

CANADIAN NORTHERN CARTAGE COMPANY STABLE (CNo.R)
GRAND TRUNK PACIFIC RAILWAY STABLE (GTP)
EAST YARD, WINNIPEG

Date - 1909 (CNo.R)
- 1910 (GTP)

Architects - Warren and Wetmore, New York City

Builders - G.H. Archibald and Company

Specifications - The pair are nearly identical in appearance and construction, both having steel frames and concrete floors, though the CNo.R building is 100' x 96', solid brick, two storeys in height, with a flat roof, while the GTP building is 52' x 96', two storeys, brick with a pitch roof. These structures housed the animals associated with the cartage and express operations of the two railways. The CNo.R building cost approximately \$60,000 to construct. Their main entrances consisted of large, two-storey arches, closed in by wrought-iron gates. These arches translated into an interior arcade through each building.

History - The larger member of this pair was built for the Canadian Northern Cartage Company. It was used as a stable possibly until World War I when a portion became a garage. The remainder was converted to garage use in 1929. At present, the main floor is still a garage, while the second level houses employee training rooms and the CN Employees' Fitness Centre (built 1981-82). The smaller, more southerly building was built for the Grand Trunk Pacific Cartage as their stables. It was completely renovated in 1938, partially into a garage and partially to house the CN stationary department. It currently serves as storage and as the headquarters for the CN Police.

Contemporary Examples - The large, brick architecturally-designed stable structure was unusual, given the nature of its function. It is usually associated with large scale operations, and is more often than not an urban feature. The typical stable of the time was a jerry-built wood frame edifice of limited life-span, meant to give temporary shelter to the horse teams of the day. Nonetheless, a number of more substantial examples did exist. These included the Palace Livery Stables, Smith Street, Winnipeg (1881, demolished); the stables at Stony Mountain Penitentiary (1880s, demolished), which resembled a small castle; Walker's Stable at Boissevain (c1910) which had the same castle-like appearance to hide a false front; the pitch-roof stable of Edward Stout at Rapid City (c1903); a field stone stable at Virden (c1900) or its neighbour, Norsworthy's stable which was part of a building containing other functions. One might also think of the Hudson Bay Company Stables on Garry Street, Winnipeg (c1910) or the Northern Lakes Fisheries Stables, 53 Martha Street (c1910) in this regard.

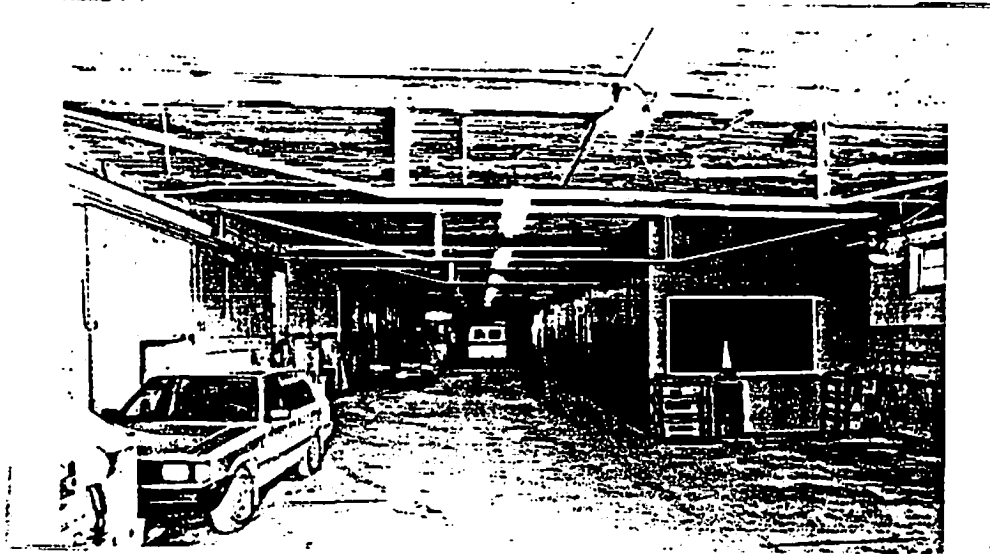
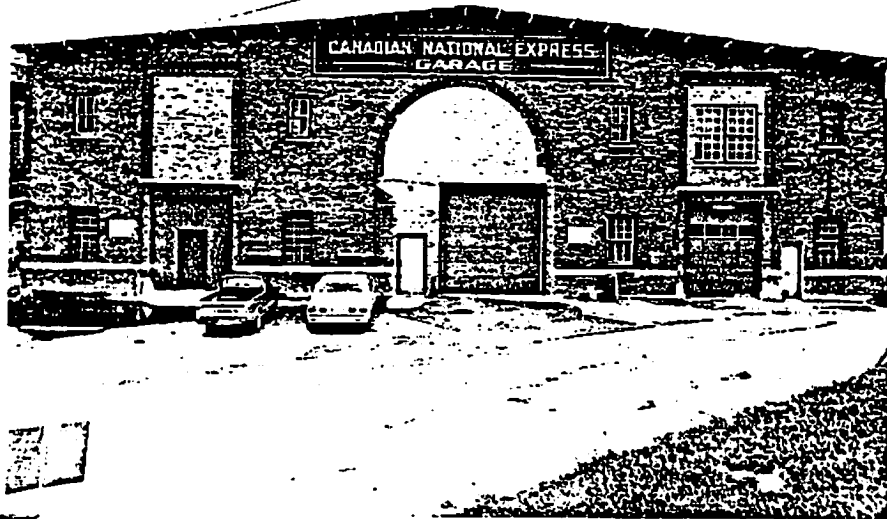
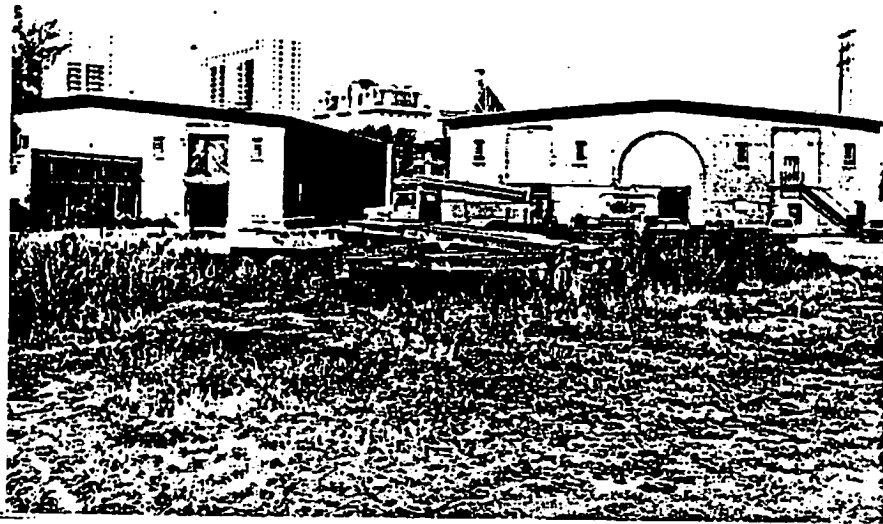
Large scale operations, however, were confined to the Winnipeg area, and these included the huge stables for the Western Canada Flour Mills, Archibald Street (c1912, demolished); the T. Eaton Company Stables, Hargrave Street (1905-10, demolished) and the Ogilvie Milling Company Stables, Higgins Avenue, date unknown. One may also cite the Dominion Express Building, (CPR), Alexander Avenue East, Winnipeg (c1905).

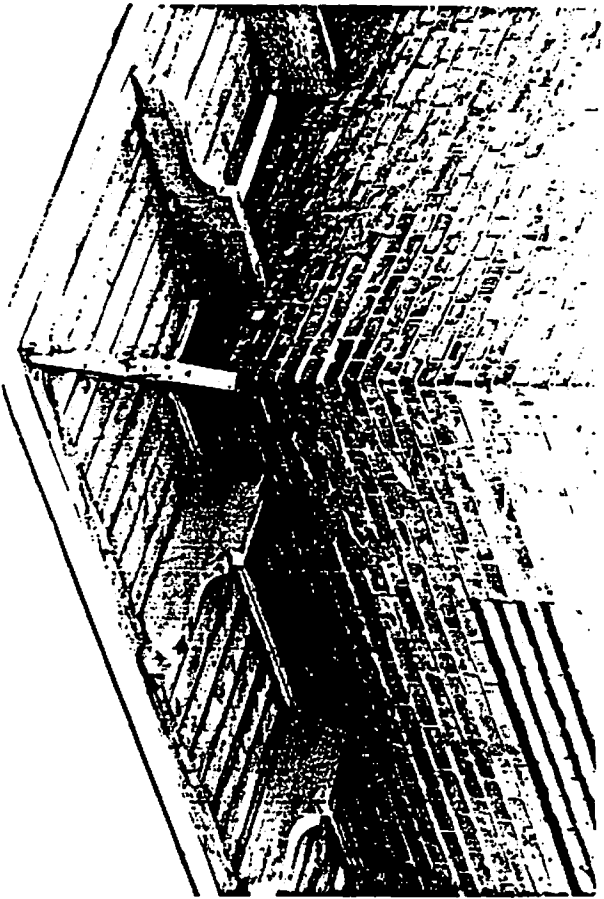
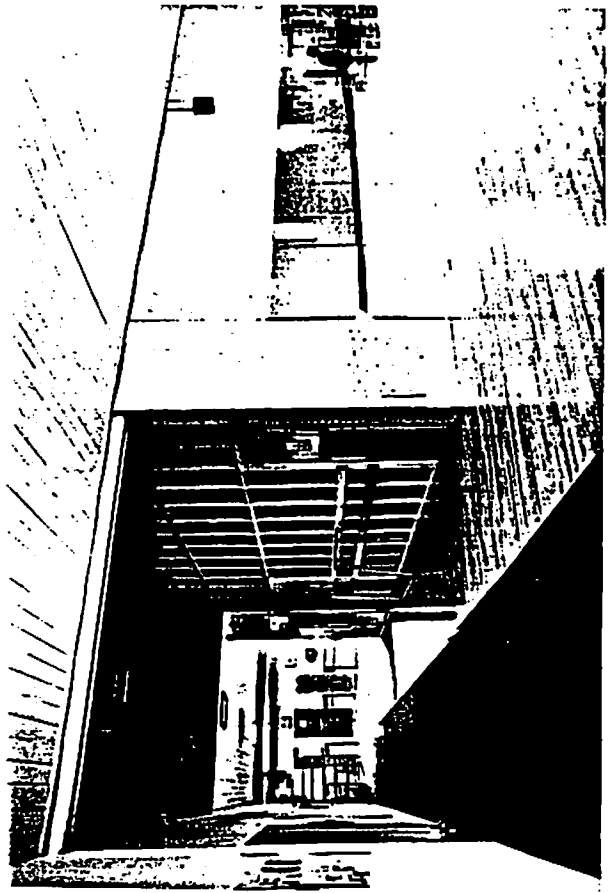
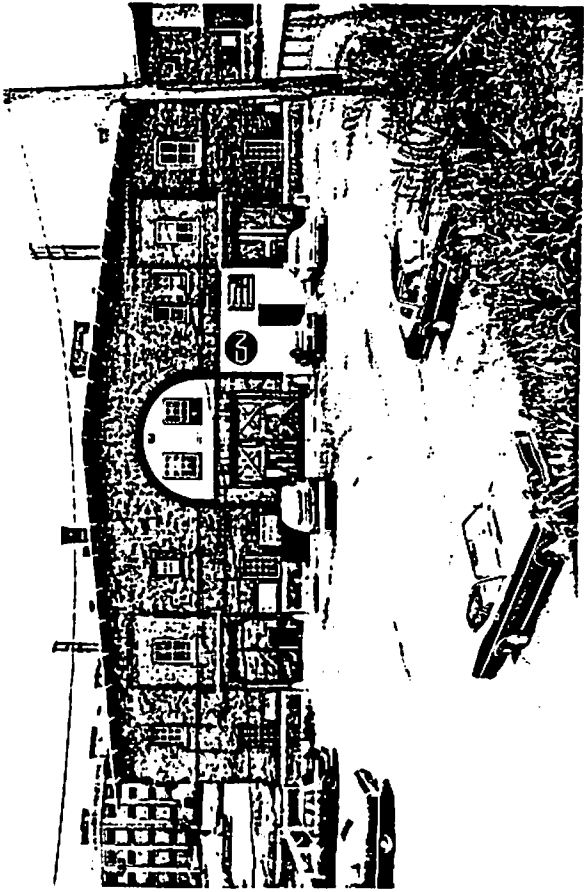
Significance/Context - These were probably the largest stable structures built in Manitoba. They are also visually unique because of their brick arches and rooflines. These structures were conceived and constructed late in the era of the use of animals for transportation. This soon changed to automotive power, and the change was reflected in the conversion of at least one of these buildings at least partially into a garage by 1920. They are therefore representative of a period before automobiles were widely used, and when animals were the most important source of power for urban vehicles. If they had been built just five years later, these would have been built as garages - completely different structures.

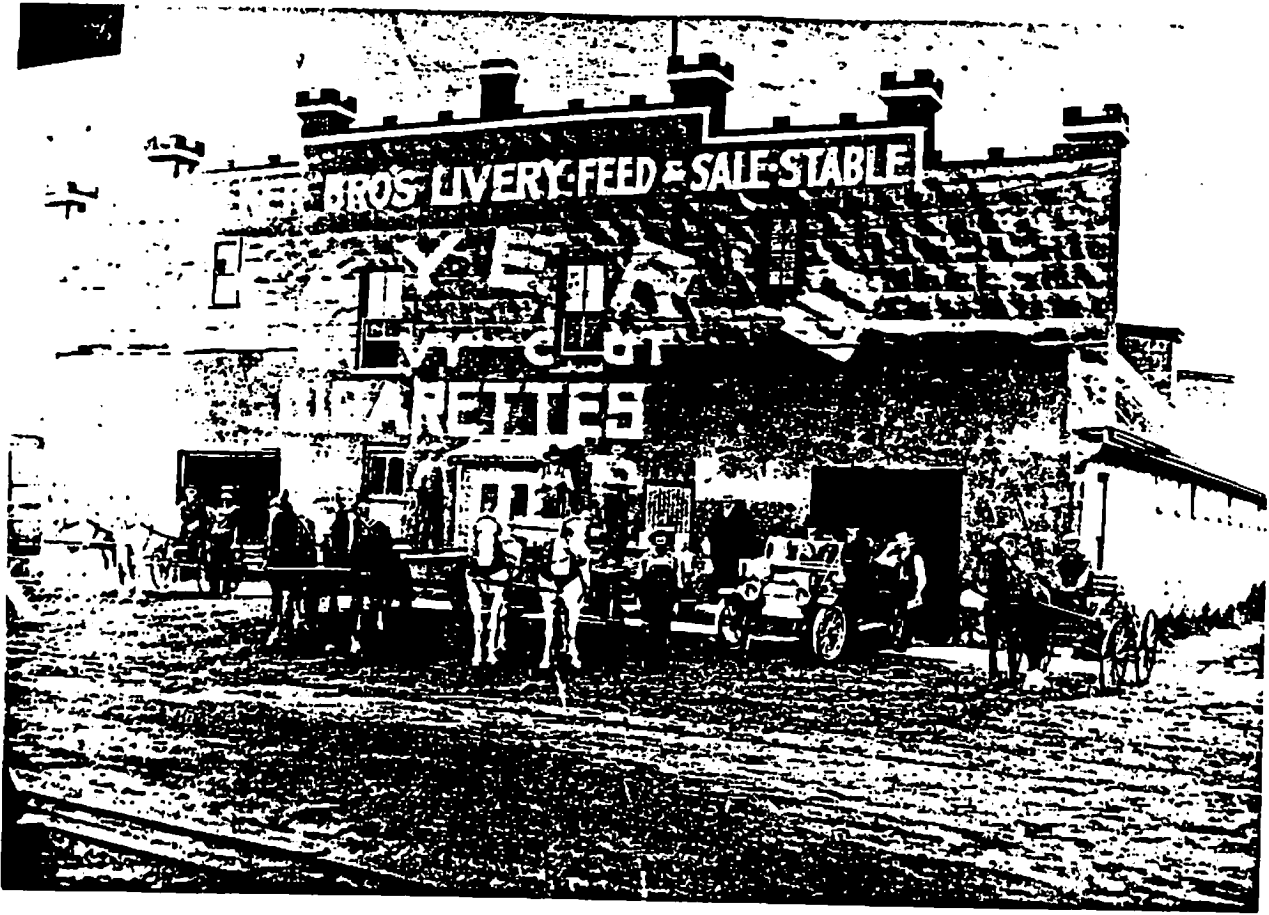
These buildings are also unique because they were built as visual twins - usually one such unit would suffice for any operation. The pair are therefore inseparable in terms of significance, for the existence of each has bolstered the other, both in terms of usage as well as visual impact.

The uniqueness is also bolstered by the design services of the world-renowned New York architectural firm of Warren and Wetmore. This group designed Grand Central Station in that city, as well as the original proposal for what is now the CN East Yard, of which these stables and the Union Station were an integral part.

These buildings are representative of transportation and technology themes. They are also related to the period of large scale railroad expansion and diversification (1900-1913) before the Canadian Northern and Grand Trunk Pacific railway companies were absorbed by the CNR.



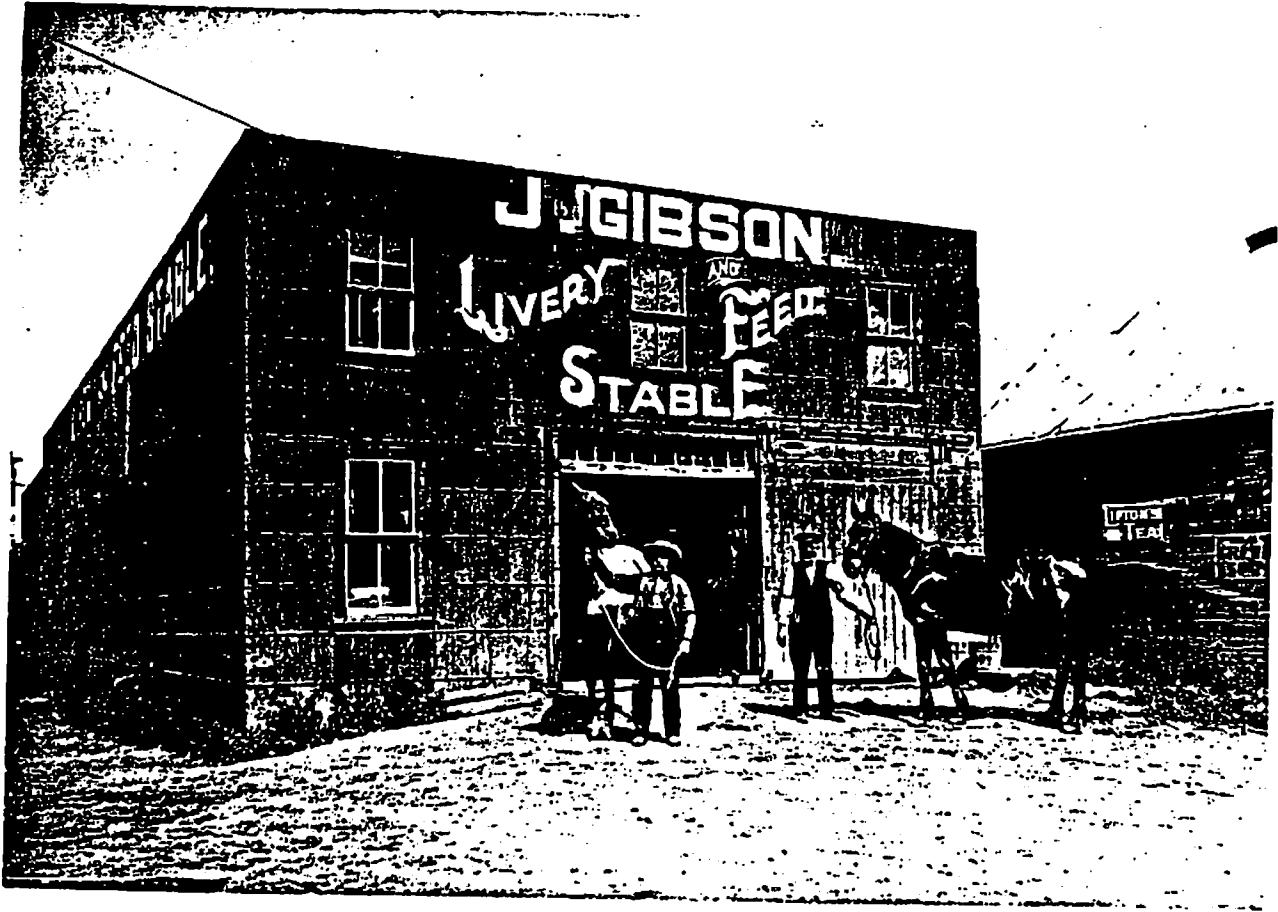




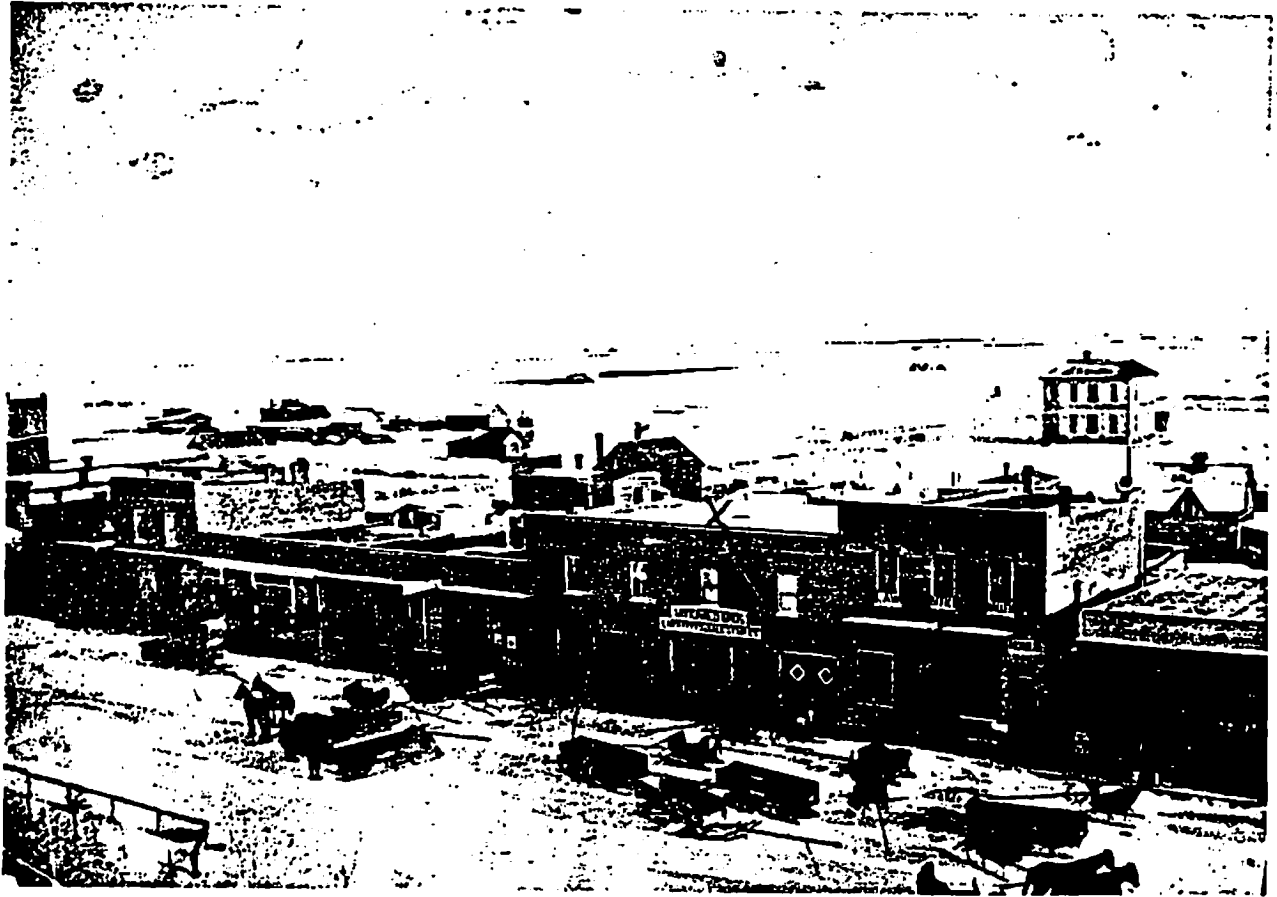
Walker Bros. Livery Stable, Boissevain, Manitoba. c.1910. (Manitoba Archives.)



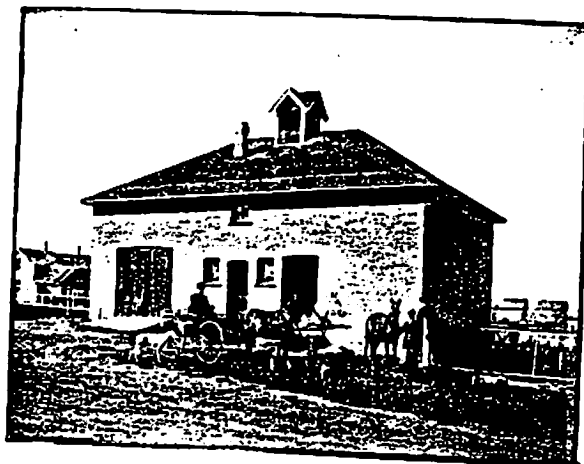
Livery and Feed Stable, Boissevain, Manitoba. c.1912. (Manitoba Archives.)



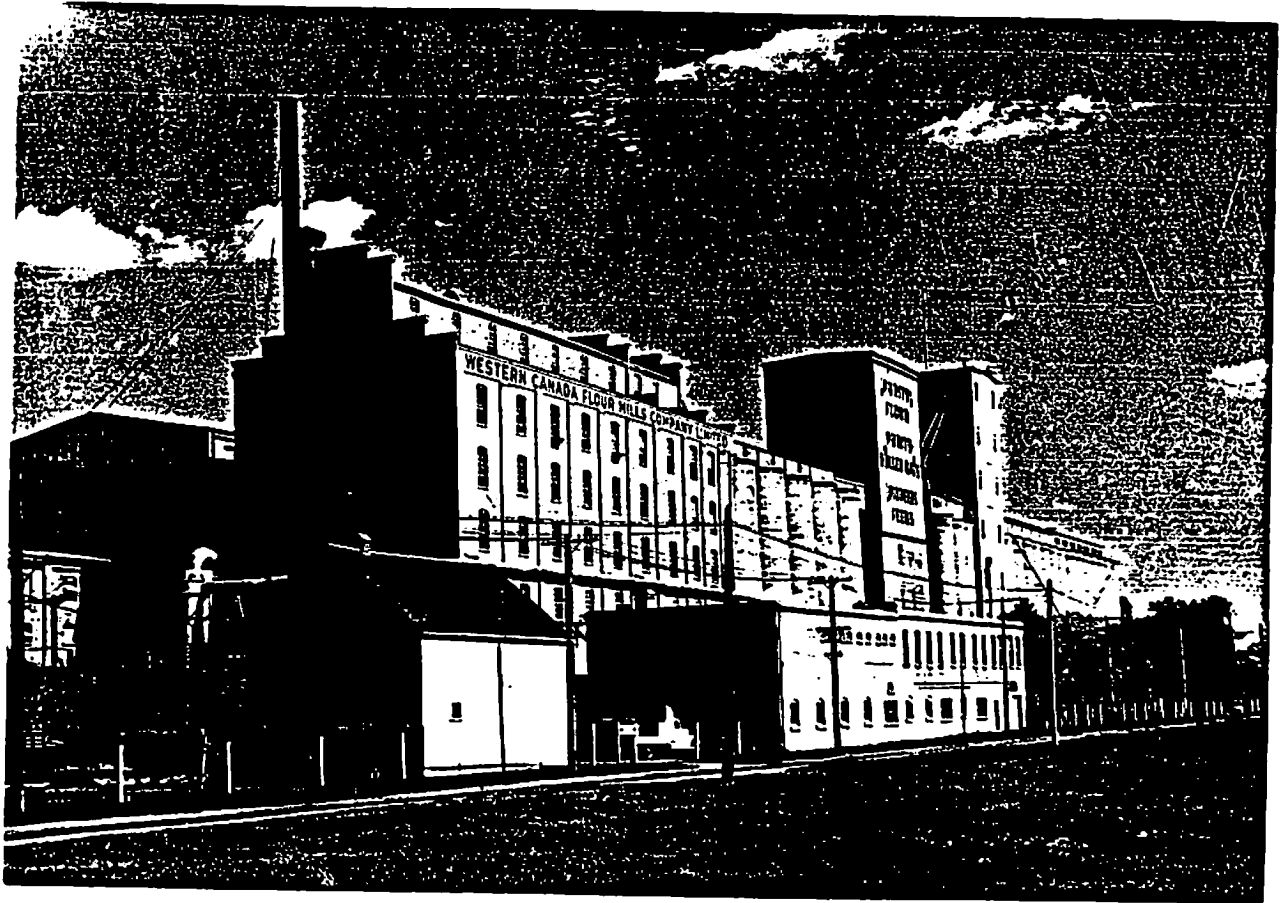
Gibson's Livery Stable, Hartney, Manitoba. c.1905. (Manitoba Archives.)



Hartney, Manitoba, showing a brick livery stable. 1902. (Manitoba Archives.)



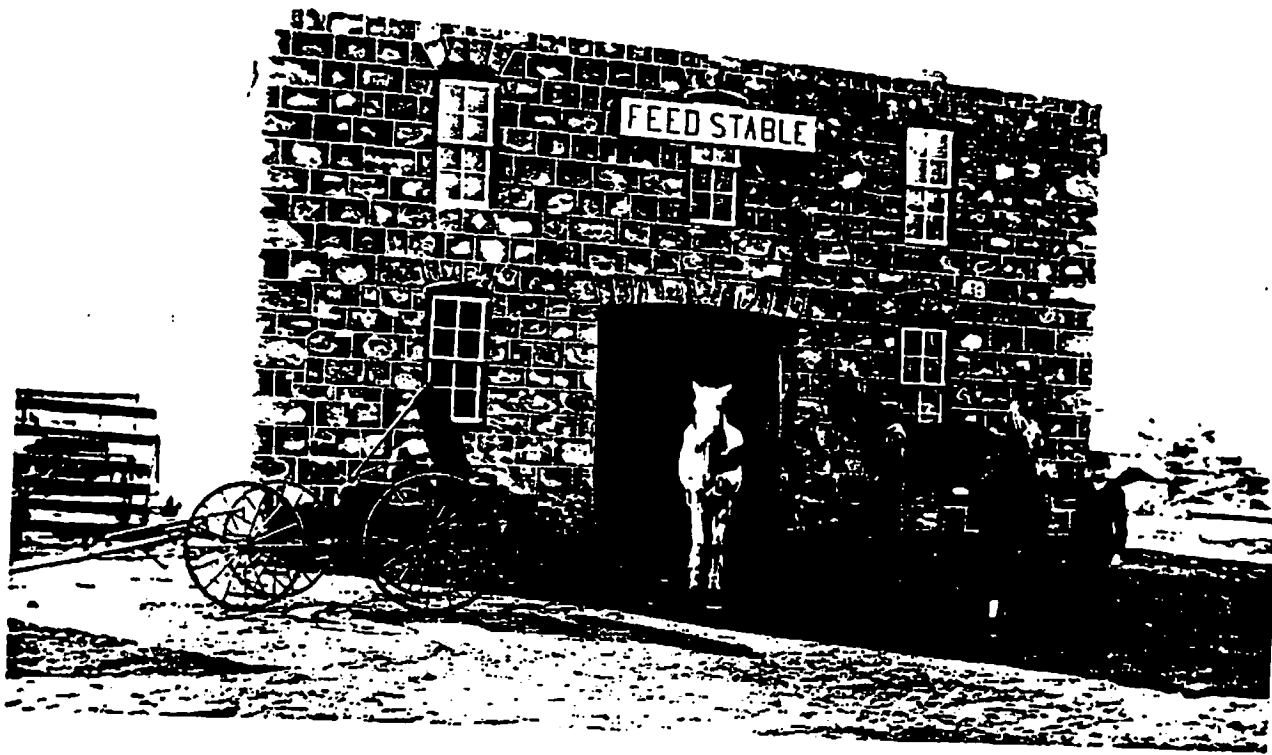
Stout's Livery, Feed and Sale Stable, Rapid City, Manitoba.c.1903 (Manitoba Archives.)



Western Canada Flour Mills, Archibald Street, St. Boniface, Manitoba. c1955.
The stables are the two storey brick structure at the lower center of the
picture. Demolished. (Manitoba Archives.)



Stables at Stony Mountain Penitentiary, Stony Mountain, Manitoba. c.1880s.
(Manitoba Archives.)



Livery and Feed Stable, Virden, Manitoba, c.1900. (Manitoba Archives.)



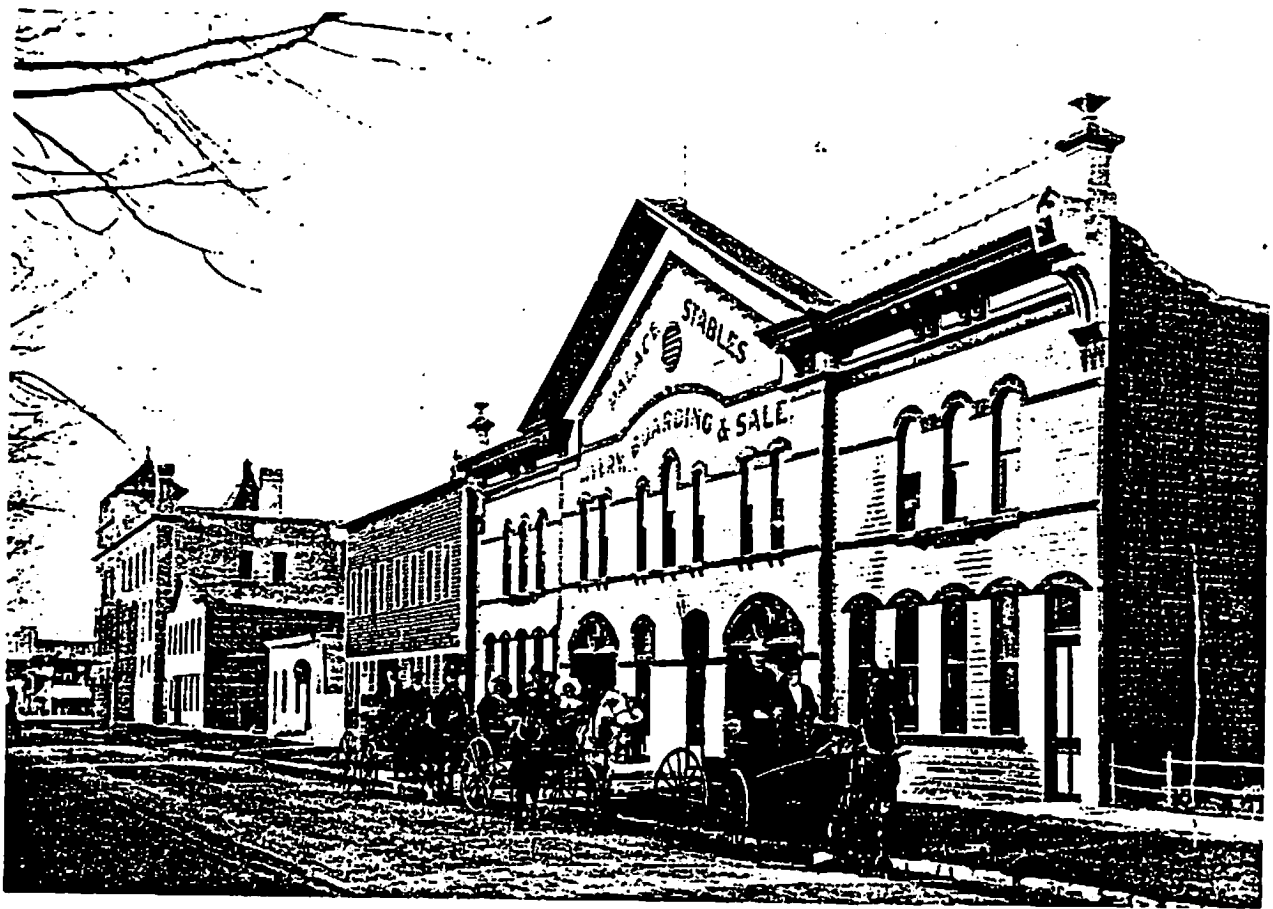
Norsworthy's Stable, Virden, Manitoba. c.1900. (Manitoba Archives.)



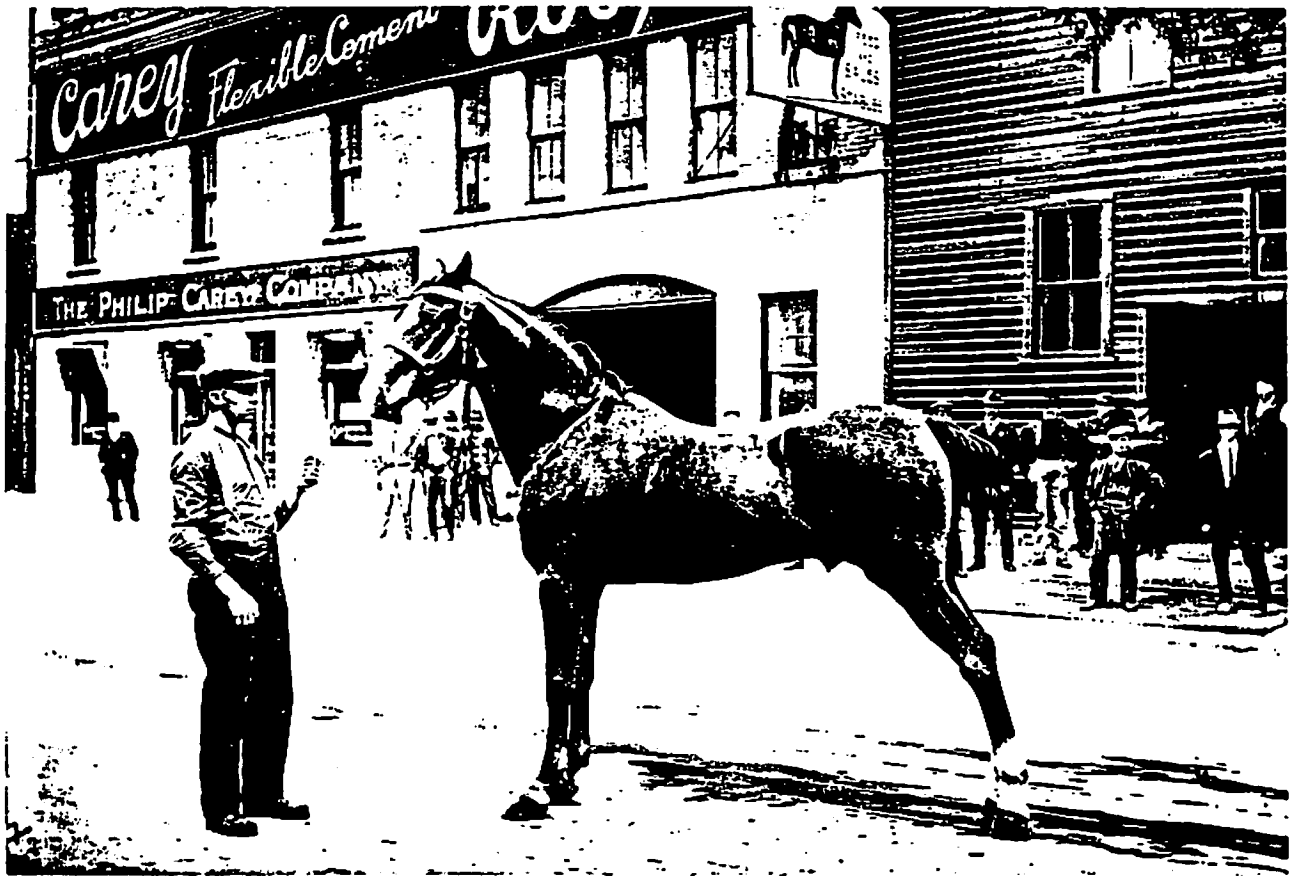
Clarke's Stable, Virden, Manitoba.,c.1900. (Manitoba Archives.)



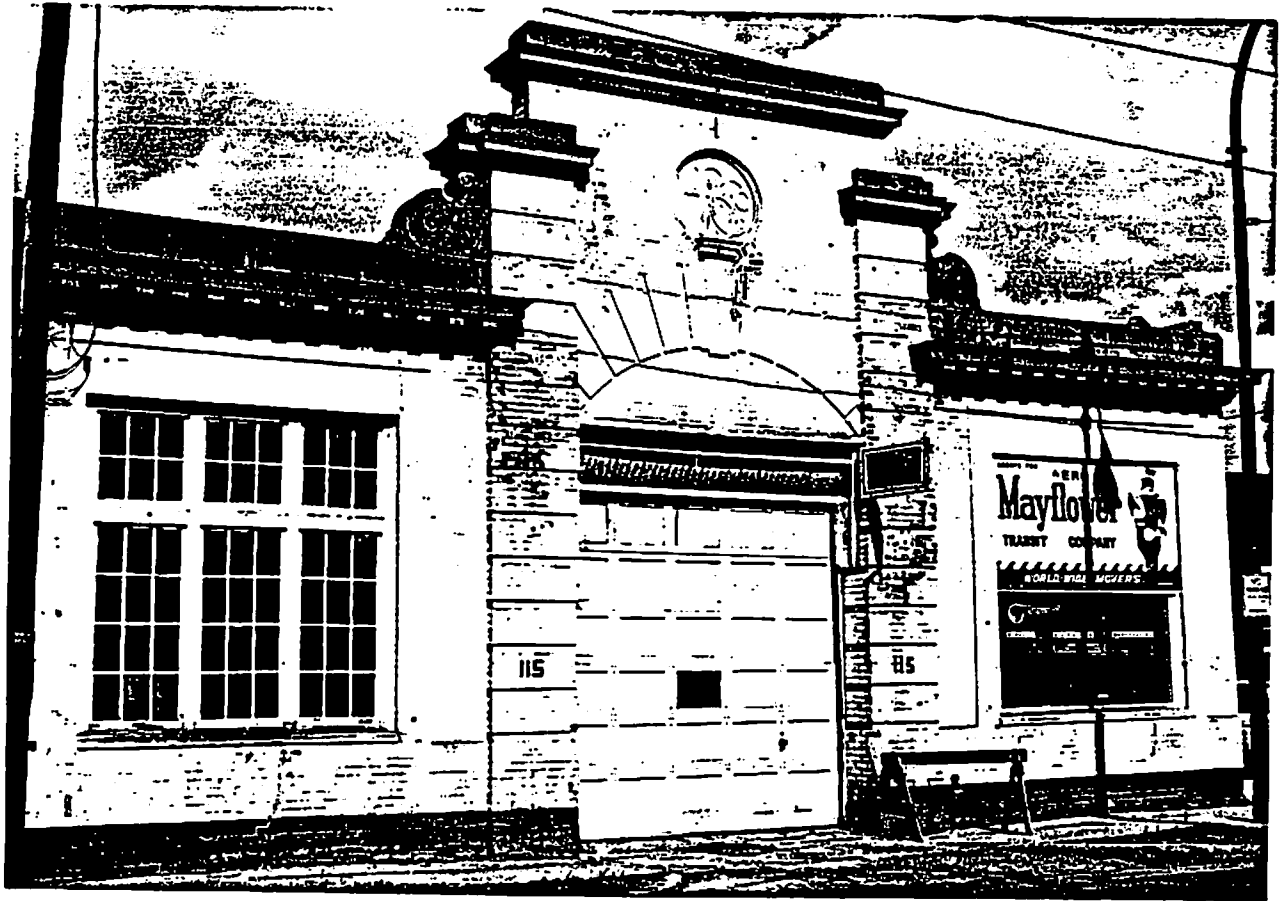
Bolton's Stable, Virden, Manitoba. c.1900. (Manitoba Archives.)



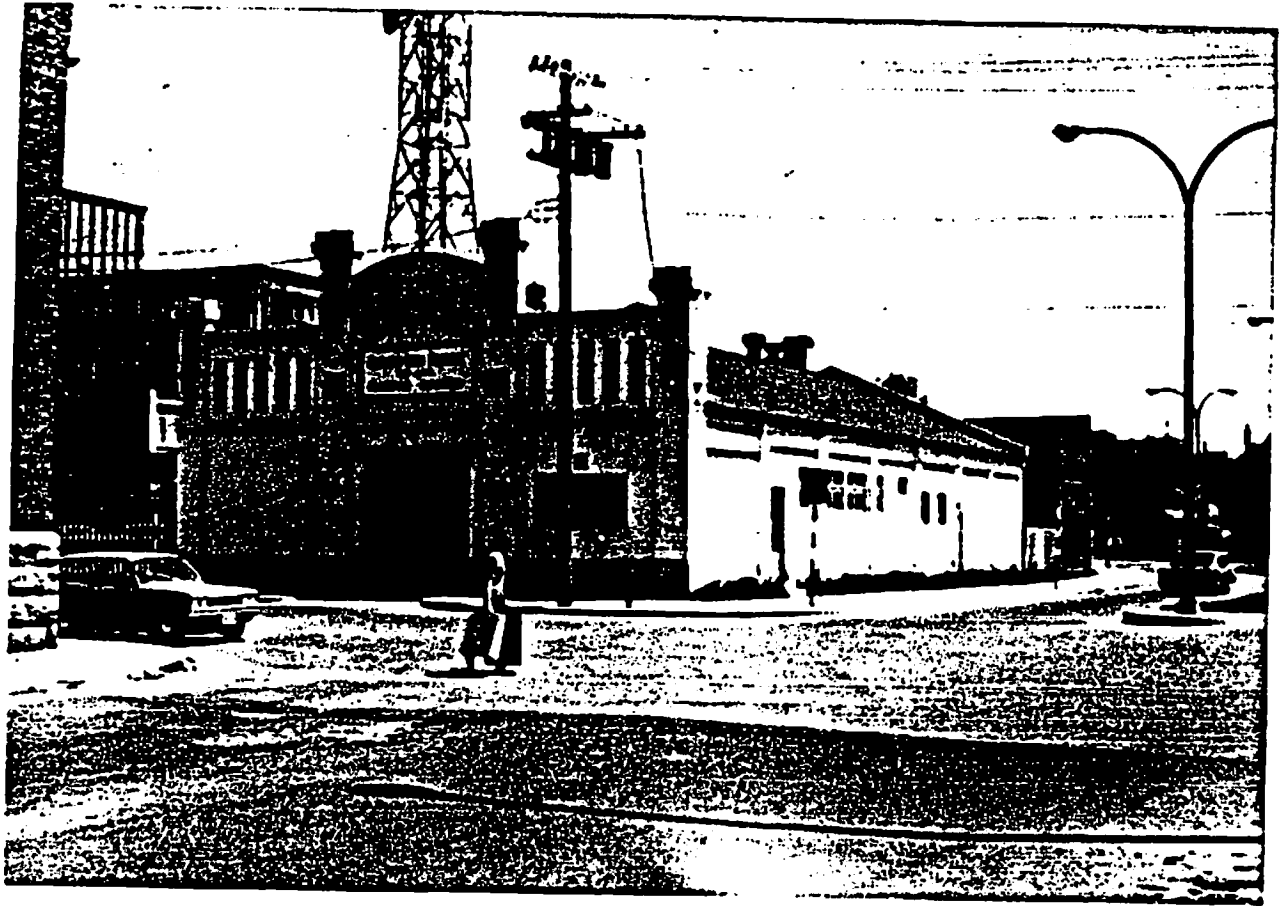
Palace Stables, Smith Street near Graham Avenue, Winnipeg, Manitoba. 1882.
Demolished. (Manitoba Archives.)



Travers' Stables, James Avenue East, Winnipeg, Manitoba.c.1914 . Demolished.
(Manitoba Archives, Foote Collection.)



Hudson Bay Company Stables, 115 Garry Street, Winnipeg, Manitoba, c.1910.
(Manitoba Archives.)



Northern Lakes Fisheries Stables, 53 Martha Street, Winnipeg, Manitoba. c1910.
(Manitoba Archives.)