145 McDermot Avenue

Customs Examining Warehouse

City of Winnipeg
Historical Buildings & Resources Committee
Researcher: M. Peterson
April 2024
This building embodies the following heritage values as described in the *Historical Resources By-law, 55/2014* (consolidated update July 13, 2016):

(a) The Customs Examining Warehouse was an important federal function carried out in Winnipeg for many decades and the construction in 1908 of these new, modern premises highlights the city’s importance on a national level;

(b) The building housed the federal government department tasked with import goods examiner and customs duty collector;

(c) It represents one of the fine designs of the Chief Dominion Architect’s office of the Department of Public Works and was built by local contractor J. McDiarmid;

(d) The structure is an excellent example of the Commercial style;

(e) The warehouse defines an important intersection and contributes greatly to the historic streetscape of two major arteries within the Exchange District; and

(f) Its façades continue to display many of their original elements and design.
By its very nature, the northern plains of North America were always intimately connected with the importation of goods. The vast trading networks of the area’s Indigenous population, overland or by river, had for centuries brought trade goods from great distances to the Red River district.

The year 1670 signalled a new venture for this trading network, with the incorporation of the Hudson’s Bay Company (HBC) to trade for furs in the North American interior. This fur trade, the activity that first brought Europeans to the interior, was an extension of the Indigenous trading activities and led to permanent settlement by the newcomers and their replacement of the Indigenous culture with their own. In this initial “contact phase,” the fur trade companies were the HBC of England and the Montreal fur traders- the North West Company and the XY Company. These enterprises brought manufactured goods into the region and took furs out along well-established transportation routes either north to Hudson Bay or east through the Great Lakes (Plate 1).

Until 1849, the HBC enjoyed a complete monopoly on trade in the region, which prohibited citizens from operating private commercial ventures – and all goods coming and going were handled at Upper Fort Garry at the south end of what became Main Street. Despite this monopoly, small-scale operations, with the knowledge of the HBC, were organized by Andrew McDermot, James Sinclair, Alexander Ross, Robert Logan and others. These early stores were not located on the tradition trail but found close to the banks of the Red River, north of present-day Portage Avenue East, grouped along a trail that ran north and east from the present-day intersection of Main Street and St. Mary Avenue. It was only a short period before this area expanded and began to compete with the HBC post for economic primacy in the area (Plates 2-5).

There was also considerable trade from the United States, via riverboats on the Red River, bringing construction material, manufactured goods, and people (Plate 6).  

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The region became the fifth province in the Dominion of Canada in 1870, tying it to many national programs. Taxation became an important role for Winnipeg, examining imported goods and charging duties. In 1874, a Customs House, providing office space for the customs branch employees, was built on Main Street.\textsuperscript{2} It was a substantial brick and stone building with office space on the first two floors and the residence of the Collector of Customs in the attic.\textsuperscript{3}

An article in the local paper in 1876 commented that a new customs examining warehouse (the former Merchants International Steamboat Line Warehouse) was to be used in the summer, replacing the warehouse at the Fort. Merchants were complaining about the inconvenient of having to transport “one-tenth of their goods” from the Fort, where their goods were unloaded, to the new warehouse.\textsuperscript{4} The examining warehouse was, in 1880, reported to be located in the Post Office Building, on the northwest corner of Main and McDermot (Plate 7).\textsuperscript{5}

The next major development step for Winnipeg came in the early 1880s with the construction of the Canadian Pacific Railway, Canada’s first transcontinental line that provided year-round, modern passenger and freight service. It transformed the small, isolated collection of buildings into a commercial and population centre almost overnight.

All this new activity also increased the customs activities in Winnipeg\textsuperscript{6} and a new examining warehouse, a two-storey frame structure, was built ca.1890 at 1968 Main Street beside the Customs House (Plates 8 and 9).\textsuperscript{7}

\textsuperscript{2} Alexander Begg and Walter Nursey, \textit{Ten Years in Winnipeg} (Winnipeg, MB: Times Printing House, 1879), p. 105. According to the \textit{Henderson’s Directory}, 1880, the Customs House was located on the west side of Main Street between Broadway and St. Mary’s.


\textsuperscript{4} Manitoba Free Press, April 6, 1876, p. 6.

\textsuperscript{5} \textit{Henderson's Directory}, 1880.

\textsuperscript{6} K. McFarlane, op. cit., pp. 2-3. The Winnipeg office’s revenue for the 1895-1896 fiscal year was $622,426 but doubled to over $1.2-million by 1900.

\textsuperscript{7} “Customs Examining Warehouse/Royal Winnipeg Rifles Headquarters and Museum (198 Main Street, Winnipeg),” Manitoba Historical Society, 2018.
Major changes in international trade occurred in 1907. The tariff system was revised with a “three-column tariff” introduced: a British preferential rate, a general rate and a new intermediate rate slightly lower than the general rate. Also in 1907, Canada began to negotiate its own “most-favoured-nation agreements.” Canada soon had new trading partnerships with France, Italy, Germany, Belgium, and Netherlands. And by adherence to British treaties, Canada entered into most-favoured-nation relations with most of the other European countries, with several South American countries, and with Japan. This greatly increased the level of customs’ activities throughout the country and necessitated the expansion of facilities.

In Winnipeg, the effects of these new partnerships were felt almost immediately. An announcement was made in late 1908 that the federal government was planning to replace the frame building on Main Street with a 7,000-sq. m. steel, concrete and brick customs examining warehouse on McDermot Avenue, which officially opened in August of 1910 (Plate 10).

**STYLE**

This building is an excellent example of the Commercial Style, which rose in popularity in the early years of the 20th century and continued into the 1920s. Steel framing and reinforced concrete, new construction materials after 1900, and the new elevator technology gave rise to office towers or high rises, a key feature of the style. Its heavy use in Chicago led to it being referred to as the Chicago School or Sullivanesque, named for Chicago architect Louis Sullivan (1856-1924). Usually between six and twenty storeys in height, common elements include grid-like patterns of window openings, flat roof with modest cornice, projecting bays, and large

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9 K. McFarlane, op. cit., p. 2. These new tariffs did not reduce duties on cheaper American goods, which was a major complaint by western farmers for many years.


12 “Commercial Style, 1890-1920,” Pennsylvania Historical and Museum Commission, website, no date.
ground floor display windows. Decorative treatments can range from none, to elements of historic styles including Classical, Gothic or Romanesque Revival, or Art Nouveau.

In Winnipeg, most of the early skyscrapers could be classified as Chicago School, the Customs Examining Warehouse would be one of the very few pre-World War One structures that could be classified as Commercial Style.

CONSTRUCTION
Four storeys, steel-framed building with brick cladding (all four façades), stone mouldings and galvanized metal cornice was built at a cost of $276,000.\(^{13}\) The structure was designed as “fireproof”, requiring reinforced concrete floors, iron and stone stairs, and a fireproofed steel frame. The building measures 58.6 x 24.4 x 25.6 metres (see Appendix I for more construction information).

DESIGN
According to the architect’s plans, the building rested on a raised rusticated stone base supporting the red brick walls of the superstructure (Plates 11-13). The west and south façades feature large arched openings with stone keystones and fanlights. Some of these openings hold windows, others have doors and still others are open to allow for covered parking (originally used for loading and unloading). The west (Rorie Street) elevation openings were completely filled with “collapsible steel gates”, the upper portions of which have since been removed (Plate 14).

A stone belt course divided the main and second floors, the keystones of the arched openings attached to the belt course by stone elements mimicking brackets. The upper three floors were divided into bays by giant order pilasters with carved stone bases and heads. The paired windows within the bays were square headed and connected by stone lug sills (Plates 15 and 16). Stone keystones graced all window openings that are now filled with modern window units (Plate 17).

\(^{13}\) City of Winnipeg Building Permit, #216/1908.
The roofline featured a complete entablature with heavy overhanging galvanize metal, modillioned cornice. A tall flag pole still stands on the roof (Plate 18). This layout and ornamentation were continued on the north and east façades. The east end of the building included a one-storey enclosed parking area (originally a loading dock) with large arched windows on its north and south elevations. The design called for window openings on the east façade of the one-storey section, but the present-day windowless wall does not feature evidence that these openings were ever built (Plate 19).

Today, the building is in an excellent state of originality (Plates 20-26). Some arched openings in the north façade have been bricked in or converted into doorways and one bay of windows on the upper floors have been closed (Plate 27).

**INTERIOR**

According to the original architectural drawings, the basement featured a coal room and largely open space with four freight elevators centrally located on the north wall and a passenger elevator in the middle of the building with the main staircase to the south. The main floor featured offices and washrooms along the south wall, open space behind and covered driveways in the northwest corner and along the rear (east) side (Plate 28). The second to fourth floors were similarly designed, with large offices and open “examining rooms” (Plate 29).

In 1992, the building underwent a complete restoration and refit, for Customs and Excise Department on the main floor and Parks Canada on the second, third, and fourth floors.\(^\text{14}\) The floors for the Prairie and Northern Regional offices of Parks Canada included a media unit, office space for its staff, modern laboratories for conservation services and climate-controlled storage space for artifact collections. Cost of these renovations totalled $5.9-million.\(^\text{15}\) The only original elements/layout remaining are the main floor lobby and stairwells (Plates 30-32).


INTEGRITY
The building stands on its original site and appears to be in excellent structural condition. Only minor alterations have been completed on the exterior, which continues to exhibit a high degree of originality.

STREETSACE
The Customs Examining Warehouse has, for over 100 years, occupied one of the busiest corners in east warehouse district in downtown Winnipeg (Plates 33 and 34).

ARCHITECT/CONTRACTORS
This structure was designed according to the standard design by the Department of Public Works Staff of the Government of Canada, under the guidance of Chief Dominion Architect David Ewart, Plate 35 (1841-1921) who held that position from 1896 to 1914 and was responsible for the supervision of some of Canada’s finest federal buildings across the country. See Appendix II for additional information. The Historical Buildings and Resources Committee has given Ewart 40 points.

Contractor for the building was well-known local firm J. McDiarmid Company, which was responsible for a many of the city’s finest pre-World War I buildings (see Appendix III for additional information). The Historical Buildings and Resources Committee has given this firm 10 points.

PERSON/INSTITUTION
The Customs Examining Warehouse was one of the busiest and most important warehouses in the Exchange District, used as the central receiving and examining point for all goods arriving from the United States by rail until the 1960s. Also examined were imported goods including spices, textiles, and machinery from Great Britain and Europe. Before World War I customs
duties were one of the main sources of revenue for the Federal Government and the Winnipeg port was the third largest in the country in terms of duties collected. In 1912-1913 alone, duties collected on imported goods totalled over $11-million.\textsuperscript{16}

After World War II, the building housed not only Customs Examining personnel, but other federal departments (such as Agriculture in the late 1950s to the 1980s) and private firms (Canadian Pacific Express Branch in the 1940s and 1950s).\textsuperscript{17} The building’s tenants in 1979 included:

- Main Floor – Government of Canada – Customs Examining Warehouse and Supply & Services Printing;
- 2\textsuperscript{nd} Floor – Government of Canada MOT (Air services);
- 3\textsuperscript{rd} Floor – Customs Excise Queens Warehouse;
- 4\textsuperscript{th} Floor – Government of Canada, Agriculture Health offices

After the major interior renovations in 1992, the main occupants were Revenue Canada – Customs Excise & Taxation (main floor) and the upper floors by Canadian Heritage (Professional & Technical Service Centre).\textsuperscript{18}

\textbf{EVENT}

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

\textbf{CONTEXT}

The construction of this large federal building reinforced Winnipeg’s position as the centre of western growth and development. Customs duties and excise taxes were the main revenue source for the federal government for many decades and the greatly increasing rise of revenue from the

\begin{footnotes}
\item[16] K. McFarlane, op. cit., p. 3.
\item[18] K. McFarlane, op. cit., p. 1. In 1992, it was referred to as the “Canadian Parks Service artefact restoration workshop and laboratory facilities.”
\end{footnotes}
Winnipeg office necessitated the construction of this modern structure. It took its place among the other massive warehouses in Winnipeg’s warehouse district.

**LANDMARK**

The Customs Examining Warehouse is a Winnipeg landmark. Occupying an important downtown intersection, it is a well-known and recognizable structure.
Building Address: 145 McDermot Avenue

Original Use: warehouse

Building Name: Customs Examining Warehouse

Current Use: Government offices & Customs Excise & Taxation

Roll No. (Old): 607901 (10047)

R.S.N.: 154391

Municipality: 12

Ward: 2

Property or Occupancy Code: 71

Legal Description: 6/7E St. John, Plan 223, Lots 52:58

Location: northeast corner Rorie Street & McDermot Avenue

Date of Construction: 1908-1910

Storeys: 4

Construction Type: masonry – reinforced concrete

HERITAGE STATUS: NOMINATED LIST (MARCH 2024)

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

- 216/1908 [CS] $276,000 (original - 81 x 25); 2648/1959 [CS] $24,000 (elevator); 3400/1959 [CS] $68,000 (elevator); 167/1961 [CS] $32,693 (interior alteration); 524/1979 [CS] $18,000 (interior alteration); 10286/1989 [CS] $40,000 (interior alteration) SEE NEXT PAGE FOR ADDITIONAL PERMITS

Information:

- 192 x 80 x 84 = 1,281,465 cu. ft.
- Brick finish all four sides
- Basement – 28” concrete; Main 28” concrete with stone facing. 2nd-4th - 12” brick walls
- Ground Floor – office space in front – warehousing balance
- 2nd, 3rd & 4th Floors – office space front – balance warehousing
- 1968 Inspection – Building well maintained and in “fair general condition”
- Permit 524/79 – Main Floor partitioned offices
- 1990 Converted to gas fired boiler NAV

ARCHITECT: DEPT. OF PUBLIC WORKS CANADA
CONTRACTOR: J. McDIARMID COMPANY
**BUILDING PERMITS:**
Available Plans: (CS- City Storage)

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David Ewart

David Ewart was born in Penicuik, Scotland in 1841, the son builder John Ewart. David Ewart studied architecture at the Edinburgh School of Arts and in 1871, at the age of thirty, immigrated to Canada with several letters of reference as to his skills as a draftsman. After only 11 days, he had been hired, on a trial basis, by Frederick Preston Rubidge, the Department of Public Works assistant engineer and architect, as an architectural assistant in Ottawa. This Branch was formed for the “acquisition, design, construction, alteration, maintenance and repairs of...public buildings.”

Ewart stayed and quickly moved up in the Department, by January 1875 he had become the highest-paid architectural draftsman in the office, and by 1879 he was de facto assistant chief architect.

Ewart was known for his business skill, and was responsible for not only the auditing of all department accounts, but also the majority of office supervision and correspondence duties, of the new chief architect, Thomas Fuller, appointed in 1881. Of Ewart, the department’s deputy minister said in 1892, he was “the mainstay of the chief architect's office. I never knew a man to work so much. He works day and night.” When Fuller retired in 1896, Ewart became the chief architect, a position he held until the age of 73 in 1914.

More than 340 new buildings and substantial renovations would be undertaken during his tenure of this office, one of the most productive eras in the history of the chief architect’s branch. Ewart was responsible for increasing Branch staff from 18 to 41, its use of departmental standardized plans, and an “almost exclusive reliance on his architectural staff for designs on projects involving new construction as well as alterations and repairs.”

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3 Ibid., p. 6.
He died in Ottawa in 1921.

In Winnipeg, many federal buildings were constructed during his tenure including:

Immigrant Hospital, Maple Avenue (1902) – demolished
Immigration Hall, Point Douglas Avenue (1904) – demolished
Main Post Office, 236 Portage Avenue (1905) – demolished
St. Boniface Post Office, 208 Provencher Boulevard (1907)
Postal Station “B”, 1048 Main Street (1907)- Commemorative List
Fort Osborne Barracks, Osborne Street & Broadway, various buildings (1905-1908) – demolished
Customs Examining Warehouse, 145 McDermot Avenue (1908)
APPENDIX III

James McDiarmid

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

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

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

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

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

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

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

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5 M. Baker, op. cit., pp. 78 and 97.
8 City of Winnipeg, City Clerk, Municipal Manual, 1920, p. 32.
9 Ibid., 1918-21, 1927, 1929, 1931. McDiarmid served at least two terms as Parks Board chairman (1919 and 1920) and one as Playgrounds Commission chairman (1920).
10 Winnipeg Free Press, February 26, 1934, p. 15.
11 City of Winnipeg, City Clerk, Municipal Manual, 1932, p. 43.
James McDiarmid died in 1934 and after the 1943 death of his brother John, steps were initiated to dissolve The J. McDiarmid Co.\textsuperscript{12} The firm subsequently gave notice in late 1946 that it intended to surrender its charter.\textsuperscript{13}

A partial inventory of James McDiarmid’s work includes (*-denotes projects for which McDiarmid was named both architect and contractor):\textsuperscript{14}

\textbf{Winnipeg}

Broadway Drill Hall, 1884 (demolished)
St. George’s Church, Isabel Street & Bannatyne Avenue, 1894 (demolished)
* James Penrose House, 232 Bell Avenue (now 444 Logan Avenue), 1894, Grade III
* St. Andrew’s Presbyterian Church, 425 Elgin Avenue, 1894-1895 (burned 1968)
Great-West Saddlery Factory/Warehouse, 112-114 Market Avenue, 1898, Grade III
Merrick-Anderson Building & adjoining Donald H. Bain Building, 115 Bannatyne Avenue, 1899-1900, Grade II
Marshall-Wells Warehouse, 123 Bannatyne Avenue, 1900, Grade II
Scott Memorial Orange Hall, 216-218 Princess Street (original design attributed to McDiarmid; final design to Samuel Hooper), 1900-1902, List of Historical Resources
* Corbett Block, 611-617 Main Street, 1901, List of Historical Resources
* Cleland Block, 705-707 Main Street, 1901 (demolished)
* Taylor Block, 241-245 Main Street, repairs, 1901 (demolished)
Weston Shops, Canadian Pacific Railway, 1903+
Manitoba Hall, 291½-295 Portage Avenue, 1903 (demolished)
Winnipeg Paint and Glass Co. Building, 179 Pioneer Avenue, 1903 (burned 1907)
Sandison Block, 302-306 Main Street, 1904 (demolished)
* Manitoba Builders Supply Co. Storehouse, Point Douglas Avenue, 1904
Point Douglas Church, 95 Macdonald Avenue, 1905
Customs Examining Warehouse, 145 McDermot Avenue, 1908
Winnipeg Paint and Glass Co. Building, 179 Pioneer Avenue, 1908 (demolished)
* Jacob-Crowley Building, 138 Portage Avenue East, 1909, List of Historical Resources
St. Stephen’s Presbyterian Church (Elim Chapel), 546 Portage Avenue, 1910
Canada Building, 352 Donald Street, 1910, Grade III
Swift Canadian Co. Building, 312 William Avenue, 1911
Somerset Block, 294 Portage Avenue, addition of upper storeys, 1911

\textsuperscript{12} Province of Manitoba, \textit{The Manitoba Gazette} 74, 10 (March 10, 1945), p. 248.
\textsuperscript{13} Province of Manitoba, \textit{The Manitoba Gazette} 75, 45 (November 9, 1946), p. 1587.
\textsuperscript{14} Drawn from the files of the City of Winnipeg’s Heritage Planner; the City’s \textit{Record of Building Permits}; biographical material on James McDiarmid by sources previously quoted; and items in local newspapers and trade journals (i.e., \textit{Construction and Western Canada Contractor and Builder}).
\textsuperscript{15} E. Kisiow and Lisa Murphy, “Scott Memorial Orange Hall, 216-218 Princess Street, Winnipeg, Manitoba,” unpublished paper prepared for the Historic Resources Branch, Province of Manitoba, November 1985, pp. 6-7.
James McDiarmid work (continued):
* St. Stephen’s House (annex to St. Stephen’s Presbyterian Church), 299 Young St., 1911-1912
Cumberland (Nokomis) Block, 344 Cumberland Avenue, 1912
Bank of Ottawa, 363 Main Street, addition, 1912 (demolished)
* Winnipeg Industrial Bureau Exhibition Building, 267 Main Street, addition, 1912-1913 (demolished)
Notre Dame Investment (Commercial) Building, 169 Pioneer Avenue, 1912-1913 (demolished)
Pantages (Playhouse) Theatre, 180 Market Avenue, 1913-1914, Grade II
Dr. C.W. Gordon House, 54 West Gate, 1913, Grade II
Knox Presbyterian (United) Church, 400 Edmonton Street, 1914-1917, List of Historical Resources
Completion of the Manitoba Legislative & Law Courts buildings, Broadway, 1915-1920
Public Press Building, 290 Vaughan Street, 1917, Grade III
Gardener’s Cottage, for R.A. Rogers, 64 Nassau Street, 1922 (demolished)
All Saints Anglican Church, 521 Broadway, 1926, List of Historical Resources
Manitoba Telephone System Building, 166 Portage Avenue East, 1930-1931, List of Historical Resources
Science Building, University of Manitoba, Fort Garry campus, 1931-1932

Outside Winnipeg
Participation in construction of the Winnipeg (Shoal Lake) aqueduct in a consortium with J.P. and J.H. Tremblay and Edward Cass, 1914-1919
Dominion Government Customs House, Calgary, pre-1916
Provincial Court House, Port Arthur, 1923
T. Eaton Co. Department Store, Calgary, 1928-1929
Canadian Pacific Railway roundhouses, machine shops and other facilities, Western Canada
Revillon Building, Edmonton, date unknown
Georgia-Harris Viaduct, Vancouver, date unknown
Plate 1 – “The Early Trans-Canada Fur Trade Routes.” (Reproduced from To the Ends of the Earth: The Great Travel and Trade Routes of Human History, 1984.)
Plate 2 – Corner of Portage Avenue & Main Street, Winnipeg, 1872. (Library and Archives of Canada, Accession 1974-001 NPC.)
Plate 4 – Main Street looking north from Portage Avenue, 1872. (City of Winnipeg Archives, Reference Code i03455.)
Plate 5 – Main Street looking south from William Avenue, 1875. Considerable construction along Main Street and the property east to the river has occurred. (City of Winnipeg Archives, Reference Code i00033.)
Plate 6 – The steamboat Dakota unloading construction material at Upper Fort Garry, 1873. HBC warehouse (right) and the Fort (left) in the background. (Archives of Manitoba, Boundary Commission (1872-1874)- 42, Negative N14017.)
Plate 7 – Winnipeg Post Office (and customs examining warehouse), Main Street at McDermot Avenue, date unknown. (Archives of Manitoba.)
Plate 8 – Customs House and a small portion of the Customs Examining Warehouse seen at bottom left of picture, ca.1890. (Archives of Manitoba, Acker Collection-2, N842.)
Plate 9 – Customs Examining Warehouse, 196 Main Street, date unknown. (Library and Archives of Canada, PA-046611, photograph by F.W. Steele.)
Plate 10 – Looking east on McDermot Avenue from Albert Street, ca.1912. In the centre rear of the photograph is the newly completed Customs Examining Warehouse, 145 McDermot Avenue (arrow). (Winnipeg Public Library, Martin Berman Postcard Collection, No. 3590.)
Plate 11 – “Section on Line B-B,” “Rear Elevation & Section Thro’ Driveway” and “Rorie St. Elevation,” Architect’s Plans, No. 216/1908. (City of Winnipeg, Records Management Division.)
Plate 12 – “McDermot Avenue Elevation,” Architect’s Plans, No. 216/1908. (City of Winnipeg, Records Management Division.)
Plate 13 – “Elevation on Lane,” Architect’s Plans, No. 216/1908. (City of Winnipeg, Records Management Division.)
Plate 14 – Customs Examining Warehouse, 145 McDermot Avenue, northwest corner covered loading/parking area, 2024. (M. Peterson, 2024.)
Plate 15 – Customs Examining Warehouse, 145 McDermot Avenue, east and south façades, 1978. (Historical Buildings and Resources Committee Collection.)

Plate 16 – Customs Examining Warehouse, 145 McDermot Avenue, west and south façades, date unknown. (Historical Buildings and Resources Committee Collection.)
Plate 17 – Customs Examining Warehouse, 145 McDermot Avenue, south façade, 2024. (M. Peterson, 2024.)
Plate 18 – Customs Examining Warehouse, 145 McDermot Avenue, west and south façades and flagpole, 2024. (M. Peterson, 2024.)
Plate 19 – Customs Examining Warehouse, 145 McDermot Avenue, windowless, one storey portion of the east façade, 2024. (M. Peterson, 2024.)
Plate 20 – Customs Examining Warehouse, 145 McDermot Avenue, west façade, 2024. (M. Peterson, 2024.)
Plate 21 – Customs Examining Warehouse, 145 McDermot Avenue, northwest corner covered loading/parking area, 2024. (M. Peterson, 2024.)
Plate 22 – Customs Examining Warehouse, 145 McDermot Avenue, north façade, 2024. (M. Peterson, 2024.)
Plate 23 – Customs Examining Warehouse, 145 McDermot Avenue, north façade, 2024. (M. Peterson, 2024.)
Plate 24 – Customs Examining Warehouse, 145 McDermot Avenue, north and east façades, 2024. (M. Peterson, 2024.)
Plate 25 – Customs Examining Warehouse, 145 McDermot Avenue, east end loading area, 2024.
(M. Peterson, 2024.)
Plate 26 – Customs Examining Warehouse, 145 McDermot Avenue, east and south façades, 2024. (M. Peterson, 2024.)
Plate 27 – Customs Examining Warehouse, 145 McDermot Avenue, altered ground and second floor openings on north façade, 2024. (M. Peterson, 2024.)
Plate 28 – “Ground Floor Plan,” Architect’s Plans, No. 216/1908. (City of Winnipeg, Records Management Division.)
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Plate 30 – Customs Examining Warehouse, 145 McDermot Avenue, main stairwell, 2024. (J. Thorsteinson, 2024.)
Plate 31 – Customs Examining Warehouse, 145 McDermot Avenue, main stairwell, 2024. (J. Thorsteinson, 2024.)
Plate 32 – Customs Examining Warehouse, 145 McDermot Avenue, main stairwell, 2024. (J. Thorsteinson, 2024.)
Plate 33 – Rorie Street looking south from Bannatyne Avenue, 2024. (M. Peterson, 2024.)
Plate 34 – McDermot Avenue Street looking east from east of Main Street, 2024. (M. Peterson, 2024.)
Plate 35 – David Ewart, date unknown. (Library and Archives of Canada.)