

material and fill for the bridge. Council felt that the intersection turn off to East Selkirk, at the foot of the hill was a very dangerous dip. Council felt this hill should also be taken down a bit and the dip filled in and widened at the curve. Unless this matter was rectified now, Council felt that in future it could cause problems with increased traffic from the opening of the bridge.

The Good Roads Engineer, W.H. Hunt, by late Oct. 1935, was quite alarmed over the condition of the Ferry Road. Council explained that in order to provide the needed fill for the bridge approaches, the hill on which the north end of this road was built was cut down and the material from the old roadway was hauled a distance of about 3/4 mile. The material had been hauled in wagon boxes, which allowed a certain amount of clay to spill and slop over the road surface. Mr. Hunt was not at all impressed. He reminded St. Clements Council that under the Good Roads Act they had surfaced this road with over 500 cu. yards of gravel not long before this and now this good gravel road was "a very slippery, muddy one" owing to the bridge approach work. He also warned Council to make sure that they had an understanding of the Federal Gov't to "leave the road in as good a shape as it was before the work began". Mr. Hunt concluded by telling Council that he had recently inspected the road under discussion and it required considerable work, probably costing well over \$1,000 and needing over 100 cu. yard of gravel to put it back in shape. He urged council to take immediate steps so that the road would be passable in the spring of 1936 when the frost came out of the ground.

On Nov. 12, 1935 a memo was received from the office of the Minister of Public Works, requesting St. Clements to pass a resolution of agreement to take over and maintain one-half of the structure with approaches, upon completion of the bridge.

Back in 1934, the Prov. of Manitoba had informed the Gov't of Canada that the province had no intention of accepting any of the responsibility for or the cost of maintaining the bridge once completed. In a memo to the Prime Minister (Aug. 29, 1934) the Minister responsible for Public Works within the province had clearly stated: "According to our provincial legislation, the maintenance of the bridge (Selkirk) when opened for traffic, will be inter-municipal and the responsibility of the two municipalities concerned."

Ottawa, was quite surprised, it would appear, that the Prov. of Manitoba had no intention of taking over the bridge when completed or the responsibility of looking after it. Ottawa cited instances where other provinces in Canada were accepting this responsibility and continued to press the Province to justify their position. The Minister of Public Works for Manitoba, explained the policy again, towards the end of July, 1935 "In the areas in this province organized under municipal gov't, the province is responsible for the maintenance of roads, including bridges thereon, which have been given statutory authority as (PTH) Provincial Trunk Highways. According to our provincial legislation, the municipalities are responsible for maintenance of other roads and bridges within their respective boundaries."

Mr. W.U. Clubb related this policy directly to the

Selkirk Bridge so there could be no misunderstanding between the Province and the Dominion Gov't in this regard: "the bridge in question is situated inter-municipally between the Town of Selkirk and the Municipality of St. Clements, and is not a part of the Provincial Trunk System. The maintenance of this bridge, therefore, when open to traffic, will no doubt become the responsibility of the two municipalities concerned."

Mr. Clubb reminded the Dominion Public Works Dept. that they (the province) had clarified their position in this regard in a memo to the Prime Minister almost one year ago.

St. Clements had always assumed that the Province would arrange to take over the bridge once completed and maintain it, at least they hoped this would be so. They were aware of the provincial legislation cited, but were perhaps thinking about the Lockport bridge with similar eastern approaches and lift span. Thomas Bunn had warned Council that St. Clements might have to cost/share in the maintenance costs, but that it would be minimal and shared by the province/Town of Selkirk and St. Clements.

The Dominion Gov't requested that once the bridge was completed that the cost of maintaining the bridge would have to be borne equally by the Munc. of St. Clements and the Town of Selkirk. They required this assurance in writing and by Oct. 21, 1935, and were strongly urging this be done at once. Ottawa informed St. Clements that the opening of the bridge to traffic was expected to be early in 1936. These formalities and agreements have to be completed, in preparation.

After a lot of discussion by the Councillors, finally, on Dec. 10, 1935, a resolution was passed and forwarded to Ottawa. However, it was not what Ottawa expected. St. Clements resolved indicating: "their residents were taxed to the utmost limit to provide absolutely necessary requirements and to also meet the exceedingly heavy costs of relief -- and were not in a position to assume further financial obligations -- for these reasons they could not assume any responsibility for the maintenance of this bridge joining the munc. of St. Clements and the Town of Selkirk."

The Dominion Gov't wrote to the Province on March 16, 1936 warning them to come to some agreement about the take-over of and maintenance of the new Selkirk Bridge. It could be ready in mid-summer and both the Prov. of Manitoba and the two joining municipalities had indicated they were not prepared to assume responsibility for it. They advised that failure on the part of the municipalities to undertake the maintenance of the bridge would render it a "Toll Bridge", in the event of its operation being left with Federal authorities. On March 19, the Provincial Public Works Minister, W.U. Clubb, was suggesting to St. Clements and Selkirk that if they didn't want the structure turned into a toll unit that some type of mutual arrangement or inter-municipal agreement should be made as soon as possible.

Ottawa informed St. Clements that the bridge could be completed by June 1, 1936 and asks Council for their decision in regard to taking over the bridge and maintenance of it. The Federal Minister of Public Works

warned that "some action in this matter is called for within a relatively short period" and the Provincial Minister of Public Works, who was in possession of the same warning, simply wrote to St. Clements advising "deal with this matter without delay."

Thomas Bunn, on behalf of Council, had forwarded to Ottawa along with the earlier resolution, a further comment that stated: "St. Clements is not able to meet their present obligations and it would be suicidal on our part to assume any further financial obligations." Bunn also informed Ottawa that the bridge was something that St. Clements had looked forward to for over 50 years and now that they were finally getting it, it seemed a pity that it would have to be a toll-bridge and that St. Clements Council respectfully asked the Dominion Gov't to take over the maintenance of the bridge."

On April 16, 1936 St. Clements forwarded to Ottawa a copy of a joint resolution passed by the Town of Selkirk and St. Clements at a joint municipal meeting held a few days earlier where they jointly outlined "after full consideration of the question of maintenance and operation of the new Selkirk Bridge, we cannot accept any financial responsibility for same, owing to the continued heavy burden of Relief, which shows no sign of decreasing, and also other heavy financial responsibilities."

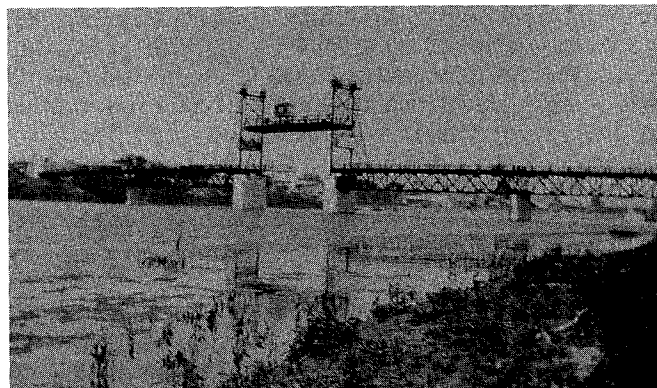
Within a day or two Ottawa wrote to the Province reminding them that the bridge could be opened to traffic in about one month's time and the Federal Gov't expected the Province to resolve the matter of the take-over and maintenance before they would release it to any authority.

The Province (Minister of Public Works, W.U. Clubb) once they were aware that St. Clements was petitioning Ottawa to take over the bridge, wrote to Thos. Bunn saying, "I will be very interested in knowing what reply you receive from the Dominion Gov't."

They didn't have long to wait. On April 20, 1936 the Dominion Gov't had read the joint resolution of the two municipalities and J.B. Hunter, the Deputy Minister of Public Works replied: "In view of the joint decision arrived at, there appears to be no other course open to the Federal Gov't than to make this a toll-bridge, when completed and ready for operation. Arrangements to that end will be proceeded with."

Within the month Ottawa had forwarded St. Clements a copy listing the toll to be charged when Bridge was open to traffic:

Foot passenger	.05
Auto and Driver	.25
Each Passenger in car	.05
Motor Bus and driver	.50
Each bus passenger	.05
Motorcycles and driver	.15
One-horse vehicle	.15
Two-horse vehicle	.35
Livestock per head	.10
Commercial vehicles:	
Up to 1 ton	.25
1 to 2 ton	.35
2 to 5 tons	.45
5 tons and over	.55



Selkirk Bridge in 1936 with the span up.

On Friday May 15, 1936 the lift-span of the Bridge was operated for the first time. The machinery for this purpose was not quite ready at the time, so two men did the work of raising the lift by hand. Everything worked well without a hitch.

The Town of Selkirk passed a resolution dated May 26, 1936 which outlined the feeling of the local authorities: "town clerk to notify the Dominion Gov't that the proposed schedule of tolls on the new bridge is prohibitive and that if such tolls be insisted upon, in the opinion of this council the public will demand that the present Ferry be kept in operation.."

The Sec.-Treas. for the Town of Selkirk (H.M. Outhwaite) added: "if the toll is carried out, the bridge will, instead of being a help, be a drawback, and I sincerely hope your Dept. will think very seriously before attempting to put this schedule in force."

It appeared that the work on the bridge was nearing completion with only a few more details such as some welding, painting and work left on the approaches. The asphalt planking was progressing well.

The elected officials (MPs) stationed at Ottawa made every effort to assist St. Clements in resolving the Federal Gov't to approve the project in the first place and now it had taken an unpleasant turn. In June, when J.M. Turner, the MP for Springfield had called the Public Works and objected to the Gov't making the Selkirk Bridge a "Toll unit" the Deputy Minister replied "nowhere in Canada has the Federal Gov't taken over the operation and maintenance of bridges." He was very curt when he added "this bridge was built as a relief project and it has already cost the gov't over one-quarter million dollars."

On June 17, 1936, St. Clements forwarded to the Dominion Gov't a petition containing over 700 names of residents living on the east side and in the vicinity of the Selkirk Bridge. The feeling was very strong and the petitioners were praying that "the toll in connection with the Bridge should be eliminated."

Feelings were running a little high and tempers were a little short about this time. By the end of June 1936, St. Clements wrote to the District Engineer (Goodspeed) drawing his attention to the fact that "you were given permission to take earth from the hill on the Selkirk Ferry Road with the distinct understanding that the hill and

roadway be left in as good a condition as it was before the work started. Nothing has been done regarding this and the roadway has been practically impassable ever since the early spring and Council insists something be done to correct this grievance."

Engineer Goodspeed replied to St. Clements in early July advising they would proceed at once to complete the repairs on the east side approach. He further explained that nothing had been done to this road before because the money for the project had lapsed on March 31, 1936, and no further monies were received for completion of the east approach.

There was a Joint meeting in Selkirk to hear a report from J.T. Thorson, MP for Selkirk on his negotiations with the Dominion Gov't to try and plead case for a free bridge or else substantially reduced toll schedules.

The Civil Service Commission, in the meantime, had advertised and were calling for applications for the position of Bridgmaster (seasonal) at Selkirk, Man.

Early in July it was reported that the Hon. R.A. Hoey, Minister of Education would be placing plans, for making the Selkirk Bridge toll-free, before the Manitoba Gov't.

Then followed a period of utter confusion. Selkirk had requested that if tolls were to be charged then the fees should be reduced to a rate charged by the local Ferry now in operation on the Red River. The Hon. T.A. Crerar, Minister of the Interior telegraphed Selkirk by July 30, 1936 and said Bridge could be opened on the basis of the ferry tolls pending the working out of an agreement of cost sharing the operating and maintenance expenses.

During the month of Aug. Selkirk was again petitioning for a free Bridge and the Member of Selkirk, J.T. Thorson was pressuring the Dominion Gov't from Ottawa and by seeking audience with anyone who would listen to him about the matter.

In the Aug. 3rd issue of the Selkirk Record they summed it up this way: "Unless the bridge can be opened as a free bridge, it might just as well remain boarded or as someone has suggested, throw a tarpaulin over it and keep it protected from the elements until such time as someone wants to adopt it."

About mid-Sept. there was quite a flurry of excitement caused when a gang of men walked down to the Selkirk Bridge, pushed aside the barricade and started to apply a coat of tar to the flooring. The lift-span, with a tooting of the whistle, was raised to its highest point and it really looked like there was going to be something doing at last. That, coupled with a report that the Governor-General was going to visit Selkirk, was all that was needed to have rumours run rampant. The favorite thought was that the Governor-General was coming to Selkirk to officially open the Selkirk Bridge. They held public meetings in town and made preparations to welcome their distinguished guest.

After the workmen had finished their work on the flooring of the bridge, they moved over to the east side and work was commenced on filling in the balance of the approach. This of course, was taken as another sign that the gov't really meant business and the bridge would surely be opened.

Then the Governor-General cancelled his visit. The people just shook their heads every time they viewed it and said it certainly is a pity that our bridge has remained blockaded for so long. It was hard to credit the Dominion Gov't with spending so much money on a bridge and then quibbling over the matter of tolls until everybody, including themselves, had lost all interest in the project.

Then early in Dec. the Selkirk Ferry was hauled up on the river bank, there to remain it was said, until dismantled and sold. During the summer of 1936 the residents of the Selkirk area had the unique opportunity of witnessing the old and the new within a short distance of one another. The old ferry which had served the residents both sides of the Red River, had ceased its service and it was doubtful if it would be launched again in the spring. People had mixed feelings about the ferry. It remained on the river bank above the high water mark collecting snow all winter and by March, 1937 council were still considering whether to dismantle it or not. Indications were that the bridge would likely be put into operation in the spring or early summer of 1937.

Toward the end of March the structure was completed except for the approaches, which the engineers stated could be finished in about 10 days.

Then the Winnipeg daily newspapers carried some news that said the Dominion Gov't were willing to divest themselves of the ownership of the bridge and transfer same to the province and were also willing to contribute some monies toward the operation and maintenance of the structure for four or five years.

A conference was arranged for Sat. March 27, between the Hon. W.R. Clubb, Town of Selkirk and the Munc. of St. Clements. Hopes were high that the bridge would open as soon as navigation was passable.

They had their meeting and it was tentatively agreed, for the first time, that unrestricted use by the public would be provided. This meant that under the terms of the new proposed agreement, there would be no tolls. The Dominion Gov't it appeared would contribute about \$1,500 per year for the next four years toward the operation and maintenance of the bridge.

Selkirk got ahead of themselves and during an April Council meeting approved by resolution the hiring of two bridge operators at a salary of \$90.00 per month. St. Clements Council thought Selkirk did not have this authority without joint committee approval. A committee was very quickly struck and one of the first duties was to send a telegram to Ottawa: "respectfully urge that you wire instructions to District Engineer Goodspeed in Winnipeg to open the bridge for traffic immediately. River ice conditions at present exceedingly dangerous. Person's living on the east side and working in Selkirk at present are compelled to cross on the ice."

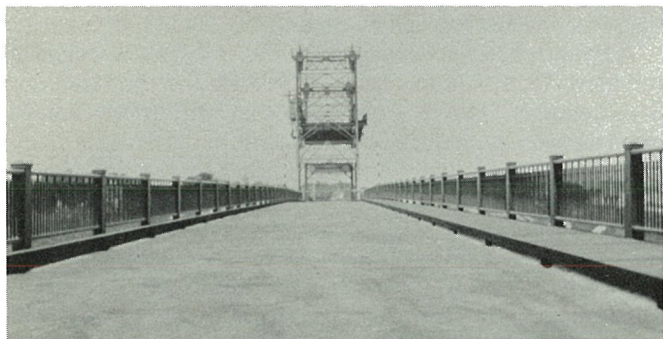
The signing of the agreements became quite involved and the province were corresponding with the railways, city engineers and gathering information about other draw bridges over the Red River. The Redwood Bridge was open from May to Oct. and kept two men on 12 hour shifts during this period. The Louise Bridge was operated on an "on call" basis from the City Shops, while the Whittier bridge only opened a few times per year and was looked after by the Signal Maintainer who was on call 24

hours per day. The Kildonan Bridge was operated by tender and the operator lived close by and worked about 10 hours per day and on call for the remaining time. The wages were quite diverse: Redwood operator received 34.9¢/hour for married men and 31.4¢ for single men. Whittier operators received from 67¢ to 72¢ per hour while the Kildonan tender was for 40¢ per hour worked.

The Asst. Deputy Minister of Public Works Dept. forwarded a suggested copy of a proposed agreement between the Province, Town of Selkirk and the R.M. of St. Clements --- providing for the mutual control of operation, maintenance and repairs of the Selkirk Bridge and approaches.

On May 6, 1937 the agreement was signed by the three authorities. The Province was authorized to enter into the agreement by order-in-council No. 454/37 dated April 20. The Town of Selkirk had passed by-law No. 847 on the same date and the Munc. of St. Clements had given their by-law No. 536 the third reading and passed it earlier, April 13, 1937.

The agreement was binding from May 1, 1937 to April 30, 1941 and the Dominion Gov't had agreed to pay a lump sum of \$6,000 for the use in defraying the cost of the operation and maintenance. It outlined that the costs "shall be" borne between the parties: Province 50% (50% by Province, Selkirk 33 1/3% and St. Clements 16 2/3).



Selkirk Bridge in 1936 with the span down.

The bridge had been unofficially and "mysteriously" opened on Thursday afternoon, April 29, 1937 by unknown persons and once the lift-span was lowered the foot traffic poured across both ways. On Friday morning, April 30, 1937 two officials came down and raised it again. Every effort was then made to have the bridge remain open, but to no avail. Numerous telegrams were sent to Ottawa by local people voicing their disfavor with the whole situation. It appears that the bridge company men removed the barriers at each end of the bridge, but put the bridge lift-span up several feet. While the bridge could be crossed it was not only a hardship but it was dangerous. It was reported that on more than one occasion farm produce including butter and eggs, etc. were dropped and lost in the river by person's attempting to make the dangerous crossing by climbing onto the lift-span.

The Selkirk Bridge was used from Thursday April 29,

1937 up to Sat. May 1, with the lift-span raised quite a few feet. On the Sat. it was lowered again while the men were doing some filling in on the east approach. While this was in progress, the pedestrians used the bridge continuously, both ways up until Mon. May 3, when it was officially opened for vehicle traffic.

At the end of Nov. 1937, the expense to operate and maintain the Selkirk Bridge came to \$1020. Mr. H. Hawes was being paid \$100 per month. The Bridge Committee had advertised in April for an operator and he was hired toward the second week in May and he received \$60 that month. During 1937 they paid \$30 per month for energy and light. The Province contributed their share of \$500 and the Town of Selkirk and the R.M. of St. Clements had to share the remaining cost of \$520.00. St. Clements paid \$111.75 as their share in 1937 and another \$33.34 up to April 1938.



Selkirk Bridge on July 9, 1936.

During the navigation period in the year 1938 it was recorded that the bridge lift-span was lifted for boats over 125 times starting on May 24, 1938 to Nov. 3, 1938 when it ceased its seasonal operation.

The Manitoba Telephone System received permission from the Bridge Committee in 1941 to place telephone cables under the bridge in order to extend telephone service to the east side of the river. St. Clements passed by-law No. 700 on July 29, 1941 allowing the MTS to extend services to the east side and the agreement was signed by Aug. 11, 1941.

Authorization was received by Aug. 1941, for the "Renewal Agreement" and the costshare contract for the operation and maintenance of the Selkirk Bridge. The expiry date would be April 30, 1945. The Province of Manitoba received approval by order-in-council No. 834/41 dated Aug. 1, 1941, Selkirk's by-law was No. 1064 dated June 23, and St. Clements passed their by-law No. 699 on July 8, 1941.

In St. Clements it was usually the Reeve who was appointed to the Bridge Committee and by 1945 Russell Burnett signed the third agreement and in 1949 Max Dubas was appointed and signed the fourth agreement that would be in effect until April 30, 1953.

The shared operating and maintenance costs were minimal with St. Clements share being \$200.39 in 1947 and \$181.00 in 1948. Up to 1949 there was very little work

done on the bridge with the exception of normal spot checks and regular maintenance. In July 1949, the inspection revealed that the main cables to the counter-weights and the actuating cable, both on the lift-span were found to be in excellent condition and well cared for. However, an earlier inspection found that a certain amount of corrosion was in evidence and the structure required painting. The Selkirk Bridge had not been painted since it was erected and when estimates were called for, the Bridge Committee informed their respective authorities that it would cost in excess of \$5,000. This price covered the scraping and wire brushing to remove old paint plus two coats of new paint. However, the work was not contracted for in 1949 due to the lateness of the season.

In the spring of 1950, the Committee reminded the Province to include the painting of the bridge in their budget and requested them to take over the administration of the contract. The Province agreed to look after the painting etc. but the local Committee was to advertise, open bids and let contracts. The financing of the work would be the responsibility of the local authorities and the Province would reimburse 50% of costs when the work was completed and after inspection of same.

In St. Clements, by May 9, 1950, the bridge approach road was flooded on the east side and Council passed a resolution No. 49/50 urging the Dept. of Public Works to give permission to include in the 1950 budget the costs of "raising the East Road Approach (about 1/4 mile) to the Selkirk Bridge -- so the bridge road approach could be free from spring flooding."

The province never replied to the St. Clements appeal for raising the east approach road until mid-Sept. of that year when the Minister of Public Works reported that they would pay up to 75% of the cost of repairs to flood damaged roads. Council never expected an early reply that year because the province had its hands full with the 1950 major flooding of the Red River.

As people drove back and forth over the bridge during 1950 they noted and "honked greeting at" a man systematically cutting weeds and grass on the east approach. This was Joe Medal and he was paid 55¢ per hour for this work.

Electrical wiring problems affecting the lift-span operation developed in 1952. It was in the wiring from the central cabin to the gate relays. It appeared the wiring was in bad condition and all the conduits had to be replaced in the gate control. On June 25, 1952, Schumacher-Mackenzie Ltd. was the successful bidder and was told to proceed with the work. Reeve Helwer was appointed to the Bridge Committee during this period.

The year 1953 was a more active year for the Bridge Committee. In April the Manitoba Telephone System asked for permission to install more cable to the underside of the bridge. The cable was 1 1/2" in diameter and weighted about 22 pounds per foot. The new cable was said to be more efficient and had greater line capacity and was needed to increase and improve telephone facilities in East Selkirk and throughout the Mun. of St. Clements. The old 1941 MTS agreement remained in effect and the authority was given in early May, 1953.

At about the same time the Resident Engineer (Al Burrows) did an examination of the bridge decking. He reported several areas of deterioration in the asphalt planking. The Dept. of Public Works upon closer inspection discovered that the joints had opened up causing water seepage between the asphalt planks and the 1" tongue and groove. It was noted that when traffic passed over certain well defined areas it caused water to squirt up through the nail-holes where the nails had been loosened by the constant vibration. The water trapped between these layers would eventually cause decay of the 1" tongue and groove, if it had not done so already. However, when Public Works did some repairs on the asphalt planks they found the 1" tongue and grooves to be in "fair" condition, at least in the areas under repair. The engineers initially placed two proposals before the Bridge Committee. Proposal "A" involved the removal of the asphalt planking and layer of the 1" grooves and the installation of new material costing about \$10,000. Proposal "B" was a patch up job with repairs to only the evident deteriorated areas costing about \$1,300.

The Bridge Committee received notice from the Province that they would receive a grant of up to \$1,000 if they carried out the work themselves.

In 1954 the MTS advised the Committee that the 1953 cable additions leading under the bridge to the east side was found inadequate and it was now found necessary, for transmitting purposes, to attach two loading coils. The cable was attached to the underside of the metal sidewalk bracing on the north side of the bridge and weighed about 75 lbs. The old 1941 MTS agreement was still in effect and approval was given by early spring for this work.

Reeve Max Dubas continued to represent St. Clements on the Joint Committee for the Selkirk Bridge during the years 1955 to 1960.

An inspection of the Selkirk Bridge in the spring of 1959 revealed that it was in excellent condition except for the decking which had by this time deteriorated quite badly. The engineers reported after close examination. "The deck is made of timber with an asphalt-plank surface and consists of 3x6 timber sleepers on top of the steel floor joists. On top of this are 4" treated timber floor planks, followed by 1" tongue and groove which is followed by 1 1/2" asphalt planking. Upon testing the deck the asphalt planking was found to be in poor shape. It was missing and lifting in many places and had been extensively patched. The 1"x 6" tongue and groove layers under the asphalt planking was almost completely rotten while the 4" planks forming the decking was showing extensive signs of dry rot."

It was strongly suggested that the Selkirk Bridge be "re-decked" and also the steel cables which lifted the centre-span (over 23 years old) should be replaced for safety.

The estimated cost of the preceding was tabled as being about \$40,000 and the work was delayed in the hope that the Province of Manitoba would "take-over" the Selkirk Bridge.

In 1961, Councillor Victor Watko was appointed to the Selkirk Bridge Committee. This was the year that there was agitation and petitioning for the Province to treat the

Selkirk Bridge as a connecting highway between two provincial trunk highways (PTH). The municipal Solicitors were in constant contact with the Minister of Public Works asking him to use his influence in convincing the province to make the road and the bridge, a PTH. Several delegations from the Munc. of St. Clements and the Town of Selkirk attended the office of the Minister and related Provincial Dept. but to no avail. The Local Bridge Committee were "somewhat incensed" over the constant delays and in lack of concern or response or some type of action, on the part of the province. In the meantime the traffic crossing the Selkirk Bridge were muttering and complaining about the condition of the bridge which even the non-experienced eye could see was in a bad way. But nothing was done during 1961 and that winter the surface of the bridge was so bad that snow clearing was difficult.

In Jan. of 1962, the council of St. Clements passed Resolution No. 4 relating to the Bridge over Red River at Selkirk "Whereas the Bridge over Red River between Selkirk and the R.M. of St. Clements required new decking and other repairs (est. cost \$40,000) Therefore, be it resolved that the Town of Selkirk and the Province of Manitoba be notified that it is in order to proceed with this project this year and that the Munc. of St. Clements will contribute their share of 33 1/3% with the Town of Selkirk contributing 66 2/3% to cover the balance of the cost after the Province of Manitoba has paid their share of about 75% and winter works contributions have been credited."

Walter Weir, who was the Acting Minister of Public Works at the time, advised the Committee within the one month's time that the confirmed provincial contribution to this project would be 80% of the cost.

The Bridge Committee were able to report to their respective authorities by May 3, 1962, that the Bridge Contractor, Husky Construction, had removed a total of 729 useable planks from the Selkirk Bridge. The Munc. of St. Clements were entitled to one-third of these planks or a total of 243, Husky Const. delivered to St. Clements a dozen more than they were entitled to and *Selkirk wanted them back*. All summer this episode of the "missing planks" was the source of some heated comments during meetings. Finally, in Oct. of 1962 the mystery was cleared up when Bill Sokolowski, the Sec.-Treas. of St. Clements wrote to the Town of Selkirk advising them that there were 252 planks delivered to the St. Clements Public Works' yard, not 255 as the Town of Selkirk had thought. The Munc. of St. Andrews had picked up 8 of them, that they required, and there was 1 left over which they could pick up, if they so wished.

In July the Bridge Committee advised the Contractor that if the Sub-contract (asphalt) was not completed to the satisfaction of the Committee by July 18, then the Town of Selkirk would take steps to rectify the work performed. Also, there was a 1/2" cable on the northeast corner of the lift that had been left slack and was whipping around in the wind. Eventually, all the differences were ironed out and traffic continued to flow both ways without too much interruption, except for most every spring when the east approach road was under water during spring break-up.

It is interesting to note that our people on the east side and many on the west bank get a certain amount of satisfaction in viewing the spring flood of the old Van Horne flats each spring. It never lasts very long, usually only a few days and sometimes you can be caught unawares. Although you get fair warning, you can travel the east approach road in the morning and be caught before lunch and cut-off. Then you have to use the Lockport Bridge to reach the west side or east side of the river. Usually we have many brave residents who can travel for sometime through the flooded flats with water reaching the floor-boards of their vehicles. Some vehicles stall and have to be towed out of danger. Large chunks of ice travel over the banks of the Red and flow from south to north and the high water line can be viewed by the marks on the trees edging the old Ferry Road. Many of the giant elms were removed because of Dutch Elm disease, but while they stood, you could see the history of flooded years by the scars caused by floating ice and water marks. Sightseers converge on the hills overlooking the flats on the east side almost every spring and take a certain amount of pride in coping and knowing that the flooded waters disappear just as quickly as it rose.

Councillor Victor Watko remained on the Bridge Committee during 1963 to 1967, up to the time that the Province of Manitoba declared the old Ferry Road to be a Provincial Trunk Highway (PTH No. 204) and took over the ownership of the Selkirk Bridge.

Provincial Road 204 (north of PTH 44) was declared by order-in-council No. 179 in 1964 and the portion from Lot 88 west to the Red River Bridge was declared by order-in-council No. 765 in the same year. The order-in-council No. 765 also closed up and abandoned the stretch of road from Lot 88 to East Selkirk at the same time.

Provincial Road No. 204 south of PTH No. 44 was declared by order-in-council No. 1727 in 1967.

In conclusion, the unofficial and "mysterious opening" of the Selkirk Bridge on the afternoon of Thursday, April 29, 1937 by unknown persons, had at least one eye-witness who lived on the east side of the river and was using the bridge to cross that particular day.

The story is that this east-side resident left his bike on the east side span and was edging his way across when he saw two men coming onto the bridge. One was Maloney and the other was Duncan Rowley. Maloney and Rowley climbed the ladder and Maloney was a big heavy man and the eye-witness wondered how he would make out climbing the ladder, but he made it in an agile manner. They went under the shack and pumped and pumped by hand. The big guy had a large pipe wrench, soon the span came down and the two men left the bridge heading west into town. Our eye witness, not being sure what he had just witnessed, (the mysterious opening) picked himself up from his hiding spot and could be classed as the first east side resident to ride his bicycle across the new bridge. Later that day everybody was using the bridge from both sides of the river.

Several years later our east side lad was talking to Maloney's son who he reported said, "Dad was really angry that day because everybody was using the bridge and it wasn't safe to do so. One lady had dropped her

basket of produce which was her only means of support and there was quite a bit of trouble over people who worked at the Rolling Mills trying to make it across carrying their bicycles with them, on their back, edging along the rails. It was very dangerous, and everybody from the east side was trying to cross that way, men, women and children. It would only be a matter of time before someone would really get hurt or drown." Our eye-witness said Mr. Maloney wasn't fired for defying the government orders and lowering the center-span -- he was just transferred elsewhere.

During 1982/83, there has been much talk and some speculation about a new bridge to span the Red River. Several locations have been mentioned but the most popular seems to be north of East Selkirk in the vicinity of P.R. No. 508 --- time will tell. The residents located in the area of No. 508 and St. Peters Road are quite apprehensive.

The present bridge has need of repair to its roadbed, again, and it looks like some changes are planned to relocate the east approach direction, somewhat. More rumours, but it is fun to speculate. If there is a master plan, it is certainly being kept a close-guarded secret, much like the first bridge that was planned to span the Red.

RED RIVER FLOODWAY

submitted by slh

We have had many disastrous floods over the years, but the one foremost in our minds was the flood of 1950. Let's compare the 1950 flood with other major floods on the Red River:

1950-- an elevation at the junction of the Red and Assiniboine of 758.5 feet, 30.9 feet above city datum or 12.9 feet above flood stage. (Red flooded about 316,000 acres).

1861-- the river went 2 feet higher than in 1950.

1852-- the river went 4 feet higher than in 1950. (Red peaked, flooding 523,000 acres).

1826-- the river went 6 feet higher than in 1950. (Red peaked, flooding 616,000 acres).

All of the above were topped by the legendary flood of 1776.

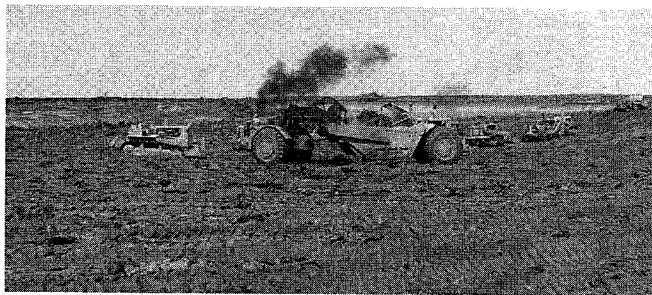
Manitoba lies in a gigantic drainage basin which extends east to Ontario west to Alberta, and south to the headwaters of the Mississippi River. This huge area is drained by several major rivers, including the Red, into Lake Winnipeg. When the Red River overflows its banks a large area is subject to flooding. In 1950, the Red flooded over 500 square miles, 10,500 homes were flooded and 100,000 people had to be relocated.

Historically, and with a certain amount of probability, the Red River could be expected to flood as great or even greater than the 1950 flood, on the average of once in every 36 years.

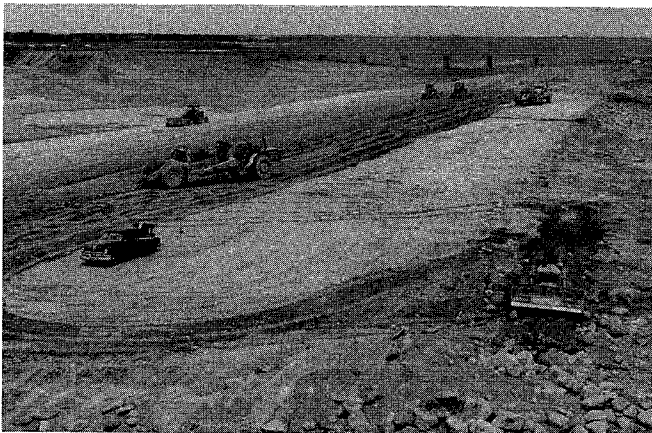
So, after all the engineering studies were completed, and developed, it was decided to build a floodway in Manitoba. The overall planning, design and supervision was under the direction of The Water Control and Conservation Branch of the Province of Manitoba. It

was to be a cost share project between the Federal and Provincial Governments.

The giant engineering feat began on Oct. 6, 1962 when a powerful bulldozer gouged a chunk of earth and launched what was to become one of the biggest excavation projects in Canadian history.

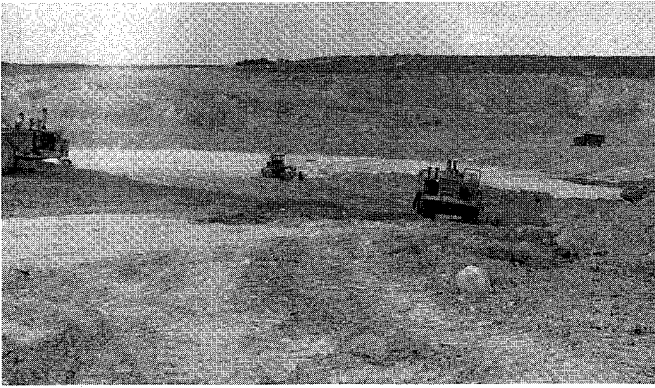


The length of the floodway is 29.4 miles and the excavation totalled 100,000,000 cubic yards. The base width was from 380 to 540 feet, while the top width was from 700 to 1000 feet. The average depth of the channel was 30 feet. The channel had a design discharge of about 60,000 cubic feet per second.

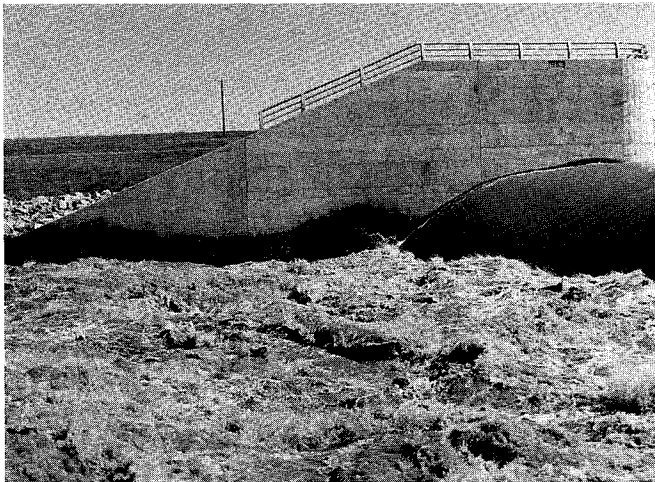


The floodway project affected many people within its 30 miles of length. The CNR and CPR Railways had to construct 6 bridges to cross over, the Province of Manitoba had to build 6 bridges re: their Trunk Highway and Public Works network, The Public Utilities such as Manitoba Hydro, City Hydro and Greater Winnipeg Gas Pipe Line were also involved with the transmission line crossings.

To us, here in St. Clements, it involved the appropriation of land from our river lot systems, the overcrowding of our Gonor School by the children of the workers who were living out of trailers at Lockport and the inconvenience of having one of our main highways cut off for a time. It sparked a lot of interest in our community and it was common to slip down to the site and view the big machines in progress. It cut our Henderson Highway off and caused a few businesses to cease operation.



There was not many miles under construction in our munc., but we had the "outlet control structure" built, just north of Lockport, and this was quite neat to view as it was being built. They formed and poured about 16,000 cubic yards of concrete and used a lot of reinforcing steel in the structure, estimated to be 620,000 pounds. The gradient differential of the outlet is about 14 feet. The H.G. Acres Company from Niagara Falls, Ont. built this huge ediface.



This outlet structure plays an important part in the overall function of the floodway system. The floodway, under design conditions, has a water surface drop of some 18 feet from the inlet to the outlet. The corresponding water surface drop in the Red River is about 32 feet, a difference of some 14 feet. Therefore, a drop structure is required to reduce the potential energy in the water and to provide an outlet alignment that will not induce scour in the river downstream of the junction point at Lockport. This structure, as you can see from the photograph, is constructed of mass concrete with a concrete rollway and stilling basin incorporated into the design.

The whole floodway allows all the water in the Red River to flow through the City of Winnipeg during normal summer, fall and winter months. But in the spring, when the discharge is greater than 30,000 cubic



feet per second, then the water flow is divided between the Red River and the Floodway.

The amount of water diverted into the floodway is regulated by a control structure. This structure maintains the Red River's natural level upstream of the floodway but allows up to 60,000 cubic feet of flood water to enter the floodway and by-pass the City of Winnipeg.

The project was completed in 1968 at a total cost of \$62.7 million which was cost-shared between the Province and the Government of Canada.

During a wet spring the road under the Floodway Bridge spanning Highway No. 44 (Henderson Highway), floods quite badly but we have alternate routes we can use. Just east of the floodway (off hwy. 44) we have named a municipal road in honour of this giant undertaking "Floodway Drive".

The floodway is used (in our munc.) for a multitude of recreational activities.

The major events in summer are the many mini-bike trails, target practice, rock hounds, training of dogs (obedience) and picnics, and just going for walks on a nice summers day. In winter, the slopes offer a grand place for tobogganning, sleighs and the novice skiing public. Crazy Carpets are fun and you can see them twirling down the two levels of hills. Snowmobiles use this area greatly and you can hear them straining up and down, all in a long row, breaking a fresh trail after a heavy snowfall. The hay which grows is cut in the fall and you can view the huge hay bales dotting the landscape. People from the city come out in great numbers to wash their vehicles in the floodway waters.

The residents of St. Clements have trails that cross the floodway all along its route at the north-end. One in particular, at about Dunning Road off of No. 202, was used considerably starting in the spring right after the ice melted. There was a nice elevation for crossing. Then the dredge cleaned out the channel and deepened it, causing a few surprises, we might add, to those unaware. However, people relocated the rocks and made new crossings, to cut off the distance from Henderson to Hwy. No. 59 etc. If you want to hit the Pine Ridge Trailer Park from Henderson Hwy. or Hwy. No. 202, you just shoot over the floodway and within seconds, you are there. It is an adventure not to be forgotten after a rain or in early

spring, but in the dry times of summer, it's like travelling the No. 1 Highway.

There have been several feasibility studies researching the recreational possibilities of this floodway, but nothing has been organized as of this date.

In conclusion, when the watersheds are holding above normal soil moisture and the Red River reverts to the behavior of Lake Agassiz, thousands of people flock to our municipality to view the division of waters and the northern outlet structure, not far from one of the few "elevated spots" reported by Governor George Simpson to the HBC during the great flood of 1826.



Fishing at Pruden's Creek - the Bolin family.

PRUDEN'S CREEK BRIDGE

submitted by Miranda Woodward

Sandy Point was approximately six miles from our home. Sometimes, we would go by boat on the Red River, until hitting the bar at Lake Winnipeg. Other times we would go by horse and democrat. We had to cross a bridge over what was called Pruden's Creek. In the 1950 Flood the bridge was demolished, and as it was not repaired thus came the end to Sandy Point.

Sandy Point was very popular as a swimming and picnic area. There were many summer cottages along the lake shore.



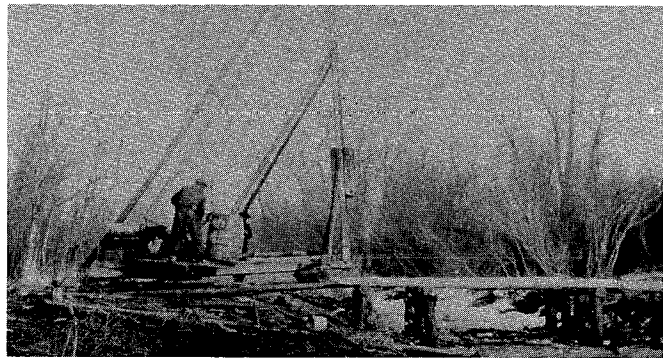
Hunting at Pruden's Creek.

BRIDGES

Long Bridge was built across the marsh at Beaconia. It was approximately 1/4 of a mile long. It was built in the 1930's. Norman Thomas drove the piles. He used a Model T Ford. He lifted the hammer in high gear and let it down in reverse. It was covered with poles. The cutting, hauling and nailing of the poles was all volunteer labor. The money for the pile driving was collected, and a big portion of it was given by Albert Trapp.

Rainbow Bridge between Beaconia and Stoney Point. Built in the 30's went over the channel. Volunteer labor. *Small Point Creek Bridge* built in the 30's. Volunteer Labor.

Pruden's Creek Bridge built by Albert Waunch. He lives in Selkirk.



Driving the piles for Long Bridge.



Miss Lil Arnason and Dot Allberg on the remains of Long Bridge.



Long Bridge - driving piles.



THE COUNTRY CEMETERY

John Dolinski

*On a lonely hill the crosses stand
With a little white church beside,
This is where mans journey ends
And in peace may he abide,
There are cemeterys with no church there
On the bank of a winding river,
But where the deceased lie all is fair
They have left his world forever.*

*When mass is over we leave our pew
We read their inscribed names,
They are folks that we once knew
Here lie their last remains,
Many come to plant flowers
For their loved ones on the hill,
They are watered there by frequent showers
Where all lies deathly still.*

*There are mounds that have no crosses
With no trace where begotten,
And others lie there covered with moss
With names that are forgotten,
People left having served their term
But it was inevitable after birth,
That they some day must all return
To join with mother earth.*

*The cemeterys are tidy and neat
But it's all one mass demise,
No need to hoard or compete
Here all things equalize,
The crosses stand of granite rock
They are weather beaten and grey,
But many go there to take a walk
And wipe a tear away.*

*They all lived not long ago
In dignity and respect,
Now they're gone we miss them so
It's difficult to accept,
The cemetery takes both young and old
And many not fully grown,
But what a pity it is to behold
How many lie unknown.*