

MUNICIPALITY ST. CLEMENS

STATEMENT OF

ASSETS AND LIABILITIES

DECEMBER 31st, 1884.

ASSETS.

To Taxes, arrears of 1884.....	\$ 6822 95
" Furniture.....	50 00
" Eastern Judicial Board, (Ferry A. count).....	4 00
" Cash, balance on hand.....	487 47
" " " in Merchants Bank.....	157 06

LIABILITIES.

By J. Gunn, balance of Salary.....	\$37 50	
" Rent of Council Chamber.....	15 00	
" Express charges.....	35	
		52 85
By R. Hay, Reeve, Indemnity for 1884.....		125 00
J. E. Gemmel, balance of Salary.....		25 00
Bills Payable, (Notes in Merchants Bank).....		900 00
Park's Creek School District.....		54 74
Central St. Andrews.....		95 92
North ".....		119 96
Mapleton ".....		129 97
Roman Catholic School District.....		20 04
B. McK. Gunn.....		7 00
R. D. Richardson.....		11 72
Eastern Judicial Board, Loan Acct.....		1683 58
Debentures, re C. P. R. Bonus.....		1540 00
Capital surplus of Assets over Liabilities.....		2702 64

Certified to be correct. \$7522 48 \$7522 48

St. CLEMENS, June 23rd, 1885.

JOSEPH C. AUGER,

AUDITOR E. J. D. B.

Municipality St. Clements.

AUDITOR'S REPORT, 1884.

*Including Statement of Receipts
and Expenditures, Assets
and Liabilities.*

RURAL MUNICIPALITY OF ST. CLEMENTS

Statement of Revenue and Expenses
for the year ended December Thirty-first 1940

EXPENSES

<u>Uncontrollable</u>		
School Levies-General	16,351.50	26
-Special	9,868.00	26,219.50
Municipal Commissioner		4,668.96
Debenture Rates-Principal	3,181.00	
-Interest	2,435.38	5,616.38
Drainage Maintenance		665.50
Grand Beach Wells		500.00
		37,670.34
<u>Public Works</u>		
Ward 1 Expense Account	1,032.89	
2	1,350.62	
3	1,064.94	
4	967.41	
5	2,145.37	
6	1,420.97	7,982.20
General Public Works		930.20
Roadwork on Hospital Accounts		1,439.81
Road Maintenance		1,394.35
Fuel and oil		24.60
Roads and Drains purchased		387.03
Intermunicipal		78.40
Henderson Highway		716.11
Beasejour North Road		248.25
Grand Beach No. 1.		1,403.01
Road Commissioner's Fees & Mileage		2,733.40
		17,337.36
<u>Protection of Persons and Property</u>		
Street Lighting		974.46
Grasshopper extermination		75.25
Sheep protection		96.01
		1,145.72
<u>Social Services</u>		
Municipal Aid	5,424.00	
Public Institutions	2,510.25	7,934.25
Direct Relief		1,572.13
Health		108.25
Hospital Accounts Reserve		5,403.22
Grants		360.00
		15,377.85
<u>Miscellaneous</u>		
Furniture purchased		70.00
<u>Administration</u>		
Salaries-office	3,545.40	
Vital Statistics		108.00
Indemnity and mileage		1,050.75
Printing, Postage & Stationery		1,277.64
Office Maintenance		681.21
Interest and Exchange		1,906.44
Insurance and Bonds		354.97
Assessment		1,547.92
Audit		856.00
Legal		600.299
General Expense		2,036.23
Total Operating Expenses.....		13,961.85
		85,565.12
<u>Appropriations</u>		
Reserve for Abatement & Loss-against		
Current Levy		6,277.07
Deferred Levy-Overexpenditure 1939		3,247.66
		9,524.73
		95,090.85
<u>Balance</u>		
Revenue exceeds Expense for year		6,714.76

\$ 101,805.61

RURAL MUNICIPALITY OF ST. CLEMENTS

Statement of Revenue and Expenses
for the year ended December Thirty-first 1940

<u>REVENUE</u>	<u>EXHIBIT "B"</u>	
<u>Levy 1940 - Assessment</u> - General and Personal	\$ 1,453,605.00	
-School & Municipal Commissioner only	<u>60,000.00</u>	<u>1,513,605.00</u>
Roads (Various)	8,272.02	
General Municipal 23.5M.	34,161.67	
Schools-General 12.	18,163.26	
-Special (Various)	12,275.41	
Municipal Commissioner 3.5	5,297.62	
Debentures-Roads (Various)	4,724.33	
Drainage-Debentures (1,629.15) -Maintenance(665.50)Var.	2,971.79	
Grand Beach Wells	515.00	
" " (15 M.)	1,510.80	
Beasejour N. Road (5 M.)	<u>549.80</u>	
Added to Roll <u>39. M.</u>	88,441.70 <u>689.21</u>	
Penalties added 7,110.04	89,130.91	
<u>Less, Discounts allowed</u> 384.20	<u>6,725.84</u>	95,856.75
Net Levy year 1940.....	\$ <u>95,856.75</u>	

Other Revenue

Supplementary Taxes	32.65	
Interest on Consolidated Arrears	71.34	
Redemption Penalties	1,376.14	
Interest earned	346.40	
Licenses	1,062.50	
Hay and wood permits	54.07	
Hospital Accounts recovered by Road-work	1,439.81	
Unearned School Levies	58.55	
Cancelled cheques	147.70	
Hospital and Institution adjustments-current	1,110.20	
Miscellaneous	<u>49.50</u>	<u>5,948.86</u>

Certified correct and that the balances shown are taken from and exactly correspond with the ledger balances as at December 31st. 1940.

\$ 101,305.61

Municipal Auditor.
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**GENERAL OPERATING FUND
STATEMENT OF REVENUE AND EXPENDITURE
FOR THE YEAR ENDED DECEMBER 31, 19 82
REVENUE**

STATEMENT 9

TOTAL REVENUE FROM TAXATION - SCHEDULE 2		1,997,598
OTHER REVENUE		
Taxes Added - Schedule 1	23,698	
Licenses and Permits	30,416	
Fines		
Parking Meter Fees		
Sales of Services		
General Government		
Protection	9,300	
Transportation	20,842	
Less: Costs	19,732	1,110
Environmental Health		
Public Health and Welfare		
Planning and Development		
Economic Development		
Recreation and Culture		10,410
Sales of Goods		
Rentals of Fixed Assets		82
Concessions and Franchises		
Returns From Investments		83,296
Transfers from Other Sources Cap.Improve Reserve		32,100
Tax Penalties - Schedule 1		33,392
Miscellaneous Revenue		343
Grants in Lieu of Taxes - Schedule 3		
Federal Government	10,658	
Federal Government Enterprises	1,500	
Provincial Government	18,734	
Provincial Government Enterprises	195,555	
Other Local Governments		
Non-Government Organizations		226,447
Unconditional Government Transfers - Schedule 3		
Federal Government		
Provincial-Municipal Tax Sharing	153,309	
Other Local Governments		153,309
Conditional Government Transfers - Schedule 3		
Federal Government		
Provincial Government	20,464	
Other Local Governments		20,464
TOTAL REVENUE FROM EXTERNAL SOURCES		2,611,555
TRANSFER FROM GENERAL RESERVE - SCHEDULE 5		
OPERATING DEFICIT - STATEMENT 8		36,690
TOTAL		2,648,245
EXPENDITURE		
GENERAL GOVERNMENT SERVICES		259,643
PROTECTIVE SERVICES		139,651
TRANSPORTATION SERVICES		406,188
ENVIRONMENTAL HEALTH SERVICES		42,528
PUBLIC HEALTH AND WELFARE SERVICES		14,516
ENVIRONMENTAL PLANNING AND COMMUNITY DEVELOPMENT SERVICES		27,000
ECONOMIC DEVELOPMENT SERVICES		38,302
RECREATION AND CULTURAL SERVICES		49,245
FISCAL SERVICES		1,671,172
TOTAL SERVICES		2,648,245
SURPLUS APPROPRIATIONS		
Deferred Surplus - Operating Deficit		
Deferred Surplus - By-Law Obligation		
Appropriation to General Reserve - Schedule 5		
OPERATING SURPLUS - STATEMENT 8		
TOTAL		2,648,245

THE ATTACHED NOTES (PAGE 20) FORM AN INTEGRAL PART OF THE FINANCIAL STATEMENTS.

GENERAL OPERATING FUND
 COMPARISON OF BUDGETED AND ACTUAL EXPENDITURE
 FOR THE YEAR ENDED DECEMBER 31, 1982

STATEMENT 10

	ESTIMATED	ACTUAL	UNDERSPENT	OVERSPENT
General Government Services (Total)	247,732	259,643	771	12,682
Legislative	36,000	35,229	771	
General Administrative	186,479	194,340		7,861
Other General Government	25,253	30,074		4,821
Protective Services (Total)	120,025	139,651	5,000	24,626
Police Protection	5,000		5,000	
Law Enforcement				
Fire Protection	90,095	105,625		15,530
Emergency Measures	13,330	21,863		8,533
Other Protection	11,600	12,163		563
Transportation Services (Total)	413,603	406,188	12,880	5,465
Road Transport				
Administration	10,500	11,625		1,125
Engineering	3,000		3,000	
Roads and Streets	373,664	363,859	9,805	
Bridges, Subways	4,000	8,340		4,340
Street Lighting	22,439	22,364	75	
Traffic Services				
Parking				
Other Road Transport				
Air Transport				
Water Transport				
Public Transit				
Environmental Health Services (Total)	33,600	42,528	1,000	9,928
Garbage and Waste Collection and Disposal	32,600	42,528		9,928
Other Environmental Health	1,000		1,000	
Public Health and Welfare Services (Total)	7,100	14,516		7,416
Public Health				
Medical Care				
Hospital Care				
Social Welfare	7,100	14,516		7,416
Environmental Planning and Community Development Services (Total)	27,000	27,000		
Environmental Planning and Zoning	27,000	27,000		
Community Development				
Housing				
Economic Development Services (Total)	39,688	38,302	1,386	
Natural Resources	39,288	38,049	1,239	
Regional Development Commissions				
Industrial Parks and Commissions				
Other Economic Services	400	253	147	
Recreation and Cultural Services (Total)	43,301	49,245		5,944
Recreation Facilities	22,301	28,034		5,733
Cultural Buildings and Facilities	21,000	21,211		211
Other Recreation and Cultural Services				
Education Grants				
SUB-TOTALS FORWARD	932,049	977,073	21,037	66,061

THE ATTACHED NOTES (PAGE 20) FORM AN INTEGRAL PART OF THE FINANCIAL STATEMENTS.

**GENERAL OPERATING FUND
COMPARISON OF BUDGETED AND ACTUAL EXPENDITURE - CONTINUED
FOR THE YEAR ENDED DECEMBER 31, 19 82**

	ESTIMATED	ACTUAL	UNDERSPENT	OVERSPENT
SUB-TOTALS FORWARD	932,049	977,073	21,037	66,061
Fiscal Services (Total)	1,641,359	1,671,172	78	29,891
Transfers to Educ. Authorities-Sched.4				
Foundation or General	864,310	864,310		
Special	701,247	701,247		
Transfers to Other Governments				
Other Municipal Government				
U.V.D. of				
Transfers to Own Funds				
Allowance For Tax Arrears - STATEMENT 8	7,339	7,339		
Replacement Reserve - Schedule 5	55,363	55,363		
Reserve				
<u>Cap. Improve.</u>	12,000	32,100		20,100
Reserve				
Reserve				
Reserve				
Reserve				
Reserve				
Reserve				
Reserve				
Contribution to Capital-Stmt.13	1,000	10,791		9,791
Contribution to Utilities-Stmt.11				
Contribution to Other Funds				
Public Debt Charges				
Debenture Debt Charges - Schedule 7				
Other Long-Term Debt Charges				
Interest on Short-Term Financing				
Bank Loan Interest	100	22	78	
Other Fund Loan Interest				
Tax Discounts - Schedule 1				
Other Debt. Charges				
Debenture Discount				
Debenture Issue Costs				
Other				
Surplus Appropriations - Total				
Total Budgeted Expense	2,573,408			
Total Actual Expense		2,648,245		
Total Underspent			21,115	
Total Overspent				95,952

RECONCILIATION WITH OPERATING SURPLUS OR DEFICIT

REVENUE	ESTIMATED	ACTUAL	OVER/UNDER:
Tax Revenue	1,997,393	1,997,598	205
Other Revenue	538,486	613,957	75,471
Revenue Surplus (Deficit)			75,676
EXPENDITURE	2,573,408	2,648,245	74,837
OPERATING SURPLUS (DEFICIT)	(37,529)	(36,690)	(839)

THE ATTACHED NOTES (PAGE 20) FORM AN INTEGRAL PART OF THE FINANCIAL STATEMENTS.



William Sokolowski



William Sokolowski, May 5, 1978 paying tribute to Reeve Max Dubas.

MY TWENTY-ONE YEARS AS COUNCILLOR IN ST. CLEMENTS MUNICIPALITY WARD FIVE

submitted by Steve Myslawchuk

I was elected councillor for Ward Five in November, 1941. The Reeve of the Municipality was, at that time, Russell Burnett. There were no roads built of any kind to speak of. Any roads that had been built were of corduroy, nature covered with mud, either by men's shovels or a team of horses with scrapers.

In those days, just a few people owned cars in the district. The Red River Motor Coach operated a Bus Route from Winnipeg to Libau and they only came when the roads were dry in summer and in winter until the roads were impassable due to snowdrifts.

In my opinion, the big achievement for the St. Clements Municipality was in the spring of 1942, when the council decided to purchase road building equipment. It was a D7 Caterpillar tractor, elevating machine and a Pull type grader for the cost of \$15,000.00, paid by cash. And may I mention, the council had this purchase planned all through the winter meetings. And some way the salesman of the equipment companies got the wind of council's intention. There wasn't a council meeting where the salesman would not attend. Finally, in March, the council tendered the equipment to be fair to all the salesmen. Although the majority of council favoured caterpillar equipment.

I still recall two years after the purchase of the equipment the same salesman came to council meetings and offered us the money the Municipality paid in the first place. He told us that it was the last tractor caterpillar sold as it was during war time and the Government had all productions for civil use stopped. It was all for war effort production only. And here there were 6 wards claiming for the equipment, and as I recall, there was some heart to heart discussions as to who shall have the equipment first. Finally, there were two shifts put on and to my best recollection each ward got about 6 miles built each summer.

Ward 5 always had the biggest battle due to having the lowest assessment as road construction worked on 8 miles. Ward 1 was the luckiest one being highly assessed and the advantage of being small. Ward 6 fared good, as Ward 6 area is made up of about half of summer resort area. (high assessment on resort areas.)

Going back to the road equipment, each ward's road building was charged to the ward itself. An hourly rate, if my memory serves me right, it was \$6.00 per hour. Then it was raised to \$8.00 per hour. And may I mention where the council purchased the equipment we got about 2 dozen applications from men to operate the equipment and they were experienced men at 50 cents per hour. Far cry from today's wages. Building roads in summer and in winter the same caterpillar tractor had a bulldozer and the boys built a wing to the same tractor and was snowplowing the roads, the same wing was not hydraulically controlled but manually controlled. I often felt sorry for Mike Gieskts as he was the one that operated it. It took about 4 days from East Selkirk to Grand Beach and through Thalberg area to cover just the

main road. Later, in about 1943-44, the Municipality purchased a motor grader and it was a bad move as this motor grader was built locally in Winnipeg, and it never worked to any satisfaction. There hardly was a day when there wasn't a breakdown as the machine was not engineered right to start with. The motor had way too much horse power to balance the frame of the machine. Finally, the council decided to trade it in for a Caterpillar Grader.

GRAVELLING ROADS

As road building was of the utmost importance for the whole municipality, gravelling had to follow. There were several Gravel Pits. One in Ward 2 called Clarks Pit, one in Ward 4 called Buchans pit. Both of these were private pits. Ward 5 had two pits one in Sec. 1-15-6 and one in Sec. 12-15-6 both were municipally owned. Of course Ward 6 was and still has an abundance of gravel to last for a good many years to come.

Gravel loading was the only work that was tendered out and it was bid at around 12 cents per yard. Hauling was done by local ratepayers, as few farmers had trucks big enough for the job and it was a custom that they were entitled to do the work. The pay rate was 8 cents per yard per mile. I recall that some of the roads in Ward 5 that were close to the gravel pits, I had it done at 40 cents per yard. And may I mention that all the gravel was pit run and it worked wonderful as all the roads were newly built and that's what they needed is coarse base. Going back to gravel pits; in Ward 5 the municipality, as I mentioned had 2 pits and still owns them on section 12-15-6. The Municipality owned 40 acres of gravel pit and it was pretty shallow and the next 120 acres was privately owned with a lot of gravel. The couple that owned the land decided to retire. They purchased themselves a piece of property at Libau Village and moved the house off of this farm to the Village. As we had been gravelling, the loader man moved over to this property and tested for gravel and left the test holes open. When I got there he took me and showed me the gravel there was. Me, without giving it much thought, I approached the couple to sell the farm to the Municipality. They agreed to sell it for \$1,800.00. I told them I would see the Reeve and I was quite sure it would be a deal. Anyhow, I still don't know how the loader man got wind of the deal and moved in and started loading gravel on this property. I saw the Reeve that day and explained to him the whole situation and he thought it was a very good deal. However, the rest of the Council should be aware of that. It was 3 days until the Council meeting and the Reeve and I would explain it all to the rest of the Council first thing in the morning.

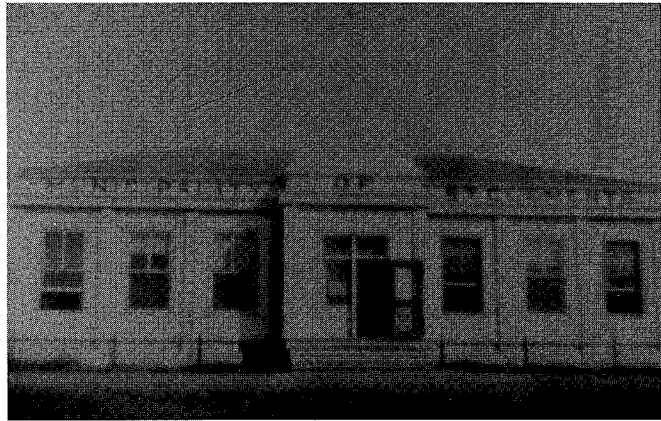
Well, the couple were at the council chambers at 9 A.M. and wanted their \$1,800.00 for their property right there and then or we should stop taking the gravel from the property. Here, the rest of council does not know a thing about it. Let me tell you, I was in hot water until I explained the whole situation to the rest of their councillors. May I say that all during my 21 years on the council I honestly say that the two Reeves I served under Russel Burnett and Max Dubas, that they both were the most honest and dedicated men to their office. Also, that



Steve Myslawchuk

yourself whether it was worth it or not, but when you built a mile of road and the farmer living on that mile met you and shook your hand, happy, at last he got a road to his gate, that was a reward you appreciated. Not the financial part as there wasn't any.

And in conclusion, it wouldn't be fair to not mention the Municipal Office staff, they all were and still are, wonderful people.



A lot of time spent in this building as Councillor of Ward 5.

goes as well for all the councilmen I worked with. And may I say none of us got rich as the indemnity was only \$4.00 per meeting whether it be for 1 or 2 days. The mileage was only 10 cents per mile. The Court of Revision in (1972) was for 6 days and six evenings with the indemnity 1 day \$4.00 for 6 days and six evenings.

Now let's go back to road construction. As the road construction progressed there became a need for drainage ditches and in some cases it became a must, as the road construction channelled a lot of water onto private property. And it was the case in every Ward. In Ward 5, there became a need for four drainages running in Northwesterly directions to Lake Winnipeg. When I first got elected to the Council, there was one drainage ditch called "Central Drain" as this drainage ran in a Northwesterly direction pretty well throughout the center of the Ward to Lake Winnipeg. This ditch was constructed before my time, partly by men with shovels and horse scrapers. In my time in office this drain had been reconstructed twice and of course by dragline. As the time went by, there were 3 more drainage ditches constructed in Ward 5, all following the natural fall in a Northwesterly direction to Lake Winnipeg.

Here again the Provincial Government was sharing the cost anywhere from 40% to 60% of the cost, all dependent on the importance of the drain. The government always provided the engineering part at no cost to the Municipality.

There always has been splendid co-operation between the Municipality and the Provincial Government.

Now to end my 21 years serving as councillor in Ward 5, R.M. of St. Clements. It has been a wonderful experience, though there were times when you asked



Steve Myslawchuk - second from the right in back row.



North of the Locks - the white boat is the Winnitoba.

ST. ANDREW'S LOCK AND DAM 1900-1983

The natural course of the Red River had always been blocked by a series of rapids which started just north of Middlechurch and continued downstream to the St. Andrew's Rapids. The Rapids, while considered by many to be picturesque, was an impediment to navigation with its fall of some 15' within a 10 mile distance.

From the time of the first paddle steamers on the Red River it was the dream of river men to gain access to Lake Winnipeg by either blasting a channel through the rapids or building a dam so they could float their vessels over these rapids.

In those days the only steamboat traffic north of Winnipeg took place during the spring floods, when the water rose sufficiently to enable them to get to the lake, from whence they returned, battling manfully against the current with loads of lumber and cordwood.

Accordingly, towards the end of the last century surveys were made to determine the best methods of overcoming these obstacles. A dam having been decided upon, the site chosen was one about three miles north of St. Andrew's Rapids at what is now called Lockport.

In the supplementary estimates brought down in the Dominion House in July of 1899 was an item for \$150,000 for the "Improvement of St. Andrews Rapids".

There were two reasons for the site chosen. First, a long bend in the river at this point gave them the necessary room to cut a channel through the land in which a lock could be built and ships could by-pass the dam. Secondly, a natural fault in the rock strata, not high enough to cause a rapids, but high enough to give them easy access to bed rock for their footings. It was

proposed to raise the level of water at St. Andrews, by means of a movable dam, a height of some 21', therefore overcoming the fall in the rapids giving at least 9' navigable depth back towards Wpg.

Next, the authorities had to decide what type of dam to build, as there were certain difficulties that had to be overcome. The dam chosen must be of a reasonable type, allowing free passage to the driving ice during spring freshets, having in mind the great floods of 1826, 1852, and others. Also, it might have to be removed on very short notice, perhaps in a matter of hours, if necessary. And lastly, atmospheric and wind pressures on Lake Winnipeg, about 27 miles to the north of the site, could drain or raise the water levels, of the Red River by as much as 8'. So the river north of the proposed dam site acted somewhat as a tidal river, and the fluctuations in water level had to be considered in the dam design.

After much deliberation and careful study it was decided to construct a Camere type design. The prototype for the dam was found on the Seine River in France, a tidal river much given to flooding in some areas. However, certain new mechanical features were to be embodied in the St. Andrews design, which was to make it unique perhaps world wide.

In general, the Camere dam is a fixed structure of concrete or masonry with a series of steel truss bridges resting on piers, from which are operated a number of frames containing roll off curtains of wooden lathes. St. Andrew's Dam was to be the first such structure of this type built on the North American continent.

During the last 3 weeks in Jan. 1900, there were men working on the project and they had removed boulders and cut an opening across the river 8' wide through the