

# City of Winnipeg By-Laws Relating to Elmwood 1906-1971

August 6, 1906

By-Law 4187 To extend the Pound Limits of the City of Winnipeg to include Elmwood

September 4, 1906

By-Law 4198 – To establish a public pound on the south side of Regent Street (Riverton) on Lots 57 and 58 Registered Plan 514 St. Boniface Parish Lot 67

September 17, 1906

By-Law 4201 – To rename certain streets

Chambers Avenue to Chalmers Avenue

Jackson Avenue to Johnson Avenue

Lemoine Street to Nairn Avenue

Minto Street to Grey Street

Nairn's Road to Nairn Avenue

Palk Avenue to Sandhurst Avenue

Part of Railway Street to Raleigh Street

Part of Railway Street to Roland Street

Regent Street to Renton Avenue

Robert Street to Rodent Street

Taylor Street to Talbot Avenue

Stewart Avenue to Hart Avenue

De Salaberry Street to De Salaberry Avenue

Plessis Street to Newton Avenue (William Newton)

Regent Street to Regent Avenue

Thames Street to Thames Avenue

Tweed Street to Tweed Avenue

Vaudreuil Street to Vaudreuil Avenue (Midwinter)

December 27, 1906

By-Law 4224 – To open a public lane through the blocks bound by Johnson and Chalmers Avenue and Levis Street and Birds Hill Road (Henderson Highway)

April 17, 1907

By-Law 4230 – To open and extend Grey Street

April 17, 1907

By-Law 4231 – To provide for the extension of Montcalm Street (Watt Street) from Tweed Avenue to Thames Avenue

April 17, 1907

By-Law 4265 – To provide for the widening and extension of Roch Street

April 17, 1907

By-Law 4266 – To provide for the widening and extension of Brazier Street at a cost of \$35,000

April 17, 1907

By-Law 4267 – To provide for the widening and extension of Watt Street

November 18, 1907

By-Law 4284 – To provide for the opening and establishment of Allan Street

April 29, 1907

By-Law 4905

To build a plank sidewalk on the west side of Birds Hill Road (Henderson Highway) from Hart Avenue to a point 200 feet south at a cost of \$169.06

To build a plank sidewalk on the north side of Johnson Avenue from Birds Hill Road (Henderson Highway) to the C.P.R. Tracks at a cost of \$1210.82

To build a plank sidewalk on the north side of Newton (William Newton) at a cost \$249.70

To build a plank sidewalk on the south side of Tweed from from Stadacona Street to Roland Street at a cost of \$892.76

To build a plank sidewalk on the north side of Chalmers from Birds Hill Road (Henderson Highway) to the C. P. R. Right of Way at a cost of \$1,387.00

To build a plank sidewalk on the north side of Jasper Avenue (Riverton) from Stadacona to Railway Street (Raleigh) at a cost of \$928.20

To build a plank sidewalk on both sides of Riverton Avenue from Birds Hill Road (Henderson Highway) to to Elmwood Street at a cost of \$875.18

To build a plank sidewalk on the south side of Talbot Avenue at a cost of \$971.06

To build a plank sidewalk on the south side Dearborn Street from Birds Hill Road (Henderson Highway) east at a cost of \$373.59

To build a sewer on Birds Hill Road (Henderson Highway) from Hart Avenue to Poplar Avenue at a cost of \$339.04

To build a sewer on Poplar Avenue from Levis Street to Birds Hill Road (Henderson Highway) at a cost of \$8,912.50

To build a sewer on Hart Avenue from the Red River to Birds Hill Road (Henderson Highway) at a cost of \$8,844.37

May 30, 1907

By-Law 4927 – To build sewers on Hart Street and Birds Hill Road (Henderson Highway) at a cost of \$16,967.00, to build a sewer on Jasper Avenue (Riverton) from Stadacona street to the east end at a cost \$2,987.00 and to build a sewer on Montcalm from Jasper (Riverton) to Poplar at a cost of \$5,646.00

To build a plank sidewalk on the north side of Union from Brazier to Watt at a cost of \$840.00, south side of Jasper from Railway (Raleigh) to Gray (Golspie) at a cost of \$508.00, the north side of Herbert from Railroad (Raleigh) to Gray (Golspie) at a cost of \$590.00, on the west side of Eaton from Herbert to Nairn and on the east side of Montcalm from Thames to Nairn at a cost of \$692.00

To open the lane between Johnson and Chalmers at a cost of \$2,000

To open Allan Street at a cost of \$20,000, to extend Gray (Golspie) at a cost of \$1,700, to widen and extend Roch at a cost of \$15,000, to widen and extend Brazier at a cost of \$35,000 and to widen and extend Watt at a cost of \$6,500

October 14, 1907

By-Law 4942 – To open and establish a lane through the blocks bounded by Nairn and Newton Avenue (William Newton) and Allan and Montcalm (Watt) Streets

November 18, 1907

By-Law 4950 – To widen Hespler Avenue between Birds Hill Street (Henderson Highway) and Centre Street (Beatrice) at a cost of \$1,985.00

October 14, 1907

By-Law 5000 – To establish polling station for the civic elections at The Woodmen's Hall on Renton Avenue and at the Fire Hall at Stadacona and Talbot

November 18, 1907

By-Law 5001 – To widen Stadacona Street from the corner of Newton to the first lane north of Newton (William Newton)

March 30, 1908

By-Law 5076 – To build a sewer on Poplar Avenue from Brazier to Montcalm at a cost of \$22,800

To build a sewer on Jasper (Riverton) from Montcalm to the east end at a cost of \$3,106.48

To build a sewer on Montcalm from Thames to Poplar at a cost of \$5,882.24

To build a sewer on Newton (William Newton) from Stadacona to Roland at a cost of \$5,416.32

To build a sewer on Birds Hill Road (Henderson Highway) from Gurney to Renton at a cost of \$676.00

To build a plank sidewalk on Hespler from Birds Hill Road (Henderson Highway) to Centre (Beatrice) at a cost of \$659.00

To build a plank sidewalk on the west side of Brazier from McIntosh to Johnson at a cost of \$435.45

To build a plank sidewalk on the east side of Stadacona from the Louise Bridge to Nairn at a cost of \$99.22

To build a plank sidewalk on the east side of Stadacona from Tweed to the north limit of St. Johns Parish Lot 51 at a cost of \$1,000.00

To build block pavement on Stadacona from the north side of Nairn to the end of the street at the C.P.R. Tracks at a cost of \$9,443.16

To widen Stadacona from Newton (William Newton) to the first lane north at a cost of \$1,102.40

To expand the waterworks system in Elmwood at a cost of \$91,499.20

March 30, 1908

By-Law 5078 – To create a debt of \$200,000 for constructing a bridge over the Red River connecting Redwood Avenue and Hespler Avenue

May 7, 1908

By-Law 5081 – To create a debt of \$90,000 to build a new superstructure on the Louise Bridge.

March 30, 1908

By-Law 5085 – To create a debt of \$25,000 to build, furnish and equipping a Fire Hall in Elmwood

June 8, 1908

By-Law 5423 – To determine the interval of street car service on Vaudreuil (Midwinter) from the Louise Bridge to Stadacona to Talbot and from Talbot to Grey Street which is set at 10 minutes from 6 AM to 12 Midnight on all days except Sunday

August 6, 1908

By-Law 5435 To Deflect the land bounded by Levis and Roch and Chalmers and Johnson

October 12, 1908

By-Law 5445 – To extend Gordon Avenue from its present east limits to Stadacona at a cost of \$6,300.00

February 1, 1909

By-Law 5508 – To build a plank sidewalk on the south side of Thames from Montcalm to Roland at a cost of \$550.00

To build a watermain on Birds Hill Road (Henderson Highway) from Poplar to Harbison at a cost of \$10,000

To build a granolithic sidewalk on the east side of Stadacona from Nairn to Talbot at a cost of \$650.00

To build a plank sidewalk on both sides of Hespler from Centre (Beatrice) to the Redwood Bridge at a cost of \$720.00

To build a plank sidewalk on Roland from Nairn to Thames at a cost of \$1,240.00

To build asphalt pavement on Nairn Avenue from Stadacona to Roland at a cost of \$37,632.00

To build a sewer on Chalmers Avenue from Birds Hill Road (Henderson Highway) to the C.P.R. Mainline at a cost \$9,814.00

To build a sewer on Birds Hill Road (Henderson Highway) from Poplar to Johnson at a cost of \$2,000

To build a sewer on Newton Avenue (William Newton) from Stadacona to Roland at a cost of \$5,208.00

To build block pavement on Levis Street from Poplar to Chalmers at a cost of \$4,400.00

July 5, 1909

By-Law 5544 – To create a debt of \$107,395.00 to build a new superstructure on the Louise Bridge

June 7, 1909

By-Law 5550 – To widen Riverton Avenue

June 7 1909

By-Law 5552 – To extend Keenleyside Street from Beach Avenue to Carter Avenue (Talbot)

July 5, 1909

By-Law 5565 – To extend Glenwood Crescent from Leslie to Hart

July 19, 1909

By-Law 5800 – To construct block pavement on Stadacona from Jasper Street (Riverton) to Nairn Avenue

September 13, 1909

By-Law 5815 – To extend Talbot Avenue from Roland to Carter Avenue (eastern part of Talbot)

September 13, 1909

By-Law 5834 – To change the name of Birds Hill Road (Henderson Avenue) to Kelvin Street and change the name of Panet Road to Birds Hill Road

October 26, 1909

By-Law 5852 – To place the excess land acquired from the C.P.R. for Stadacona Street under the control of the Public Parks Board and be named Louise Bridge Park

May 11, 1910

By-Law 5551 – To provide for the widening of Beach Avenue

January 17, 1910

By-Law 5874 – To amend By-Law 4266 relating to the widening and extension of Brazier Street by changing the description of the property required for the extension

January 31, 1910

By-Law 5884 – To build asphalt pavement on Hespler from Redwood Bridge to Kelvin (Henderson Highway) at a cost of \$42,275.00

To build a granolithic sidewalk on the east side of Kelvin (Henderson Highway) from the City Limits south by 170 feet at a cost of \$140.00

To build a plank sidewalk on the west side of Roland (Watt) from Nairn to Thames at a cost of \$1,240.00

To build a plank sidewalk on the south side of Hespler from Beatrice to the Redwood Bridge at a cost of \$720.00

To build a plank sidewalk on the north side of Johnson from the C.P.R. Mainline to Grey at a cost of \$726.00

To build a plank sidewalk on the north side of Union from Watt to the east end of the street at a cost of \$2,893.00

To build a plank sidewalk on the north side of Colbourg from Glenwood Crescent to Beatrice at a cost of \$320.00

To build a plank sidewalk on the south side of Castle from the old C.P.R. Mainline to Grey at a cost of \$670.00

To build a plank sidewalk on the north side of Glenwood Crescent from Hespler to Hart at a cost of \$210.00

To build a sewer on Chalmers from Kelvin (Henderson Highway) to Watt at a cost \$9,814.00

To build a sewer on Martin from Brazier to Watt at a cost of \$4,251.00

To build a sewer on Union from Brazier to Watt at a cost of \$3,951.00

To build a sewer on Roch from Poplar to Martin at a cost of \$5,456.00

To build a sewer on Riverton from Kelvin (Henderson Highway) to Elmwood Avenue at a cost of \$1,922.00

To build a sewer on Gordon from Kelvin (Henderson Highway) to the C.P.R. Tracks at a cost of \$4,491.00

To build a sewer on Tweed from Stadacona to Roland (Watt) at a cost of \$4,983.00

To build a sewer on Harbison from Kelvin (Henderson Highway) to Glenwood Crescent at a cost of \$2,350.00

To build a watermain on Chalmers from Kelvin (Henderson Highway) to Levis at a cost of \$4,335.00

To build a watermain on Union from Brazier to the C.P.R. Tracks at a cost of \$4,290.00

To build a watermain on Martin from Brazier to the C.P.R. Tracks at a cost of \$7,728.00

To build a watermain on Tweed from Stadacona to Roland (Watt) at a cost of \$4,315.00

To build a watermain on Thames from Roland (Watt) to the lane east of Stadacona at a cost of \$2,701.00

To build a watermain on Castle from the street east of the C.P.R. Mainline to Grey at a cost of \$3,417.00

To build a watermain on Windsor from the street east of the C.P.R. Mainline to Grey at a cost of \$2,637.00

To build a watermain on Johnson from the street east of the C.P.R. Mainline to Grey at a cost of \$2,460.00

To build a watermain on Carter (Talbot) from Grey to Panet Road at a cost of \$14,255.00

To build a watermain on McIntosh from Kelvin (Henderson Highway) to the east end of the street at a cost of \$1,910.00

To build a watermain on Gordon from Kelvin (Henderson Highway) to Stadacona at a cost of \$2,958.00

To build a watermain on Mighton from Kelvin (Henderson Highway) to Brazier at a cost of \$1,132.00

To build a watermain on Elmwood (Talbot) from Riverton to Kelvin (Henderson Highway) at a cost of \$1,636.00

To build a watermain on Riverton from Kelvin (Henderson Highway) to Talbot at a cost of \$1,365.00

To build a watermain on Vaudreuil (Midwinter) from Levis to Kelvin (Henderson Highway) and on Kelvin (Henderson Highway) from Vaudreuil (Midwinter) to Renton (Brazier) at a total cost of \$2,234.00

To build a watermain on Dearborn from Kelvin (Henderson Highway) to the end of the street at a cost of \$1,473.00

To build a watermain on Hart from Kelvin (Henderson Highway) to Counter (Beatrice) at a cost of \$2,382.00

To build a watermain on Montcalm (Watt) from end of present street to De Salaberry at a cost of \$924.00

To build a watermain on Harbison from Kelvin (Henderson Highway) to Watt at a cost of \$4,270.00

January 31, 1910

By-Law 5889 – To purchase all of Kildonan Parish Lot 97 on the west side of Kelvin (Henderson Highway) for a park (Elmwood Park)

February 28, 1910

By-Law 5898 – To authorize the exchange of property with the Federal Government of part of the Market Site in Ward 7 (Elmwood) with Winnipeg acquiring Lots 1-4 in St Boniface Parish Lot 67 for the market site by an additional payment of \$200.00

August 15, 1910

By-Law 6311 – To change the name of Renton Avenue and Carter Avenue to Talbot Avenue

August 15, 1910

By-Law 6314 – To purchase 6.06 acres of land south for \$27,270 south of Nairn Avenue for a nuisance ground

September 26, 1910

By-Law 6328 – To widen Herbert Avenue east of Wolfe Street (Gateway)

February 27, 1911

By-Law 6378 – To provide for the extension of Eaton Street between Talbot and Herbert

February 27, 1911

By-Law 6388 – To close a portion of the lane between McCalman and Nairn Avenue and Kent and Green (Chester) and to convey property to Winnipeg School Division for a school site (Sir Sam Steele)

March 13, 1911

By-Law 6398 – To provide for the extension of Levis Street and Watt Street south of Chalmers

August 28, 1911

By-Law 6865 – To open a public lane between Johnson and Poplar Avenue between Kelvin (Henderson Highway) and Levis Street

September 25, 1911

By-Law 6880 – To divert Talbot Avenue at Stadacona Street

October 9, 1911

By-Law 6882 – To widen Beach Avenue

December 4, 1911

By-Law 6923 – To provide for the pay scale for clerks per year

Chief Clerks – Minimum Salary – \$1,550 – Maximum Salary - \$1,800

First Class Clerks – Minimum Salary - \$1,300 – Maximum Salary - \$1,500

Second Class Clerks – Minimum Salary - \$1,050 – Maximum Salary - \$1,250

Third Class Clerks – Minimum Salary - \$650 – Maximum Salary - \$1,000

January 15, 1912

By-Law 6933 – To extend Kent Street from Manhattan Avenue to Union Avenue

February 12, 1912

By-Law 6955 – To close Wagner Avenue from Kelvin (Henderson Highway) to Brazier (Wagner Avenue was located between Martin Avenue and Union Avenue)

March 11, 1912

By-Law 6971 – To provide night service between the hours of 12 midnight and 2 AM every 16 minutes in Elmwood except for Sundays.

April 29, 1912

By-Law 7214 – To provide for the assessment of making a block pavement on Levis and Stadacona Streets from St. John Parish Lot 50 to Poplar Avenue across the railway to join the old pavement on Stadacona

June 17, 1912

By-Law 7304 – To provide for the straightening of Levis Street at Louise Bridge by closing a portion of Levis at its intersection at Nairn Avenue and Stadacona Street and opening a new section at the same location

May 20, 1912

By-Law 7354 – To pave Kelvin (Henderson Highway) from Talbot to Johnson

May 20, 1912

By-Law 7355 – To pave Hespler from the Redwood Bridge to Kelvin (Henderson Highway)

October 7, 1912

By-Law 7433 – To close a portion of a lane between Martin Avenue and Union Avenue between Watt Street and the C.P.R. Tracks

October 7, 1912

By-Law 7448 – To provide for the extension of Foster Street from Herbert Avenue to Talbot Avenue

January 13, 1913

By-Law 7519 – To create a debt of \$57,500 to pay the cost of completing the Louise Bridge superstructure.

March 10, 1913

By-Law 7529 – To close the lane in the block bounded by Union Avenue, Chalmers Avenue, Watt Street and the C.P.R. Tracks and convey property to the Western Steel and Iron Works Company Limited

March 27, 1913

By-Law 7642 – To determine the interval for street car service  
Kelvin (Henderson Highway) and Vaudreuil (Midwinter)

6 AM to 9:30 AM – 5 Minutes

9:30 AM to 12 Noon – 5 Minutes

12 Noon to 2:30 PM – 5 Minutes

2:30 PM to 4:30 PM – 5 Minutes

4:30 PM to 8:30 PM – 5 Minutes

8:30 PM to 11:00 PM – 5 Minutes

11:00 PM to 12:00 Midnight – 5 Minutes

12:00 Midnight to 2:00 AM – 5 Minutes

Vaudreuil (Midwinter) from Louise Bridge on Stadacona to Talbot, on Talbot to Grey Street

6 AM to 9:30 AM – 10 Minutes

9:30 AM to 12 Noon – 10 Minutes

12 Noon to 2:30 PM – 10 Minutes

2:30 PM to 4:30 PM – 10 Minutes

4:30 PM to 8:30 PM – 10 Minutes

11:00 PM to 12:00 Midnight – 10 Minutes

12:00 Midnight to 2:00 AM – 20 Minutes

Redwood and Main to Kelvin Street (Henderson Highway)

6 AM to 9:30 AM – 3 Minutes

9:30 AM to 12 Noon – 5 Minutes

12 Noon to 2:30 PM – 3 Minutes

2:30 PM to 4:30 PM – 5 Minutes

4:30 PM to 8:30 PM – 3 Minutes

8:30 PM to 11:00 PM – 5 Minutes

11:00 PM to 12 Midnight – 5 Minutes

12 Midnight to 2:00 AM – 15 Minutes



September 22, 1913

By-Law 7649 – To change the name of Elmwood Avenue to Talbot Avenue

March 24, 1913

By-Law 7653 – To create the Greater Winnipeg Water District (It was approved by Winnipeg Voters by 2,226 to 369 margin)

May 19, 1913

By-Law 8017 – To donate and transfer to the Winnipeg School Division certain land bounded by Kelvin (Henderson Highway) and Brazier and Poplar and McIntosh to enlarge the Lord Selkirk School site.

June 30, 1913

By-Law 8045 – To open a lane in the block bounded by Castle and Talbot, Foster and Grey

May 6, 1913

By-Law 8088 – To pave with asphalt Levis and Stadacona from the first angle south of Vaudreuil (Midwinter) to a point 190 feet south

October 6, 1913

By-Law 8089 – To approve By-Law 1 of the Greater Winnipeg Water District to borrow \$13 ½ Million Dollars to build a waterworks system from Shoal Lake

October 21, 1913

By-Law 8113 – To change the name of Vaudreuil Avenue to Midwinter Avenue

November 3, 1913

By-Law 8119 – To create a debt of \$85,000 to build a garbage incinerator in Elmwood (Vote on December 12, 1913 was approved 3516 to 2373 by voters)

November 3, 1913

By-Law 8120 – To send By-Law 8119 to the voters on December 12, 1913

March 23, 1914

By-Law 8076 – To provide for the extension of Kelvin Street (Henderson Highway) from Midwinter Avenue to the Red River

April 20, 1914

By-Law 8151 – To widen Herbert Avenue between Foster and Cameron

March 9, 1914

By-Law 8318 – To provide for the interval of street car service

	Interval,	Street cars during regular service,	Extra Street cars during rush hours
Elmwood	10 minutes	2	0
East Kildonan	10 minutes	4	2

April 28, 1914

By-Law 8617 – To provide for the asphalt paving on Talbot Avenue from Stadacona Street to 650 feet east of Montcalm (Watt)

May 5, 1914

By-Law 8676 – To provide for the asphalt paving on Talbot Avenue from Kelvin (Henderson Highway) to Stadacona

To provide for the asphalt paving of Kelvin (Henderson Highway) from Johnson Avenue north to 318 feet south of the northern boundary

June 15, 1914

By-Law 8697 – To provide for the opening a street (Allan) west of Roland (Talbot ) between Jasper (Riverton) and Newton (William Newton) and to open a street (Grey) east of Wolfe Street (Gateway) between Talbot and Windsor Avenue

July 27, 1914

By-Law 8723 – To provide for the northern extension of Silvia Street from the lane between Leslie Avenue and Hespler Avenue to Hespler Avenue

July 27, 1914

By-Law 8724 – To widen Kent Street from Herbert Avenue to Talbot Avenue

July 27, 1914

By-Law 8742 – To provide for the extension of Colbourg Avenue from Glenwood Crescent to the Red River

April 5, 1915

By-Law 9097 – To provide for the asphalt paving of Watt Street from Levis Street to Watt Street  
To provide for the asphalt paving of Kelvin (Henderson Highway) from Hespler Avenue to Johnson Avenue

May 4, 1915

By-Law 9285 – To provide for the construction of a plank sidewalk on the east side of Glenwood Crescent

May 4, 1915

By-Law 9286 – To provide for a plank sidewalk on the west side of Kelvin (Henderson Highway)

September 7, 1915

By-Law 9338 - The unnamed street existing in St Boniface Parish Lots 64-66 Plan is named Allan Street

The streets known as Riverton Avenue, and Gurney Avenue are changed to Jasper Avenue

January 10, 1916

By-Law 9367 – To change the name of Jasper Avenue to Riverton Avenue

March 20, 1916

By-Law 9384 – To provide for the asphalt paving of Johnson Avenue from Kelvin (Henderson Highway) to Levis Street

March 20, 1916

By-Law 9551 – To provide for the extension and widening of Herbert Avenue from Wolfe Street (Gateway to Grey Street

February 19, 1917

By-Law 9591 – To open and establish a public lane in the block bounded by Dearborn and Mighton Avenue, Kelvin Street (Henderson Highway) and and the straight production southerly of the eastern limit of Lacy Street

September 4, 1917

By-Law 9676 – To close a portion of the lane in the block bounded by Harbison Avenue and Martin Avenue and Watt Street and the C.P.R. Tracks and convey the property to the Stewart Sheaf Loader Company

October 1, 1917

By-Law 9678 – To close a portion of the lane between Martin Avenue and Union Avenue and Watt Street and the C.P.R. Tracks and convey the property to the Stewart Sheaf Loader Company

August 5, 1919

By-Law 9815 – To provide for the widening of Stadacona from the Red River to Levis Street

July 7, 1919

By-Law 9864 – To build a plank sidewalk on the east side of Foster Street from Beach Avenue to Manhattan Avenue - \$184.00

August 3, 1920

By-Law 9977 – To sell property on Hart Avenue to Alice Maude Boyd for \$4,360.00 in connection with the City Housing Scheme.

To sell property on Hart Avenue to James Harrison for \$4,150.00 in connection with the City Housing Scheme.

To sell property on Hart Avenue to William Buchanan for \$4,500 in connection with the City Housing Scheme

July 27, 1920

By-Law 9979 – To build a plank sidewalk on the north side of Talbot from Wolfe (Gateway) to the east limit of Lot 29 - \$1,212.00

August 2, 1920

By-Law 9981 – To set polling locations for municipal elections

Poll 39 - Anna Gibson School at the corner of Talbot and Kelvin (Henderson Highway)

Poll 40 – Lord Selkirk School # 1 on Brazier between McIntosh and Poplar

Poll41 – Elmwood School at the corner of Talbot Avenue and Roland (Elmwood Road)

April 25, 1921

By-Law 10200 – To transfer a portion of Lot 66 St John Parish 51 to the Church of England, Parish of St Cuthbert's for \$450 after the terms of the agreement signed on April 20, 1914 were complied with.

July 18, 1921

By-Law - 10240 – To prohibit the erection of buildings on or upon any lot closer to the street line than 12 feet except for the properties on Kelvin (Henderson Highway) and upon either side of Colbourg Avenue to Glenwood Crescent.

September 26, 1921

By-Law – 10254 – To declare Colbourg Avenue a residential district from Kelvin (Henderson Highway) to Glenwood Crescent except for the corners of Kelvin and Colbourg Avenue

November 8, 1921

By-Law 10283 – To declare Noble Avenue, Carman Avenue, Martin Avenue and Harbison Avenue from Glenwood Crescent to the first lane west of Kelvin (Henderson Highway) and Beatrice Street from Hart Avenue to Martin Avenue as residential streets

January 16, 1922

By-Law 10333 – To declare Glenwood Crescent a residential street from Harbison Avenue to Hart Avenue

December 4, 1922

By-Law 10630 – To convey the lane bounded by Union Avenue, Chalmers Avenue, Watt Street and C.P.R. Tracks to the Magnet Metal and Foundry Company Limited

September 24, 1923

By-Law 10969 – To prohibit the erection of apartment or tenement houses or garages to be used for hire or gain on either side of Hart Avenue from Glenwood Crescent to Beatrice Street and for declaring such portion of Hart Avenue a residential district.

October 8, 1923

By-Law 10974 – To create a debt of \$380,000 for the issue and sale of debentures for the purpose of constructing a subway under the railway tracks of the Canadian Pacific Railway Company on Talbot Avenue (Vote was held on November 23, 1923 and defeated)

For the By-Law 4,263

Against the By-Law 5,237

Rejected – 715

October 8, 1923

By-Law 10975 – To submit By-Law 10974 to the voters

November 19, 1923

By-Law 10977 – To open and establish a public lane in the block bounded by Herbert and Nairn Avenues west of Eaton Street

March 10, 1924

By-Law 10997 – To widen Beach Avenue east of Kent

March 10, 1924

By-Law 11069 – To pay the city share of the cost of paving with concrete Glenwood Crescent from Harbison Avenue to Leslie Avenue and on Leslie Avenue from Glenwood Crescent to Silvia Street.

December 1, 1924

By-Law 11308 – To open a public lane in the block bounded by Talbot Avenue and Newton Avenue (William Newton) and Allan and Stadacona Streets

November 3, 1924

By-Law 11314 – To widen Brazier Street at the north-west corner of Gordon Avenue

March 5, 1925

By-Law 11356 – To allow the operation of Billiard Parlours in a portion of Elmwood Kelvin Street (Henderson Highway) between the Red River and the intersection of Johnson Avenue (This by-law was withdrawn by permission of council on April 6, 1925)

April 20, 1925

By-Law 11627 – To pay for the city share of paving with asphalt Levis Street from Johnson Avenue to Watt Street

July 13, 1925

By-Law 11650 – To open and establish a public lane in the block bounded by Talbot and Herbert Avenue and Grey and Eaton Streets

July 13, 1925

By-Law 11657 – To prohibit the business of an undertaker or funeral director on Beatrice Street from Hart to Martin

Colbourg Avenue from Glenwood Crescent to Kelvin (Henderson Highway)

Glenwood Crescent from Hart to Harbison

Glenwood Crescent from Digby to the lane west of Leslie

Hart Avenue from Glenwood Crescent to Beatrice

Harbison Avenue from Glenwood Crescent to the lane west of Kelvin (Henderson Highway)

Martin Avenue from Glenwood Crescent to the lane west of Kelvin (Henderson Highway)

March 8, 1926

By-Law 11745 – To open and establish a public lane in the block bounded by Mighton and Riverton Avenues and Brazier and Kelvin Streets (Henderson Highway)

March 8, 1926

By-Law 11763 – To pay for the city share of making concrete pavement on Talbot Avenue from Wolfe Street (Gateway Road) to Kent Street

June 28, 1926

By-Law 12055 – To provide for the extension of Foster Avenue south of Nairn Avenue

September 7, 1926

By-Law 12097 – To place the control of the boulevarding and tree planting on both sides of Leslie Avenue from Glenwood Crescent to Sylvia Street subject to the control of the Public Parks Board

March 21, 1927

By-Law 12201 – To pave with concrete Colbourg Avenue from Glenwood Crescent to Kelvin (Henderson Highway) pave Hart Street from Kelvin (Henderson Highway) to Beatrice and Harbison from Kelvin (Henderson Highway) to Glenwood Crescent

April 30, 1928

By-Law 12949 – To pave with asphalt Levis Street from Poplar Avenue to Johnson Avenue

August 7, 1928

By-Law 12994 – To place the control of the boulevarding and tree planting on both sides of Hart Avenue from Beatrice to Glenwood Crescent subject to the control of the Public Parks Board

October 1, 1928

By-Law 13022 – To set polling locations

Poll 43 – Anna Gibson School at the corner of Talbot Avenue and Kelvin Street (Henderson Highway)

Poll 44 – Lord Selkirk School # 1 on Brazier Street between McIntosh Avenue and Poplar Avenue

Poll 45 – Elmwood School - at the corner of Talbot Avenue and Roland Street (Elmwood Road)

Poll 46 – Sir Sam Steele School – at Green Street (Chester Street) between Nairn Avenue and McCalman Avenue

October 29, 1928

By-Law 13045 – To place the control of the boulevarding and tree planting on both sides of Martin Avenue from Glenwood Crescent to Kelvin Street (Henderson Highway) subject to the control of the Public Parks Board

January 22, 1929

By-Law 13072 – To divert the lane in the block bounded by Union Avenue and Chalmers Avenue Green Street (Chester Street) and Grey Street and to exchange the land with the Winnipeg School Division

May 27, 1929

By-Law 13519 – To pave with concrete

Carmen Avenue from Glenwood Crescent to Kelvin Street (Henderson Highway)

Martin Avenue from Glenwood Crescent to Kelvin Street (Henderson Highway)

Poplar Avenue from Stadacona to a point 70 feet west of Levis Street

July 8, 1929

By-Law 13526 – To widen Herbert Street between Foster Street and Cameron Street

May 27, 1929

By-Law 13528 – To extend the lane in the block bounded by Poplar Avenue, McIntosh Avenue, Brazier Street and Kelvin Street (Henderson Highway)

September 16, 1929

By-Law 13565 – To gravel Foster Street from Nairn Avenue to Talbot Avenue and gravel Talbot Avenue from Kent Street to Birds Hill Road (Panet Road)

September 16, 1929

By-Law 13569 – To gravel Birds Hill Road (Panet Road) from Nairn Avenue to the City Limits

September 16, 1929

By-Law 13570 – To pave with asphalt the west side of Kelvin Street (Henderson Highway) from Johnson Avenue to the north City Limits

October 28, 1929

By-Law 13580 – To close a portion of the lane bounded by Manhattan Avenue, Beach Avenue, Keenleyside Street and Kent Street and sell the property to John Borys

March 17, 1930

By-Law 13904 – To close a portion of the 12 foot wide lane in the block bounded by Harbison Avenue, Martin Avenue, Watt Street and the CPR Tracks and open a 20 foot wide lane in St Johns Parish 46

March 17, 1930

By-Law 13919 – To pave with asphalt the intersection of Kelvin Street (Henderson Highway) and Johnson Avenue and the intersection of Kelvin Street and Poplar Avenue

July 21, 1930

By-Law 13991 – To place the control of the boulevarding and tree planting of both sides of Gordon Avenue from Kelvin Street (Henderson Highway) to Stadacona subject to the Public Parks Board

September 15, 1930

By-Law 14010 – To set polling locations

Poll 45 – Anna Gibson School at the corner of Talbot Avenue and Kelvin Street (Henderson Highway)

Poll 46 – Glenwood School on Carmen Avenue

Poll 47 – Lord Selkirk School on Brazier Street between McIntosh Avenue and Poplar Avenue

Poll 48 – Elmwood School at the corner of Talbot Avenue and Roland (Elmwood Road)

Poll 49 – Sir Sam Steele School on Green Street (Chester Street) between Nairn Avenue and McCalman Avenue

December 8, 1930

By-Law 14050 – To create special district zones for the Elmwood and Glenwood Districts controlling the use of such property in the district

January 19, 1931

By-Law 14051 – To widen the lane bounded by Talbot Avenue, Newton Avenue (William Newton), Stadacona and Roland

December 22, 1930

By-Law 14057 – To extend Green Street (Chester Street) from Herbert to Talbot

January 19, 1931

By-Law 14065 – To place the control of boulevarding and tree planting on both sides of Glenwood Crescent from Hespler to Digby Avenue subject to the Public Parks Board

January 19, 1931

By-Law 14066 – To widen Keenleyside Street between Beach Avenue and Talbot Avenue

April 27, 1931

By-Law 14100 – To widen the lane in the block bounded by Talbot, Newton (William Newton) Roland (Watt Street) and Allan

June 8, 1931

By-Law 14193 – To pave with concrete Glenwood Crescent from Digby Avenue to Leslie Avenue

June 8, 1931

By-Law 14195 – To pave with asphalt certain portions of Kelvin Street (Henderson Highway) and McIntosh Avenue from Kelvin Street to the east line of Lot 125 Plan 844

July 20, 1931

By-Law 14213 – Streets declared as arterial highways

Hespler Avenue from Redwood Bridge to Kelvin Street (Henderson Highway)

Johnson Avenue from Kelvin Street (Henderson Highway) to Watt Street

Kelvin Street (Henderson Highway) from Talbot Avenue to the north city limits

Stadacona Street from the Louise Street to Talbot Avenue

Talbot Avenue from Kelvin Street (Henderson Highway) to Roland Street (Watt Street)

Watt Street from Johnson Avenue to the north city limits

May 23, 1932

By-Law 14359 – To extend the lane in the block bounded by Hart, Hespler, Beatrice and Glenwood Crescent

June 5, 1933

By-Law 14514 – To enter into an agreement with the C.P.R. To keep two tracks of the railway across Nairn Avenue, Talbot Avenue, Beach Avenue, Manhattan Avenue and the extension of Chalmers Avenue

February 13,

By-Law 14411 – To widen Beach Avenue

July 17, 1933

By-Law 14522 – To establish taxi cab stands on

West side of Kelvin Street (Henderson Highway) at a point 15 feet south of Hart Avenue to a point 50 feet further south

East side of Kelvin Street (Henderson Highway) at a point 15 feet south of Harbison Avenue to a point 75 feet further south



April 9, 1934

By-Law 14581 – To open and establish a public lane in the block bounded by Riverton, Talbot, Grey and Wolfe (Gateway)

April 9, 1934

By-Law 14603 – To open and establish a public lane in the block bounded by Herbert and Nairn east of Eaton Street

June 18, 1934

By-Law 14633 – To accept the transfer of 444 Nairn Avenue from Mabel Hunt to settle her tax arrears

January 27, 1936

By-Law 14811 – To assess the cost of opening a lane in the block bounded by Riverton, Talbot, Grey and Wolfe (Gateway)

April 20, 1937

By-Law 14922 – To close a portion of Stadacona Street and convey the portion to Imperial Oil Limited

November 25, 1938

By-Law 15096 – To ratify an agreement with the Town of Transcona for Transcona to connect its sewer with the City of Winnipeg sewer at Wolfe (Gateway) at Nairn by building a sewer at its expense from Birds Hill Road (Panet) and Nairn

June 26, 1939

By-Law 15176 – To prohibit the sale of coal, coke and wood at the public market located at the intersection of Riverton and Stadacona

January 22, 1940

By-Law 15226 – To require all vehicles loaded with hay or cordwood traveling through Elmwood to use Redwood Bridge, Hespler and Kelvin Street (Henderson Highway) north of Hespler

August 19, 1940

By-Law 15286 – No train shall be allowed to blow its whistle except to avoid accidents on any street except for Nairn Avenue and C.P.R. (Lac du Bonnet) line, Nairn Avenue and C.P.R. Mainline, Talbot Avenue and the C.P.R. (Lac du Bonnet) line, Talbot Avenue and the C.P.R. Mainline, Union Avenue and the C.P.R. Mainline and the C.P.R. (Lac du Bonnet) line.

November 10, 1941

By-Law 15347 – To restrict parking on the east side of Glenwood Crescent from a point 50 feet north of Noble Avenue to a point 60 feet further north and to restrict parking on Glenwood Crescent from a point 100 feet north of Carmen Avenue to a point 70 feet further north  
To permit diagonal parking on Nairn Avenue between Stadacona to Allan

September 2, 1941

By-Law 15375 – To open up and establish a public lane in the block bounded by Harbison, Martin, Brazier and Kelvin (Henderson Highway)

September 15, 1941

By-Law 15379 – To change the name of Orleans Avenue to Roland Street

December 22, 1941

By-Law 15382 – To authorize the sale of Hydro surplus land on the north side of Midwinter between Brazier and Kelvin (Henderson Highway) to John William Budge Bremner for \$100

August 4, 1942

By-Law 15476 – To open a public lane in the block bounded by Newton (William Newton), Nairn, Roland and Montcalm (Watt)

November 23, 1942

By-Law 15511 – To extend Chalmers Avenue north of King Edward Park

January 4, 1943

By-Law 15525 – To exempt Anna Gibson School located at Talbot Avenue and Kelvin Street (Henderson Highway) from certain realty taxes as it is being used by the Royal Canadian Air Force for the teaching of certain academic subjects.

May 10, 1943

By-Law 15562 – To open a public lane in the block bounded by Nairn, Desalaberry and Montcalm (Watt)

September 13, 1943

By-Law 15613 – To extend Beach Avenue to Kent Street

December 20, 1943

By-Law 15633 – To close up a portion of Roland Street from Montcalm (Watt) to the north line of St Boniface Parish Lot 71 and to lease the property to the North American Lumber and Supply Company Limited

April 28, 1944

By-Law 15733 – To place the control of boulevarding and tree planting of both sides of Martin Avenue from Kelvin (Henderson Highway) to Brazier and both sides of Poplar Avenue from Kelvin (Henderson Highway) to Brazier under the Public Parks Board

December 18, 1944

By-Law 15778 – To place the vacant land on the south side of Midwinter Avenue (Ernie O'Dowda Park) under the control of the Public Parks Board for a public park

December 18, 1944

By-Law 15780 – To open a public lane in the block bounded by Poplar and Gordon east of Brazier Street

August 13, 1945

By-Law 15877 – To divert the lane in the block bounded by Harbison, Martin, Grey and Wolfe (Gateway)

December 17, 1945

By-Law 15918 – To divert the lane in the block bounded by Riverton, Talbot, Roland and Montcalm (Watt) by closing a portion and opening certain turning lanes and transferring the property to the Winnipeg School Division.

January 28, 1946

By-Law 15930 – To widen Midwinter Avenue and close a portion of and divert the lane south of Midwinter and east of Kelvin (Henderson Highway)

June 17, 1946

By-Law 16014 – To divert the lane in the block bounded by Martin, Union, Grey and Wolfe (Gateway) and to dispose of the portion no longer required

July 2, 1946

By-Law 16024 – To establish as one way streets

Glenwood Crescent between Harbison and Hespler in a southerly direction

Harbison Avenue between Kelvin (Henderson Highway) and Glenwood Crescent in a westerly direction

The lane east of and parallel with Glenwood Crescent between Hespler and Hart in a southerly direction

All truck traffic from Kelvin (Henderson Highway) to Redwood Bridge are prohibited from using the streets west of Kelvin between Riverton and Elmwood Park. All traffic must use Hespler Avenue and Kelvin Street only

No parking on the west side of Glenwood Crescent between Hespler Avenue and Harbison Avenue and no parking on the east side of Glenwood Crescent between a point 100 feet north of Carmen Avenue to a point 60 feet further north

August 26, 1946

By-Law 16043 – To widen the lane from 12 feet to 16 feet in the block bounded by Manhattan, Beach, the C.P.R. Tracks and Foster

September 23, 1946

By-Law 16060 – To close a portion of Harbison Avenue near the C.P.R. Mainline and dispose of the closed portion

November 4, 1946

By-Law 16084 – To provide for the partial exemption of taxes for the Elmwood Branch of the Young Mens Christian Association at 229 Martin Avenue

June 16, 1947

By-Law 16185 – To widen Grey Street

October 6, 1947

By-Law 16236 – To extend Montcalm Street (Watt Street) from Thames Avenue to Chalmers Avenue

October 20, 1947

By-Law 16254 – To establish public playgrounds and place under the supervision of the Public Parks Board

Land on the north side of Hespler between Beatrice Street and Glenwood Crescent

Land on the south side of Hespler between Beatrice Street and Glenwood Crescent

The north-east corner of Brazier Street and Riverton Avenue

The south side of Union Avenue 50 feet west of Watt Street

The south-east corner of Montcalm (Watt) and Nairn Avenue

Triangle of land between the Railways north of Chalmers Avenue (Elmwood High School property)

Triangle of land between the Railways south of Chalmers Avenue (Chalmers Community Centre property)

November 3, 1947

By-Law 16255 – To widen the lane in the block bounded by Beach, Talbot, Kent and Keenleyside from 12 feet to 16 feet and extend the lane to Kent

November 17, 1947

By-Law 16263 – To place the boulevarding on the east side of Grey Street from Chalmers Avenue to Union Avenue under the control of the Public Parks Board

November 17, 1947

By-Law 16264 – To place the boulevarding and tree planting on the west side of Grey Street from Chalmers to Union and both sides of Grey Street from Union to Martin under the control of the Public Parks Board

January 26, 1948

By-Law 16289 – To make the speed limit on Redwood Bridge 15 mph

February 9, 1948

By-Law 16294 – To widen Cameron Street between Beach Avenue and Talbot Avenue

February 9, 1948

By-Law 16295 – To prohibit buildings built on Beach Avenue to be closer than 18 ½ feet from the southerly street line of Beach Avenue

June 14, 1948

By-Law 16374 – To close a portion of the lane between Poplar Avenue, McIntosh Avenue east of Brazier Street and dispose of the property

June 14, 1948

By-Law 16381 – To prohibit parking on the south side of Harbison Avenue between Kelvin Street (Henderson Highway) and Watt Street and to prohibit parking on the south side of Martin Avenue between Kelvin and Watt

August 23, 1948

By-Law 16402 – To widen the lane from 12 feet to 16 feet in the block bounded by Manhattan, Beach, Kent and the C.P.R. Railway

April 4, 1949

By-Law 16493 – To set polling locations

Poll 55 – Glenelm School on Carmen Avenue

Poll 56 – Lord Selkirk School on Brazier Street between McIntosh and Poplar

Poll 57 – Elmwood School on Riverton near Roland (Elmwood Road)

Poll 58 – George 5<sup>th</sup> School on Grey Street at Chalmers Avenue

Poll 59 – Sir Sam Steele School on Green Street (Chester Street) between Nairn and McCalman

September 6, 1949

By-Law 16545 – To close a portion of Chalmers Avenue and close a portion of the public lanes adjacent to Chalmers and open a new outlet and transfer the closed portions to the Winnipeg School Division for George 5<sup>th</sup> School. To open a new public street to connect Chalmers and Union with the new street to be known as Chalmers Avenue East.

November 28, 1949

By-Law 16575 – To extend the lane in the block bounded by Talbot, Herbert, Keenleyside and Kent

March 6, 1950

By-Law 16611 – To close certain lanes between Union and Sandhurst east of Grey Street

November 27, 1950

By-Law 16734 – To place the boulevarding and tree planting on both sides of Montcalm Street (Watt Street) from Talbot to Tweed under the control of the Public Parks Board

November 27, 1950

By-Law 16735 – To place the boulevarding of both sides of Johnson Avenue from Grey to Wolfe (Gateway) under the control of the Public Parks Board

December 27, 1950

By-Law 16736 – To extend Keenleyside St to the first lane of Beach Avenue and to widen the lane from 12 feet to 16 feet and extend it

December 11, 1950

By-Law 16738 – To place the boulevarding of both sides of Talbot Avenue from the line of Riverton Avenue to the west end of Talbot Avenue under the control of the Public Parks Board

December 11, 1950

By-Law 16739 – To place the boulevarding and tree planting on both sides of Kent Street from Talbot to Beach under the control of the Public Parks Board

December 11, 1950

By-Law 16742 – To prohibit the parking on the east side of Kelvin Street (Henderson Highway) between Hespler and McIntosh and on the west side of Kent between Talbot and the first lane north of Talbot

December 27, 1950

By-Law 16745 – To widen Beach Avenue between Cameron Street and Kent Street

March 5, 1951

By-Law 16781 – To place the boulevarding and planting of trees on both sides of Newton Ave (William Newton) from Montcalm (Watt) to Roland (Elmwood Road)

June 25, 1951

By-Law 16826 – To remove from the Public Parks Board, control of the property on the south side of Hespler Avenue between Beatrice Street and Glenwood Crescent and put up the property for sale

October 15, 1951

By-Law 16857 – To widen Green Street (Chester) between Talbot and Herbert and divert the lane in the block bounded by Talbot, Herbert, Green (Chester) and Cameron

October 29, 1951

By-Law 16861 – To extend Silvia Street from the first lane south of Hespler Avenue to Hespler Avenue

November 26, 1951

By-Law 16876 – To place the boulevarding and tree planting on both sides of Beach from Kent to Green (Chester) under the control of the Public Parks Board

December 24, 1951

By-Law 16885 – To place the property on the west side of Foster Street between Talbot Avenue and Herbert Avenue under the control of the Public Parks Board and reserve the property for the Elmwood Athletic Association

February 18, 1952

By-Law 16905 – To close for public parks

Union Avenue from the C.P.R. Right of way to Sandhurst Avenue

Kent Street north of the north side of Sandhurst and south of the south side of Union

Sandhurst between a point 160 feet east of Kent and a point 477 feet east of Kent

Manhattan between Kent and the extension northerly of the western limit of Keenleyside

The public lane between the C.P.R. Right of Way and Sandhurst

The First lane from Union to Sandhurst east of the C.P.R. Right of Way

All public lanes between the portion of Sandhurst to Manhattan

April 28, 1952

By-Law 16949 – To widen the lane in the block bounded by Union, Chalmers, Brazier and Kelvin (Henderson Highway)

July 7, 1952

By-Law 16966 – To widen Beach Avenue and Stapleton Street and to extend the lane and close certain lane outlets in the block bounded by Beach, Talbot, Stapleton and Keenleyside

June 23, 1952

By-Law 16967 – To widen a portion of Nairn Avenue between Dawson Street (Stapleton Street) and Birds Hill Road (Panet Road)

September 2, 1952

By-Law 16992 – To place the boulevarding and tree planting of Brazier from Talbot to the lane north of Harbison under the control of the Public Parks Board

October 27, 1952

By-Law 17001 – To place the boulevarding and tree planting of both sides of Beach Avenue from Kent Road to Keenleyside Road under the control of the Public Parks Board

January 19, 1953

By-Law 17018 – To widen the lane bounded by Talbot, Herbert, Figaro and Green (Chester)

February 2, 1953

By-Law 17032 – To widen the lane bounded by Martin, Union, Roch and Brazier

December 22, 1952

By-Law 17034 – To place the boulevarding of both sides of Allan Street from Newton (William Newton) to Talbot under the control of the Public Parks Board

January 19, 1953

By-Law 17037 – To open a public lane in the area from the east end of Castle Avenue extending to Foster Street

March 16, 1953

By-Law 17095 – To place the boulevarding and tree planting of both side Desalaberry Avenue from Montcalm (Watt) to Nairn under the control of the Public Parks Board

March 16, 1953

By-Law 17097 – To repeal By-Law 17032

May 25, 1953

By-Law 17122 – To widen and extend the lane in the block bounded by Chalmers Avenue East, Manhattan, Kent Road and the C.P.R. (Molson Branch) Right of Way

August 17, 1953

By-Law 17160 – To place the boulevarding of both sides of Martin Avenue from Grey to Green (Chester) and both sides of Martin from Green (Chester) to the C.P.R. (Molson) Right of Way under the control of the Public Parks Board

October 13, 1953

By-Law 17184 – To close the first lane east of Stadacona between the Red River and Nairn and put up the property for sale

December 21, 1953

By-Law 17186 – To open a lane bounded by Herbert, Nairn, Berlin and Wolfe (Gateway)

March 15, 1954

By-Law 17219 – To close a portion of the lane between Beach, Talbot Avenue, Birds Hill Road and Keenleyside and to open a public street (Clyde Road) between Beach, Talbot, Birds Hill Road (Panet Road) and Keenleyside

July 19, 1954

By-Law 17284 – To close a portion of McCalman Avenue and portions of the lanes bounded by Talbot, Nairn, Birds Hill Road (Panet) and Keenleyside Street. To extend Dawson Street between Talbot Avenue and Nairn Avenue and change the name of Dawson Street to Stapleton Avenue

July 5, 1954

By-Law 17292 – To place the boulevarding of Manhattan Avenue from Green Street (Chester) to Grey Street under the control of the Public Parks Board

August 3, 1954

By-Law 17300 – To place the boulevarding of both sides of Dearborn Avenue from Kelvin Street (Henderson Highway) under the control of the Public Parks Board

November 8, 1954

By-Law 17348 – To establish a playground on the north side of Beach Avenue between Kent Street and Keenleyside and place it under the control of the Public Parks Board

March 14, 1955

By-Law 17360 – To close a portion of Union Avenue and convey the property to the Winnipeg School Division

January 31, 1955

By-Law 17371 – To close portions of Herbert Avenue and McCalman Avenue and the public lanes in the block bounded by Talbot, Herbert, Keenleyside and Kent Road. To rename Herbert Avenue east of Keenleyside Street McCalman Avenue

March 28, 1955

By-Law 17377 – To widen the lane in the block bounded by Martin, Union, Watt and Roch

February 28, 1955

By-Law 17417 – To prohibit parking on the north side of Hespler between Kelvin Street (Henderson Highway) and Glenwood Crescent between 7 AM and 9 AM and the south side of Hespler between 4 PM and 6 PM. To prohibit parking on the west side of Kelvin Street between the north city limits and Hespler between 7 AM and 9 AM and to prohibit parking in the east side of Kelvin Street between Hespler and the north city limits between 4 PM and 6 PM



April 11, 1955

By-Law 17433 – To widen the intersection of Hespler and Kelvin (Henderson Highway) at the north-west corner of the intersection

June 6, 1955

By-Law 17462 – To place the boulevarding and tree planting of both sides of Beach Avenue from Keenleyside to Stapleton under the control of the Parks Board

June 20, 1955

By-Law 17471 – To remove the 11.5 acres triangle of land north of Chalmers and between the C.P.R. Tracks from the Winnipeg Parks and Recreation Board and offer it for sale.

August 2, 1955

By-Law 17486 – To extend Grey Street southward from the south limits of Nairn Avenue a distance of 313 feet and open a public street west of Foster Street between Nairn and McCutcheon Avenue to be named Cole Avenue

By-Law 17512 – To create a debt of \$4,900,000 to provide for the city share in constructing a bridge over the Red River in the vicinity of Kelvin Street and Disraeli Street including an overpass over the C.P.R. Mainline

September 6, 1955

By-Law 17513 – To submit By-Law 17512 to the voters

For 20,423

Against 15,108

Not passed as 60% or 21,319 needed for approval

November 7, 1955

By-Law 17531 – To widen the first public lane east of Wolfe (Gateway) between Union and Chalmers

October 24, 1955

By-Law 17542 – To widen a portion of a public lane and open a new lane in the block bounded by Beach, Talbot, Cameron and Foster

December 5, 1955

By-Law 17563 – To extend Stapleton Street from Beach Avenue to Manhattan Avenue and to widen and extend the public lane bounded by Manhattan, Beach and Keenleyside

March 26, 1955

By-Law 17593 – To close 30.35 feet of the public lane in the block bounded by Poplar, McIntosh, Kelvin (Henderson Highway) and the lane east of Kelvin Street

February 13, 1956

By-Law 17595 – To place the boulevarding and tree planting of both sides of Riverton from Stadacona to Roland (Elmwood Road), both sides of Talbot from Kelvin (Henderson Highway) to Riverton and both sides of Dearborn from Brazier to Lacey Street under the control of the Winnipeg Parks and Recreational Board

March 26, 1956

By-Law 17627 – To approve truck routes

Hespler Avenue from Kelvin (Henderson Highway) to the Redwood Bridge

Talbot Avenue from Kelvin (Henderson Highway) to Montcalm Street (Watt Street)

Kelvin Street (Henderson Highway) from Talbot Avenue to the north city limits

Levis Street from Talbot Avenue to Stadacona Street

Stadacona Street from the Louise Bridge to Watt Street

Watt Street from Stadacona to the north city limits

Nairn Avenue from Stadacona to Birds Hill Road (Panet Road)

Montcalm Street (Watt Street) to the south city limits

Birds Hill Road (Panet Road) from the north city limits to the south city limits

May 7, 1956

By-Law 17655 – To widen the public lane into the block bounded by Talbot, Herbert, Cameron and Foster

June 4, 1956

By-Law 17670 – To place the boulevarding and tree planting of both sides of Chalmers Avenue East from Kent Road to the C.P.R. (Molson Branch) Right of Way under the control of the Winnipeg Parks and Recreational Board

By-Law 17696 – To create a debt of \$4,900,000 to provide for the city share of constructing a bridge over the Red River in the vicinity of Kelvin Street (Henderson Highway) and Disraeli Street including an overpass over the C.P.R. Mainline

For 22,810

Against 20,818

Failed to pass as 60% or 26,177 votes required but Council approves it with the support of the provincial government

August 13, 1956

By-Law 17697 – To submit 17696 to the voters

February 25, 1957

By-Law – 17806 – To place the boulevarding and tree planting of both sides of Manhattan from Kent to Grey and both sides of McCalman including McCalman Bay from Keenleyside to Talbot under the control of the Winnipeg Parks and Recreational Board

April 8, 1957 – To place the boulevarding and tree planting on the north side of Midwinter from Levis to Kelvin (Henderson Highway) under the control of the Winnipeg Parks and Recreational Board

May 2, 1957

By-Law 17847 – To set the polling locations

Poll 73 – Glenelm School on Carmen Avenue

Poll 74 – Lord Selkirk School on Brazier between McIntosh and Poplar

Poll 75 – River Elm School on Riverton on Roland (Elmwood Road)

Poll 76 – George V School on Grey Street at Chalmers Avenue

Poll 77 – Kent Road School on Kent Road opposite Manhattan

May 21, 1957

By-Law – 17850 – To widen the public lane in the blocks bounded by Johnson, Windsor, Grey and Wolfe (Gateway)

July 2, 1957

By-Law 17855 – To place the boulevarding and tree planting of both sides of Harbison from Green (Chester) to a point 856 east under the Winnipeg Parks and Recreational Board

July 2, 1957

By-Law 17868 – To open a public lane to the east and adjoining the C.P.R. (Molson) Right of Way between Chalmers and Manhattan

July 15, 1957

By-Law 17873 – To widen Raleigh on the west side between Chalmers and Union and to close a portion of Union Avenue west of Raleigh and to dispose of the property

March 10, 1958

By-Law 17934 – To widen the public lane in the block bounded by Harbison, Martin, Watt and Roch

January 13, 1958

By-Law 17956 – To place the boulevarding of Herbert from Eaton to Grey under the control of the Winnipeg Parks and Recreational Board

May 5, 1958

By-Law 18009 – To open and extend the public lane in the block bounded by Beach, Talbot, Kent and Cameron

May 5, 1958

By-Law 18014 – To open a public street to the west and adjoining the C.P.R. (Molson) Right of Way between Harbison and the lane lying to the north of Harbison

May 20, 1958

By-Law 18022 – To change the name of Green Street to Wallace Street (Chester Street)

June 16, 1958

By-Law 18030 – To close a portion of Clyde Street and the public lanes lying to the north and south of Clyde

June 16, 1958

By-Law 18031 – To close a portion of Stapleton Street between Kent and Manhattan

July 14, 1958

By-Law 18052 – To prohibit the blowing of train whistles at the C.P.R. Keewatin Subdivision on Nairn Avenue and Talbot Avenue and on the C.P.R. (Lac du Bonnet) Subdivision on Talbot Avenue

November 3, 1958

By-Law 18088 – To create a debt of \$2,500,000 to pay the city share of constructing an expressway from the Disraeli Bridge under construction across the Red River in the vicinity of Kelvin Street (Henderson Highway) including an overpass over Sutherland and the C.P.R. Mainline. (By-Law approved)

For 27,693

Against 10,581

September 8, 1958

By-Law 18089 – To submit By-Law 18088 to the voters

November 3, 1958

By-Law 18105 – To change the name of Chalmers Avenue East to Elmwood Street (Molson Street)

November 17, 1958

By-Law 18112 – To establish a crosswalk on Talbot Avenue 270 feet west of Roland (Elmwood Road)

December 1, 1958

By-Law 18126 – To place the boulevarding and tree planting on the West side of Stapleton from Talbot to McCalman

West side of Stapleton from the first lane north of Nairn to Nairn

Both sides of Keenleyside from McCalman to the first lane north of Nairn

East side of Keenleyside from Talbot to McCalman

Both sides of Keenleyside from the first lane north of Nairn to Nairn

Both sides of Roch from the first lane north of Harbison to Poplar under the control of the Winnipeg Parks and Recreational Board

December 15, 1958

By-Law 18130 – To extend the public lane in the block bounded by Harbison, Martin, the C.P.R. Right of Way and Watt

December 1, 1958

By-Law 18131 – To widen the portion of the public lane bounded by Beach, Talbot, Cameron and Foster

December 1, 1958

By-Law 18133 – To extend the public lane in the block bounded by Hespler, the Elmwood Cemetery, Kelvin (Henderson Highway) and Beatrice

March 9, 1959

By-Law 18195 – To change the name of streets

Elmwood Street to Molson Street

Montcalm Street to Archibald Street (Watt Street)

Wallace Street to London Street (Chester Street)

Wolfe Street to Gateway Road

Clyde Street to Clyde Road

April 20, 1959

By-Law 18219 – To provide for the partial exemption from taxation for Mennonite Brethren Collegiate Institute

May 19, 1959

By-Law 18277 – To place the boulevarding and tree planting of the West side of Allan from Tweed to Thames under the control of the Winnipeg Parks and Recreational Board

July 27, 1959

By-Law 18251 – To place the boulevarding and tree planting on the West side of Cameron from Talbot to Herbert

Both sides of Talbot from Keenleyside to Stapleton

West side of Archibald (Watt) from Nairn to Roland (Elmwood Road)

East side of Kent Road from Talbot to Nairn

West side of Kent Road from Talbot to Herbert

West side of Keenleyside from Talbot to Beach under the control of the Winnipeg Parks and Recreational Board

November 16, 1959

By-Law 18273 – To open a public lane in the block bounded by Talbot, Herbert, Cameron and Foster

November 30, 1959

By-Law 18306 – To widen the south-west corner of Nairn Avenue and Birds Hill Road (Panet Road)

February 8, 1960

By-Law 18344 – No parking on Brazier between Talbot and Midwinter, a portion of Kelvin (Henderson Highway) immediately to the east of the northerly approaches to the Disraeli Bridge, the roadway of the underpass connecting Midwinter and Riverton and 340 feet west of the northerly approaches to the Disraeli Bridge.

May 2, 1960

By-Law 18393 – To widen the public lane in the block bounded by Windsor, Castle, Grey and Gateway

May 2, 1960

By-Law 18394 – To widen the public lane bounded by Martin, Union, Roch and Brazier

June 13, 1960

By-Law 18418 – To widen Archibald (Watt) at Roland

August 8, 1960

By-Law 18442 – To close a portion of Castle lying to the east of Grey Street

August 22, 1960

By-Law 18446 – To place the boulevarding and tree planting of the East side of Cameron from Talbot to Cameron  
West side of Allan from Tweed to Talbot  
Both sides of Beach from London to the C.P.R. Railway  
Both sides of Herbert from Kent to McCalman under the control of the Winnipeg Parks and Recreational Board

November 15, 1960

By-Law 18453 – To widen the public lane in the block bounded by Harbison, Martin, Brazier and Roch

October 31, 1960

By-Law 18459 – To close the first north-south public lane east of Foster in the block bounded by Talbot, Herbert, Cameron and Foster

January 9, 1961

By-Law 18501 – To divert the lane in the block bounded by Tweed, Riverton, Allan and Stadacona

January 23, 1961

By-Law 18508 – To provide for the partial exemption from taxation for Mennonite Brethren Collegiate

April 3, 1961

By-Law 18566 – To close a portion of Nairn Avenue at the southwest corner of its intersection with Birds Hill Road (Panet Road)

July 24, 1961

By-Law 18596 – To close the Beach Avenue crossing of the C.P.R. (Molson) Right of Way and to widen and extend the public lane along the north-west side of the railway right of way between Beach and Manhattan

July 10, 1961

By-Law 18597 – To place the boulevarding and tree planting on the east side of Grey from Talbot to the lane north of McCalman and on the west side of Grey from Herbert to Nairn under the control of the Winnipeg Parks and Recreational Board

August 8, 1961

By-Law 18604 – To widen the lane in the block bounded by Beach, Talbot, Clyde and Stapleton

November 26, 1962

By-Law 18703 – To place the boulevarding and tree planting on  
Both sides of Brazier from Talbot to Midwinter  
Both sides of Magnolia Street from Talbot to Herbert  
South side of Manhattan from Keenleyside to Stapleton  
East side of Stapleton from Manhattan to Beach under the control of the Winnipeg Parks and Recreational Board

May 27, 1963

By-Law 18780 – To widen the public lane in the block bounded by Talbot, Herbert, Grey and Eaton

April 15, 1963

By-Law 18843 – To place the boulevarding and tree planting on the

South side of Tweed from Stadacona to Allan

South side of Beach from Cameron to the C.P.R. Right of Way

North side of London (Chester) to the C.P.R. Right of Way under the control of the City of Winnipeg Parks and Recreation Board

July 8, 1963

By-Law 18844 – To open a public lane in the block bounded by Chalmers, Johnson, Levis and the first lane west of Levis

June 24, 1963

By-Law 18859 – To place the boulevarding and tree planting on the

West side of Grey from Windsor to Chalmers

East side of Grey from Manhattan to Sandhurst under the control of the City of Winnipeg Parks and Recreation Board

September 30, 1963

By-Law 18894 – To widen the lane in the block bounded by Harbison, Martin, Kelvin (Henderson Highway) and Glenwood Crescent

March 29, 1965

By-Law 19154 – Location of traffic lights where “U” Turns are prohibited

Chalmers and Gateway

Chalmers and Grey

Chalmers and Watt

Johnson and Brazier

Kent and Talbot

Talbot and Grey

Talbot and Watt

Streets where truck traffic is permitted

Brazier from Talbot to Midwinter

Gateway from Nairn to the north city limits

Johnson from Henderson Highway to Levis

Levis from Poplar to Watt

Poplar from Levis to Stadacona

Stadacona from Talbot to Poplar

Henderson Highway

Hespler from Henderson Highway to the Redwood Bridge

August 3, 1965

By-Law 19173 – To close London Street (Chester) between Nairn and Tees

January 17, 1966

By-Law 19224 – To widen a portion of the public lane in the block bounded by Talbot, Newton (William Newton), Elmwood Road and Watt Street

January 31, 1966

By-Law 19225 – To widen the public lane in the block bounded by Chalmers, Johnson, Levis and Roch

May 9, 1966

By-Law 19317 – To repeal By-Law 19173 which closed London Street (Chester) between Nairn and Tees

October 23, 1967

By-Law 19484 – To change the name of streets

London Street to Chester Street

Harbison Avenue in Plan 1131 to Harbison Avenue East

Martin Avenue in Plan 1131 to Martin Avenue West

Union Avenue in Plans 884 and 1131 to Union Avenue East

Union Avenue in Plans 847,883 and 1856 to Union Avenue West

Johnson Avenue in Plan 734 to Johnson Avenue West

Johnson Avenue in Plan 863 to Johnson Avenue East

December 20, 1971

By-Law 19870 – To close portions of Gateway Road and Herbert Avenue