



149 PIONEER AVENUE

SCOTT-BATHGATE BUILDING

City of Winnipeg
Historical Buildings & Resources Committee
Researcher: M. Peterson
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149 PIONEER AVENUE – SCOTT-BATHGATE 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

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.

Development continued to 1900 and then increased dramatically over the next 15 years, by which time the area had seen extensive development, dozens of large buildings used for warehouses, offices, hotels and retail space.

South of Portage Avenue, the warehouse district continued to develop outward, the area was bounded by the massive railway yards south of Water Avenue (Plate 3). In 1905, confectionary manufacturers Scott-Bathgate Company chose to locate near these yards at the corner of Notre Dame Avenue (now Pioneer Avenue) and Victoria Street (now Westbrook Street) – Plate 4.

STYLE

This warehouse is a reduced example of the Romanesque Revival style, very popular in warehouse districts throughout North America from the 1880s well into the 20th century. In the 1880s, the style was influenced greatly by American architect H.H. Richardson (1838-1886) and was often referred to as Richardsonian Romanesque.⁴ 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.⁵ 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.

⁴ L. Maitland et al., A Guide to Canadian Architectural Styles (Peterborough, ON: Broadview Press, 1992), p. 84.

⁵ Ibid., p. 84; and Identifying Architectural Styles in Manitoba (Winnipeg, MB: Department of Culture, Heritage and Citizenship, Historic Resources Branch, 1991), p. 14.

CONSTRUCTION

This building was constructed in two sections – the east portion in 1905 and the west in 1907, although they were built identically according to City of Winnipeg records.⁶ The building rests on a rubblestone foundation 63.5 centimetres thick. The solid brick walls of the superstructure measure 53.3 centimetres on the first floor, 43.2 centimetres on the second to fourth floors and 33.0 centimetres on the top floor (see Appendix I for more construction information).⁷

This warehouse was 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 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 Scott-Bathgate Building is one of many mill construction structures in the Exchange District.

A serious fire in mid-February, 1917 gutted the building, causing an estimated \$200,000 loss of stock and structural damage. Several City of Winnipeg Building Permits were taken out over the course of the year to effect repairs.⁸

DESIGN

The original 1905 factory/warehouse was built on the corner; the front (south) façade included three bays. The rough-cut limestone base rose from grade to be met by the common clay brick of the super structure. Basement windows in rectilinear openings were found in the eastern two bays topped by large windows in arched openings. The western bay held the main entrance, also arched and all arched include multiple stone keystones. A wide band of brick corbelling separates the ground floor from the upper storeys that continue the three bay rhythm. Each bay

⁶ City of Winnipeg Building Permit (below as BP), #1386/1905 and 1558/1907.

⁷ City of Winnipeg Assessment Department Field Form, Roll No. 938420-12-1.

⁸ BP #58/1917 (\$7,500), 120/1917 (\$2,000) and 399/1917 (\$14,000).

holds a pair of windows in rectilinear openings with lug stone sills and radiating brick heads with stone keystones. The roofline was originally embellished with a raised parapet (Plate 4).

In 1907, the western portion of the structure was completed, adding three more bays designed to match the eastern bays of the original (Plate 5). The new portion also included a large opening for an interior loading dock at the east end and a single door in the middle opening (now both windows – Plate 6). The 1905 roofline was altered to create a larger, centrally placed raised parapet. It is unknown when this roofline was changed to the present design, highlighted by a modest brick cornice (Plate 7).

The east façade continues the design of the front façade and also includes two raised loading doors at the north end (Plate 8) and the west façade is virtually windowless (Plate 9). The rear (north) façade features a shallow open wood loading platform, metal fire escape, windows in arched openings and a third storey covered bridge connecting the building to the warehouse to the north (originally #132 Portage Avenue East) – Plates 10 and 11.

INTERIOR

The original 1905 plans⁹ describe a typical early 20th century warehouse interior: storage and mechanical in the basement, ground floor with loading and office space, 2nd floor with storage and offices and upper storey for storage. In this building, the 3rd floor included a sample room and 2 offices located, similar to the lower two storey office space, at the south end of the building. While much of this office space has been removed, examples of the original ornamental tin ceiling are still extant (Plate 12).

Plans for the 1907 addition show the ground floor with several offices in the southwest corner, open storage space behind and an elevator in the northwest corner (Plate 13). Stairs were placed mid-building on the east wall.

⁹ “Architect’s Plans,” #58/1917. These reconstruction plans utilize the original 1905 drawings, with changes entered in pencil. Courtesy of City of Winnipeg, Clerks Department.

This addition utilized the west wall of the 1905 structure and the two buildings were connected on the interior only on the ground and second floors, the upper floors did not have connecting openings.¹⁰ However, in the reconstruction after the 1917 fire, some reconfiguration was completed, the most important being the alteration of the staircase and the opening of the shared wall between the two buildings on the upper three floors.¹¹ Over time, additional openings were cut into the brick walls protected by sliding metal-clad fire doors (Plate 14).

As the Scott-Bathgate Company grew, the building became busier, increasing in use as a factory and a warehouse. As the product lines and daily production increased, unique solutions were developed to handle the work. A system motorized and gravity conveyors allowed product and ingredients to travel either up or down the building (Plate 15).

Another unique interior element was the tube messaging system operated by a pulley and featuring a heavy metal container. It ran from the main floor office area to the third floor (Plate 16).

The east side of the fifth floor was reconfigured as a lunch room, with counter and kitchen space (Plate 17).

The raised loading dock at the rear (north) side of the building was originally connected to the spur line of the Transfer Railway; years later trucks and cars were used to transport product.

INTEGRITY

The structure stands on its original site and it appears to be in good structural condition for its age. Although it suffered serious fire damage in 1917, its exterior does not appear to have been altered significantly since construction beyond the painting of the exterior brick and some of the stone elements (Plate 18).

¹⁰ “Architect’s Plans,” #1558/1907. Courtesy of City of Winnipeg, Clerks Department.

¹¹ “Architect’s Plans,” #399/1917. Courtesy of City of Winnipeg, Clerks Department.

STREETSCAPE

This warehouse has stood on this corner for over 100 years, contributing to two streetscapes (Plates 19 and 20). The area, however, has seen great change over the past 50 years, with many of the early 20th century buildings demolished and either replaced by modern buildings or left as surface parking lots.

ARCHITECT/CONTRACTORS

Architect for both the 1905 and 1907 sections was well-known and prolific local designer John Hamilton Gordon Russell (1862-1946). Russell came to Winnipeg in 1893 and two years later set up his private practice that would last more than five decades. He has been given 20 points by the Historical Buildings and Resources Committee.

Contractor for the 1905 building was the local firm Malcom Brothers. Founded in 1900 by brothers David, John and William who had arrived in the city in 1892 as masons and bricklayers from Owen Sound, ON.¹² The company, which incorporated as Malcom Construction Company Limited in 1918, was responsible for the construction of dozens of Winnipeg's finest buildings – churches, warehouse, office buildings and homes – and continued to be family owned and managed into the 1990s.

Some of their major works include:¹³

- 195 Kennedy Street, Dennis T. Lennon House, ca.1898
- 444 River Avenue, Augustine Presbyterian (United) Church, 1903-1904 (List of Historical Resources)
- 211 Bannatyne Avenue, Ashdown Hardware Store, 1904-1905 (List of Historical Resources)
- 70 Princess Street, Bole Drug Company Warehouse, 1903
- 545 Broadway, R.R. Wilson House (Klinic Building), 1904 (List of Historical Resources)
- 149 Pioneer Avenue, Scott-Bathgate Building, 1905
- 119 Sutherland Avenue, All People's Sutherland Mission, 1908 (List of Historical Resources)
- 525 Wardlaw Avenue, Crescent-Fort Rouge United Church, 1910

¹² "Malcom Construction," Winnipeg Architecture Foundation website, www.winnipegarchitecture.ca/malcom-construction-company, 2013–2015.

¹³ Compiled from Historical Building and Resources Committee files.

171 McDermot Avenue, Dawson Richardson Building, 1921 (List of Historical Resources)
 620 Casey Street, Riverelm (Riverview) School, 1929
 428 Portage Avenue, City Hydro Showrooms, 1945 (demolished)
 124 Donald Street, McGee Funeral Chapel, 1954
 790 Sherbrook Street, Manitoba Clinic, 1954
 219 Kennedy Street, North American Life Building, 1957
 1100 King Edward Street, Midwest Mining Supplies Building, 1960
 379 Broadway, Imperial House, 1961
 241 Vaughan Street, Omega Building, 1962
 Thompson, MB, Kelsey Apartments (8 blocks), 1962
 373 Broadway, IBM Building (Provincial Judges' Court), 1963

Saul and Irish, another influential local construction firm, was responsible for the construction of the 1907 section. The firm had its beginnings in the early 1880s with John Alexander Saul (1861-1939) and his brother who were responsible for a number of fine buildings including the Drake Hotel (Benson Block), 146 Princess Street (1882, List of Historical Resources), Bawlf Block, 150 Princess Street (1882, List of Historical Resources), Harris Block (Hochman Building), 154 Princess Street (1882, List of Historical Resources), Bate Building, 221 McDermot Avenue (1883, List of Historical Resources) and the G.F. & J. Galt Warehouse, 103 Princess Street (1887). They also designed many buildings in rural Manitoba but around the turn-of-the-century, John Saul went into partnership with another well-known local builder, William Arthur Irish (1872-1941). The pair worked together on a number of projects into the early 1910s including:¹⁴

Elim Chapel (St. Stephen's Presbyterian Church), 546 Portage Avenue, 1902
 Silvester-Wilson Building, 222 McDermot Avenue, 1904
 Bell Block, 370 Donald Street, 1905
 Crane & Ordway Building, 93 Lombard Avenue, 1906
 Scott-Bathgate Building, 149 Pioneer Avenue, 1907
 Luxton School, 111 Polson Avenue, 1907
 Mulvey School, Maryland Street, 1908 addition (demolished)
 La Verendrye School, 290 Lilac Street, 1909
 St. John's Technical High School, Machray Avenue, 1910 (demolished 1967)
 Firestone Tire & Rubber Warehouse, 133 Market Avenue, 1910
 Fire Hall No. 5, 845 Sargent Avenue, 1910 (List of Historical Resources)
 Dingwall Building, 62 Albert Street, 1910 (List of Historical Resources)
 Westminster United (Presbyterian) Church, 745 Westminster Avenue, 1910-1911 (List of Historical Resources)

¹⁴ Loc. cit.

In ca.1912, Saul formed the Saul Construction Company.¹⁵ Saul and Irish were responsible for nearly \$2 million worth of work in Winnipeg between 1900 and 1912.¹⁶

PERSON/INSTITUTION

The Scott-Bathgate Company was founded in 1903 by Albert Edward Scott (1860-1935) and James Loughrin Bathgate (1872-1934). Scott was born in Caistorville, ON (south of Hamilton) and came to Winnipeg in 1892 as the representative of a Montréal, PQ confectioner.¹⁷ He then formed a partnership with Charles J. Peter as Scott, Peter and Company, commission merchants, in 1897. This was dissolved in 1903 with the formation of Scott-Bathgate Company with J.L. Bathgate. Scott retired as president of the company in 1932 and died at his home on Wellington Crescent in 1935.

J.L. Bathgate was born in Guelph, ON, and moved west with his family in 1878. He worked for several of the major wholesale companies in the city prior to taking on the position of vice-president in Scott-Bathgate. He died at his home on Wellington Crescent in 1934.¹⁸

The company began as commission agents – marketers of manufacturers’ lines of product – in the cookie and confectionary field from its headquarters at 132 Princess Street.¹⁹ Operations at this address were short-lived, however, and in 1905 tenders were called for the construction of a large five-storey warehouse on Notre Dame Avenue East which the Canadian Northern Railway connected to the Winnipeg Transfer Railway via a spur line crossing Victoria Street.²⁰ From these modern premises, the company expanded its line into a variety of foods including soups, nuts and dried fruit (Plate 21). In 1912, the company incorporated.²¹

¹⁵ City of Winnipeg Building Permit Ledger Books, 1899-1920.

¹⁶ Loc. cit.

¹⁷ Winnipeg Free Press, June 20, 1935, p. 1.

¹⁸ “Bathgate, James Loughrin,” Memorable Manitobans, Manitoba Historical Society website, 2011.

¹⁹ Manitoba Free Press, July 28, 1904, p. 9.

²⁰ Manitoba Free Press, October 2, 1906, p. 5.

²¹ Winnipeg Tribune, March 27, 1943, Magazine Section, p. 6.

Joseph K. May (1892-1971), who had joined the firm as one of its six salesmen in 1920,²² took over the presidency of the company in 1933 which began to manufacture its own products.²³ Jim C. Burt (Kay's son-in-law) assumed the position after his death.²⁴

By the late 1940s, the company operated factories in Winnipeg and Vancouver, B.C. and had branches in Fort William (Thunder Bay), ON, Calgary and Edmonton, AB and Vancouver, B.C., it had purchased 130 and 132 Portage Avenue (Plate 22) and 80 Lombard Avenue (Plate 23) and occupied them for their nut and popcorn manufacturing and seed divisions respectively and had a 96-vehicle car and truck fleet housed in a two-storey garage at 131 Portage Avenue (Plate 24).²⁵

By the 1960s, the company distributed food from 40 companies in 18 countries, employed 350 people, had branches in eight Canadian cities and 49 of its employees were shareholders in the company, owned \$½-million worth of shares.²⁶

By the early 2000s, the company was still a major regional business, with 150 employees (54 in Manitoba), 3 plants in Winnipeg and one in Delta, B.C. and branches in Victoria and Delta, B.C., Calgary and Edmonton, AB, Regina, SA and Toronto, ON.²⁷

In 2007, most of the production and distribution activities were moved to the former T. Eaton's Company Warehouse, 130 Galt Avenue, although the administrative headquarters remains at the Pioneer Avenue building.²⁸

²² Loc. cit.

²³ Winnipeg Free Press, August 30, 2003, p. 24.

²⁴ Winnipeg Free Press, October 25, 1971, p. 27.

²⁵ Winnipeg Tribune, July 17, 1948, p. 3.

²⁶ Winnipeg Tribune, October 24, 1953, Magazine Section, p. 3; and Winnipeg Free Press, March 21, 1964, p. 64.

²⁷ Winnipeg Free Press, August 30, 2003, p. 24.

²⁸ Winnipeg Free Press, June 9, 2007, p. F3.

EVENT

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

CONTEXT

This warehouse was built at the beginning of Winnipeg's pre-World War I growth phase that was highlighted by tremendous expansion of almost every aspect of the City's economy. Hundreds of new businesses organized to take advantage of the growth both in the City and in the region as a whole. Feeding the growing Western Canadian population was an important activity and many distributors located in Winnipeg to take advantage of its geographic location and its favourable railway freight rates.

Scott-Bathgate Company was one such company, translating its early success as a distributor into manufacturing that continues today.

LANDMARK

With its familiar painted logo gracing several façades, the warehouse at 149 Pioneer Avenue would be very well known to almost all Winnipeggers.



APPENDIX I

CITY OF WINNIPEG - Preliminary Report

Building Address: 149 Pioneer Avenue

Building Name: Scott-Bathgate Building

Original Use: warehouse

Current Use: warehouse

Roll No. (Old): 938420 (17325)

RSN: 141736

Municipality: 12

Ward: 1

Property or Occupancy Code: 50

Legal Description: 3/4 St. John, Plan 6096, Lot 14

Location: northwest corner Westbrook Street

Date of Construction: 1905

Storeys: 5 and basement

Heritage Status: NOMINATED LIST

Construction Type: Mill

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

- 1386/1905 \$22,000 (east section); 1558/1907 [CS] \$20,000 (west section); 58/1917 [CS] \$7,500 (repairs after fire); 120/1917 [CS] \$2,000 (alterations); 399/1917 [CS] \$14,000 (reconstruction after fire); 2294/1939 --- (sprinkler system); 9936/1983 \$9,000 (interior alterations); 1352/1984 [CS] \$25,000 (interior alterations);

Information:

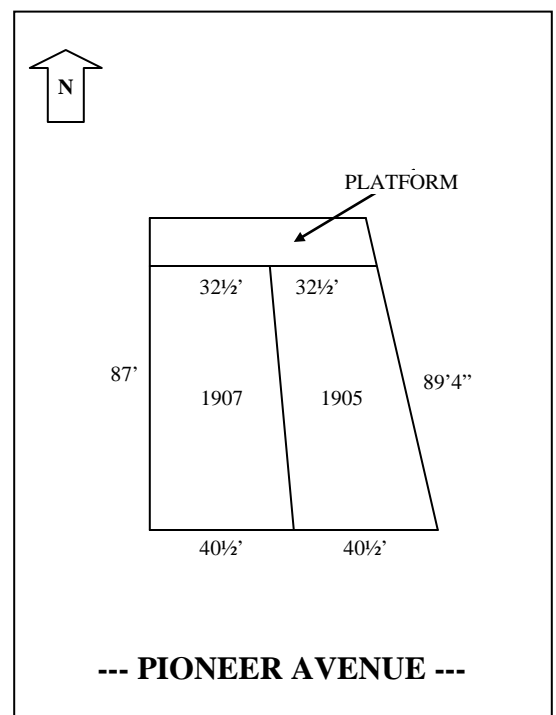
- 73 x 87 x 64 + = 81,407 cu. ft.

- south wall- rough cut stone to 6'4", balance clay brick; east & north- rough cut stone to 4½', balance clay brick

- walls- 25" rubblestone foundation; 1st- 21" brick, 2nd to 4th- 17" brick, 5th- 13" brick

ARCHITECT: J.H.G. RUSSELL (1905 & 1907)

CONTRACTOR: MALCOM BROTHERS (1905), SAUL & IRISH (1907)



1905 Building: (all measurements in inches)

From "Architect's Plans," #58/1917

	BEAMS	POSTS
Basement	6 X 14, double	14 x 14
1 st floor	6 X 14, double	12 x 12
2 nd floor	6 X 14, double	10 x 10
3 rd floor	6 X 14, double	10 x 10
4 th floor	12 x 14	8 x 8
5 th floor	6 x 12	6 x 6

APPENDIX II

John Hamilton Gordon Russell

J.H.G. Russell was born in Toronto, Canada West (Ontario) in 1862, the son of a dry goods dealer. After attending school in that city, he went to work for H.B. Gordon, a prominent area architect. Russell was with Gordon from 1878 until his departure for Winnipeg in 1882.²⁹ From 1886 to 1893, Russell travelled throughout the United States, learning civil engineering, surveying and architecture in centres such as Chicago, Illinois, Spokane and Tacoma, Washington, and Sioux City, Iowa.³⁰

In 1895, two years after returning to Winnipeg, he set up his private practice, coinciding with the city's period of unbridled growth. His designs were (and are) scattered throughout the city, province and Western Canada, covering a variety of building types, sizes, prices and uses. His business continued to be steady during World War I and after, when many architects struggled to find commissions.

Russell was president of the Manitoba Association of Architects (1925) and served for three terms as the president of the Royal Architectural Institute of Canada (1912-1915). His chairmanship of the Presbyterian Church Board of Managers³¹ and his devotion to Presbyterianism partially explain the large number of churches he designed for the denomination in Winnipeg and Western Canada. Russell died in 1946.

A complete list of his designs would be lengthy indeed. Many of his earlier works have been demolished and therefore usually are no longer included in inventories of his portfolio.

²⁹ G. Bryce, A History of Manitoba (Toronto: The Canada History Company, 1906), p. 480.

³⁰ Ibid., p. 480; and M. Peterson, "The Wilson House (Klinic), 545 Broadway," report to the Historical Buildings Committee, May 1990, Appendix I, n.p.

³¹ M. Peterson, op. cit., n.p.

Among his projects were:

Outside Manitoba-

Mount Pisgah Presbyterian Church, 207 North First Street, Roslyn, Washington, U.S.A. –
1899 (*Winnipeg Daily Tribune*, June 2, 1899, p. 6)
Knox Presbyterian - Prince Albert, SA
Knox Presbyterian - Kenora, ON
St. Andrews Church - Moose Jaw, SA

Manitoba-

Starbuck Presbyterian (United) - 1904
Treherne Presbyterian (United) - 1907-1908 (originally Chambers Presbyterian)
Pilot Mound Public School
Killarney Public School
Foxwarren Public School

Winnipeg-

Churches- Augustine Presbyterian (United), 444 River Avenue, 1903-1904 (Grade II)
Crescent-Fort Rouge Methodist (United), 525 Wardlaw Ave., 1906-1911
Westminster Presbyterian (United), 745 Westminster Avenue, 1910-1912
(Grade II)
Robertson Memorial Presbyterian (United), 648 Burrows Avenue, 1911
Robertson Memorial Presbyterian Institute, Burrows Avenue, 1911
Knox Presbyterian (United), 400 Edmonton Street, 1914-1917
Home Street Presbyterian (United), 318 Home Street, 1920
St. John's Presbyterian (United), 250 Cathedral Avenue, 1923 (Grade III)
Riverview Presbyterian (United), 360 Oakwood Avenue, 1925

Residences- J.H.G. Russell, 237 Wellington Crescent, 1902 (demolished)
J.D. McArthur, 159 Mayfair Avenue, 1903 (Grade III)
R.R. Wilson, 545 Broadway, 1904 (Grade III)
H. Archibald, 176 Roslyn Road, 1909
Ormsby House, 119 Campbell Street, 1910
J.H. Ashdown, 529 Wellington Crescent, 1913 (Grade II)
R.R. Wilson, 680 Wellington Crescent, 1925

Commercial- Addition to J.H. Ashdown Warehouse, 157-179 Bannatyne Avenue, 1899-
1911 (Grade II)
Lake of the Woods Building, 212 McDermot Avenue, 1901 (Grade II)
Hammond Building, 63 Albert Street, 1902 (Grade III)
Porter and Company Building, 368 Main Street, 1902-1903 (demolished)
McKerchar Block, 600-602 Main Street, 1902-1903
Additions to McClary Building, 185 Bannatyne Avenue, 1903 & 1904
(Grade III)
Thomson Block, 499 Main Street, 1903 (demolished)

Winnipeg-

Commercial- (continued)

Adelman Building, 92-100 Princess Street, 1903 (Grade II)
Bole Warehouse, 70 Princess Street, 1903
Additions to the Bright and Johnston Building, 141 Bannatyne Avenue,
1903 & 1907 (Grade III)
Silvester-Willson Building, 222 McDermot Avenue, 1904
Green and Litster Block, 235-237 Fort Street, 1904 (demolished)
Franklin Press, 168 Bannatyne Avenue, 1904 (Grade III)
Addition to Daylite Building, 296 McDermot Avenue, 1904 (Grade II)
J.H. Ashdown Store, 211 Bannatyne Avenue, 1904 (Grade III)
Allman Block, 592-594 Main Street, 1904 (List of Historical Resources)
Scott-Bathgate Building, 149 Pioneer Avenue, 1905 & 1907
Porter Building, 165 McDermot Avenue, 1906 (Grade III)
Child's (McArthur) Building, Portage Avenue, 1909 (demolished)
Glengarry Block, 290 McDermot Avenue, 1910 (Grade III)
Dingwall Building, 62 Albert Street, 1911 (Grade III)
Great West Permanent Loan Company Building, 356 Main Street, 1912
(demolished)
Joseph Maw Block, 280 William Avenue, 1924
Eastman Kodak Building, 287 Portage Avenue, 1930 (demolished)

Other- Gladstone School, Pembina Street, 1898 (demolished)
Casa Loma Block, 644 Portage Avenue, 1909 (Grade II)
Chatsworth Apartments, 535 McMillan Avenue, 1911
YMCA, Selkirk Avenue, 1911 (demolished)
YMCA, 301 Vaughan Street, 1911-1913, with Jackson and Rosencrans of New
York (Grade II)
Guelph Apartments, 778 McMillan Avenue, 1912
Addition to Marlborough (Olympia) Hotel, 321 Smith St., 1921-1923 (Grade II)
Odd Fellows Home, 4025 Roblin Boulevard, 1922
Canadian National Institute for the Blind, Portage Avenue, 1928
Hugh John Macdonald School, William Avenue, 1929
Aurora Court Apartments, 543 Ellice Avenue, n.d.
Central Park Block, 389 Cumberland Avenue, n.d.
Johnson Apartment Block, 524 Sargent Avenue, n.d.

149 PIONEER AVENUE – SCOTT-BATHGATE BUILDING

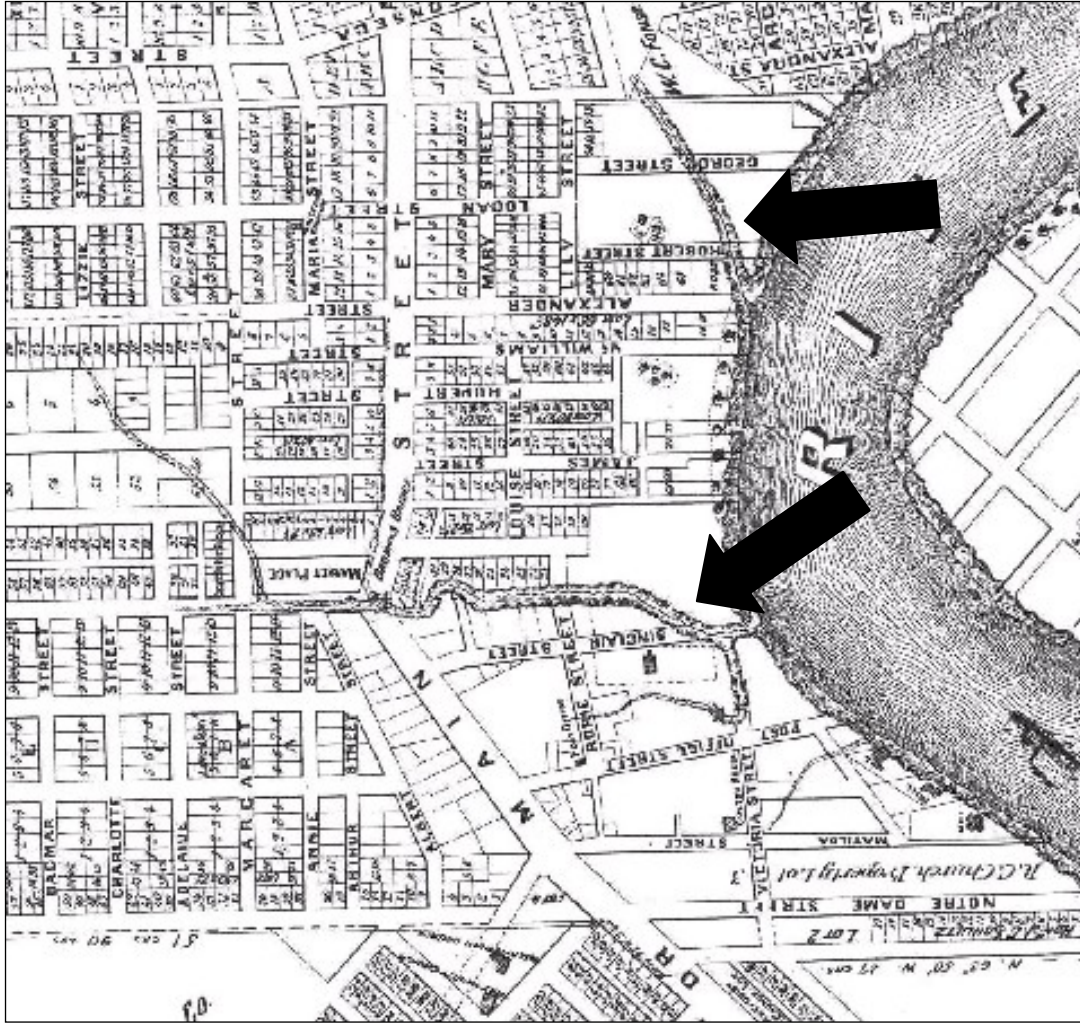


Plate 1 – Portion of J.D. Parr's Map of what would become downtown Winnipeg and the Warehouse District, 1874. Note the extensive surveying of lots on both sides of Main Street north of Brown's Creek (bottom arrow) and the lack of surveying to the south and the creeks running into the Red River including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

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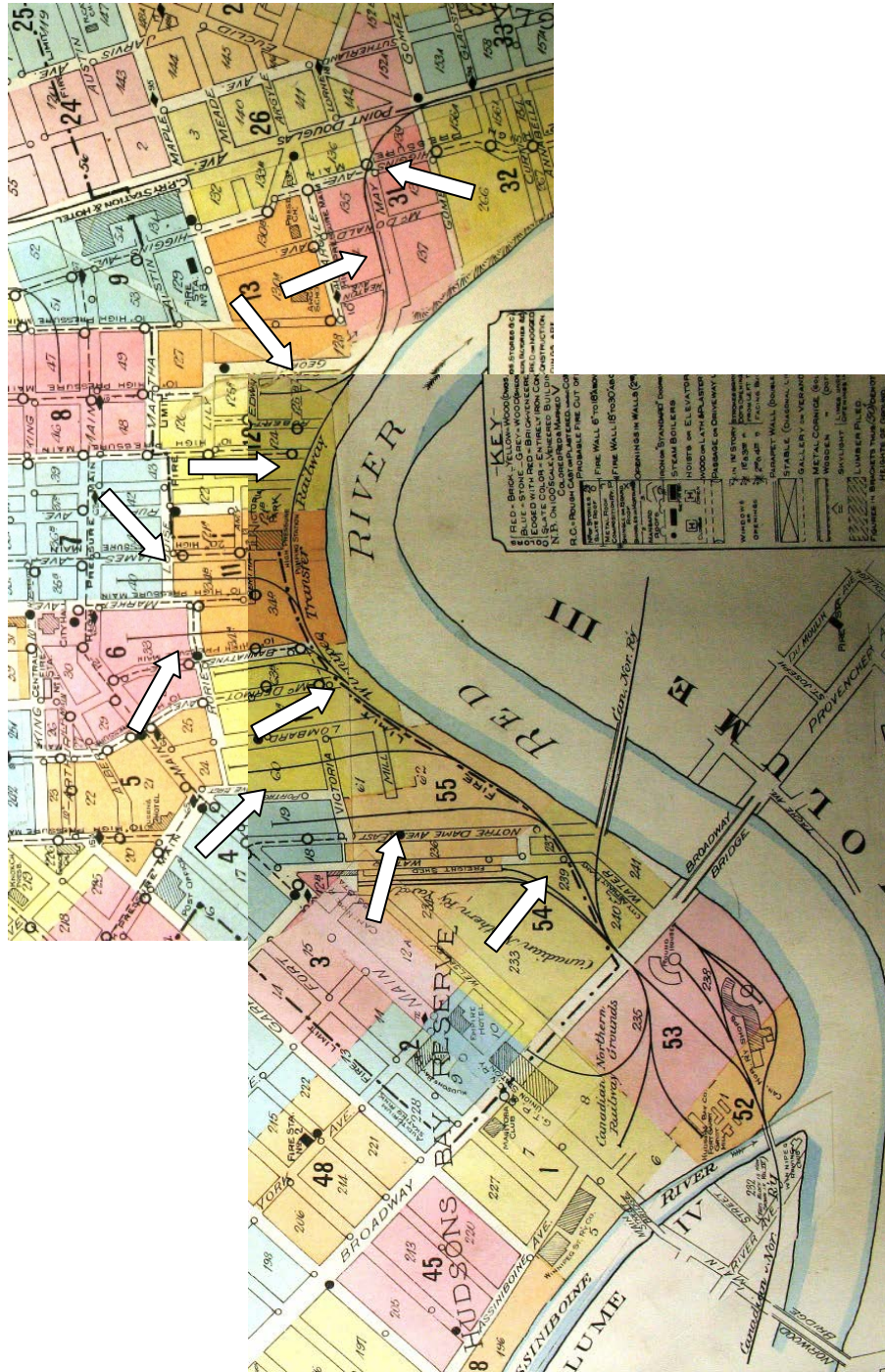


Plate 2 – City of Winnipeg Fire Atlas, Overview Map, 1906-1914. The completed Winnipeg Transfer Railway and its many north-south spur lines into the warehouse district runs from Water Avenue to Point Douglas Avenue (arrows). (City of Winnipeg.)

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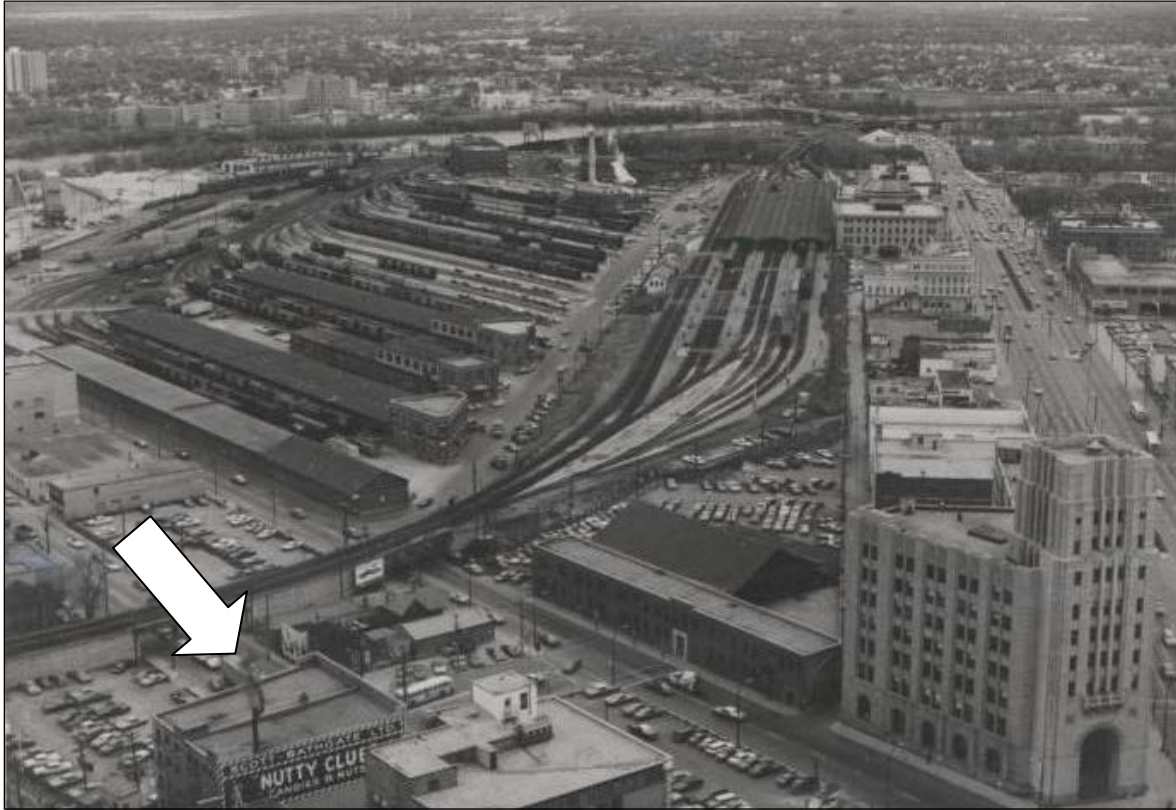


Plate 3 – This 1970 image shows the extent of the railway yards south of Pioneer Avenue at what is today, The Forks National Historic Site. The Federal Building, 269 Main Street is in the front right corner of the picture, the Scott-Bathgate Building is at the arrow. ([City of Winnipeg](#).)

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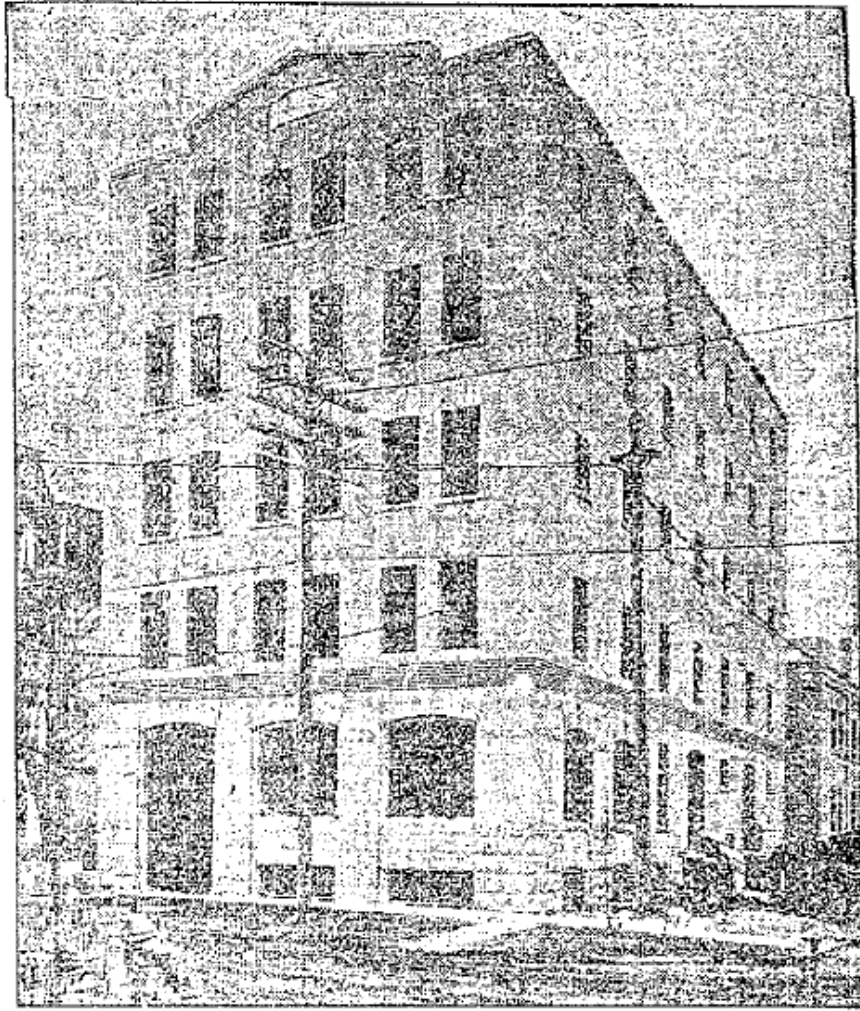


Plate 4 – Scott-Bathgate Building, Notre Dame Avenue East, 1905. Note the raised parapet of the original design. (Reproduced from Manitoba Free Press, October 30, 1905, p. 41.)

149 PIONEER AVENUE – SCOTT-BATHGATE BUILDING

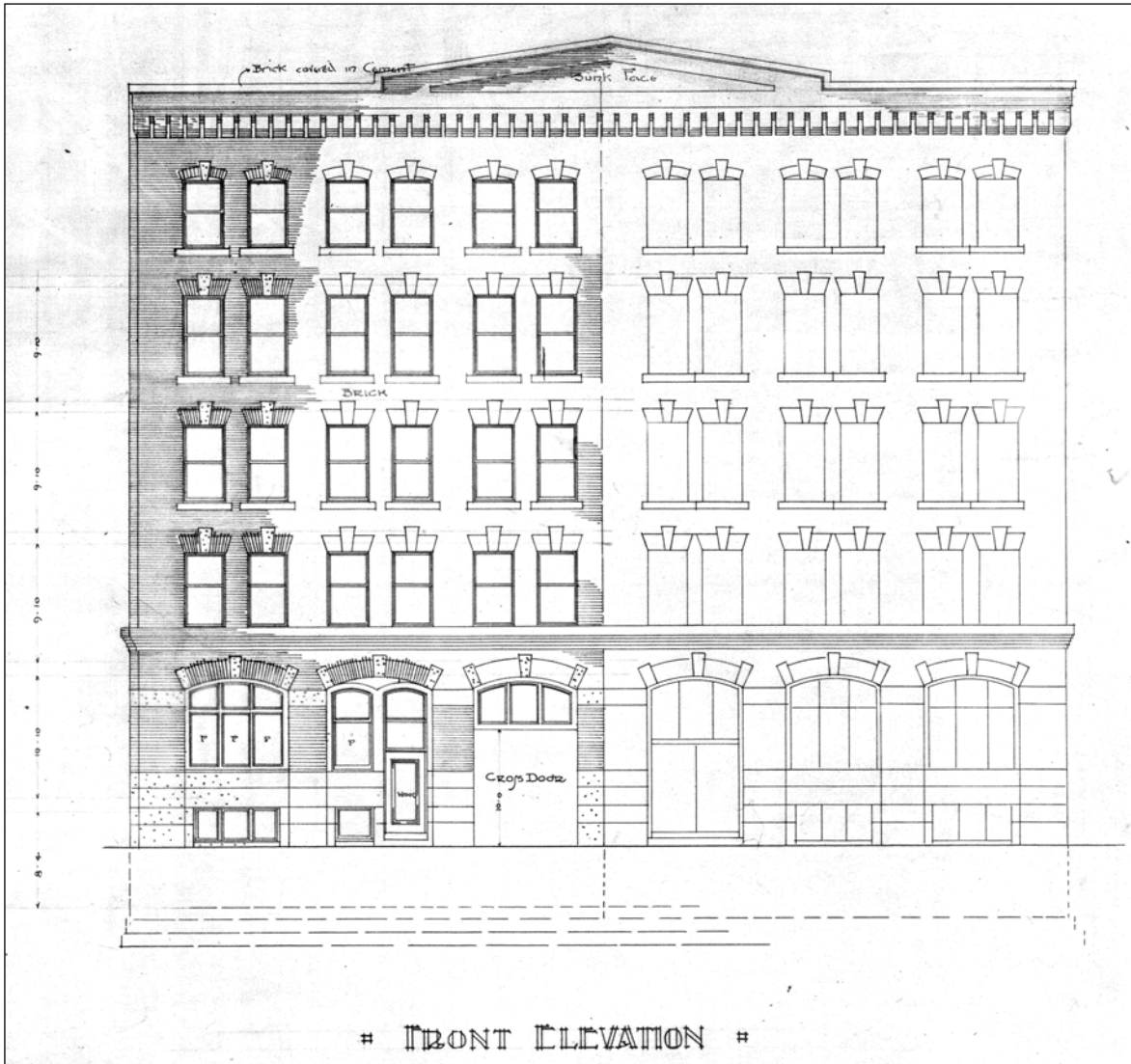


Plate 5 – Architect’s plans, #1558/1907, “Front Elevation.” (City of Winnipeg.)

149 PIONEER AVENUE – SCOTT-BATHGATE BUILDING



Plate 6 – Scott-Bathgate Building, 149 Pioneer Avenue, front (south) façade, 2015. (M. Peterson, 2015.)

149 PIONEER AVENUE – SCOTT-BATHGATE BUILDING



Plate 7 – Scott-Bathgate Building, 149 Pioneer Avenue, detail of front (south) cornice, 2015. (M. Peterson, 2015.)



Plate 8 – Scott-Bathgate Building, 149 Pioneer Avenue, east façade, 2015. (M. Peterson, 2015.)

149 PIONEER AVENUE – SCOTT-BATHGATE BUILDING



Plate 9 – Scott-Bathgate Building, 149 Pioneer Avenue, front (south) and west façades, 2015.
(M. Peterson, 2015.)

149 PIONEER AVENUE – SCOTT-BATHGATE BUILDING



Plate 10 – Scott-Bathgate Building, 149 Pioneer Avenue, rear (north) façade, 2015. (M. Peterson, 2015.)

149 PIONEER AVENUE – SCOTT-BATHGATE BUILDING



Plate 11 – Scott-Bathgate Building, 149 Pioneer Avenue, 3rd floor bridge from Pioneer Avenue building to Portage Avenue building, 2017. (M. Peterson, 2017.)

149 PIONEER AVENUE – SCOTT-BATHGATE BUILDING



Plate 12 – Scott-Bathgate Building, 149 Pioneer Avenue, 3rd floor ornamental tin ceiling in original office/sample room area, 2017. (M. Peterson, 2017.)

149 PIONEER AVENUE – SCOTT-BATHGATE BUILDING

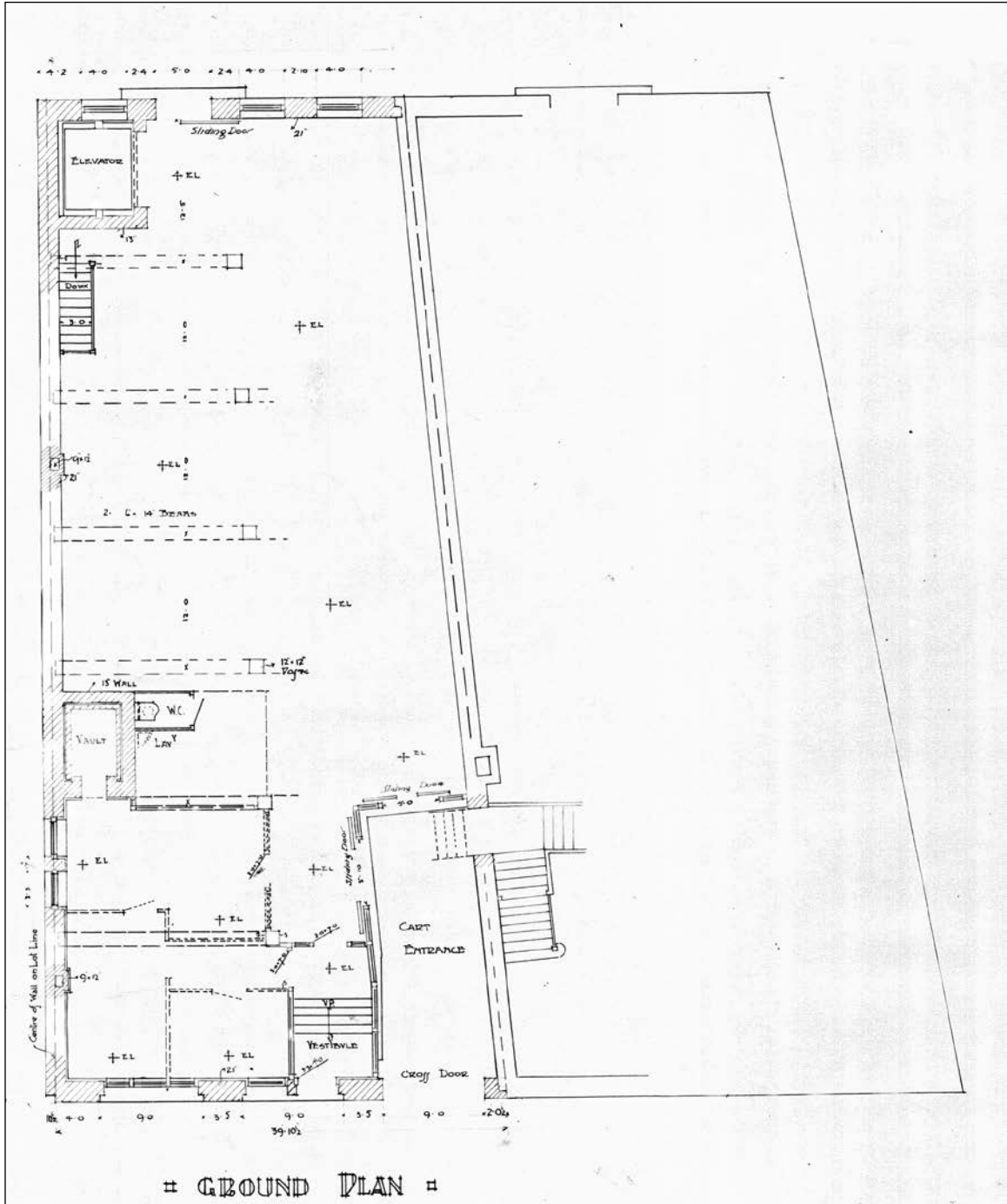


Plate 13 – Architect’s plans, #1558/1907, “Ground Plan.” (City of Winnipeg, Clerks Department.)

149 PIONEER AVENUE – SCOTT-BATHGATE BUILDING



Plate 14 – Scott-Bathgate Building, 149 Pioneer Avenue, 5th floor connecting doorway with metal-clad fire door, 2017. (M. Peterson, 2017.)

149 PIONEER AVENUE – SCOTT-BATHGATE BUILDING



Plate 15 – Scott-Bathgate Building, 149 Pioneer Avenue, 2nd floor conveyor system, 2017. (M. Peterson, 2017.)

149 PIONEER AVENUE – SCOTT-BATHGATE BUILDING



Plate 16 – Scott-Bathgate Building, 149 Pioneer Avenue, top of the tube messaging system, 3rd floor, 2017. (M. Peterson, 2017.)

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Plate 17 – Scott-Bathgate Building, 149 Pioneer Avenue, 5th floor lunchroom counter, 2017. (M. Peterson, 2017.)

149 PIONEER AVENUE – SCOTT-BATHGATE BUILDING



Plate 18 – Scott-Bathgate Building, 149 Pioneer Avenue, 1978. (City of Winnipeg.)

149 PIONEER AVENUE – SCOTT-BATHGATE BUILDING



Plate 19 –Pioneer Avenue looking east, 2015. (M. Peterson, 2015.)



Plate 20 –Pioneer Avenue looking west, 2015. (M. Peterson, 2015.)

SYMINGTON'S SOUPS

Something You'll Enjoy!

A steaming plate of Symington's Soup after an energetic day.

There are no soups so fine, or so rich in food properties—no soups so excellent in flavour. Eleven varieties equally good and enjoyable:—

Mulligatawny	Tomato	Lentil
Green Pea	Ox Tail	Onion
Scotch Broth	White Vegetable	
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Your Bird Should Try it.
A food mixture with cod
liver oil. Specially suit-
able as a tonic.

At your Pet Shop,
Grocer or Druggist.

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Plate 21 - Scott-Bathgate Company advertisements from 1913 (top) and 1925 (bottom).
(Reproduced from Manitoba Free Press, September 6, 1913, p. 17 & October 24, 1925, p. 9.)

149 PIONEER AVENUE – SCOTT-BATHGATE BUILDING

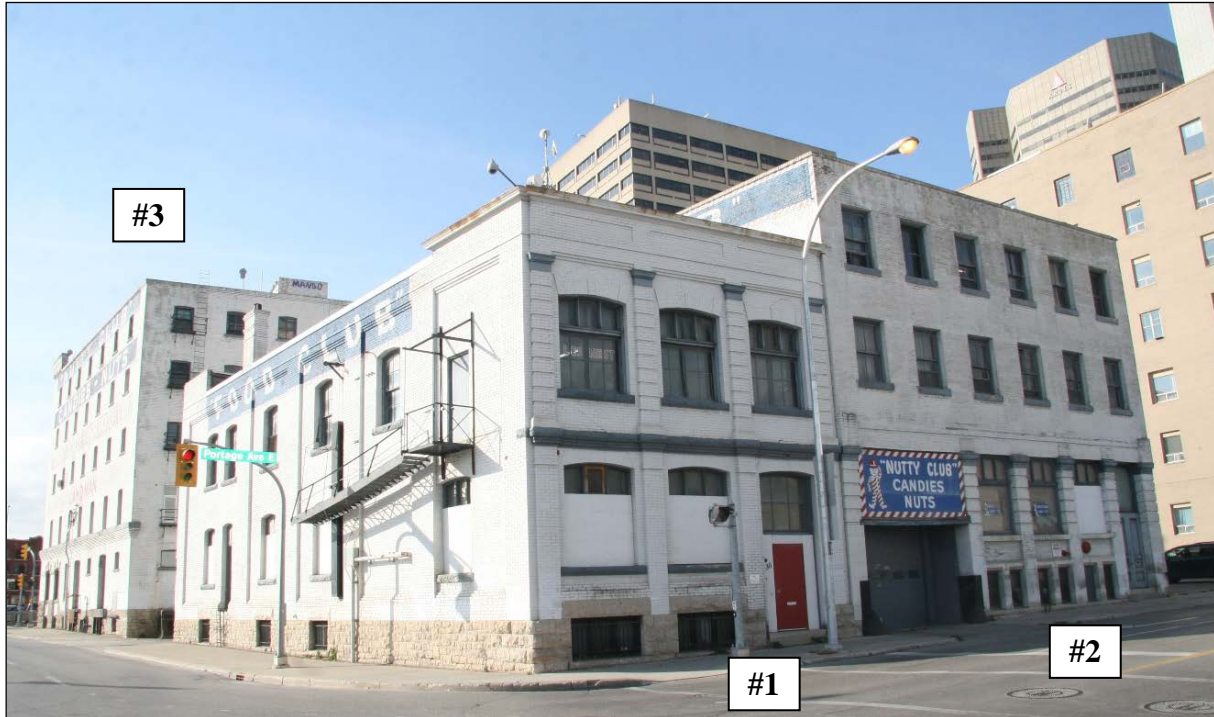


Plate 22 – Scott-Bathgate Complex, 2015: #1- D.S. Perrin Warehouse, 130 Portage Avenue East, built 1905, occupied by the D.S. Perrin & Company, Ltd., biscuit and confectionery distributors of London, ON, from 1905 to the late 1920s, taken over by Scott-Bathgate Company in the late 1970s and now occupied by Les.Net; #2- Potter Building, 132 Portage Avenue East, built 1905, occupied by a variety of small-scale distributors until the mid-1920s when Potters Limited, wholesale furniture dealer, occupied the building until the 1940s; and #3 Scott-Bathgate Building, 149 Pioneer Avenue. (M. Peterson, 2015.)

149 PIONEER AVENUE – SCOTT-BATHGATE BUILDING



Plate 23 – Thomas Black Building, 80 Lombard Avenue, 2014. Built in stages between 1896 and 1907, the structure was taken over by Scott-Bathgate Company ca.1945. (M. Peterson, 2014.)

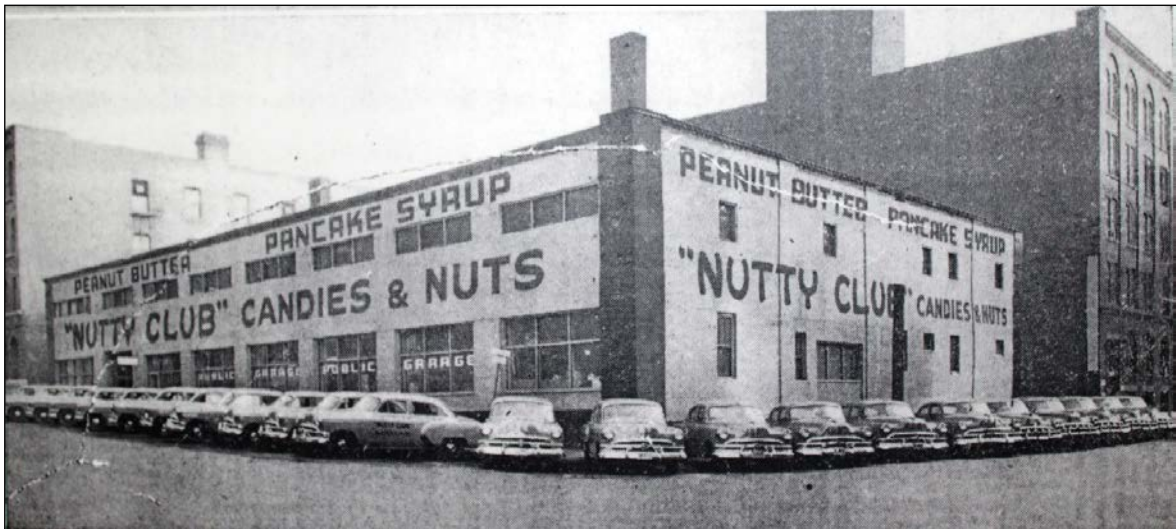


Plate 24 – Scott-Bathgate Garage, 131 Portage Avenue, ca.1953. (Reproduced from Winnipeg Tribune, October 24, 1953, Magazine Section, p. 1.)