (Highgate) Apartments, 626 Wardlaw Avenue (1912) – Grade II
 Anvers Apartments, 758 McMillan Avenue (1912) – Grade II
 Brussels Apartments, 150-156 Lilac Street (1912)
 Broadway First Baptist Church, 790 Honeyman Avenue (1914)
 King George Hospital, 1 Morley Avenue (completed 1914) – demolished
 City Light and Power, Terminal Station, McFarlane Street (1918)
 St. Michael and All Angels Anglican Church, 300 Hugo Street North (1920) – Grade III
 Isaac Newton Junior High School, 730 Aberdeen Avenue (1921)
 Indian Affairs Industrial School, Edmonton, AB (1923)
 T. Eaton Company Garage, 349 Graham Avenue (1926)
 T. Eaton Company Mail Order Building, Graham Avenue (additional storey, 1926)
 T. Eaton Company Track Warehouse, 130 Galt Avenue (1927)
 Women's Tribune Memorial Lodge, 200 Woodlawn Street (1931) – Grade II
 Princess Elizabeth Hospital, 1 Morley Avenue (completed 1950)
 Winnipeg Main Post Office, 266 Graham Avenue (1954)
 Dayton Building, 323 Portage Avenue (1955)
 Grace Hospital Obstetrical Wing, 200 Arlington Street (1957) – demolished
 Manitoba Hydro Building, 820 Taylor Avenue (1960)

PERSON/INSTITUTION

Few retail companies can claim to have had as pervasive an effect on everyday life in Western Canada as the T. Eaton Company. Founded in Toronto in 1869 by Timothy Eaton (1834-1907), it had a long history of innovative practices - cash sales and fixed prices replaced the common credit and barter system, money back satisfaction guarantees and extended business hours.

And the business prospered. But it was one of Timothy's sons, John Craig Eaton (1876-1922), who recognized the need for the company to establish and maintain a strong presence in Western Canada and specifically Winnipeg. It prompted him to travel to Winnipeg in 1904, convince the company to purchase Portage Avenue property and then construct its massive department store,

²⁶ List compiled from City of Winnipeg Building Permits Ledger Books and personal files of D. Lyon and author.

officially opened on July 17, 1905 with the Eaton family in attendance. The company was immediately one of the City's largest employers and it continually expanded, adding the Mail Order Building to the south, as well as a service station, garage, powerhouse, bus depot, and parkade nearby (Plate 27).

Through its department stores and mail order business, Eaton's supplied Canadians with a wide range of goods and services – from food, clothing, hardware, sporting and household goods, to buggies, automobiles and pattern-book homes and barns.

Another cornerstone of the Eaton's business was the catalogue, which began publication in 1884. Sometimes referred to in the West as the "Homesteader's Bible" or the "Family Bible" because of its importance in the lives of westerners, its popularity necessitated the construction of a modern printing plant in Winnipeg in 1926.²⁷ The warehouse built on its west side in 1927 was utilized for shipping and receiving as well as assembling the growing merchandise offered to consumers.

Eaton's thrived locally and nationally during much of the 1900s but post-1960, the company faced major changes in the retail trade, along with a decline in the viability of the downtown cores in which its stores were located. Its mail order operation and the publication of its catalogue ceased in 1976 and ongoing financial problems and an economic downturn in the 1980s severely affected the company's prospects. Its Winnipeg properties, except the downtown store, were sold to satisfy creditors. By 1997, Eaton's was closing outlets across Canada and declared bankruptcy shortly after. The flagship Winnipeg store remained open until October 1999 and was subsequently demolished.

The building on Galt Street was owned by the company until 1969 when it was sold to J.K. May Investments Limited (Scott-Bathgate Limited), which now occupies much of the building.²⁸

²⁷ Archives of Ontario website, <http://www.archives.gov.on.ca/en/explore/online/eatons/catalogues.aspx>, Dec 2011. Besides Winnipeg, catalogues were also printed in Toronto, Montreal and Moncton and each catered to the special needs of its region.

²⁸ City of Winnipeg Assessment Rolls, Roll No. 13081092000, 1930-1990.

Other tenants have included Pennings Engraving (1970), Speers McGonigal Limited, plastics (1970), Cambrian Clothing Company (1970-2000), and W.H. Escott Company, grocery brokers (1990-present).²⁹

In 2007, owner Scott-Bathgate Limited moved “most of its production and distribution business” to the Galt Street building.³⁰

EVENT

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

CONTEXT

This two-part structure, built near the end of the 1920s, represents a major expansion and modernization for one of the country’s leading retailers. It is a physical reminder of the importance of the company and of Winnipeg’s primary regional role within the company’s organization.

It is also an excellent example of development shortly before the Great Depression halted economic growth on the global stage.

LANDMARK

This large structure occupies an entire city block and is conspicuous in the neighbourhood.

²⁹ Henderson’s Directory, 1970-2000.

³⁰ Winnipeg Free Press, June 9, 2007, online edition.



APPENDIX I

CITY OF WINNIPEG - Preliminary Report

Building Address: 130 Galt Avenue (95 & 115 Alexander Avenue)

Building Name: T. Eaton Company Printing Plant and Track Warehouse

Original Use: printing factory & warehouse

Current Use: warehouse

Roll No. (Old): 13081092000 (12882)

R.S.N.: 151229

Municipality: 12

Ward: 2

Property or Occupancy Code:

Legal Description: 11^E St. John, Plan 87, Lot 97 and Plan 38, Lots 57/65

Location: Galt to Alexander avenues from Lily Street to transfer railway right-of-way (now Waterfront Drive)

Date of Construction: 1926 & 1927

Storeys: 2

Construction Type: Reinforced concrete, brick and stone

Heritage Status: ON NOMINATED LIST

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

- 541/1926 [CS] \$154,000 (printing plant); 2246/1927 [CS] \$410,000 (track warehouse); 4272/1954 \$600 (brick repointing); 8303/197 \$3,000 (alteration to 95 Alexander Ave.); 1412/1972 (permit missing); 3404/1972 \$5,000 (alteration to 95 Alexander Ave.); 7298/1973 \$3,000 (2nd floor alteration to 130 Galt Ave.); 59/1975 \$4,000 (interior alterations); 6246/1983 [CS] \$12,000 (addition – enclosed loading dock); 2066/1986 [M] \$30,000 (interior alterations); 2910/1995 \$55,000 (exterior alterations)

Information:

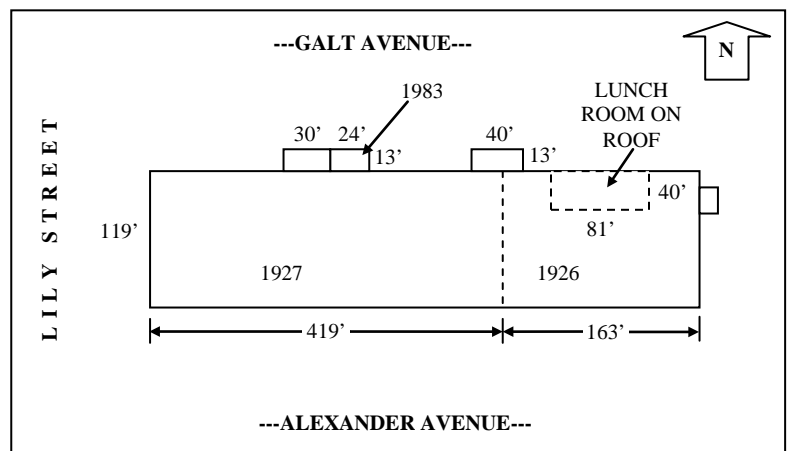
- printing plant (east end)- 163 x 119 x 45'; track warehouse (west)
end- 419 x 119 x 45'

- ceilings: B- 13-13½'; 1st- 14½-15'; 2nd- 15'

- fire in 1989 in basement, basement windows
bricked in

- trackage removed from side of building in 1981

- 1972/73 alterations into sewing factory



APPENDIX II

John Woodman

John Woodman was born in Oshawa, Canada West (Ontario) in 1860, moved to Winnipeg in the employ of the Canadian Pacific Railway (CPR) in 1880, and by 1897 had risen to the post of chief engineer, western division, a position he held until March 1903.¹ In the late 1880s, he also worked for the Northern Pacific and Manitoba Railway as an engineer and superintendent of construction.²

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.³ He formed a partnership with Raymond Carey in 1911 and over the next five years they designed many structures in the city.⁴ In 1917 Woodman entered a new partnership with A.E. Cubbidge. From 1904-20 he was also one of the Hudson Bay Company's principal architects.⁵

He, along with fellow architect J.H.G. Russell, submitted technical reports to the 1915 Commission investigating the scandal surrounding the construction of the Manitoba Legislative Building.

Woodman retired from active practice in 1927 and died in Winnipeg in 1944.⁶

¹ Manitoba Free Press, March 19, 1903, p. 16 and April 10, 1903, p. 10.

² Henderson's Directory, 1890; "C.N.R. East Yards, N.P. and M.R. Engine House" in The Year Past, 1985 (Winnipeg, MB: Historical Buildings Committee, 1985), pp. 27-28; and Manitoba Free Press, January 18, 1890, p. 8.

³ L.K. Eaton, "The Bemis bag plant in Winnipeg, Canada" in Concrete International, February 1979, pp. 64-65.

⁴ City of Winnipeg Building Permit Ledger Books, 1910-1917.

⁵ Hudson's Bay Company Archives, "Architectural Drawings in the Hudson's Bay Company Archives."

⁶ Winnipeg Tribune, May 18, 1944.

An incomplete list of structures designed by J. Woodman includes:⁷

- Northern Pacific and Manitoba Railway Engine House, The Forks, 1889
- Winnipeg Electric Street Railway Complex (various buildings), Main Street at Assiniboine Avenue (1900-1904)- demolished
- T. Eaton Company Store, 320 Portage Avenue, 1904- demolished
- Allen or Wilson Building, 288 McDermot Avenue, 1905- Grade III
- Grace Hospital (Salvation Army), 200 Arlington Street, ca.1905- demolished
- Layton House, 101 Stradbrook Place, 1905
- G.F.R. Harris House, 117 Stradbrook Place, 1905
- McLean's Block, 592½ Main Street, 1905
- Somerset Building, 294 Portage Avenue, 1906
- Breadalbane (Ambassador) Apartments, 379 Hargrave Street, 1909- Grade III
- Manitoba Cold Storage Building (2 additional storeys), 151 Higgins Avenue, 1910- demolished
- T. Eaton Company Printing Plant and Track Warehouse, 130 Galt Avenue, 1926-1927
- Graham Apartments, 399 Graham Avenue, 1929⁸
- Vaughan Apartments, 219 Vaughan Street, 1929⁹

⁷ Compiled from Historical Buildings & Resources Committee files; Jill Wade, Manitoba Architecture to 1940, A Bibliography (Winnipeg, MB: University of Manitoba Press, 1976); Winnipeg Tribune, May 18, 1944; and Western Canada Contractor and Builder, July 1920, October 1922, September 1923 and May 1927.

⁸ Manitoba Free Press, April 21, 1928, p. 19.

⁹ Architect's Plans, #251/1929.

**130 GALT AVENUE – T. EATON COMPANY PRINTING PLANT &
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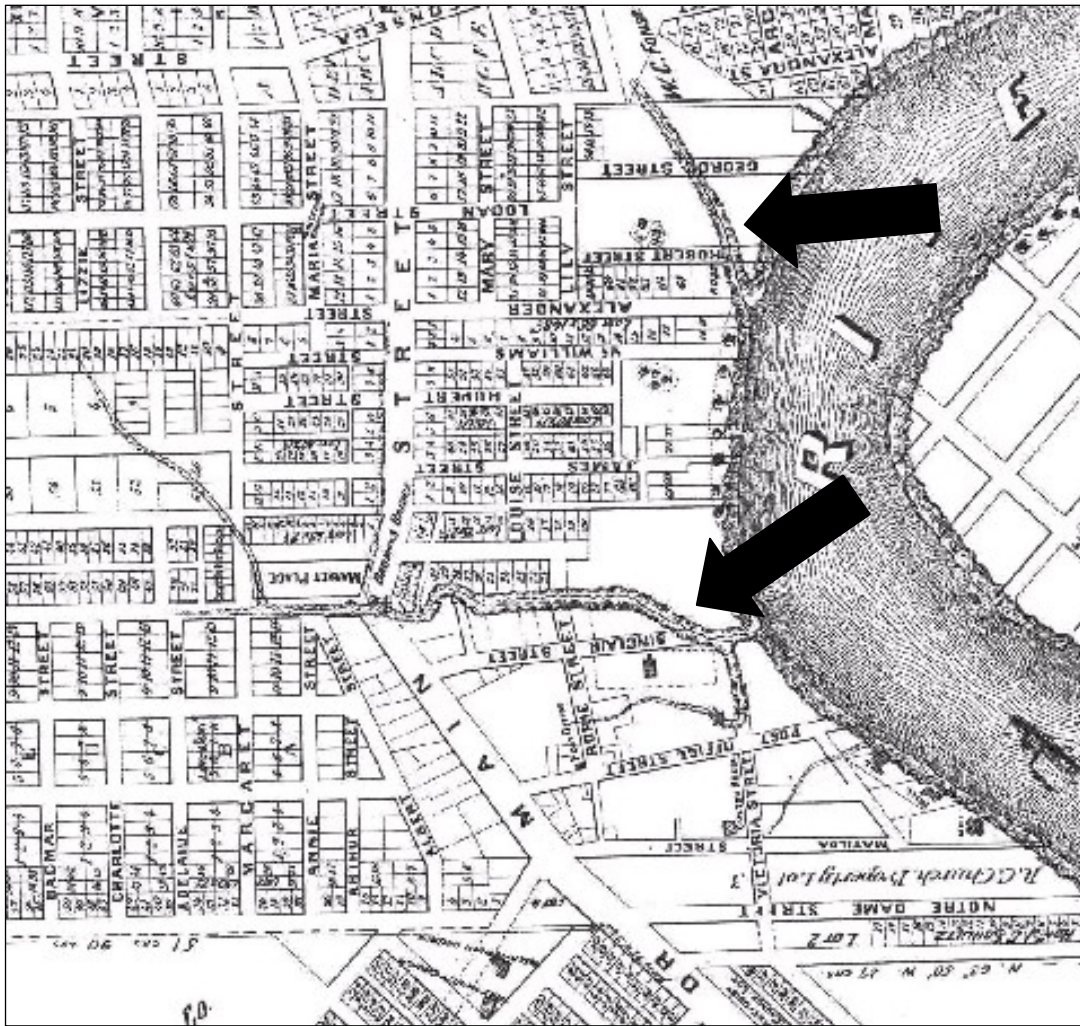


Plate 1 – Portion of J.D. Parr's Map of what would become downtown Winnipeg and the Warehouse District, 1874. Note the extensive surveying of lots on both sides of Main Street north of Brown's Creek (bottom arrow) and the lack of surveying to the south and the creeks running into the Red River including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

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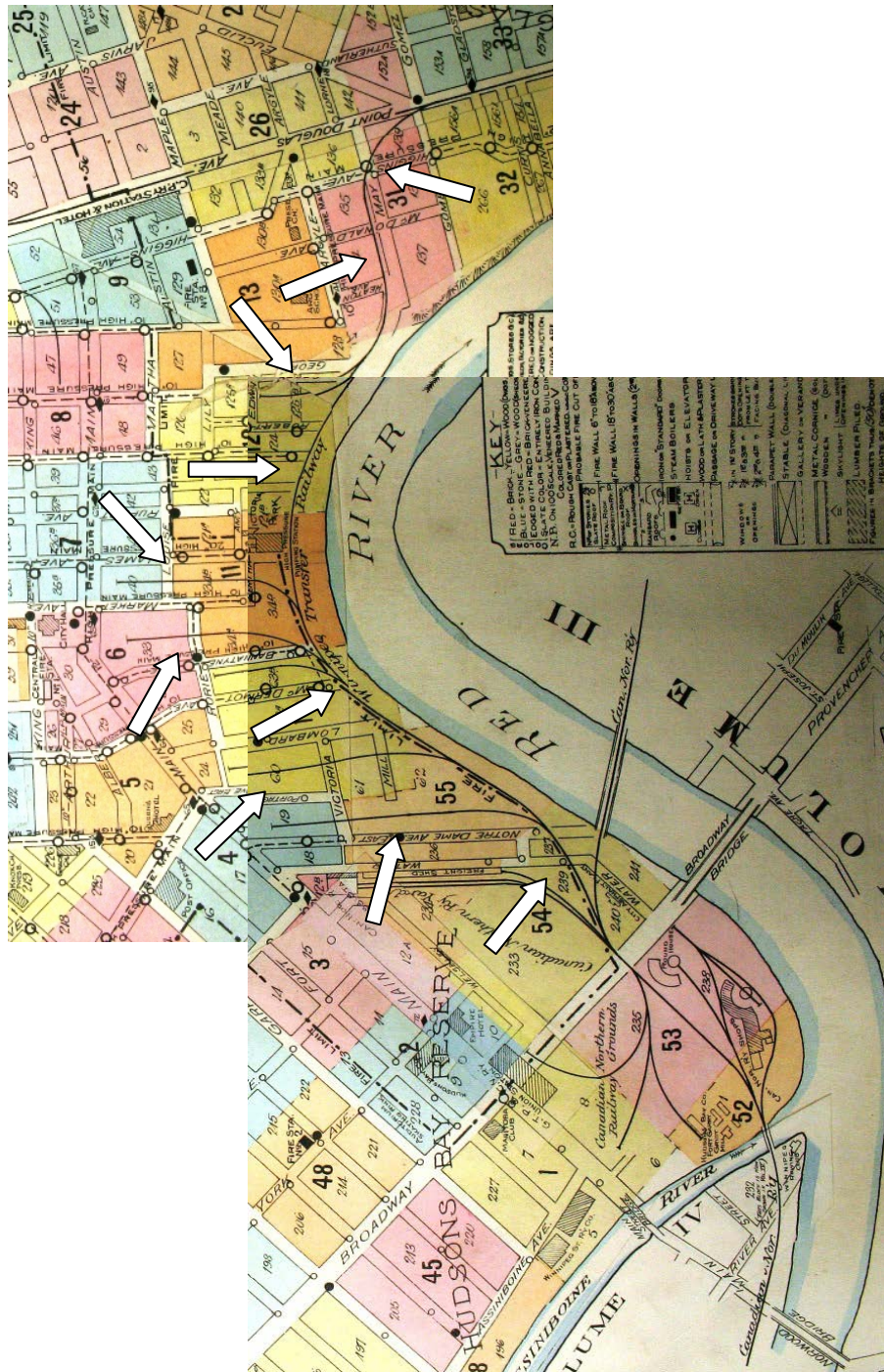


Plate 2 – City of Winnipeg Fire Atlas, Overview Map, 1906-1914. The completed Winnipeg Transfer Railway and its many north-south spur lines into the warehouse district runs from Water Avenue to Point Douglas Avenue (arrows). (City of Winnipeg.)

130 GALT AVENUE – T. EATON COMPANY PRINTING PLANT &
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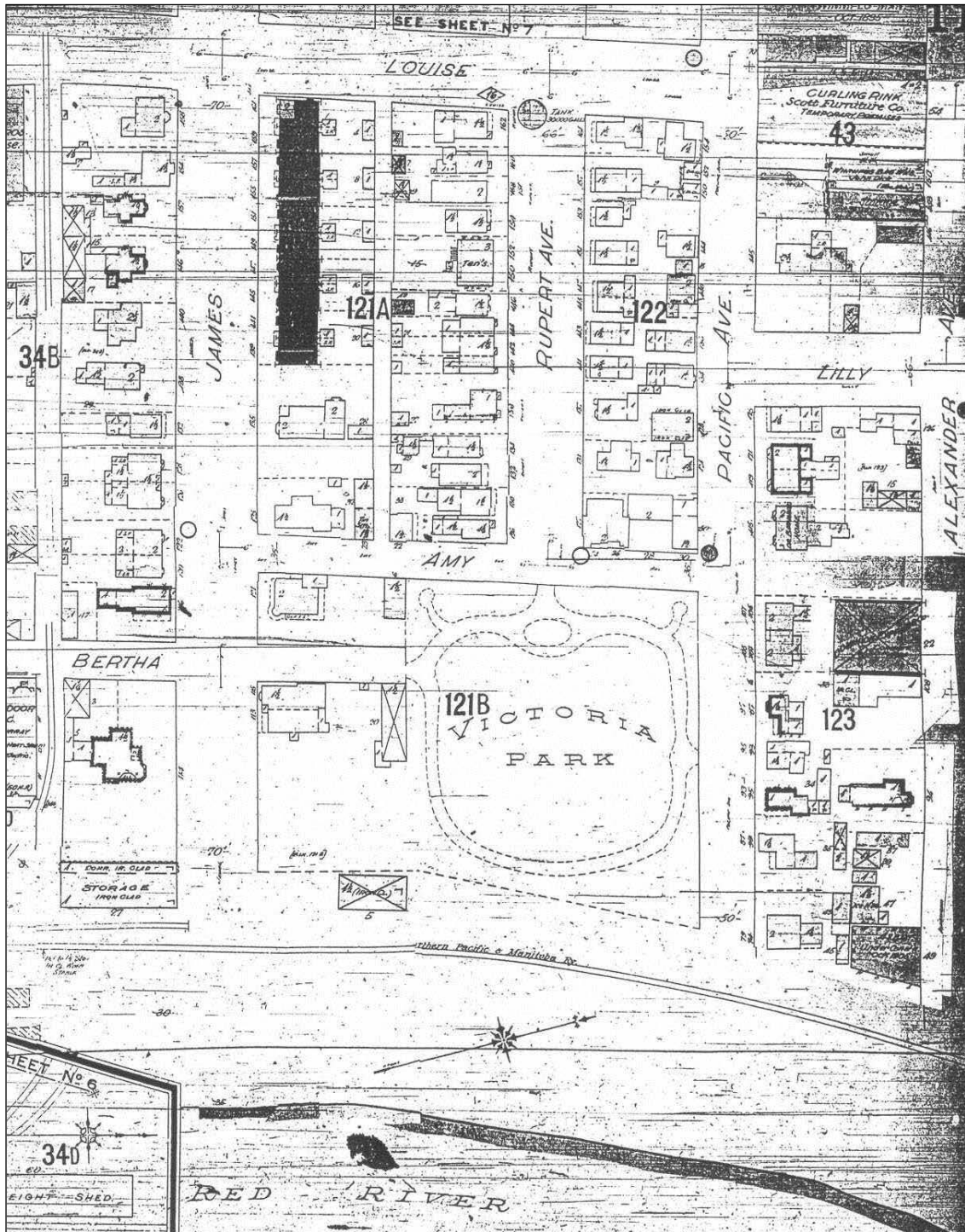


Plate 3 – Charles Goad, Fire Atlas of the City of Winnipeg, 1895 (revised 1905), Sheet 11. The T. Eaton's Company Printing Plant & Track Warehouse is just to the right of this map. (City Archives.)

**130 GALT AVENUE – T. EATON COMPANY PRINTING PLANT &
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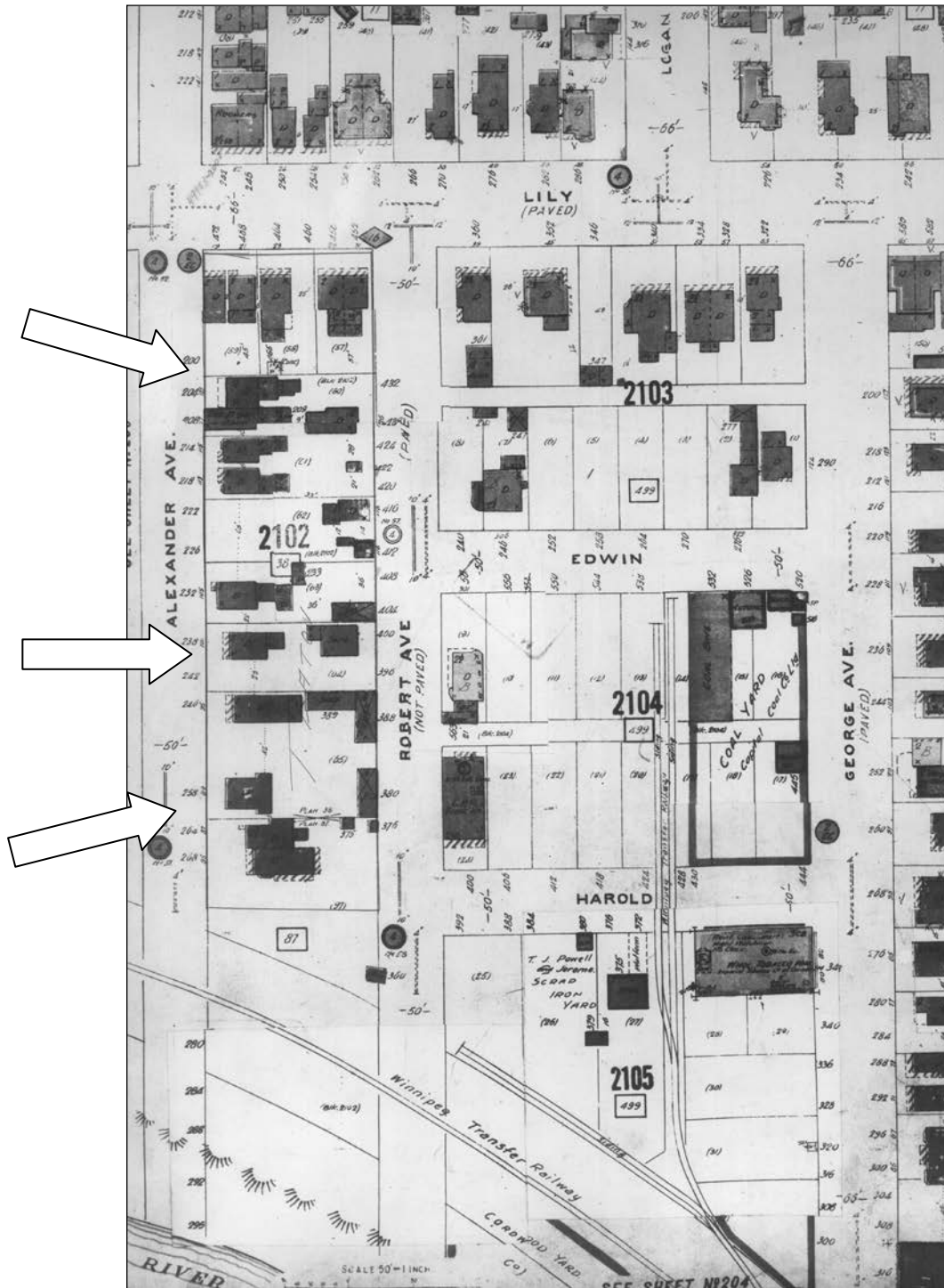


Plate 4 – City of Winnipeg Fire Atlas, Vol. II, Sheet 210 (December 1917). Note the north side of George Avenue at the right side of the image is also filled with homes. The Eaton’s Company buildings will be built at the arrow. (City of Winnipeg.)

130 GALT AVENUE – T. EATON COMPANY PRINTING PLANT &
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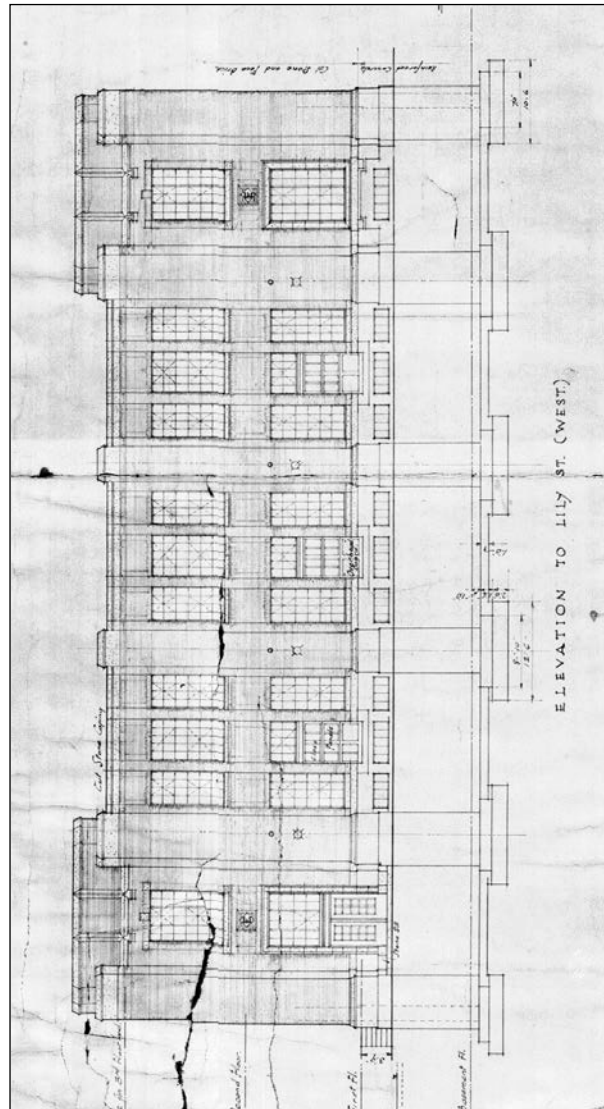
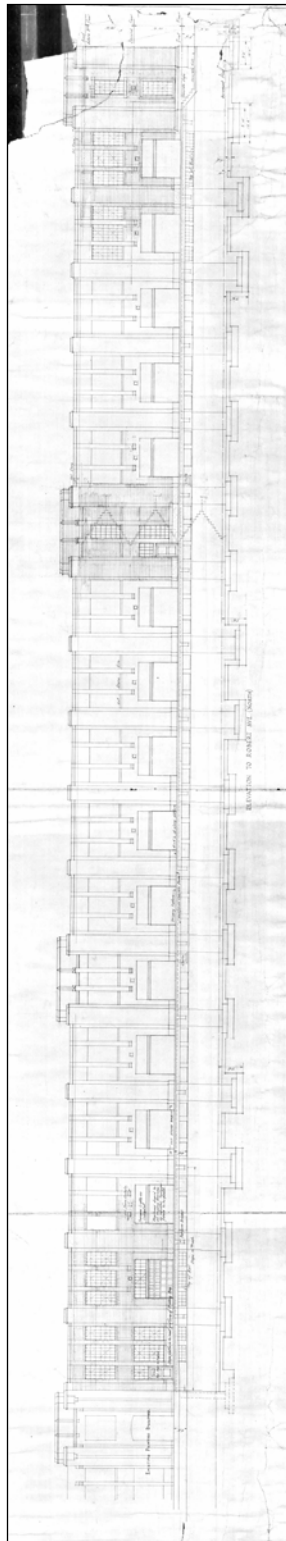
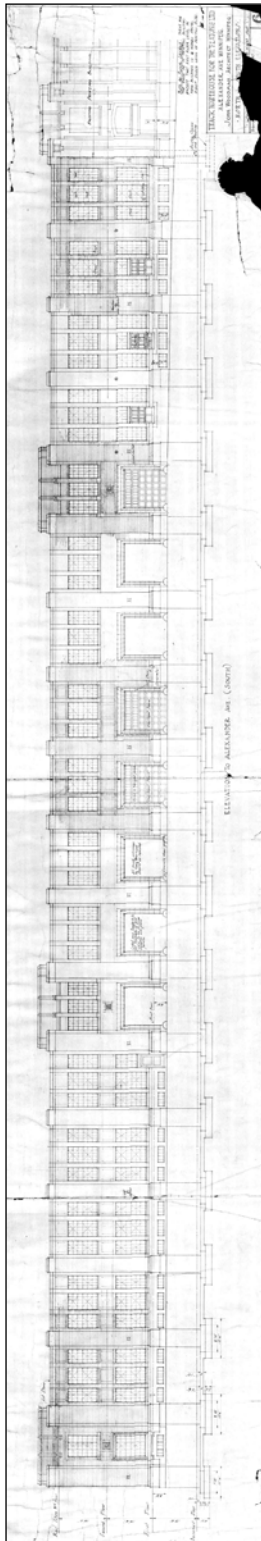


Plate 5 – T. Eaton’s Company Printing Plant & Track Warehouse, 130 Galt Avenue: “Elevation to Alexander Ave. (South)” (left); “Elevation to Robert Ave. (North)” (middle); and “Elevation to Lily St. (West)” (right). 1927. (City of Winnipeg, Plan No. 2246/1927.)

**130 GALT AVENUE – T. EATON COMPANY PRINTING PLANT &
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Plate 6 – Federal Building, 269 Main Street, ca.1952. (M. Peterson Collection.)

**130 GALT AVENUE – T. EATON COMPANY PRINTING PLANT &
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Plate 7 – T. Eaton’s Company Printing Plant & Track Warehouse, 130 Galt Avenue, south and west façades, 2015. (M. Peterson, 2015.)

**130 GALT AVENUE – T. EATON COMPANY PRINTING PLANT &
TRACK WAREHOUSE**

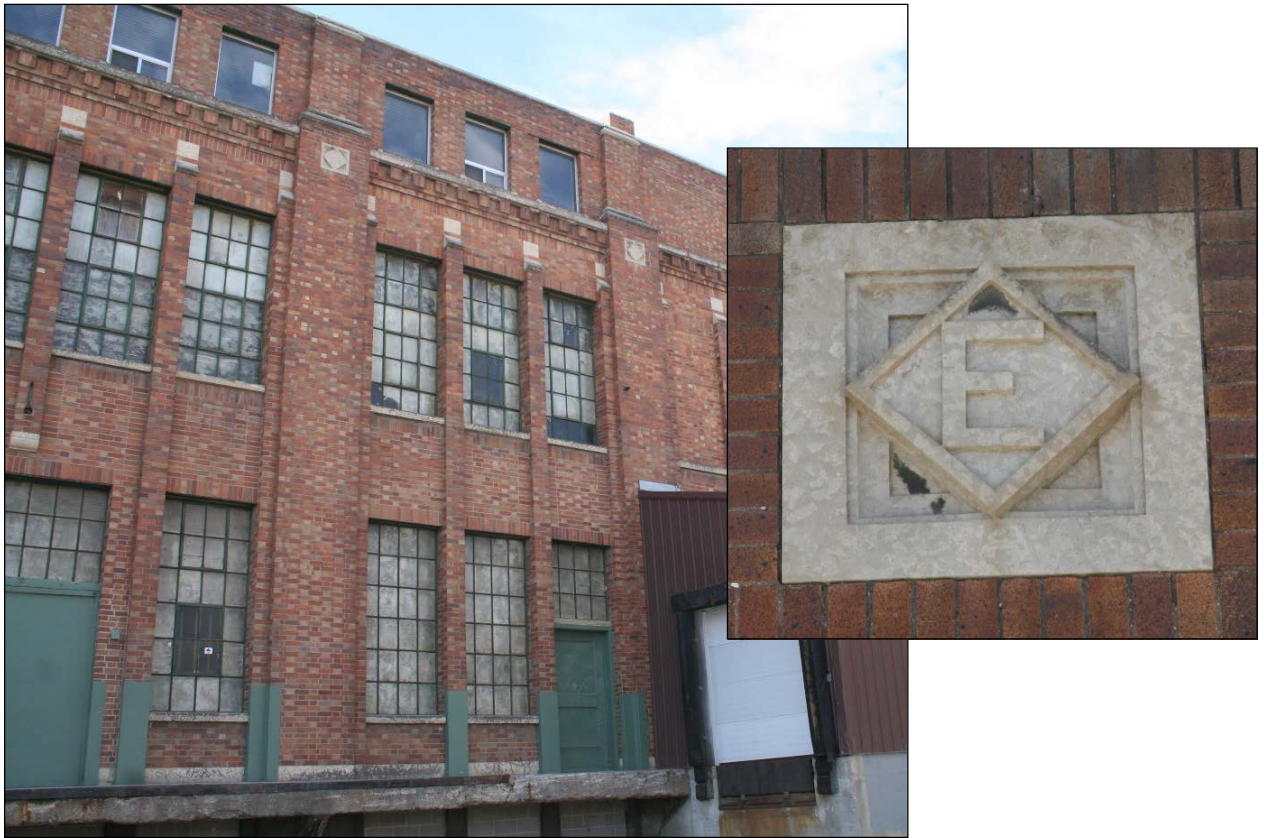


Plate 8 – T. Eaton’s Company Printing Plant & Track Warehouse, 130 Galt Avenue, north façade, east end and carved stone “E”, 2015. (M. Peterson, 2015.)

**130 GALT AVENUE – T. EATON COMPANY PRINTING PLANT &
TRACK WAREHOUSE**



Plate 9 – T. Eaton’s Company Printing Plant & Track Warehouse, 130 Galt Avenue, detail of south façade, 2015. (M. Peterson, 2015.)



Plate 10 – T. Eaton’s Company Printing Plant & Track Warehouse, 130 Galt Avenue, detail of southeast corner, 2015. (M. Peterson, 2015.)

**130 GALT AVENUE – T. EATON COMPANY PRINTING PLANT &
TRACK WAREHOUSE**



Plate 11 – T. Eaton’s Company Printing Plant & Track Warehouse, 130 Galt Avenue, window details, north side (east end), 2015. (M. Peterson, 2015.)



Plate 12 – T. Eaton’s Company Printing Plant & Track Warehouse, 130 Galt Avenue, east façade, 2015. (M. Peterson, 2015.)

**130 GALT AVENUE – T. EATON COMPANY PRINTING PLANT &
TRACK WAREHOUSE**



Plate 13 – T. Eaton’s Company Printing Plant & Track Warehouse, 130 Galt Avenue, south
façade (west end), 2015. (M. Peterson, 2015.)



Plate 14 – T. Eaton’s Company Printing Plant & Track Warehouse, 130 Galt Avenue, west
façade, 2015. (M. Peterson, 2015.)

**130 GALT AVENUE – T. EATON COMPANY PRINTING PLANT &
TRACK WAREHOUSE**



Plate 15 – T. Eaton’s Company Printing Plant & Track Warehouse, 130 Galt Avenue, detail of north side (west end) loading area, 2015. (M. Peterson, 2015.)

**130 GALT AVENUE – T. EATON COMPANY PRINTING PLANT &
TRACK WAREHOUSE**



Plate 16 – T. Eaton’s Company Printing Plant & Track Warehouse, 130 Galt Avenue, north side loading area with 1983 covered docks, 2015. (M. Peterson, 2015.)



Plate 17 – T. Eaton’s Company Printing Plant & Track Warehouse, 130 Galt Avenue, south side loading doors, 2015. (M. Peterson, 2015.)

**130 GALT AVENUE – T. EATON COMPANY PRINTING PLANT &
TRACK WAREHOUSE**



Plate 18 – T. Eaton’s Company Printing Plant & Track Warehouse, 130 Galt Avenue, floral detail on west façade, 2015. (M. Peterson, 2015.)



Plate 19 – T. Eaton’s Company Printing Plant & Track Warehouse, 130 Galt Avenue, 1926 building, example of metal cast in concrete for added strength, 2017. (M. Peterson, 2017.)

**130 GALT AVENUE – T. EATON COMPANY PRINTING PLANT &
TRACK WAREHOUSE**



Plate 20 – T. Eaton’s Company Printing Plant & Track Warehouse, 130 Galt Avenue, 1926 building, second floor, 2017. (M. Peterson, 2017.)



Plate 21 – T. Eaton’s Company Printing Plant & Track Warehouse, 130 Galt Avenue, 1926 building, roof top lunchroom and doorknob with “E” Eaton’s logo, 2017. (M. Peterson, 2017.)

**130 GALT AVENUE – T. EATON COMPANY PRINTING PLANT &
TRACK WAREHOUSE**



Plate 22 – T. Eaton’s Company Printing Plant & Track Warehouse, 130 Galt Avenue, 1927 building, basement concrete beams and brick interior dividing wall, 2017. (M. Peterson, 2017.)

**130 GALT AVENUE – T. EATON COMPANY PRINTING PLANT &
TRACK WAREHOUSE**



Plate 23 – T. Eaton’s Company Printing Plant & Track Warehouse, 130 Galt Avenue, 1927 building, interior loading dock, 2017. (M. Peterson, 2017.)



Plate 24 – T. Eaton’s Company Printing Plant & Track Warehouse, 130 Galt Avenue, 1927 building, main floor, 2017. (M. Peterson, 2017.)

**130 GALT AVENUE – T. EATON COMPANY PRINTING PLANT &
TRACK WAREHOUSE**



Plate 25 – Lily Street, looking north from Pacific Avenue, 2015. (M. Peterson, 2015.)



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

130 GALT AVENUE – T. EATON COMPANY PRINTING PLANT & TRACK WAREHOUSE

24 MANITOBA FREE PRESS WINNIPEG, THURSDAY, JULY 15, 1926

EATON'S DAILY STORE NEWS
Store Hours: 8.30 a.m. to 5 p.m. – Store Closed All Day Saturday During July and August

Friday, The Store Celebrates Its Coming of Age



Winnipeg Store 1926

Twenty-First ANNIVERSARY

Twenty-One Successful Years of Ever-Broadening Service Attending the Needs of Winnipeg and the West

Eaton's brought to Winnipeg a new service and new viewpoint in merchandising. It came imbued with the idea that customers' interests were ever its own. It was committed to a policy of strict integrity and fair dealing. And through a chain of buying offices abroad secured for Winnipeg the finest goods the World's markets afforded, on which Eaton prices assured exceptional values.

In 1905 the Store First Opened its Doors in Faith of Winnipeg's Future
And since that time Winnipeg's growth has contributed in large measure to its success

The original Store has been widely enlarged. Two huge Mail Order Buildings have sprung up. Western branches have developed. A great Printing Plant is being erected, while an extra story is now being added to Mail Order Building No. 1. And the sound of hammer and saw can be heard from a new Garage being erected on Carlton Street.

Looking forward, the future looms up with wonderful promise in which Eaton service can be trusted to rise to new heights of achievement.

A Store such as this becomes through association and service so much a part of the Community it serves that its Birthdays are regarded much as personal anniversaries.

Friday, then, is to be a day of friendly greeting for all who call upon us. Ribbon Badges will be distributed. A monster birthday cake has been cut and enclosed in gift boxes and will be distributed on the Fourth Floor.

And best of all, remarkable savings on seasonable goods will engage the attention of thrifty shoppers all over the Store.



NEW GARAGE WINNIPEG



NEW PRINTING PLANT WINNIPEG



REGINA WAREHOUSE



SASKATOON WAREHOUSE

Western Warehouses
Two large distributing warehouses are operated in Western Canada in connection with the Store's Mail Order business. These were established to facilitate the distribution of heavy merchandise and of perishable goods, such as groceries.
The first Western warehouse was opened in Saskatoon in 1917, the second was opened in Regina in 1917.

The Groceries
The first Eaton Groceries was opened in Winnipeg in August, 1917, as a result of war-time conditions. So popular did this mode of shopping grow that in 1922 Groceries were opened in—
Regina Saskatoon
—followed in 1925 by others in
Calgary Moose Jaw
Edmonton Brandon



Winnipeg Store 1905

T. EATON CO. LIMITED

Plate 27 – Full page T. Eaton's Company advertisement, 1926, including Western Canada buildings. The Printing Plant, being built on Robert Street (now Galt Street), is at arrow. (Reproduced from the Manitoba Free Press, July 15, 1926, p. 24.)