



**114 KING STREET
(291 BANNATYNE AVENUE)**

MAW'S GARAGE

City of Winnipeg
Historical Buildings & Resources Committee
Researchers: Sheila C. Grover (1985)
M. Peterson (2024)

114 KING STREET (291 BANNATYNE AVENUE) – MAW’S GARAGE

Winnipeg in the early 1890s was, although few realized it, on the verge of a spectacular era of growth and development that would almost completely remake it by World War I. But this comprehensive growth followed patterns established a decade earlier and resulted in the maturation of specific districts within city boundaries even after this frenzied period of growth.

The real estate and construction boom of the early 1880s was brought on by the construction of the Canadian Pacific Railway (CPR) through Winnipeg and onto the western prairies. Land prices in the small capital city skyrocketed, the population soared, and solid brick structures began replacing the small wooden shacks that dotted the mud streets and avenues. Perhaps more important, however, was the beginning of the segregation of the various sectors of the city – residential, commercial and industrial – and their specific building-types.¹ The huge advance in land prices along Main Street north of Portage Avenue necessitated the replacement of the earlier residential development (Plate 1) with large commercial structures. Investors chose to locate near one of the most important buildings, City Hall, from which would come assistance in advancing both singular business interests and those of the community at large.

Commercial interests, both local and from Eastern Canada, were quick to locate in this area. The city rapidly assumed the role of wholesale hub for all of Western Canada. Companies like R.J. Whitla, Stobart, Eden and Company, George D. Wood and J.H. Ashdown were all organized and carrying on business prior to the CPR boom. The bust of 1882, while it seriously affected some parts of the local economy, did not have a devastating effect on the wholesale sector. This was mainly as a result of the expanding regional base of the wholesalers as settlement increased on the prairies and demand for goods grew. The areas east and west of Main Street, however, were undeniably developing as the warehouse district, slowly through the 1880s and 1890s and then rapidly after 1900 (Plate 2).

¹ R.R. Rostecki, “The Growth of Winnipeg, 1870-1886,” unpublished M.A. Thesis, University of Manitoba, 1980, pp. 112-114.

One of the unique developments was the growth of automobiles in the city. E.B. Kendrick, a professor at St. John's College, introduced the first automobile to Winnipeg in 1901. By 1903, an automobile business was established, taken over by McCulloch and Boswell who built a garage on William Avenue. The Winnipeg Automobile Club was organized in 1904 (renamed the Manitoba Motor League), was operating races and meets and had 120 members by 1905. By 1908, there were nearly 300 cars on Winnipeg streets. The Good Roads Association was formed as an advocacy group.²

In 1903, carriage retailer Joseph Maw began selling R.E. Olds vehicles "Oldsmobiles" and Cadillacs in a portion of his business block on the southwest corner of King Street and William Avenue (Plate 3).³ But it wasn't long before supply demanded a larger, more modern facility. In 1907, Maw took out a permit to build a one storey garage and showroom on his property situated opposite the central fire hall on King Street (Plates 4 and 5).⁴

STYLE

Maw's Garage is a modest commercial block designed with two public façades. Much different than the massive, unadorned warehouses found throughout the warehouse district, this building's public use necessitated the addition of classically-inspired ornamental detailing including scrollwork, full-entablatures and pediments.

CONSTRUCTION

This one-storey building measures 20.1 metres wide and 60.4 metres long, stretching the entire block with façades on both Princess and King streets. According to the original plans the building rests on a rubblestone foundation walls supported by concrete footing (Plate 6).⁵ The full basement

² Manitoba Free Press, June 6, 1908, p. 11.

³ Manitoba Free Press, July 15, 1920, p. 47.

⁴ City of Winnipeg, Building Permit (below as BP), #176/1907; Manitoba Free Press, December 6, 1906.

⁵ City of Winnipeg, Architect's Plans, Plan #176/1907.

featured cement flooring and 2.4-metre ceilings (see Appendix I for additional construction information). The main floor rose 4.3 metres from floor level to the bottom of the steel trusses. According to the original building permit, the cost of construction was \$3,500.⁶ The gable roof featured four double-pitched skylights (Plate 7). The roof was designed with a series of steel I-beams and trusses supported by interior brick piers to allow the entire garage space to be completely open (Plate 8). Red brick and stone accenting were used on the two public façades, east and west.

A 1920 article on the history of automobiles in Manitoba called Maw's garage the first in Canada without posts and largest in Canada "for a long time".⁷

DESIGN

As designed, the garage was designed to front two streets with matching elevations (Plate 9). Large, centrally-placed doors lead to the garage area, smaller entrances on either side flanked by large display windows gave access to the office/retail spaces at either end. Transom windows were located above these elements and banded red brick pilasters with stone caps and bases were located at either ends of the façades and framing the central doorways. Metal letters, "J. MAW & CO. GARAGE", were also found on the entablature. Ornamental windows were placed above these doorways, leading to full-width metal entablatures and pediments above the central entrances featuring half-circle openings, keystones, and decorative stone scrollwork. A curved, blind storey with raised ornamental element and flagpole complete the two façades.

Early photographs suggest that the commercial entrances were the only change between the architectural drawings and the actual building for the east and west façades (Plate 10). There were also double doors located mid-building on the north and south sides onto the back lane.

Today, the main façades have suffered to varying degrees from neglect and lack of upkeep. The east façade, facing King Street, does display some of the original stone and brick elements but the

⁶ BP #176/1907.

⁷ Manitoba Free Press, July 15, 1920, p. 47

central doors have been removed, the retail space has been boarded over and some the detailing in the pediment have been removed (Plates 11-13). The west façade has been partially restored (Plates 14-16).

INTERIOR

The most significant feature of the building was that it contained no interior posts and was supported by steel girders and trusses on brick piers. Contemporary reports about the garage claim that it was “the best of its kind in Canada” and was “beyond doubt, the largest automobile floor on the continent in which there are no posts.”⁸

According to the original plans, the basement extended west beyond the lot line underneath the sidewalk and the furnace room was placed in the northwest corner. As designed, the main floor included a “Repairing Shop” in the northwest corner, one store in the southwest corner, two in the southeast corner and an office in the northeast corner of the space, with a large display floor in the centre. From local directories, it does not appear that the stores were rented to tenants.

In the 1970s, the west end of the garage was renovated into restaurant/bar space while the eastern portion has become a parking garage (Plates 17-19).

INTEGRITY

The building stands on its original site and appears to be in fair structural condition. Alterations have divided and demolished parts of the original interior and some of the exterior elements have suffered from neglect.

⁸ Town Topics, June 29, 1907, p. 19.

STREETSCAPE

Maw's Garage has been an integral part of two important streetscapes in Winnipeg's warehouse district since construction (Plate 20).

ARCHITECT/CONTRACTORS

This structure was designed by Howard Colton Stone of Montreal, PQ, with Leonard T. Bristow, the local supervising architect and Winnipeg office manager for Stone. Stone was a well-known designer in Montreal and opened his Winnipeg office in 1904 (see Appendix II for biographical information). He has received 20 points from the Historical Buildings and Resources Committee.

Little is known about Bristow, who arrived in Winnipeg in 1904 as office manager for Stone. It appears he worked in this capacity until the branch closed in 1907, when he began his own practice. His name appears in Henderson's Directory, Winnipeg for the last time in 1909. Bristow must have been quite involved in the architectural community, for when local architects created an association in June of 1906, he was elected Treasurer, a role he filled for two years.⁹

Local contractor/builder Daniel D. Wood (Plate 21) built the garage.¹⁰ Wood was born at Bilston, England in 1859 and came to Canada with his mother and father and 4 siblings in 1870, settling in Brantford, ON.¹¹ Wood worked as a bricklayer, as a bridge builder for the Grand Trunk Railway and as a contractor in Seaforth, ON. Moving to Winnipeg in 1882, working for various railway companies before starting a contracting business in 1885. After 1900, coal and wood supply became part of his business¹² which would include sons Daniel J. H. and Melville by World War I. He was involved in many other businesses and at the time of his death, at his long-time home at 436 Edmonton Street, he was President and Manager of D. D. Wood and Sons Limited, Secretary-

⁹ Henderson's Directory, Winnipeg, 1900-1910; and Canadian Architect and Builder, Vol. XIX, No. 222 (June 1906), p. 1 and Vol. XX, No. 229 (January 1907), p. 16.

¹⁰ BP #176/1907.

¹¹ Canada Census, 1881-1921; and "Daniel David Wood," Memorable Manitobans, Manitoba Historical Society website, 2024.

¹² Wood is not listed as a contractor after 1911.

Treasurer and Manager of the Birds Hill Sand Stone Brick Company, and President of the Fort Garry Construction Company.

A list of major works completed by Wood in Winnipeg would include:

Norquay School No. 1, Lusted Avenue, 1892 (demolished)
 Stovel Building, 245 McDermot Avenue, 1893 (Grade II)
 Winnipeg Court House, 155 Kennedy Street, 1894-1895 addition (demolished)
 Christie-Broughall Block, 536 Main Street, 1895 (demolished)
 Davis Block, corner Market Avenue and Princess Street, 1895 (demolished)
 Bank of Hamilton, 395 Main Street, 1897 (demolished)
 Gladstone School, Osborne Street, 1898 (demolished)
 Isbister School, 310 Vaughan Street, 1898 (Grade II)
 Bank of Commerce Building, 1900 (demolished)
 Carnefac Block, 188 Princess Street, 1901 (List of Historical Resources)
 Macdonald Warehouse, 116-118 Market Avenue, 1901 (demolished)
 Somerset School (Sacre-Coeur No. 2), 775 Sherbrook Street, 1901 (demolished)
 Lechtzier Bath House, 216-222 Pacific Avenue, 1903
 Balmoral Court, 540 Balmoral Street, 1905
 Canadian Moline Plow Co. Warehouse, northeast corner of Logan Avenue and Chambers, 1905 (demolished)
 Wellington School, Wellington Avenue, 1905-1906 (demolished)
 Commercial Travellers Building, 1906
 Maw's Garage, 112-114 King Street, 1907 (Grade III)
 City of Winnipeg Offices, 223 James Avenue, 1909 (demolished)
 Manitoba Government Telephones Warehouse, 567-579 Henry Avenue, 1910-1911
 City of Winnipeg Police Headquarters, 170 Rupert Avenue, 1911 (demolished)
 Alsip Sandstone Brick Company Factory, Elgin Avenue, 1911 (demolished)

PERSON/INSTITUTION

Horse-drawn carriage retailer and Western Canadian automobile pioneer Joseph Maw (1854-1916 – Plate 22) and his representatives owned this property until 1930.¹³ Maw was born in Peel County, Canada West (Ontario) in 1854. After completing a course at a Commercial College in Toronto, he became a travelling salesman for a manufacturing firm in Brampton, Ontario at the age of seventeen.

¹³ City of Winnipeg Assessment Rolls, Roll No. 609620-12-2 (below as ARO), 1907-1930.

He came to Winnipeg in 1882 working as an agent for the Massey Manufacturing Company. He represented this firm in Manitoba and the Northeast for four years, then was transferred to Calgary as the manager of Massey and Company's office there.¹⁴ In 1892, he returned to Winnipeg and entered into partnership with J.M. Ross of Hamilton, ON, conducting a carriage business (Plate 23). In 1896, Maw took over the entire business, operating under the name of Joseph Maw and Company. Maw's real passion was automobiles, one contemporary report described him as "an enthusiastic pioneer motorist."¹⁵

In 1897, Maw purchased a prime piece of real estate in the area, the southwest corner of William Avenue and King Street, rumoured to have cost the businessman the substantial sum of \$15,000.¹⁶ He demolished the existing building and constructed a fine, three-storey brick and stone block on the site in which included an electric elevator, an "innovation" as one report called it (Plate 24).¹⁷ In May of 1924, the building was destroyed by fire,¹⁸ but the estate of Joseph Maw decided to rebuild on the property, choosing to develop a two-storey block that stands today (Plate 25).

With his business booming, Maw needed more space and a track warehouse built at the northeast corner of Point Douglas Avenue and McFarlane Street in 1901. An additional storey was added in 1902 and a two-storey addition, nearly doubling the size of the existing warehouse, was built in 1903.¹⁹

Maw was director of the Winnipeg Industrial Exposition Board and president of the Wholesale Carriage & Implement dealers. Ill health forced his early retirement to Los Angeles, California,

¹⁴ While in Calgary, Maw assisted in planning the Calgary Exposition and Turf Association and served one term as a city councillor.

¹⁵ George Bryce, *A History of Manitoba. Its Resources and People* (Toronto, ON: The Canada History Company, 1906), pp. 390-391. In 1905, Maw won the Winnipeg Industrial Exposition five-mile open race in a "Marion" four-cylinder, air-cool car in a time of eight minutes and twenty-one seconds.

¹⁶ *Manitoba Free Press*, February 27, 1897, p. 8.

¹⁷ *Manitoba Free Press*, July 24, 1897, p. 2 and August 3, 1897, p. 6. Unfortunately, this "innovation" proved deadly, a workman adjusting belts was killed when he was crushed by the cage.

¹⁸ *Manitoba Free Press*, May 1, 1924, p. 11.

¹⁹ *City of Winnipeg Building Permit Ledger Book*, 1900-1923.

where he died in 1916.²⁰

Although it was designed with space for several retailers, it does not appear from local directories that there were many other tenants than Maw's company for the first several decades. By 1940, City Dray Company and Olafson Transportation Company are listed at the address (#112 King Street). City Dray occupied space in the building from ca.1934-ca.1964 and Silpit Industries in the late 1960s.²¹

The City Dray Company was founded by A.W. Boulton (1861-1937), who had come to Canada from Scotland as a child and to Winnipeg in 1885.²² In 1894, he founded City Dray Company with a horse-drawn vehicle from his home on Stanley Street. Expansion of the business necessitated several moves to larger facilities. In 1909, with 35 horses, the company purchased a two-cylinder truck – the first used by a dray company in the city. The horses were finally completely replaced in 1922 and the company built a new brick garage at 276 Rupert Avenue (south side between King and Princess streets- demolished).²³

From this address, the company provided both general cartage as well as contracted services for many local wholesalers and also operated the Boulton Motor Company, a retail dealership, from a building on William Avenue (Plate26). The founder died in 1937 and was replaced by his son, Albert S. "Bert" Boulton (1887-1949).²⁴ When the neighbouring Sanford Block was partially destroyed by fire, the garage was not severely damaged, although the 60 sixty trucks were moved out by the employees.²⁵

²⁰ G. Bryce, op. cit., pp. 390-392; Manitoba Library Association, Pioneers and Early Citizens of Manitoba, (Winnipeg, MB: Peguis Publishers, 1971), p. 159; Winnipeg Tribune August 2, 1916 and April 6, 1965; Winnipeg Free Press, August 1916, September 14, 1916 and December 2, 1916; and Winnipeg Telegram December 2, 1916.

²¹ Henderson's Directory, Winnipeg.

²² Winnipeg Tribune, February 12, 1937, p. 5.

²³ BP #284/1923.

²⁴ Winnipeg Free Press, May 22, 1933, p.9; and "Albert Stephen "Bert" Boulton (1887-1949)," Memorable Manitobans, Manitoba Historical Society website, 2022.

²⁵ Winnipeg Free Press, Feb. 13, 1941, p. 6.

In 1970, the Sanford Building and a portion of Maw's Garage were converted into a restaurant and lounge – Old Spaghetti Factory & Brandy's— one of the early conversions for what would become Winnipeg's Exchange District (Plate 27).²⁶ The east end of the garage was maintained and held space for 26 cars.

Since the early 2000s, several businesses have occupied the space.

EVENT

There is no known significant event connected with this building.

CONTEXT

The construction of Maw's Garage is reflective of the growth of the automobile industry in the early 1900s, as it grew to replace the horse. It was also representative of the innovative economy of Winnipeg and its leading entrepreneurs who utilized the regional economic growth to finance new, cutting edge technologies and businesses.

LANDMARK

Maw's Garage, although it has been relegated to a parking garage, is located in the heart of Winnipeg's Exchange District National Historic Site and therefore would be known to most Winnipeggers.

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APPENDIX I

CITY OF WINNIPEG - Preliminary Report Assessment Record

Building Address: 291 Bannatyne Avenue
(112-114 Princess Street)

Building Name: Maw's Garage

Original Use: garage

Current Use: commercial/garage

Roll No. (Old): 13060966100 (609660-12-2 [10124-12-2])

R.S.N.: 148133

Municipality: 12

Ward: 2

Property or Occupancy Code: 30

Legal Description: 6/7 St. John, Plan 33009, Lot 9 (Original: 6/7 St. John, Plan 16, Block A, W ½ Lot 9, Lot 10)

Location: west side of King Street, east side of Princess Street north of Bannatyne Avenue

Date of Construction: 1907

Storeys: 1

Construction Type: Ordinary - Brick

HERITAGE STATUS: GRADE III (November 19, 1979)

Building Permits (Plans available: [CS] Archives; [M] Microfilm/Microfiche):

- 176/1907 [CS] (original – 112-14 King); 2003/1945 [CS] (interior alterations – 112/14 King); 95/1958 [CS] (alterations – 112-14 King); 111671/2007 \$2,000 (repairs to roof after fire)

Information:

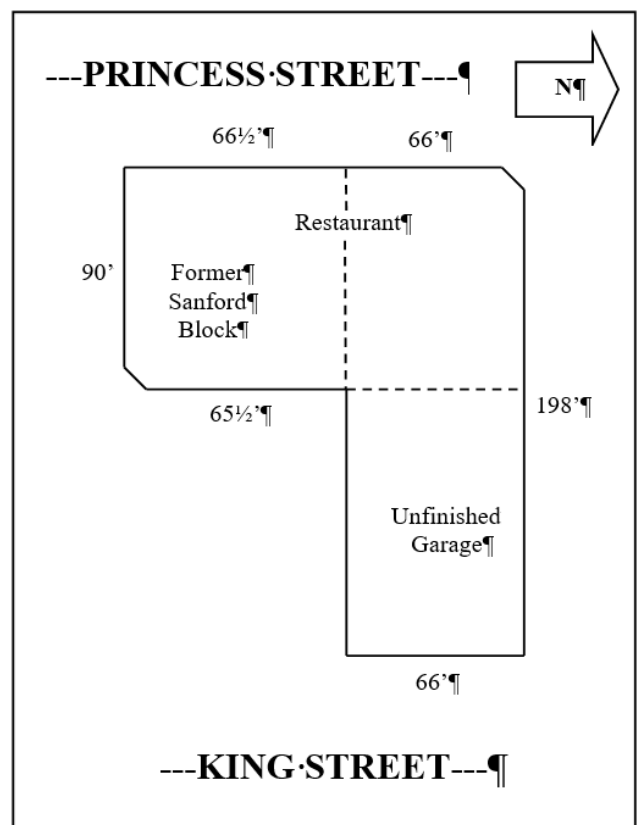
- 66 x 198 ft.

- wall thickness – 13" brick; concrete floors

- steel truss roof; 18' to underside of trusses

**ARCHITECT: H.C. STONE, MONTREAL (L.T.
BRISTOW, WINNIPEG)**

CONTRACTOR: D.D. WOOD



APPENDIX II

Howard Colton Stone

Howard Colton Stone was born Northhampton, Massachusetts ca.1860 and began his architectural career in New York City. In 1896, he emigrated to Montréal, PQ, setting up a private practice by 1901, a short time after the fire that devastated much of the western section of Old Montréal.¹ The need to rebuild led to significant work for Stone and other architects. Stone was responsible for a number of notable structures in Montréal, including the 1903-1904 Bank of Ottawa Building (considered Montréal's first true skyscraper), corner of rue Saint-Jacques and rue Dollard that was taken down and rebuilt at the corner of rue Notre-Dame East and boulevard Saint-Laurent in 1928-1929 (Plate 28). Other Montréal designs included the head office for the Bank of Ottawa (1904) and the Sovereign Bank Building on rue Saint-Jacques, 1904-1905, (Plate 29).²

His 1906-1908 design of the new head offices of the Royal Bank of Canada in Montréal, established Stone as one of the premier designers in the Beaux-Arts Classical style. The structure at 147 rue St. James (Plate 30) was a dominating presence with its massive columns and four statues (representing the four pillars of the Canadian economy – transportation, fisheries, industry and agriculture) that became known as “the giants of St. James Street.”³

Stone opened a Winnipeg branch in 1904 with Leonard T. Bristow as its manager.⁴ It was only open for a brief time and his last known work listed in the City of Winnipeg Building Permits Ledger Book is dated May 22, 1907.

¹ Biographical information from Vieux-Montréal website (www.vieux.montreal.qc.ca/), updated May 5, 2005 (below as Vieux Montréal); and “Stone, Howard Colton,” in Robert G. Hill, Dictionary of Architects in Canada, online edition, <http://dictionaryofarchitectsincanada.org/node/1336> (below as R.G. Hill).

² Vieux Montréal.

³ Information from the Royal Bank of Canada website (www.rbc.com), last modified 12/072004.

⁴ Henderson's Directory, 1900-1910; and Canadian Architect and Builder, Volume XIX, Number 222 (June 1906), p. 1 and Volume XX, Number 229 (January 1907), p. 16. Little is known about Bristow, who arrived in Winnipeg in 1904 as office manager for Stone. It appears he worked in this capacity until the branch closed in 1907, when he began his own practice. His name appears in Henderson's Directory, Winnipeg for the last time in 1909. Bristow must have been quite involved in the architectural community, for when local architects created an association in June of 1906, he was elected Treasurer, a role he filled for two years.

Stone died of pneumonia in Montréal in February 1918.⁵

During this short period, his office was responsible for a number of projects:⁶

Francis L. Patton House, 147 Wellington Crescent, 1904 (demolished)
Winnipeg Free Press Building, 240 Portage Avenue, 1904 (demolished)
Tees and Persse Warehouse, 360 Princess Street, 1904 (demolished)
Maw Block, Main Street, between Alexander Avenue and Logan Avenue, 1905 (demolished)
John Leslie House, 697 Wellington Crescent, 1905
Broadway Methodist Church, 396 Broadway, 1905 (demolished)
Bank of Toronto, 456 Main Street, 1905-1907 (Grade II)
Thomas A. Anderson House, 31 Kennedy Street, 1906 (demolished)
Hormisdas Béliveau House, 301 rue Dumoulin, 1906
Joseph Maw and Company Garage, 114 King Street, 1906-1907 (Grade III)
Walker Theatre, 356 Smith Street, 1906-1907 (Grade I)
Dominion Bank, North End Branch, 678 Main Street, 1908 (Grade II)

⁵ Vieux Montréal.

⁶ City of Winnipeg Building Permit Ledger Books, 1900-1912; and R.G. Hill.

114 KING STREET (291 BANNATYNE AVENUE) – MAW'S GARAGE

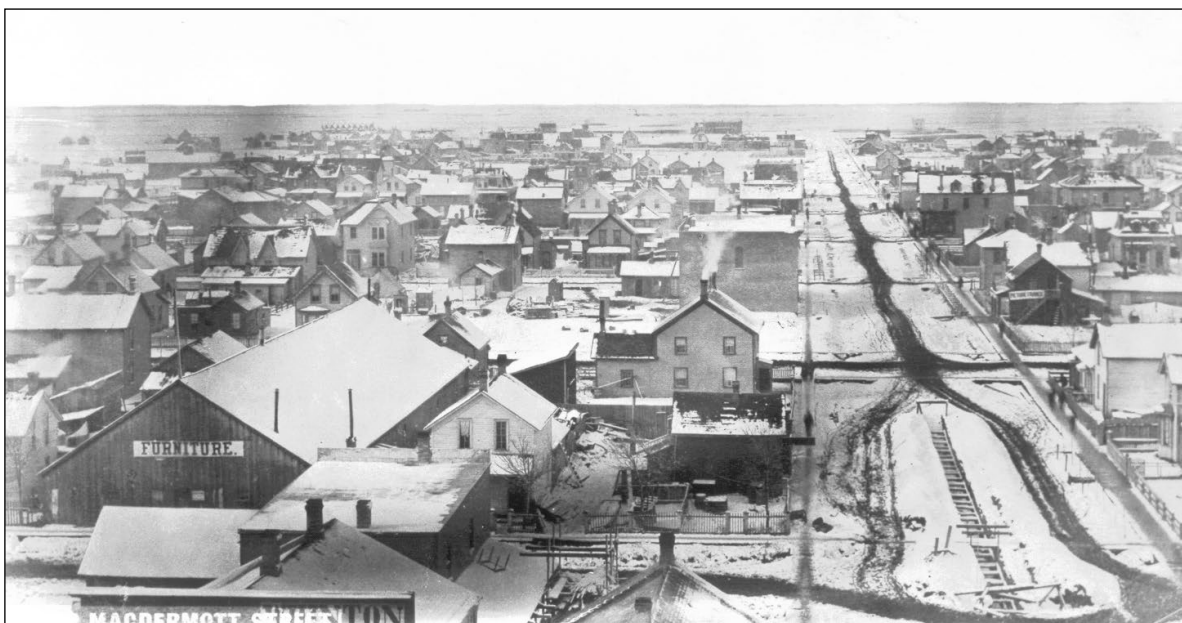


Plate 1 – McDermot Avenue looking west from Main Street, ca.1883. ([Archives of Manitoba.](#))



Plate 2 – Warehouse District, ca.1905, showing the scale of development over the previous 20 years. ([Archives of Manitoba.](#))

114 KING STREET (291 BANNATYNE AVENUE) – MAW'S GARAGE



Plate 3 – Looking west along William Avenue from King Street, 1900. The three-storey Maw Block is in the foreground, advertising carriages, harnesses, cutters, pumps, windmills and bicycles. ([Archives of Manitoba](#).)

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Plate 4 – Joseph Maw and Company Garage, 114 King Street, 1909. ([Archives of Manitoba, Winnipeg Telegram, December 18, 1909, p. 17.](#))

THE "1910 REO"

\$1600 4-CYLINDER \$1600



Off like a thoroughbred as soon as you open the throttle. Quiet, smooth-running, powerful in every way---except great bigness; the equal of the most costly cars. That sounds a little strong, but we mean exactly that. And when it comes to expense---fuel, repairs, tires---the light weight and simple construction of the REO are of enormous advantage.



REO, RUNABOUT—2 passenger	\$700
REO TOURING CAR—2 cylinder, fully equipped	\$1,350
REO 4-CYLINDER—30-35 h.p. touring car	\$1,600
REO 4-CYLINDER—30-35 h.p. demitonneau, roadster	\$1,600
OLDSMOBILE—All styles.	
DAIMLER—All styles.	
PEERLESS—All styles.	
KENNEDY—High wheeled, hard rubber tired motor buggy.	

All that the name implies

"SILENCE"
"COMFORT"

Write for our different Catalogues
or call and see our show cars

112-118
KING ST.

Joseph Maw & Co., Limited

WINNIPEG
Man.

Plate 5 – Advertisement for Joseph Maw & Co., Limited, 112-118 King Street, 1909. (Winnipeg Tribune, Dec. 18, 1909, p. 7.)

114 KING STREET (291 BANNATYNE AVENUE) – MAW'S GARAGE

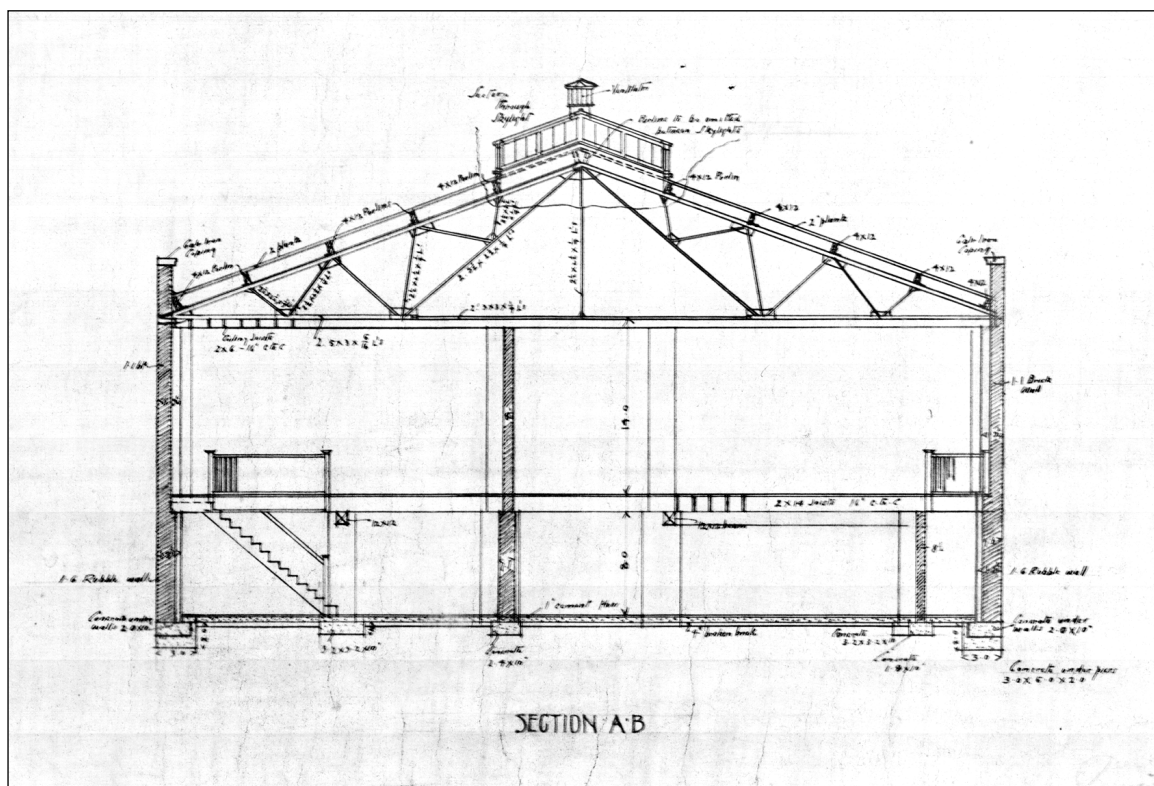


Plate 6 – “Section A-B,” architect’s plans #176/1907. (City of Winnipeg, Records Management Division.)

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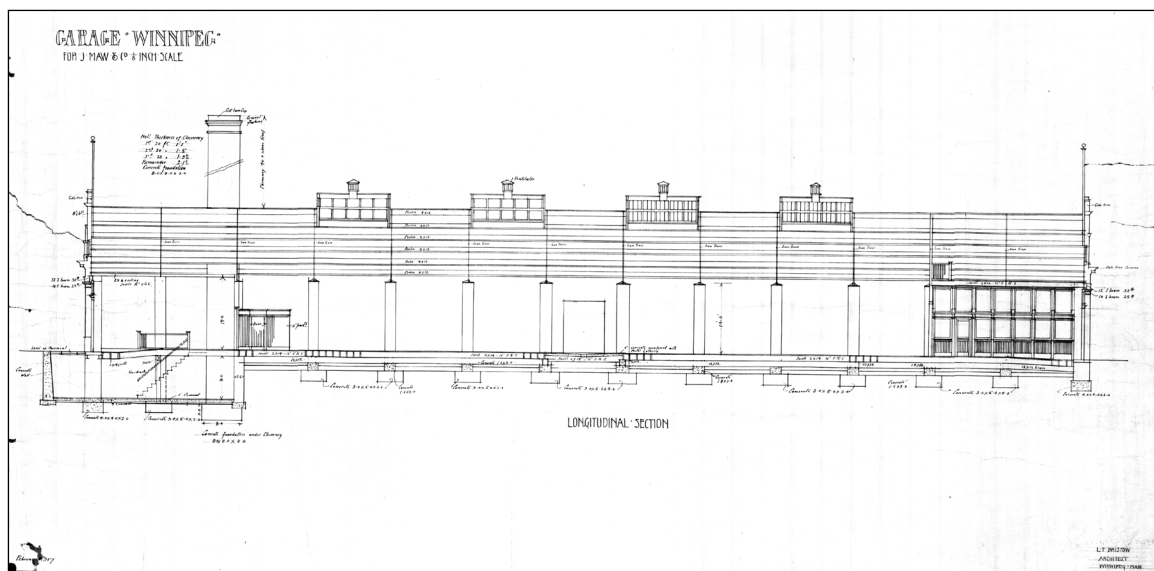


Plate 7 – “Longitudinal Section,” architect’s plans #176/1907. (City of Winnipeg, Records Management Division.)

114 KING STREET (291 BANNATYNE AVENUE) – MAW'S GARAGE

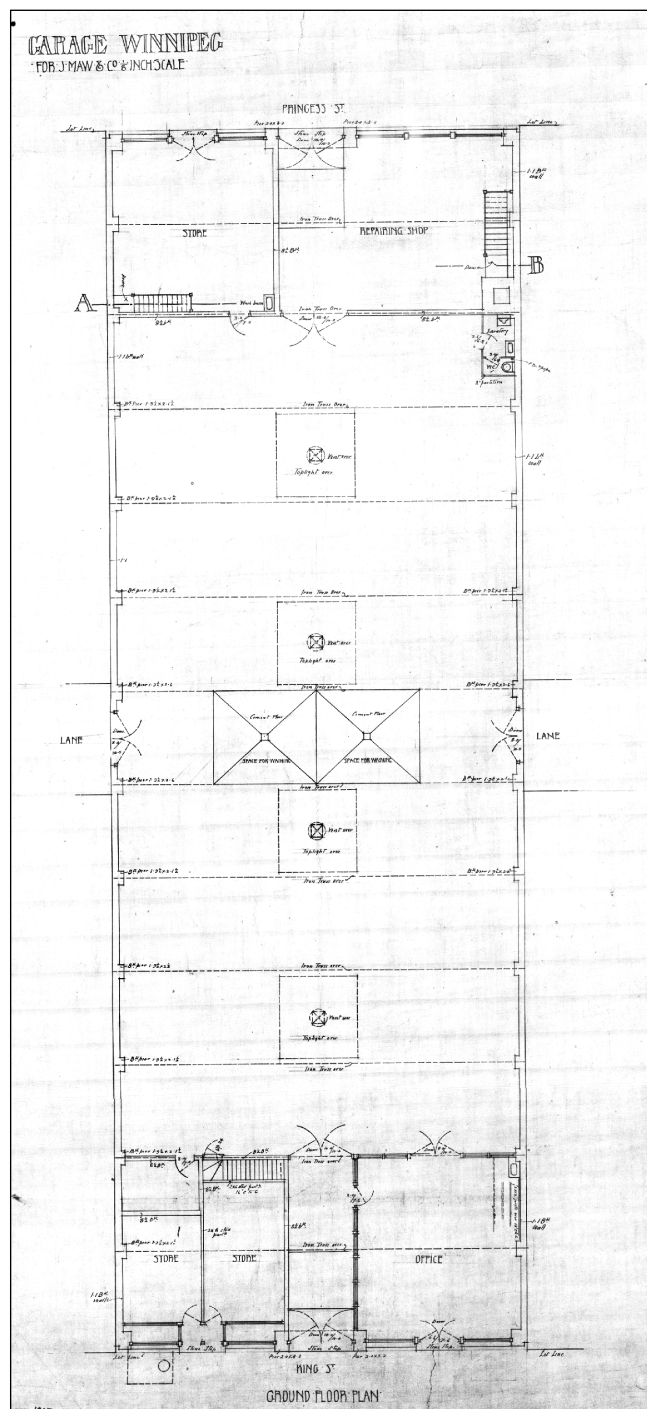


Plate 8 – “Ground Floor Plan,” architect’s plans #176/1907. (City of Winnipeg, Records Management Division.)

114 KING STREET (291 BANNATYNE AVENUE) – MAW'S GARAGE

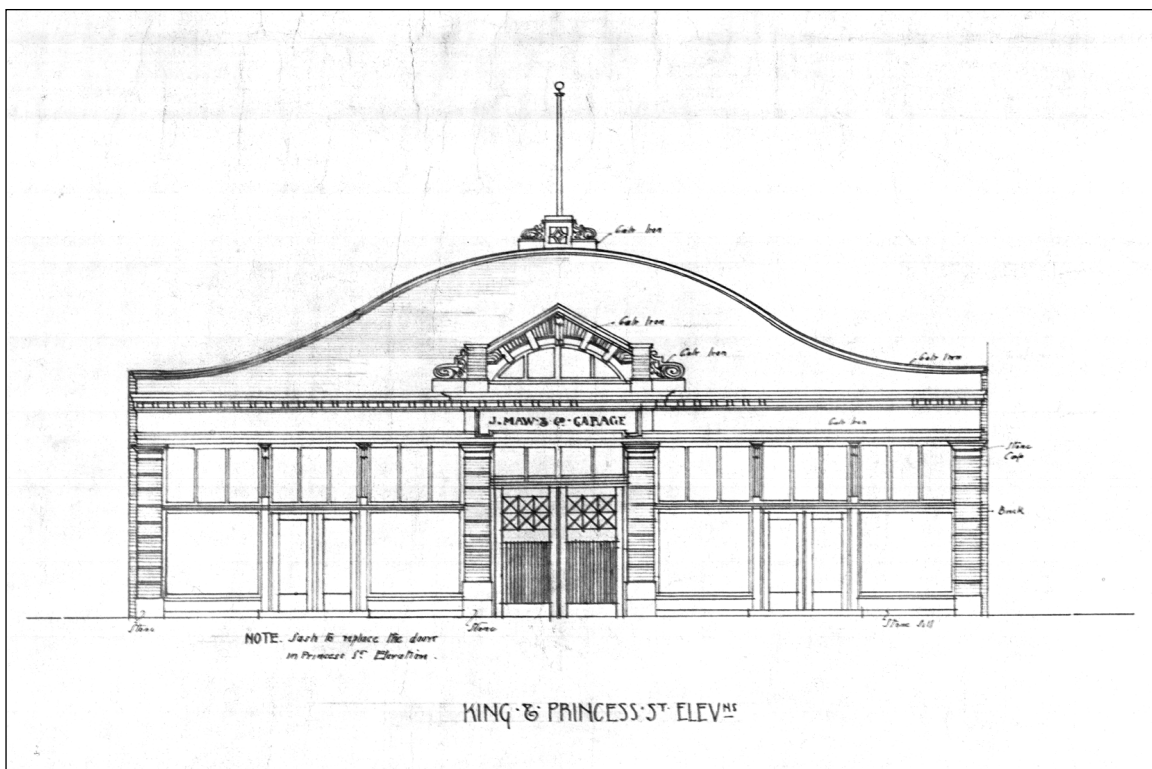


Plate 9 – “King & Princess Street Elevations,” architect’s plans #176/1907. (City of Winnipeg, Records Management Division.)

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Plate 10 – Truck of A. Carruthers and Co. Ltd. parked in front of J. Maw and Company Garage, n.d. Note the slightly modified commercial entrance. (Western Canada Pictorial Index, 1515-50380.)

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Plate 11 – Maw’s Garage, 114 King Street (291 Bannatyne Avenue), east façade, 2024. (M. Peterson, 2024.)

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Plate 12 – Maw’s Garage, 114 King Street (291 Bannatyne Avenue), detail of east façade, 2024.
(M. Peterson, 2024.)

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Plate 13 – Maw's Garage, 114 King Street (291 Bannatyne Avenue), detail of east façade, 2024.
(M. Peterson, 2024.)

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Plate 14 – Maw’s Garage, 114 King Street (291 Bannatyne Avenue), west façade, 2024. (M. Peterson, 2024.)

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Plate 15 – Maw’s Garage, 114 King Street (291 Bannatyne Avenue), detail of west façade, 2024.
(M. Peterson, 2024.)

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Plate 16 – Maw’s Garage, 114 King Street (291 Bannatyne Avenue), detail of west façade, 2024.
(M. Peterson, 2024.)

114 KING STREET (291 BANNATYNE AVENUE) – MAW’S GARAGE



Plate 17 – Maw’s Garage, 114 King Street (291 Bannatyne Avenue), looking east towards King Street, 2024. (M. Peterson, 2024.)

114 KING STREET (291 BANNATYNE AVENUE) – MAW’S GARAGE



Plate 18 – Maw’s Garage, 114 King Street (291 Bannatyne Avenue), looking west towards Princess Street, 2024. (M. Peterson, 2024.)

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Plate 19 – Maw’s Garage, 114 King Street (291 Bannatyne Avenue), northeast corner with original commercial entrance elements, 2024. (M. Peterson, 2024.)

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Plate 20 – King Street looking south from William Avenue, 2024. (M. Peterson, 2024.)

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Plate 21 – Daniel David Wood, ca. 1915. (Who's Who and Why, Volumes 6 and 7, 1915-1916, p. 567.)



Plate 22 – Joseph Maw, ca.1902. (Reproduced from Representative Men of Manitoba [Winnipeg, MB: Tribune Publishing Company, 1902], Manitoba Historical Society online version, 2008.)



ROSS & MAW,



Dealers in Carriages, Harness, Pumps, Windmills, etc. Visitors to the Fair should see our geared Aermotor in operation on the grounds.

—
Show Rooms at

144 Princess St., Market Square.

Plate 23 – Advertisement for Ross and Maw, “carriages, harnesses, pumps, windmills, etc.”
(Reproduced from Manitoba Free Press, July 23, 1895, p. 2.)

114 KING STREET (291 BANNATYNE AVENUE) – MAW'S GARAGE



Plate 24 – J. Maw and Co. Block, William Avenue, ca.1903. (Reproduced from William A. Martel and Sons, Illustrated Souvenir of Winnipeg [Winnipeg, MB: Authors, ca.1903], p. 100.)

114 KING STREET (291 BANNATYNE AVENUE) – MAW'S GARAGE



Plate 25 – Maw Block, 280 William Avenue, 2020. (M. Peterson, 2020.)

15 GOTFREDSON TRUCKS
for the move mountains
of weight every year
CITY DRAY CO. LTD

**The City Dray Company of
Winnipeg operates fifteen
Gotfredson Trucks**

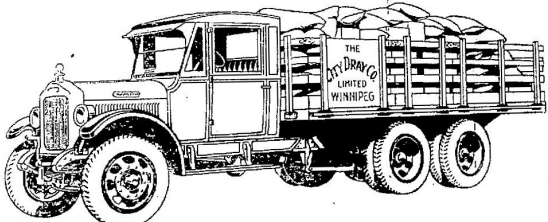
Every working day in the year they carry great quantities of merchandise—giving real satisfaction and mile upon mile of steady, dependable service to their owners.

Gotfredson Trucks have so much sturdy worthiness built into them that they cannot do other than go on and on performing satisfactorily. And they are performing satisfactorily in every part of Canada. From Halifax to Victoria the fame of Gotfredson is spread in daily. And there is a reason—they are **TRUCKS WITH A FUTURE**. They not only look good and run well the first time but they look just as good and run just as well the ten thousandth time.

**There is a Gotfredson Truck to
meet your needs or we will build
one to your specifications**

GOTFREDSON CORPORATION LIMITED
WALKERVILLE, ONT. DETROIT, MICH.

Distributors for Manitoba and Saskatchewan:
BOULTON MOTORS, LTD., 334 WILLIAM AVE. Phone 24 084



Gotfredson

Plate 26 – Advertisement for the City Dray Company and Boulton Motors, 334 William Avenue, 1928. (Manitoba Free Press, December 8, 1928, p. 30.)

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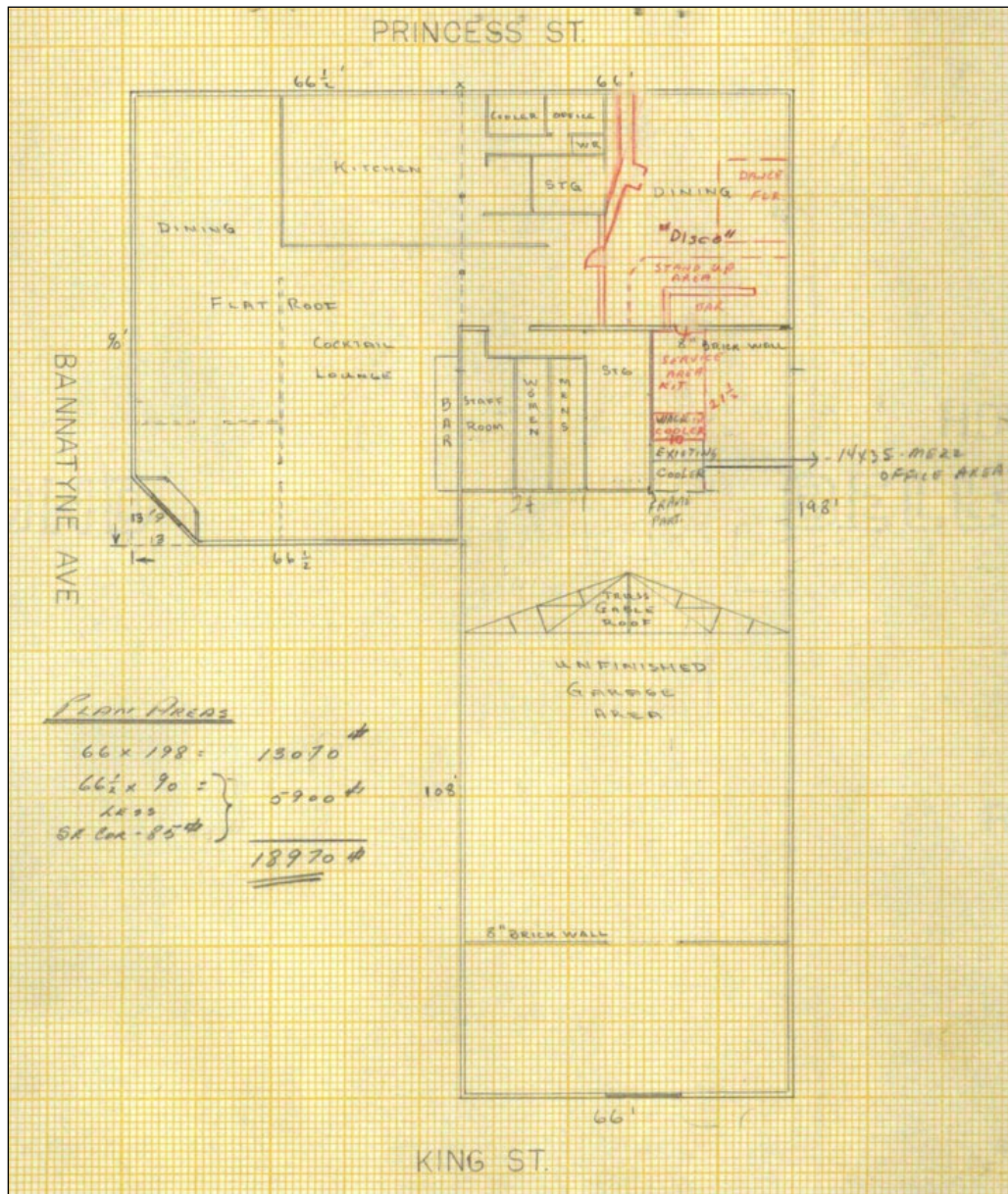


Plate 27 – Old Spaghetti Factory/Brandy's, 291 Bannatyne Avenue, layout, 1970. (City of Winnipeg, Assessment Record, Roll No. 609660-12-2, PC 30.)

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Plate 34 – Métropole Building (Bank of Toronto Building), 4 rue Notre-Dame East (corner boulevard Saint-Laurent), built 1903-04, designed by H.C. Stone. Moved to present location 1928-1929. (Reproduced from www.vieux.montreal.qc.ca/, no date.)

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Plate 35 – Édifice Sovereign Bank, 388-390 rue Saint-Jacques, completed 1905, designed by H.C. Stone. (Reproduced from www.vieux.montreal.qc.ca/, no date.)

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Plate 36 – Royal Bank of Canada Building, 147 rue St. James, completed in 1908, designed by H.C. Stone. (Reproduced from www.rbc.com.)

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