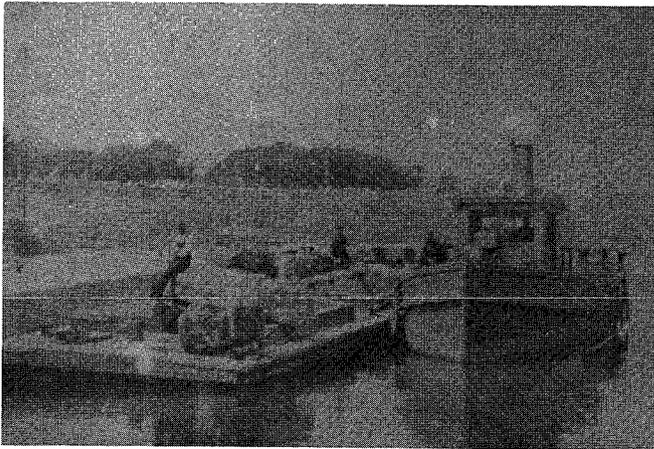




ice. By mid-Feb. the crew had increased to 20 men and 3 teams, and one month later it was reported that up to 35 men were doing the preliminary work or removing boulders from the bed of the river.

Mr. H. Vautelet was the design engineer on the project. The resident supervising engineer was a Mr. A.R. Dufresne while the selection and design of the dam was under the authority of a Mr. A. St. Laurent. The contractor was Thos. Kelley and the equipment initially used were men with teams drawing dump wagons and slushers along with men supplying the labour with picks, shovels and wheelbarrows. Labourers were being paid 15 cents an hour for unskilled, 25 cents an hour for skilled while men with teams were paid \$2.50 per day, for a 12 hour day.

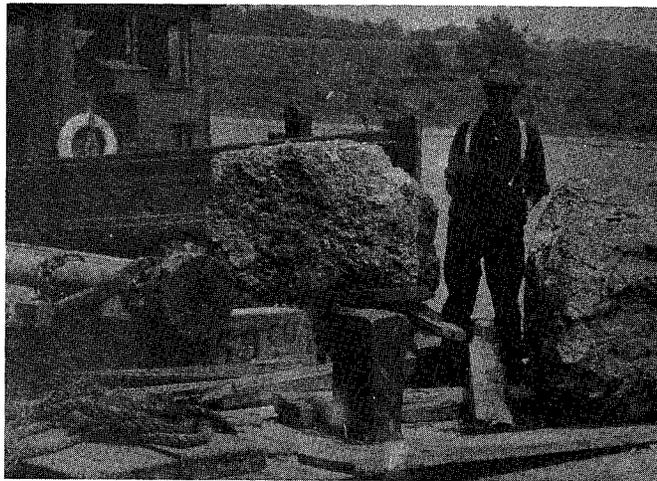


By Aug. of 1900 the contractors had contacted Jas. Heap who owned a lot near the site, and obtained permission to build a spur line from the Selkirk Branch to the river for the purpose of getting in more machinery and material needed for the proposed locks. On the 20th of Aug. two teams and several men were working on the tramway.

The first sod was actually turned for the St. Andrews Locks on Monday afternoon, Oct. 8th, 1900 when a

couple of teams starting working with scrapers. The steam shovel was ordered but not yet received on site.

The work was proceeded with until cold weather set in and then the contractors were hindered by winter and then somewhat by the frost in the spring of 1901 as well as high water and a wet spring. However, by the end of May, 1901 several gangs and teams were once again at work excavating both the upper and lower entrances as well as the lock pit. This was carried on until the end of June 1901. According to reports, the total quantity of excavation to that date was 20,470 cu. yards composed of stiff white and blue clay overlaid with a layer of loam, and some sand at the lower entrance. The expenditure for the fiscal year was about \$15,400. It is interesting to note that they were paying .35 cents per cu. yard for excavation work. It appears the agents of the project were using River Road as a dumping ground and the Council of St. Andrews Munc. by resolution, early in 1901, urged the Dominion to clear up the dangerous condition as it was also interfering with drainage.

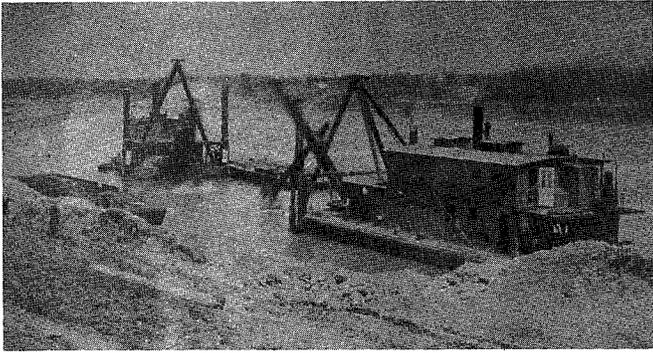


In 1902 work was suspended again due to high water and work was not resumed until mid-April.

In June of 1902 the Post Office at St. Andrews North was officially changed to that of Lockport and by July, navigation was blocked for some time owing to Kelly Bros. stretching cables across the river at the site. In view of the change in name of the Post Office it wasn't long until it was suggested that the CPR change the flag station known as "Kelly's Siding" to that of Lockport.

The Hon. Mr. Tarte and W.F. McCreary, M.P. for Selkirk were to visit the site during July, 1902 and in view of this expected visit the Reeves and Councils of both St. Andrews and St. Clements Munc. arranged to wait upon the minister to "urge the desirability of converting the proposed service bridge over the dam into a traffic bridge". The resolutions were passed, signed and delivered with determination.

After the minister's visit and by mid-Aug. 1902 the big push was on under Engineer Wade and the Contractor. They increased equipment and the crew, as well as laid more tracks to facilitate large amounts of excavation. Towards the end of Aug. the large "steamboiler" took a



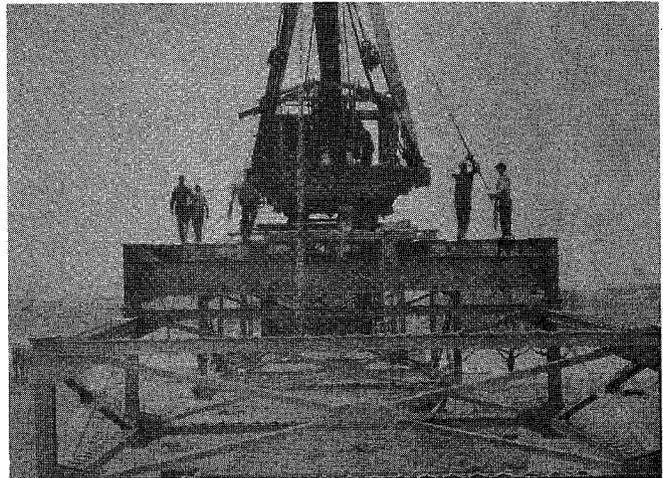
*Dredging the Red River.*

tumble from the embankment into the cut and was severely damaged and work delayed. In the spring of 1903 the dam at the locks collapsed and filled the cut with water, which once again delayed work for a time. Also, a couple of their barges were carried away with the spring break up of ice. The project at this point was causing some concern to officials and the public were getting more critical about the operation. The project continued to be thwarted by small failures and slow downs in work. Finally, the dam filled in with water again and a local newspaper summed up the incident by concluding, "it will need retrenching, as the ditch which cost many tons of thousands of dollars is steadily filling up with the same old mud already handled and paid for".

Toward the end of Sept. 1905 the Hon. C.S. Hyman, Dom. Minister of Public Works visited the project and promised that the Dept. would proceed at once to lengthen, deepen and widen the existing excavation. The public referred to the St. Andrews Dams and Locks project as "Kelly's Hole".

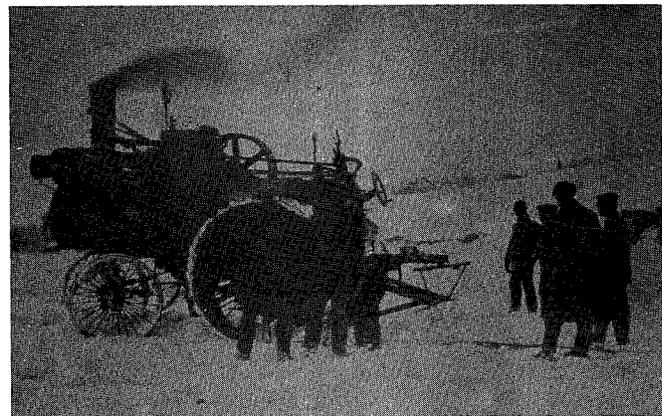
Kelly Bros. of Wpg., were the first contractors and it took them from 1900 to 1905 to excavate. It was in the year 1905 that Kelly was finally relieved of his contract and it was awarded to Messrs. Quinlan and Robertson of Montreal who also had the contract for concrete.

In April of 1907 the ice on the Red River broke out on Wed. April 17th, and it moved for a short distance and then blocked, causing water to back up and fill in the pit,

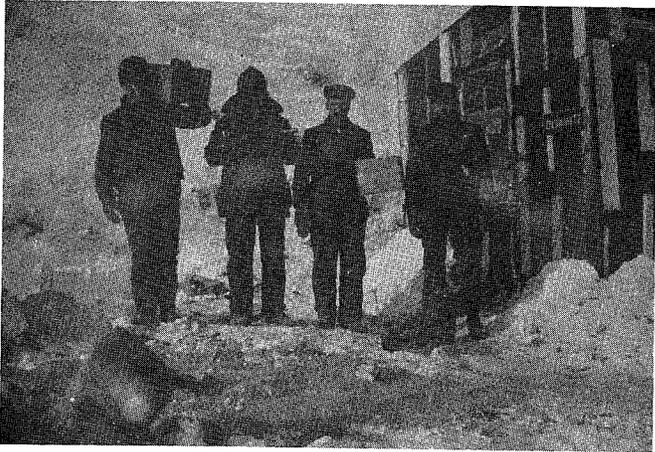
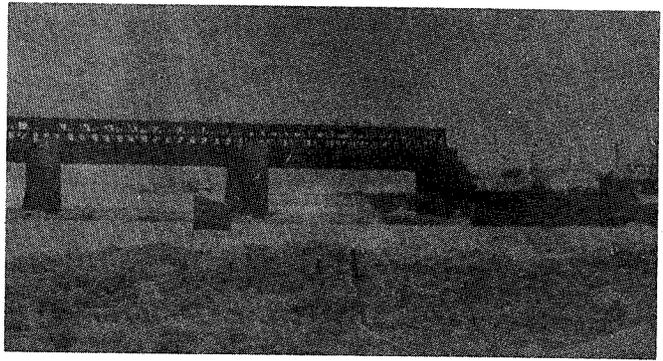


thereby, once again, putting a stop to the work going on at the Locks.

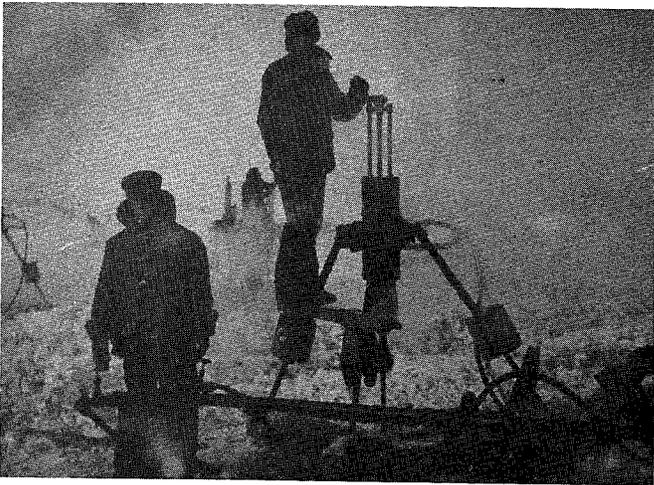
Towards the end of Aug. 1907 the project was employing some 150 men and with this "increase" in manpower came accidents and labour disputes. To add to the problems typhoid broke out in 1908 and several men had died of injuries or by drowning. To top it all off in Dec. of 1908 when concrete was being worked upon a tramcar went through the trestle carrying two men with it.



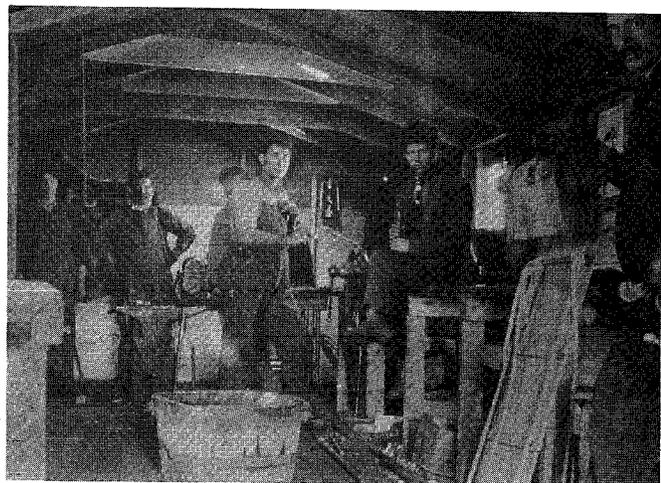
The building of the lock, bridge piers and submerged dam really started in 1905 and continued through to 1908. The Canada Foundry Co. were the contractors for the movable dam, the steel service bridge as well as the repair shop, etc. The lock gates were fashioned and built by John Burns of Ottawa. Manitoba Bridge furnished the material and Brown Concrete did the construction of the main bridge in 1908 and completed their share in 1909. The removable part of the dam was supplied and erected by Canada Foundry, who placed the dam in operation by May 10, 1910, and handed it over to the Gov't personnel one week later.



operating floor by cranes. When the curtain (consisting of 50 lathes of varying thickness, long leaf pine on a heavy iron core casting) is down, it is suspended by chains from the upper part of the curtain frame. The curtains were 7'-7 3/4" long, and could be extended to a depth of 13'-7 1/2". They are rolled by a continuous chain over pulleys on the curtain frames, the power being supplied by a travelling electric crane operating from a detachable foot bridge hung at an elevator on top of curtains on the downstream side of the frames. The curtains when up may be removed to the operating floor for inspection.



The steel frames, which with the wooden roll curtains formed the actual movable dam, were 34' 9" long and alternated as single and double frames though carrying the same width of curtain. These frames weighed 5 and 9 tons respectively, and were suspended by a shaft carried by clevises attached to hangers passing through the main floor, thus transmitting the weight to the two northernmost trusses. These two trusses also contained the sway bracing thereby eliminating any obstruction to headroom on the southerly operating floor. The curtain frames foot against metal steps set in the permanent dam and they get hoisted to their winter position beneath the



The regulated height of water maintained by the curtains and the permanent dam is 18'.

Early in Feb. 1909, Mr. A. Dufresne, resident engineer had announced that the channel of the locks would be opened for light draught vessels as soon as the ice broke that spring. The river had been completely dammed with the exception of that channel. People were anticipating being able to run through to Selkirk during the summer of 1909 and excursionists were planning their Wpg. Beach and Lake Wpg. resort vacations well in advance. Meanwhile, the wood camps on Lake Wpg. were planning hauling large quantities of wood directly into the city.

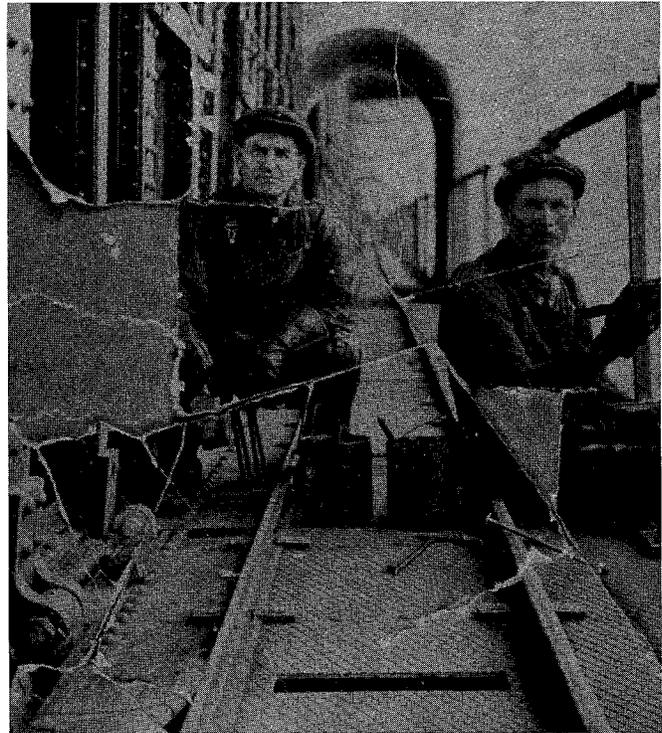
The contract called for the "Locks" to be completed by Oct. 1909 after which time the largest lake vessels would be able to pass through in the spring of 1910.

The two bordering munc. once again in 1909 urged the dept. of Public Works to assure that provision had been made to connect the traffic bridge for vehicle and foot traffic.

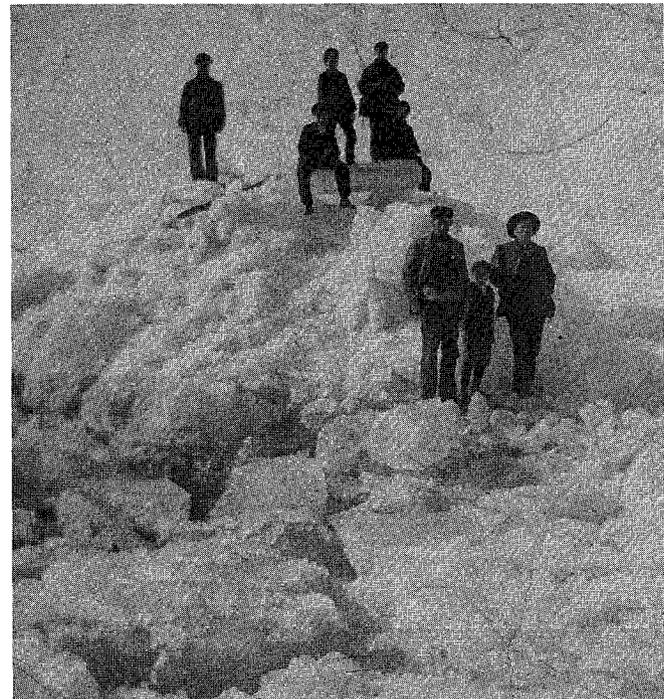
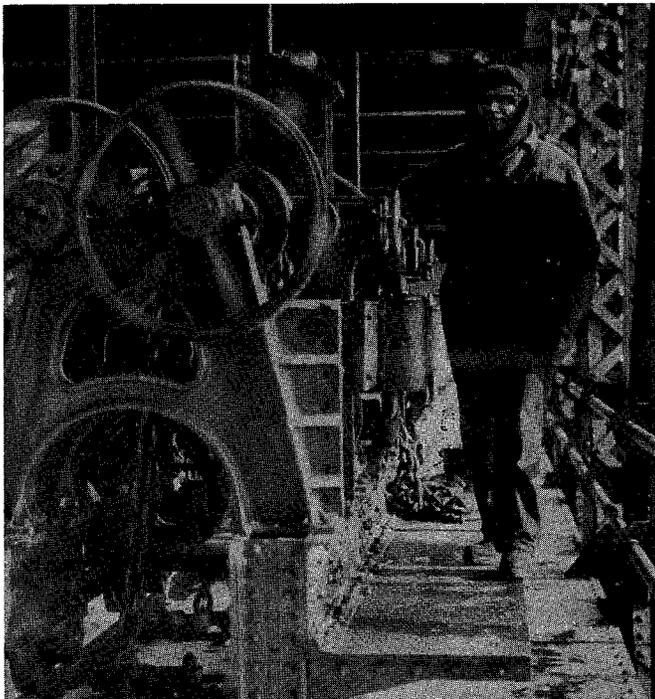
There were several court cases in connection with the locks. One in particular was a test case. Geo. Tracy back in 1906, lost a team of horses on the project while engaged in removing earth for the reception of stone for the lock piers. It had caved in and the two horses were thrown in the river, injured and drowned. He was suing the gov't for \$550.00. The judgement was handed down in Nov. 1909 and Chief Justice Cassells dismissed the case saying he could see no negligence on the part of the gov't contractor and that onus was on the part of the individual operator of the team of horses to proceed with due caution. The results discouraged others with similar claims. Also, it is to be noted, H.B. Johnstone of Little Britain had his 2 fingers on the right hand amputated back in 1908 after having his hand crushed when a gravel car slipped off the track. The same gentleman had his

wrist injured in 1909 from falling timber and Arthur Cox fell through the bridge part of the locks in Sept. 1909 and was knocked unconscious for some time.

The locks were closed up Aug. 23, 1909 for the rest of the year and those with small launches were able to pass through quickly and without incident.



*Left to Right: Alex, Donald and Peter Saunders.*

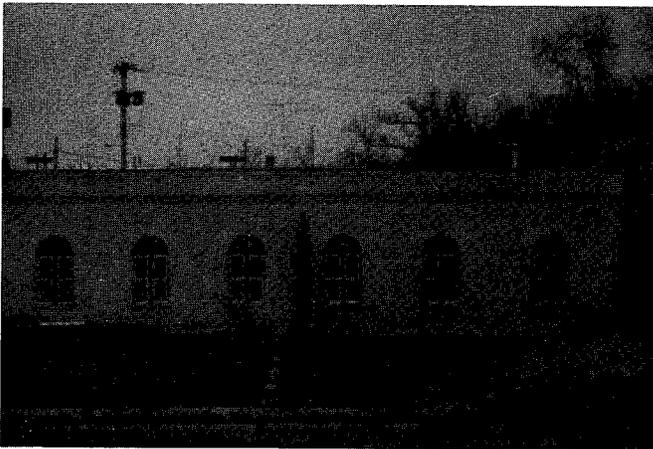
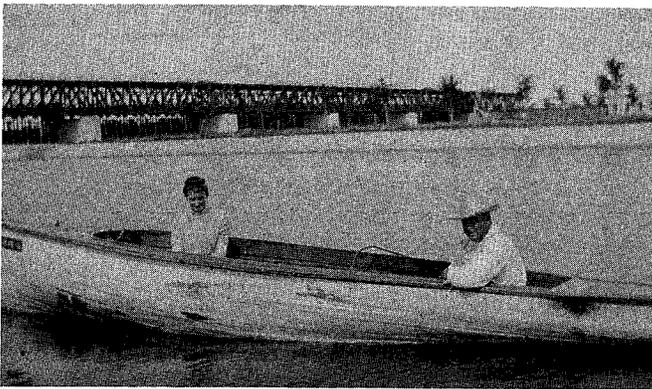


*Ice piled up on Red River 20 feet high at spring break-up, March 25, 1910 during the construction of the st. Andrews Lock and Dam.*

In March of 1910 it was announced the locks would be ready by the opening of navigation.

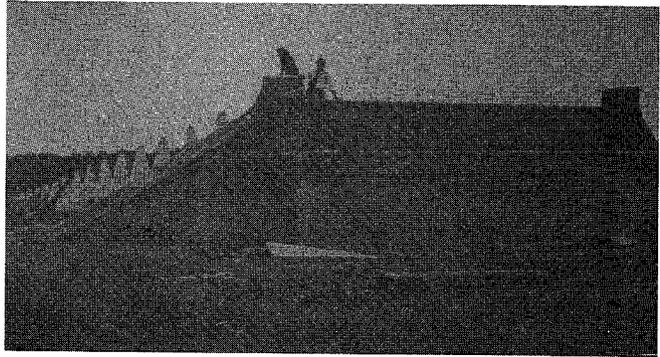
Mr. Geo. H. Bradbury, M.P. for Selkirk was, during this time, urging the Dom. Minister of Public Works to provide monies for a "fishway" at the locks giving fish an avenue up the Red River from Lake Wpg. The Hon. Mr. Pugsley promised a fishway would be provided. The fishway was placed at the east end of the dam and was 190' long giving a clear width of some 5' and a depth in the pools of 4'. This was a drop of 6" between the pools and the total lift provided was 19'. However, this was not to be started until 1913.

The lock at the west end of the dam had an effective length of 200', a width of 45' and provided 9' of water over the mitre sill. It would accommodate vessels of about 1600 tons burthen. The maximum lift was 21' and the average regulated lift was 18'. The lock could be filled and emptied by automatic self-balanced valves, the largest valves of this type in the world, at the time of installation. This type was used for the first time in Canada, at St. Andrews, and their capacity permitted of a full change of water level in the record breaking time of 6 minutes. The material removed from the lock and entrance canal prisms was spilled to the south and east of the lock proper forming the island showing in the photo. The south entrance canal also shows in this view.



*Power House at St. Andrews Locks.*

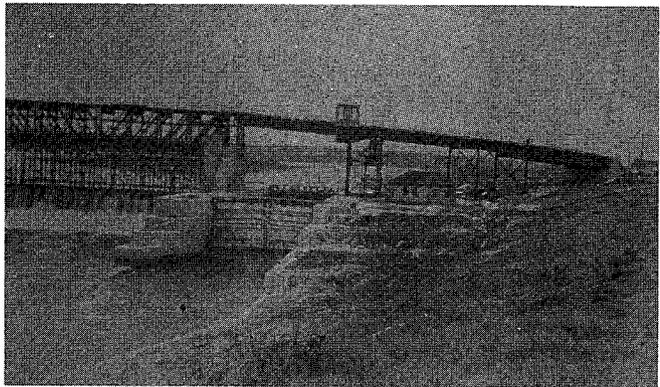
A repair shop and power house to provide auxiliary electric power was built as a part of the operation, although operating power was purchased eventually under contract from the Wpg. Selkirk and Lake Wpg. Rlwy. a subsidiary of Wpg. Electric.



It is interesting to note that rock for the dam foundation was encountered at a comparatively shallow depth with formation being flat fissured limestone.

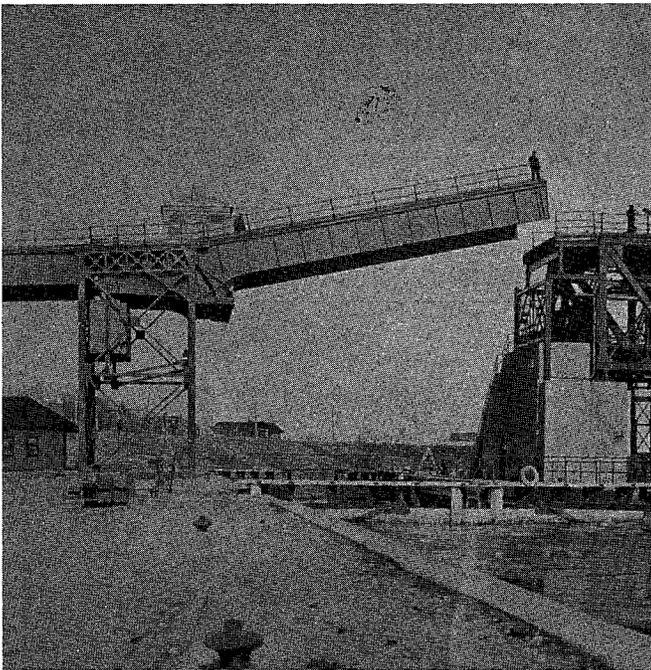
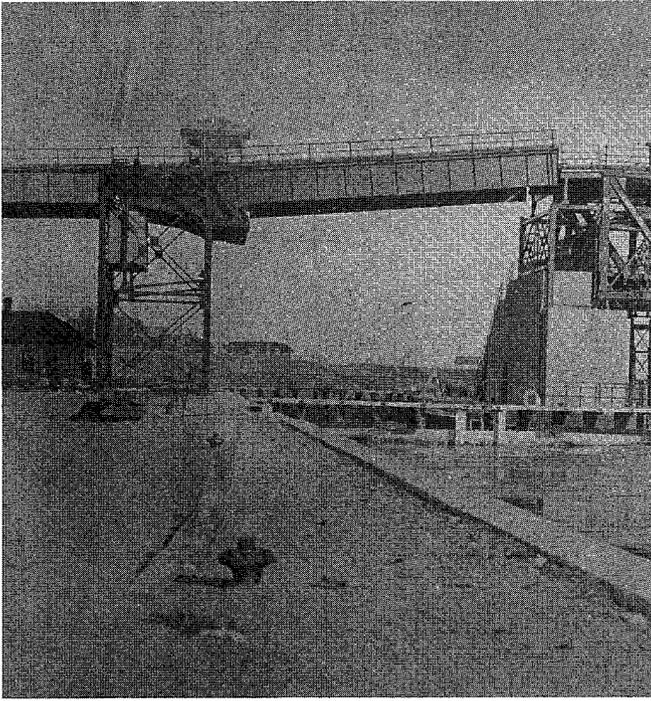
East and west viaduct approaches, consisting of steel towers in concrete pedestals supporting the girders provided a clear roadway of 23'. These abutted earth embankments held by concrete retaining walls.

The total quantities used in the construction were 55,000 cu. yds of concrete and about 6,500,000 pounds of steel. The work on concrete cost about \$1,500,000. and the steel about half this amount. The main bridge, lock and dam were completed at a cost of 3 1/2 million dollars. The laborers used during construction earned about 15 cents per hour with the skilled steel workers earning 25 cents an hour.



The St. Andrews Locks were informally opened on Mon., May 2, 1910 in the afternoon when the gov't boat "Victoria" made the passage successfully. All the machinery of the locks worked without a hitch. Several hundred people witnessed the event. The machinery for opening and closing the lock gates was not yet installed and this chore was handled by block and tackle.

To the steamer "Alberta" of Wpg. must go the honour



of being the first vessel of the commercial fleet to make the trip from Wpg. to Selkirk through the St. Andrews Locks. The steamer left the city on Tues. May 3, 1910 in the afternoon, steamed down the Red River, made a successful passage through the Locks, and reached Selkirk at about 4 pm. the Alberta had on board a number of invited guests and for their enjoyment she journeyed well up Lake Wpg.

After the successful passage of the "Victoria" and "Alberta" the locks were number one on the city dwellers sight seeing tour. The "Northwest Navigation Co." ran excursions every Sat. and passengers had the chance to

return to the city by electric railroad either from Lockport or Selkirk, with the fare being .75 cents or \$1.00.

As an example, on Sat. May 14, 1910 about 250 excursionists made the trip aboard the steamer "Alberta" from Wpg. to Lockport. An hour was spent at Lockport inspecting the new locks and dam, with the steamer reaching Selkirk at 6:10 pm. After partaking of supper the return trip was made by special train on the electric railway in the record time of 33 mins. The steamer "Winnitoba" made regular trips as did the "Mikado" all with full loads of passengers, during the summer of 1910 and subsequent seasons.

On Thur. July 14, 1910 the St. Andrew's Locks were declared formally opened by Sir Wilfrid Laurier and the Hon. Wm. Pugsley from the deck of the steamer "Winnitoba" in the hearing of some 3000 people on board and an even greater crowd gathered by the Locks. Mr. F.W. Drewery, Pres. of the Wpg. Bd. of Trade had the honor of introducing the Prime Minister. Speeches were brief as the sun was very hot. After the ceremony at the Locks, a party of invited guests accompanied Sir Wilfrid on board the gov't steamer, "Lady of the Lake" and proceeded with him to Selkirk where they arrived at about 5:30 pm amid cheers from citizens assembled at the gov't dock. Sir Wilfrid had been in Selkirk 16 years earlier (delivered an address in the old Selkirk Skating Rink) and renewed old friendships. He said, "I do not come to Selkirk as Prime Minister or Sir Wilfrid Laurier, only just Laurier a Canadian" ... He went on to say, "Selkirk should look forward to increased activity and benefits which will accrue through opening of the St. Andrew's Locks -- all traffic coming and going must pass through Selkirk."

At the close of the speech the party were driven in a democrat wagon to the electric railway where they boarded a special car and returned to Wpg.

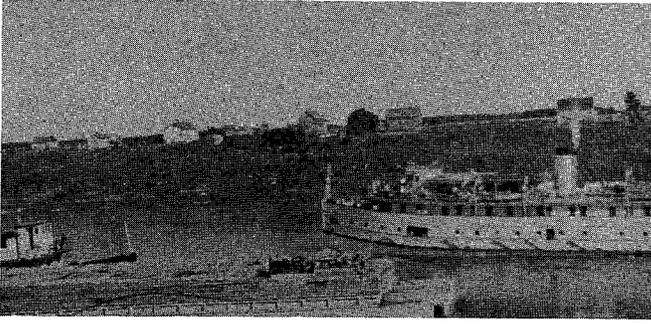
Although the dam was formally opened for service by the late Sir Wilfrid Laurier in 1910, the bascule lift and approach trestles were not to be in place until 1913.

The "Winnatoba" kept up her weekly excursions from Wpg. to the mouth of the river, with a stopover at Lockport and Selkirk during the summer of 1910. Her last trip for that season was on Sat. Sept. 24, 1910.

The locks were closed for the season on Mon. afternoon Oct. 31, 1910. Crowds viewed with interest when



*The boat and bait gang at the Lock's in the 1920's: Tom Pihulak, John Reutcke, Bill Olekson, Olie Leftruk, Mike Pihulak and Pete Pawluk.*



*View opposite Peter Kuhn's looking to the east side of Red.*

the sluice gates were raised and the great volume of water that had been held up by the dam since the opening of the locks were allowed to run free. The gates of the dam would not be let down again until the opening of navigation in May, 1911.

It had been a busy first season for Mr. Innis, the Supt. and his staff since the opening of the Locks in July, 1910 there were 181 commercial vessels and 1400 pleasure boats that passed through the St. Andrews edifice. It is recorded that during the first year of operation the gross tonnage of shipping through the locks totalled 44,243 while passengers totalled 7,692.

During the first week in Feb. 1911 in the H of C in Ottawa, Mr. G.H. Bradbury, M.P. for Selkirk, renewed his complaint as to the failure of the Minister of Public Works to provide money "to construct approaches to the Dam at St. Andrew's Locks, thereby creating a bridge across the Red River at Lockport." The bridge in 1911 had no approaches at either end and there was much pressure to construct same so that vehicular and foot traffic could use this bridge for traffic flow from east to west.

By mid-June, 1911 it was reported that contracts had been let for the building of approaches for the big surface bridge over the dam at St. Andrews Locks, and the firm of "Quinlan and Robertson" would be the contractors for the excavation and concrete work, while "Canada Foundry Co" would contract for the steel work. The St. Andrews Munc. continued to pass resolutions urging that "obstructions be removed from the public highway" and finally in May 1911 requested the Dominion Gov't to maintain that portion of River Road from Lots 63 to 85, which were being submerged and undermined by the Red River.

By Feb. 1912 tenders were being called for the east and west end approaches to the new steel service bridge at Lockport. At the same time steamdrilling and blasting was going on at the north side of the locks to deepen the channel. In March of that year Typhoid fever broke out amongst the crew who were engaged in blasting out the new ship channel. The men were working in bulkheads driven through the ice. Health authorities were down to the site checking out working conditions.

Tenders were called (March 30, 1912) for the supply and delivery of 2000 cu yds. of gravel and 15 to 20 cords of stone. The St. Andrews Munc. in Aug. 1912 passed another resolution requesting the Dept. of Public Works

to repair that portion of River Road, in the vicinity of the Locks as well as Lot 62 opposite the St. Andrews Church which was supposedly destroyed by construction and operation of the Locks.

The Dominion Gov't had awarded the contract for the bridge to the Brown Const. Co. of Wpg. for the price of \$15,000. The contract had called for a "Strauss Bascule Lift Span" to be operated by electricity in opening and closing for the passage of boats. The structure would require, it was estimated, about 500 tons of steel and perhaps 25,000 cu. yds. of concrete. The traffic bridge had a floor level some 49' above high water. Sam Darichuk stated that many of our local people worked on the project with teams of horses. The steel men from Montreal slept in long bunk houses close to the river and Mrs. Panko was their cook.

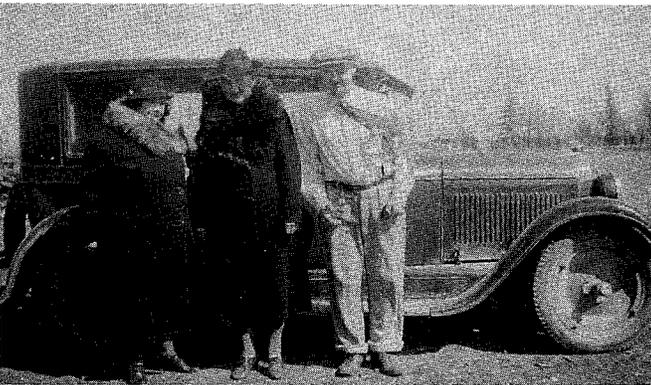
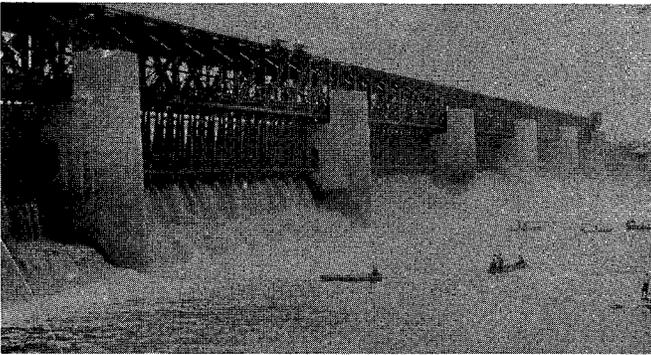
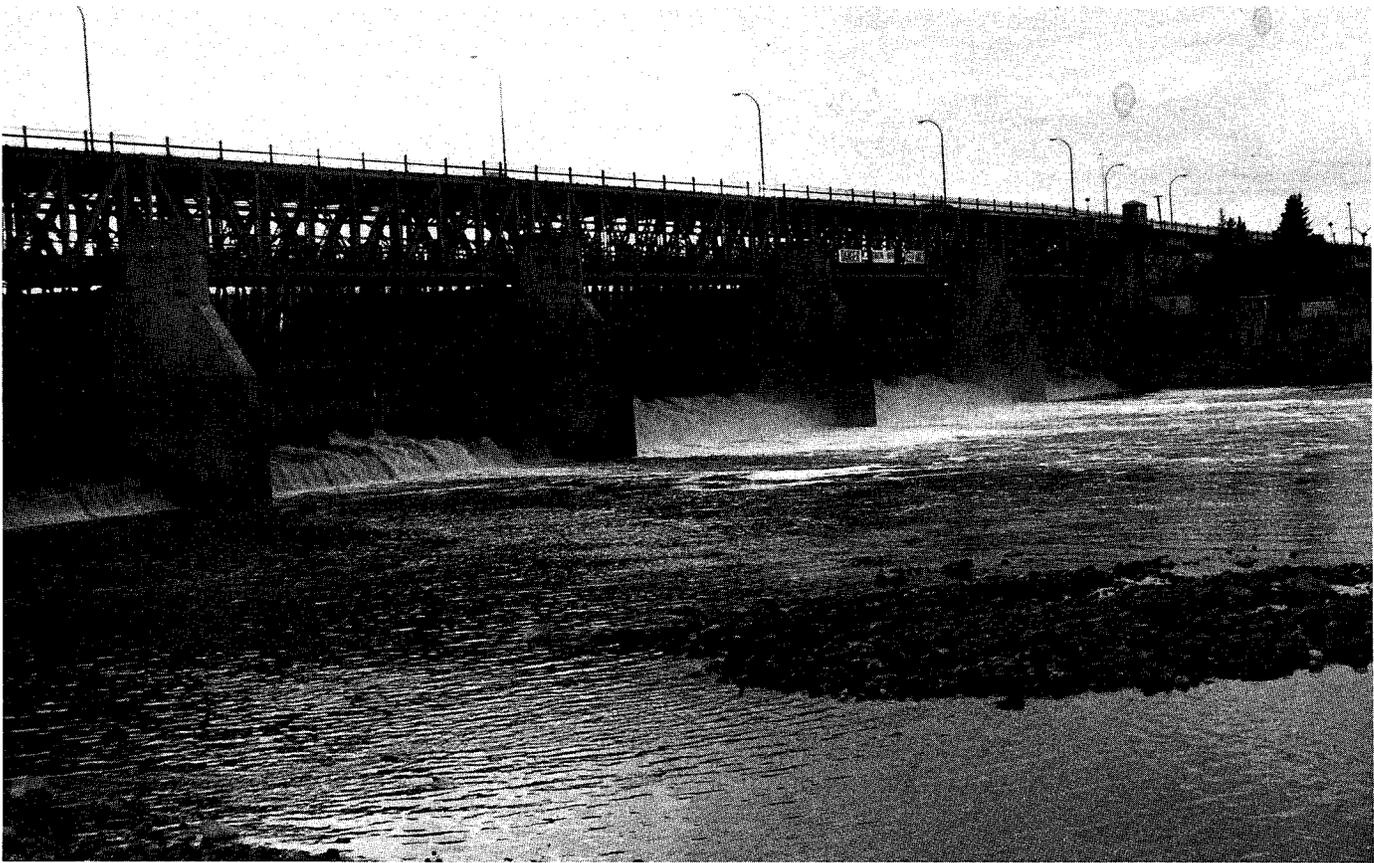
The next order of business was the tendering for the "fishway" at the Locks. This was advertised for from Ottawa on Dec. 27, 1912. Also, an order-in-council was passed providing that the "Lock at St. Andrew's Dam will be kept open on Sundays" -- the action of the gov't was based upon representations made to the Dept. of Public Works that "owing to the short season of navigation the Lock should be open on Sunday as well as other days." This announcement became public late in March, 1913.

The first boat to pass up the Red River from Wpg. in the spring of 1913 was the "Bonnitoba" which reached Lockport on Wed. pm. April 7. While attempting to pass under the bridge at the Locks the upper part of the boat was carried away. The swollen condition of the river made it impossible for any but the smallest craft to go under the bridge. By April 1913, the St. Andrews munc. passed another resolution which read, "that owing to the raising of the water by the Locks, the bridge on River Road at Lot 62 was destroyed", and they urged the Dept. of Public Works to replace and rebuild a permanent bridge to replace same.

A notice dated July 30, 1913 called for the tenders to pave the steel service bridge over the Red at Lockport and this work was completed during the next month. It is recorded in the Daily Diary for 1913 that on Friday, Aug. 29, with the temp. at 77 degrees, the wind Northwest at 10 mph, on a clear bright day at 7:00 pm.



*St. Andrews Lock and Dam taken in 1984.*

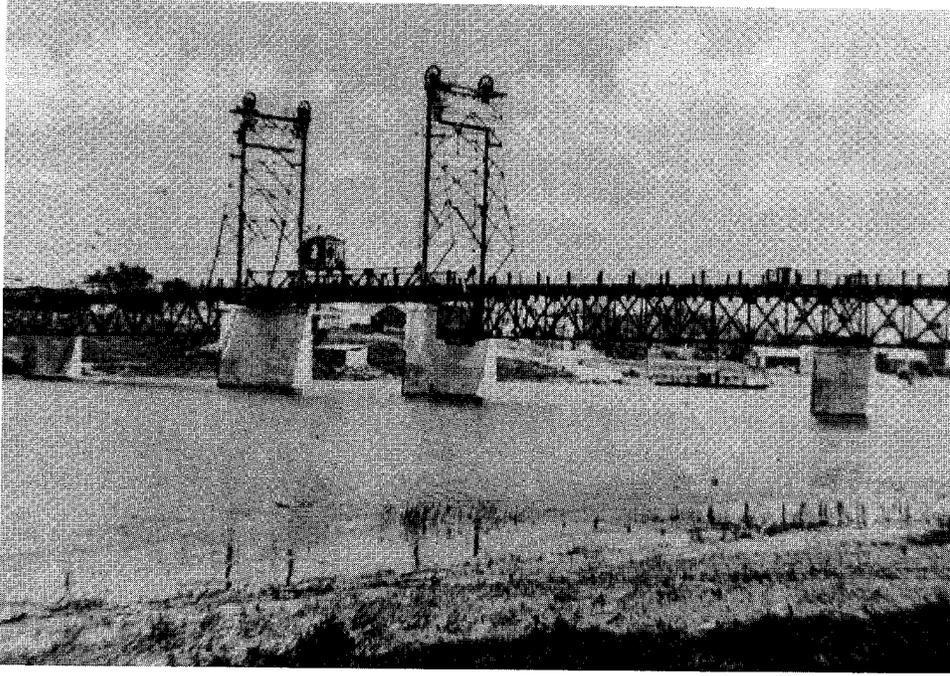


*Miss Griffiths, Sarah Hay and Walter Hay, uncle to our Tom Hay.*

Mr. Thomas Hay, the Reeve for the R.M. of St. Clements crossed the bridge in his automobile. Mr. Hay's Ford with its square brass radiator and straight fenders was the first of many to follow.

The Superintendents over the years were: Feb. 1910 to Oct. 1912 A.S. Innes, Oct. 1912 to March 1915 John Hay (died on the job), March 1915 to Oct. 1928 S. Coppleman (died on the job), Oct. 1928 to Jan. 1934 H.B. Johnston (died on the job) Jan. 1934 to July 1952 Norman Ross (retired), June 1952 to June 1966 J.C. Hokanson (retired), June 1966 to Oct. 1972 T.H. Sinclair (retired), Oct. 1972 to the present time, Mr. Norman R. Lalchun.

A brief word about Norman Lalchun, the present Superintendent of the Locks: Norman was born at Gonor, Man. on the East side of the Red River on Lot 182, in the year 1932. Norman started working at the Locks back in 1948/49, prior to his 16th birthday and while he was still in school. In 1952 he started working permanently as a labourer and by 1956 was classified as special Labour and finally a Canal Man in 1963. In 1966 he was promoted to Asst. Supt. and in 1972 he was appointed Supt. of St. Andrews Lock and Dam. In 1976, Norman was appointed the dual responsibility of being Supt. of the Marine Facilities in charge of the St. Andrew's Lock and Dam as well as the Selkirk Dry Docks, a position he enjoys up to this time in history. Norman, his wife Janet and their two children, Dean and Dayna, live at 6644 Henderson Hwy. in Gonor, on the east bank of the Red River.



*Bridge over the Red River at Selkirk from the east side.*

## **BRIDGE ACROSS THE RED RIVER AT SELKIRK**

*submitted by slh*

During the early years of the depression the Council of the R.M. of St. Clements set about to create job opportunities and work situations for its residents. People were hurting and the relief lists were growing at an alarming rate. Council had been negotiating with the Canadian Industries Ltd. since 1929 and had their promise that the explosives site would employ over 50 local residents. Other relief projects being organized were road building, ditching, wood camps and farm labour, to mention a few.

Agitation for a bridge over the Red River at Selkirk had been petitioned for, almost continually, since the 1870's. The topic had been raised on the floor of the House of Commons time after time by various members, earlier for rails and later as a vehicle and foot bridge.

During early Jan. 1934, Tom Hay had written a letter to his old friend Thos. Bunn, Sec.-Treas. of the St. Clements Munc. He indicated that he, along with Jim Stitt, were going to make a big effort to have a bridge constructed across the Red River at Selkirk. He told Tom Bunn to have a well worded resolution passed by Council stating need for bridge, and the total residents who would benefit by it in the surrounding area. Bunn was to do this with all speed and forward copies to the Ministers of Labour and Public Works, as well as the Prime Minister. Tom Hay said, "do this early, will really assist us."

Council completed the task by Feb. 13, 1934 stating, "the ferry between the east and west side of the river was the only facility connecting for traffic totalling about 50,000 foot and vehicle passengers. Ferry was inadequate for needs. The Council of the R.M. of St. Clements go on record as favoring the immediate construction of a bridge across the Red River at Selkirk as a Dominion Gov't

Relief Project". A lot of pressure was directed at Ottawa, and to Tom Hay and Jim Stitt must go some of the credit for hammering away at the Dominion Public Works Committee.

In the Public Works Construction Act, 1934, Chapter 59, Item 159 reads as follows: Selkirk, Man. -- Bridge over Red River ---- \$250,000.

The councillors of St. Clements were jubilant over the news.

The Federal Gov't had sent, by Aug. 1934, a District Engineer who arranged for field surveys and investigations of approaches to determine the most suitable location for the bridge.

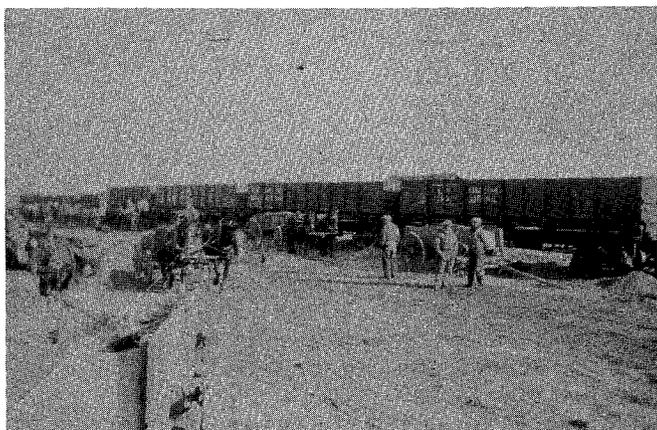
Soon the Council were involved in plans and specifications for the eastern approach. A new road had to be drawn up and soon Council were negotiating with the Van Horne Estate representatives to transfer the old road on the flats in lieu of the new one needed for the bridge approach. The old road was coloured green on the plans and the new one in red and by Nov. 1934, Mr. Goodspeed, the Engineer, was urging council to "acquire the land from the Van Horne Estate right away because St. Clements would have to abandon and close up the one (in green) at such time as the other was available (red).

St. Clements advised the Engineers (Nov. 16, 1934) that they had passed a resolution authorizing the munc. to transfer the old road for the new one approaching the bridge, providing St. Clements would not be held responsible for the cost of transfer or the building of the new road.

Then the whole project seemed to sit idle for a spell and the residents were beginning to feel anxious and a little apprehensive. Once again Tom Hay wrote to Tom Bunn explaining that the delay in construction was due to a mix up in tenders. It seems new tenders had to be called for and the bids didn't close until early Feb. 1935. The tender of Macaw and Macdonald was still the lowest tender and

it was being recommended that the contract be awarded to them. The Minister of Public Works promised the work would start immediately. Thomas Bunn reminded the Minister that unless the work was done within 60 days it would be impossible to do it later because of the spring break-up and high water of spring.

The contractors, Macaw and Macdonald, soon had the camp set up and as soon as they were settled, Tom Bunn handed him a list of names of St. Clements residents who were available and willing to work on the project: L. Rowley, Sam Romaniuk, David Muzichka, Harry Sokolowski, Frank Malazdrewicz, Joe Burdiak, John Michalishyn, P. Kosakewicz, Fred Sokolowski, Nick Chiboyko, N. Rozonick, John Seniuk and Pete Hornetski.



*1934 Hauling gravel by boxcar for East Selkirk Bridge.*

They needed men and teams and Tom Bunn quickly listed: Arthur Macfie, John Korba, Joe Rokosh, Jack Martin, Mike Zarichney, John Rokosh and Tom Sul.

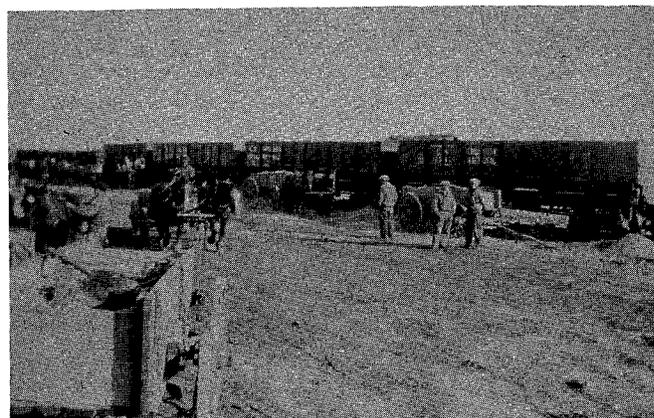
By March 13, 1935, the contractor, Macdonald was able to report he had 58 men at work on the bridge. Of this total, about 7 were company men, experienced at bridge work, while about 20 were from St. Clements and 31 from elsewhere. About 86% of the workers were married men. Joe Rokosh sent a telegram to Tom Hay at Ottawa complaining that the east side of the river "were not getting a square deal when it came to the number of teams at work on the bridge". Soon, there was more work for teams on the east side.

About mid-March the Dept. of Public Works advised St. Clements that the grading on the east approach required 8000 cu. yards of fill and they needed a suitable "borrow pit" which could be obtained at the hill on the Road Allowance just east of the junction of the 2 ferry roads. If they could borrow from this location, the final grade would be left trimmed and gravelled to the satisfaction of Council. The Department warned that if they were to proceed with the plans of the approach grading, that Council would have to approve the "borrow pit site" as soon as possible. For some reason Council never gave them permission until the beginning of June 1935.

The notice closing up and stopping the old road (Portions of River Lots 77 and 78 in the Parish of St. Clements) known as Ferry Road was posted and the by-law read three times by April 2, 1935.

The contractors by April, 1935, were able to report that Piers No. 1, 2, and 3 had been completed before April 6, and then on that date had closed down as the ice was getting bad and it was a risk to the men and machinery to carry on. On April 19, the ice broke up and work was delayed until the barges could be moved up to Selkirk from Winnipeg with needed supplies and materials. During the winter months the contractor had provided about 9780 hours of labor for the men. Out of this at least 7190 hours were for local people situated on the east and west side. The rest went to the company men. Council kept a close tab on who was working and how they were making out. According to a progress report toward the end of April, 1935, the common labour supplied by the local authorities had been satisfactory but the mechanics and carpenters left a lot to be desired. The report went on to say, "they are willing enough but do not understand this class of work as well as men who have been at it before. We gave them the work to satisfy all concerned --- but it has cost us considerably more to erect concrete forms and other similar items."

In the summer of 1935, the contracts had been awarded for the substructure and it was underway. The Provincial Public Works were building the eastern approach at the same time and it was expected that the tenders for the superstructure would be called for in order that the bridge be ready for traffic in 1936.



*Hauling gravel for Selkirk Bridge in 1935. Standing are Tom Harrison and Tony Jablonski.*

On the eastern approach, by July 18, 5 teams with wagons (2 1/4 cu. yards) were busy working, 3 teams with scrapers, 2 teams on plows and about 4 scraper holders. The timekeeper was Sidney Hall and the foreman, it was recorded, was to do no hiring of men.

Early in Sept. 1935, St. Clements wrote to Engineer F.G. Goodspeed of the Provincial Public Works Dept. and reminded him that the munc. had given them permission to cut down the hill of Ferry Road, to get their