



**115 GARRY STREET**

**HUDSON'S BAY COMPANY GARAGE**

City of Winnipeg  
Historical Buildings & Resources Committee  
Researcher: M. Peterson  
May 2018

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

- (a) Built as a garage in 1911, this structure illustrates the growth of Main Street and its surrounding thoroughfares in the early 20<sup>th</sup> century;
- (b) It is associated with the Hudson's Bay Company's retail complex on south Main Street that developed around its store at Main Street and York Avenue;
- (c) John Woodman and Raymond M.-E. Carey, an important local partnership, was the designers of this building;
- (d) It is designed with classically-based ornamentation, appropriate for the owner and this type of structure;
- (e) It is a conspicuous building on its urban street; and
- (f) Some of the original ornamental elements of this building's exterior remain.

## **115 GARRY STREET – HUDSON’S BAY COMPANY GARAGE**

The Hudson’s Bay Company (HBC) located its chief trading post, Upper Fort Garry, in what would become the south end of Main Street in downtown Winnipeg in the late 1830s (Plates 1 and 2).<sup>1</sup> It wasn’t until the late 1880s that the Company had completely demolished the Fort, except for the gate which remains. The Company only moved a short distance on Main Street, building a modern department store at the southwest corner of York Avenue in 1881, with enlargements in 1895 and 1899 (Plates 3 and 4). It wasn’t until the mid-1920s that the Company final relocated to the new commercial centre of Winnipeg, Portage Avenue (Plate 5).

But in the intervening years, the Main Street retail complex continued to grow,<sup>2</sup> occupying much of the block and surrounding area (Plate 6). The development would include a boiler house just west of the store (built 1906), a large warehouse facing Fort Street (built 1910), a wagon shed and stable (date of construction unknown)<sup>3</sup>, a large warehouse at 77 Main Street (built 1911) and this automobile garage for the company’s expanding fleet (Plate 7).

### **STYLE**

This small, solidly built structure was designed with classically-based ornamentation, including arches, pilasters, ornamental brickwork and metalwork. While its use was decidedly industrial, it was part of a larger, public complex and therefore was given extra detailing.

### **CONSTRUCTION**

The structure, according to the original plans, was a 15.3 x 36.6 metre, one-storey structure with 4.6-metre ceilings on the main floor. The partial basement measured 15.3 x 6.2 metres with

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<sup>1</sup> R.R. Rostecki, “450 Main Street, Hudson’s Bay Company Store,” report for the Historical Buildings Committee, October 2002.

<sup>2</sup> A plan to enlarge the retail building by adding two additional storeys was scrapped.

<sup>3</sup> Architect’s plan #1140/1911 includes a site plan with an “Existing Waggon [sic] Shed and Stable” located on the south side of the new garage at 115 Garry Street.

concrete walls 53.3 centimetres wide and ceilings 2.7 metres high. The solid brick walls were 43.2 centimetres wide and the flat tar and gravel roof included two “metallic skylights” (Plate 8).<sup>4</sup> There were concrete floors throughout the building (see Appendix I for construction information).

Cost of construction for the building was \$17,800.<sup>5</sup>

Additions to the structure have been numerous: a new entrance vestibule was built on southwest corner in 1979 at a cost of \$15,000<sup>6</sup>; an addition was built on the south side of the garage in 1989 (\$1,000,000)<sup>7</sup>; and two additions, to the southwest and southeast corners, were completed in 2007 (\$340,000).<sup>8</sup>

## DESIGN

The symmetrical front (west) façade is clad in dark brick, with grooved pilasters on either side of the large centrally located arched opening which is now partially bricked in (Plate 9). The pilasters are finished with ornamental metal heads. The flat roofline features a raised central section with a round opening with stylized initials of the original owner – “HBCo” (Plate 10). Metal cornices and ornamental detailing highlight the lower portion of the roofline. Large, rectilinear window openings were originally found in the two outer portions of the building (Plate 11). The windows have all been replaced by modern units.

The north wall abuts the neighbouring building and the east (rear) façade features two raised loading doors in arched openings with stone sills that are now boarded up (Plate 12).

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<sup>4</sup> Architect’s plan #1140/1911.

<sup>5</sup> City of Winnipeg Building Permit (below as BP), #1140/1911.

<sup>6</sup> BP #3671/1979.

<sup>7</sup> BP #7106/1989.

<sup>8</sup> BP #141875 & 145807/2007.

The south façade is partially hidden by the restaurant development that has included three additions (including the new Garry Street entrance) and the construction of an outdoor patio area with brick fencing (Plate 13).

## **INTERIOR**

As originally designed, the garage featured a large open area in front and a work area at the rear, accessed by a sliding door (Plate 14). The basement was used for oil storage, fuel and the boiler (Plate 15). Light and ventilation was provided by two “Lantern-light and vents” in the roof.<sup>9</sup>

In 1974, the entire interior was gutted and redesigned as a restaurant with additions and alterations to this space completed since, although many of the original concrete pillars and corrugated concrete ceiling are still visible in the restaurant area (Plates 16-18).

## **INTEGRITY**

The building stands on its original site and appears to be in good structural condition for its age. Alterations to the main façade have negatively affected the original design, although some of the original detailing and materials are still present.

## **STREETSCAPE**

The entire area along Broadway developed into an early residential district, with large mansions located along Broadway and on the cross streets south (Plate 19), and more modest single family houses, duplexes and terraces north of Broadway. During the first decade of the 20<sup>th</sup> century, many of the homes were replaced by business and office blocks and apartment buildings. The neighbourhood continued to evolve and today, few of the original houses remain.

Today, the block has been filled with a variety of structures (Plate 20).

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<sup>9</sup> Architect’s plan #1140/1911.

## ARCHITECT/CONTRACTORS

John Woodman (1860-1944) and Raymond M.-E. Carey (1883-1975), a successful local architectural partnership, designed this structure. The pair worked together from 1911-1916 and were responsible for several large projects (see Appendix II for biographical information). The partnership has been given 20 points by the Historical Buildings and Resources Committee.

John McQuarrie (1849-?), local contractor, built the garage. McQuarrie was born in Cape Breton, NS<sup>10</sup> and is listed in the City of Winnipeg Building Permit Ledger Books from 1908-1913.<sup>11</sup> Three of his larger contracts were for Cycle Court Apartments, 195 Furby Street (built 1911), the North End Police Station, 200 Charles Street (1911 – Grade III) and Blackwoods Limited Brewery Complex, Mulvey Avenue East (1912-1913 – demolished).<sup>12</sup>

Conversion to restaurant in 1974 was designed by the Calgary, AB firm Chandler-Kennedy with Benjamin Smolensky and Associates, consulting engineers.<sup>13</sup>

## PERSON/INSTITUTION

This was an important part of the HBC's retail facility that moved from the Upper Fort Garry at the foot of Main Street to a 'modern' retail store located at the southwest corner of Main Street and York Avenue. The HBC, Winnipeg's main retailer for many years, would follow the lead of the T. Eaton Company and many others by moving from Main Street, the early commercial centre of the community, onto Portage Avenue by the 1920s, which had developed into the commercial hub after the 1904 announcement that Eaton's would build its massive department store on a Portage Avenue block.

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<sup>10</sup> Canada Census, 1911.

<sup>11</sup> City of Winnipeg, Building Permit Ledger Books, 1899-1926.

<sup>12</sup> Loc. cit.; and files of Historical Buildings and Resources Committee.

<sup>13</sup> "Architect's Plans, #9164/1974.

The HBC continued to own the Garry Street garage building until 1949, although it does not appear the company was using the structure by the 1930s. Longon Motors (1932), Garry Motors (1936), Davies Motors (1939) and McRae & Griffith (1941 – Plate 21) all occupied the building for short periods of time.<sup>14</sup> The building was sold in the early 1950s to the Red Wing Cartage and Storage Company, who owned and used the building into the 1960s. It was converted into a popular restaurant in the 1970s (Plates 22 and 23) and continues with that use today.<sup>15</sup>

## **EVENT**

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

## **CONTEXT**

This garage was built at the height of Winnipeg's growth era and reflected the expansion of automobile use in the city. It was another building in the HBC's south Main Street complex that would, within a decade, be abandoned in favour of a commanding location in Winnipeg's new commercial district along Portage Avenue.

## **LANDMARK**

Its unique architecture and public use make this building familiar in the downtown.

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<sup>14</sup> Winnipeg Free Press, various dates.

<sup>15</sup> City of Winnipeg Assessment Rolls, Roll No. 12-093163000, 1900-1980; Henderson's Directory, 1900-1980.



## APPENDIX I

### *CITY OF WINNIPEG - Preliminary Report*

Building Address: 115 Garry Street

Building Name: Hudson's Bay Company Garage

Original Use: garage

Current Use: commercial

Roll No. (Old): 931630 (---)

R.S.N.: 134795

Municipality: 12

Ward: 1

Property or Occupancy Code: 30

Legal Description: 1 St. John, Plan 129, Block 3, Lots 156/157

Location: east side between Broadway and York Avenue

Date of Construction: 1911

Storeys: 1

Construction Type: Brick and reinforced concrete; partial basement

#### **Heritage Status: ON NOMINATED LIST**

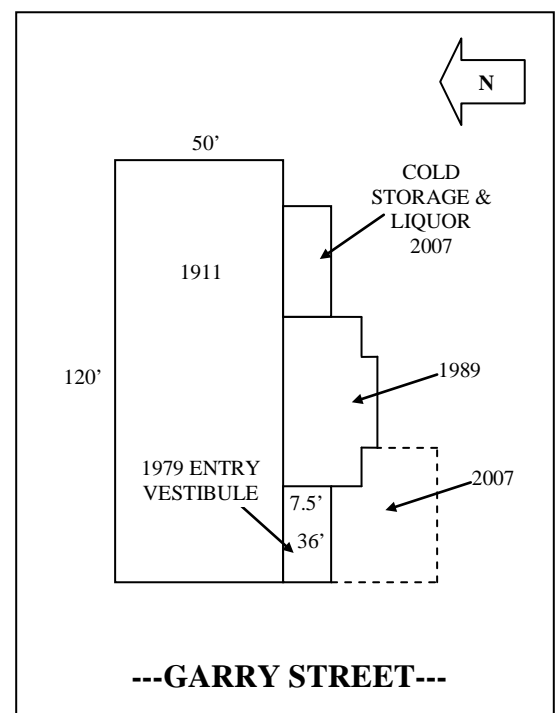
Building Permits (Plans available: [CS] Department Storage; [M] Microfilm):

- 1140/1911 \$17,800 (original); ?/1939 \$700 (underpinning); 3766/1955 [CS] \$200 (new gas tank); 2937/1969 [M 55] \$6,000 (alterations); 7671/1974 [M 641] \$40,000 (alterations); 9164/1974 \$200,000 [M 648] (alterations); 3671/1979 [CS] \$15,000 (new entrance on south side); 7106/1989 [CS] \$1,000,000 (addition & renovations); 141875/2007 \$170,000 (additions on south side of building); 145807/2007 \$170,000 (foundation for additions)

#### **Information:**

- 50 x 120' = 6,000 sq. ft. plus 50 x 24' partial basement
- Permit 7106/1989- new floors, plumbing & electrical throughout, and 1-storey addition (business ceased July 22/1989 & re-opened Dec. 19/1989)
- 1979 entrance- 7½ x 36'
- 6" structural slab floors, 4" x 4" steel columns, 14' wall heights to underside of roof deck
- Permit 2937/1969- new steel columns & beams
- Permit 7671/1974- new concrete roof slab
- 1939 underpinning in Winnipeg Free Press, Dec. 2, 1939, p. 10

**ARCHITECT: WOODMAN, JOHN & CAREY, RAYMOND**  
**CONTRACTOR: McQUARRIE, JOHN**





## APPENDIX II

### John Woodman and Raymond Carey

The Winnipeg architectural partnership of Woodman and Carey had a successful, albeit short career, designing numerous buildings of every size, description and use.

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.<sup>1</sup> In the late 1880s, he also worked for the Northern Pacific and Manitoba Railway as an engineer and superintendent of construction.<sup>2</sup>

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.<sup>3</sup> He formed a partnership with Raymond Carey in 1911 and over the next five years they designed many structures in the city.<sup>4</sup> In 1917 Woodman entered a new partnership with A.E. Cubbidge. From 1904-1920, he was also one of the Hudson Bay Company's principal architects.<sup>5</sup>

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. He retired from active practice in 1927 and died in Winnipeg in 1944.<sup>6</sup>

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<sup>1</sup> Manitoba Free Press, March 19, 1903, p. 16 and April 10, 1903, p. 10.

<sup>2</sup> 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.

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

<sup>4</sup> City of Winnipeg Building Permit Ledger Books, 1910-1917.

<sup>5</sup> Hudson's Bay Company Archives, "Architectural Drawings in the Hudson's Bay Company Archives."

<sup>6</sup> Winnipeg Tribune, May 18, 1944.

Raymond Marwood-Elton Carey was born at Guernsey, Channel Islands in 1883,<sup>7</sup> growing up in the Bath region, noted for its excellent examples of Georgian style architecture. Carey moved to Detroit, MI in the early 1900s and designed a number of fine mansions utilizing this Georgian style.<sup>8</sup> He moved to Winnipeg in 1911 and partnered with John Woodman. After this partnership, Carey worked alone in 1917 and 1918, designing a branch for the Union Bank, 409 Selkirk Avenue, major renovations to the Walter Moss House, 218 Roslyn Road, the C.C. Heubach House, 43 Roslyn Road, a six-storey addition to the Paris Building, 259 Portage Avenue in 1917, and the Children's Hospital Nurses' Home, 131 Aberdeen Avenue in 1918.<sup>9</sup> From 1919 to the early 1920s, he formed a partnership with George Northwood.

In 1923, Carey returned to Detroit and was once again designing large, Georgian style mansions.<sup>10</sup> He remained in that City until after World War II when he returned to England and set up practice on the Isle of Man.<sup>11</sup> He died there in 1975.<sup>12</sup>

An incomplete list of structures designed by one or both these men includes:<sup>13</sup>

J. Woodman:

- 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

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<sup>7</sup> "Raymond Marwood-Elton Carey," in The Peerage. A genealogical survey of the peerage of Britain as well as the royal families of Europe, [www.thepeerage.com/p3490.htm](http://www.thepeerage.com/p3490.htm), April 2014. Below as "The Peerage."

<sup>8</sup> "Historical Architecture of Grosse Point – An Englishman in Grosse Pointe – Raymond Carey" in <http://higbiemaxon.com/2015/06/23/historical-architecture-of-grosse-pointe-an-englishman-in-grosse-pointe-raymond-carey/>, 2015. Below as "An Englishman in Grosse Pointe."

<sup>9</sup> City of Winnipeg, Building Permits Ledger Book (below as Ledger Books), 1917-1918.

<sup>10</sup> J. Wade, Manitoba Architecture to 1940 (Winnipeg, MB: University of Manitoba Press, 1978).

<sup>11</sup> "The Peerage"; and "Carey, Raymond Marwood-Elton" in Memorable Manitobans, Manitoba Historical Society website, [www.mhs.mb.ca/docs/people/carey\\_rm.shtml](http://www.mhs.mb.ca/docs/people/carey_rm.shtml), April 2015. In 1947, he remarried, the daughter of the one-time Lieutenant-Governor of the Isle of Man.

<sup>12</sup> "An Englishman in Grosse Pointe."

<sup>13</sup> Compiled from Ledger Books, 1899-1926; J. Wade, op. cit.; Winnipeg Tribune, May 18, 1944; and Western Canada Contractor and Builder, July 1920, October 1922, September 1923 and May 1927.

J. Woodman designs (continued):

- Allen or Wilson Building, 288 McDermot Avenue, 1905- Grade III
- Grace Hospital (Salvation Army), 200 Arlington Street- 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's Company Printing Plant and Track Warehouse, 130 Galt Avenue, 1926-1927 (Woodman)
- Graham Apartments, 399 Graham Avenue, 1929 (Woodman)<sup>14</sup>
- Vaughan Apartments, 219 Vaughan Street, 1929 (Woodman)<sup>15</sup>

Woodman and Carey:

- Sidney E. Lang House, 967 Grosvenor Avenue, ca.1911
- Hudson's Bay Company Wholesale Building, 77 Main Street, 1911
- Hudson's Bay Company Garage, 115 Garry Street, 1911
- Lorne Cameron House, 265 Dromore Avenue, 1912
- G.H. Miller House, 638 McMillan Avenue, 1912
- Lindsay Building, 228 Notre Dame Avenue, 1911 and 3-storey addition in 1912- Grade II
- C.P.R. Station (addition), 181 Higgins Avenue, 1911 – demolished
- Winnipeg Free Press Building, 300 Carlton Street, 1911-1913 – Grade II
- Goldin and Company (Blackwood's Ltd.) Building, 415 Mulvey Avenue East, 1912- demolished
- J.B. Carter (Blackwood's Ltd.) Building, 421 Mulvey Ave. East, 1912- demolished
- Clark Brothers Warehouse, 50 Charlotte Street, 1912- demolished
- Union Stock Yards, Administration Building and Powerhouse, 780 Marion Street, 1912-1913- demolished
- Smart Woods Company Warehouse, 145 Pacific Avenue, 1913- Grade II
- Dominion Express Company Stable, Alexander Avenue, 1913
- Rodgers (Heubach) house, 64 Nassau Street, 1913- Grade III- demolished
- St. Luke's Anglican Church School House, Stradbrook Avenue, 1914
- Paris Building, 257 Portage Avenue, 1915-1917- Grade II
- Stovel Printing Company Building, 365 Bannatyne Avenue, 1916- Grade III

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<sup>14</sup> Manitoba Free Press, April 21, 1928, p. 19.

<sup>15</sup> Architect's Plans, #251/1929.

R.M.-E. Carey:

- Union Bank, 409 Selkirk Avenue, 1917
- Walter Moss House, 218 Roslyn Road (major renovations), 1917
- C.C. Heubach House, 43 Roslyn Road, 1917
- Paris Building, 259 Portage Avenue (six-storey addition), 1917
- Children's Hospital Nurses' Home, 131 Aberdeen Avenue, 1918<sup>16</sup>
- J.H. McDonald House, Tuxedo Park (1926)
- G. Harold Aikens House, Balmoral Avenue (ca. 1939) – demolished

**115 GARRY STREET – HUDSON’S BAY COMPANY GARAGE**



Plate 1 – Hudson’s Bay Company’s Upper Fort Garry, no date. (Reproduced from Peel’s Prairie Provinces, University of Alberta Libraries, Postcard No. 1154.)



## 115 GARRY STREET – HUDSON'S BAY COMPANY GARAGE



Plate 2 – Location of Upper Fort Garry in relation to Main Street and Broadway, no date. Buildings include the Hotel Fort Garry, 222 Broadway (#1), Manitoba Club, 194 Broadway (#2) and VIA Rail Station, 123 Main St. (#3). (City of Winnipeg.)

**115 GARRY STREET – HUDSON’S BAY COMPANY GARAGE**



Plate 3 – Hudson’s Bay Company Store, 184 Main Street, ca.1903. The buildings to the right (west) would be taken over and become part of the store. (Reproduced from William A. Martel and Sons, Illustrated Souvenir of Winnipeg [Winnipeg, MB: Authors, ca.1903], p. 130.)

**115 GARRY STREET – HUDSON'S BAY COMPANY GARAGE**



Plate 4 – Hudson's Bay Company Store, 184 Main Street, 1926 just prior to its closure and the opening of the Portage Avenue store. ([Archives of Manitoba.](#))



**115 GARRY STREET – HUDSON'S BAY COMPANY GARAGE**



Plate 5 – Hudson's Bay Company Store, 450 Portage Avenue, 1929. (Archives of Manitoba)

# 115 GARRY STREET – HUDSON'S BAY COMPANY GARAGE

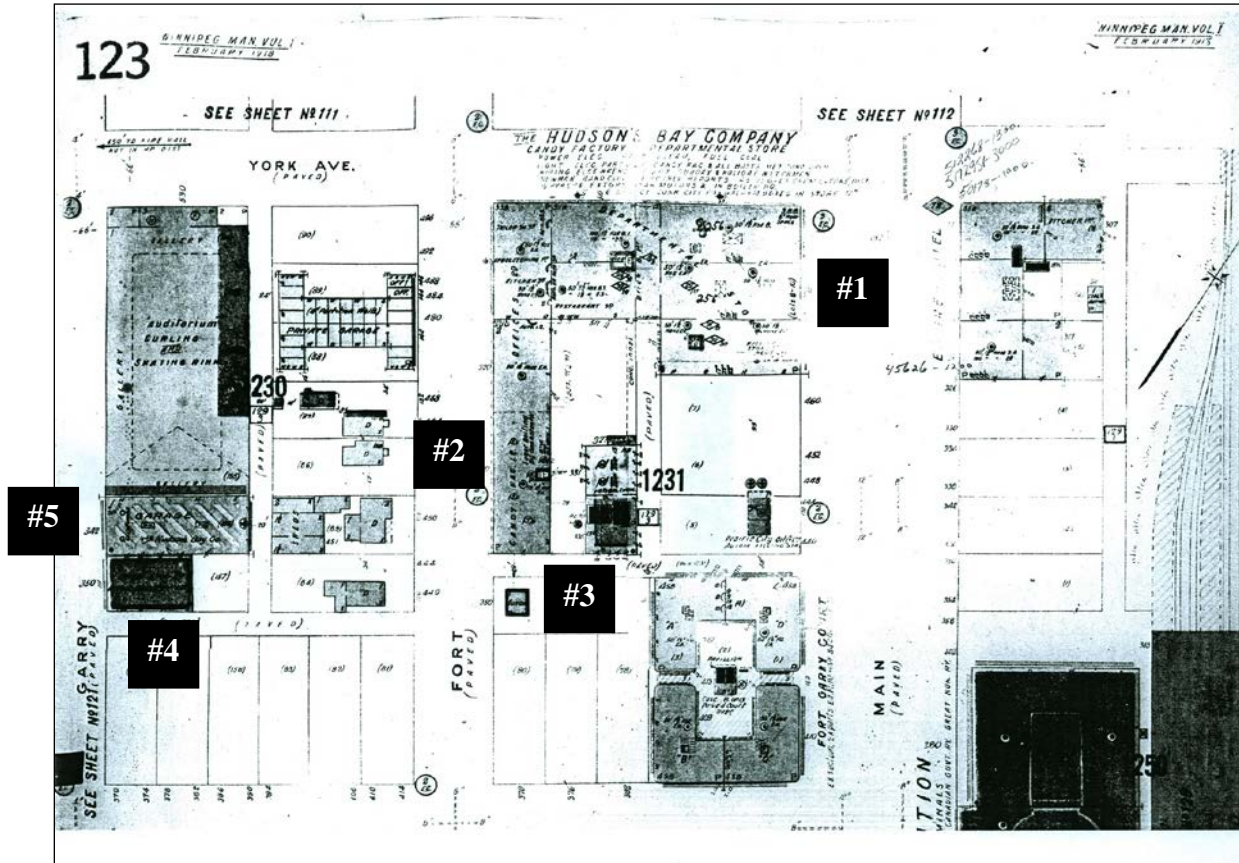


Plate 6 – City of Winnipeg Fire Atlas, Vol. I, Sheet 123, February 1918. Shown are the Hudson's Bay Company store (#1), warehouse (#2), powerhouse (#3), wagon shed/stables (#4) and garage (#5). The Union Station (present-day VIA Rail Station) is located at the bottom right of the map. (City of Winnipeg.)

115 GARRY STREET – HUDSON'S BAY COMPANY GARAGE

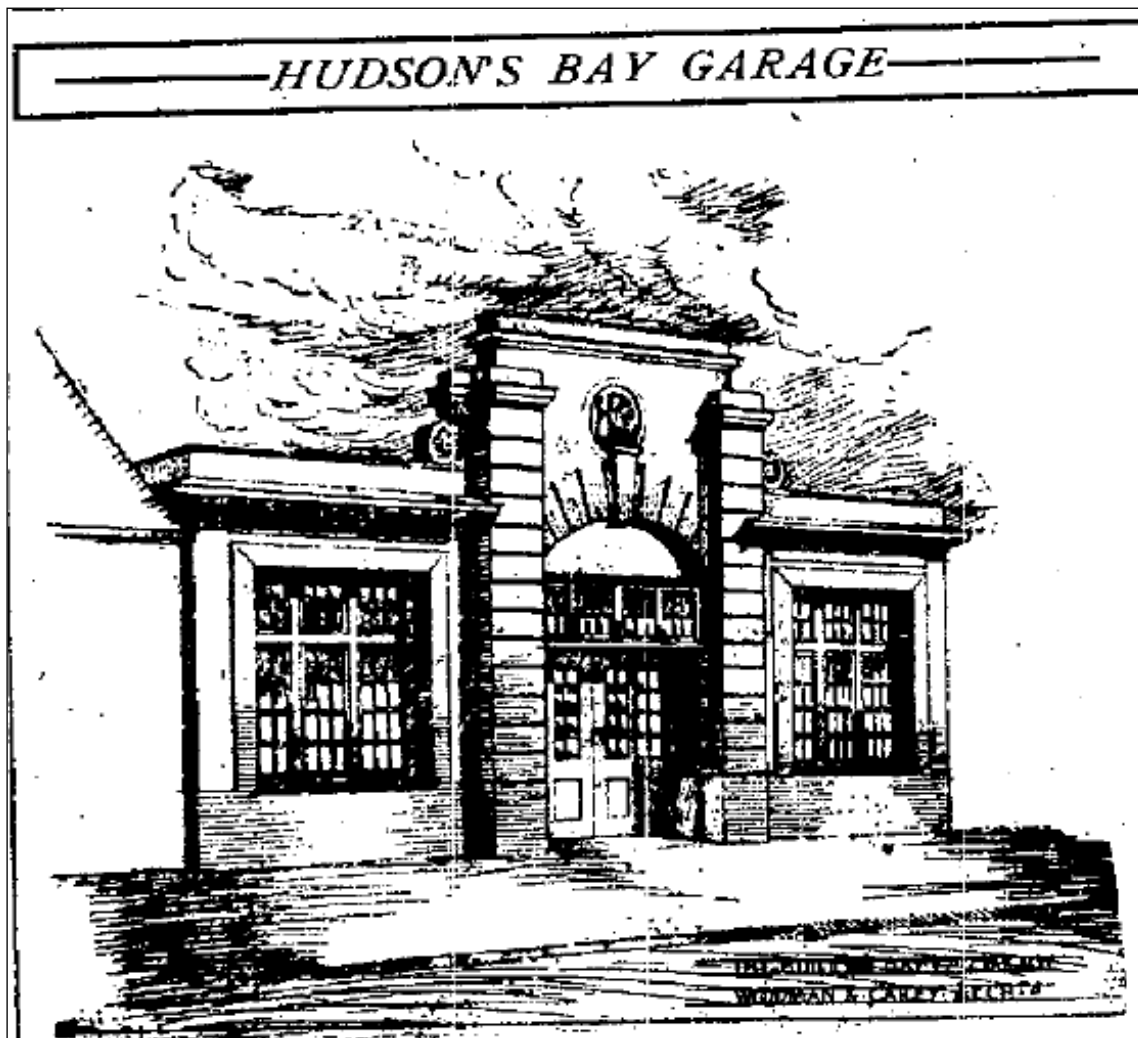


Plate 7 – This rendering of the new Hudson's Bay Company Garage, 115 Garry Street, appeared in a local paper in 1911. (Reproduced from *Manitoba Free Press*, May 23, 1911, p. 19.)

# 115 GARRY STREET – HUDSON'S BAY COMPANY GARAGE

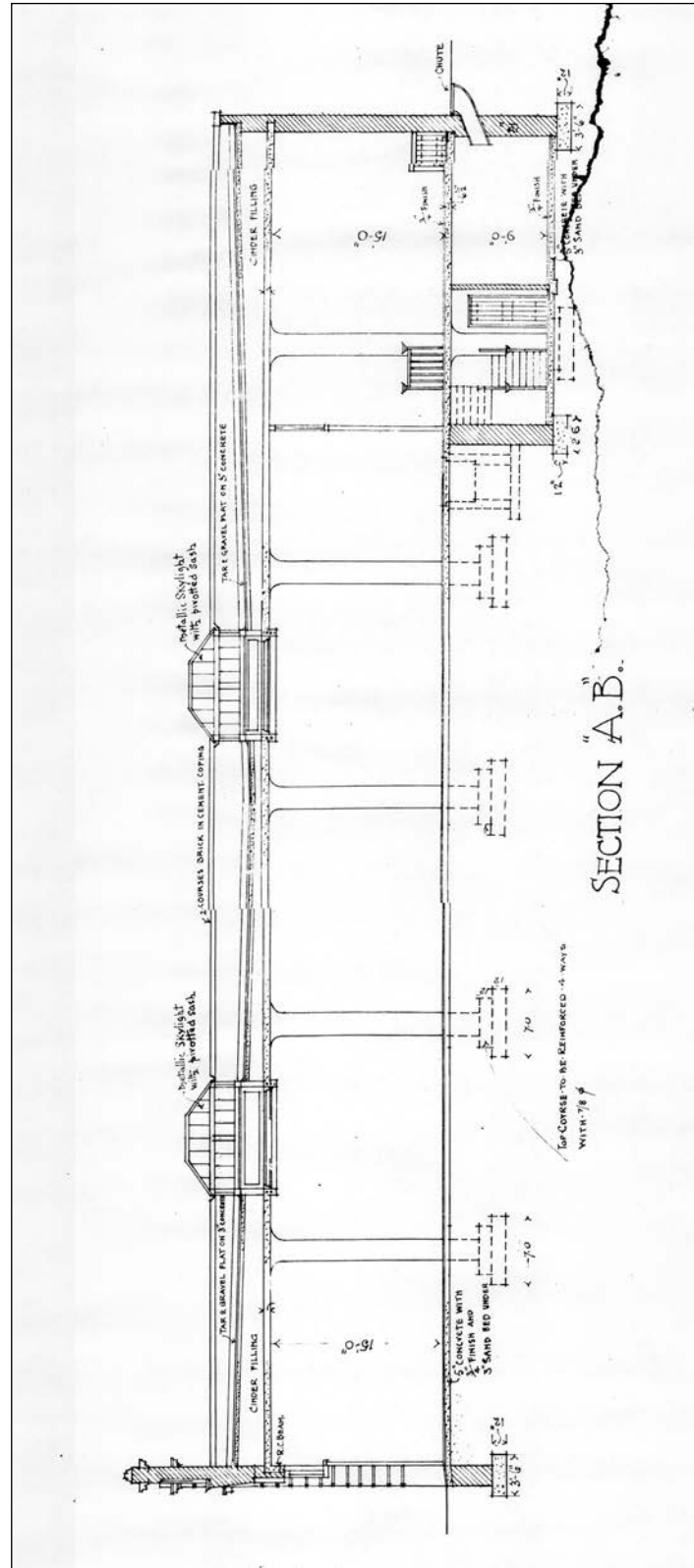


Plate 8 – 'Section "A.B.",' Architect's Plans No. 1140/1911. (City of Winnipeg.)



**115 GARRY STREET – HUDSON’S BAY COMPANY GARAGE**



Plate 9 – Hudson’s Bay Company Garage, 115 Garry Street, front (west) façade, including the 1979 entrance vestibule (arrow), 2015. (M. Peterson, 2015.)



Plate 10 – Hudson’s Bay Company Garage, 115 Garry Street, detail of front (west) façade, 2015. (M. Peterson, 2015.)

## 115 GARRY STREET – HUDSON’S BAY COMPANY GARAGE



Plate 11 – Hudson’s Bay Company Garage, 115 Garry Street, front (west) façade with central overhead door and one original window unit (north), 1970. (City of Winnipeg, 1970.)



Plate 12 – Hudson’s Bay Company Garage, 115 Garry Street, rear (east) façade, 2015. (M. Peterson, 2015.)



## 115 GARRY STREET – HUDSON'S BAY COMPANY GARAGE



Plate 13 – Hudson's Bay Company Garage, 115 Garry Street, south façade, 2015. (M. Peterson, 2015.)

# 115 GARRY STREET – HUDSON'S BAY COMPANY GARAGE

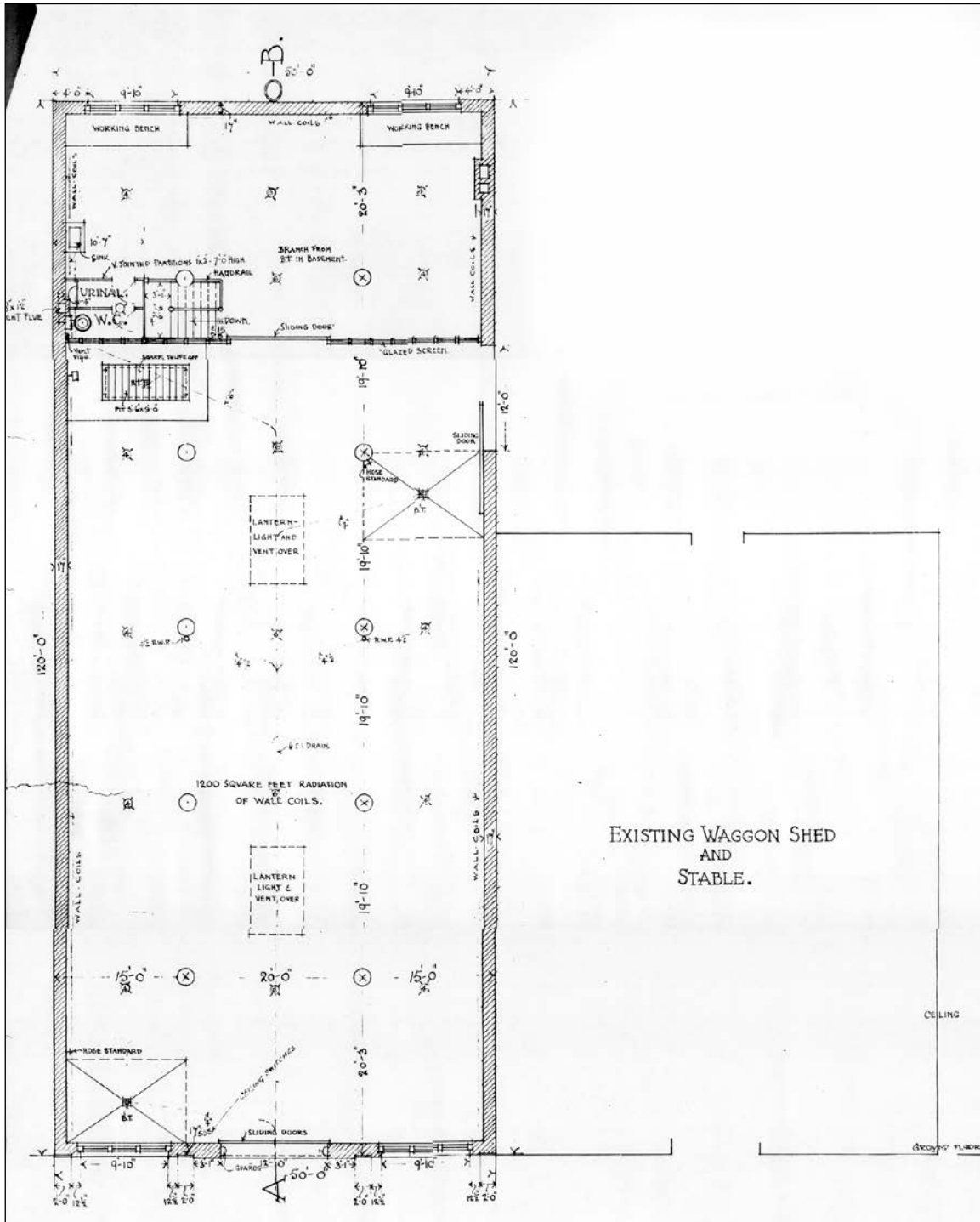


Plate 14 – “Ground Plan,” Architect’s Plans No. 1140/1911. (City of Winnipeg.)



## 115 GARRY STREET – HUDSON'S BAY COMPANY GARAGE

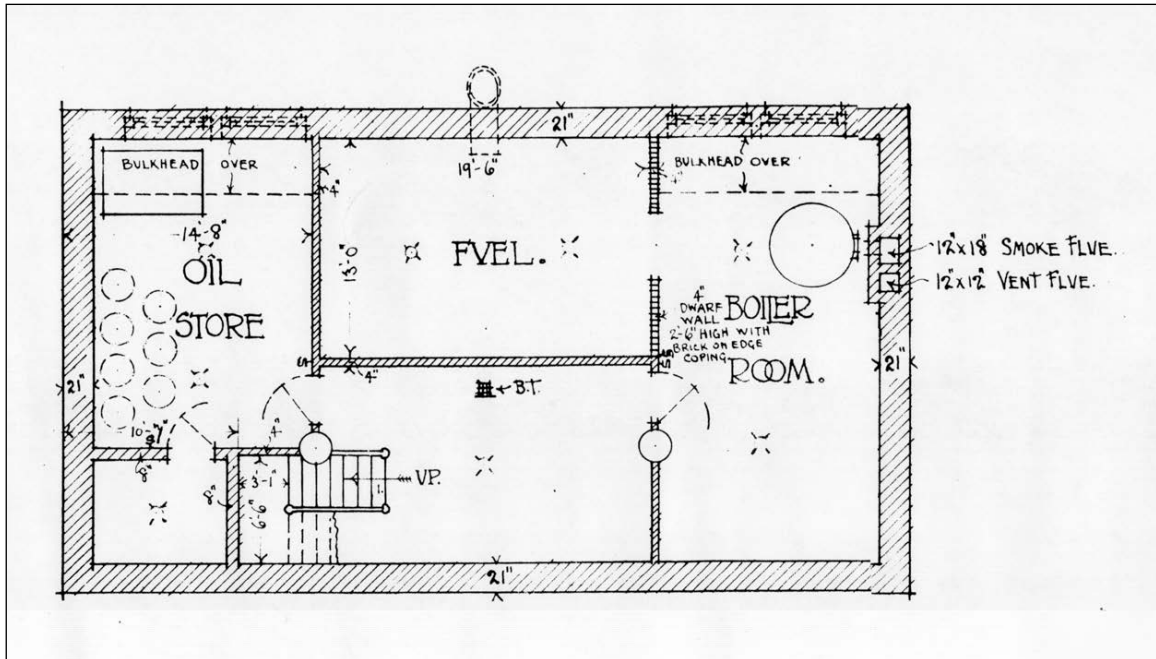


Plate 15 – “Basement Plan,” Architect’s Plans No. 1140/1911. ([City of Winnipeg](#).)



Plate 16 – Hudson's Bay Company Garage, 115 Garry Street, corrugated concrete ceiling, basement, 2018. ([M. Peterson, 2018](#).)

**115 GARRY STREET – HUDSON’S BAY COMPANY GARAGE**

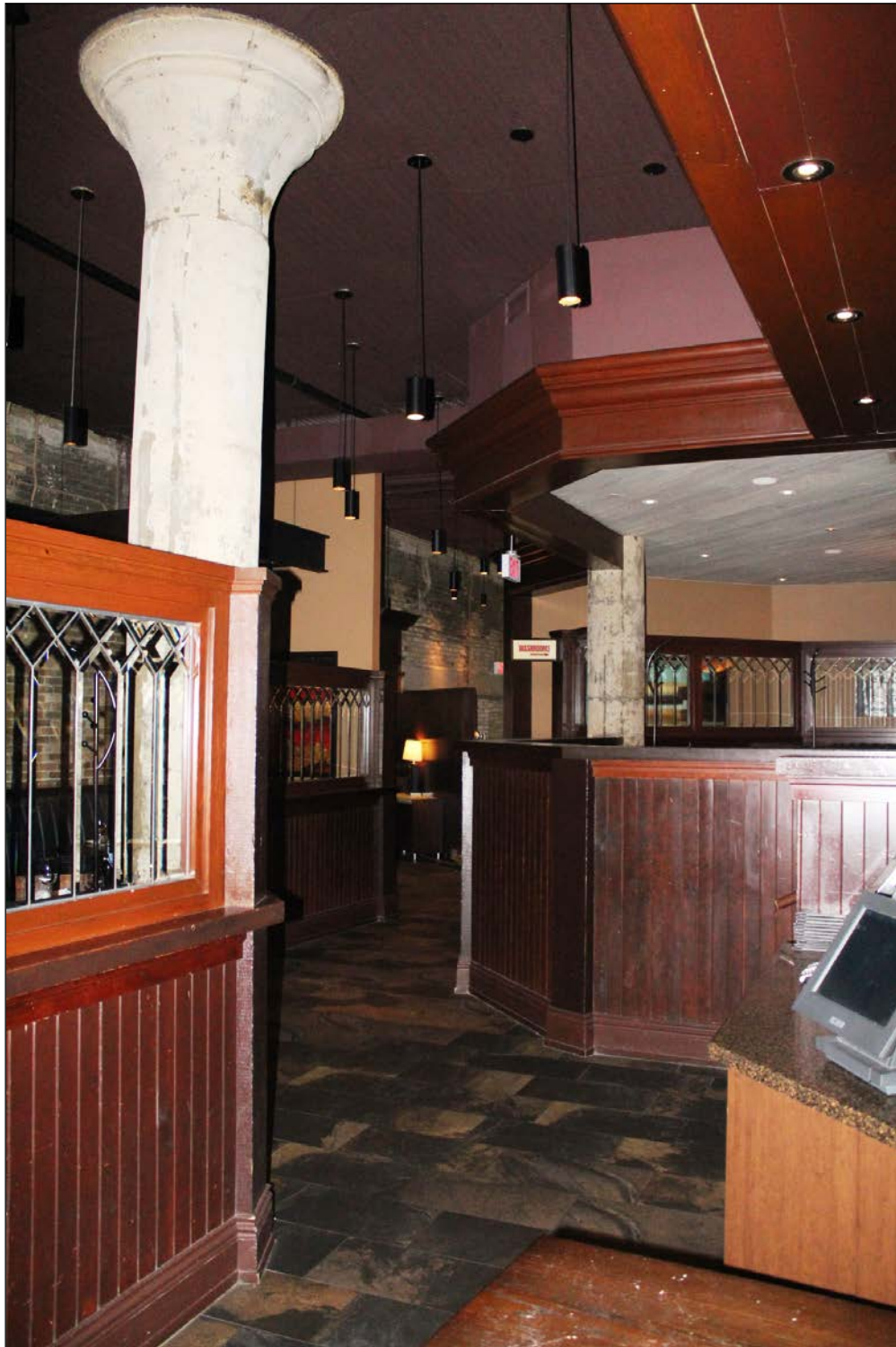


Plate 17 – Hudson’s Bay Company Garage, 115 Garry Street, restaurant space with concrete pillar, 2018. (M. Peterson, 2018.)

## 115 GARRY STREET – HUDSON’S BAY COMPANY GARAGE



Plate 18 – Hudson’s Bay Company Garage, 115 Garry Street, original south exterior wall of the garage, 2018. (M. Peterson, 2018.)



## 115 GARRY STREET – HUDSON'S BAY COMPANY GARAGE



Plate 19 – Carlton Street south of Broadway, 1900. Dalnavert, 61 Carlton Street, is seen on the left and a large mansion can be seen at the foot of the street. ([Archives of Manitoba](#).)



Plate 20 –Garry Street looking north, 2015. ([M. Peterson, 2015](#).)

115 GARRY STREET – HUDSON'S BAY COMPANY GARAGE

McRAE & GRIFFITH, LTD.

**MOVED**

TO NEW ADDRESS.

We are now located in New,  
modern, fireproof garage at  
**115 GARRY ST.**  
New and Modern Servicing  
Equipment.

**24 HOUR SERVICE**  
We invite all our old friends  
and customers to inspect our  
new quarters.

NEW ADDRESS  
**USED CAR  
SPECIALS**

'40 Dodge 2-door Sed. \$925  
'34 Studebaker Sedan \$295  
'37 Plymouth De L.  
Sedan ..... \$695  
'37 Chev. Mstr. Special  
Sedan ..... \$695  
'36 De Soto Spec. Sed. \$650  
'35 Dodge Sedan Del. \$425  
'31 Dodge Panel Del. \$195  
'31 Chev. 1-ton Truck, Cab  
& Stake Body .... \$175  
'29 Chevrolet Sedan . \$150

**McRae & Griffith**  
LIMITED  
Dodge and De Soto  
NEW ADDRESS:  
**115 GARRY ST.**  
Just North of Broadway.  
Phone 93 666 .  
**OPEN DAY AND NIGHT**

Plate 21 –Advertisement for the McRae & Giffith Limited garage relocating to 115 Garry Street, 1940. (Winnipeg Free Press, May 1, 1941, p. 20.)

**good friends,  
good food,  
good fun.**

**Our idea of getting  
your money's worth.**  
Our menu ranges from \$5.25 to  
\$6.95. The reason is simple.  
We treat our customers like our  
friends. And we want our friends to  
have a good time. At prices that  
are reasonable.

**Our idea  
of a free for all.**  
When you come to the Keg,  
you can help yourself  
to green salad, garbanzo  
beans, beets, croutons,  
onions, home-made  
dressings and sourdough  
bread. As much as you like.  
As often as you like.  
Go round twice.  
Nobody's counting.  
And it's all included  
in the price.

**KEG 'N CLEAVER®**  
**STEAK AND LOBSTER**

Open 5-11 p.m. Monday - Thursday;  
5-12 p.m. Friday & Saturday; 5-9 p.m. Sunday.  
115 Garry Street. Telephone 942-7619

**Now open in Winnipeg.**

Plate 22 –Advertisement for the newly opened Keg ‘N Cleaver Restaurant, 115 Garry Street, 1975. (Winnipeg Free Press, June 12, 1975, p. 37.)

**115 GARRY STREET – HUDSON'S BAY COMPANY GARAGE**



Plate 23 – Keg’N Cleaver Restaurant, 115 Garry Street, 1978. (John Warkentin fonds, York University, <https://digital.library.yorku.ca/yul-f0184/john-warkentin-fonds>.)