

Horses On Sidewalks Irked Fort Garry



By RON KUSTHA
At its inaugural meeting May 6, 1912, the Fort Garry municipal council had no difficulty resolving two unusual problems.

Reeve R. A. C. Manning and the six-man council decided that Councillor H. Young should "be empowered to have carcasses of a dead cow removed and buried. Cost of same to be paid by the Municipality."

Council then turned its attention to the problem of horses walking on sidewalks. Apparently companies of the regular militia from Fort Osborne preferred to ride their horses on the wooden walks than on Pembina Highway.

Presto! Council billed the minister of militia in Ottawa for \$2,000 damages.

The rural municipality of Fort Garry was incorporated April 6, 1912, but, as a distinct area of white settlement, Fort Garry had existed for at least 100 years.

Baptiste Charette, a carpenter with the North West fur-trading company had built a 1½-storey oak house just north of the Sale River in 1811-12, A descendant, Guillaume J. Charette, is reported as saying:

"How old is it? I can't say for certain but the Selkirk Settlers stayed there on their way to Pembina in the winter of 1812."

According to Manitoba historian Nan Shipley, "this

fact could prove Fort Garry to be the site of the first residence in southern Manitoba."

With the Pembina Trail serving as a main trade artery between the Canadian prairies and the American mid-northwest, Fort Garry is linked naturally with much of Manitoba's early history.

Louis Riel, one of the province's founding fathers, used a presbytery in St. Norbert as a meeting place for disenchanted Metis. He also erected a barrier across Pembina just south of St. Norbert at which all travellers were turned back south.

In a centennial rededication ceremony Nov. 1, 1969, the municipality unveiled a plaque at the site of the barricade. In English and French, it reads:

"We the citizens of the Red River area are gathered here on November 1st, 1969, to commemorate the 100th anniversary of La Barriere and to dedicate ourselves to uphold the purpose of that event and strengthen the great province of Manitoba."

The plaque was attached to a cross-shaped monument which Metis people had erected Oct. 26, 1906.

In the mid-1890s, it was fashionable for central Winnipeg residents to build summer homes along the banks of the Red River. A

favorite spot was the bend in the Red from a private pontoon bridge near the present Elm Park foot bridge through to Wildwood.

A Hudson's Bay Company employee, J. B. Hall, built a two-storey residence at what is today 40 Riverside Drive. Constructed in 1898, it was the only house in the area with a telephone.

In the early 1900s, the first school in the municipality opened classes, with instruction almost entirely in French. Managed by the Sisters of Charity, only a few Anglo-Saxon children attended, their schoolmates being Indian and Metis.



MAYOR WANKLING

Mrs. Shipley, in her book Road To The Forks, says the property is now "the vacant Grandin School."

When Fort Garry was incorporated in 1912, the Red River was not polluted. The council felt obliged to introduce a bylaw which required persons washing or swimming in the river to wear proper apparel, that is, they were to be covered from the shoulders to the knees. The penalty was a fine not exceeding \$50.

In 1912 the district known as West St. Vital became the rural municipality of Fort Garry.

Thirteen men have served as its chief officer. Until 1949, he was known as the reeve but in 1950 the title was changed to mayor.

These men are: R. A. C. Manning, 1912-14; H. Young, 1915-16; J. F. Feilde, 1917-21; H. C. Collinson, 1922-23; J. H. Riley, 1923-25; F. S. Fowler, 1926-30; C. Wood, 1931; F. C. Cove, 1932-35; C. B. Johnston, 1936-45; L. R. Pennell, 1946-53 and 1960-67; W. S. Neal, 1954-55; R. D. Chase, 1956-59 and Dick Wankling, 1968-71.

By the early 1900s, Fort Garry found itself with an increasing number of Protestants, but with the nearest church being in Fort Rouge. The first Protestant services were conducted in St. Paul's Anglican Church on Point Road.

Dr. R. C. Johnson of St. Paul's however, decided to take the church to the congregation. During the summer months, Wildwood Park proved to be haven for picnickers and campers, so Dr. Johnson followed in his canoe and conducted outdoor services.

In 1911, the provincial government purchased 543 acres of land to establish a new site for the Manitoba Agricultural College in Tuxedo. In 1923, 132 acres of this parcel of land were designated the permanent home of the University of Manitoba. The Great Depression and the Second World War, however, delayed any substantial construction for more than two decades.

As the university's enrolment and building programs mushroomed after 1945, the municipality responded to provide housing and other required services.

But the university and the municipality have had their differences. When the agricultural college was being built in 1913, the municipality advised both the St. Boniface and General hospitals that it would not pay for any treatment of any workman being employed at the college.

In 1968, an irate council complained to the administration about university students drinking at football games. Mayor Dick Wankling said:

"I was also at the game and was disgusted at what I saw. These people may be on university property and confined to the stadium area but, when they start getting loaded and head home through Fort Garry, they become our concern."

Fort Garry is known for its high-calibre schools. According to Chatelaine magazine in 1969, Manitoba had eight of the 65 best schools in Canada. Four of these were in Fort Garry: Fort Richmond Collegiate, General Byng Junior High School, Vincent Massey Collegiate and St. Avilla School.

St. Johns-Ravenscourt, a private school where the

Canadian National hockey team used to train also is situated in Fort Garry.

The 1950 flood resulted in extensive damage in the municipality, much of it being inundated. The University of Manitoba alone suffered a \$300,000 loss from the high Red River waters.

The flood, however, was in part responsible for changing the character of the municipality. Its mink and turkey farms, and market gardens declined after the waters receded, and land developers prospered.

Pembina Highway continues to serve as the municipality's main traffic artery. The municipality has 25,000 residents in 28 square miles. Bounded on the east by the Red River, on the north by the Jubilee Overpass, it extends as far west as Fort Whyte and several hundred yards south of the LaSalle River.

The pioneers of Fort Garry exhibited tremendous foresight when they determined the width of Pembina Highway. In 1840, the Assiniboia council set the width of the Pembina Trail "at two chains — 132 feet — with orders for brush to be cut back . . ."

When the provincial government announced its intention to establish the central city government, Jan. 1, 1972, Fort Garry council

launched an all-out fight against the plan.

Council said it would continue to function within the terms of the existing Municipal Act, and would not consent to any changes in its procedures until the provincial government changed the act.

Mayor Wankling threatened to take the provincial government to court if any moves were made to stop Fort Garry's plans without first changing the Municipal Act.

Mayor Wankling now represents a Fort Garry constituency in the new government. In fact, he was the only candidate to win his seat by acclamation.

Mayor Wankling is confident that Fort Garry will retain its identity within the new government structure. The local council may be dissolved, but Frontier Day and the Order of the Gate will continue as integral part of the area.

With an expanding industrial base, with the University of Manitoba, and the new Victoria Hospital, Fort Garry is well-equipped to build for the 21st century, adding a special quality to the area now to be called Winnipeg.

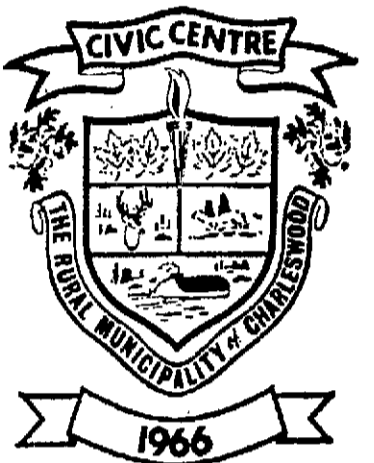
THE FINAL COUNCIL

Fort Garry municipal council, which will be replaced by a community committee as part of the new city of Winnipeg, was made up of seven members.

The members of the final council are:

Mayor Dick Wankling
Coun. Gary R. Hobson
Coun. W. R. J. Moffat
Coun. J. R. G. Cloutier
Coun. D. S. Grant
Coun. Peter Orzechowski
Coun. Elizabeth L. Ireton.

Charleswood's Isolation Charms People



By FRANCES BIDEWELL
Development has come rather slowly to Charleswood.

Only in recent years have developers recognized the natural attractions of the outlying municipality and earmarked it for major housing and commercial developments.

For many people the charm of Charleswood has lain in the fact that it is a municipality still semi-rural in character.

Isolated by the Assiniboine River from St. James-Assiniboia and from Winnipeg by the exclusive town of Tuxedo, the community was for many years almost an anachronism in Greater Winnipeg.

Charleswood broke away from Assiniboia in 1913 and was incorporated as a rural municipality. Assiniboia, established in 1880, had at one time stretched from Colony Street to Headingley on both sides of the Assiniboine.

Charles Kelly was the rural municipality's first reeve. It is thought that his home, called Charleswood House, was the origin of the municipality's name.

Charleswood's history dates back to the days when it was included in the vast Hudson's Bay Company holdings. In 1857 the

company, anticipating settlement, surveyed both sides of the Assiniboine into long, narrow grants with river frontage.

The route of buffalo hunters from the Selkirk settlements to the southern plains became Charleswood's first river road. Today that trail is Roblin Boulevard, the municipality's main street.

In early times, Charleswood's natural artery was the river. Boats large and small used the Assiniboine as a highway to take produce to markets.

The last steamboat headed towards the Red River with a load of hay in 1911.

As late as 1948, a ferry made regular crossings between Charleswood and St. Charles, on the opposite side of the Assiniboine.

An initial spur to the growth of Charleswood, was development by the federal government of the Roblin Park subdivision for veterans' housing, after the Second World War. By 1948, veterans occupied 250 of Charleswood's 800 homes.

A population of 450 in 1901 grew to 3,680 in 1951 — a 90.3 per cent increase in 10 years.

Recent development, which started in a big way about five years ago, has brought the municipality's

population to its present estimated 14,000 people — a substantial increase from the 1966 population of 7,334.

Despite population increases, the community has continued to live a relatively quiet life, quite apart from busy downtown Winnipeg.

In 1948, 90 per cent of Charleswood's 36.7 square miles was given over to agricultural pursuits — with grain farms, market gardens, nurseries, dairy farm and more than 80 mink farms.

By 1967, 80 per cent of the municipality was still classified as farmland, devoted mainly to grain farms of from 200 to 2,600 acres.

Today, market gardens and nurseries are still a prominent feature of central Charleswood, which is still at least 65 per cent farmland.

A major portion of the municipality is designated as a game preserve.

Today one of Western Canada's fastest-growing municipalities, Charleswood for many years had none of the municipal services taken for granted in neighboring municipalities.

With the growing population, the water supply became limited during the 1950s, when there was no sanitary or storm sewer system. Many residents got along with septic tanks.

However, in 1962, when Metro announced it would build a new trunk sewer system in Charleswood, many residents, fearing added taxes, were up in arms. More than 800 people turned out to a public meeting that year to protest against a proposed \$1.7 million sanitary sewer system for part of the municipality.

Today the residential area is served by sanitary sewers but not by storm sewers.

Although the present Charleswood municipal council, headed by Mayor Arthur Moug, formally opposed the provincial government's central city plan last January, former councils had been far from isolationistic.

In 1967, council favored the proposed Charleswood-St. James-Assiniboia beltway across the Assiniboine, although it would have meant the loss of the Charleswood Golf Course.

And in 1957, Charleswood council favored the concept of amalgamation of all of Greater Winnipeg. Failing that, the municipality wanted amalgamation with the City of Winnipeg.

At that time, 95 per cent of the community was privately-owned; the municipality had no land set aside for industrial sites.

The location of Tuxedo, effectively separating Charleswood and Winnipeg, would have presented no problem. A road would simply have been built through Assiniboine Park to connect the two, bypassing Tuxedo altogether.

Union would have been mutually beneficial. Education and development costs in Charleswood would have been shared and Winnipeg would have had much-needed space for industrial development.

In June of 1957, Winnipeg alderman unanimously voted in favor of getting amalgamation negotiations under way. However, the issue died down soon after and amalgamation was not seriously raised again for 11 years.

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Residents were receptive to the Metro plan under discussion at the time, because of the prospect of over-all planning and the setting aside of areas for industrial sites. Small homeowners were said to be overburdened by municipal taxes, and industry was expected to ease the tax load.

In May, 1957, a proposal for the amalgamation of Charleswood and Winnipeg was put to Winnipeg city council.

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MAYOR MOUG

gation began to infiltrate several suburban councils. That year, Winnipeg aldermen proposed initiating talks on amalgamation of Winnipeg, Charleswood, Tuxedo and West Kildonan.

The mood in Charleswood had begun to shift and Mayor Moug turned a cold shoulder to the concept. "We have nothing to gain," he said, predicting that Charleswood's per-capita annual taxes would increase \$40 to \$50.

However, as talk of amalgamation between Fort Garry and Tuxedo began, Charleswood began to take a tentative interest.

In 1969, Mayor Moug said total amalgamation of Greater Winnipeg would cost Charleswood more than it would benefit in increased services. He suggested, instead, that Charleswood, Tuxedo and St. James — all of whose mill rates were in the 40-mill area — join ranks.

Today, Mayor Moug is worried about the future of Charleswood as part of central city.

The name will be around for a good many years to come, he expects, but the character of the suburb can't help but change when it becomes part of Greater Winnipeg.

"Charleswood has been

rather unique as probably the fastest-growing municipality in Western Canada.

"People liked the semi-rural attitude Charleswood has been able to enjoy. They're moving out here for that reason.

"But when their taxes increase they'll want to make Charleswood into the same kind of concrete city as St. James-Assiniboia.

"There should be an area like this in every Metropolis."

Next week responsibility for Charleswood's affairs will be handed over to Greater Winnipeg's new central council.

The community will be represented on council by Councillor Al Coopman of the Assiniboine Park community committee, which will function as part of the inner-city joint community committee, taking in Charleswood, Tuxedo and all of the present city of Winnipeg.

Unanimity Highlighted Tuxedo Elections



By FRANCES BIDEWELL
The Town of Tuxedo, incorporated in 1913, was founded on a dream.

That dream — of an exclusive, strictly residential neighborhood — has guided the growth of Tuxedo into one of Greater Winnipeg's most fashionable areas.

Named after a New York suburb, the town was begun by a group of real estate promoters who bought 4,606 acres from Assiniboia in 1911 to develop a residential area.

During the town's first 50 years, its councils, always with an eye to strict planning and orderly development, turned up its nose at commercial development.

Policy forbade construction of stores, service stations or businesses of any kind.

And the town was in a position to enforce that policy. In the early days, real estate promoters lost fortunes in Tuxedo. Far-sighted councils bought up land through tax sales, continuing on with the policy through the depression.

The result: By the 1960s, when development boomed in Tuxedo, the town owned much of the undeveloped land — several million dollars worth, which had originally been purchased at a cost of about 32 cents a foot.

A developer interested in purchasing land in Tuxedo was subject to the strict control of the town fathers. The exterior design of each

home was subject to approval by council.

The dominant figure in Tuxedo's early years was David Finkelstein, the town's founder and mayor from its inception almost continuously until his retirement in 1951.

Mayor Finkelstein once referred to Tuxedo as, "my baby, my project and my life's dream."

As mayor, he faced two main battles, both of which threatened his vision of the town as "the" residential area of Greater Winnipeg. He won both and by the time of his retirement he considered the vision a fact.

The first threat came from a railway. A branch line of the Grand Trunk Pacific Railway was scheduled to run through Tuxedo on a



MAYOR TALLIN

line parallel to Assiniboine Park. After protest from mayor Finkelstein and others, the railway was ordered to parallel the Canadian Pacific Railway's main line.

The mayor went to Ottawa to combat the second threat — a federal government proposal to build an airport on the town's eastern border. The project was abandoned.

Mayor Finkelstein told a reporter shortly before his retirement that his biggest disappointment was the failure of the University of Manitoba to locate in Tuxedo.

The mayor and his associates had deeded 160 acres of land adjacent to Assiniboine Park to the provincial government for a university site.

With the decision to situate the university on the Fort Garry campus, the land was restored to its owners, who built the Tuxedo Park Golf Course — "to conserve the amenity of a high-class residential district," Mayor Finkelstein said.

It has been said that Tuxedo is a memorial to the former mayor, who died in 1962. Under his administration it was the only one of Manitoba's smaller municipalities to remain solvent through two world wars and the depression.

He had been mayor for 35 years, interrupted only by the two one-year terms of Frederick Hitchcock.

Despite the epidemic of wacky of its homes — most

in the \$35,000 to \$250,000 price range — in 1960 Tuxedo's municipal tax rate was reputed to be the lowest in Manitoba for comparable services.

Through the years, though, Tuxedo has consistently been at loggerheads with the City of Winnipeg over the issues of municipal services.

In April, 1953, Alderman H. B. Scott of Winnipeg balked over a request that the city's engineering department take on a \$50,000 street repair job in Tuxedo.

Instead, he said, the city should take over Tuxedo.

"We are paying the wages of the RCMP in Tuxedo and the Winnipeg fire department fights the fires there. I think we should take over the municipality instead of paying the bills for it."

The issue characterized Tuxedo-Winnipeg relations for years.

Three and a half years later, in October, 1956, Winnipeg city council decided to charge Tuxedo \$20,000 to \$30,000 for fire protection.

(The previous year Tuxedo had paid \$47 for fire protection, according to its agreement with the city whereby it was charged hourly rates of up to \$150, depending on the equipment called out. If there were no fires in a year, Tuxedo paid nothing toward the upkeep of the fire department — a substantial saving on the municipal tax bill.)

Mayor Cecil Lamont, the third mayor of Tuxedo, responded angrily to the decision, saying the town would

refuse to pay the bill. "All we need is a small hose and ladder and that's not going to cost us \$20,000."

No action was taken by the city that year and Tuxedo continued to pay an hourly rate for fire protection into 1957.

That year the municipal tax bill on a home assessed at \$10,000 was about \$169 in Tuxedo, \$450 in Winnipeg. The figure must have rankled members of Winnipeg city council.

In February, 1957, Winnipeg city council approved Tuxedo's fire protection rates at \$42,000, effective Jan. 1, 1958.

The issue had reached the boiling point and in the spring of 1957, Mayor Lamont announced that Tuxedo would have its own fire department and its own police department.

The town hired a six-man police force. It bought a pumper and auxiliary equipment and trained the six policemen and eight public works employees to operate it. Seventy-five young men were trained as a volunteer fire squad.

THE FINAL COUNCIL

Tuxedo town council, which ceases to exist today, consists of five members, who are:

Mayor Clive K. Tallin
Coun. George A. Keats
Coun. W. J. Riley
Coun. Patrick M. McGarry
Coun. S. M. Falcher.

The \$19,000 pumper was moved into a new fire and police hall, built at a cost of \$10,000, in 1959.

Less than two years later, in December, 1961, Mayor Lamont asked Winnipeg to take over Tuxedo's fire protection, effective Jan. 1, 1962.

Fire protection was costing Tuxedo \$11,200 a year, said the mayor — a "wasteful" amount of money in a town which averaged less than one fire a year.

Tuxedo was to pay the city a \$10,000 annual rate for fire protection in addition to hourly charges on all calls, according to a five-year agreement signed by both parties.

Tuxedo was 50 years old before its citizens ever voted in a municipal election. The occasion was the election of three school trustees to the town's first school board, to administer the nine-room, kindergarten to Grade 8 school.

Traditionally, the town's mayors and councillors had been elected by acclamation. Nominated by the Town Meeting Association, a local election committee, they had never been opposed.

Five candidates ran in the 1963 school board elections. But it didn't make much difference. The three candidates nominated by the Town Meeting Association were elected.

In 1965, Metro had visions of a wilderness park on about 500 acres of game preserve in Tuxedo. However, Tuxedo was not enthusiastic about the idea because it was impractical and be-

sides, council may have wanted to sell the land to future developers. The scheme eventually died out.

Residential development continued on a large scale in Tuxedo throughout the 1960s. In 1963 there were about 500 homes in the area when a \$30 million housing development, expected to nearly triple the population, was announced for Tuxedo Park.

The previous year the town had cautiously opened its doors to commercial development with announcement of the town's first shopping centre, to include stores, a service station and three, 11-storey "prestige" apartment blocks.

In 1969 Tuxedo went "wet" with approval of a liquor referendum. Licensed restaurants, beverage stores, dining room drinking, cocktail lounges and liquor stores were approved — but not cabarets.

Last January, Tuxedo council went on record as opposing Greater Winnipeg's new municipal government in a letter to Finance Minister Saúl Cherneck of Manitoba, who was then responsible for urban affairs. Council opposed the central city plan as being impractical and was also concerned about the probability of an increase in the municipal tax rate in Tuxedo.

However, an earlier council, in opposing plans for the establishment of Metro, had come out in favor of the one-city concept.

In June, 1958, Tuxedo council had decided it wanted

no part of Metro. Instead, councillors favored one city with a single council elected from single-member wards.

In 1961, when Tuxedo's municipal tax rate rose 7½ mills to 37½ mills, council was still antagonistic toward Metro. The Metro levy for that year was four mills. Ratepayers were told in council's annual report, but they could expect little tangible return from it.

Jan. 1, the present council, headed by Mayor Clive Tallin, the fourth major in the town's history, hands over responsibility for Tuxedo to central city council.

The town will be represented by Councillor Roy Parkhill of the Assiniboine Park community committee.

The community committee area groups together three councillors representing Tuxedo, Charleswood and Queenston ward, a part of neighboring River Heights. The committee will function as part of the inner-city joint community committee, which also includes all of the present city of Winnipeg.

Tuxedo has a population of about 3,200. Although that's a long way from the 700 people who lived there in what was mostly bushland back in 1913, much of Tuxedo's land has yet to be developed.