

# City of Winnipeg Minutes Relating to Elmwood 1905-1971

June 12, 1905 – A deputation of residents from Kildonan Ward One (Elmwood) ask City Council ask for their area to be incorporated within the City of Winnipeg. Council appoints a special committee to confer with the deputation on terms of admission to Winnipeg.

November 13, 1905 – The special committee of council appointed to consider the application of Ward One Kildonan (Elmwood) for union gives terms of union.

1. That Ward 1, Kildonan, became a Ward of the City of Winnipeg with the same representation and privileges enjoyed by other Wards
2. The City to construct a temporary Fire Hall and Police Station and furnish same with Chemical Engine, also to extend the Electric Street Lighting
3. The City to extend the Scavenging System
4. The City to construct a bridge suitable for Street Car service between the City and Elmwood, such bridge to be constructed within two years
5. The City to adopt the present rate of assessment until the assessment of 1907
6. The City to assume the present debt estimated at \$18,500

The committee recommends that the Legislative Committee be instructed to procure Legislation providing for the union of Elmwood with the City on the terms above referred to and such legislation as may be necessary.

February 5, 1906 – The Legislative Committee is instructed to oppose the passing of an Act to amend “The Cemeteries Incorporation Act” which has the effect is if passed, of freeing Elmwood Cemetery from any taxation.

February 9, 1906 – Elmwood becomes part of the City of Winnipeg on February 9, 1906 when the Act of the Legislature of Manitoba annexing Elmwood to the City of Winnipeg is assented to. Peter McCalman and William Newton become the first aldermen for Ward 7 (Elmwood).

March 5, 1906 – Council requests the Police Commissioners to instruct the Chief of Police to at once enforce the by-law prohibiting furious driving on the streets and over the overhead bridge, and including Louise Bridge

May 14, 1906 – A 4 foot eight inch plank sidewalk to be built on the west side of Birds Hill Road (Henderson Highway from north side of Elmwood Cemetery to Stewart Avenue (Hart) at a cost of \$160  
A 4 foot eight inch plank sidewalk to be built on the north side of Chalmers from Birds Hill Road (Henderson Highway to C. P. R. tracks at a cost of \$1,260

May 28, 1906 – Council asks that the Post Office be requested to extend General Mail Delivery to Ward 7 (Elmwood)

The Winnipeg Electric Company is granted permission to attach wires to Louise Bridge for the purpose of supplying power to Ward 7 (Elmwood).

Mighton Avenue is to be connected to Birds Hill Road (Henderson Highway) at a cost \$40

To connect with lane north of McIntosh Place and Birds Hill Road (Henderson Highway at a cost of \$30

June 11, 1906 – A 4 foot inch plank sidewalk on both sides of Riverton from Birds Hill Road (Henderson Highway) to Elmwood Avenue (Talbot) at a cost of \$770

The tender of John Saul for the erection of a fire hall in Ward 7 be accepted at a cost of \$16,220 be accepted.

The Bridge Committee recommends that the North End Bridge be built at the foot of Redwood Avenue but should there be any engineering or other difficulties at this point the bridge should be built at the foot of Alfred Avenue.

June 25, 1906 – A crossing be built over Birds Hill Road from Regent Street to connect with Elmwood Avenue at a cost of \$60.00

Assessment of Ward 7 for 1906

School Population – 735

Number of Households – 2,685

Real Property Value - \$645,040

Personal Capitalized Rental Value - \$33,625

Total Assessable Value - \$678,665

Exemptions - \$14,470

July 9, 1906 – A 5 foot 4 inch plank sidewalk to be built on the north side of Jackson Avenue (Johnson Avenue) from Birds Hill Road (Henderson Highway) to old C. P. R. tracks at a cost of \$1,296

A 4 foot 8 inch plank sidewalk to be built on the north side of Dearborn from Birds Hill Road (Henderson Highway) to Robert Street at a cost of \$348

August 6, 1906 – The City of Winnipeg Pound is now to extend to Elmwood.

Alexandra Street changed to McCalman Street

August 21, 1906 – Land is bought for \$5,200 on St Boniface Parish Lot 67 for a market side for Elmwood

Mighton Avenue to be graded from Birds Hill Road (Henderson Highway) to the end of the street at a cost of \$60.00

A crossing is to be built over Birds Hill Road (Henderson Highway) on the south side of Riverton at a cost of \$60.00

September 4, 1906 – A well is to be sunk at the corner of Roch and Union at a cost of \$350.00

October 15, 1906 – A 4 foot 8 inch plank sidewalk is to be built on the north side of Regent (Talbot) Street from Birds Hill Road (Henderson Highway) to Levis Street at a cost of \$930

Cobourg Avenue to be graded across the swamp for a distance of 300 feet at a cost \$50

Carmen Avenue to be graded for a distance of 100 feet at a cost of \$15

November 12, 1906 – A sewer is to be built on Jasper Street (Riverton) from Stadacona Street to the east end of the street at a cost of \$10,150

A sewer on Montcalm Avenue (Watt) from Jasper (Riverton) to Poplar Avenue at a cost of \$5,220

November 26, 1906 – Lanes to be open at Johnson, Chalmers, Levis and Birds Hill Road (Henderson Highway)

December 12, 1906

Montcalm Street (Watt) is to be extended

December 27, 1906 – Brazier Street to be opened by purchasing property at a total cost of \$10,455  
Roch Street to be opened up by purchasing property at a total cost of \$5,275  
Watt Street to be opened up by purchasing property at a total cost of \$4,445  
Levis Street to be opened up by purchasing property at a total cost of \$2,000

January 10, 1907 – To build a sewer on Jasper (Riverton) from Stadacona to Railway Street (Elmwood Road) at a cost of \$1,903 and a sewer on Jasper from Montcalm (Watt) to Poplar at a cost of \$5,656

April 1, 1907 – Houses sold for road extension, Lot 104-105 Dearborn to Max Steinkopf for \$307.50, Lot 66 McIntosh Avenue to Edward Kirby for \$100, Lot 41 at the corner of Roch and Union, Lot 4 Tweed, Lot 41 Johnson and Lot 65 Newton (William Newton) all to Angus McKay for \$1,100. To build a plank sidewalk on the south side of Jasper (Riverton) to Gray for \$590, build a plank sidewalk on the east side of Montcalm (Watt) from Team Street to Nairn for \$692 and a plank sidewalk on the west side of Eaton from Herbert to Nairn for \$200

April 15, 1907 – To build a plank sidewalk on the east side of Roch from Johnson to Harbison for \$518 and a plank sidewalk on the south side of McIntosh from Birds Hill Road (Henderson Highway) to the end of the road for \$630

April 29, 1907 – Allan Street is opened and the offer of Angus McKay to sell a portion of Lot 42 Johnson Avenue at Roch Street for \$20.00 per foot for the Roch Street extension is accepted. The City Engineer is instructed to get estimates for the widening of the Louise Bridge to allow two way wagon traffic. Arrangements are made to construct a new well in Ward Seven (Elmwood)

May 13, 1907 – Plank sidewalks are to be built

North side of Hespler Avenue from Birds Hill Road (Henderson Highway) to Centre Street (Beatrice) at a cost of \$598

West side of Brazier from Dearborn to McIntosh at a cost of \$255

West side of McPhail from Dearborn to Gordon at a cost of \$194

North side of Herbert from Railway to Gray for \$590

North side of Talbot from Stadacona to Roland (Elmwood Road) for \$1,150

North side of Mighton from Birds Hill (Henderson Highway) to Brazier for \$398

West side of Allan from Nairn to Talbot for \$316

To build a sewer on Birds Hill Road (Henderson Highway) from Stewart (Hart) to Gurney (Riverton) and on Montcalm (Watt) from Thames to the end of Montcalm (Watt) at a cost of \$35,598

May 27, 1907 – Build a plank sidewalk on the south side of Newton (William Newton) from a point 141 feet west of Montcalm (Watt) to Allan for \$250. Grade Thames from Montcalm (Watt) west to the lane at the west end of the street for \$65.00. To grade Chalmers from a point 335 east of Roch to Watt for \$75.00. To grade Union from Birds Hill Road (Henderson Highway) to Watt for \$336 and to grade Gordon from 600 feet of Levis to Levis for \$70

June 10, 1907 – To open a lane through the block bounded by Nairn, Newton, Allan and Montcalm (Watt) and re-plank the Louise Bridge at a cost of \$1,100

June 24, 1907 – To allow the Winnipeg Electric Street Railway Company to build a double streetcar track from the end of the present tracks on Vaudreuil (Midwinter) to the Louise Bridge and loop at that point on Vaudreuil (Midwinter) to Stadacona

July 8, 1907 – To widen Hespler from Birds Hill Road (Henderson Highway) to Centre (Beatrice) and widen the lane in the block bounded by Nairn, Newton (William Newton), Allan and Montcalm

July 22, 1907 – Reality Assessment for Ward Seven (Elmwood)

School Population – 900

Households – 3499

Assessed value of land - \$1,917,680

Assessed value of property - \$430,300

Total Assessed real property - \$2,347,980

Exemptions - \$131,050

September 3, 1907 – To build a plank sidewalk on the east side of Brazier from Gordon to McIntosh for \$88

September 16, 1907 – To build a sewer on Renton Street (Talbot) from Birds Hill Road (Henderson Highway) to Levis for \$34,420 and to sink a well in the vicinity of Elmwood Avenue (Talbot) west of (Henderson Highway) and Riverton for \$300

September 30, 1907 – To build a plank sidewalk on the south side of Jasper (Riverton) from Montcalm (Watt) to Railway Street for \$386. To build a plank sidewalk on the east side of Roch from Johnson to Poplar with a crossing over the sidewalk on Poplar to connect to Roch for \$156. To construct a crossing over the west ditch on Birds Hill Road (Henderson Highway) to connect with Blanch Street and on the east side to the street railway track for \$75.00. To grade Poplar Avenue from a point 850 feet west of Levis and the C.P.R. Tracks for \$95.00 and to grade Allan Street from Nairn to Talbot for \$41. To construct a 24 foot wide cedar block pavement on Stadacona from the north side of Nairn to the end of Stadacona at the C.P.R. Tracks at a cost of \$8,566

October 30, 1907 – The cost of building the superstructure on the Redwood Bridge is raised from \$88,000 to \$103,815 due to changes in the design

November 11, 1907 – To build a plank sidewalk on the north side of Martin Avenue from Lot 62, Block 2 St John Parish Lot 42 to the east of Western Iron Works for \$1,350

December 2, 1907 – Fees paid to municipal election workers

Deputy Returning Officers - \$10.00

Poll Clerks - \$5.00

Police Constables – \$3.00

December 23, 1907 – To build a plank sidewalk on the west side of Brazier from Poplar to Johnson for \$195 and to build a sewer on Newton (William Newton) from Stadacona to Roland (Elmwood Road)

January 6, 1908 – The Board of Control is instructed to call for tenders of 13,000 feet of 8-inch water pipe for the Water Works Distribution System for Elmwood

February 4, 1908 – William Newton representing Ward Seven (Elmwood) resigns from City Council

February 19, 1908 – Crossing are to be constructed across Birds Hill Road (Henderson Highway) at Dearborn and Mighton at a cost of \$60.00 each. Well # 7 is to be built as soon as possible in Ward 7 (Elmwood) and the necessary mains are to be laid in Ward 7 to connect with Well # 6. J. A. Potter is sworn in as the new alderman for Ward 7 and he joins Charles Midwinter as Elmwood's representatives

March 16, 1908 – Local improvements to be built

A 6 foot crossing on the side of Stadacona from Louise Bridge to Nairn Ave at an estimated cost of \$90  
Opening and grading of the lane bounded by Johnson, Chalmers, Levis and Birds Hill Road (Henderson Highway)

The extension of Grey Street

The extension of Montcalm Street (Watt) from Tweed to Thames

The widening and extension of Brazier Street

The widening and extension of Roch Street

March 30, 1908 – A debt of \$200,000 is created to provide money for the construction of Redwood Bridge and a debt of \$90,000 is created for the construction of the new superstructure for the Louise Bridge. A debt of \$25,000 is created to erect, furnish and equip a new fire hall in Elmwood on Talbot Avenue. A sewer is to be built on Birds Hill Road (Henderson Highway) from Gurney (Riverton) to Renton (Talbot) at an estimated cost of \$650. A plank sidewalk is to be built on the east side of Stadacona from Tweed to the north line of St John Parish Lot 51 at an estimated cost of \$1,000. A plank sidewalk is to be laid over the C.P.R. Tracks from Stadacona to Levis Street at the north limit of St John Parish Lot 51 at an estimated cost of \$150

May 11, 1908 – The lane in the block bounded by Allan, Montcalm (Watt), Nairn and Newton (William Newton) is to be opened and graded.

May 26, 1908 – Local improvements to be constructed

A plank sidewalk to be built on the south side of Harbison Avenue from Birds Hill Road (Henderson Highway) to Watt Street at an estimated cost of \$1,595

A plank sidewalk on the west side of Birds Hill Road (Henderson Highway) from Hart to Noble Street and two past Noble at an estimated cost of \$163

A plank sidewalk on the south side of Windsor Street from the C.P.R. Tracks to Grey at an estimated cost \$827

A plank sidewalk on the north side of Nairn Avenue from Montcalm (Watt) to Eaton at an estimated cost of \$763

A plank sidewalk on the south side of Hespler Avenue from Birds Hill Road (Henderson Highway) to Counter Street (Beatrice) at an estimated cost of \$675

A plank sidewalk on the east side of Stadacona from Tweed Avenue to the north line of St John Parish Lot 51 at an estimated cost of \$566

A plank sidewalk on Wolfe (Gateway) from Windsor to Johnson at an estimated cost of \$240

A plank sidewalk on the south side of Johnson Avenue from Lot 56, St John Parish Lot 50 east to the C.P.R. Right of Way at an estimated cost of \$323

A sewer on Chalmers Avenue from Birds Hill Road (Henderson Highway) to the C.P.R. Mainline at an estimated cost of \$9,814

A sewer on Chalmers Avenue from Birds Hill Road (Henderson Highway) from Poplar to Chalmers at an estimated cost of \$3,845

Grading of Hespler Avenue from Birds Hill Road (Henderson Highway) to Counter Street (Beatrice) at an estimated cost of \$209

Grading of Manhattan Street from Grey Street to Panet Road at an estimated cost of \$770

Construction of a plank crossing over Nairn Avenue on the west side of Montcalm Street (Watt) at an estimated cost of \$47

To build a new bridge at the corner of Nairn Avenue and Panet Road. The bridge is to have a span of 15 feet with handrails costing \$181 with Winnipeg and the Municipality of Springfield sharing the cost of this bridge at their mutual boundary.

June 8, 1908 – Local Improvements to be constructed

A sewer on Talbot Avenue from Stadacona to Roland (Elmwood Road) at an estimated cost of \$6,693

A sewer on Nairn Avenue from Stadacona to Roland (Elmwood Road) at an estimated cost of \$5,490

July 6, 1908 – To exchange land with the C.P.R. For the widening of Stadacona Street

Local Improvements to be constructed

A plank sidewalk on the south side of Union Avenue from Brazier to Watt at an estimated cost of \$1,097

A plank sidewalk on the west side of Watt Street from Martin to Chalmers at an estimated cost of \$321

A sewer on Stadacona from Jasper (Riverton) to Nairn at an estimated cost of \$3,812

Grading of Martin Avenue from Brazier to Watt at an estimated cost of \$383

Grading of Watt Street from Chalmers to Harbison at an estimated cost of \$228

Grading of Levis Street from Poplar to Chalmers at an estimated cost of \$345

Grading of Roland Street (Elmwood Road) from Talbot to Nairn at an estimated cost of \$215

Grading of Windsor Street from Grey to street east of C.P.R. Tracks at an estimated cost of \$237

Grading of Cobourg Street for a distance of 200 feet west of Birds Hill Road for an estimated cost of \$115

Statement of Assessment for 1908 for Ward 7 (Elmwood)

School Population – 1121

Number of Households – 4188

Land Assessment - \$2,084,440

Building Assessment - \$575,500

Real Property - \$2,659,940

Personal Capitalized Rental Value - \$112,470

Total Assessable Value - \$2,772,410

Exemptions - \$112,230

August 31, 1908 – To build a plank sidewalk on the north side of Carter Avenue from Kent Street to the east end of Lot 257 at an estimated cost of \$1,000

September 14, 1908 – A sewer on Stadacona from Jasper (Riverton) to the north end of Stadacona at an estimated cost of \$2,633. To exchange land with the Federal Government for the purpose of a post office site at Talbot and Stadacona which is the current site of the Hay Market in Elmwood.

September 28, 1908 – Local Improvements to be constructed

A 24 foot wide block pavement on Levis Street from Poplar to Chalmers at an estimated cost of \$4,400

A sewer on Stadacona Street from Jasper Avenue (Riverton) to the north line of St John Parish Lot 51 and on Levis Street from the north line of St John Parish Lot 51 to Chalmers Avenue at an estimated cost of \$18,481

A sewer on Johnson Avenue from Birds Hill Road (Henderson Highway) to Levis at an estimated cost of \$5,772

November 10, 1908 – To build a sewer on Birds Hill Road (Henderson Highway) from Poplar Avenue to Johnson Avenue at an estimated cost of \$2,000 and to build a sewer on Poplar Avenue from Brazier to Levi at an estimated cost of \$22,322

December 9, 1908 – To construct asphalt pavement on Nairn Avenue from Stadacona to Roland Street (Elmwood Road) at an estimated cost of \$37,632 and to construct a plank sidewalk on the west side of Roland from Nairn to Thames at an estimated cost of \$1,240.

December 21, 1908 – The cost of constructing Well # 7 in Elmwood for the waterworks system distribution system is set at \$23,000.

January 4, 1909 – To construct a plank sidewalk on the south side of Thames Avenue from Montcalm (Watt) to Roland (Elmwood Road) at an estimated cost of \$550 and a granolithic sidewalk on the east side of Stadacona from Nairn to Talbot at an estimated cost of \$650

January 18, 1909 – The city pays \$300 to the owners of the property that was required for Well # 7 in Elmwood. A plank sidewalk is to be built on the west side of Roland (Elmwood Road) from Nairn to Thames at an estimated cost of \$1,240

February 1, 1909 – Mr. W. J. Long is paid \$6,000 in compensation for the extension of Gordon Street easterly to the C.P.R. Right of Way in St John Parish Lots 51-52. Stadacona Street and Levis Street are to be paved with asphalt from the Louise Bridge to the north line of Nairn Avenue at an estimated cost of \$6,123.

February 16, 1909 – A plank sidewalk is to be built on both sides of Hespler Avenue from Centre Street (Beatrice) to the Redwood Bridge. Plank crossing are to be built over Birds Hill Road (Henderson Highway) on the south side of Poplar and the north side of Chalmers at the cost of \$75 each.

March 1, 1909 – It is reported that the main building and temporary buildings have been installed at Well # 7 in Elmwood along with two boilers, engines, air compressor and the hoist. A sewer on Birds Hill Road (Henderson Highway) from Johnson Avenue to the north city limits at an estimated cost of \$5,200 and a sewer is to be built on Hespler from Birds Hill Road (Henderson Highway) to Glenwood Crescent and on Glenwood Crescent from Hespler to Hart Avenue at an estimated cost of \$5,790

March 29, 1909 – Local Improvements to be constructed

Sewer on Martin Avenue from Brazier to Watt at an estimated cost of \$4,251

Sewer on Union Avenue from Brazier to Watt at an estimated cost of \$3,951

Sewer on Roch Street from Poplar Avenue to Marin at an estimated cost of \$5,456

Sewer on McIntosh Avenue from Birds Hill Road (Henderson Highway) to the end of the street at an estimated cost of \$2,972

Sewer on Gordon Avenue from Birds Hill Road (Henderson Highway) to C.P.R. Tracks at an estimated cost of \$4,491

Sewer on Riverton Avenue from Birds Hill Road (Henderson Highway) to Elmwood Avenue (Talbot) at an estimated cost of \$1,922

Sewer on Tweed Avenue from Stadacona to Roland Street (Elmwood Road) at an estimated cost of \$4,983

The Transcontinental Commission is given permission to construct a sewer on Nairn Avenue from the east city limits to the city sewer at Roland (Elmwood Road) and Nairn.

April 12, 1909 – A cheque worth \$1,125 is given to F. W. Heuback Limited for the Brazier Street extension in St John Parish Lots 47-48. A plank sidewalk is to be built on the north side of Gordon Avenue from the east end of the present sidewalk to Stadacona at an estimated cost of \$500

April 26, 1909 – A plank sidewalk is to be built on the north side of Union Avenue from Watt Street to the east end of the street at an estimated cost of \$2,973. Birds Hill Road (Henderson Highway) from the north city limits to Renton Avenue (Talbot) is to be graveled with a 6 inch thickness of gravel 24 feet wide at an estimated cost of \$3,950. Renton Avenue (Talbot) is to be graveled with a 6 inch thickness of gravel 24 feet wide from Birds Hill Road (Henderson Highway) to Stadacona at an estimated cost of \$2,160

May 11, 1909 – A plank sidewalk is to be built on the north side of McCalman Avenue from Grey Street to Green Street (Chester) at an estimated cost of \$965. Hespler Ave is to be paved with asphalt from Redwood Bridge to Birds Hill Road (Henderson Highway) at an estimated cost of \$43,725.

May 25, 1909 – A granolithic sidewalk is to be built on Newton Avenue (William Newton) from Stadacona to the west boundary of Lot 79 Plan 122 St Boniface Parish Lots 68-71 at an estimated cost of \$2,180. A plank sidewalk is to be built on the south side of Dearborn from Brazier Street to Lacy Street at an estimated cost of \$185

June 7, 1909 – A granolithic sidewalk is to be constructed on the east side of Birds Hill Road (Henderson Highway) from 179 feet south of Harbison to the north city limits at an estimated cost of \$140. A plank sidewalk is to be built on the north side of Cobourg Avenue from Glenwood Crescent to Counter Street (Beatrice) at an estimated cost of \$392.

June 21, 1909 – Glenwood Crescent is to be extended across St Johns Parish Lots 51 and 52. Council is told that the excavation of Well # 7 in Elmwood is now down to 87 feet and will soon reach bedrock. Local Improvements to be built

Plank sidewalk on the south side of Johnson Avenue from Birds Hill Road (Henderson Highway) to Brazier Street at an estimated cost of \$541

Plank sidewalk on the east side of Glenwood Crescent from Hespler to the southern boundary of St John Parish Lot 46 at an estimated cost of \$875

Plank sidewalk on the west side of Counter Street (Beatrice) from Hespler Avenue to the entrance to the Elmwood Cemetery about 125 feet at an estimated cost of \$70

Plank crossing on west side of Hespler Avenue over Counter Street (Beatrice) at an estimated cost of \$36

Plank crossing on Birds Hill Road (Henderson Highway) from east side to the entrance of the Elmwood Cemetery at a cost of \$75

Widening of Jasper Avenue (Riverton) including graveling at an estimated cost of \$1,000

Extension of Keenleyside including grading at an estimated cost of \$600

July 5, 1909 – A sewer is to be built on Harbison Avenue from Birds Hill Road (Henderson Highway) to Watt Street at an estimated cost of \$7,296

July 19, 1909 – Council is told that the work on Well # 7 in Elmwood has been slow of late due to the difficulty in keeping water back from the large seams which have been struck. It has been found necessary to install another compressor. The excavation is down to 98 feet and rock has been struck on one side of the well. The indications for a good supply of water are excellent.

Local Improvements to be made

Granolithic sidewalk is to be built on the south side of Nairn from Stadacona to Lot 255 Plan 122 at an estimated cost of \$830. Glenwood Crescent

Grading of Glenwood Crescent from Hespler to Blanche Street at an estimated cost of \$660

Grading of Blanche Street from Glenwood Crescent to Birds Hill Road (Henderson Highway) at a estimated cost of \$225

Grading of Hart Avenue from Glenwood Crescent to Counter Street (Beatrice) at an estimated cost of \$170

Grading of Cobourg Avenue from Glenwood Crescent to Counter Street (Beatrice) at an estimated cost of \$170

Grading of Carmen Avenue from Glenwood Crescent to Counter Street (Beatrice) at an estimated cost of \$142

August 2, 1909 – Talbot Avenue to be extended from Roland (Elmwood Road) to Carter Avenue. (Talbot)

The Winnipeg Electric Street Railway Company is instructed to operate a street railway line on Carter Avenue from Talbot to Grey Street and on Grey Street from Carter (Talbot) to Chalmers and then on Chalmers Avenue from Grey Street to Birds Hill Road (Henderson Highway)

Council approves a temporary siding on Birds Hill Road (Henderson Highway) between Dearborn and Mighton by the Winnipeg Electric Street Railway Company and a temporary siding on Stadacona between Taylor (Talbot) and Plessis (William Newton)

August 16, 1909 – Local Improvements to be made

Granolithic sidewalk on the north side of Harbison from Birds Hill Road (Henderson Highway) to Glenwood Crescent at an estimated cost of \$1,143

Granolithic sidewalk on the east side of Glenwood Crescent from Harbison Avenue to the southern boundary of St John Parish Lot 46 at an estimated cost of \$813

August 30, 1909 – Council is told that the excavation for Well # 7 in Elmwood has been completed to a depth of 115 feet; the construction of the pump house will begin immediately and the pumping machinery will be delivered shortly.

A plank sidewalk is to be built on the south side of Castle Street from the old C.P.R. Mainline to Grey Street at an estimated cost of \$670

A plank crossing is to be constructed over Birds Hill Road (Henderson Highway) on the north side of Hespler Avenue at an estimated cost of \$75

September 13, 1909 – Birds Hill Road is to be changed to Kelvin Street (Henderson Highway) and Panet Road is to be changed to Birds Hill Road (Panet Road).

A plank sidewalk is to be built on the south side of Johnson Avenue from Brazier Street to Levis Street at an estimated cost of \$1,030 and a plank sidewalk is to be built on the west side of Brazier Street from Johnson to Harbison at an estimated cost of \$606

September 27, 1909 – Council is told that the concrete foundation of the building at Well # 7 in Elmwood is almost completed.

A sewer on Vaudreuil Street from Kelvin Street (Henderson Highway) to Levis Street is to be built at a cost of \$3,457 and a sewer to connect to it from Kelvin to Renton Avenue (Talbot) at a cost of \$472.

A sewer is to be built on Glenwood Crescent to Renton Avenue (Talbot) at a cost of \$809

October 11, 1909 – A plank sidewalk is to be built on the west side of Glenwood Crescent from Hespler Avenue from Hespler to Hart Street at an estimated cost of \$271.

A plank sidewalk is to be built on the east side of Brazier Street from Vaudreuil (Midwinter) to connect with the present walk at McIntosh Avenue at an estimated cost of \$955.

Chalmers Avenue is to be graded from the Molson Cut-off to Watt Street at an estimated cost of \$860.

October 26, 1909 – A plank sidewalk is to be built on the north side of Carter (Talbot) from Grey Street from Lot 28, Plan 756 St Boniface Parish Lot 67 at an estimated cost of \$300.

Glenwood Crescent is to be graded from Hespler Avenue to Digby at an estimated cost of \$330

Leslie Avenue is to be graded from Glenwood Crescent to Sylvia Street at an estimated cost of \$200

A plank crossing is to be constructed on the north side of Chalmers Avenue across Watt Street at an estimated cost of \$25

November 9, 1909 – A plank sidewalk is to be built on the north side of Gurney Street (Riverton) from Levis Street to a point about 60 feet west with the crossing over the railways track to Jasper Avenue (Riverton) and crossing over to Gurney Street at an estimated cost of \$180

A sewer is to be built on Harbison Avenue from Kelvin Street (Henderson Highway) to Glenwood Crescent at an estimated cost of \$2,350

Harbison Avenue is to be cleared and graded from Kelvin Street (Henderson Highway) at a cost \$290

Sandhurst Street is to be graded at an estimated cost of \$60

Kent Street is to be graded from Manhattan to the north end of the street at an estimated cost of \$63

Talbot Street is to be extended from Roland Street (Elmwood Road) to Carter (Talbot)

November 22, 1909 – Roland Street (Elmwood Road) is to be graded from Talbot Avenue to Thames Avenue with the necessary culverts at an estimated cost of \$306

A temporary streetcar track is to be laid on Hespler Avenue from Kelvin Street (Henderson Highway) to Redwood Avenue by the Winnipeg Electric Street Railway Company

December 20, 1909 – Council is told that the building at Well # 7 in Elmwood is almost completed but some work is being left for the spring.

A plank sidewalk is to be built on the south side of Harbison from Glenwood Crescent to Kelvin Street (Henderson Highway) at an estimated cost of \$597.

A sewer is to be built on Orleans Street (Elmwood Road), Roland Street (Elmwood Road) and Nairn Avenue from Wolfe Street (Gateway Road) to the Red River at an estimated cost of \$21,000

January 3, 1910 – A sewer is to be built on Elmwood Avenue (Talbot Avenue) from Kelvin Street (Henderson Highway) to Riverton at an estimated cost of \$2,071

February 14, 1910 – A watermain is to be built on Chalmers Avenue from Kelvin Street (Henderson Highway) to Levis Street at a cost of \$859.50 and on McIntosh Avenue from Kelvin Street to the east end of the street at a cost of \$385.50.

February 28, 1910 – The superstructure of the Louise Bridge is to be removed and a new superstructure is to be built at a cost of \$124,450.

Council is told that the building at the Well # 7 site in Elmwood is completed and the electrical work is to be completed soon with the testing of the pump soon after.

A granolithic sidewalk is to be built on the north side of Tweed Avenue from Montcalm Street (Watt) to the Railways Tracks at an estimated cost of \$1,140

A sewer is to be built on Mighton Avenue from Kelvin Street (Henderson Highway) to Brazier at an estimated cost of \$1,665

March 28, 1910 – A granolithic sidewalk is to be built on the north side of Elmwood Avenue (Talbot) from Kelvin Street (Henderson Highway) to the end of the street at an estimated cost of \$1,600

April 25, 1910 – A watermain is to be constructed on Tweed Avenue from Stadacona to Roland (Elmwood Road) at a cost of \$697.

A watermain is to be constructed on Harbison Avenue from Kelvin Street (Henderson Highway) to Watt Street at a cost of \$947.27.

A plank sidewalk is to be built on the west side of Allan Street from Talbot Avenue to Tweed Avenue at an estimated cost of \$581.

A granolithic sidewalk is to be built on the north side of Nairn from Allan Street to Montcalm Street (Watt Street) at an estimated cost of \$377.

A granolithic sidewalk is to be built on the north side of Nairn Avenue from Stadacona Street to Allan Street at an estimated cost of \$2,062.

To build a sewer on Martin Avenue from Watt Street to the C.P.R. Tracks at an estimated cost of \$1,933.

To grade Harbison Avenue from Kelvin Street (Henderson Highway) to Glenwood Crescent at an estimated cost of \$228.

To grade Grey Street from Carter Avenue (Talbot) to Chalmers Avenue at an estimated cost of \$545.

To grade Chalmers Avenue from the Griffin spur track to Grey Street at an estimated cost of \$585.

To grade the full length from Watt Street east to the C.P.R. Track at an estimated cost of \$112.

To grade Allan Street from Talbot to Tweed at an estimated cost of \$283.

To grade the street east of the C.P.R. Tracks (Gateway Road) from Carter Street (Talbot) to the north city limits at an estimated cost of \$570.

A plank crossing is to be built on the north side of Talbot Avenue over Roland Street (Elmwood Road) at an estimated cost of \$27.00

May 11, 1910 – To build a plank sidewalk on the west side of Grey Street from Carter Avenue (Talbot) to a point 214 feet south at an estimated cost of \$160.

To build a plank sidewalk on the east side of Grey Street from Herbert Street to McCalman Avenue at an estimated cost of \$100.

To build a plank sidewalk on the north side of Beach Avenue from Green Street (Chester) to the west line of lot 19 at an estimated cost of \$62.

To build a plank sidewalk on the west side of Green Street (Chester) from Beach Avenue to the first lane north at an estimated cost of \$61.

To build a sewer on Roch Street from Martin to Harbison at an estimated cost of \$961.

To gravel with 6 inches of gravel Nairn Avenue from the end of the present Asphalt to Birds Hill Road (Panet Road)

To gravel with 6 inches of gravel Birds Hill Road (Panet Road) from Nairn Avenue to the north city limits at an estimated cost of \$1,011.

May 23, 1910 – Lacy Street to be graded from Gordon Avenue to the lane between Mighton and Dearborn at an estimated cost of 4184.

The estimated cost of extending Brazier Street including grading is estimated as \$26,700.

June 6, 1910 – The Board of Control is authorized to sell the fractional lots of land adjoining the Power Transmission Power Line Right of Way in Ward Seven (Elmwood) that are not required.

To build a watermain on Gordon Avenue from Kelvin Street (Henderson Highway) to Stadacona at a cost of \$571.20

To build a watermain on Kelvin Street (Henderson Highway) from Vaudreuil (Midwinter) to Renton (Talbot) at a cost of \$645.52

To build a watermain on Harbison Avenue from Kelvin Street (Henderson Highway) to Glenwood Crescent at a cost of \$310.04

To build a watermain on Union Avenue from Brazier to the C.P.R. Tracks at a cost of \$826.64

To build a watermain on Martin from Brazier to the C.P.R. Tracks at a cost of \$912.

To build a watermain on Roland Street (Elmwood Road) from Jasper (Talbot) to Tweed at a cost of \$70.00

To build a watermain on Stadacona Street from Jasper (Talbot) to Tweed at a cost of \$84.

To build a watermain on Dearborn from Kelvin Street (Henderson Highway) to the end of the street at a cost of \$293.60

To build a watermain on Mighton Avenue from Kelvin Street (Henderson Highway) to Brazier at a cost of \$223.40

To build a granolithic sidewalk on the east side of Kelvin Street (Henderson Highway) from 170 feet south of Harbison Avenue to north city limits at a cost of \$323.

To build a granolithic sidewalk on the north side of Harbison Avenue from Kelvin (Henderson Highway) to Glenwood Crescent at a cost of \$943.80

To build a plank sidewalk on the south side of Chalmers from Kelvin Street (Henderson Highway) to Levis at an estimated cost of \$1,740

To build a plank sidewalk on the east side of Kelvin Street (Henderson Highway) from Johnson Avenue to 170 feet south of Harbison at an estimated cost of \$572.

To grade the lane between Jasper Avenue (Talbot) and Stadacona to the Tracks at an estimated cost of \$205

To grade the lane between Tweed and Thames from the the street west of Montcalm (Watt) to Roland (Elmwood Road) at an estimated cost of \$196

To grade the lane between Johnson and Chalmers, Brazier to Tracks at an estimated cost of \$212

To grade the lane between Vaudreuil (Midwinter), Renton (Talbot), Kelvin (Henderson Highway) and Levis at an estimated cost of \$185

To grade the lane between Carter (Talbot) and McCalman Avenue, Grey Street and south limit at an estimated cost of \$659.

To grade the lane between Nairn and Newton (William Newton), Allan and Montcalm (Watt) at an estimated cost of \$105

To grade the lane between McCalman, Nairn, Grey Street and city limits at an estimated cost of \$659  
To Elmwood Avenue (Talbot) from Kelvin (Henderson Highway) to west end of street at an estimated cost of \$270.

To grade Riverton Avenue from Kelvin Street (Henderson Highway) west to Elmwood Street (Talbot) at an estimated cost of \$137

June 24, 1910 – To build a sewer on Dearborn from Kelvin (Henderson Highway) to Lacy Street at an estimated cost of \$2,426.

To build a sewer on Union Avenue from Watt Street to the C.P.R. Tracks at an estimated cost of \$1,306

July 4, 1910

To build a sewer on Vaudreuil Avenue (Midwinter) from Kelvin (Henderson Highway) to Levis at a cost of \$1,745

Council is told that the work on Well # 7 in Elmwood has been completed but an accident during the efficiency test means a further test will be required.

A plank sidewalk is to be constructed on the east side of Wolfe Street (Gateway Road) from Johnson Avenue to the north city limits at an estimated cost of \$700

Beach Avenue is to be widened and extended

July 18, 1910

To build a plank sidewalk with the necessary crossing on the east side of Counter Street (Beatrice) from Hart to Hespler at an estimated cost of \$155

To build a plank sidewalk on the south side of Hart Avenue from Kelvin Street (Henderson Highway) to Counter Street (Beatrice) at an estimated cost of \$654

To construct a sewer on Carter Avenue (Talbot) from Wolfe Street (Gateway Road) to Cameron Street at an estimated cost of \$27,797.

To grade Carmen Avenue from Kelvin Street (Henderson Highway) to Counter Street (Beatrice) at an estimated cost of \$200

To grade Colbourg Avenue from Kelvin Street (Henderson Highway) to Counter Street (Beatrice) at an estimated cost of \$220

August 1, 1910 – To build a sewer on Glenwood Crescent from Digby Street to Hespler Avenue at an estimated cost of \$1,291.

To build a sewer on Leslie Avenue from Silvia Street to Glenwood at an estimated cost of \$968.

To build block pavement on Levis Street from Poplar Avenue to a point 186 feet south and then across the railway tracks to Stadacona Street at an estimated cost of \$1,800.

To grade Beach Avenue from Foster Street to Kent Street at an estimated cost of \$300

August 15, 1910 – To construct a watermain on Glenwood Crescent from Hespler to Leslie Avenue and on Leslie from Glenwood Crescent to Silvia Street at an estimated cost of \$1,148

August 29, 1910 – The old Louise Bridge superstructure is sold to the Public Parks Board for \$20,000.

A watermain is to be built on Brazier Street from Chalmers to Martin an estimated cost of \$716

September 12, 1910 – To build a plank sidewalk on the north side of Hart Avenue from Kelvin (Henderson Highway) to Counter Street (Beatrice) at an estimated cost of \$750

October 10, 1910 – To construct a crossing on the west side of Brazier over Union at an estimated cost of \$40

To cut the brush out of the lane between Martin and Harbison, Kelvin Street (Henderson Highway) to the Red River at an estimated cost of \$75

October 24, 1910 – To build a sewer on Elmwood Avenue (Talbot) to the east line of Lot 43 Block A St Boniface Parish Lot 66 at an estimated cost of \$230

To widen Herbert Avenue from Midwinter to Grey Street an estimated cost of \$5,500

November 7, 1910 – To build a granolithic sidewalk on the south side of Martin Avenue from Brazier to the Griffin Spur at an estimated cost of \$3,476

To build a sewer on Glenwood Crescent from Harbison Avenue to Hart Avenue at an estimated cost of \$6,856.

To grade Martin Avenue from Kelvin Street (Henderson Highway) to Glenwood Crescent at a cost of \$306

November 21, 1910 – To build a watermain on Hart Avenue from Counter Street (Beatrice) to Glenwood Crescent at a cost of \$372.96

January 16, 1911 – Eaton Avenue is to be extending at a cost of \$1,300 including the cost of grading.

January 30, 1911 – A portion of the lane bounded by McCalman, Nairn, Kent and Grove(Chester) is to be closed and transferred to the Winnipeg School Division

February 27, 1911 – To construct a 24 foot wide macadam pavement on Newton (William Newton) from Stadacona to Montcalm (Watt) at an estimated cost of \$10,311

March 13, 1911 – To construct a asphalt macadam pavement on Vaudreuil (Midwinter) and Levis from Kelvin (Henderson Highway) to connect with the present pavement at Louise Bridge at an estimated cost of \$21,185. Pave both sides of Kelvin Street (Henderson Highway) with asphalt macadam pavement from Vaudreuil (Midwinter) to the north city limits at a cost of \$45,711.

April 10, 1911 – Build a plank sidewalk on the east side of Grey Street from Nairn to McCalman at a cost of \$164

Build a plank sidewalk on the north side of McIntosh from Brazier to the east end of the street at an estimated cost of \$980

Build a plank sidewalk on the south side of Martin from Kelvin (Henderson Highway) to a point 100 feet west at an estimated cost of \$56

The cost of opening and extending Levis and Watt is set at \$2,700

May 9, 1911 – To build a plank sidewalk on the south side of Leslie Avenue from Glenwood Crescent to Silvia Street at an estimated cost of \$345

May 22, 1911 – Mr. W. H. Orr agrees to sell the property needed for the extension of Eaton Street for \$2,900

The Winnipeg School District agrees to transfer land needed for the extension of Brazier Street.

A granolithic sidewalk is to be built on the south side of Talbot Avenue from Stadacona to Allan at an estimated cost of \$1,180

A sewer is to be built on Noble Avenue from Kelvin Street (Henderson Highway) to Glenwood Crescent at an estimated cost of \$4,638

A crossing is to be constructed on the north end of Louise Square from Vaudreuil to Stadacona at an estimated cost of \$123.

Permission is given to Mr. A.W. Riedle of 312 Talbot Avenue to erect a stable on the south side of Talbot between Stadacona and Allan to accommodate 16 horses.

A watermain is to be constructed on Kelvin Street (Henderson Highway) from Harbison to the north city limits including a 4 inch connection to Elmwood Park for the Public Parks Board for an estimated cost \$445

June 5, 1911 – To construct a plank sidewalk on the west side of Brazier from Vaudreuil (Midwinter) to Mighton at an estimated cost of \$495

To construct a granolithic sidewalk on the west side of Brazier from McIntosh to Poplar at an estimated cost of \$360

To construct a granolithic sidewalk on the north side of McIntosh from Kelvin (Henderson Highway) to Brazier at an estimated cost of \$1,158

To construct a granolithic sidewalk on the south side of Poplar from Kelvin (Henderson Highway) to Brazier at an estimated cost of \$1,162

To build a sewer on Martin Avenue from Kelvin (Henderson Highway) to Glenwood Crescent at an estimated cost of \$2,977

June 19, 1911 – Council decides to close the old nuisance grounds in Ward Seven (Elmwood)

Construct a plank sidewalk on the west side of Lacy Street from the south side of Dearborn to the north side of Gordon at an estimated cost of \$160

A sewer is to be built on Carmen Avenue from Kelvin (Henderson Highway) to Glenwood Crescent at an estimated cost of \$4,162

A sewer is to be built on Cobourg Avenue from Kelvin to Glenwood Crescent at an estimated cost of \$4,411

A granolithic sidewalk is to be built on the north side of Tweed from Montcalm (Watt) to Allan at an estimated cost of \$1,245

A granolithic sidewalk is to be built on the west side of Levis from Vaudreuil (Midwinter) to the Louise Bridge at an estimated cost of \$765

A granolithic sidewalk is to be built on the east side of Kelvin Street (Henderson Highway) from the north side of Johnson to Vaudreuil (Midwinter) at an estimated cost of \$4,440

A granolithic sidewalk is to be built on the north side of Vaudreuil (Midwinter) from Kelvin (Henderson Highway) to Levis at an estimated cost of \$3,500

A sewer is to be built on McPhail from Dearborn to Gordon at an estimated cost of \$697

A sewer is to be built on Castle Avenue from Wolfe (Gateway) to Grey at an estimated cost of \$4,882

A sewer is to be built on Herbert from Wolfe (Gateway) to Grey at an estimated cost of \$2,950

A sewer is to be built on Windsor from Wolfe to Grey at an estimated cost \$2,840

A sewer is to be built on Jasper (Talbot) from Wolfe to Grey at an estimated cost of \$2,464

A sewer is to be built on Chalmers from Wolfe to Grey at an estimated cost of \$2,430

A sewer is to be built on Grey Street from Chalmers to Talbot at an estimated cost of \$7,316  
Herbert is to be graded from Wolfe (Gateway) to Grey at an estimated cost of \$234  
A public comfort station (washroom) is to be constructed at the Market Site in Ward Seven (Elmwood) at an estimated cost of \$1,200

July 3, 1911 – To construct plank sidewalk on the north side of Nairn from Eaton to Foster an estimated cost of \$887

July 17, 1911 – Council is told that the Louise Bridge reconstruction is completed except for the electrical connections to the turning machinery

A sewer is to be built on Desalaberry Avenue from Nairn to the east line of Lot 275 Plan 122 St Boniface Parish Lots 68-71 at an estimated cost of \$782

A watermain is to be built on Desalaberry Avenue from Nairn to the east line of Lot 275 Plan 122 St Boniface Parish Lots 68-71 at an estimated cost of \$587

A watermain is to be built on Grey Street from Talbot to Jasper

July 31, 1911 – An incinerator is to be built in Ward Seven (Elmwood) with the boilers to cost \$1,810  
The Winnipeg Electric Street Railway Company is notified that it must file its plans for the double streetcar tracks on Talbot from Stadacona to Carter

A watermain is to be built on Colbourg Avenue from Kelvin (Henderson Highway) to Glenwood Crescent at an estimated cost of \$3,368

A watermain is to be built on Glenwood Crescent from Leslie to Digby at an estimated cost of \$513

August 15, 1911 – A granolithic sidewalk is to be built on the north side of Harbison Avenue from Kelvin Street (Henderson Highway) to the old C.P.R. Right of Way at an estimated cost of \$6,100

August 28, 1911 – Council approves crossings over the C.P.R. Tracks on Levis Street from Poplar to Stadacona

A sewer is to be built on Lacy from Dearborn to Gordon at an estimated cost of \$403

Union Avenue is to be graded from Wolfe (Gateway) to the C.P.R. Molson Cut Off at an estimated cost of \$558

Silvia Street is to be graded from end to end at an estimated cost of \$188

Eaton is to be graded from Nairn to Talbot at an estimated cost of \$189

The lane in the block bounded by Johnson, Poplar, Kelvin (Henderson Highway) and Levis is to be opened at an estimated cost of \$350

September 11, 1911 – A sewer is to be built on Eaton from Herbert to Nairn at an estimated cost of \$880

A sewer is to be built on Nairn Avenue from Wolfe (Gateway) to Eaton at an estimated cost of \$2,001

A sewer is to be built on Berlin from Herbert to Nairn at an estimated cost of \$880

A watermain is to be built on Eaton from Herbert to Nairn at an estimated cost of \$689

A watermain is to be built on Nairn from Roland (Elmwood Road) to Eaton at an estimated cost of \$1,709

A watermain is to be built on Berlin from Nairn to Herbert at an estimated cost of \$205

September 25, 1911 – A plank sidewalk is to be built on the west side of Watt Street from Harbison to Martin at an estimated cost of \$166

The brush is to be cleared off the lane in the block bounded by Harbison, the City of Winnipeg Limits, Watt and Roch at an estimated cost of \$120

The brush is to be cleared off the lane in the block bounded by Beach, Manhattan, the C.P.R. Tracks and Green Street (Chester)

October 9, 1911 – A asphalt pavement is to be built on Talbot Avenue from Kelvin (Henderson Highway) to Stadacona at an estimated cost of \$36,134

October 23, 1911 – A census is to be taken of all vehicular, pedestrian and railway traffic on Talbot and Chalmers where these roads cross the C.P.R. Mainline with a view to having a subway erected at these crossings

A plank sidewalk is to be built on the south side of McCalman from Grey to Foster at an estimated cost of \$425

Watt Street is to be paved from Levis to Harbison at an estimated cost of \$19,789

Martin Avenue is to be paved from Watt east to the C.P.R. Railway at an estimated cost of \$7,063

Union Avenue is to be paved from Watt east to the C.P.R. Railway at an estimated cost of \$4,920

The lane in the block bounded by Johnson, Poplar, Kelvin (Henderson Highway) is to be opened

A watermain is to be built on Glenwood Crescent from Hart to Harbison at an estimated cost of \$2,650

A stable is to be built on the crematory site in Ward Seven (Elmwood) to accommodate 15 teams of horses

November 20, 1911 – To construct a granolithic sidewalk on the west side of Glenwood Crescent from Hespler to the south end of the street at an estimated cost of \$880

A watermain is to be built on Allan Street from Thames to Tweed at an estimated cost of \$525

A watermain is to be built on Roland (Elmwood Road) from Thames to Tweed at an estimated cost of \$663

Council is told that in order to increase the inflow of water in Well #6 in Elmwood, the present test well will be sunk to a depth of 300 feet at an estimated cost of \$300

December 18, 1911 – A plank sidewalk is to be built on the east side of Berlin Street from Nairn to Herbert at an estimated cost of \$250

January 2, 1912 – Water standpipes are to be installed on Martin Avenue at the C.P.R. Tracks and at the corner of Talbot Avenue and Cameron Street at a cost of \$20.00 each. The free delivery of water in Ward Seven (Elmwood) is to be discontinued.

January 29, 1912 – A crusher plant is to be built at the City Works Yard in Ward Seven (Elmwood) at an estimated cost of \$27,000.

Gordon Avenue is to be paved with asphalt from Kelvin Street (Henderson Highway) to Stadacona at an estimated cost of \$16,167

February 12, 1912 – The cost of extending Kent Street including grading is estimated at \$1,700

February 26, 1912 – A plank sidewalk is to be built on the south side of Gordon Street from Lacy to Stadacona at an estimated cost of \$583

A plank sidewalk is to be constructed on the north side of Noble Avenue from Kelvin (Henderson Highway) to Glenwood Crescent at an estimated cost of \$1,265

March 11, 1912 – Construct a sewer on Thames Street from Roland (Elmwood Road) to the west end of the street an estimated cost of \$2,621

Sewer and water connections are to be made to the Pump House at Well # 6 on Grey Street at an estimated cost of \$200

April 8, 1912 – A plank sidewalk is to be built on the south side of Desalaberry Street from Nairn Street to the east line of Lot 275, St Boniface Parish Lots 68-71 Plan 122 at an estimated cost of \$245

A watermain

A watermain is to be built on Union Avenue from Griffin's Spur to the C.P.R. Molson Cut-Off at an estimated cost of \$5,636

April 22, 1912 – A plank sidewalk is to be built on the north side of Gurney Avenue (Riverton) from Kelvin Street (Henderson Highway) to Brazier at an estimated cost of \$460

A watermain is to be built on Carmen Avenue from Glenwood Crescent to Beatrice Street at an estimated cost of \$998

May 20, 1912 – Levis Street is to be straightened at Louise Bridge by closing a portion of the street and opening a new portion of the street.

The roadway to the City Works Yards in Elmwood is to be paved with asphalt and a sewer is to be built from Stadacona to the Yards at an estimated cost of \$10,562

A plank sidewalk is to be built on the south side of Martin Avenue from the west line of Lot 40 Block 6 Plan 1485 to Glenwood Crescent at an estimated cost of \$785

To widen the block pavement on Stadacona from Nairn to Talbot at an estimated cost of \$2,519

June 4, 1912 – A granolithic sidewalk is to be built on the north side of Hart Avenue from Beatrice Street to Glenwood Crescent at an estimated cost of \$1,017.

A plank sidewalk is to be built on the west side of Levis Street from Poplar Avenue to Chalmers Avenue at an estimated cost of \$485

The lane in the block bounded by Elmwood Park, Martin, Glenwood Crescent and Kelvin Street (Henderson Highway) is to be graded at an estimated cost of \$289

The lane in the block bounded by Windsor, Castle, Grey and Wolfe (Gateway) at an estimated cost of \$184

June 17, 1912 – A watermain is to be built on Lacy Street from Dearborn to Gordon at an estimated cost of \$267

July 2, 1912 – A plank sidewalk is to be built on the north side of McCalman from Grey to Foster at an estimated cost of \$400

The watermain on Chalmers Avenue is to be extended for the Western Steel and Iron Company Limited at an estimated cost of \$356

July 29, 1912 – A granolithic sidewalk is to be built on the south side of Cobourg Avenue from Kelvin Street (Henderson Highway) to Glenwood Crescent at an estimated cost of \$2,460

August 13, 1912 – a plank sidewalk is to be built on the south side of Carmen Avenue from Glenwood Crescent to Beatrice Street at an estimated cost of \$352

August 26, 1912 – Council approves the plans of the Winnipeg Electric Railway Company to double the streetcar tracks on Johnson Avenue from Kelvin (Henderson Highway) to Levis Street. Roch Street is to be widened and extended from Poplar to the north city limits of \$12,300

September 23, 1912 – A granolithic sidewalk is to be built on the south side of Talbot Avenue from Stadacona to Allan Street for \$991.60

A granolithic sidewalk is to be built on the north side of Tweed Avenue from Montcalm (Watt) to Allan Street for \$982.80

October 7, 1912 – Council is told that the tests done at the Incinerator in Elmwood were successful and the capacity of the incinerator was designed for 100 tons of garbage and manure per day.

A plank sidewalk is to be built on the north side of Windsor Avenue from Wolfe Street (Gateway) to Grey at an estimated cost of \$761

A sewer is to be built on Harbison Avenue from Watt Street to the C.P.R. Tracks at an estimated cost of \$2,179

A watermain is to be built on Manhattan Avenue from Grey Street to a point 133 feet east at an estimated cost of \$175

October 21, 1912 – Foster Street is to be extended from Talbot to Herbert at the estimated cost of \$2,100 including grading

November 4, 1912 – By-Law 7472 is introduced to create a debt of \$230,000 to build a subway under the railways tracks on Talbot Avenue between Roland (Elmwood Road) and Wolfe Street (Gateway). (The plan is rejected by the voters)

A sewer is to be built on Digby Avenue from Glenwood Crescent to Silvia Street at an estimated cost of \$785

A sewer is to be built on Silvia Street from Digby Avenue to the north line of Lot 10, Block 2, St John Parish Lot 52 at an estimated cost of \$1,005

A sewer is to be built on Grey Street from Talbot Avenue to Nairn Avenue at an estimated cost of \$4,092

A sewer is to be built on McCalman Avenue from Grey Street to Kent Street at an estimated cost of \$6,144

Stadacona Street is to be paved with asphalt from Nairn to Talbot at an estimated cost of \$11,091

November 18, 1912 – A plank sidewalk is to be built on the west side of Stainer Street from Gordon to Dearborn at an estimated cost of \$156

A plank sidewalk is to be built on the south side of Noble Avenue from Beatrice to Glenwood Crescent at an estimated cost of \$951

A sewer is to be built on Union Avenue from Griffin's Spur to a point 150 feet east at an estimated cost of \$440

A crossing is to be constructed on the west side of Brazier Street over Poplar Avenue at an estimated cost of \$45

December 2, 1912 – Johnson Avenue is to be paved with asphalt from Kelvin Street (Henderson Highway) to Levis Street at an estimated cost of \$49,348  
A watermain is to be built on Digby Avenue from Silvia Street to Glenwood Crescent at an estimated cost of \$529

December 19, 1912 – The street railway company is requested to move the waiting room at the north end of the Louise Bridge to the south-west corner of Talbot and Stadacona  
A plank sidewalk is to be built on the east side of Watt Street from Chalmers to Harbison at an estimated cost of \$462  
A plank sidewalk is to be built on the south side of Carmen Avenue from Beatrice to Glenwood Crescent at an estimated cost of \$347  
A watermain is to be built on McCalman Avenue from Foster to Kent at an estimated cost of \$3,254  
A watermain is to be built on Nairn Avenue from Roland (Elmwood Road) to Kent at an estimated cost of \$9,045

January 13, 1913 – The lane bounded by Union, Chalmers, Watt and the C.P.R Tracks is to be closed and the land transferred to the Western Steel and Iron Works Company Limited

February 10, 1913 – Wang On is given permission to establish a laundry at 188 Kelvin Street (Henderson Highway)  
The Winnipeg Electric Railway Company is given permission to establish a temporary siding on Kelvin Street (Henderson Highway) between Hart and Hespler

February 24, 1913 – A plank sidewalk is to be built on the north side of Chalmers Avenue from Wolfe (Gateway) to Grey at an estimated cost of \$652  
A plank sidewalk is to be built on the north side of Martin Avenue from Wolfe Street (Gateway) to Grey at an estimated cost of \$589  
A plank sidewalk is to be built on the south side of Union Avenue from Wolfe Street (Gateway) to Grey at an estimated cost of \$621  
A plank sidewalk is to be built on the north side of Martin Avenue from Kelvin Street (Henderson Highway) to Glenwood Crescent at an estimated cost of \$271  
A sewer is to be built on Grey Street from Chalmers Avenue to Martin Avenue at an estimated cost of \$3,048  
A sewer is to be built on Martin Avenue from Grey Street to Wolfe Street (Gateway Road) at an estimated cost of \$3,046  
A watermain is to be built on Nairn Avenue from Kent Street to Keenleyside Street at an estimated cost of \$1,904  
A watermain is to be built on Chalmers Avenue from Wolfe Street (Gateway) to Grey at an estimated cost \$1,840  
A watermain is to be built on Grey Street from Windsor to Chalmers at an estimated cost of \$896

March 10, 1913 – A plank sidewalk is to be built on the east side of McPhail Avenue from Dearborn to Gordon at an estimated cost of \$275  
A plank sidewalk is to be built on the south side of Gordon Avenue from Kelvin (Henderson Highway) to Lacy Street at an estimated cost of \$732  
A sewer is to be built on Johnson Avenue from Wolfe Street (Gateway) to Grey Street at an estimated cost of \$2,419

March 24, 1913 – A plank sidewalk is to be built on the north side of Manhattan Avenue from the west side of Grey Street to King Edward Park at an estimated cost of \$220

A plank sidewalk is to be built on the west side of Grey Street from Talbot to Johnson at an estimated cost of \$575

A plank sidewalk is to be built on the east side of Eaton Street from Nairn to Talbot at an estimated cost of \$442

A watermain is to be built on Herbert Street from Wolfe Street (Gateway) to Grey at an estimated cost of \$1,948

A watermain is to be built on Herbert Street from Green Street (Chester) to Keenleyside at an estimated cost of \$3,204

A watermain is to be built on Green Street (Chester) from McCalman to Herbert at an estimated cost of \$251

A watermain is to be built on Martin Avenue from the lane east of Grey Street to Green Street (Chester) at an estimated cost of \$3,098

A watermain is to be built on Grey Street from Union Street to Martin Avenue at an estimated cost of \$606

A watermain is to be built on Beach Avenue from the Molson Branch of the C.P.R. To Green Street (Chester) at an estimated cost of \$1,129

A watermain is to be built on Cameron Street from Talbot Avenue to Beach Avenue at an estimated cost of \$404

A watermain is to be built on Union Avenue from Grey Street to Griffin's Spur at an estimated cost of \$3,341

A watermain is to be built on Grey Street from Chalmers Avenue to Union Avenue at an estimated cost of \$586

April 7, 1913 – A plank sidewalk is to be built on the north side of Digby Avenue from Glenwood Crescent to Silvia Street at an estimated cost of \$292

A plank sidewalk is to be built on the east side of Glenwood Crescent from Hespler to Digby at an estimated cost of \$345

To build a sewer on Brazier Street from Dearborn to Gordon at an estimated cost of \$435

To build a sewer on Stainer Street from Dearborn to Gordon at an estimated cost of \$500

To construct a crossing on the south side of Leslie Avenue over Glenwood Crescent at an estimated cost of \$44

To construct crossings on the north side of Harbison Avenue over Watt, Roch, Brazier and the lane east of Kelvin Street at an estimated cost of \$160

To construct crossings on the west side of Montcalm (Watt) over Tweed Avenue, over Montcalm Street on the north side of Tweed, on the south side of Tweed over Allan Street and on the north side of Allan Street over Tweed at an estimated cost of \$176

April 21, 1913 – Foster Street is to be graded from the lane north of McCalman Avenue to Talbot Avenue at an estimated cost of \$64

To build a watermain on Stainer Street from Dearborn to Gordon at an estimated cost of \$304

To build a watermain on Brazier Street from Dearborn to Gordon at an estimated cost of \$462

May 6, 1913 – A plank sidewalk is to be built on the west side of Montcalm Street (Watt) from Nairn to Thames at an estimated cost of \$877

A plank sidewalk is to be built on the west side of Roch Street from Poplar to Harbison at an estimated cost of \$886

A plank sidewalk is to be built on the south side of McCalman Avenue from Foster to Kent at an estimated cost of \$1,148

A plank sidewalk is to be built on the north side of Gurney (Riverton) from Brazier to Levis at an estimated cost of \$445

A plank sidewalk is to be built on the west side of Kelvin Street (Henderson Highway) from Noble to Cobourg at an estimated cost of \$187

A plank sidewalk is to be built on the north side of Nairn from Foster to Keenleyside at an estimated cost of \$1,729

A plank sidewalk is to be built on the north side of Cobourg from Beatrice to Kelvin (Henderson Highway) at an estimated cost of \$948

A granolithic sidewalk is to be built on the south side of Nairn Avenue from Lot 254 to Lot 270 at an estimated cost of \$1,856

A sewer is to be built on Kent Street from Nairn Avenue to Talbot Avenue at an estimated cost of \$2,860

A sewer is to be built on Talbot Avenue from Cameron Street to the city limits at a estimated cost of \$23,891

A sewer is to be built on Nairn Avenue from Eaton to Keenleyside at an estimated cost of \$10,038

The lane in the block bounded by Union, Martin, Roch and Watt is to be graded at an estimated cost of \$103

Beatrice Street is to be graded from the lane north of Carmen Avenue to Martin Avenue at an estimated cost of \$50

Martin Avenue is to be graded from Brazier to Kelvin Street (Henderson Highway) at an estimated cost of \$259

A crossing is to be built on the east side of Kelvin Street (Henderson Highway) to the sidewalk on the south side of Cobourg at an estimated cost of \$44

A crossing is to be built at the intersection of Foster Street and McCalman at the estimated cost of \$176

A crossing is to be built on the east side of Beatrice over Martin at the estimated cost of \$44

June 2, 1913 – The lane bounded by Castle, Talbot, Foster and Grey is to be opened

A plank sidewalk is to be built on the south side of Castle Avenue from the west side of Grey Street east to Grey Street West at an estimated cost of \$286

A granolithic sidewalk on the south side of Talbot Avenue from Kelvin Street (Henderson Highway) to Stadacona with necessary crossings at an estimated cost of \$2,332

A sewer is to be built on Eaton Street from Herbert to Talbot at an estimated cost of \$531

Beatrice Street is to be paved with asphalt from Hespler to the Elmwood Cemetery at an estimated cost of \$823

A plank crossing is to be constructed on the east side of Eaton Street over Talbot Avenue at an estimated cost of \$44

Beatrice Street is to be graded from Hespler to Elmwood Cemetery at an estimated cost of \$50

A watermain is to be built on Eaton Street from Talbot to Herbert at an estimated cost of \$351

June 16, 1913 – A plank sidewalk is to be built on the south side of Hart Avenue from Beatrice to Glenwood Crescent at an estimated cost of \$550

A granolithic sidewalk is to be built on the north side of Vaudreuil Avenue (Midwinter) from Kelvin Street (Henderson Highway) to Levis Street at an estimated cost of \$1,776

A sewer is to be built on Martin Avenue from Kelvin Street (Henderson Highway) to Brazier at an estimated cost \$2,197

The lane bounded by Hespler, Hart, Kelvin (Henderson Highway) and Glenwood Crescent at an estimated cost of \$160 is to be graded

The lane bounded by Noble, Hart, Kelvin (Henderson Highway) and Glenwood Crescent is to be graded at an estimated cost of \$160

The lane bounded by Cobourg, Noble, Kelvin and Glenwood Crescent is to be graded at an estimated cost of \$160

The lane bounded by Cobourg, Carmen, Kelvin and Glenwood Crescent is to be graded at an estimated cost of \$150

The plans of the streetcar railway company for the streetcar tracks on Kelvin Street (Henderson Highway) between Hespler and Talbot are approved for a period of 5 years

A watermain is to be built on Carmen Avenue from Beatrice to Kelvin Street (Henderson Highway) at an estimated cost of \$2,504

June 30, 1913 – A plank sidewalk is to be built on the west side of Foster Street from Nairn to Talbot at an estimated cost of \$365

A sewer is to be built on Wolfe Street (Gateway) from Talbot to Harbison at an estimated cost of \$5,029

The lane bounded by Chalmers, Johnson, Wolfe (Gateway) and Grey is to be graded at an estimated cost of \$102

The lane bounded by Windsor, Johnson, Wolfe and Grey is to be graded at an estimated cost of \$72

Martin Avenue is to be graded from Wolfe (Gateway) to Green Street (Chester) at an estimated cost of \$282

Vaudreuil Street (Midwinter) is to be graded from Levis to Stadacona at an estimated cost of \$10

July 28, 1913 – A plank sidewalk is to be built on the east side of Kent Street from Nairn to Talbot at an estimated cost of \$423

A granolithic sidewalk is to be built on the east side of Stadacona Street from Nairn to the Louise Bridge at an estimated cost of \$339

A cedar block pavement is to be built on Stadacona Street to a point 135 feet north at an estimated cost of \$720

Berlin Street is to be graded from Herbert to Nairn at an estimated cost of \$50

Martin Avenue is to be graded from Green Street (Chester) to the C.P.R. Molson Branch at an estimated cost of \$146

Thames Avenue is to be graded from Roland (Elmwood Road) to Allan Street at an estimated cost of \$187

Kent Street is to be graded from Nairn to Union at an estimated cost of \$517

The lane bounded by Tweed, Jasper (Riverton), Stadacona and Roland (Elmwood Road) is to be graded at an estimated cost of \$139

The lane bounded by Martin, Harbison, Watt and the C.P.R. Tracks is to be graded at an estimated cost of \$100

The lane bounded by Chalmers, Union, Wolfe (Gateway) and Grey is to be graded at an estimated cost of \$110

A plank crossing is to be built at the western limit of the granolithic sidewalk on Tweed across Tweed Avenue at an estimated cost of \$44

August 12, 1913 – A plank sidewalk is to be built on the west side of Kent Street from Talbot to Sandhurst at an estimated cost of \$568

A watermain is to be built on Martin Avenue from Kelvin (Henderson Highway) to Brazier at an estimated cost of \$1,500

A watermain is to be built on Harbison Avenue from Wolfe (Gateway) to Grey Street at an estimated cost of \$1,500

A watermain is to be built on Grey Street from Martin to Harbison at an estimated cost of \$722

Star Transfer Company is given permission to build a stable on the north side of Gurney Avenue (Riverton) between Brazier and Levis to house 10 horses

August 25, 1913 – A plank sidewalk is to be built on the west side of Kelvin Street (Henderson Highway) from Harbison to Elmwood Park at an estimated cost of \$62

A crossing is to be built on the east side of Roch Street over Harbison Avenue at an estimated cost of \$44

A crossing is to be built on the west side of Brazier Street over Harbison Avenue at an estimated cost of \$44

The lane bounded by Castle, Talbot, Grey and Foster is to be opened at a estimated cost of \$725 including grading

September 22, 1913 – A plank sidewalk is to be built on the east side of Brazier Street from Poplar to the north city limits at an estimated cost of \$931

A plank sidewalk is to be built on the north side of Talbot Avenue from Grey Street to Kent Street at an estimated cost of \$2,089

A plank crossing is to be built on the south side of Talbot Avenue over Kelvin Street (Henderson Highway) at an estimated cost of \$62

A plank crossing is to be built on the south side of Noble Avenue over Beatrice Street at an estimated cost of \$44

A plank crossing is to be built on the south side of Cobourg over Beatrice Street at an estimated cost of \$44

A plank crossing is to be built on the south side of Hart Avenue over Beatrice Street at an estimated cost of \$44

A watermain is to be built on Kent Street from McCalman Avenue to Nairn Avenue at an estimated cost of \$450

October 6, 1913 – A plank sidewalk is to be built on the north side of Leslie Avenue from Silvia Street to Glenwood Crescent at an estimated cost of \$463

Stainer Avenue to be graded from Dearborn to Gordon at an estimated cost of \$63

The lane bounded by Roch, Watt, Harbison and Martin is to be graded at an estimated cost of \$134

A watermain is to be built on Kent Street from McCalman Avenue to Talbot Avenue at an estimated cost of \$245

A watermain is to be built on Wolfe Street (Gateway) from Windsor to Johnson at an estimated cost of \$884

Council is told that the delivery of free water in Elmwood is costing the city \$7.00 per day so two free water taps are to be installed at the corner of Union Avenue and Grey Street and at the corner of McCalman Avenue and Kent Street at the estimated cost of \$20 each. Residents are to be given 30 days notice that the free delivery of water will end.

October 21, 1913 – A plank sidewalk is to be built on the north side of Newton (William Newton) from the east line of Lot 91 Plan 122 to Roland Street (Elmwood Road) at an estimated cost of \$155

A plank sidewalk is to be built on the east side of Wolfe (Gateway) from Herbert to Talbot at an estimated cost \$203

A plank sidewalk is to be built on the west side of Eaton Street from Herbert to Talbot at an estimated cost of \$250

A plank sidewalk is to be built on the east side of Glenwood Crescent from Carmen Avenue to Harbison Avenue at an estimated cost of \$371

The lane in the block bounded by Dearborn, Gordon, Stainer and McPhail is to be graded at an estimated cost of \$73

The lane in the block bounded by Dearborn, Gordon, Stainer and Brazier is to be graded at an estimated cost of \$54

The lane in the block bounded by Dearborn, Gordon, Melvin and McPhail is to be graded at an estimated cost of \$66

The lane south of Hespler from Beatrice to Glenwood Crescent is to be graded at an estimated cost of \$288

The right-of-way at the north end of Midwinter Park from Stadacona to Vaudreuil Avenue (Midwinter) is to be graveled at the estimated cost of \$70

November 3, 1913 – A watermain is to be built on Grey Street from McCalman Avenue to Nairn Avenue at an estimated cost of \$792

December 1, 1913 – A granolithic sidewalk is to be built on the west side of Levis Street from Midwinter Avenue to Gurney Avenue (Riverton) at an estimated cost of \$682

A granolithic sidewalk is to be built on the east side of Stadacona Street from Talbot to Jasper (Riverton) at an estimated cost of \$550

December 15, 1913 – Council asks the Public Utilities Commission to direct the Winnipeg Electric Railway Company to construct a double line of street railway tracks on Levis and Watt Street from Johnson Avenue northward to Harbison Avenue

December 29, 1913 – A watermain is to be built on Beach Avenue from Green Street (Chester) to a point 84 feet east at an estimated cost of \$267

January 12, 1914 – A sewer is to be built on Cameron Street from Talbot to Beach at an estimated cost of \$790

February 23, 1914 – Car service in Elmwood; (East Kildonan Route) To operate from Redwood Bridge, Hespler along Kelvin Street (Henderson Highway) to the end of the line in East Kildonan. (Elmwood Route) to operate from Redwood Bridge to Hespler Avenue, Kelvin Street to Talbot Avenue to the corner of Talbot and Stadacona. (Notre Dame West Route) line to run across Louise Bridge to east end of the line along Talbot Avenue

March 9, 1914 – To build a plank sidewalk on the east side of Glenwood Crescent from Hespler to Digby Avenue at an estimated cost of \$345

Streetcar service time and cars on route

Elmwood Route - 10 minute service, with 2 cars on route

Notre Dame West Route – 5 minute service with 13 cars on route with 5 extra cars in peak times

East Kildonan Route – 10 minute service with 4 cars on route with 2 extra cars in peak times

To build a plank sidewalk on the west side of Kelvin Street (Henderson Highway) from Cobourg to Harbison at an estimated cost of \$660

March 23, 1914 – A plank sidewalk is to be built on the north side of Talbot Avenue from a point 500 feet east of Keenleyside Street to Birds Hill Road (Panet) at an estimated cost of \$782

April 6, 1914 – A plank sidewalk is to be built on the north side of McCalman Avenue from Green Street (Chester) to Kent Street at an estimated cost of \$710

A plank sidewalk is to be built with the necessary crossings on Cameron Street from Talbot to Beach at an estimated cost of \$247

A plank sidewalk is to be built with the necessary crossings on the south side of Harbison Avenue from Watt Street to the C.P.R. Tracks at an estimated cost of \$713

A plank sidewalk is to be built with the necessary crossings on the north side of Beach Avenue from Foster to the west line of Lot 19 Plan 797 at an estimated cost of \$533

A plank sidewalk is to be built on the south side of Beach Avenue from Foster to Cameron at an estimated cost of \$423

April 20, 1914 – Herbert Avenue is to be extended from Wolfe (Gateway) to Grey Street at an estimated cost of \$5,500 including the cost of grading

A fire alarm box is to be placed on a church used for school purposes on Talbot Avenue

May 5, 1914 – A plank sidewalk is to be built on the south side of Newton Avenue (William Newton) from Stadacona to Allan at an estimated cost of \$536

A sewer is to be built on Levis Street from Midwinter to Talbot at an estimated cost of \$450

Talbot Street is to be paved with asphalt from 120 feet west of Roland (Elmwood Road) to the C.P.R. Molson Branch at an estimated cost of \$40,167

Kelvin Street (Henderson Highway) is to be widened at an estimated cost of \$5,000 including grading  
Council decides to dispense with the fire tank at the intersection of Nairn and Stadacona

May 18, 1914 – A street is to be opened west of Roland (Elmwood Road) between Jasper (Riverton) and Newton (William Newton) and a street is to be opened east of Wolfe (Gateway) between Talbot and Windsor

A plank sidewalk is to be built on the east side of Stainer Street from Dearborn to Gordon at an estimated cost of \$262

A granolithic sidewalk is to be built on the north side of Martin Avenue from Kelvin Street (Henderson Highway) to Brazier Street at an estimated cost of \$1,296

A sewer is to be built on Manhattan Avenue from Grey to the Molson Branch of the C.P.R. At an estimated cost of \$2,029

June 1, 1914 – Council approves the 200 foot high steel smoke stack for the Elmwood Incinerator

A sewer is to be built on Union Avenue from Wolfe (Gateway) to Grey at an estimated cost of \$4,986

A watermain is to be built on Sandhurst Avenue from Kent to the C.P.R. Molson Branch at an estimated cost of \$1,430

A watermain is to be built on Kent Street from Sandhurst to Talbot at an estimated cost of \$1,887

June 15, 1914 – Silvia Street is to be extended from the southern limit of St John Parish Lot 51 to Hespler Avenue at an estimated cost of \$4,000 including grading

Kent Street is to be widened from Herbert to Talbot at an estimated cost of \$1,450 including grading

A plank sidewalk is to be built on both sides of Carmen Avenue from Kelvin Street (Henderson Highway) to Beatrice Street at an estimated cost of \$1,476

Sandhurst Avenue is to be graded from Kent to the C.P.R. Molson Branch at an estimated cost of \$170

Union Avenue is to be graded from Kelvin Street (Henderson Highway) to Brazier Street at an estimated cost of \$156

June 30, 1914 – Wong Kong is given permission to establish a laundry at 579 Talbot Avenue

A line of poles is to be driven into the Red River at the base of Stadacona and the lane immediately south of Stadacona to support the riverbank at an estimated cost of \$370

A granolithic sidewalk is to be built on the south side of Martin Avenue from Kelvin (Henderson Highway) to Brazier at an estimated cost of \$1,239

A asphalt pavement is to be built on Watt Street from Levis Street to Harbison at an estimated cost of \$15,651

July 27, 1914 – Newton Avenue (William Newton) is to be paved with asphalt from Stadacona to Montcalm (Watt) at an estimated cost of \$10,311

A plank sidewalk is to be built on the west side of Grey Street from Johnson Avenue to the city limits at an estimated cost of \$776

Talbot Avenue is to be paved with asphalt from the C.P.R. Molson Branch to Figaro Street at an estimated cost of \$36,914

September 8, 1914 – The free water tap at the corner of Union Avenue and Grey Street is to be moved to Martin Avenue to just west of Green Street (Chester Avenue). The free water tap at the corner of Kent Street and McCalman Avenue is to be moved to the corner of Green Street (Chester) and McCalman Avenue. The free delivery of water to residents is now discontinued

September 21, 1914 – Watt Street is to be paved from Harbison to the East Kildonan boundary at an estimated cost of \$1,936

October 5, 1914 – A plank sidewalk is to be built on the south side of Manhattan Avenue from Foster Street to a point 300 feet east at an estimated cost of \$219

October 19, 1914 – A plank sidewalk is to be built on the south side of Sandhurst Avenue from Kent Street to Lot 1 Plan 1443, St Boniface Parish Lots 64-66 at an estimated cost of \$264

Foster Street is to be graded from Manhattan Avenue to Beach Avenue at an estimated cost of \$74

November 2, 1914 – A plank sidewalk is to be built on the east side of Allan Street from Tweed to Thames at an estimated cost of \$156

November 16, 1914 – The Winnipeg Electric Railway Company is requested to construct a waiting room for passengers at the corner of Johnson Avenue and Levis Street  
The Winnipeg Electric Railway Company is asked to apply to the Railway Commission for permission to extend its streetcar tracks over the C.P.R. Mainline crossing and the Molson Branch crossing on Talbot Avenue

January 11, 1915 – Council gives Wong Tom permission to open a laundry at 223 Kelvin Street (Henderson Highway)

February 8, 1915 – A sewer is to be built on Martin Avenue from Grey to Green (Chester) at an estimated cost of \$3,205

April 5, 1915 – A plank sidewalk is to be built on the north side of Union Avenue from Wolfe (Gateway) to Grey at an estimated cost of \$637

April 19, 1915 – Catch basins are to be installed at the south-east intersection of Chalmers and Watt and at Chalmers and Levis at an estimated cost of \$52.00 each.

Catch basin are to be installed in the lane bounded by Hespler, Hart, Beatrice and Kelvin (Henderson Highway) at an estimated cost of \$168

A watermain is to be built on Manhattan Avenue from a point 133 feet east of Grey Street to the C.P.R. Molson Branch at an estimated cost of \$1,770

June 28, 1915 – A plank sidewalk is to be built on the north side of Union Avenue from Grey Street to a point 310.5 feet east of Grey Street at an estimated cost of \$205

Wolfe Street (Gateway Road) is to be graveled from Nairn Avenue to the city limits at an estimated cost of \$300

Manuel Gonsalves is given permission to have a coal chute constructed in the sidewalk for the Garden Theatre located on Kelvin Street (Henderson Highway between Hart Avenue and Hespler Avenue

July 12, 1915 – A sewer is to be built on Sandhurst Avenue from Grey Street to a point 50 feet east at an estimated cost of \$106

The lane south of Gordon Avenue from Lacy Street to the lane east is to be graded at an estimated cost of \$30

A watermain is to be built on Sandhurst Avenue from Grey Street to a point 50 feet east at an estimated cost of \$96

August 10, 1915 – A plank sidewalk is to be built on the east side of Figaro Street from Talbot to Herbert at an estimated cost of \$140

A plank sidewalk is to be built on the east side of Green Street (Chester) from Herbert to McCalman at an estimated cost of \$109

August 23, 1915 – A plank sidewalk is to be built on the north side of Herbert Avenue from Grey Street to a point 200 feet west at an estimated cost of \$115

A plank sidewalk is to be built on the south side of Manhattan Avenue from Foster to a point west at an estimated cost of \$118

A plank sidewalk is to be built on the south side of Manhattan Avenue from 300 feet east of Foster to a point 75 feet further east at an estimated cost of \$75

September 7, 1915 – Figaro Street is to be graded from Talbot to Herbert at an estimated cost of \$140  
Herbert is to be graded from Kent to a point 300 feet east at an estimated cost of \$52  
Herbert is to be graded from Green (Chester) to Figaro at an estimated cost of \$113  
Herbert is to be graded from Green (Chester) to a point 772.8 feet west at an estimated cost of \$103

September 20, 1915 – A plank sidewalk is to be built on the south side of Herbert from Wolfe (Gateway) to Eaton at an estimated cost of \$374

November 1, 1915 – Council approves the plans of the Winnipeg Electric Railway Company to build double streetcar tracks on Watt Street from Harbison to Levis

November 29, 1915 – The Swift Canadian Company is given permission to install two gasoline storage tanks on its property in Elmwood on Midwinter with a total capacity of 5,600 gallons

December 27, 1915 – Council orders the advertising clock to be removed from the east side of Stadacona and 8 feet north of Nairn at 293 Nairn Avenue

January 10, 1916 – Jasper Avenue is to be renamed Riverton Avenue

May 1, 1916 – A plank sidewalk is to be built on the east side of Grey Street from Chalmers to Union at an estimated cost of \$200

May 15, 1916 – A sewer connection and catch basins are to be built to drain the lane in the block bounded by Noble, Hart, Kelvin (Henderson Highway) and Beatrice at an estimated cost of \$160  
Streetlights are to be installed at Castle and Grey and at Nairn west of Kent

May 29, 1916 – A drinking fountain and a horse trough is to be installed at the corner of Hespler and Kelvin (Henderson Highway) and a drinking fountain is to be installed at the intersection of Stadacona and Talbot

July 24, 1916 – A plank sidewalk is to be built on the east side of Watt Street from Harbison to the city limits at an estimated cost of \$53

August 8, 1916 – A plank sidewalk is to be built on the east side of Grey Street from Union to the south limits of Sandhurst Avenue at an estimated cost of \$491

A plank sidewalk is to be built on the south side of Sandhurst Avenue from Grey Street to a point 50 feet east at an estimated cost of \$76

An asphalt pavement is to be installed on Chalmers Avenue from Watt Street to a point 90 feet east at an estimated cost of \$1,125

A crossing is to be built on the west side of Grey Street over Castle at an estimated cost of \$46

September 18, 1916 – Four catch basins are to be constructed on Nairn Avenue to drain off surface water at an estimated cost of \$50 each

October 16, 1916 – A plank sidewalk is to be built on the north side of Beach Avenue from Green Street (Chester) to the east line of Lot 13 Plan 797 at an estimated cost of \$92

November 13, 1916 – A plank sidewalk is to be built on the west side of Watt Street from Harbison to the city limits at an estimated cost of \$88

February 10, 1917 – The City Solicitor is asked to make an application to the Railway Commissioners to include Ward 7 (Elmwood) in the area for the delivery of express matters.

April 16, 1917 – To open the lane in the block bounded by Dearborn, Mighton, Kelvin (Henderson Highway) and Lacy at an estimated cost of \$518

June 11, 1917 – Streetlights are to be installed on Talbot Avenue between Brazier and Levis, on Harbison Avenue east of Kelvin Street (Henderson Highway and Brazier and on Gurney Street (Riverton)

August 20, 1917 – The lane in the block bounded by Harbison, Martin, Watt and the C.P.R. Tracks is to be closed and the property conveyed to the Stewart Sheaf Leader Company,  
A grant of \$75 is given to the Elmwood Cottage Gardening Association towards the exhibition of garden produce to be held in Elmwood on September 15, 1917  
A watermain is to be built on Levis Street from Poplar to a point 159 feet north at an estimated cost of \$209

September 17, 1917 – The Municipality of East Kildonan is given permission to construct a plank sidewalk on the east side of Watt Street from the north limits of Harbison to the city limits a distance of 100 feet to connect up with the existing sidewalk.

October 1, 1917 – The City is to take over a series of poles on the east side of Kelvin Street (Henderson Highway) between McIntosh and Harbison from Manitoba Government Telephones for \$7.40 per pole containing the City's Fire Alarm Wires

October 15, 1917 – Permission is given to the Dyson Company Limited to occupy a building on the south side of Nairn Avenue between Stadacona and Montcalm (Watt) for the purpose of making alcohol to be used in the manufacture of vinegar.

October 29, 1917 – A plank sidewalk is to be built on the south side of Martin Avenue from Grey Street to Lot 27, Block 6 Plan 1131 at an estimated cost of \$472

December 10, 1917 – A street light is to be installed on Martin Avenue near the C.P.R. Tracks

December 24, 1917 – A street light is to be installed at the corner of Chalmers and Levis

January 21, 1918 – The Branch Library Stations at 300 Nairn Avenue and 204 Hespler Avenue are to be closed and a new station is to be opened in the store kept by Mrs. McIntosh at the corner of Talbot and Stadacona and she is to be paid \$25 per month for the service.

April 1, 1918 – A hydrant is to be installed at the corner of Thames and Montcalm (Watt) to serve the city yards in Elmwood. A large gate is to be built in the fence around the yards to enable hose and wagons to be taken into the yards with the total cost of the work is estimated to be \$340.

June 10, 1918 – Concrete pavement 13 feet wide is to be constructed on Watt Street from Harbison to the north city limits at an estimated cost of \$803 with half of the cost to be paid by the city and half of the cost paid by the United Grain Growers Limited located in East Kildonan.

A drinking fountain is to be installed on Nairn Avenue 10 feet east of Stadacona and a horse drinking trough is to be installed on Nairn Avenue 30 feet east of Stadacona with the total cost of the work estimated to be \$200

September 30, 1918 – A crossing is to be built on the north side of Chalmers Avenue over Wolfe Street (Gateway) at an estimated cost of \$53

October 28, 1918 – An agreement is made with the Gregg Manufacturing Company Limited located in East Kildonan granting a lease to the city on Kildonan Parish Lot 96 for a pole line for light and power distribution.

The free water tap located at Martin Avenue and Green Street (Chester) is to be removed.

November 14, 1918 – The fire tank located at the corner of Grey Street and Talbot Avenue is to be dispensed with and is to be filled in as soon as possible.

February 3, 1919 – Permission is given to W.T. Skidmore to establish a brass foundry at the corner of Talbot Avenue and Beach Street

March 17, 1919 – A watermain is to be constructed on Silvia Street from Leslie to Digby at an estimated cost of \$740

March 31, 1919 – The fire tanks at the corners of McIntosh Avenue and Kelvin Street (Henderson Highway), Talbot and Kelvin Street and at Talbot and Montcalm (Watt Street) are to be dispensed with and filled in as soon as possible.

April 14, 1919 – A culvert and crossing is to be installed at 1000 Talbot Avenue at an estimated cost of \$35

A crossing is to be installed at 772 Talbot Avenue at an estimated cost of \$20

A culvert is to be installed at the corner of Kent Street and Nairn Avenue at an estimated cost of \$15

April 28 – 1919 – A plank sidewalk is to be built on the east side of Foster Street from Beach to Manhattan at an estimated cost of \$184

The lane in the block bounded by Castle, Talbot, Grey and Grey is to be opened and graded at an estimated cost of \$200

May 13, 1919 – A watermain is to be built on Sandhurst Avenue from Grey Street to a point 50 feet east at an estimated cost of \$175

July 21, 1919 – The lane east of Glenwood Crescent from Cobourg to Noble is to be graded at an estimated cost of \$98

August 5, 1919 – A plank sidewalk is to be built on the east side of Watt Street from Harbison to the city limits at an estimated cost of \$100

Stadacona is to be paved with asphalt from Talbot to Poplar at an estimated cost of \$18,400

October 14, 1919 – The Elmwood Machine Works Limited at 30 Hart Avenue is given permission to erect a public garage 60 feet by 100 feet at the north-east corner of Hespler Avenue and Glenwood Crescent

November 10, 1919 – Streetlights are to be installed on Martin Avenue between Wolfe (Gateway) and Grey and on Nairn Avenue east of Stadacona

December 22, 1919 – A streetlight is to be placed in close proximity to King Edward Park on Manhattan Avenue

April 12, 1920 – A plank sidewalk is to be built on the north side of Talbot Avenue from Wolfe Street (Gateway) to the eastern limit of Lot 29 at an estimated cost of \$1,212

May 11, 1920 – A watermain is to be built on Herbert Avenue from a point 400 feet east of Foster Street to a point 586.5 feet east of Foster at an estimated cost of \$280

August 3, 1920 – Council gives a grant of \$150 to the Elmwood Cottage Gardening Association

August 16, 1920 – A granolithic sidewalk is to be built on the west side of Kelvin Street (Henderson Highway) from Hespler to Hart at an estimated cost of \$1,080

September 13, 1920 – A watermain is to be built on Union Avenue from Brazier Street to a point 99 feet west at an estimated cost of \$200

November 8, 1920 – One of the ten captured German Guns is to be placed in Midwinter Park  
Fire Alarm Boxes are to be installed on  
Castle Avenue halfway between Wolfe (Gateway) and Grey  
Corner of Union Avenue and Grey Street  
Corner of Cobourg Avenue and Beatrice Street

November 22, 1920 – A plank sidewalk is to be built on the east side of Magnolia Street from Talbot Avenue to the south line of Lot 3 at an estimated cost of \$250

December 20, 1920 – A hydrant is to be installed in the city yard in Elmwood at an estimated cost of \$1,205

February 28, 1921 – The City Solicitor is instructed to make an application to the Board of Railway Commissioners for Canada for the construction of a subway on Talbot Avenue at the crossing of the C.P.R. Mainline

March 14, 1921 – The lease is renewed with the La Salle Hotel for the continued use of the hotel as a hospital annex for the same rent as before \$600 per month

April 11, 1921 – A granolithic sidewalk is to be built on the south side of Riverton Avenue from Wolfe (Gateway) to Grey at an estimated cost of \$1,800  
A granolithic sidewalk is to be built on the north side of Riverton from Stadacona to Roland (Elmwood Road) at an estimated cost of \$4,303

A granolithic sidewalk is to be built on the south side of Johnson Avenue from Brazier to Levis at an estimated cost of \$3,268

A granolithic sidewalk is to be built on the north side of Johnson Avenue from Brazier to Levis at an estimated cost of \$3,358

A granolithic sidewalk is to be built on the north side of Gordon Avenue from Levis to Brazier at an estimated cost of \$2,270

A granolithic sidewalk is to be built on the west side of Eaton Street from Nairn to Herbert at an estimated cost of \$753

A granolithic sidewalk is to be built on the north side of Herbert Street from Wolfe (Gateway) to Grey at an estimated cost of \$2,752

The fire tanks at Nairn and Allan, Johnson and Levis and on Talbot at the west end of the Fire Hall are to be dispensed with and filled in

April 25, 1921 – Property is transferred to St Cuthbert's Anglican Church

May 10, 1921 – Plank crossings are to be built on Talbot on the west side of Foster Street and at the west side of Cameron Street at an estimated cost of \$180

June 6, 1921 – Well # 7 in Elmwood is to be closed

June 20, 1921 – The lane bounded by Poplar, Johnson, Roch and Levis is to be graded at an estimated cost of \$120

July 18, 1921 – Buildings in Elmwood are required to be at least 12 feet from the street line except for the corners of Kelvin Street (Henderson Highway) and Cobourg and along Kelvin Street

August 2, 1921 – A granolithic sidewalk is to be built on the south side of Riverton Avenue from Stadacona to Allan at an estimated cost of \$1,235

September 26, 1921 – A free water tap is to be built at the corner of Grey and Nairn at an estimated cost of \$150

Noble, Carmen, Martin and Harbison from Glenwood Crescent to the first lane west of Kelvin Street (Henderson Highway) and Beatrice from Hart to Martin are designated residential streets

December 5, 1921 – Streetlights are to be installed at the corner of Kent Street and Sandhurst Avenue and on Johnson Avenue between Roch and Watt

Glenwood Crescent from Harbison to Hart is declared a residential street

December 19, 1921 – A sewer is to be built on Beach from the C.P.R. Tracks to Kent at an estimated cost of \$1,627

January 16, 1922 – The Winnipeg Electric Railway Company is given permission to operate one man cars on the Kelvin Street (Henderson Highway) line as well as on the Talbot line to reduce costs

January 30, 1922 – Gravel is to be placed on Nairn Avenue from the first railway crossing to the east city limits at \$2.00 per yard or \$600 plus the wages of the checker as an unemployment scheme

A sewer is to be built on Union from Grey to a point 311 feet east at an estimated cost of \$2,068

February 13, 1922 – Streetlights are to be installed at Nairn and Berlin, on Nairn west of Grey at Beach and Kent, on Johnson west of Grey, Newton (William Newton) between Roland (Elmwood Road) and Montcalm (Watt) and on Union east of Watt

February 27, 1922 – East Kildonan asks that its Ward One (from Larsen north to the the lane north of Melbourne Avenue) be taken into the City of Winnipeg

May 9, 1922 – A granolithic sidewalk is to be built on the east side of Silvia at an estimated cost of \$358

A granolithic sidewalk is to be built on the north side of Harbison Avenue from Wolfe (Gateway) to the first lane east at an estimated cost of \$352

Harbison Avenue is to be graded from Wolfe (Gateway) to the first lane east at an estimated cost of \$103

June 5, 1922 – The Elmwood Horticultural Society is given a grant of \$150

A granolithic sidewalk is to be built on the north side of Harbison from the first lane east of Wolfe (Gateway) to Lot 12 Block 1 Plan 1131 at an estimated cost of \$451

A granolithic sidewalk is to be built on the south side of Beach from Green (Chester) to a point 76.5 feet east at an estimated cost of \$90

A granolithic sidewalk is to be built on the south side of Union from Brazier to Watt at an estimated cost of \$2,979

June 19, 1922 – Council asks the owner of the S.S. Keenora and other ships to change the location of their wharf to the north of the Redwood Bridge as the frequent opening of the bridge is causing a great deal of inconvenience to residents living east of the Red River.

July 17, 1922 – The Canadian Oil Company receives permission to construct a new approach to their property at Nairn and Stadacona

July 31, 1922 – Kent Street is to be graded from Talbot to Sandhurst at an estimated cost of \$354

Harbison is to be graded from Wolfe (Gateway) to Grey at an estimated cost of \$225

Sandhurst is to be graded from Kent to the west end of the street at an estimated cost of \$136

Beach is to be graded from Green (Chester) to Kent at an estimated cost of \$230

Magnolia Street is to be graded from Talbot to Herbert at an estimated cost of \$142

Figaro Street is to be graded from Talbot to Herbert at an estimated cost of \$162

October 9, 1922 – A streetlight is to be installed on Union east of Grey

November 22, 1922 – A sewer is to be built on Magnolia Street from Talbot to Herbert at an estimated cost of \$709

December 4, 1922 – The lane bounded by Union, Chalmers, Watt and the C.P.R. Tracks is to be closed and the land transferred to the Magnet Metal and Foundry Company Limited

January 2, 1923 – A restroom is to be added to the Elmwood Incinerator at an estimated cost of \$500

February 26, 1923 – The Chief of the Fire Department is instructed to put on the additional number of men to properly and adequately handle the apparatus in service at the Elmwood Fire Station on Talbot

March 26, 1923 – A granolithic sidewalk is to be built on the west side of Cameron Street from Talbot to Herbert at an estimated cost of \$458

A granolithic sidewalk is to be built on the west side of Keenleyside from Talbot to Beach at an estimated cost of \$344

The Winnipeg Electric Railway Company is given permission to construct a crossing on Talbot just west of Levis

In case of a water break in the watermain carrying water to Elmwood via Redwood Avenue a frame cover is to be built over Well # 6 on Grey Street down to the false bottom of the well at an estimated cost of \$100 to provide a backup supply of water.

A sewer is to be built on Union Avenue from Kelvin Street (Henderson Highway) to Brazier at an estimated cost of \$3,860

A watermain is to be built on Union Avenue from Kelvin Street to a point 99 west of Brazier at an estimated cost of \$3,148

Apartment or tenement houses or garages for rent are prohibited on Leslie, Digby, Silvia and a portion of Glenwood Crescent

April 9, 1923 – Glenwood Crescent is to be paved with concrete from Harbison to Leslie at an estimated cost of \$19,736

Leslie Avenue is to be paved with concrete from Glenwood Crescent to Silvia at an estimated cost of \$4,783

A granolithic sidewalk is to be built on the south side of Harbison Avenue from Kelvin Street (Henderson Highway) to Watt at an estimated cost of \$3,969

A catch basin is to be built on the north side of Talbot at the C.P.R. Molson Branch at an estimated cost of \$150

An additional four men and two horses are to be stationed at Fire Hall # 8 on Talbot Avenue at an additional cost of \$5,716 in salaries

May 7, 1923 – Granolithic sidewalks are to be built on

West side of Nairn from Nairn to Talbot at an estimated cost of \$667

South side of Gordon from Kelvin (Henderson Highway) to Stadacona at an estimated cost of \$2,436

North side of Gordon from Kelvin Street to Lot 46 Plan 844 St John Parish Lot 51 at an estimated cost of \$1,726

South side of Hespler from the Redwood Bridge to Kelvin at an estimated cost of \$3,312

North side of Hespler from Beatrice to Kelvin at an estimated cost of \$1,615

East side of Montcalm (Watt) from Nairn to Thames at an estimated cost of \$1,949

South side of Newton (William Newton) from Lot 207 Plan 722 St Boniface Parish Lot 60 to Montcalm (Watt) at an estimated cost of \$1,415

North side of Poplar from Kelvin (Henderson Highway) to Levis at an estimated cost of \$2,344

South side of Poplar from Kelvin to Levis at an estimated cost of \$2,346

North side of Riverton from Kelvin to Talbot at an estimated cost of \$1,091

South side of Riverton from Kelvin to Talbot at an estimated cost of \$988

South side of Riverton from Allan to Montcalm (Watt) at an estimated cost of \$1,081

East side of Stadacona from Riverton to the City Yard at an estimated cost of \$1,450

South side of Thames from Allan to Montcalm at an estimated cost of \$719

South side of Tweed from Stadacona to Roland (Elmwood Road) at an estimated cost of \$2,346  
North side of Talbot from Stadacona to Roland at an estimated cost of \$3,110  
South side of Talbot from Stadacona to Roland at an estimated cost of \$3,105  
North side of Talbot from Kelvin to Levis at an estimated cost of \$1,955  
South side of Talbot from Wolfe (Gateway) to Grey at an estimated cost of \$2,171  
North side of Union from Kelvin to Watt at an estimated cost of \$3,248  
East side of Wolfe (Gateway) from Talbot to Windsor at an estimated cost of \$928  
The pump house and 1.34 acres of land at Well # 7 in Elmwood is sold for \$100

June 18, 1923 – Martin Avenue is to be graded from Green Street (Chester) to the C.P.R. Molson Branch at an estimated cost of \$152

July 3, 1923 – Grey Street is to be graded from Martin to Harbison at an estimated cost of \$150  
Herbert Avenue is to be graded from Grey to Green (Chester) at an estimated cost of \$400  
Allan is to be graded from Tweed to Thames at an estimated cost of \$125  
The lane bounded by Nairn, McCalman, Grey and Green (Chester) is to be graded at an estimated cost of \$185

July 30, 1923 – A free water tap is to be installed at the corner of Martin and Green (Chester) at an estimated cost of \$125

Streetlights are to be installed on  
Nairn between Montcalm (Watt) and Allan  
Nairn between Grey and Foster  
Tweed between Allan and the first lane east of Stadacona  
Riverton between Allan and Stadacona  
Midwinter between Kelvin (Henderson Highway) and Transmission Line

September 10, 1923 – A dance hall license is issued to W.F. Morrow for Morrow Hall at 394 Talbot

September 24, 1923 – A fire hydrant is to be installed on Harbison Avenue between Kelvin (Henderson Highway) and Glenwood Crescent at an estimated cost of \$245  
A money bylaw is sent to the voters to approve a \$380,000 subway on Talbot under the C.P.R. Mainline (defeated by the voters)

October 8, 1923 – A public lane is to be opened in the block bounded by Herbert, Nairn and west of Eaton Street at an estimated cost of \$800

October 22, 1923 – A watermain is to be built on Figaro Street from Talbot to a point 159 feet south of Talbot at an estimated cost of \$693

December 11, 1923 – A sewer is to be built on Beach Avenue from Lot 12, Plan 922 to Lot 10 Plan 975 at an estimated cost of \$4,373

December 31, 1923 – A sewer is to be built on Harbison Avenue from Wolfe (Gateway) to Grey at an estimated cost of \$3,882

A sewer is to be built on Grey Street from Martin to Harbison at an estimated cost of \$3,048

January 28, 1924 – A special committee is formed to investigate and report on the feasibility and cost of constructing a temporary subway under the C.P.R. Mainline on Talbot

February 25, 1924 – It is decided not to construct a temporary subway under the C.P.R. Mainline on Talbot. It is decided to build a single streetcar track line east of the tracks to provide streetcar service to people living east of the C.P.R. Mainline (The Winnipeg Electric Company rejected this position and provides a bus service instead east of the tracks)

March 10, 1924 – In order to provide Elmwood with an additional supply of water; a 12 inch watermain is to be taken off the Greater Winnipeg Water District Aqueduct and laying a 1800 foot watermain extension to the city limits on Montcalm (Watt) and building a chamber building 20 foot by 22 foot to house two 750,000 gallon turbine pumps at a cost of \$12,312

March 24, 1924 – East Kildonan Council asks for a meeting with the City of Winnipeg to discuss the matter of taking East Kildonan's Ward One into the city (the area from Larsen Avenue north to the lane north of Melbourne Avenue).

April 7, 1924 – Watermains to be laid on

Roch Street from Poplar to Harbison at an estimated cost of \$5,068

Watt Street from the end of the present main on Levis to Harbison at an estimated cost of \$6,661

Martin Avenue from 1034 feet east of Watt to 696 feet west of Grey at an estimated cost of \$7,138

Cameron Street from Talbot to Herbert at an estimated cost of \$979

Herbert Avenue from 92 feet west of Cameron to Green Street (Chester) at an estimated cost of \$1,577

Green Street (Chester) from Herbert to McCalman at an estimated cost of \$592

A watermain is to be built across the Red River at the foot of Kelvin Street (Henderson Highway) during the winter of 1924-1925.

April 21, 1924 – A granolithic sidewalk is to be built on Noble Avenue from Glenwood Crescent from Beatrice at an estimated cost of \$1,530.

A granolithic sidewalk is to be built on Carmen Avenue from Beatrice to Glenwood Crescent at an estimated cost of \$1,039

May 19, 1924 – Hart Avenue is to be paved with concrete from Beatrice to Kelvin Street (Henderson Highway) at an estimated cost of \$21,038

Levis Street is to be paved with asphalt from Johnson to Watt at an estimated cost of \$13,517.

June 16, 1924 – Streetlights are to be installed at Carmen and Kelvin Street (Henderson Highway), Hart and Kelvin, Levis between Watt and Johnson and at Cobourg and Kelvin

July 24, 1924 – A sewer is to be built on Herbert Avenue from Green Street (Chester) to a point 250 feet east at an estimated cost of \$689

A watermain is to be built on Herbert from Green to a point 200 feet east at an estimated cost of \$492.

September 8, 1924 – Council approves the Winnipeg Electric Company plan to build a single streetcar track on Levis Street from Johnson to Watt

September 22, 1924 – Talbot Avenue is to be graveled east of Roland Street (Elmwood Road)

October 20, 1924 – Brazier Street is to be widened at the north-west corner of Gordon Avenue and Brazier

November 17, 1924 – A lane is to be opened in the block bounded by Talbot, Newton (William Newton), Allan and Stadacona at an estimated cost of \$585.

December 15, 1924 – A sewer is to be built on Sandhurst Avenue from Kent Street to a point 479 feet west at an estimated cost of \$2,075.

A sewer is to be built on Kent Street from Talbot Avenue to Sandhurst at an estimated cost of \$9,504

February 23, 1925 – Harbison Avenue is to be paved with concrete from Glenwood Crescent to Kelvin Street (Henderson Highway) at an estimated cost of \$9,707

May 5, 1925 – Mr. H. Smith is given permission to erect a British American Oil Company filling station at the north-east corner of Johnson and Kelvin (Henderson Highway)

May 18, 1925 – Cobourg Avenue is to be paved with concrete from Glenwood Crescent to Kelvin (Henderson Highway) at an estimated cost of \$16,665

June 1, 1925 – The Elmwood Horticultural Society receives a grant of \$150  
Imperial Oil Limited is given permission to open a filling station at the south-west corner of Kelvin Street (Henderson Highway) and Noble

June 15, 1925 – A watermain is built from the foot of Kelvin Street (Henderson Highway) across the Red River to Annabela at an estimated cost of \$7,905 and from the foot of Kelvin to Riverton at an estimated cost of \$560

June 29, 1925 – Granolithic sidewalks are to be built on  
South side of Harbison from Glenwood Crescent to Kelvin at an estimated cost of \$1,718  
South side of Martin from Glenwood Crescent to Kelvin at an estimated cost of \$2,180  
North side of Carmen from Beatrice to Kelvin at an estimated cost of \$2,413  
North side of Cobourg from Beatrice to Kelvin at an estimated cost of \$1,975  
North side of Hespler from Beatrice to Glenwood Crescent at an estimated cost of \$1,394

July 27, 1925 – A granolithic sidewalk is to be built on the south side of McIntosh from Kelvin (Henderson Highway) to the end of the street at an estimated cost of \$1,987

August 24, 1925 – Green Street (Chester) is proposed to be extended from Herbert to Talbot at an estimated cost of \$1,800 but residents protest against the extension.

October 5, 1925 – Council approves the Winnipeg Electric Company plans to have double streetcar tracks on Kelvin (Henderson Highway) from Cobourg to the north city limits

November 16, 1925 – A streetlight is to be installed on Harbison Avenue between Wolfe (Gateway) and Grey

November 30, 1925 – Imperial Oil Limited is given permission to erect a service station at the corner of Nairn and Stadacona

January 25, 1926 – Crushed stone is to be placed on Glenwood Crescent from Leslie to Digby at an estimated cost of \$139.

Crushed stone is to be placed on the lane bounded by Mighton, Riverton, Brazier and Kelvin (Henderson Highway) at an estimated cost of \$1,600

February 22, 1926 – Granolithic sidewalks are to be built on

West side of Allan from Talbot to Tweed at an estimated cost of \$891

West side of Brazier from Talbot to Gordon at an estimated cost of \$1,242

East side of Brazier from Midwinter to Talbot at an estimated cost of \$523

North side of Chalmers from Roch to Kelvin (Henderson Highway) at an estimated cost of \$2,633

West side of Eaton from Talbot to Herbert at an estimated cost of \$368

South side of Hart from Glenwood Crescent to Beatrice at an estimated cost of \$1,368

North side of Johnson from Wolfe (Gateway) to Grey at an estimated cost of \$1,766

North side of Johnson from Kelvin (Henderson Highway) to Levis at an estimated cost of \$3,421

South side of Johnson from Johnson to Levis at an estimated cost of \$3,168

East side of Kelvin (Henderson Highway) from Johnson to Chalmers at an estimated cost of \$753

South side of Leslie from the lane east of Glenwood Crescent to the first lane west of Silvia at an estimated cost of \$313

North side of McCalman from Foster to Grey at an estimated cost of \$1,007

South side of McIntosh from Kelvin (Henderson Highway) to the end of the street at an estimated cost of \$1,973

West side of McPhail from Gordon to Dearborn at an estimated cost of \$582

North side of Newton (William Newton) from 150 feet west of Montcalm (Watt) to Roland (Elmwood Road) at an estimated cost of \$1,296

South side of Talbot from Grey to 281 feet east of Kent at an estimated cost of \$3,162

South side of Union from Roch to Brazier at an estimated cost of \$1,504

North side of Union from Watt to the C.P.R. Tracks at an estimated cost of \$994

East side of Glenwood Crescent from Harbison to Digby at an estimated cost of \$3,416

North side of Hespler from Glenwood Crescent to Redwood Bridge at an estimated cost of \$269

March 8, 1926 – Crushed stone is to be placed on Harbison Avenue from Kelvin (Henderson Highway) to Watt at an estimated cost of \$1,611

The plank sidewalk on the west side of Green Street (Chester) from Beach to the first lane south is to be replaced with a cinder sidewalk

The plank sidewalk on the west side of Beatrice from Hespler to the first lane south is to be replaced with a cinder sidewalk.

March 22, 1926 – A granolithic sidewalk is to be built on the west side of Glenwood Crescent from Hespler to Lot 3 Block 1, Plan 1230 St John Parish Lot 47 at an estimated cost of \$1,835

Glenwood Crescent is to be planted with grass and trees on both sides of the street from Hespler to Harbison at an estimated cost of \$2,651

Crushed stone is to be placed on Riverton from Kelvin Street (Henderson Highway) to the junction of Talbot and on Talbot from Riverton to the end of the street at an estimated cost of \$604

A granolithic sidewalk is to be built on the north side of Chalmers from Roch to Watt at an estimated cost of \$1,579

A granolithic sidewalk is to be built on the west side of Kelvin (Henderson Highway) from the first lane south of Hespler to Hespler and from Hart to Cobourg at an estimated cost of \$1,248

Streetlights are to be installed on Glenwood Crescent from Hespler to Harbison at an estimated cost of \$4,000

April 5, 1926 – Crushed stone is to be placed on McIntosh from Kelvin (Henderson Highway) to the end of the street at the estimated cost of \$709

Crushed stone is to be placed on Martin from Kelvin to Watt at an estimated cost of \$1,606

April 19, 1926 – Radio Oil and Gas Company is given permission to open a filling station at the corner of Levis and Chalmers

May 3, 1926 – Hart Avenue is to be paved with concrete from Beatrice to Kelvin (Henderson Highway) at an estimated cost of \$21,038

Cobourg Avenue is to be paved with concrete from Glenwood Crescent to Kelvin Street at an estimated cost of \$16,665

Harbison Avenue is to be paved with concrete from Glenwood Crescent to Kelvin Street at an estimated cost of \$9,707

Well # 6 located on Grey Street is to be dismantled and the property sold

May 17, 1926 – Permission is granted to J. Anderson of 641 Talbot Avenue to establish a filling station on the south side of Nairn between Stadacona and Allan

May 31, 1926 – The lane bounded by Talbot, Beach, Cameron and the C.P.R. Tracks is to be brushed and graded at an estimated cost of \$67

Cameron Street is to be graded from Talbot to Herbert at an estimated cost of \$105

June 28, 1926 – Local residents protest against the noise of the siren at the plant of the F.J. Welwood Company on Poplar Avenue

Foster Street is to be extended

The Elmwood Horticultural Society receives a grant of \$150

Old plank sidewalks are to be removed from the

North side of Union Avenue from the C.P.R. Tracks to the most easterly house

East side of Brazier Avenue from Gordon to Midwinter

West side of Kelvin Street (Henderson Highway) from Hespler to the south end of the walk

August 23, 1926 – Grass and tree planting is to take place on the boulevard of both sides of Leslie Avenue from Glenwood Crescent to Silvia at an estimated cost of \$730

October 4, 1926 – Grass planting and tree planting is to take place on the boulevard of both sides of Cobourg Avenue from Glenwood Crescent to Kelvin (Henderson Highway) at the estimated cost of \$2,849

October 18, 1926 – Grass planting and tree planting is to take place on the boulevard of both sides of Hart Avenue between Beatrice and Kelvin at an estimated cost of \$1,406

Grass planting and tree planting is to take place on the boulevard of both sides Harbison Avenue between Glenwood Crescent and Kelvin Street at an estimated cost of \$1,310

December 13, 1926 – Crushed stone is to be placed on Chalmers from Kelvin (Henderson Highway) to Wolfe (Gateway) at an estimated cost of \$1,775  
Dearborn from Kelvin to Lacy at an estimated cost of \$406  
Harbison from Watt to the C.P.R. Tracks at an estimated cost of \$500  
Wolfe (Gateway) from Nairn to the north city limits at an estimated cost of \$1,153  
Mighton from Kelvin to Brazier at an estimated cost of \$310  
Brazier from Talbot to the north city limits at an estimated cost of \$1,080  
Riverton from Kelvin to Levis at an estimated cost of \$677  
Chalmers is to be paved with asphalt from Wolfe (Gateway) to Grey at an estimated cost of \$8,843

December 27, 1926 – A second application of crushed stone is to be placed on McIntosh from Kelvin (Henderson Highway) to the end of the street at an estimated cost of \$259  
Harbison from Kelvin to Watt at an estimated cost of \$587  
Glenwood Crescent from Leslie to Digby at an estimated cost of \$53  
Martin from Kelvin to Watt at an estimated cost of \$587  
Birds Hill Road (Panet) from Nairn to the north city limits at an estimated cost of \$293  
Nairn Avenue from the end of the pavement to the east city limits at an estimated cost of \$1,415  
Montcalm Street (Watt) from the south city limits to Nairn at an estimated cost of \$136  
Levis Street is to be paved with asphalt from Poplar to Johnson at an estimated cost of \$4,978

January 24, 1927 – Crushed stone is to be placed on Montcalm Street (Watt) from Talbot to Thames at an estimated cost of \$325

February 7, 1927 – Crushed stone is to be placed on Chalmers Avenue from Kelvin Street (Henderson Highway) to Wolfe Street (Gateway) at an estimated cost of \$1,775  
Crushed stone is to be placed on Brazier Street from Talbot to the north city limits at an estimated cost of \$1,080

March 7, 1927 – Noble Avenue is to be paved with concrete from Glenwood Crescent to Kelvin Street (Henderson Highway) at an estimated cost of \$18,843  
A streetlight is to be placed on Chalmers Avenue west of the C.P.R. Tracks

April 4, 1927 – Crushed stone is to be placed on Green Street (Chester) from Beach to Manhattan and on Cameron from Talbot to Beach and on Beach from Cameron to Green at an estimated cost of \$287

May 2, 1927 – Crushed stone is to be placed on Montcalm Street (Watt) from Talbot to Nairn at an estimated cost of \$218  
A granolithic sidewalk is to be built on the south side of Martin from Kelvin Street (Henderson Highway) to Lot 22 Block 2 Plan 1856 at an estimated cost of \$491

June 13, 1927 – A streetlight is to be placed on Herbert Avenue east of Green Street (Chester)

June 27, 1927 – Crushed stone is to be placed on Talbot Avenue from Kelvin (Henderson Highway) to Riverton at an estimated cost of \$254

Council approves the plans of the Winnipeg Electric Company to extend the streetcar tracks on Roland (Elmwood Road) south of Talbot and to provide a loop at the north-west corner of Newton (William Newton) and Roland

July 11, 1927 – Crushed stone is to be placed on the lane bounded by Johnson, Poplar, Brazier and the first lane east of Kelvin Street (Henderson Highway) at an estimated cost of \$249

August 22, 1927 – Crushed stone is to be placed on Roch Street from Poplar to the north city limits at an estimated cost of \$515

Council approves the application of the C.P.R. To construct a second set of tracks on the Molson Cut-off

October 3, 1927 – A granolithic sidewalk is to be built on the east side of Watt Street from Harbison to the first lane north at an estimated cost of \$165 with the total cost to be paid by Mr. T. Fenwick owner of the store

October 17, 1927 – Crushed stone is to be placed on Union Avenue from Brazier to Watt at an estimated cost of \$768

Crushed stone is to be placed on Foster between Nairn and Talbot at an estimated cost of \$250

November 14, 1927 – Crushed stone is to be placed on Beatrice from Hespler to Martin at an estimated cost of \$509

A second application of crushed stone is to be placed on

Talbot from Kent to Birds Hill Road (Panet Road) at an estimated cost of \$568

Wolfe (Gateway) from Nairn to the north city limits at an estimated cost of \$576

Montcalm (Watt) from Talbot to Thames at an estimated cost of \$162

Mighton from Kelvin (Henderson Highway) to Brazier at an estimated cost of \$155

Portion of Talbot from Riverton to the west end of the street and on Riverton from Kelvin to the junction of Talbot at an estimated cost of \$192

Green Street (Chester) from Beach to Manhattan at an estimated cost of \$42

Cameron from Talbot to Beach at an estimated cost of \$46

Beach from Cameron to Green Street (Chester) at an estimated cost of \$45

Newton (William Newton) from Montcalm (Watt) to Roland (Elmwood Road) at an estimated cost of \$133

Montcalm (Watt) from Talbot to Nairn at an estimated cost of \$109

Talbot from Kelvin (Henderson Highway) to Riverton at an estimated cost of \$177

The lane bounded by Johnson, Poplar, Brazier and the first lane east of Kelvin at an estimated cost of \$120

A streetlight is to be installed on Thames between Montcalm (Watt) and Roland (Elmwood Road)

February 16, 1928 – A crossing is to be built on the streetcar tracks at Kelvin (Henderson Highway) and Johnson at an estimated cost of \$566

A crossing is to be built on the streetcar tracks at Poplar and Kelvin at an estimated cost of \$850

Poplar Avenue is to be paved with concrete from Levis to a point 70 feet west at an estimated cost of \$702

Poplar Avenue is to be paved with asphalt across the C.P.R. Tracks at Levis to Stadacona at an estimated cost of \$783

Carmen Avenue is to be paved with concrete from Glenwood Crescent to Kelvin (Henderson Highway) at an estimated cost of \$15,251

Martin Avenue is to be paved with concrete from Glenwood Crescent to Kelvin at an estimated cost of \$11,769

A second application of crushed stone is to be placed on

Brazier from Talbot to the north city limits at an estimated cost of \$619

Roch from Poplar to the north city limits at an estimated cost of \$277

The Elmwood Stables are to be rented to Federal Fertilizer Limited for \$45.00 per month

March 19, 1928 – A second application of crushed stone is to be placed on Foster between Nairn and Talbot at an estimated cost of \$145

April 30, 1928 – Crushed stone is to be placed on Riverton between Wolfe (Gateway) and Grey at an estimated cost of \$518

May 28, 1928 – A watermain is to be built on Figaro Street from 159 feet south of Talbot to Lot 2 Block 1 Plan 1102 St Boniface Parish Lot 67 at an estimated cost of \$144 and a sewer is to be built on Figaro Street at an estimated cost of \$158

June 11, 1928 – The boulevard on Noble Avenue is to be seeded with grass and planted with trees from Glenwood Crescent to Kelvin (Henderson Highway) at an estimated cost of \$2,363

The Alsip Brick Tile and Lumber Company is give permission to build a special sewer connection to its brickyard in Elmwood

June 25, 1928 – Redwood Bridge is to be repaved at an estimated cost of \$10,000

Kelvin Street (Henderson Highway) is to be paved with asphalt on the west side from Johnson to Cobourg at an estimated cost of \$1,518

August 7, 1928 – Crushed stone is to be placed on Birds Hill Road (Panet Road) from Nairn to the south city limits at a cost of \$374

September 4, 1928 – The boulevard on Martin Avenue is to be seeded with grass and planted with trees between Glenwood Crescent to Kelvin (Henderson Highway) at an estimated cost of \$1,940

A granolithic sidewalk is to be built on the west side of Levis Street from Poplar to the first lane north at an estimated cost of \$167

October 1, 1928 – Kelvin Street (Henderson Highway) is to be paved with asphalt on the west side from Cobourg to the north city limits at an estimated cost of \$12,518

October 29, 1928 – The Alsip Brick Tile Lumber Company is given permission to erect a brick stable 44 feet by 140 feet on the south side of Nairn between Grey and Eaton

November 13, 1928 – Crushed stone is to be placed on

Beatrice from Hespler to Martin at an estimated cost of \$490

Digby from Glenwood to Silvia at an estimated cost of \$180

Silvia from Leslie to Digby at an estimated cost of \$158

Midwinter from Kelvin (Henderson Highway) to Brazier at an estimated cost of \$405

Brazier from Midwinter to Talbot at an estimated cost of \$158  
Riverton from Kelvin to Levis and Roland (Elmwood Road) to Stadacona at an estimated cost of \$1,823  
McPhail from Dearborn to Gordon at an estimated cost of \$158  
Stainer from Dearborn to Gordon at an estimated cost of \$135  
Poplar from Kelvin to 50 feet west of Levis at an estimated cost of \$1,004  
Union from Watt to the C.P.R. Tracks at an estimated cost of \$293  
Allan from Nairn to Tweed at an estimated cost of \$483  
Thames from Allan to the C.P.R. Tracks at an estimated cost of \$495  
Tweed from Stadacona to the C.P.R. Tracks at an estimated cost of \$968  
Castle from Wolfe (Gateway) to Grey at an estimated cost of \$495  
Windsor from Wolfe to Grey at an estimated cost of \$594  
Johnson from Wolfe to Grey at an estimated cost of \$540  
Union from Wolfe to Grey at an estimated cost of \$493  
Martin from Wolfe to Grey at an estimated cost of \$464  
Eaton from Nairn to Talbot at an estimated cost of \$293  
Berlin from Nairn to Herbert at an estimated cost of \$177  
Kelvin (Henderson Highway) from Talbot to Midwinter at an estimated cost of \$59  
Herbert from Wolfe to Grey at an estimated cost of \$630  
Grey from Nairn to Talbot at an estimated cost of \$297  
McCalman from Grey to Kent at an estimated cost of \$1,260  
Green (Chester) from Nairn to Herbert at an estimated cost of \$180  
Herbert from Green to Figaro at an estimated cost of \$248  
Figaro from Herbert to Talbot at an estimated cost of \$104  
Beach from Foster to Cameron at an estimated cost of \$315  
Harbison from Wolfe to Grey at an estimated cost of \$428  
Grey from Harbison to Chalmers at an estimated cost of \$360  
Council restricts the west side of Glenwood Crescent to single family housing from Hespler to Hart

December 24, 1928 – Crushed stone is to be placed on  
Manhattan from Grey to Kent at an estimated cost of \$1,080  
Kent from Manhattan to Nairn at an estimated cost of \$539  
Riverton from Stadacona to Roland (Elmwood Road) at an estimated cost of \$1,058

January 22, 1929 – Crushed stone is to be placed on  
Talbot from Kent to Birds Hill Road (Panet Road) at an estimated cost of \$1,063  
Wolfe (Gateway) from Nairn to the north city limits at an estimated cost of \$553  
Nairn from Roland (Elmwood Road) to the east city limits at an estimated cost of \$4,440  
Birds Hill Road (Panet Road) from Nairn to the north city limits at an estimated cost of \$740  
Montcalm (Watt) from Nairn to the south city limits at an estimated cost of \$175

April 15, 1929 – Permission is given to John McKay to establish a filling station to the west of his store at 110 Talbot Avenue

April 29, 1929 – Permission is granted to McColl Brothers to build a filling station at the north-east corner of Kelvin (Henderson Highway) and Harbison

May 13, 1929 – Crushed stone is to be placed on McCalman from Foster to Green (Chester) at an estimated cost of \$420  
Granolithic sidewalks are to be built on  
West side of Allan from Talbot to Tweed at an estimated cost of \$870  
North side of Beach from 84 feet east of Green (Chester) to Foster at an estimated cost of \$1,609  
West side of Brazier from Gordon to Dearborn at an estimated cost of \$541  
East side of Beatrice from Hespler to Hart at an estimated cost of \$387  
East side of Beatrice from Cobourg to Carmen at an estimated cost of \$452  
West side of Brazier from Harbison to Poplar at an estimated cost of \$1,733  
West side of Brazier from Mighton to Midwinter at an estimated cost of \$1,232  
East side of Brazier from Gordon to Poplar at an estimated cost of \$783  
South side of Carmen from Glenwood to Brazier at an estimated cost of \$1,049  
South side of Carmen from Beatrice to Kelvin (Henderson Highway) at an estimated cost of \$1,744  
South side of Chalmers from Brazier to Watt at an estimated cost of \$2,571  
North side of Chalmers from Grey to Wolfe (Gateway) at an estimated cost of \$1,616  
South side of Dearborn from Brazier to Lacy at an estimated cost of \$395  
West side of Eaton from Talbot to Herbert at an estimated cost of \$373  
East side of Eaton from Nairn to Talbot at an estimated cost of \$1,049  
West side of Foster from Talbot to Nairn at an estimated cost of \$1,031  
West side of Grey from Castle to Johnson at an estimated cost of \$698  
East side of Grey from Nairn to Herbert at an estimated cost of \$669  
West side of Grey from Herbert to Castle at an estimated cost of \$862  
South side of Johnson from Wolfe (Gateway) to a point 478 feet east at an estimated cost of \$792  
West side of Kent from Sandhurst to Talbot at an estimated cost of \$1,203  
East side of Kelvin (Henderson Highway) from Chalmers to a point 170 south of Harbison at an estimated cost of \$1,397  
West side of Levis from Watt to first lane south of Johnson at an estimated cost of \$777  
North side of Mighton from Kelvin (Henderson Highway) to Brazier at an estimated cost of \$1,242  
East side of McPhail from Gordon to Dearborn at an estimated cost of \$617  
South side of McCalman from Foster to Kent at an estimated cost of \$2,642  
North side of McCalman from Foster to a point 257 east of Green (Chester) at an estimated cost of \$1,783  
North side of Martin from Watt to Brazier at an estimated cost of \$2,646  
North side of Martin from Wolfe (Gateway) to Grey at an estimated cost of \$1,455  
North side of Nairn from Roland (Elmwood Road) to Montcalm (Watt) at an estimated cost of \$867  
North side of Nairn from Kent to a point 210 feet east of Kent at an estimated cost of \$367  
South side of Poplar from Levis to Stadacona at an estimated cost of \$224  
North side of Riverton from Levis to Kelvin (Henderson Highway) at an estimated cost of \$4,247  
East side of Roch from Harbison to Martin at an estimated cost of \$407  
West side of Roch from Harbison to Poplar at an estimated cost of \$1,746  
North side of Talbot from Kent to a point 542 feet east of Keenleyside at an estimated cost of \$2,111  
North side of Talbot from Wolfe (Gateway) to Grey at an estimated cost of \$1,784  
South side of Thames from Montcalm (Watt) to Roland (Elmwood Road) at an estimated cost of \$1,207  
South side of Union from Wolfe (Gateway) to Grey at an estimated cost of \$1,561  
South side of Union from Roch to Watt at an estimated cost of \$1,442  
West side of Watt from the first lane north of Harbison to Levis at an estimated cost of \$1,265  
North side of Windsor from Grey to Wolfe (Gateway) at an estimated cost of \$1,923

North side of McIntosh from Brazier to the east end of the street at an estimated cost of \$852

Plank sidewalks are to be taken up and not replaced

North side of Chalmers from Watt to a point 180 feet east

North side of McCalman from a point 57 feet east of Green (Chester) to Kent

North side of Nairn from a point 210 east of Kent to the end of the sidewalk

North side of Talbot from a point 542 feet east of Keenleyside to the end of the walk

Grading to be done on the lane bounded by Leslie, Digby, Silvia and Glenwood at an estimated cost of \$184

Grading to be done on the first lane east of Silvia from Digby to first lane west of Leslie at an estimated cost of \$86

May 27, 1929 – The lane is to be extended on the first lane east of Kelvin (Henderson Highway) from Poplar to McIntosh

A streetlight is to be installed on Herbert between Eaton and Grey

July 8, 1929 – Talbot is to be paved with concrete from the lane east of Kent to Birds Hill Road (Panet Road) at an estimated cost of \$21,732

A watermain is to be built on Nairn from Grey to Lot 17 Plan 500 St Boniface Parish Lots 68/70 at an estimated cost of \$1,584

July 22, 1929 – A catch basin is to be installed on the first lane east of Glenwood Crescent between Leslie and the first lane north at an estimated cost of \$90

August 6, 1929 – The lane bounded by Martin, Union, Wolfe (Gateway) and Grey is to be graded at an estimated cost of \$120

September 3, 1929 – The Elmwood Horticultural Society receives a grant of \$150

September 16, 1929 – A dance hall license is give to D. Cooper at the Dominion Business College at 189 Kelvin Street (Henderson Highway)

The Radio Oil and Gas Company is given permission to install a 10,000 gallon storage tank for its premises at Chalmers and Watt

September 30, 1929 – A watermain is to be installed on Glenwood Crescent from Harbison to the north end of the street at an estimated cost of \$757

A sewer is to be installed on Glenwood Crescent from Harbison to the north end of the street at an estimated cost of \$792

November 25, 1929 – A second application of crushed stone is to be placed on

Berlin from Nairn to Herbert at an estimated cost of \$89

Beach from Foster to Cameron at an estimated cost of \$158

Castle from Wolfe (Gateway) to Grey at an estimated cost of \$248

Digby from Glenwood to Silvia at an estimated cost of \$90

Green (Chester) from Nairn to Herbert at an estimated cost of \$190

Harbison from Wolfe (Gateway) to Grey at an estimated cost of \$214

Johnson from Wolfe to Grey at an estimated cost of \$270

Kelvin (Henderson Highway) from Talbot to Midwinter at an estimated cost of \$30

McPhail from Dearborn to Gordon at an estimated cost of \$79  
Midwinter from Kelvin to Brazier at an estimated cost of \$203  
Martin from Wolfe to Grey at an estimated cost of \$232  
Manhattan from Grey to Kent at an estimated cost of \$540  
Poplar from Kelvin to 50 feet west of Levis at an estimated cost of \$502  
Riverton from Wolfe to Grey at an estimated cost of \$259  
Silvia from Leslie to Digby at an estimated cost of \$79  
Stainer from Dearborn to Gordon at an estimated cost of \$68  
Tweed from Stadacona to the C.P.R. Tracks at an estimated cost of \$484  
Thames from Allan to the C.P.R. Tracks at an estimated cost of \$315  
Union from Wolfe to Grey at an estimated cost of \$237  
Windsor from Wolfe to Grey at an estimated cost of \$297

February 17, 1930 – Granolithic sidewalks are to be built on the  
East side of Brazier from Poplar to the first lane north of Harbison at an estimated cost of \$2,105  
South side of Herbert from Wolfe (Gateway) to Eaton at an estimated cost of \$923  
West side of Kelvin (Henderson Highway) from Martin to Colbourg at an estimated cost of \$1,001  
North side of Nairn from Kent to Foster at an estimated cost of \$2,792  
Permission is given to the Radio Oil and Gas Company to build an additional 12,000 gallon storage  
tank for kerosene at Chalmers and Watt

April 28, 1930 – Catch basins are to be installed in the lane bounded by Carmen, Colbourg, Beatrice  
and Kelvin (Henderson Highway) at an estimated cost of \$378

May 13, 1930 – Glenwood Crescent is to be paved with concrete from Digby to Leslie at an estimated  
cost of \$2,086

June 9, 1930 – The intersections of Kelvin (Henderson Highway) and Hart, Kelvin and Noble. Kelvin  
and Cobourg, Kelvin and Chalmers, Kelvin and Carmen, Kelvin and Martin and Kelvin and Harbison  
are to be paved with asphalt at an estimated cost of \$2,135  
The Canadian Oil Company is given permission to install a gasoline pump and tank on its property on  
Levis

July 7, 1930 – Boulevards are to be built on both sides of Gordon Avenue from Kelvin (Henderson  
Highway) from Stadacona to Kelvin at an estimated cost of \$6,093  
A granolithic sidewalk is to be built on the west side of Glenwood Crescent from Harbison to the north  
city limits at an estimated cost of \$225  
Traffic on Glenwood Crescent is to be restricted to north bound traffic between Hespler and Harbison  
Harbison is to become one way from Kelvin (Henderson Highway) to Glenwood Crescent

August 5, 1930 – A portion of the lane bounded by Hespler, Beatrice and Glenwood Crescent is to be  
closed

September 2, 1930 – Henderson Highway is to be paved with concrete from Kelvin (Henderson  
Highway) to Brazier at an estimated cost of \$7,940

September 15, 1930 – A watermain is to be built on Beach from Kent to the east line of lot 64 Plan 1066 at an estimated cost of \$1,961 and a sewer is to be built on the same part of Beach at an estimated cost of \$2,463

October 13, 1930 – The population of Elmwood is estimated at 9,000 and it is expected to reach 15,700 when it is fully developed.

November 24, 1930 – Special zoning districts are created for the Glenwood Crescent area and for the rest of Elmwood

A second application of crushed stone is to be placed on

Union from Watt to Brazier at an estimated cost of \$384

Union from Watt to 450 feet east of Watt at an estimated cost of \$102

Boulevard are to be built and trees are to be planted on both sides of Glenwood Crescent from Hespler to Digby at an estimated cost of \$663

December 22, 1930 – Green Street (Chester) is to be extended from Herbert to Talbot

January 5, 1931 – A sewer is to be constructed on Beach from Foster to the C.P.R. Molson Branch at an estimated cost of \$1,462

January 19, 1931 – Keenleyside is to be widened between Beach and Talbot

Council is told that in Winnipeg there are 2110 married men on city relief, 4103 single men on relief and 77 women on relief

Boulevards are to be built and tree planting is to take place on both sides of Glenwood Crescent from Hespler to Digby

March 16, 1931 – The lane bounded by Talbot, Newton (William Newton), Roland (Elmwood Road) and Allen is to be widened at an estimated cost of \$75

March 30, 1931 – Council extends congratulations to the Elmwood Millionaires Hockey Club for winning the Junior Hockey Championship of Canada the Memorial Cup champions

March 31, 1931 – Granolithic sidewalks are to be built on

East side of Beatrice from Hespler to Hart at an estimated cost of \$336

East side of Beatrice from Colbourg to Carmen at an estimated cost of \$360

West side of Brazier from Mighton to Midwinter at an estimated cost of \$1,075

South side of Castle from Wolfe (Gateway) to Grey at an estimated cost of \$1,567

South side of Dearborn from Lacy to Brazier at an estimated cost of \$377

West side of Eaton from Herbert to Talbot at an estimated cost of \$690

West side of Foster from Nairn to Talbot at an estimated cost of \$900

West side of Kelvin (Henderson Highway) from the first lane north of Harbison to Cobourg at an estimated cost of \$1,375

East side of Kent from Talbot to Nairn at an estimated cost of \$872

West side of Lacy from Gordon to Dearborn at an estimated cost of \$328

North side of Martin from Wolfe (Gateway) to Grey at an estimated cost of \$1,592

North side of Nairn from Eaton to Roland (Elmwood Road) at an estimated cost of \$1,543

North side of Riverton from Stadacona to Levis at an estimated cost of \$290

Both sides of Talbot from Roland to Wolfe (Gateway) at an estimated cost of \$528  
East side of Watt from Chalmers to Harbison at an estimated cost of \$925  
A drainage sewer is to be built on Brazier between Gordon and McIntosh at an estimated cost of \$458  
Approval is given to establish a brass foundry at 330 Newton (William Newton)

April 13, 1931 – Crushed stone is to be placed on  
Beatrice from Elmwood Cemetery to Martin at an estimated cost of \$480  
Brazier from Talbot to Midwinter at an estimated cost of \$128  
Allen from Nairn to Tweed at an estimated cost of \$418  
Grey from Nairn to Talbot at an estimated cost of \$260  
Eaton from Nairn to Talbot at an estimated cost of \$260  
Roland (Elmwood Road) from Tweed to Talbot at an estimated cost of \$218  
Newton (William Newton) from Roland (Elmwood Road) to Montcalm (Watt) at an estimated cost of \$248

April 27, 1931 – Crushed stone is to be placed as an unemployed relief project on  
Birds Hill Road (Panet) from Nairn to the north city limits  
Nairn from Birds Hill Road (Panet) to Kent  
West side of Kelvin (Henderson Highway) from Hespler to Talbot

May 11, 1931 – Crushed stone is to be placed on Herbert from Foster to Green (Chester) as an unemployed relief project

June 8, 1931 – Council votes to prevent the expansion of the Elmwood Cemetery and forbids any entrances to the cemetery on Glenwood Crescent, Digby or Silvia  
Beatrice is to be paved with concrete from Hespler to Martin at an estimated cost of \$11,505  
Montcalm (Watt) is to be paved with concrete from Talbot to the south city limits at an estimated cost of \$10,976

June 22, 1931 – A dance hall license is granted to D. E. Campbell for the Elm Hall at 394 Talbot

August 4, 1931 – The Archibald Oil Company is given permission to build a service station at the north-east corner of Grey and Nairn  
The Elm Theatre is given permission to install a marquee over the entrance to the theatre on Talbot

September 14, 1931 – Permission is given to erect a stucco building at the north west corner of Beatrice and Hespler to use as a filling station and to install two 500 gallon gasoline tanks and two pumps

October 14, 1931 – The old gravel bins in the city yards in Elmwood are to be demolished  
A sewer and catch basin for drainage purposes is to be installed on Beatrice from Hespler to the first lane north at an estimated cost of \$475

October 26, 1931 – The pavement on Kelvin (Henderson Highway) is to be widened from Johnson to Hespler at an estimated cost of \$3,446  
As an unemployed relief project crushed stone is to be placed on  
Riverton from Kelvin (Henderson Highway) to Levis at an estimated cost of \$765  
Desalaberry from Montcalm (Watt) to Nairn at an estimated cost of \$338

Herbert from Wolfe (Gateway) to Grey at an estimated cost of \$630  
McCalman from Green (Chester) to Grey at an estimated cost of \$752  
Kent from Nairn to Sandhurst at an estimated cost of \$675  
Glenwood Crescent from Harbison to Elmwood Park at an estimated cost of \$90  
Levis from Talbot to Riverton at an estimated cost of \$90  
Lacy from Gordon to Dearborn at an estimated cost of \$90  
Roland (Elmwood Road) from Talbot to Nairn at an estimated cost of \$297

December 22, 1931 – A service station is to be built on the north west corner of Kelvin (Henderson Highway) and Cobourg

May 10, 1932 – Granolithic sidewalks are to be built on  
South side of Beach from Cameron to the first lane west at an estimated cost of \$600  
South side of Sandhurst from Kent west to Lot 1 Plan 1443 at an estimated cost of \$691  
North side of Nairn from the C.P.R. Molson Branch to Roland (Elmwood Road) at an estimated cost of \$1,546  
South side of Martin from Grey to Lot 27 Block 6 at an estimated cost of \$983  
North side of Union from Wolfe (Gateway) to Lot 61 Block 6 at an estimated cost of \$1,750  
North side of Talbot from Cameron to Grey at an estimated cost of \$1,761  
North side of Martin from Wolfe (Gateway) to Grey at an estimated cost of \$1,291  
North side of Talbot from Cameron to Kent at an estimated cost of \$1,823  
South side of Colbourg from Kelvin (Henderson Highway) to Lot 31 Block 7 Plan 1230 at an estimated cost of \$523  
South side of Harbison from Watt to Lot 48 Block 8 Plan 847 at an estimated cost of \$1,661  
South side of Castle from Grey to Lot 50 Plan 785 at an estimated cost of \$569  
North side of Manhattan from Grey to Lot 13 Plan 830 at an estimated cost of \$461  
South side of Manhattan from Lot 13 Plan 777 to Lot 1 Plan 789 at an estimated cost of \$757  
South side of Sandhurst from Grey to Lot 132 Plan 189 at an estimated cost of \$793  
A filling station is to be built at the southwest corner of Kelvin (Henderson Highway) and Harbison by J. G. Letham

May 23, 1932 – The lane is to be reopened in the block bounded by Hart, Hespler, Beatrice and Glenwood Crescent

June 6, 1932 – Council demands that the Winnipeg Electric Company to continue 10 minute interval bus service on the line operating from Hespler Avenue and Kelvin (Henderson Highway) to Talbot and Stadacona

June 20, 1932 – A granolithic sidewalk is to be built on both sides of Herbert from Kent to Lot 26 Plan 846 at an estimated cost of \$541

August 2, 1932 – Council receives petitions from residents of Elmwood and East Kildonan against the permit issued for the erection of an oil refinery at the foot of Harbison between Raleigh and the C.P.R. Tracks

August 15, 1932 – Crushed stone is to be placed on the north side of Talbot from 542 feet east of Keenleyside to a point 876.5 further east at an estimated cost of \$1,285

August 30, 1932 - Council proposes to pave Harbison from Brazier to Watt at an estimated cost of \$16,781 but the plan is scrapped due to the poor financial situation

September 26, 1932 – A dance hall license is approved for the Elmwood Labor Hall at 231 Martin Avenue

December 20, 1932 – The Number 2 Stable in the Elmwood Yards is leased to the Canadian Chamois Product Limited for \$40.00 per month

March 27, 1933 – Granolithic sidewalks are to be built on  
West side of Brazier from Mighton to Midwinter at an estimated cost of \$1,025  
East side of Grey from Chalmers to Union at an estimated cost of \$323  
North side of Nairn from the C.P.R. Molson Tracks to Roland (Elmwood Road) at an the estimated cost of \$1,546  
East side of Stainer from Dearborn to Gordon at an estimated cost of \$396

June 5, 1933 – An agreement with the C.P.R. To build a second line of tracks on the Molson Cut-off over street crossing in Elmwood

September 11, 1933 – A dance hall license is approved for 394 Talbot Avenue

October 10, 1933 – Crushed stone is to be placed on  
West side of Kelvin (Henderson Highway) from Hespler to Talbot at an estimated cost of \$953  
Talbot from Kent to the city limits at an estimated cost of \$1,744  
Roch from Poplar to the city limits at an estimated cost of \$578

February 13, 1934 – The lane in the block bounded by Herbert and Nairn east of Nairn is to be opened at an estimated cost of \$290

February 27, 1934 – The lane bounded by Talbot, Riverton, Wolfe (Gateway) and Grey is to be opened at an estimated cost of \$745

May 22, 1934 – Granolithic sidewalks to be built  
East side of Allen from Thames to Tweed at an estimated cost of \$343  
North side of Leslie from Silvia to the lane west at an estimated cost of \$161  
East side of Figaro from Talbot to Herbert at an estimated cost of \$341  
North side of Nairn from Roland (Elmwood Road) to C.P.R. Molson Tracks at an estimated cost of \$1,546  
East side of Stainer from Dearborn to Gordon at an estimated cost of \$396  
North side of Talbot from Grey to Kent at an estimated cost of \$3,580  
Plank sidewalks are to be removed and replaced with cinder walks on the  
West side of Montcalm (Watt) from Thames to Desalaberry  
West side of Roland (Elmwood Road) from Thames to Nairn

June 18, 1934 – A Gong and Wig-Wag system along with electric stop lights are to be built at the Talbot Avenue Railway Crossing at an estimated cost of \$3,280. Streetlights are to be installed on Talbot at Birds Hill Road (Panet) and on Talbot halfway between Birds Hill Road and the present streetlight.

July 4, 1934 – Council decides to give up the siding agreement with the C.P.R. for the city yards in Elmwood for the spur tracks which are no longer needed

July 16, 1934 – Plank sidewalks are to be removed and replaced with cinder walks on  
West side of Cameron from Talbot to Beach  
West side of Brazier from Mighton to Midwinter  
South side of Beach from Cameron to C.P.R. Tracks

August 13, 1934 – A cinder sidewalk is to be laid on the east side of Beatrice from Carmen to Hart at an estimated cost of \$80

September 10, 1934 – School signs are to be erected in the vicinity of Glenwood School on Carmen at an estimated cost of \$20

September 24, 1934 – Land is transferred to the Federal Government for the new post office at the north east corner of Kelvin (Henderson Highway) and McIntosh in exchange for the property at the north east corner of Talbot and Stadacona

December 3, 1934 – A wood yard is approved for the corner of Nairn and Desalaberry

April 22, 1935 – Granolithic sidewalks are to be built on the  
South side of Beach from the C.P.R. Tracks to Cameron at an estimated cost of \$600  
West side of Montcalm (Watt) from Desalaberry to Talbot at an estimated cost of \$1,130  
Montcalm (Watt) is to be paved from with concrete from Talbot to the city limits at an estimated cost of \$12,905

May 20, 1935 – North Star Oil Limited asks for permission to establish a filling station at the corner of Nairn and Desalaberry

June 4, 1935 – A watermain is to be laid on Beach from a point 84 feet east of Green (Chester) to a point 10 feet east of Lot 10 Plan 788 at an estimated cost of \$190

July 2, 1935 – Plank sidewalks are to be replaced with cinder sidewalks on the  
South side of Desalaberry from Lot 271 to Lot 274 Plan 122  
North side of Digby from Glenwood to Silvia  
West side Montcalm (Watt) from Desalaberry to 455 feet south of Desalaberry

July 15, 1935 – Council is asked to permit the building of a stable to contain 8 horses at the rear of a proposed bakery at north-east corner of Union and Watt. The plan falls through when the applicant fails to obtain a loan.

July 29, 1935 – Oiling and crushed stone treatment is to be applied on  
Riverton from Kelvin (Henderson Highway) to the Red River at an estimated cost of \$360  
Talbot from Kent Road to Birds Hill Road (Panet) at an estimated cost of \$1,934  
Kelvin from Hespler to Talbot at an estimated cost of \$1,040

August 12, 1935 – Oiling and crushed stone treatment is to be applied to Beach from Foster to Green (Chester) at an estimated cost of \$300  
Birds Hill Road (Panet) from Nairn to the city limits at an estimated cost of \$866

August 26, 1935 – Talbot is to be paved with concrete from Kent to Birds Hill Road at an estimated cost of \$23,256, (majority of ratepayer opposed so work not done)

September 23, 1935 – A service station is approved for the north east corner of Talbot and Wolfe (Gateway)

December 16, 1935 – A streetlight is to be installed on McCalman east of Grey

April 6, 1936 – Talbot to be paved with concrete from Kent to Birds Hill Road (Panet at an estimated cost of \$23,256

May 18, 1936 – A granolithic sidewalk is to be built on the south side of Desalaberry from Nairn to Lot 277 at an estimated cost of \$580

June 1, 1936 – Permission is given to expand the filling station at Colbourg and Kelvin (Henderson Highway)

June 15, 1936 – W. Unruh asks for permission to operate a billiard parlor at 184 Kelvin (Henderson Highway)

June 29, 1936 – A granolithic sidewalk is to be built on the north side of Digby between Silvia and Glenwood Crescent at an estimated cost of \$555

June 30, 1936 – Oiling and crushed stone treatment is to be placed on Union from Brazier to Roch at an estimated cost of \$300  
Two 16 foot crossing are approved over the sidewalk for the Concordia Hospital at 437 Desalaberry Ave

July 13, 1936 – Oiling and crushed stone treatment is to be placed on Union from Roch to Watt at an estimated cost of \$410

July 28, 1936 – A sewer is to be built from Lot 62 to Lot 65 Block 6 Plan 1131 at an estimated cost of \$310

September 22, 1936 – An application is made to the Board of Railway Commissioners for Canada to construct a \$188,000 subway at Talbot under the C.P.R. Tracks

October 5, 1936 – Swifts Canadian Company Limited is given permission to build a 100 foot by 60 foot garage on Levis 15 feet from the Louise Bridge approaches

November 2, 1936 – The Winnipeg School Board gives permission for a room at Lord Selkirk School to be used as a library room with shelving to hold 800 books staffed by a member of the library staff one day per week.

December 28, 1936 – A billiard room license is approved for North Star Club Limited at 347 ½ Nairn Avenue

March 8, 1937 – A woodyard is approved for the south-east corner of Talbot and Grey

March 22, 1937 – A portion of Stadacona is to be closed and sold to Imperial Oil Limited to expand their service station at the south-east corner of Stadacona and Nairn

May 3, 1937 – Granolithic sidewalks are to be built on  
South side of Beach from Foster to the C.P.R. Molson Branch at an estimated cost of \$193  
West side of Grey from the first lane north of Harbison to Johnson at an estimated cost of \$1,489  
East side of Green (Chester) from McCalman to Herbert at an estimated cost of \$175  
North side of Herbert from Figaro to Green at an estimated cost of \$750  
North side of Leslie from Glenwood Crescent to the first lane east at an estimated cost of \$242  
South side of Leslie from Glenwood Crescent to the first lane east at an estimated cost of \$242  
South side of Sandhurst from Kent to Lot 1 Plan 1443 at an estimated cost of \$691  
Dance Hall Licenses are approved for  
Dominion Business College at 189 Kelvin Street (Henderson Highway)  
LaSalle Hotel at 345 Nairn Avenue

May 31, 1937 – Harbison is to be paved with concrete between Brazier and Roch at an estimated cost of \$8,421

A woodyard is granted to Alex Turk on the north side of Gordon between Stadacona and Brazier

June 14, 1937 – Riverton is to be graded and graveled from Brazier to Levis at an estimated cost of \$400

June 28, 1937 – Crushed stone is to be placed on Desalaberry from Nairn to Montcalm (Watt) at an estimated cost of \$350

A sewer is to be built on Beach from Lot 64 Plan 1006 to Lot 8 Plan 905 at an estimated cost of \$170 and a watermain is to be built at the same location at the cost of \$187

August 9, 1937 – Council is told that the Swifts Canadian Company intends to move its plant to St Boniface from Elmwood because St. Boniface has granted tax inducements to do so.

August 23, 1937 – The United Co-operative Limited is given permission to establish a coal and wood yard at Stadacona and Gordon

September 7, 1937 – Council is told that residents of Harbison Avenue and Glenwood Crescent are complaining about the many heavy trucks using these streets instead of Kelvin (Henderson Highway)

November 15, 1937 – Canadian Oil Companies is given permission to erect 3-12,000 gallons tanks to replace 3 – 85,000 gallon tanks on its premises at at the corner of Talbot and Levis

November 29, 1937 – A dance hall license is approved for the Elmwood Labour Hall at 231 Martin

January 24, 1938 – A bus waiting station is approved for the north-east corner of Beatrice and Hespler

February 21, 1938 – Parking is prohibited for the west side of Glenwood Crescent between Hespler and Harbison

March 7, 1938 – Council is told that the city is paying the rent for over 2,000 houses in Winnipeg

May 16, 1938 – Council is told that in January 1937, 32,600 people in Winnipeg were on relief and in January 1938, 27,600 people were on relief out of a population of 223,103 in 1937

August 1938 – Lots considered for a national housing scheme include

All lots owned by the city fronting on Martin between Grey and Green (Chester)

All lots owned by the city fronting on Union between the C.P.R. Molson Branch, the George V School Grounds and the west limit of Lot 76 Block 6 Plan 1131 St Johns Parish Lot 46

All lots fronting Manhattan between Green (Chester) and Kent

A second crushed stone application is to be made on Desalaberry from Nairn to Montcalm (Watt) at an estimated cost of \$175

October 31, 1938 – Permission is given to the Municipality of East Kildonan to connect a water pipe to the city watermain at the corner of Martin and Green (Chester) to provide for a public water tap serving 20 homes in East Kildonan. The Province had earlier condemned two wells in East Kildonan as unsanitary making the water tap necessary.

March 20, 1939 – Average number of individuals on relief per month in 1938 was 24,582, in 1937 was 27,889

April 3, 1939 – Harbison is to be paved with concrete from Watt east the C.P.R. Right-of-way at an estimated cost of \$10,500

April 17, 1939 – Council is told that the Anna Gibson School at the corner of Talbot and Kelvin (Henderson Highway) is not being used for school purposes, the windows are boarded up and therefore is not useable as a voting location.

May 1, 1939 – People in Winnipeg for selected months

	1938	1939
January	27,608	26,560
February	28,158	27,520
March	28,232	28,023

June 12, 1939 – A streetlight is to be installed on Riverton on the first pole east of Kelvin (Henderson Highway)

July 24, 1939 – A granolithic sidewalk is to be built on the east side of Beatrice from Carmen to Hart at an estimated cost of \$990

May 14, 1940 – Emergency repairs are made to the fire brick lining at the Elmwood Incinerator at a cost of \$2,058 where one side of bricks had fallen off

June 10, 1940 – The Elmwood Stable is leased to Fairfield and Sons Limited for \$50.00 per month

June 24, 1940 – A granolithic sidewalk is to be built on the west side of Cameron from Beach to Talbot at an estimated cost of \$340

July 22, 1940 – Crushed stone and oil is to be placed on Beatrice from Hespler to Martin at an estimated cost of \$670

January 6, 1941 – Seven sites in Elmwood are reserved for park and playground sites out of property that was acquired by tax sales

January 20, 1941 – The Bentwood Chair and Table Company is given permission to erect a frame metal covering addition to its factory on Johnson Avenue

A second hand book store license is approved for Michael Martin for 293 Nairn

April 28, 1941 – Crushed stone is to be placed on Foster from Manhattan to Beach at an estimated cost of \$135

Keenleyside is to be graded from Talbot to Beach as well as the lane between Talbot and Beach from Keenleyside to Lot 257 Plan 514 St Johns Parish 66 at an estimated cost of \$265

June 10, 1941 – Wolfe Street (Gateway) is to be oiled from Talbot to Castle at an estimated cost of \$115

A second hand book store is approved for Mrs. Margaret Norrie at 200 Kelvin (Henderson Highway)

June 23, 1941 – A granolithic sidewalk is to be built on the west side of Montcalm (Watt) from Talbot to Thames at an estimated cost of \$1,125

A granolithic sidewalk is to be built on the west side of Brazier from Talbot to Dearborn at an estimated cost of \$1,002

July 7, 1941 – Desalaberry is to be oiled from Nairn to Montcalm (Watt) at an estimated cost of \$220

A granolithic sidewalk is to be built on the west side of Roch from Harbison to the city limits at an estimated cost of \$163

July 21, 1941 – Crushed stone is to be placed in the lane bounded by Martin, Union from Grey to 712 Martin at an estimated cost of \$325

McCalman is to be paved with concrete from Grey to Green (Chester) at an estimated cost of \$13,000

September 2, 1941 – A public lane is to be opened in the block bounded by Harbison, Martin, Brazier and Kelvin (Henderson Highway)

September 15, 1941 – Orleans Avenue is renamed Roland Street (Elmwood Road)

October 14, 1941 – A granolithic sidewalk is to be built on the east side of Cameron from Beach to Talbot at an estimated cost of \$340

The first lane east of Kelvin (Henderson Highway) is to be graded between Martin and Union at an estimated cost of \$200

November 10, 1941 – Crushed stone is to be placed on the lane south of Castle from Grey to Castle at an estimated cost of \$175

February 2, 1942 – A stop sign is to be erected at the north-east corner of Harbison and Brazier to give traffic on Brazier the right-of-way

April 13, 1942 – An application of cinders is to be made on the north side of Nairn from Keenleyside to a point 800 feet east

May 12, 1942 – Mighton is to be paved with concrete from Kelvin (Henderson Highway) to Brazier at an estimated cost of \$6,300

May 26, 1942 – Crushed stone is to be placed in the lane bounded by Union, Martin, Roch and Watt at an estimated cost of \$314

June 22, 1942 – The lane in the block bounded by Newton (William Newton), Nairn, Roland (Elmwood Road) and Montcalm (Watt) is to be opened

July 20, 1942 – Complaints are made regarding stagnant slough water on land that was obtained by tax sale on Union Avenue between Kelvin (Henderson Highway) and Brazier. To remedy the situation a sewer is to be built on Union from Kelvin (Henderson Highway) to a point 50 feet east with ditches and culverts installed as a cost of \$865.

October 13, 1942 – A cow keeper's license is approved for G. Rucanuk at 725 Herbert

October 26, 1942 – The Alex Turk Fuel Company at 271 Gordon is given permission to construct a 5 stall stable on the north side of Gordon between Brazier and Stadacona.  
A cow keeper's license is approved for M. Mazur at 563 Windsor

December 21, 1942 – Anna Gibson School is leased to the War Training Emergency program for the Air Force.

The Elmwood Cavaliers' Hockey Club at the corner of Johnson and Brazier requests the city to take care of their 1942 property taxes.

January 4, 1943 – Council exempts Anna Gibson School from certain municipal taxes

February 1, 1943 – Council orders the demolition of 331/337 Nairn which the city acquired in 1942 due to the poor condition of the building

March 29, 1943 – A lane is to be opened in the block bounded by Nairn, Desalaberry west of Montcalm (Watt) at a cost of \$1,022

April 26, 1943 – Permission is granted to Mr. J. Freed manager of the Elm Theatre at 392 Talbot to install a manhole in the sidewalk

A granolithic sidewalk is to be built on the west side of Silvia from Leslie to a point 120 feet north at an estimated cost of \$205

June 7, 1943 – A dance hall license is approved for the Dominion Business College at 189 Kelvin (Henderson Highway)

June 21, 1943 – The lease for the Elmwood Stable is renewed to October 31, 1948 to the Renfo Tanning Products Company Limited.

Beach is to be graded between Keenleyside and a point 735 feet west at an estimated cost of \$175

July 19, 1943 – The North American Lumber and Supply Company Limited purchases property at the eastern limit of Montcalm (Watt) between Nairn and Roland (Elmwood Road)

August 3, 1943 – A Ice hall license is approved for the Cash and Carry Store at Levis and Watt and Chalmers

August 30, 1943 – Beach Avenue is to be extended to Kent

The lane between Talbot and Beach to a point 100 feet west is to be graded at a cost of \$100.

Poplar Avenue is to be paved with concrete from Kelvin (Henderson Highway) to Brazier at an estimated cost of \$7,081

September 13, 1943 – Martin Avenue is to be paved with concrete from Kelvin (Henderson Highway) to Roch at an estimated cost of \$18,482

November 8, 1943 – A streetlight is to be installed on Beach east of Kent at an estimated cost of \$135

December 6, 1943 – Council renews the agreement with East Kildonan on the water connection at the corner of Martin and Green (Chester) for a further 5 years

January 3, 1944 – The Elmwood Aces Athletic Club taxes are covered by the city for 1943 on their property Lot 21 to 27 Plan 734 St Johns Parish Lots 49/50

February 28, 1944 – Arun Green Fur Dressing & Dyeing Company Ltd takes over the lease for the Elmwood Stables from the Renfo Tanning Products Company Ltd for the same rate of \$65 per month

March 27, 1944 – A granolithic sidewalk is to be built on the south side of Beach from Lot 12 Plan 1597 St Boniface Parish Lot 67 at an estimated cost of \$173

April 10, 1944 – Sewers are to be constructed on

Herbert from Cameron to Foster and on Foster from Herbert to Talbot at an estimated cost of \$5,702

Martin from Green (Chester) to the C.P.R. Molson Branch at an estimated cost of \$3,202

A watermain is to be built on Martin from Green (Chester) to the C.P.R. Molson Branch at an estimated cost of \$2,372

April 24 1944 – James H. Gray of 134 Glenwood Crescent asks for a 8 foot approach to his property

June 5, 1944 – Desalaberry Avenue is to be oiled from Montcalm (Watt) to Nairn at an estimated cost of \$367

July 3, 1944 – Boulevards are to be created on

Both sides of Martin from Kelvin (Henderson Highway) to Brazier at an estimated cost of \$426

Both sides of Poplar from Kelvin to Brazier at an estimated cost of \$336

Concrete pavement is to be constructed on

Union from Brazier to Roch at an estimated cost of \$8,630

Chalmers from Watt to Roch at an estimated cost of \$8,555

A Ice House License is approved for the Cash and Carry Store at Johnson and Watt

July 31, 1944 – Crushed stone is to be placed on the lane between Union and Chalmers, Roch and Watt at an estimated cost of \$314

Concrete pavement is to be constructed on

Union from Roch to Watt at an estimated cost of \$9,692

Riverton from Allan to Montcalm (Watt) at an estimated cost of \$7,319

September 11, 1944 – Chalmers is to be paved with concrete from Kelvin (Henderson Highway) to Brazier at an estimated cost of \$7,790

October 10, 1944 – The Elmwood Aces Athletic Club has its taxes covered by the city for 1944 along with the Rotary Club property on Brazier on Lots 19 and 20 Plan 508 St Boniface Parish Lot 66

The Elmwood Fuel Company asks for a concrete approach for their property at 396 Chalmers

The Radio Oil Refineries Limited asks for a concrete approach on Chalmers just east of Watt

October 23, 1944 – A granolithic sidewalk is to be built on the east side of Silvia from the north line of Lot 9 Block 4 Plan 1190 to the lane north of Leslie Avenue at the estimated cost of \$469

November 20, 1944 – Swift Canadian Company donates to the city seven acres of land that formerly was the site of their plant on the banks of the Red River on Midwinter west of Louise Bridge. The only condition is within a reasonable time be turned into a playground for children or a park or both

Crushed stone is to be placed on Chalmers from Watt to Wolfe (Gateway) at an estimated cost of \$691

Chalmers is to be paved with concrete from Brazier to Roch at an estimated cost of \$10,668\

Employees of the Elmwood Incinerator complain about the smoke and heat conditions at the plant as a result canopies are erected over the fire doors to carry away the smoke before it circulates throughout the building at a cost of \$668.50

December 4, 1944 – Council adds property obtained in a tax sale west of the property donated by Swifts to the property to be used for park space

December 18, 1944 – A lane is to be opened in the block bounded by Poplar and Gordon east of Brazier Eaton Avenue is to be paved with concrete from Nairn to Talbot at an estimated cost of \$6,240

January 29, 1945 – Council repeals the by-law exempting Anna Gibson School located at Talbot and Kelvin (Henderson Highway) from certain municipal taxes. The school is no longer being used by the Royal Canadian Air Force and was sold by the Winnipeg School Division on September 1, 1944 to the Mennonite Brethren Church for use as a private school.

February 26, 1945 – A grant of \$1,000 is given to the Young Mens' Christian Association (YMCA) equal to the taxes and debt owing to their building at 241 Martin Avenue the former Elmwood Labor Hall

March 12, 1945 – The Elmwood Aces Athletic Club located at Lots 21-27 Plan St Johns Parish Lots 49/50 and the Elmwood Athletic Club located at Lots 43-51 Block 8 Plan 1115 St Boniface Parish Lot 68 receive grants to cover their 1945 taxes

April 9, 1945 – A concrete sidewalk is to be built on the west side of Roland (Elmwood Road) from Nairn to Thames at an estimated cost of \$1,700

Wolfe (Gateway) is to be paved from Talbot to Harbison at an estimated cost of \$23,080

Allan is to be paved from Nairn to Tweed at an estimated cost of \$11,090

The Winnipeg Lumber and Fuel Company at 362 Johnson ask for two approaches for its property on the north side of Johnson just west of Levis

April 23, 1945 – Crushed stone is to be placed on the lane between Cobourg, Carman, Beatrice and Kelvin (Henderson Highway) at an estimated cost of \$435

The lane bounded by Leslie, Hespler, Glenwood and Silvia is to be paved with concrete at an estimated cost of \$6,200

June 4, 1945 – A dog kennel license is approved for C. M. Tangstad at 500 Union

July 3, 1945 – Crushed stone is to be placed on Martin from Grey to the C.P.R. Molson Branch at an estimated cost of \$950

Castle is to be paved with concrete between Grey and Wolfe (Gateway) at an estimated cost of \$14,900

A concrete sidewalk is to be built on the north side of Beach from Kent to Lot 44 Plan 1147 St Boniface Parish Lots 65/67 at an estimated cost of \$332

July 11, 1945 – Council favors the inclusion of basements and furnaces in the 100 homes to be built in Elmwood by Wartime Housing Limited

July 16, 1945 – Herbert is to be paved from Wolfe to Grey at an estimated cost of \$13,730

July 30, 1945 – Birds Hill Road (Panet Road) is to be graded from the southern city limits to a point 763 feet north at an estimated cost of \$267

Levis Street is to be paved from Talbot to Riverton at an estimated cost of \$1885

A concrete sidewalk is to be built on the north side of Beach from Lot 44 Plan 1147 to Lot 36 Plan 1147 at an estimated cost of \$370

The lane between Harbison, Martin, Grey and Wolfe (Gateway) is to be diverted to allow for the building of wartime houses

September 10, 1945 – A sewer is to be built on Beach from Keenleyside to a point 580 feet east and on Keenleyside from Beach to Talbot at an estimated cost of \$7,200

September 24, 1945 – Traffic is restricted to southbound on Glenwood Crescent between Harbison and Hespler and one way westbound on Harbison between Kelvin (Henderson Highway) and Glenwood Crescent

Crushed stone is to be placed on the “T” lane bounded by Noble and Cobourg at an estimated cost of \$440

A streetlight is to be placed on Hart between Kelvin (Henderson Highway) and Beatrice between the existing streetlight

November 5, 1945 – Crushed stone is to be placed on the lane between Martin and Union from Watt to the first lane east then north to Martin at an estimated cost of \$175

Brazier is to be paved from Talbot to the city limits at an estimated cost of \$32,225

A concrete sidewalk is to be built on the north side of Nairn from 211.6 feet east of Kent to Keenleyside at an estimated cost of \$880

November 19, 1945 – The Alsip Brick Tile and Lumber Company Limited is given permission to build a narrow gauge track 2900 feet by 10 feet in the Elmwood Nuisance Grounds property

Crushed stone is to be placed on the lane between Martin, Union, Brazier and Roch at an estimated cost of \$320

December 17, 1945 – Traffic in the lane east of Glenwood Crescent is restricted to southbound only between Hespler and Hart

The lane between the Red River, Kelvin and Midwinter is to be diverted and the street line of Midwinter is to be adjusted at the powerlines

January 28, 1946 – A second hand dealers license is given to Frank Lessman at 180 Kelvin (Henderson Highway)

February 11, 1946 – An agreement is signed with North Kildonan to provide water through Elmwood and East Kildonan to North Kildonan

February 25, 1946 – The Elmwood Legion declares its disapproval of having married women on the city payroll

Brazier is to be paved with concrete from Dearborn to Gordon at an estimated cost of \$2,200

April 8, 1946 – A dog kennel license is approved for Mrs. Agnes Low of 629 Chalmers

A bowling alley license is approved for W.T. Snowden for the north-east corner of Chalmers and Kelvin (Henderson Highway)

May 6, 1946 – Sewers to be built on

Herbert from Kent to a point 447 feet east at an estimated cost of \$4,100

Beach from a point 126 feet east of Foster to Foster and on Foster from Beach to Manhattan at an estimated cost of \$2,475

Watermains to be built on Herbert from Kent to Lot 27 Plan 846 at an estimated cost of \$2,100

Beach from the C.P.R. Line to Foster and on Foster from Manhattan to Beach at an estimated cost of

\$2,055

An application is approved for East Kildonan to construct a watermain on Harbison between Wolfe (Gateway) and Grey to a point on Montrose (Larsen) to construct a water tap to serve 9 houses in East Kildonan to replace a well which was closed by the health authorities

The remaining portion of the dilapidated wooden fence at the Elmwood Works Yard is sold for \$25

May 20, 1946 – Crushed stone is to be placed on Beatrice from Hespler to Martin at an estimated cost of \$1,755

Windsor is to be paved with concrete from Wolfe (Gateway) to Grey at an estimated cost of \$13,365

June 8, 1946 – The lane bounded by Martin, Union, Grey and Wolfe (Gateway) is to be diverted and a portion of the lane is to be closed and sold

Seven of the proposed twenty-six wartime homes sites on Nairn lack watermains and sewers so only nineteen homes are to be built

Permission is granted to build a filling station at the south-east corner of Kelvin (Henderson Highway) and Martin with two 1,000 gallon storage tanks and a building 46 feet by 54 feet

June 17, 1946 – Approval is given to Canadian Oil Companies to install a fourth gasoline tank at the corner of Levis and Talbot

July 2, 1946 – Council is told that there are currently 625 homes with a current population of 2,581 in the area of Elmwood east of Wolfe (Gateway) and north of Talbot and there are 204 wartime homes built or under construction in this area.

Council orders the immediate construction of concrete pavement on Wolfe (Gateway) from Talbot to Martin, on Martin from Wolfe to Grey and on Grey from Martin to Chalmers so a bus service is possible.

Northbound traffic is prohibited in the first lane west of Kelvin (Henderson Highway) between Hespler and Hart

The lane between Harbison, Wolfe, Martin and Grey is to be extended and graded at an estimated cost of \$220

July 15, 1946 – Beatrice is to be paved with concrete from Hespler to Martin at an estimated cost of \$17,630

July 29, 1946 – Council covers the taxes for the Elmwood Aces Athletic Club, the Rotary Club (Elmwood Winter Club) and the Elmwood Athletic Club

The lane in the block bounded by Manhattan, Beach, C.P.R. Tracks and Foster is to be widened from 12 to 16 feet wide

September 28, 1946 – Nairn is to be paved from Roland (Elmwood Road) to Birds Hill Road (Panet)

October 7, 1946 – A portion of Union Avenue is to be closed near Kelvin (Henderson Highway)

The lane bounded by Hart, Hespler, Glenwood and Beatrice is to be paved with concrete at an estimated cost of \$6,150

Crushed stone is to be placed on the lane bounded by Gordon, McIntosh, Kelvin (Henderson Highway) and Brazier at an estimated cost of \$485

October 21, 1946 – Crushed stone is to be placed on the lane bounded by Martin, Harbison, Roch and Brazier at an estimated cost of \$400

The water tap is to be removed from the corner of Martin and Green (Chester)

November 4, 1946 – Two 1,000 gallon storage tanks are approved for the south-east corner of Kelvin and Martin (Elmwood Motors)

Canadian Oil Companies is given permission to erect a gasoline service station at the south-east corner of Talbot and Grey

November 18, 1946 – School zones signs are to be erected on Talbot and Nairn in the vicinity of Sir Sam Steele School

Tweed is to be paved with concrete from Roland (Elmwood Road) to Stadacona at an estimated cost of \$22,075

The free water tap at the south-east corner of Talbot and Kent is to be removed

The water tap east of Keenleyside is to be relocated to Beach

December 16, 1946 – Crushed stone is to be placed on Grey between Castle and Martin at an estimated cost of \$920 to permit bus service

January 13, 1947 – Riverton is to be paved from Levis to a point 158.85 feet west at a cost of \$1,960

New icebreakers are to be built at the piers of the Redwood and Louise Bridges. The cost of the new icebreaker at Louise Bridge is \$30,696 plus \$3,000 in engineering fees and \$12,717 at Redwood Bridge and \$4,800 in engineering fees

The Beaver Construction Company is given permission to build a public garage for the Chalmers Auto Truck and Body Works at 349 Nairn to replace the previous garage destroyed by fire

January 27, 1947 – Council is told that the concrete piers of the Redwood Bridge constructed in 1907 have become seriously eroded at the ice level as to undermine the safety of the bridge. The cost of making repairs is estimated at \$15,000

February 10, 1947 – Grey is to be paved with concrete from Talbot to Martin at an estimated cost of \$20,035

The Alsip Brick Tile and Lumber Company is given permission to install a 10,000 gallon oil storage tank in connection with the burning of brick at its brickyard on Nairn

February 24, 1947 – Council rescinds the order for the removal of the water tap on Talbot east of Keenleyside. It orders a sign to be placed near the tap prohibiting the use of the tap by non Winnipeg residents

May 5, 1947 – The lane between Martin, Harbison, Glenwood and Kelvin (Henderson Highway) is to be paved at a cost of \$8,170

May 19, 1947 – Permission is given to erect a public garage south of Talbot between Levis and Brazier

June 2, 1947 – Montcalm (Watt) is to be extended from Thames to Chalmers crossing the Elmwood Incinerator property, the C.P.R. Right-of-way, and the Hi Grade Ice and Fuel Company

Grey is to be widened between Union and Castle at an estimated cost of \$3,500

Crushed stone is to be placed on Herbert from Foster to Cameron at an estimated cost of \$410  
A concrete sidewalk is to be built on the north side of Herbert from Foster to Cameron at an estimated cost of \$710

July 14 – 1947 - Union is to be graded with crushed stone in front of the wartime houses between Wolfe (Gateway) and Grey at an estimated cost of \$645

Concrete sidewalks to be built on

North side of Harbison from Wolfe (Gateway) to 532 feet east of Wolfe at an estimated cost of \$905

South side of Harbison from Wolfe to Grey at an estimated cost of \$1,500

South side of Martin from Wolfe to Grey at an estimated cost of \$1,380

South side of Martin from 685 feet east of Grey to Green (Chester) at an estimated cost of \$750

North side of Martin from Grey to 200 feet east of Green (Chester) at an estimated cost of \$1,920

South side of Chalmers from Wolfe (Gateway) to Grey at an estimated cost of \$1,500

North side of McCalman from 257 east of Green (Chester) to Kent at an estimated cost of \$1,185

August 11, 1947 – Grants to cover taxes are given to the Elmwood Aces Athletic Club, the Elmwood Winter Club and the Elmwood Athletic Club

Wolfe (Gateway) is to be paved from Talbot to Harbison at an estimated cost of \$26,250

Poplar is to be paved from Brazier to Roch at an estimated cost of \$10,775

September 22, 1947 – The east side of Grey is to have a boulevard built from Chalmers to Union at a cost of \$24

Boulevarding and tree planting is to take place on

Both sides of Grey from Talbot to Chalmers at an estimated cost of \$1,329

West side of Grey from Chalmers to Union at an estimated cost of \$127

October 20, 1947 – A sewer is to be constructed on Manhattan from Kent to 780 feet west of Kent at an estimated cost of \$9,670

A watermain is to be built on Manhattan from Kent to 780 feet west of Kent at an estimated cost of \$4,375

November 3, 1947 – The Elmwood Stables is leased to Canada Fur Dressing and Dyers Limited at 149 Stadacona for a further 5 years at \$165 per month

November 17, 1947 – Brazier is to be paved with concrete from Talbot to Harbison at an estimated cost of \$30,600

December 1, 1947 – Through traffic is prohibited as a temporary measure on Talbot between Montcalm (Watt) and Birds Hill Road (Panet Road) due to traffic conditions between Wolfe (Gateway) and Grey

December 15, 1947 – Crushed stone is to be placed on Magnolia from Talbot to the second lane south of Talbot at an estimated cost of \$110

Permission is given to Elmwood Hardware to store flammable liquids at its store at 215 Kelvin (Henderson Highway)

December 29, 1947 – A stop sign is to be erected at Talbot and Levis to stop northbound traffic on Levis

January 26, 1948 – The speed limit on Redwood Bridge during the repairs is set at 15 mph

February 9, 1948 – The Winnipeg School District transfers to the city the school site at Brazier and Riverton  
Cameron Street is to be widened between Talbot and Beach

February 23, 1948 – The Metropolitan Planning Committee proposes to build a new bridge over the Red River connecting Kelvin Street (Henderson Highway) and Disraeli Street as well as a new bridge at Inkster crossing the Red River at approximately Henderson and Donalda in East Kildonan

May 3, 1948 – Crushed stone is to be placed on the west side of Kelvin (Henderson Highway) between Hespler and Talbot at an estimated cost of \$575  
A concrete sidewalk is to be built on the west side of Cameron from Herbert to Talbot at an estimated cost of \$380  
A watermain is to be built on Talbot from 527 feet east of Keenleyside to Birds Hill Road (Panet Road) at an estimated cost of \$13,200

May 31, 1948 – A portion of the lane between Poplar, and McIntosh east of Brazier is to be closed and sold  
Crushed stone is to be placed in the lane between Tweed, Riverton, Allan and Montcalm (Watt ) at an estimated cost of \$345  
Crushed stone is to be placed on Martin from Grey to Wolfe (Gateway) at an estimated cost of \$425  
A dance hall license is approved for 383 Nairn between Stadacona and Allan

June 14, 1948 – Veteran homes are to be built on  
North side of Talbot between Foster and Cameron – Two homes  
South side of Talbot between Foster and Green (Chester) – Six homes  
South side of Talbot between Green (Chester) and Keenleyside – Ten homes  
North side of Talbot between Cameron Keenleyside – Seven Homes  
South side of Talbot between Keenleyside and Birds Hill Road (Panet Road) – Eight Homes  
Stop signs are to be erected on the  
North-west and south-east corners of Brazier and Johnson to stop traffic on Brazier entering Johnson  
North-west corner of Brazier and Talbot to stop traffic on Brazier entering Talbot

July 26, 1948 – The Elmwood Cemetery Company Limits proposes to expand the cemetery by purchasing land fronting on the Red River west of Kelvin (Henderson Highway) A large petition of residents oppose the proposal and the idea is rejected by council  
Kelvin Street (Henderson Highway) is to be paved on the west side from Hespler to Talbot at an estimated cost of \$14,940  
Riverton is to be paved from Montcalm (Watt) to Roland (Elmwood Road) at an estimated cost of \$9,505  
Stop signs are to be placed at the intersection of Brazier and Martin to stop traffic on Martin entering Brazier

August 9, 1948 – The lane between Beach, Talbot, Kent and Keenleyside is to be graded at an estimated cost of \$341

A concrete sidewalk is to be built on the north side of Beach from Kent to Lot 62 Plan 1006 at an estimated cost of \$780

Watt is to be paved from Harbison to the first lane north at an estimated cost of \$3,035

The lane between Manhattan, Beach, Kent and the C.P.R. Tracks is to be widened

August 23, 1948 – Grants to cover taxes are given to the

Elmwood Aces Athletic Club

Elmwood Winter Club

Elmwood Athletic Club

Dearborn is to be oiled from Kelvin (Henderson Highway) to Brazier at an estimated cost of \$245

A concrete sidewalk is to be built on the south side of Beach from Lot 12 Plan 1597 to Lot 4 Plan 1597 at an estimated cost of \$345

Montcalm (Watt) is to be paved from Talbot to Tweed at an estimated cost of \$6,840

Brazier is to be paved from Talbot to Gordon at an estimated cost of \$11,445

September 7, 1948 – Crushed stone is to be placed on the lane bounded by

Talbot, Herbert, Foster and Cameron at an estimated cost of \$200

Talbot, Beach, Foster and Cameron at an estimated cost of \$810

Talbot, Beach, Cameron and Kent at an estimated cost of \$760

Talbot, Herbert, Cameron and Green (Chester) at an estimated cost of \$270

Talbot Beach, Kent and Keenleyside at an estimated cost of \$680

Talbot, Herbert, Keenleyside and the second lane east at an estimated cost of \$605

Martin, Union, Grey and Green (Chester) at an estimated cost of \$860

Union, Chalmers, Grey and the C.P.R. Molson Tracks at an estimated cost of \$815

Talbot, Herbert, Figaro and Magnolia at an estimated cost of \$275

Talbot, Herbert, Magnolia and Kent at an estimated cost of \$220

A concrete sidewalk is to be built on the south side of Talbot from 280 feet east of Kent to Keenleyside at an estimated cost of \$790

Crushed stone is to be placed on Union from Green (Chester) to the C.P.R. Molson Tracks at an estimated cost of \$565 and on Union from Grey to Green at an estimated cost of \$1,580

Stop signs are to be placed on the southwest corner of Desalaberry and Montcalm (Watt) to stop traffic on Desalaberry entering Montcalm

The junction of Desalaberry and Nairn to stop traffic on Desalaberry entering Nairn

October 4, 1948 – A sewage is to be built for drainage purposes in the block bounded by Kelvin (Henderson Highway), Brazier, Chalmers and Union at an estimated cost of \$818

October 18, 1948 – Concrete sidewalks are to be built on both sides of Brazier from Midwinter to Talbot at an estimated cost of \$865

A sewer is to be built on Union from Green (Chester) to a point 370 feet east at an estimated cost of \$2,645

December 13, 1948 – The swing mechanisms repairs on Redwood Bridge is to cost from \$2,000 to \$3,500. The swing mechanisms repairs on Louise Bridge is to cost from \$3,000 to \$5,000

January 10, 1949 – Elmwood Nuisance Grounds now fall under the new regulations of the Public Health Act.

1. Constant supervision of the grounds is required
2. New approaches must be maintained in an orderly manner
3. Provisions must be made for insecticidal treatment, weed control and rodent control

The land to be included under the new regulations is on the south side on Nairn Avenue from Foster to Birds Hill Road (Panet Road)

The Library Committee recommends that a new branch library be opened in East Elmwood on Talbot or Nairn and that the boys' and girls' library in Lord Selkirk School remain open

January 24, 1949 – Council is told that the repair cost for the Elmwood Stable have risen from \$5,000 to \$6,500

Crushed stone is to be placed on the lanes bounded by McCalman, Nairn, Kent and Green (Chester) at an estimated cost to \$225 and on the lane bounded by Martin, Union, Brazier and Kelvin (Henderson Highway) at an estimated cost of \$375

The City Engineer proposes to make the preliminary design for the proposed new bridge over the Red River at the foot of Kelvin Street (Henderson Highway)

February 7, 1949 – Chalmers is to be paved from Grey to the C.P.R. Molson Branch at an estimated cost of \$15,200

February 21, 1949 – Additional fire hydrants are to be installed at the southwest corner of Thames and Montcalm (Watt), on Thames 370 feet east of Montcalm and at the southwest corner of Tweed and Montcalm

Stop signs are to be erected at the southwest corner of Chalmers and Grey to stop traffic on Chalmers entering Grey and the northwest and southwest corners of Wolfe (Gateway) and Talbot to stop traffic on Wolfe entering Talbot

March 7, 1949 – The Elmwood Nuisance Grounds is to be screened with trees from the C.P.R. Mainline east to Birds Hill Road (Panet Road) on the south side of Nairn, a distance of 6,432 feet. The Planting strip is to be 16 feet wide with a total of 644 trees to be planted. The preparation of the planting strip is to cost \$3,300 and the trees and the maintenance for the first year is to cost \$2,260

March 21, 1949 – Crushed stone is to be placed on Kent from Talbot to the lane north at an estimated cost of \$135

May 16, 1949 – Crushed stone is to be placed in the lane bounded by Talbot, Beach from Keenleyside to Lot 257 Plan 514 at an estimated cost of \$435

May 30, 1949 – Crushed stone is to be placed on Beach from Kent to Keenleyside at an estimated cost of \$720

June 27, 1949 – The George V School site is to be enlarged by the addition of 15 lots which were to have been used for the construction of 15 veteran homes on the south side of Chalmers between Grey and the C.P.R. Molson Tracks

Midwinter is to be oiled from Kelvin (Henderson Highway) to Levis at an estimated cost of \$1,140

The lane east of Brazier from McIntosh to Poplar is to be paved at an estimated cost of \$2,475

The Canadian Bank of Commerce at 162 Kelvin (Henderson Highway) asks for approaches for the bank

July 25, 1949 – Beatrice is to be paved from Hart to Noble at an estimated cost of \$12,470  
The estimated cost of constructing a new bridge over the Red River from Kelvin (Henderson Highway) to Disraeli Street is estimated at \$1,415,000. The bridge is to be 667 feet long with a 80 foot wide clear water way for boats with the side spans 135 feet long.  
A sewer is to be built on Manhattan from Green (Chester) to a point 320 feet east at an estimated cost of \$2,440 and on Green from Manhattan to Beach at an estimated cost of \$2,440

August 8, 1949 – The lane between Talbot and Beach west of Kent is to be graded from Kent to a point 932 feet west at an estimated cost of \$330  
Kelvin Motors at 311 Kelvin (Henderson Highway) is given permission to install an additional 1,000 gallon gasoline underground storage tank at the south west corner of Martin and Kelvin making the total capacity 3,000 gallons

August 22, 1949 – A portion of Chalmers is to be closed, a new lane is to be opened and a portion of a public lane is to be closed with all of the property transferred to the Winnipeg School District.  
The lanes in the block bounded by Chalmers, Johnson Brazier and Kelvin (Henderson Highway) are to be paved at an estimated cost of \$5,500  
A concrete sidewalk is to be built on the south side of Talbot from 254 east of Keenleyside to a point 89 feet further east at an estimated cost of \$200

September 6, 1949 – Beach is to be paved from Kent to Keenleyside at an estimated cost of \$9,075  
A sewer is to be built on Talbot from 143 west of the manhole at Riverton to the west end of the street at an estimated cost of \$1,500  
Harbison is to be paved from Grey to the C.P.R. Molson Tracks at an estimated cost of \$32,600  
Parking is to be prohibited on the west side of Levis between Talbot and the first lane south

October 3, 1949 – The Elmwood Home and School Association asks for the construction of a library on Kelvin (Henderson Highway) across from the Elmwood Cemetery  
The lane in the block bounded by Talbot, Herbert, Keenleyside and Kent is to be widened

November 14, 1949 – Crushed stone is to be placed in the lane bounded by Hart, Hespler, Kelvin (Henderson Highway) and Beatrice at an estimated cost of \$800.  
Crushed stone is to be placed on Green (Chester) from Union to Martin at an estimated cost of \$200  
A concrete sidewalk is to be built on the north side of Beach from Kent to a point 897.5 feet east of Kent at an estimated cost of \$1,350

November 28, 1949 – The lane bounded by Union, Martin, Wolfe (Gateway) and Grey is to be graded at an estimated cost of \$254

December 12, 1949 – An application is made to the Board of Transport Commissioners to install flashing lights and bells at the two C.P.R. Railway Crossing on Nairn

December 28, 1949 – Home Builders Supplies and Lumber Limited is given permission to install a 500 gallon storage tank at its premises at Stadacona and Gordon

February 20, 1950 – Certain lanes between Union and Sandhurst are to be closed east of Grey and the land disposed of

Crushed stone is to be placed on Silvia from Leslie to Hespler at an estimated cost of \$85

Crushed stone is to be placed on the lanes in the block bounded by Beatrice, Silvia, Hespler and Digby at an estimated cost of \$560

April 3, 1950 – Land is leased for a lumber yard on the east side of Stadacona to a lane 100 feet west of Allen for \$600 per year

Crushed stone is to be placed on the lane bounded by Chalmers, Union, Brazier and Roch at an estimated cost of \$590

April 17, 1950 – The library branch for Elmwood is to be located at 299 Nairn

A lumber yard is to be located at the northwest corner of of Stadacona and Tweed

May 1, 1950 – Lanes in the block bounded by Montcalm (Watt), Roland (Elmwood Road), Nairn, Newton (William Newton) are to be paved at an estimated cost of \$4,685

May 29, 1950 – Crushed stone is to be placed in the lanes bounded by Union, Martin, Roch and Watt at an estimated cost of \$585

June 12, 1950 – Harbison from Grey east to the C.P.R. Molson Branch is to be graded and crushed stone is to be placed on the street at an estimated cost of \$2,965

A concrete sidewalk is to be built on the north side of Harbison from Grey to a point 874 feet east of Grey at an estimated cost of \$3,245

June 26, 1950 – Crushed stone is to be placed on Chalmers Avenue East from the south line of Union to the C.P.R. Tracks at an estimated cost of \$800

Crushed stone is to be placed on Beach from Green (Chester) to Kent at an estimated cost of \$880

Crushed stone is to be placed on Kent from Talbot to Sandhurst at an estimated cost of \$895

Crushed stone is to be placed on Green (Chester) from Martin to the North City Limits at an estimated cost of \$275

Crushed stone is to be placed on the lanes bounded by

Union, Chalmers East and the C.P.R. Tracks at an estimated cost of \$450

Beach, Talbot, Cameron and Kent at an estimated cost of \$560

Beach, Manhattan, Green (Chester) and Kent at an estimated cost of \$420

Sandhurst, Manhattan and Kent at an estimated cost of \$290

Talbot, Herbert, Keenleyside and Kent at an estimated cost of \$145

Harbison, Martin, Grey and Green (Chester) at an estimated cost of \$750

Harbison, Martin, Green (Chester) and the C.P.R. Tracks at an estimated cost of \$460

Union, Martin, Green (Chester) and the C.P.R. Tracks at an estimated cost of \$300

Concrete sidewalks are to be built on

North side of Chalmers East from Union to the C.P.R. Tracks at an estimated cost of \$2,430

North side of Beach from 84 feet east of Green (Chester) to a point 544 feet west of Kent at an estimated cost of \$710

South side of Beach from a point 149 east of Cameron to a point 298 feet west of Kent at an estimated cost of \$1,265

North side of Manhattan from 640 feet west of Kent to Kent at an estimated cost of \$960

South side of Manhattan from Green (Chester) to Kent at an estimated cost of \$1,655  
South side of Harbison from Grey to Green at an estimated cost of \$3,370  
West side of Green (Chester) from Union to the C.P.R. Tracks at an estimated cost of \$845  
South side of Harbison from Green to the C.P.R. Tracks at an estimated cost of \$2,345  
North side of Martin from 200 feet east of Green to the C.P.R. Tracks at an estimated cost of \$675  
South side of Martin from Green to the C.P.R. Tracks at an estimated cost of \$890  
North side of Union from Green (Chester) to the C.P.R. Tracks at an estimated cost of \$570  
East side of Grey from Union to the North City Limits at an estimated cost of \$576  
Riverton is to be paved from Talbot to Kelvin (Henderson Highway) at an estimated cost of \$10,100  
Kent to be graded from Talbot to Sandhurst at an estimated cost of \$280  
Lanes to be graded  
Lane between Beach, Talbot, Cameron and Kent at an estimated cost of \$235  
Lane between Union, Chalmers Avenue East and the C.P.R. Tracks at an estimated cost of \$200  
Lane between Beach, Manhattan, Green (Chester) and Kent at an estimated cost of \$175  
Lane between Sandhurst, Manhattan and Kent at an estimated cost of \$126  
Lane between Talbot, Herbert, Keenleyside and Kent at an estimated cost of \$60  
Lane between Harbison, Martin, Grey and Green (Chester) at an estimated cost of \$310  
Lane between Harbison, Martin, C.P.R. Tracks and Green at an estimated cost of \$195  
Lane between Union, Martin, C.P.R. Tracks and Green (Chester) at an estimated cost of \$125

July 10, 1950 – The cost of cleaning and rehabilitating Elmwood Park from the flood is estimated at \$3,500

July 24, 1950 – Crushed stone is to be placed in the lane bounded by Beatrice, Glenwood, Carmen and Cobourg at an estimated cost of \$245  
Chalmers Avenue East is to be graded along with the outlets to Union at an estimated cost of \$625  
Harbison is to be graded from Grey to the C.P.R. Molson Branch at an estimated cost of \$1,275

August 8, 1950 – Crushed stoned is to be placed on Kent from the lane north of Talbot to Sandhurst at an estimated cost of \$760  
A sewer is to be built on Beach from 747 feet east of Kent to Keenleyside at an estimated cost of \$2,660  
A bowling alley license is given to W. T. Snowden for premises to be erected at 263/265 Kelvin Street (Henderson Highway), on the east side of Kelvin between Chalmers and Martin

August 18, 1950 – Dearborn is to have crushed stone placed on it and oiled from the first lane east of Kelvin to Brazier at an estimated cost of \$1,575  
Boulevarding and tree planting is to be done on both sides of Montcalm (Watt) from Talbot to Tweed at an estimated cost of \$769  
Johnson is to be paved from Wolfe (Gateway) to Grey at an estimated cost of \$12,470  
Stop signs are to be placed on the south-east and south-west corners of Riverton and Brazier to stop traffic on Riverton entering Brazier  
A stop sign is to be placed on the south-west corner of Mighton and Brazier to stop traffic on Mighton entering Brazier  
Stop signs are to be placed at the south-west and north-east corners of Brazier and Dearborn to stop traffic on Dearborn entering Brazier

Stop signs are to be placed on the south-west and north-east corners of Brazier and McIntosh to stop traffic on McIntosh entering Brazier

Stop signs are to be placed on the south-west and north-east corners of Poplar and Brazier to stop traffic on Poplar entering Brazier

Stop signs are to be placed on the south-west and north-east corners of Chalmers and Brazier to stop traffic on Chalmers entering Brazier

Stop signs are to be placed on the south-west and north-east corners of Union and Brazier to stop traffic on Union entering Brazier

Stop signs are to be placed on the south-west and north-east corners of Harbison and Brazier to stop traffic on Harbison entering Brazier

September 5, 1950 – A special committee is formed to investigate amalgamation with East Kildonan Beatrice is to be paved from Hespler to Hart and from Noble to Martin at an estimated cost of \$9,965

September 22, 1950 – Glenwood Crescent residents protest the proposed location of the permanent dyke as suggested by the Greater Winnipeg Dyking Board. The board proposes building a dyke along the eastern bank of the Red River from the south side of Hespler and at the junction of Hespler and Glenwood Crescent using the roadway of Glenwood Crescent as the permanent dyke to Elmwood Park and the city limits leaving the west side of Glenwood Crescent outside the permanent dyke.

October 2, 1950 – The City Engineer is instructed to prepare for a plan of dyking behind the homes on the west side of Glenwood Crescent instead of using the street

Boulevarding and tree planting is to be done on both sides of Kent from Talbot to Beach at an estimated cost of \$315

Kent is to be paved from Talbot to Beach at an estimated cost of \$2,555

Talbot is to be paved from Lot 20 Block C Plan 817 to Riverton at an estimated cost of \$5,500

Crushed stone is to be placed on Manhattan from Green (Chester) to Kent at an estimated cost of \$930

The Talbot bus service is diverted from Main Street to Princess, Donald to Broadway

October 30, 1950 – Grants to cover taxes are given to the Elmwood Winter Club and the Elmwood Athletic Club

November 13, 1950 – Crushed stone is to be placed on Chalmers from Montcalm (Watt) to Raleigh at an estimated cost of \$1,855

Boulevarding and tree planting is to be done on both sides of Kent from Nairn to Talbot at an estimated cost of \$850

A concrete sidewalk is to be built on the south side of Chalmers from Montcalm (Watt) to Raleigh at an estimated cost of \$2,415

Kent is to be paved from Nairn to Talbot at an estimated cost of \$8,175

November 27, 1950 – Boulevarding is to be done on both sides of Talbot from Riverton to the west end of Talbot at an estimated cost of \$202

Crushed stone is to be placed in the lane bounded by Talbot, Hubert, Eaton and Grey at an estimated cost of \$680

A concrete sidewalk is to be built on the east side of Green (Chester) from Beach to Manhattan at an estimated cost of \$430

December 11, 1950 – Keenleyside is to be extended to the first lane north of Beach

December 27, 1950 – Boulevarding and tree planting is to be done on both sides of Newton (William Newton) from Montcalm (Watt) to Roland (Elmwood Road) at an estimated cost of \$975  
Boulevarding and tree planting is to be done on both sides of Beach from Kent to Grey at an estimated cost of \$1,445  
A concrete sidewalk is to be built on the south side of Manhattan from Green (Chester) to Lot 1 Plan 789 at an estimated cost of \$875  
Beach is to be paved from Kent to Green (Chester) at an estimated cost of \$12,415  
Riverton is to be paved from Wolfe (Gateway) to Grey at an estimated cost of \$11,775

January 22, 1951 – Stop signs are to be placed on all streets intersecting Watt Street from Harbison to Levis to stop traffic entering Watt Street. Stop signs are to be placed to control eastbound traffic on Johnson and Poplar entering Levis. Stop signs are to be placed on Tweed, Riverton and Newton (William Newton) to stop traffic entering Stadacona. Stop signs are to be placed on the south-east and north-west corners of Johnson and Roch to stop traffic entering Johnson. Stop signs are to be placed on Martin and Riverton and Kelvin (Henderson Highway) to stop traffic entering Kelvin. A stop sign is to be placed at the south-east corner of Talbot and Kelvin to stop traffic entering Talbot. A stop sign is to be placed at the intersection of Kent and Talbot to stop traffic entering Talbot.

February 5, 1951 – A highway type concrete is to be built on Nairn from Roland (Elmwood Road) to Birds Hill Road (Panet Road) at an estimated cost of \$140,000

March 5, 1951 – Council again asks the Board of Transport Commissioners to install flashing lights and bells at the crossing of the C.P.R. Mainline on Nairn between Roland (Elmwood Road) and Wolfe (Gateway)

April 30, 1951 – The water tap in front of 928 Talbot is to be moved to in front of 994 Beach at an estimated cost of \$250

Owners of property on the west side of Glenwood Crescent north of Hespler ask for compensation because of the construction of the dyke on the street leaving their homes outside the dyke

May 14, 1951 – The Canadian Department of Public Works tell Council that the proposed Disraeli Bridge must have a clearance of 40 over the Red River for river traffic.  
Imperial Oil Limited is given permission to install two additional 1,000 gallon underground gasoline storage tanks at their station at the south-west corner of Noble and Kelvin (Henderson Highway)  
Imperial Oil is given permission to install two additional 1,000 gallon storage tanks at 205 Stadacona  
Gretsinger and Sons Highway Transport is given permission to install a 1,000 gallon underground storage tank on their property at 363 Poplar

May 28, 1951 – The old hose truck from Fire Hall #8 at 325 Talbot is sold to the Northmain Drive In Theatre in Old Kildonan for \$175 to used as a free attraction for children

June 11, 1951 – The Glenwood Crescent Dyke is to be paved from Hespler to Harbison

August 20, 1951 – Birds Hill Road (Panet Road) lying north of Nairn is to be declared a Provincial Trunk Highway

The lane east of Glenwood Crescent is to be graded from Hespler to Harbison

September 4, 1951 – Beach is to be paved from Kent to Green (Chester) at an estimated cost of \$13,685

September 17, 1951 – The water tap at the corner of McCalman and Green (Chester) is to be removed

October 1, 1951 – Green Street (Chester) is to be widened between Talbot and Herbert and the lane in the block bounded by Talbot, Herbert, Green and Cameron is to be diverted

Crushed stone is to be placed on the first lane east of Kelvin (Henderson Highway) from Martin to Harbison at an estimated cost of \$270

Crushed stone is to be placed on the lane in the blocks bounded by Wolfe (Gateway), C.P.R. Molson Tracks, Harbison and Montrose (Larsen) at an estimated cost of \$2,945 with East Kildonan paying \$736.25

A drainage sewer is to be built on the first lane east of Brazier from Poplar to a point 165 feet south at an estimated cost of \$1,480

October 15, 1951 – Silvia Street is to be extended from the first lane south of Hespler to Hespler

November 12, 1951 – Crushed stone is to be placed on

Harbison from Wolfe (Gateway) to Grey at an estimated cost of \$392

Harbison from the C.P.R. Molson Tracks to Grey at an estimated cost of \$1,812

Martin from C.P.R. Molson Tracks to Grey at an estimated cost of \$1,588

Martin from Wolfe (Gateway) to Grey at an estimated cost of \$397

Union from Wolfe to Grey at an estimated cost of \$440

Union from C.P.R. Molson Tracks to Grey at an estimated cost of \$1,393

Chalmers Avenue East from Lot 22 Block 3 Plan 884 to Lot 47 Block 3 Plan 884 at an estimated cost of \$1,068

McCalman from Green (Chester) to Kent at an estimated cost of \$429

Grey from Martin to Harbison at an estimated cost of \$212

Green (Chester) from Union to the lane north of Harbison at an estimated cost of \$456

Green from Manhattan to Beach at an estimated cost of \$261

Cameron from Talbot to Herbert at an estimated cost of \$215

Cameron from Talbot to Beach at an estimated cost of \$110

Kent from Beach to Sandhurst at an estimated cost of \$592

Keenleyside from Herbert to Beach at an estimated cost of \$672

December 24, 1951 – Council renews the lease for the Elmwood Branch Library at 299 Nairn

January 21, 1952 – Council is told by the Library Board that the Elmwood Library Branch has been unable to properly service both sections of the community. The rent for the Elmwood Branch is \$85.00 per month and the total cost of running the branch in 1951 was \$9,759. It is recommended that the branch be closed and a bookmobile service be created to serve Elmwood and other under-served areas of the city. The cost of purchasing a suitable vehicle and making the necessary alterations is estimated at \$12,000 and purchasing the estimated 2,500 books to stock it costing another \$8,000.

February 4, 1952 – Kent Street north of Nairn Avenue is renamed Kent Road

Manhattan is to be closed between Kent and Keenleyside along with Sandhurst between Kent and Lot 61 Plan 705 to Chalmers Avenue East and Sandhurst in Plan 1006

March 3, 1952 – A drainage sewer is to be built in the lane bounded by McIntosh, Poplar, Brazier and the first lane east

April 14, 1952 – Stop signs are to be erected at the north-west and south-east corners of Hespler and Glenwood Crescent to stop traffic entering Hespler

April 28, 1952 – The lane in the block bounded by Union, Chalmers, Brazier and Kelvin (Henderson Highway) is to be widened

Crushed stone is to be placed in the lane bounded by Talbot, Riverton, Allan and Montcalm and Watt at an estimated cost of \$480

Imperial Oil Limited is given permission to instal one additional 1,000 gallon underground gasoline storage tank at the south-west corner of Noble and Kelvin (Henderson Highway) making a total of 6,000 gallons in storage

A second hand dealer's book license is given to Dennis Drury at 255 Kelvin Street (Henderson Highway)

Low income housing is proposed for East Elmwood in the area bounded by Talbot, Nairn, Keenleyside and Birds Hill Road (Panet Road). A total of 514 homes are proposed , 30 – three room homes, 186 – four room homes, 206 – 5 room homes and 92 – six room houses.

May 12, 1952 – Henry and Margaret Hiscocks living on Riverton next to the Mennonite Sports Ground complain that their home is being damaged by baseballs and they request a fence to be built

A concrete sidewalk is to be built on the east side of Kent from Talbot to Sandhurst at an estimated cost of \$1,400

May 26, 1952 – A gasoline service station is approved for the north side of Nairn between Stadacona and Allan

June 10, 1952 – Crushed stone is to be placed in the lane bounded by Hespler, Leslie, Glenwood and Silvia at an estimated cost of \$270

Boulevarding and tree planting is to be done on both sides of Brazier from Talbot to the lane north of Harbison at an estimated cost of \$3,987

Brazier is to be paved from Talbot to the lane north of Harbison at an estimated cost of \$36,000

June 23, 1952 – Beach and Stapleton are to be widened and the lane bounded by Beach, Talbot, Stapleton and Keenleyside is to be extended

Nairn Avenue is to be widened between Dawson Street and Birds Hill Road (Panet Road)

Glenwood Motors is given permission to install four – 1,000 gallon storage tanks at the north-east corner of Glenwood Crescent and Hespler

July 7, 1952 – East Kildonan is given permission to install a second watermain connection to the city watermain at Grey and Harbison. East Kildonan is to pay the cost of the 12 inch watermain at a cost of \$2,600

August 5, 1952 – Forty-five residents living on the west side of Glenwood Crescent living outside the dyke protection ask for damage done to their property by the construction of the dyke.

Crushed stone is to be placed on Silvia from Hespler to the first lane south of Hespler at an estimated cost of \$120

Boulevarding and tree planting is to be done on the south side of Beach from Kent to Keenleyside at an estimated cost of \$836 and the north side of Beach from Kent to Keenleyside at an estimated cost of \$751

A stop sign is to be placed on the south-west corner of Birds Hill Road (Panet) and Talbot to stop east bound traffic on Talbot entering Birds Hill Road

August 18, 1952 – Boulevarding and tree planting is to take place on

Both sides of Beatrice from Hespler to Martin at an estimated cost of \$1,693

Both sides of Kent Road from Beach to Manhattan at an estimated cost of \$349

Kent Road is to be paved from Beach to Manhattan at an estimated cost of \$3,900

September 15, 1952 – The lane bounded by Beach, Manhattan, Kent and Keenleyside is to be graded  
The Dominion Foundry at the corner of Union and Watt is given permission to build a metal clad storage building 28 feet by 70 feet on property located at Chalmers and the C.P.R. Tracks

November 10, 1952 – The lane bounded by Talbot, Herbert, Figaro and Green (Chester) is to be widened

A concrete sidewalk is to be built on the east side of Kent Road from Manhattan to the second lane north of Beach at an estimated cost of \$600

Crushed stone is to be placed on the first lane north of Beach from Kent to Keenleyside at an estimated cost of \$540

A concrete sidewalk is to be built on the north side of Beach Keenleyside to Lot 12 Plan 1496 at an estimated cost of \$590

A drainage sewer is to be built in the lane bounded by Castle, Talbot, Grey and the C.P.R. Tracks at an estimated cost of \$1,800

December 8, 1952 – The lane bounded by Martin, Union, Roch and Brazier is to be paved

December 22, 1952 – Desalaberry is to be paved from Montcalm (Watt) to Nairn at an estimated cost of \$10,000

A sewer is to be built on Desalaberry from Lot 275 Plan 122 to the first lane west of Montcalm (Watt) at an estimated cost of \$4,100

January 3, 1953 – Mr. W. E. Lumsden is appointed a member of the Dwelling Rehabilitation Commission for Elmwood.

January 19, 1953 – The lane bounded by Talbot, Midwinter, Brazier and Levis is to be paved at an estimated cost of \$4,200

The public telephone booth on the north-west corner of Green (Chester) and Union is to be removed

A sewer is to be built on Sandhurst from 49.5 feet east of Grey to a point 295 east of Grey at an estimated cost of \$3,100

Council is told that the Winnipeg Electric Company is to discontinue streetcar service on the Morse Place Branch of the East Kildonan-Morse Place and only operate streetcars on the East Kildonan Branch. A bus service is to replace the service from Munroe and Raleigh and on Munroe to Watt to Johnson to Kelvin (Henderson Highway)

March 2, 1953 – Sewers are to be built on  
Kent Road from Keenleyside to a point 41.5 feet south of Chalmers Avenue East at an estimated cost of \$22,000  
Chalmers Avenue East from a point 498.9 feet west of Kent Road to C.P.R. Molson Branch at an estimated cost of \$6,000  
Keenleyside from Beach to Kent at an estimated cost of \$12,000

April 27, 1953 – Crushed stone is to be placed in all public lanes in the area bounded by Brazier, Kelvin (Henderson Highway) from Martin Avenue to the first lane south of Martin at an estimated cost of \$340

May 11, 1953 – The lane in the block bounded by Chalmers Avenue East, Manhattan, Kent and the C.P.R. Molson Branch is to be widened and extended  
Martin is to be paved from Grey to the C.P.R. Molson Branch at an estimated cost of \$25,200  
Martin is to have boulevarding work done on both sides of the street from Grey to the C.P.R. Molson Branch at an estimated cost of \$1,357

June 8, 1953 – Crushed stone is to be placed on  
Herbert from Foster to Cameron at an estimated cost of \$530  
Harbison Avenue from Grey to the C.P.R. Molson Branch at an estimated cost of \$1,600  
Lane in the block bounded by Martin, Union, Brazier and Roch at an estimated cost of \$360  
Lane in the block bounded by Harbison, Martin, Green (Chester) and Grey at an estimated cost of \$780  
On the first lane north of McCalman from Cameron to Green at an estimated cost of \$120  
Lane in the block bounded by Harbison, Martin, Green and the C.P.R. Molson Branch at an estimated cost of \$650  
Union is to be oiled from Wolfe (Gateway) to Grey at an estimated cost of \$650

June 22, 1953 – Permission is granted to the Dominion Foundry Company at Watt and Union to establish a foundry on the southerly 60 feet of property located between Martin and Union adjoining the C.P.R. Right of Way on the east. The foundry portion of the building is to be of concrete block construction 60 feet by 60 feet and the rest of the building is to be of metal clad construction 60 feet by 114 feet.

July 20, 1953 – A drainage sewer is to be built to serve the lane in the block bounded by Green (Chester) Grey, Harbison and Martin to connect to the sewer on Martin at an estimated cost of \$1,400

August 4, 1953 – A concrete sidewalk is to be built on the south side of Manhattan from 20.5 feet west of Grey to a point 135 feet east of Grey at an estimated cost of \$430

August 17, 1953 – Crushed stone is to be placed in the block bounded by Dearborn, Gordon, Stanier and McPhail at an estimated cost of \$200  
Crushed stone is to be placed in the public lanes bounded by Riverton, Mighton, Brazier and Kelvin (Henderson Highway) at an estimated cost of \$280  
Crushed stone is to be placed and oiling is to be done on Figaro from Talbot to Herbert at an estimated cost of \$170

August 31, 1953 – A charge of \$30.00 each per annum is to be made to the Transcona Fire Department for the use of the city's hydrants on Birds Hill Road (Panet Road) on Talbot and Nairn  
Crushed stone is to be placed on Harbison from Wolfe to Grey at an estimated cost of \$510  
The streetcar tracks on Hespler, Johnson, Watt and Kelvin are to be removed now that streetcar service on these streets has ended

September 14, 1953 – Crushed stone is to be placed in the lane bounded by Union, Martin, Wolfe (Gateway) and Grey at an estimated cost of \$650

September 28, 1953 – Crushed stone is to be placed in the lane bounded by Chalmers, Union, Wolfe and Grey at an estimated cost of \$430  
The lane east of Stadacona between Nairn and the Red River lying between the Elmwood Legion and Imperial Oil Limited is to be sold to Imperial Oil Limited for \$760

October 13, 1953 – Crushed stone is to be placed in the lane on the block bounded by Foster, Manhattan, Beach and the C.P.R. Tracks at an estimated cost of \$370

October 26, 1953 – Boulevarding and tree planting is to take place on both sides of Grey from Martin to Harbison at an estimated cost of \$287  
A concrete sidewalk is to be built on the north side of Beach from a point 316.5 feet east of Keenleyside to a point 516.5 feet east of Keenleyside at an estimated cost of \$480  
Concrete pavement is to be built on  
Martin from Wolfe (Gateway) to Grey at an estimated cost of \$14,000  
McCalman from Kent to Green (Chester) at an estimated cost of \$17,000  
Grey from Martin to Harbison at an estimated cost of \$4,500  
Montcalm (Watt) is to be graded between Thames and Levis at an estimated cost of \$4,000  
An agreement is signed with East Kildonan to place crushed stone on the lane between Winnipeg and East Kildonan Harbison and Montrose (Larsen) from Watt Street to a point 661 feet east at an estimated cost of \$410, Winnipeg and East Kildonan to equally share the cost of the work

November 9, 1953 – The lane in the block bounded by Talbot, Riverton, Allan and Montcalm (Watt) is to be paved at a cost of \$7,000  
A watermain is to be constructed across the Red River from Disraeli to Kelvin (Henderson Highway) at a cost of \$41,870

November 23, 1953 – City properties in Elmwood which were reserved for the sale of low cost housing are to be released for sale as the housing by-law was defeated by the voters 16,975 against and 10,436 for  
A new two inch watermain is to be built to service the Kelvin Community Club at a cost of \$630 as Union from Kelvin (Henderson Highway) to Brazier was closed in 1937 and the property was transferred to the Elmwood Community Club after been used for a number of years for recreational purposes

December 7, 1953 – Crushed stone is to be placed on all public lanes bounded by Johnson, Windsor, Grey and Wolfe (Gateway) and Grey at an estimated cost of \$470

January 4, 1954 – The lane in the block bounded by Mighton, Riverton, Kelvin (Henderson High) and Brazier is to be paved at an estimated cost of \$6,900

The lane in the block bounded by Carmen, Martin, Beatrice and Kelvin is to be paved at an estimated cost of \$11,000

January 18, 1954 – Permission is granted to Detroit Motors to establish a public garage 40 feet by 60 feet at the south-east corner of Montcalm (Watt) and Levis

February 1, 1954 – All public lanes lying between Poplar and McIntosh east of Brazier are to be paved at an estimated cost of \$6,700

All public lanes in the block bounded by Cobourg, Noble, Glenwood and Beatrice are to be paved at an estimated cost of \$8,300

All public lanes in the block bounded by Chalmers, Johnson, Roch and Levis are to be paved at an estimated cost of \$5,900

A stop sign is to be erected at the south-east corner of Silvia and Hespler to stop traffic entering Hespler

Stop signs are to be erected at the north-east and south-west corners of Talbot and Stadacona making this a four way stop intersection

March 4, 1954 – A portion of the lane is to be closed and other lanes are to be opened and widened and a public street is to be opened in the block bounded by Beach, Talbot, Birds Hill Road (Panet) and Keenleyside

The lane in the block bounded by Talbot, Newton (William Newton), Allan and Montcalm (Watt) is to be paved at an estimated cost of \$6,600

April 12, 1954 – All public lanes in the block bounded by Mighton, Dearborn, Brazier and Kelvin (Henderson Highway) at an estimated cost of \$7,700

Stop signs are to be erected at the north-west and south-east corners of Talbot and Grey to stop traffic entering Talbot

April 26, 1954 – A drainage sewer is to be built in the lane bounded by Beach, Talbot, Stapleton and Birds Hill Road (Panet) at an estimated cost of \$1,400

May 10, 1954 – Allan is to be paved from Nairn to Newton at an estimated cost of \$4,000

Dearborn is to be paved from Kelvin (Henderson Highway) to Brazier at an estimated cost of \$13,000

Kent is to be paved from Chalmers to Manhattan

Sandhurst is to be graded from Grey to the east end of the street

The lane in the block bounded by Talbot, Herbert, Figaro and Green (Chester) is to be graded

A watermain is to be built on Birds Hill Road (Panet Road) from 14 feet north of Talbot to 14 feet south of Nairn at an estimated cost of \$9,000

A watermain is to be built on Manhattan from 14 feet east of Milford to 14 feet east of Keenleyside at an estimated cost of \$3,500

May 25, 1954 – An Antiques Dealer's License is given to Mrs W. A. Boland for 249 Kelvin Street (Henderson Highway) on the east side of Kelvin between Johnson and Chalmers

June 7, 1954 – Crushed stone is to be placed on Union from Grey to the C.P.R. Molson Branch at an estimated cost of \$770

Boulevarding and tree planting is to be done on both sides of Keenleyside from Beach to Kent at an estimated cost of \$6,099

Keenleyside is to be paved from Beach to Kent at an estimated cost of \$14,000

The lane in the block bounded by Manhattan, Kent, Keenleyside and Milford is to be paved at an estimated cost of \$4,100

June 21, 1954 – A portion of McCalman is to be closed along with portions of the lane bounded by Talbot, Nairn, Birds Hill Road (Panet) and Keenleyside. A new lane is to be opened and Dawson Street is to be extended and the name changed to Stapleton Street

A concrete sidewalk is to be built on the south side of Sandhurst from a point 53.3 feet east of Grey to a point 319.95 feet east of Grey at an estimated cost of \$540

A concrete sidewalk is to be built on the west side of Montcalm (Watt) from Levis to a point 147.45 feet south at an estimated cost of \$300

The lane in the block bounded by Chalmers, Union, Roch and Levis is to be paved at the estimated cost of \$7,100

The lane in the block bounded by Hart, Hespler, Beatrice and Kelvin (Henderson Highway) is to be paved at an estimated cost of \$12,000

July 19, 1954 – Crushed stone is to be placed on the lane in the block bounded by Johnson, Chalmers, Grey and Wolfe (Gateway) at an estimated cost of \$770

A concrete sidewalk is to be built on the east side of Keenleyside from 21.75 feet south of Beach to Kent at an estimated cost of \$1,600

A concrete sidewalk is to be built on the north side of Desalaberry from Nairn to Montcalm (Watt) at an estimated cost of \$1,400

A concrete sidewalk is to be built on the east side of Silvia from Hespler to the lane north of Hespler at an estimated cost of \$320

All of the public lanes in the block bounded by Carmen, Cobourg, Beatrice and Kelvin (Henderson Highway) are to be paved at the estimated cost of \$12,000

August 3, 1954 – A concrete sidewalk is to be built on the south side of Newton (William Newton) from Stadacona to Lot 207 Plan 122 at an estimated cost of \$1,300

A drainage sewer is to be built on the lane in the block bounded by Beach, Manhattan, Green (Chester) and Kent at an estimated cost of \$1,300

September 13, 1954 – A concrete sidewalk is to be built on the west side of Kent from Talbot to the lane north of McCalman at an estimated cost of \$540

September 27, 1954 – Concrete pavings of lanes

The block bounded by Carmen, Cobourg, Beatrice and Glenwood at an estimated cost of \$7,000

The block bounded by Hart, Noble, Beatrice and Kelvin (Henderson Highway) at an estimated cost of \$12,000

The block bounded by Johnson, Poplar, Brazier and Roch at an estimated cost of \$8,500

The lane north of Talbot from Stapleton to Birds Hill Road (Panet) is to be graded

The lane in the block bounded by Nairn, Montcalm (Watt) Kent and Keenleyside is to be graded

November 22, 1954 – Boulevarding and tree planting is to be done on both sides of Silvia from Hespler to Digby at an estimated cost of \$818

All public lanes in the block bounded by Johnson, Chalmers, Brazier and Kelvin (Henderson Highway) are to be paved at the estimated cost of \$8,000

Silvia is to be paved from Hespler to Digby at the estimated cost of \$11,000

A drainage sewer is to be built on Green (Chester) from 210 feet south of McCalman to McCalman at an estimated cost of \$315

December 6, 1954 – Boulevarding of both sides of Allan is to be done from Riverton to Tweed at an estimated cost of \$137

January 3, 1955 – Council approves a new plan of subdivision for the area bounded by the lane south of Talbot, the lane north of Nairn and between Keenleyside and Kent Road

January 17, 1955 – Portions of Herbert and McCalman and the public lane in the block bounded by Talbot, Herbert, Keenleyside are to be closed. Herbert east of Keenleyside is to be renamed McCalman Avenue.

Grey is to be boulevarded on both sides from Harbison to the north city limits at an estimated cost of \$144

The public lane in the block bounded by Thames, Tweed, Allan and Montcalm (Watt) is to be paved at an estimated cost of \$4,500

The public lane in the block in the block bounded by Beach, Talbot, Keenleyside and Stapleton is to be paved at an estimated cost of \$7,500

All public lanes in the block bounded by McCalman, Nairn, Kent and the first lane west is to be paved at an estimated cost of \$6,000

Grey is to be paved from Harbison to the north city limits at an estimated cost of \$1,600

Wolfe (Gateway) is to be paved from Harbison to the north city limits at an estimated cost of \$2,200

The C.P.R. crossing at Poplar between Levis and Stadacona is to be realigned

The lane in the block bounded by Martin, Union, Watt and Roch is to be widened at an estimated cost of \$2,006

A sewer is to be built on Montcalm (Watt) from the existing sewer on Levis to the second C.P.R.

Crossing at an estimated cost of \$4,500

Council is told that the Elmwood Branch Library opened in a rented store on Nairn Avenue in September 1950 and closed in 1953 was not a success but the Library Board recommends that a branch library should be opened on Kelvin (Henderson Highway)

January 31, 1955 – Sewers to be built on

Birds Hill Road (Panet) from Talbot to the first lane south of Talbot at an estimated cost of \$700

McCalman Avenue including the bay from Keenleyside to Talbot at an estimated cost of \$40,000

Keenleyside from Talbot to the first lane north of Nairn at an estimated cost of \$11,000

Stapleton from Talbot to the first lane north of Talbot at an estimated cost of \$13,000

Beach from 547 feet east of Keenleyside to 28 feet west of Stapleton at an estimated cost of \$4,500

A delegation of Council members is to meet the provincial government to seek financial assistance for building the Disraeli Bridge and overpass over the C.P.R. Main line.

February 14, 1955 – The City Engineer recommends a contract be awarded to D. J. Coyle for making test bores for the proposed Disraeli Bridge for \$3,000

Montcalm (Watt) is to be paved from Levis to the C.P.R. Right-of-way at an estimated cost of \$3,500  
The lane in the block bounded by Johnson, Chalmers, Brazier and Roch is to be paved at an estimated cost of \$8,500

A drainage sewer is to be built in the block bounded by Martin, Harbison, Brazier and Roch at an estimated cost of \$1,700

No parking regulations are brought into effect

No standing of vehicles on the north side of Hespler between Kelvin (Henderson Highway) between 7 AM and 9 AM except for Sundays and public holidays

No parking on the south side of Hespler between 4 PM and 6 PM except for Sundays and public holidays

No parking on the west side of Kelvin Street between 7 AM and AM except for Sundays and public holidays

No parking on the east side of Kelvin Street between 4 PM and 6 PM except for Sundays and public holidays

March 14, 1955 – Boulevarding and tree planting is to be done on both sides of Beach from Keenleyside to Stapleton at an estimated cost of \$1,566

Beach is to be paved from Keenleyside to Stapleton at an estimated cost of \$15,000

Union is to be paved from Wolfe (Gateway) to a point 320 feet east of Green (Chester) at an estimated cost of \$41,000

March 28, 1955 – A concrete sidewalk is to be built on the east side of Kent from 17.52 feet south of Talbot to a point 516 feet north of Talbot at an estimated cost of \$1,000

April 11, 1955 – The lane in the block bounded by Talbot, Riverton, Wolfe (Gateway) and Grey is to be paved at an estimated cost of \$11,000

A watermain is to be built on Manhattan from Green (Chester) to the existing watermain 37 feet of the C.P.R. Molson Branch at an estimated cost of \$6,500

Nairn Avenue between Birds Hill Road (Panet) and Stadacona is declared an arterial highway

May 9, 1955 – The first lane south of Talbot between Stadacona and Allan is to be paved at an estimated cost of \$7,500

Loading Zones to be created

North side of Hespler between Beatrice and 100 feet east

North side of Hespler from the first lane north of Glenwood Crescent and a point 100 feet east

South side of Hespler between Glenwood Crescent and the first lane east

South side of Hespler between Beatrice and 80 feet east

South side of Hespler between Kelvin (Henderson Highway) and the first lane west

West side of Kelvin (Henderson Highway) between Harbison and a 100 feet south

West side of Kelvin between Noble and a point 100 feet north

West side of Kelvin from a point 50 feet north of Hespler and a point 100 feet south

East side of Kelvin between Johnson and 100 feet south

East side of Kelvin from a point 205 feet north of Chalmers and a point 100 feet south

East side of Kelvin between Harbison and a point 100 feet south

May 24, 1955 – Chalmers is to be paved from Watt to Wolfe (Gateway) at an estimated cost of \$27,000

A sewer is to be Manhattan from Green (Chester) to the C.P.R. Molson Branch at an estimated cost of \$2,000

A soil and cinders license for A. Hunt at 434 Talbot

June 6, 1955 – The north-west corner of Talbot and Birds Hill Road (Panet) is to be widened for a bus loop at an estimated cost of \$530

June 20, 1955 – Nairn is to be widened between Desalaberry and Roland (Elmwood Road) from 24 feet to 46 feet

July 4, 1955 – A drainage sewer is to be built in the lane in the block bounded by Hart, Hespler, Beatrice and Kelvin (Henderson Highway) at an estimated cost of \$2,000

A second hand bookstore license is granted to Joseph Brueyre for 444 Talbot between Allan and Montcalm (Watt)

Parking is to be forbidden on the south side of Harbison between Wolfe (Gateway) and the C.P.R. Mainline

July 18, 1955 – Grey Street is to be extended southward from Nairn to a point 313 feet south

A public street is to be opened west of Foster between Nairn and McCalman

Crushed stone is to be placed on the lane in the block bounded by Newton (William Newton), Montcalm (Watt) and Roland (Elmwood Road) at an estimated cost of \$250

A concrete sidewalk is to be built on the west of Keenleyside from 22 feet south of Beach to Kent at an estimated cost of \$1,600

August 2, 1955 – The north west corner of Kelvin and Hespler is to be widened

August 15, 1955 – A concrete sidewalk is to be built on the north side of Manhattan from 640 feet west of Kent Road to Kent Road at an estimated cost of \$1,000

A drainage sewer is to be built in the block bounded by McCalman, Nairn, Green (Chester) and Kent at an estimated cost of \$1,300

September 6, 1955 – A money by-law vote is to be held on whether to create a debt of \$4,900,000 to build a bridge over the Red River in the vicinity of Kelvin (Henderson Highway) and an overpass over the C.P.R. Mainline with the necessary purchase of land

A drainage sewer is to be built in the lane in the block bounded by Poplar, Johnson, Brazier and Roch at an estimated cost of \$1,400

September 12, 1955 – Crushed stone is to be placed on the first lane west of Keenleyside from Beach to Kent at an estimated cost of \$1,520

The lane in the block bounded by Martin, Union, Roch and Watt at an estimated cost of \$8,100

September 26, 1955 – Crushed stone is to be placed on all public lanes in the block bounded by Keenleyside, Beach and Kent at an estimated cost of \$1,520

A concrete sidewalk is to be built on the north side of Kent Road from 20 feet south of Chalmers Avenue East to a point 205 feet east of Keenleyside at an estimated cost of \$2,600

October 11, 1955 – A portion of the first lane east of Wolfe (Gateway) is to be widened  
Stop signs are to be erected to stop traffic entering Montcalm (Watt)  
South-west and North-east corners of Montcalm and Newton (William Newton)  
South-west and North-east corners of Montcalm and Riverton  
South-west and North-east corners of Montcalm and Tweed  
South-west and North-east corners of Montcalm and Thames  
A right-of-way sign is to be erected at the north-west corner of Hespler and Kelvin (Henderson Highway) to control traffic entering Hespler from the right turning lane on Kelvin

October 24, 1955 – A public lane is to be widened and a new lane is to be opened in the block bounded by Beach, Talbot, Cameron and Foster.  
Crushed stone is to be placed on all public lanes in the block bounded by Nairn, Desalaberry and Montcalm (Watt) at an estimated cost of \$210  
Permission is granted to open a “59” Service Station on the south side of Nairn west of Birds Hill Road (Panet) and construct a building 60 feet by 100 feet

November 7, 1955 – Results of the vote to build a new bridge over the Red River at the foot of Kelvin (Henderson Highway) and build an overpass over the C.P.R. Mainline  
For 20,423  
Against 15,108  
The measure fails as 60% is required to pass it

November 21, 1955 – Stapleton is to be extended from Beach to Manhattan  
Riverton is to be boulevarded on both sides from Stadacona to Riverton at an estimated cost of \$1,609  
Talbot is to be boulevarded on both sides from Kelvin (Henderson Highway) to Riverton at an estimated cost of \$608  
A concrete sidewalk is to be built on the south and east sides of Kent from Chalmers Avenue East to Keenleyside at an estimated cost of \$2,300

December 5, 1955 – Dearborn is to be paved from Brazier to Lacy at an estimated cost of \$3,500

December 19, 1955 – A concrete sidewalk is to be built on both sides of Chalmers Avenue East from a point 480 feet west of Kent to the C.P.R. Right-of-way at an estimated cost of \$780  
Public lanes are to be paved in the block bounded by Harbison, Martin, Glenwood Crescent and Kelvin (Henderson Highway) at an estimated cost of \$11,500  
Herbert is to be paved from Foster to Cameron at an estimated cost of \$10,500

January 3, 1956 – Elmwood resident W. E. Lumsden is appointed to the Winnipeg Board of Parks and Recreation

January 16, 1956 – Boulevarding and tree planting is to take place on  
Both sides of Kent Road from Beach to Keenleyside at an estimated cost of \$3,235  
Both sides of Foster from McCalman to Talbot at an estimated cost of \$636  
Crushed stone is to be placed on the first lane north of Harbison from Roch to Brazier at an estimated cost of \$125, the city share is \$62.50 and the East Kildonan share is \$62.50  
Kent is to be paved from Keenleyside to Beach at an estimated cost of \$27,500  
Foster is to be paved from McCalman to Talbot at an estimated cost of \$5,800

All public lanes in the block bounded by Hespler, Hart, Glenwood and Beatrice are to be paved at an estimated cost of \$8,400

January 30, 1956 – The lane in the block bounded by Hart, Noble, Beatrice and Glenwood is to be paved at an estimated cost of \$8,250

The lane in the block bounded by Carmen, Martin, Beatrice and Glenwood is to be paved at an estimated cost \$4,550

A sewer is to be built on Herbert from 442 feet east of Kent to 12 feet south of Lot 3 Plan 6102 at an estimated cost of \$1,100

A sewer is to be built on McCalman from Kent to a point 28 feet west of Keenleyside at an estimated cost of \$15,000

A watermain is to be built on Herbert from 344 east of Kent to 14 feet south of McCalman at an estimated cost of \$2,200

A watermain is to be built on McCalman from 14 feet west of Kent to 14 feet west of Keenleyside at an estimated cost of \$12,000

February 13, 1956 – Paving of public lanes in the blocks bounded by Dearborn, Gordon, Brazier and Stanier at an estimated cost of \$2,200

Cobourg, Noble, Beatrice and Kelvin (Henderson Highway) at an estimated cost of \$12,000

Nairn, Newton (William Newton), Montcalm (Watt) and Roland (Elmwood Road) at an estimated cost of \$5,700

The city sells the land bounded by Eaton, Hubert and C.P.R. Molson Branch for \$1.00 to construct thirty 2, 3 and 4 room bedroom units for senior citizens

February 27, 1956 – A drainage sewer is to be constructed in the lane in the block bounded by Beach, Talbot, Keenleyside and Kent at an estimated cost of \$820

A drainage sewer is to be built in the lane in the block bounded by Nairn, McCalman, Kent and Keenleyside at an estimated cost of \$1,300

A watermain is to be constructed on Wolfe (Gateway) from 14 feet north of Chalmers to 14 feet north of Union at an estimated cost of \$6,000

Truck Routes to be created

Hespler from Kelvin (Henderson Highway) to Redwood Bridge

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

Talbot from Kelvin to Montcalm (Watt)

Levis from Talbot to Stadacona

Stadacona from the Louise Bridge to Watt

Watt from Stadacona to the north city limits

Nairn from Stadacona to Birds Hill Road (Panet Road)

Montcalm (Watt) from Watt to the north city limits

March 12, 1956 – The public lanes in the block bounded by Poplar, McIntosh, Kelvin (Henderson Highway) and the public lane east of Kelvin are to be paved at an estimated cost \$11,600

Crushed stone is to be placed on the lanes in the blocks bounded by

McCalman, Nairn, Talbot, Stapleton and Birds Hill Road (Panet) at an estimated cost of \$660

McCalman, Nairn, Keenleyside and Stapleton at an estimated cost of \$440

McCalman, Nairn, Talbot and Stapleton at an estimated cost of \$326

Boulevarding and tree planting is to be done on Chalmers Avenue East from Kent to the C.P.R. Molson

Branch at an estimated cost of \$1,452

Chalmers Avenue East is to be paved from Kent to the C.P.R. Molson Branch at an estimated cost of \$12,500

March 26, 1956 – The first lane north of Chalmers between Kelvin (Henderson Highway) and Brazier is to be paved at an estimated cost of \$7,100

April 9, 1956 – Both sides of Tweed are to be boulevarded from Allan to Stadacona at an estimated cost of \$166

A sewer is to be built on Manhattan from Milford to a point 314 feet east at an estimated cost of \$2,800

April 23, 1956 – Concrete sidewalks are to be built on

The South and East sides of McCalman from Stapleton to Talbot at an estimated cost of \$2,000

The North side of McCalman from Keenleyside to Stapleton at an estimated cost of \$1,900

The North side of Nairn from Keenleyside to Stapleton at an estimated cost of \$1,900

The West side of Stapleton from Nairn to McCalman at an estimated cost of \$900

The intersection of Kent Road and Keenleyside is to be paved at an estimated cost of \$1,800

A Banquet License is issued to the Elmwood Curling Club at 211 Harbison

May 7, 1956 – The public lane in the block bounded by Talbot, Herbert, Cameron and Foster is to be widened

Crushed stone is to be placed on the lane in the block bounded by Beach, Manhattan, Keenleyside and Stapleton at an estimated cost of \$446

Concrete sidewalks are to be built on the

East side of Keenleyside from Nairn to Talbot at an estimated cost of \$1,400

The south, east and west sides of McCalman Bay and the south side of McCalman from Keenleyside to Stapleton at an estimated cost of \$3,100

A drainage sewer is to be built in the lane in the block bounded by Hart, Hespler, Beatrice and Glenwood at an estimated cost of \$1,700

A drainage sewer is to be built in the lane in the block bounded by Dearborn, Gordon, Brazier and Lacy at an estimated cost of \$1,200

The lane in the block bounded by Talbot, Herbert, Cameron and Foster is to be widened

A second hand dealer's license for furniture is given to Frank Sibirsky at 201 ½ Kelvin (Henderson Highway)

May 23, 1956 – A concrete sidewalk is to be built on the north side of Thames from Montcalm (Watt) to a point 737 east at an estimated cost of \$1,600

A sewer is to be built on Chalmers from Watt to a point 1,333 feet east at an estimated cost of \$14,000

June 4, 1956 – Crushed stone is to be placed on the lane in the block bounded by Chalmers Avenue East, Manhattan, Kent and the C.P.R. Molson Branch at an estimated cost of \$610

A concrete sidewalk is to be built on the south side of Manhattan from Keenleyside to Stapleton at an estimated cost of \$2,000

A by-law is to be submitted to the voters for \$4,900,000 to build a bridge over the Red River at Kelvin (Henderson Highway) to Disraeli and an overpass over the C.P.R. Mainline

June 18, 1956 – Boulevarding and tree planting is to be done on both sides of Thames from Roland (Elmwood Road) to Montcalm (Watt) at an estimated cost of \$582

A concrete sidewalk is to be built on the south side of Talbot from 340 feet east of Keenleyside to Stapleton at an estimated cost of \$1,050

A concrete sidewalk is to be built on the north side of Chalmers Avenue East from Kent Road to the C.P.R. Molson Branch at an estimated cost of \$1,500

Thames is to be paved from Montcalm (Watt) to Roland (Elmwood Road) at an estimated cost of \$11,500

Montcalm (Watt) is to be paved from Thames to 163 feet south of Levis at an estimated cost of \$12,000

July 3, 1956 – A concrete sidewalk is to be built on the north side of Beach from a point 516.5 feet east of Keenleyside to Stapleton at an estimated cost of \$796

July 16, 1956 – Roch is to be paved from the north city limits to Poplar at an estimated cost of \$21,000

A watermain is to be built on Grey from Cole to Nairn at an estimated cost of \$5,900

A watermain is to be built on Cole from 14 feet west of Grey to Montcalm (Watt) at an estimated cost of \$44,000

A sewer is to be built on Chalmers from Watt to a point 1,333 feet east at an estimated cost of \$14,000

August 13, 1956 – Radio Oil Refineries Limited asks for permission to establish a service station at the south-west corner of Nairn and Birds Hill Road (Panet Road)

August 27, 1956 – Traffic lights are requested for the intersection of Johnson and Kelvin (Henderson Highway)

A sewer is to be built on Cameron from Herbert to a point 100 feet north at an estimated cost of \$1,700

A watermain is to be built on Roland (Elmwood Road) from Nairn to Newton (William Newton) at an estimated cost of \$2,700

September 10, 1956 – A concrete sidewalk is to be built on the north and west side of McCalman from Talbot to Stapleton at an estimated cost of \$1,800

A concrete sidewalk is to be built on the east side of Cameron from Talbot to the second lane south of Talbot at an estimated cost of \$540

November 5, 1956 – The vote on the Disraeli Bridge and Overpass

For 22,810

Against 20,218

The measure is defeated as it fails to achieve a 60% vote in favour

Oil crushed stone is to be placed on McCalman from Keenleyside to Kent at an estimated cost of \$1,100

Concrete sidewalks are to be built on

North side of Talbot from Stapleton to Birds Hill Road (Panet Road) at an estimated cost of \$2,100

West side of Magnolia from Talbot to the second lane north of Talbot at an estimated cost of \$520

West and North sides of McCalman from Kent to Keenleyside at an estimated cost of \$2,000

West side of Stapleton from Talbot to McCalman at an estimated cost of \$590

A drainage sewer is to be built on the lane in the block bounded by McCalman, Nairn, Keenleyside and Kent at an estimated cost of \$1,400

November 19, 1956 – Boulevarding and tree planting is to be done on both sides of McCalman including the Bay from Keenleyside to Talbot at an estimated cost of \$3,232  
Manhattan is to be paved from Kent to Green (Chester) at an estimated cost of \$17,000  
McCalman is to be paved from Talbot to Keenleyside including the Bay at an estimated cost of \$33,000  
A sewer is to be built on Cole Avenue from Roland (Elmwood Road) to Stapleton at an estimated cost of \$325,000

December 3, 1956 – Crushed stone is to be placed on the first lane south of Talbot from Keenleyside to Kent at an estimated cost of \$570  
Crushed stone is to be placed on Herbert from Kent Road to McCalman at an estimated cost of \$555  
Concrete sidewalks are to be built on the  
North and east side of Herbert from 375 feet east of Kent Road to McCalman at an estimated cost of \$500  
South and east sides of McCalman from Kent to Keenleyside at an estimated cost of \$2,200  
West side of Herbert from Kent to McCalman at an estimated cost of \$1,000

December 17, 1956 – Boulevarding and tree planting is to be done on both sides of Montcalm (Watt) from Thames to Tweed at an estimated cost of \$387  
Montcalm (Watt) is to be paved from Thames to Tweed at an estimated cost of \$6,400  
Roland (Elmwood Road) is to be paved from Thames to Talbot at an estimated cost of \$14,000

December 31, 1956 – Boulevarding and tree planting is to be done on both sides of Keenleyside from Talbot to Nairn at an estimated cost of \$1,128  
Boulevarding and tree planting is to be done on both sides of Stapleton from Talbot to Nairn at an estimated cost of \$1,128  
Keenleyside is to be paved from Talbot to 18 feet north of Nairn at an estimated cost of \$11,600

January 14, 1957 – The lane in the block bounded by Newton (William Newton), Nairn, Montcalm (Watt) and Allan is to be paved at the estimated cost of \$7,000  
All public lanes in the block bounded by Chalmers Avenue East, Manhattan, Kent and the C.P.R. Molson Branch are to be paved at an estimated cost of \$10,500

January 28, 1957 – Boulevarding and tree planting is to take place on the north side of Midwinter from Levis to Kelvin (Henderson Highway) at an estimated cost of \$1,415  
Grey is to be paved from Talbot to Nairn cost of \$11,500  
Midwinter is to be paved from Levis to Kelvin at an estimated cost of \$23,000

February 11, 1957 – A concrete sidewalk is to be built on the south side of Newton (William Newton) from 298 feet west of Allan to Stadacona at an estimated cost of \$1,300  
Birds Hill Road (Panet) is to be paved from Talbot to Nairn at an estimated cost of \$10,500  
A drainage sewer is to be built on Clyde from the intersection of Clyde and Talbot to a point 110 feet north at an estimated cost of \$2,300

February 25, 1957 – A new building is to be constructed at the Elmwood Winter Club by contractor Peter Koop

Paving of public lanes

First lane north of Harbison from Glenwood Crescent to Kelvin (Henderson Highway) at an estimated cost of \$7,100

Public lanes in the block bounded by Leslie, Digby, Silvia and Glenwood Crescent at an estimated cost of \$6,000

Lane in the block bounded by Kent, Keenleyside and Beach at an estimated cost of \$22,000

Lane in the block bounded by Martin, Union, Green (Chester) and Grey at an estimated cost of \$11,000

Public lanes in the block bounded by Johnson, Poplar, Brazier and Kent at an estimated cost of \$7,700

Lane in the block bounded by McCalman, Nairn, Foster and Green (Chester) at an estimated cost of \$8,000

Lanes in the block bounded by McCalman, Nairn, Keenleyside and Kent at an estimated cost of \$10,000

March 11, 1957 – Harbison is to be paved from Green (Chester) to a point 856.3 feet west of Green at an estimated cost of \$14,000

Both sides of Grey are to be boulevarded and trees are to be planted from Talbot to Nairn at an the estimated cost of \$949

March 25, 1957 – A concrete sidewalk is to be built on the east side of Montcalm (Watt) from Thames to Levis at an estimated cost of \$2,100

Streetlights are to be installed on

Beach from Stapleton to Kent at an estimated cost of \$3,900

Chalmers from Kent to the C.P.R. Molson Branch at an estimated cost of \$1,560

Keenleyside from Kent to Beach at an estimated cost of \$1,560

April 8, 1957 – Drainage sewers are to be built in the lanes in the block bounded by Chalmers, Union, Brazier and Kelvin (Henderson Highway) at an estimated cost of \$980  
Kelvin, Harbison and Elmwood Park at the estimated cost of \$1,700

April 22, 1957 – Drainage sewers are to be built in the lanes in the block bounded by Chalmers Avenue East, Kent and the C.P.R. Tracks at an estimated cost of \$2,300

Martin, Union, Green (Chester) and Grey at an estimated cost of \$1,200

Carmen, Martin, Beatrice and Kelvin (Henderson Highway) at an estimated cost of \$1,300

A sewer is to be built on Milford from Manhattan to a point 296 feet north at an estimated cost of \$3,700

May 6, 1957 – Cameron is to be paved from Talbot to Herbert at an estimated cost of \$4,400

May 21, 1957 – The lane in the block bounded by Johnson, Windsor, Grey and Wolfe (Gateway) is to be widened

Kent Road is to be paved from 18 feet south of Nairn to Talbot at an estimated cost of \$13,000

The deck on the approach span of the Louise Bridge on the Elmwood side is to be replaced at the estimated cost of \$15,000

A dance hall license is approved for the Elmwood East Kildonan Legion at 310 Nairn

June 3, 1957 – Harbison is to be resurfaced with asphalt from Kelvin to Brazier at an estimated cost of \$4,200 and from Kelvin (Henderson Highway) to 880 feet west at an estimated cost of \$3,800

June 17, 1957 – A sewer is to be built on Green (Chester) from Herbert to a point 124.8 feet at an estimated cost of \$2,300

July 2, 1957 – Crushed stone is to be placed in the lane in the block bounded by Tweed, Riverton, Allan and Montcalm (Watt) at an estimated cost of \$215  
Raleigh Street is to be widened between Chalmers and Union and a portion of Union west of Raleigh is to be closed and transferred to the Winnipeg School District

August 26, 1957 – Crushed stone is to be placed in the lanes in the blocks bounded by Martin, Union, C.P.R. Tracks and Watt at an estimated cost of \$140  
Harbison, Martin, Grey and Wolfe (Gateway) at an estimated cost of \$500  
Castle, Talbot and Grey to a point 557.5 east of Grey at an estimated cost of \$340  
A drainage sewer is to be built in the lane in the block bounded by Kent Road, the first lane east of Keenleyside and Kent at an estimated cost of \$1,200

September 9, 1957 – A concrete sidewalk is to be built on the west side of Allan from Tweed to Thames at an estimated cost of \$800 and the west side of Green (Chester) from Talbot to McCalman at an estimated cost of \$810  
A drainage sewer is to be built on the lane in the block bounded by the Elmwood Cemetery, Riverton, Talbot and Kelvin (Henderson Highway) at an estimated cost of \$1,400  
A concrete sidewalk is to be built on the south side of Beach from 6 feet east of Foster to 34 feet west of Foster at an estimated cost of \$105  
A concrete sidewalk is to be built on the west side of Foster from Manhattan to Beach at an estimated cost of \$625 and the north side of Dearborn from Kelvin (Henderson Highway) to Lacy at an estimated cost of \$2,100

October 7, 1957 – Concrete sidewalks are to be built on the  
West side of Roch from Harbison to the north city limits at an estimated cost of \$380  
West side of Keenleyside from Talbot to Nairn at an estimated cost of \$1,350  
North side of Tweed from Allan to a point 260 feet west at an estimated cost of \$630  
The Lasalle Hotel at 346 Nairn receives a dance hall license  
A stop sign is to be placed at the north-west corner of Watt and Chalmers to stop traffic on Watt entering Chalmers  
A stop sign is to be erected at the south-east corner of Levis and Montcalm (Watt) to stop traffic on Levis entering Montcalm

November 4, 1957 – Harbison is to be paved from Wolfe (Gateway) to Green (Chester) at an estimated cost of \$31,500  
Keenleyside is to be paved from Talbot to Beach at an estimated cost of \$3,600

December 16, 1957 – A public lane is to be opened and widened in the block bounded by Harbison, Martin, Watt and Roch at an estimated cost of \$2,514

January 13, 1958 – Paving of public lanes in the block bounded by Carmen, Martin, Beatrice and Kelvin (Henderson Highway) at an estimated cost of \$12,000  
Midwinter, Talbot, Brazier and Kelvin at an estimated cost of \$6,400  
Johnson, Windsor, Grey and Wolfe (Gateway) at an estimated cost of \$12,000

McCalman, Talbot, Magnolia and Kent at an estimated cost of \$5,500  
Stapleton, Keenleyside, Beach and Manhattan at an estimated cost of \$8,500  
Beach, Manhattan, Green (Chester) and Kent at an estimated cost of \$11,000  
First lane south of Hespler from Kelvin to Beatrice and the outlet to Hespler at an estimated cost of \$13,000

January 27, 1958 – McCalman is to be paved from Kent to Keenleyside at an estimated cost of \$17,500  
Riverton is to be paved from Kelvin (Henderson Highway) to Brazier at an estimated cost of \$12,500  
Herbert is to be paved from Green (Chester) to Figaro at an estimated cost of \$8,600

February 24, 1958 – Council is told that the minimum amount needed to purchase property for the Disraeli Bridge and Freeway project is \$72,500  
Paving of Public lanes in the blocks bounded by  
Cobourg, Noble, Beatrice and Glenwood at an estimated cost of \$9,000  
Talbot, McCalman, Stapleton and Keenleyside at an estimated cost of \$8,500  
Talbot, Nairn, McCalman and Birds Hill Road (Panet Road) at an estimated cost of \$13,000  
Green (Chester) is to be paved from Nairn to Talbot at an estimated cost of \$10,500  
Foster is to be paved from McCalman to Nairn at an estimated cost of \$5,000

March 10, 1958 – Streetlights are to be installed on Manhattan from Kent to the C.P.R. Molson Branch at an estimated cost of \$2,930  
A drainage sewer is to be built on the lane in the block bounded by Tweed, Riverton, Allan and Montcalm (Watt) at an estimated cost of \$590  
The Roland Avenue outfall sewer at the Red River has collapsed due to the wood being rotten so a new corrugated metal sewer outfall is to be built at an estimated cost of \$13,000

March 24, 1958 – The lane in the block bounded by Tweed, Riverton, Montcalm (Watt) and Allan is to be paved at an estimated cost of \$7,500  
The lane in the block bounded by Harbison, Martin, Green (Chester) and Grey is to be paved at an estimated cost of \$12,000  
The first lane south of Talbot from Green to Cameron is to be paved at an estimated cost of \$1,800  
The lane in the block bounded by Beach, Talbot, Keenleyside and Kent is to be paved at an estimated cost of \$8,500  
The lane in the block bounded by Riverton, Talbot, Roland (Elmwood Road) to a point 181.7 feet west of Roland is to be paved at an estimated cost of \$2,300  
The lane in the block bounded by Riverton, Talbot, Montcalm (Watt) and a point 466.5 feet west of Montcalm is to be paved at an estimated cost of \$5,000  
The lane in the block bounded by Riverton, Talbot, Grey and Wolfe is to be paved at an estimated cost of \$12,000

April 7, 1958 – Concrete sidewalks to be built on  
South side of Herbert from Grey to Eaton at an estimated cost of \$1,800  
West side of Montcalm (Watt) from Desalaberry to Roland (Elmwood Road) at an estimated cost of \$1,000  
East side of Montcalm from Nairn to the south city limits at an estimated cost of \$1,500  
A drainage sewer is to be built on the first lane north of McCalman from Kent to Magnolia at an estimated cost of \$1,300

April 21, 1958 – Nelson River Construction Limited is given the contract to build the substructure for the Disraeli Bridge for \$589,746.20.

The City is to pay \$9,620 to the Federal Department of Public Works to obtain the approval of the department for building the Disraeli Bridge under the Navigable Water Protection Act.

Streets declared arterial highways

Stadacona between Nairn and Poplar

Levis between Poplar and Watt

Watt between Levis and the north city limits

Johnson between Kelvin (Henderson Highway) and Levis

May 5, 1958 – Council approves the appropriation of another \$136,900 for the acquisition of land needed for Disraeli Bridge and Freeway project.

Dominion Bridge Company Limited is given the contract for the construction of the superstructure of the Disraeli Bridge for \$663,642

June 16, 1958 – Automatic signals and gates are to be installed on Nairn Avenue at the C.P.R. Right of Way between Roland (Elmwood Road) and Wolfe (Gateway) at an estimated cost of \$12,700 with annual maintenance costs of \$400

June 30, 1958 – All City Aldermen are to receive an annual expense account of \$800 per year but their monthly salary is to be reduced from \$150 per month to \$133.33 per month

Mr. and Mrs. H.C. Pentland receive \$15,000 in full compensation for the expropriation of their property and house at 124 Talbot needed for the Disraeli Bridge Approaches.

August 11, 1958 – A drainage sewer is to be built in the lane in the block bounded by Beach, Talbot, Kent Road and Cameron at an estimated cost of \$1,400

August 25, 1958 – Nicholas and Aniela Swatiuk of 121 Talbot receive \$10,200 for their property needed for the Disraeli Bridge Approaches

September 8, 1958 – A money by-law is to be submitted to the taxpayers for \$2,500,000 to build the bridge over the C.P.R. Mainline and the Disraeli Expressway

October 6, 1958 – Mr. A. J. Tauton is hired as the project engineer on the Disraeli Bridge project for \$980 per month

The City of East Kildonan agrees to contribute 3.75% of the cost of building the Disraeli Freeway

November 3, 1958 – The Results of the money by-law to build the Disraeli Freeway

For 27,693

Against 10,585

Stop signs to be erected

South-east corner of Eaton and Talbot to stop traffic on Eaton

South-east and South-west corners of Grey and Talbot to stop traffic on Grey

South-east corner of Foster and Talbot to stop traffic on Foster

South-east and North-west corners of Cameron and Talbot to stop traffic on Cameron

South-east corner of Green (Chester) and Talbot to stop traffic on Green

South-east corner of Figaro and Talbot to stop traffic on Figaro

South-east corner of Magnolia and Talbot to stop traffic on Magnolia  
South-east and North-west corners of Keenleyside and Talbot to stop traffic on Keenleyside  
South-east corner of Stapleton and Talbot to stop traffic on Stapleton  
A pedestrian crosswalk is to be established on Talbot 270 feet west of Roland (Elmwood Road)

December 15, 1958 – Stop signs to be erected

North-east corner of Manhattan and Grey to stop traffic on Manhattan  
South-west corner of Windsor and Grey to stop traffic on Windsor  
North-east corner of Sandhurst and Grey to stop traffic on Sandhurst  
South-west corner of Johnson and Grey to stop traffic on Johnson  
South-west and North-east corners of Union and Grey to stop traffic on Union  
South-west and North-east corners of Martin and Grey to stop traffic on Martin  
South-west and North-east corners of Harbison and Grey to stop traffic on Harbison

January 12, 1959 – Watermains to be built on

Stapleton from Manhattan to Talbot at an estimated cost of \$6,500  
Manhattan from Culver to Stapleton at an estimated cost of \$6,100  
Milford from 269 feet north of Manhattan to Kent at an estimated cost of \$3,000  
Kent from Keenleyside to Beach at an estimated cost of \$21,000  
Birds Hill Road (Panet) from Clyde to Talbot at an estimated cost of \$11,000  
Culver from Manhattan to Kent at an estimated cost of \$6,000  
Beach from Stapleton to Clyde at an estimated cost of \$9,100  
Clyde Place from Clyde Road to Clyde Street at an estimated cost of \$6,400  
Clyde Street from Beach to Talbot at an estimated cost of \$4,600  
Clyde Road from Beach to Birds Hill Road (Panet) at an estimated cost of \$11,000

February 23, 1959 – A public lane is to be widened at the north city limits at Harbison and the C.P.R.  
Right of Way and an outlet is to be created on Harbison

Proposed street name changes

Clyde Street to Clyde Road  
Clyde Place to Clyde Road  
Elmwood Street to Molson Street  
Montcalm Street to Archibald Street (Watt Street)  
Wallace Street to London Street  
Wolfe Street to Gateway Road

March 9, 1959 – The intersection of Nairn and Birds Hill Road (Panet) is to be widened at an estimated cost of \$85,000 and traffic lights are to be installed at an estimated cost of \$15,000

March 23, 1959 – Mennonite Brethren Collegiate Institute receives a partial exemption of its taxes

A drainage sewer is to be built in the lane in the block bounded by Beach, Manhattan, London and the C.P.R. Molson Branch at an estimated cost of \$700  
A drainage sewer is to be built in the first lane north of McCalman between London and Cameron at an estimated cost of \$800  
A drainage sewer is to be built in the first east-west lane north of McCalman between Magnolia and Figaro at an estimated cost of \$800

April 20, 1959 – A drainage sewer is to be built in the lane in the block bounded by Chalmers, Johnson, Roch and Levis at an estimated cost of \$1,000

May 4, 1959 – Crushed stone is to be placed on the first lane east of Eaton to the C.P.R. Molson Branch at an estimated cost of \$1,800

A drainage sewer is to be built on Foster from Talbot to a point 43 feet north at an estimated cost of \$1,700

May 19, 1959 – Bridge and Tank Western Limited is given the contract for the construction of the steel superstructure for the bridge over the C.P.R. Mainline for the Disraeli Freeway for \$602,656

June 1, 1959 – Stapleton is to be paved from Nairn to Thomas at an estimated cost of \$28,000

The lane in the block bounded by Martin, Union, Molson and London is to be paved at an estimated cost of \$4,400

The lane in the block bounded by Harbison, Martin, Molson and London is to be paved at an estimated cost of \$7,500

A sewer is to be built on Stapleton from Thames to 270 feet north of Thomas at an estimated cost of \$4,200

June 15, 1959 – The contract for constructing the substructure of the Disraeli Bridge over the C.P.R. Mainline is given to Harris Construction Company Limited for \$266,666

The contract for the construction of the approaches for the Disraeli Bridge is given to Nelson River Construction for \$262,945

August 10, 1959 – A drainage sewer is to be built in the first lane north of Herbert from Cameron to the first lane west of Cameron for \$700

August 24, 1959 – Chalmers Avenue East is to be paved from the south line of Union to 256.1 feet south at an estimated cost of \$5,500

September 8, 1959 – Sidewalks to be constructed on the

North side of Grey from Talbot to the first lane north of McCalman at an estimated cost of \$870

West side of Grey from Talbot to Nairn at an estimated cost of \$1,400

Grey Street is given permission to erect a directional sign to the church at the intersection of Talbot and Grey

September 21, 1959 – A drainage sewer is to be built on the first lane south of Talbot between Kent and Keenleyside at an estimated cost of \$1,500

The lane in the block bounded by Talbot, Herbert, Cameron and Foster is to be paved at an estimated cost of \$1,700

December 14, 1959 – Crushed stone is to be placed on the lane in the block bounded by Manhattan and Sandhurst from 320 feet east of Grey to Grey at an estimated cost of \$130

The lane in the block bounded by Chalmers, Union, Grey and Gateway is to be paved at an estimated cost of \$11,000. The first north south lane east of Kelvin from Harbison to Martin is to be paved at an estimated cost of \$2,000 and the lane in the block bounded by Riverton, Talbot, Allan and Stadacona is to be paved at an estimated cost of \$7,500

January 11, 1960 – Crushed stone is to be placed in the lane in the block bounded by Castle, Windsor, Grey and Gateway at an estimated cost of \$570

A concrete sidewalk is to be built on the west side of Culver from Kent to Manhattan at an estimated cost of \$1,200

Lanes to be paved on the blocks bounded by

Second north south lane east of Kent from Herbert to McCalman at an estimated cost of \$1,000

Martin, Union, Grey and Gateway at an estimated cost of \$11,000

Thames, Tweed, Roland (Elmwood Road) and Archibald (Watt) at an estimated cost of \$7,000

Herbert, Talbot, Figaro and London at an estimated cost of \$5,500

McCalman, Nairn, Foster and Grey at an estimated cost of \$7,000

February 8, 1960 – Public lanes to be paved in the block bounded by

Digby, Leslie, Silvia and Glenwood at an estimated cost of \$7,500

Chalmers, Johnson, Grey and Gateway at an estimated cost of \$13,000

Kent, Manhattan, Milford and Keenleyside at an estimated cost of \$4,900

Harbison, Martin, Grey and Gateway at an estimated cost of \$10,000

Kent, Manhattan, Culver and Milford at an estimated cost of \$4,300

Milford Street is to be paved from Kent to Manhattan at an estimated cost of \$8,000

Culver is to be paved from Kent to Manhattan at an estimated cost of \$7,000

A drainage sewer is to be built in the lane in the block bounded by Allan, Stadacona, Riverton and Tweed at an estimated cost of \$1,000

A drainage sewer is to be built in the lane in the block bounded by Martin, Union Grey and Gateway at an estimated cost of \$1,200

February 22, 1960 – Nairn Avenue is to be widened from Roland (Elmwood Road) to Birds Hill Road (Panet) at an estimated cost of \$95,000

March 7, 1960 – All public lanes in the block bounded by Riverton, Tweed, Allan and Stadacona are to be paved at an estimated cost of \$4,000

The lane in the block bounded by Windsor, Castle, Grey and Gateway is to be widened at an estimated cost of \$3,668

The lane in the block bounded by Martin, Union, Roch and Brazier is to be widened at an estimated cost of \$3,386

March 21, 1960 – Stop signs to be erected

North-east corner of Gateway and Riverton to stop traffic on Riverton

North-east corner of Gateway and Castle to stop traffic on Castle

North-east corner of Gateway and Windsor to stop traffic on Windsor

North-east corner of Gateway and Johnson to stop traffic on Johnson

North-east corner of Gateway and Union to stop traffic on Union

North-east corner of Gateway and Martin to stop traffic on Martin

North-east corner of Gateway and Harbison to stop traffic on Harbison

May 2, 1960 – Levis is to be resurfaced with asphalt from Nairn to Talbot at an estimated cost of \$2,114

Talbot is to be resurfaced with asphalt from Archibald (Watt) to Roland (Elmwood Road) at an estimated cost of \$4,563

May 16, 1960 – A drainage sewer is to be built in the lane in the block bounded by Beach, the north city limits, Clyde and Kent at an estimated cost of \$1,600

May 30, 1960 – Concrete sidewalks are to be built on  
East Side of Grey from Castle to Chalmers at an estimated cost of \$1,700  
North and east sides of Kent Road from Keenleyside to Beach at an estimated cost of \$5,000  
South and west sides of Kent Road from Culver to Beach at an estimated cost of \$3,100  
South side of Nairn from Archibald (Watt) to Desalaberry at an estimated cost of \$1,800  
East side of Culver from Kent to Manhattan at an estimated cost of \$1,100  
Sandhurst is to be paved from 319 feet east of Grey to Grey at an estimated cost of \$1,290

June 13, 1960 – Magnolia Street is to be paved from Talbot to the second east-west lane south of Talbot at an estimated cost of \$5,400  
A concrete sidewalk is to be built on the west side of London from McCalman to Nairn at an estimated cost of \$780

June 27, 1960 – A concrete sidewalk is to be built on the south side of Riverton from Levis to Brazier at an estimated cost of \$1,900  
A concrete sidewalk is to be built on the east side of London from McCalman to Nairn at an estimated cost of \$810  
Streetlights are to be installed on  
Clyde Road and Bay from Birds Hill Road (Panet) to Beach at an estimated cost of \$3,500  
Culver from Kent to Manhattan at an estimated cost of \$700  
Kent from Beach to Keenleyside at an estimated cost of \$3,150  
Milford from Kent to Manhattan at an estimated cost of \$2,140  
Beach from Kent to the C.P.R. Molson Branch at an estimated cost of \$3,150  
Union from Chalmers Avenue East to Gateway at an estimated cost of \$5,250

July 25, 1960 – Boulevarding and tree planting is to be done on  
Both sides of London from Talbot to McCalman at an estimated cost of \$778  
East side of Cameron from Talbot to Herbert at an estimated cost of \$105  
West side of Allan from Tweed to Riverton at an estimated cost of \$103  
Both sides of Beach from London to the C.P.R. Railway at an estimated cost of \$500  
Both sides of Herbert from Kent to McCalman at an estimated cost of \$452  
A portion of Castle Avenue is to be closed east of Grey for the construction of 14 low rental housing units for low income senior citizens

August 8, 1960 – Parking is to be forbidden on the north side of Talbot from a point 300 feet west of Roland (Elmwood Road) to a point 50 feet further west and on the south side of Talbot from a point 360 feet west of Roland to a point further west  
An agreement is signed with East Kildonan to pave the lane north of Harbison between London and Grey at an estimated cost of \$10,395 with both cities sharing the costs

September 19, 1960 – Stapleton is to be paved from Manhattan to Talbot at an estimated cost of \$12,000  
A concrete sidewalk is to be built on the south side of Beach from Clyde to Stapleton at an estimated cost of \$1,600

A concrete sidewalk is to be built on the east side of Stapleton from Manhattan to Beach at an estimated cost of \$870

The East Kildonan bus service is to be removed from the Academy/Stafford service and is to go over the new Disraeli Bridge instead of the Redwood Bridge and then down Main Street to Portage Avenue and then on Portage Avenue to Polo Park

October 3, 1960 – The official opening of the Disraeli Expressway is to take place on Wednesday October 19 1960 at 11 AM

Stop signs are to be erected

North-west corner of Talbot and Clyde to stop traffic on Talbot

North-west corner of Talbot and Foster to stop traffic on Foster

South-east and North-west corners of Birds Hill Road (Panet) to stop traffic on Birds Hill Road

North side of Nairn 425 feet west of Birds Hill Road to stop traffic on Birds Hill Road entering Nairn

South-east corner of Grey and Nairn to stop traffic on Grey

South-east corner of Foster and Nairn to stop traffic on Foster

South-east corner of Stapleton and Nairn to stop traffic on Stapleton

A drainage sewer is to be built in the lane in the block bounded by Beach, Kent, Stapleton and Kent at an estimated cost of \$1,600

October 17, 1960 – Tree planting and boulevarding is to be done on

Both sides of McCalman from Kent to Keenleyside at an estimated cost of \$1,908

East side of Keenleyside from Talbot to Beach at an estimated cost of \$240

The first north south lane east of Foster in the block bounded by Talbot, Herbert, Cameron and Foster is to be closed and the property transferred to St Gerard's Church and School for \$250

November 15, 1960 – A sidewalk is to be built on the north side of Sandhurst from Grey to the first lane east of Grey at an estimated cost of \$390

The first east west lane south of Talbot between Cameron, Foster and the first outlet to Herbert west of Cameron is to be paved at an estimated cost of \$7,000

The lane in the block bounded by Harbison, Martin, Brazier and Roch is to be widened at an estimated cost of \$3,408.60

December 12, 1960 – A concrete sidewalk is to be built on the east side of Milford Street from Kent to Manhattan at an estimated cost of \$1,200

January 23, 1961 – A concrete sidewalk is to be built on the north side of Beach from Clyde Road to Kent Road at an estimated cost of \$816

Lanes to be paved on the blocks bounded by

Harbison, Martin from 800 feet east of Watt to the C.P.R. Right-of-way and its outlets to Martin and Harbison at an estimated cost of \$5,500

Mighton, Riverton, Brazier and Kelvin (Henderson Highway) at an estimated cost of \$7,000

First lane east of Kent from Herbert to McCalman at an estimated cost of \$830

Riverton, Talbot, Kelvin and the first unnamed street west of Kelvin at an estimated cost of \$2,900

Johnson, Windsor, Grey and Gateway at an estimated cost of \$12,000

First lane west of Kent from Beach to Kent at an estimated cost of \$4,700

The repairs to the piers of Redwood Bridge are to be repaired at a cost of \$25,000

An undertaker's license is approved for Frederick Ross Cook for the premises at the north-west corner of Kelvin (Henderson Highway) and Hart

February 20, 1961 – Streets to be taken over by Metro Winnipeg  
Archibald (Watt) from Roland (Elmwood Road) to Levis - .6 miles  
Desalaberry from Stadacona to Allan - .19 miles  
Gateway from Nairn to the north city limits - .57 miles  
Hespler from the Redwood Bridge to Kelvin (Henderson Highway) - .47 miles  
Johnson from Kelvin to Levis - .47 miles  
Kelvin (Henderson Highway) from the Disraeli Bridge to the north city limits - .69 miles  
Levis from Poplar to Archibald (Watt) - .13 miles  
Levis from Talbot to Nairn - .12 miles  
Midwinter from Riverton to Levis - .5 miles  
Nairn from Allan to Birds Hill Road (Panet Road) – 1.68 miles  
Riverton from Kelvin to Midwinter - .15 miles  
Stadacona from the Red River to Poplar - .47 miles  
Talbot from Kelvin (Henderson Highway) to Gateway - .84 miles  
Watt from Levis to the north city limits - .57 miles  
The watermain is to be renewed from Herbert to the lane west of Cameron at an estimated cost of \$2,336

March 6, 1961 – A concrete sidewalk is to be built on Clyde Road serving lots 35-49 Plan 6904 at an estimated cost of \$1,500  
Lanes to be paved in the block bounded by  
Windsor, Castle, Grey and Gateway at an estimated cost of \$12,000  
Martin, Union, Roch and Brazier at an estimated cost of \$8,500  
Nairn, Desalaberry, Archibald (Watt) and Desalaberry at an estimated cost of \$4,700  
Clyde Road, Talbot, Birds Hill Road (Panet) and Clyde at an estimated cost of \$12,000  
First east-west lane south of Martin, Brazier and Kelvin (Henderson Highway) at an estimated cost of \$8,000

April 3, 1961 – A drainage sewer is to be built in the lane in the block bounded by Martin, Harbison, Watt and the C.P.R. Tracks at an estimated cost of \$570

May 1, 1961 – The lane in the block bounded by Beach, first east/west lane north of Beach, Clyde and Kent is to be paved at an estimated cost of \$6,000  
Kent Road is to be paved from Nairn to a point 325.4 feet south at an estimated cost of \$15,000  
A drainage sewer is to be built in the first north-south lane west of Birds Hill Road (Panet) from Talbot to a point 108 feet north at an estimated cost of \$1,800

June 26, 1961 – Boulevarding at tree planting on  
East side of Grey from Talbot to the first lane north of McCalman at an estimated cost of \$170  
West side of Grey from Herbert to Nairn at an estimated cost of \$414  
Both sides of London from McCalman to Nairn at an estimated cost of \$516  
East side of Stapleton from Talbot to McCalman at an estimated cost of \$234  
East side of Stapleton from McCalman to Nairn at an estimated cost of \$423

A concrete sidewalk is to be built on the east side of Keenleyside from Kent to the first lane north at an estimated cost of \$480

July 24, 1961 – Paving is to be done on

London Street from the north city limits to Union at an estimated cost of \$10,000

Molson from the north city limits to Union at an estimated cost of \$15,000

Figaro from Talbot to the second east-west lane south of Talbot at an estimated cost of \$4,200

Brazier from Talbot to Midwinter at an estimated cost of \$6,000

Beach from Clyde to Stapleton at an estimated cost of \$11,000

Keenleyside from Kent to the north city limits at an estimated cost of \$2,900

Stapleton from Kent to the first lane north of Kent at an estimated cost of \$2,900

The lane in the block bounded by Allan, Stadacona, Riverton and Tweed at an estimated cost of \$5,800

August 21, 1961 – Streetlights to be erected on

Manhattan from the C.P.R. Molson Branch to Grey at an estimated cost of \$1,350

Riverton from Roland (Elmwood Road) to Stadacona at an estimated cost of \$4,050

Riverton from the houses between lots 92-94 Plan 817 at an estimated cost of \$810

Newton (William Newton) from Roland (Elmwood Road) to Archibald (Watt) at an estimated cost of \$1,080

Stanier from Gordon to Dearborn at an estimated cost of \$810

Talbot from Kent to Foster at an estimated cost of \$3,240

Tweed from Roland to Allan at an estimated cost of \$3,510

McCalman from Kent to Grey at an estimated cost of \$4,050

September 18, 1961 – Metering locations for water services to East and North Kildonan

East Kildonan – Henderson Highway and Harbison soon to be Henderson Highway and Munroe

Grey Street and Nottingham

North Kildonan - Henderson Highway and Oakland

Dundoon and Oakland

October 16, 1961 – Boulevarding and tree planting is to take place on Milford from Talbot to Kent at an estimated cost of \$896

A concrete sidewalk is to be built on the north side of Beach from Kent to Stapleton at an estimated cost of \$810

A concrete sidewalk is to be built on the north side of Kent from Culver to Milford at an estimated cost of \$820

A concrete sidewalk is to be built on the south and east sides of Clyde from Birds Hill Road (Panet) to Talbot at an estimated cost of \$3,000

November 27, 1961 – A Billard Parlour License is approved for Edward A. Harris for 232 Kelvin (Henderson Highway) between Poplar and Cobourg

December 11, 1961 – The former Y.M.C.A building at 229 Martin Avenue is removed from the list of exempted properties from taxes after the building is sold

December 27, 1961 – A request is made to the Board of Transport Commissioners to install automatic signal protection on Chalmers immediately west of Gateway at the C.P.R. Lac du Bonnet Subdivision

A fire protection agreement is signed with North Kildonan to provide fire fighting service in case of extreme emergency.

February 5, 1962 – A flood pumping station is to be constructed at the Roland (Elmwood Road) sewer outlet at the Red River at an estimated cost of \$250,000

March 19, 1962 – Schools to be connected to the city fire alarm system at \$143 per school per year  
George V Schools 1 & 2 at 265 Grey  
Glen Elm School at 96 Carmen  
Lord Selkirk School 1 at 180 Brazier  
Lord Selkirk School 2 at 185 McIntosh

April 2, 1962 – Archibald Street within the City of Winnipeg is to be renamed Watt Street

April 18, 1962 – Crushed stone is to be placed on the lane in the block bounded by Berlin, Eaton, Herbert and Nairn at an estimated cost of \$230  
The lane in the block bounded by Beach, Talbot, Clyde and Stapleton is to be paved at an estimated cost of \$4,800 along with the lane in the block bounded by Talbot, Midwinter, Levis and Brazier at an estimated cost of \$4,700  
Stapleton is to be paved from Thames to the south city limits at an estimated cost of \$4,100  
A dance hall license is approved for the Elmwood and East Kildonan Branch of the Royal Canadian Legion # 9 at 920 Nairn Avenue

May 28, 1962 – The lane north of Harbison is to be paved from Grey to a point 716 feet west with Winnipeg and East Kildonan sharing the cost

June 18, 1962 – Elmwood High School at 505 Chalmers and David Thompson Junior High at 485 Chalmers are to be connected to the city fire alarm system

August 7, 1962 – Crushed stone is to be placed on the lane north of Kent Road from Stapleton to Keenleyside with Winnipeg and East Kildonan sharing the cost

September 4, 1962 – The lane in the block bounded by Harbison, Martin, Watt and the first north south lane east of Watt is to be widened at a estimated cost of \$3,395.50

October 15, 1962 – Boulevarding is to be done on  
Both sides of Brazier from Talbot to Midwinter at an estimated cost of \$281  
Both sides of Magnolia from Talbot to Herbert at an estimated cost of \$203  
Both sides of Manhattan from Keenleyside to Stapleton at an estimated cost of \$340  
Boulevarding and tree planting is to be done on  
North side of Beach from Clyde to Stapleton at an estimated cost of \$543  
South side of Beach from Clyde to Stapleton at an estimated cost of \$648  
Both sides of Clyde from Talbot to Beach at an estimated cost of \$467  
North and west sides of Clyde from Talbot to Beach to Highway 59 (Panet) at an estimated cost of \$1,180  
South and east sides of Clyde from Beach to Highway 59 at an estimated cost of \$951  
Both sides of Clyde from Kent to Manhattan at an estimated cost of \$754

East side of Keenleyside from Kent Road to the first lane north of Kent at an estimated cost of \$136  
Both sides of Culver from Kent to Manhattan at an estimated cost of \$715  
North side of Kent from Keenleyside to Stapleton at an estimated cost of \$1,019  
North and East sides of Kent from Stapleton to Beach at an estimated cost of \$1,029  
South side of Kent from Keenleyside to Milford at an estimated cost of \$257  
South and east sides of Kent from Culver to Beach at an estimated cost of \$1,201  
Both sides of London from Martin to the first lane north of Harbison at an estimated cost of \$601  
East side of Stapleton from Manhattan to Beach at an estimated cost of \$330

January 21, 1963 – An agreement is signed with the City of East Kildonan that in the case of extreme emergency each city will come to the aid of the other for firefighting or other cases of emergencies

February 4, 1963 – City Council asks the Metro Winnipeg Council to consider constructing an overpass over the C.P.R. Mainline at Nairn

February 18, 1963 – The lane in the block bounded by Talbot, Herbert, Grey and Eaton is to be widened at an estimated cost of \$2,164.40

April 1, 1963 – Boulevarding is to be done on the south side of Tweed from Stadacona to Allan at an estimated cost of \$400

Tree planting is to take place on the south side of Beach from Cameron to the C.P.R. Tracks at an estimated cost of \$40 and on the north side of Beach from London to the C.P.R. Tracks at an estimated cost of \$88

Union is to be paved from from the west line of the C.P.R. Tracks west to Watt Street at an estimated cost of \$13,000

The first east-west lane south of Gordon is to be paved from 221.5 feet east of Lacy to Lacy at an estimated cost of \$2,000

The first east-west lane north of McCalman is to be paved from Foster to Grey at an estimated cost of \$6,000

The lane in the block bounded by Talbot, Newton (William Newton), Watt and Allan is to be paved at an estimated cost of \$7,000

April 29, 1963 – A public lane is to be opened in the block bounded by Chalmers, Johnson, Levis and the first north-south lane west of Levis at an estimated cost of \$2,603

May 13, 1963 – The former Swift property on Midwinter and the Red River at the north end of Louise Bridge was deeded to the city many years before on the condition that it be developed as a park site. Since the land was donated nothing has been done to create a park but the land has been used as a dump site for snow resulting in complaints from local residents. The Parks Board has now decided to landscape part of the party for a park while continuing to use the rest of the land for dumping snow.

May 27, 1963 – Boulevarding and tree planting on

West side of Grey from Johnson to Chalmers at an estimated cost of \$193

West side of Grey from Windsor to Johnson at an estimated cost of \$140

East side of Grey from Manhattan to Sandhurst at an estimated cost of \$230

June 24, 1963 – Riverton is to be paved from Brazier to Kelvin (Henderson Highway) at an estimated cost of \$16,000

An Auto Wrecking License is approved for Central Auto Wrecking Limited at the northwest corner of Talbot and Levis

July 22, 1963 – The public lane in the block bounded by Harbison, Martin, Watt and a point 802.5 feet east of Watt is to be paved at an estimated cost of \$7,500

The lane north of Harbison between Roch and Brazier is to be paved at an estimated cost of \$9,000 with the City of East Kildonan and the City of Winnipeg splitting the cost

August 19, 1963 – Additional streetlights are to be erected on

Carmen from Kelvin (Henderson Highway) to Glenwood Crescent at an estimated cost of \$3,900

Cobourg from Kelvin to Glenwood Crescent at an estimated cost of \$4,500

Harbison from Kelvin to Glenwood Crescent at an estimated cost of \$2,275

Hart from Kelvin to Glenwood Crescent at an estimated cost of \$4,550

Martin from Kelvin to Glenwood Crescent at an estimated cost of \$2,275

Noble from Kelvin to Glenwood Crescent at an estimated cost of \$4,550

No parking signs for more than one hour from 9 AM to 6 PM except for Sundays and holidays are to be located on

South side of McIntosh from Kelvin to the first lane east of Kelvin

North side Hart from Kelvin to the first lane west of Kelvin

North side of Poplar from Kelvin to the first lane east of Kelvin

North side of Noble from Kelvin to the first lane west of Kelvin

North side of Cobourg from Kelvin to the first lane west of Kelvin

North side of Chalmers from Kelvin to the first lane east of Kelvin

North side of Carmen from Kelvin to the first lane west of Kelvin

North side of Martin from Kelvin to the first lane east of Kelvin

North side of Harbison from Kelvin to the first lane east of Kelvin

Traffic lights are to be installed at the intersection of Chalmers and Grey and the intersection of Talbot and Grey

September 30, 1963 – The lane in the block bounded by Harbison, Martin, Kelvin (Henderson Highway) and Glenwood Crescent is to be widened at an estimated cost of \$500

November 25, 1963 – An addition is to be made to the East Elmwood Community Centre on Kent Road at an estimated cost of \$20,000

Lanes to be paved in the blocks bounded by

First east-west lane south of Dearborn from Lacy to Brazier at an estimated cost of \$1,800

Talbot, Herbert, Grey and Eaton at an estimated cost of \$7,500

Hespler, Leslie, Silvia and Glenwood at an estimated cost of \$8,000

Newton (William Newton), Nairn, Watt and Allan at an estimated cost of \$7,000

January 6, 1964 – Concrete sidewalks to be built on

West side of Molson from the first lane north of Harbison to Union at an estimated cost of \$1,900

West side of Stapleton from the first lane north of Kent to Kent at an estimated cost of \$470

The East and West sides of Stapleton from Nairn to the south city limits at an estimated cost of \$3,600

February 17, 1964 – A playground building is to be built at the Montcalm Playground at an estimated cost of \$15,000

An addition is to be made to the Kelvin Community Centre Building at an estimated cost of \$20,000  
Kelvin Street in Elmwood is now renamed Henderson Highway

March 2, 1964 – A concrete sidewalk is to be built on the north side of Talbot from Levis to the existing sidewalk 190.5 feet west of Levis at an estimated cost of \$620

A drainage sewer is to be built in the block bounded by Hespler, Leslie, Silvia and Glenwood Crescent at an estimated cost of \$1,100

March 30, 1964 – A Vegetable Stand license is approved for Tony Denchuk at 280 Henderson Highway on the west side of Henderson Highway between Carmen and Martin

April 27, 1964 – Allan is to be paved from Thames to Tweed at an estimated cost of \$6,200

May 11, 1964 – Traffic signal lights are to be installed at the intersection of Kent Road and Talbot Avenue

July 20, 1964 – Stop signs to be placed on the North-east and South-west corners of Allan and Riverton to stop traffic on Riverton

September 14, 1964 – The existing sidewalk in front of David Thompson Junior High and Elmwood High School is to be widened by 4 feet on the north side of Chalmers from Raleigh to a point 880 feet west at an estimated cost of \$2,000

In order to supply service to the proposed new shopping centre on Nairn Avenue at Highway 59 (Panet Road) a new sewer is to be built to connect to the Stapleton Street sewer and then on to the existing Cole Avenue Trunk Sewer at an estimated cost of \$7,000

January 15, 1965 – A number of St. Boniface property owners ask for their property to be annexed to Winnipeg along the southern Elmwood property from the C.N.R Highline between Birds Hill Road (Panet) and the Alliance Securities Property. The St. Boniface Council is opposed to this annexation  
Crushed stone is to be placed on Foster St. from Nairn to Cole at an estimated cost of \$430

A concrete sidewalk is to be built on the south side of Kent from Milford to Keenleyside at an estimated cost of \$820

Cole is to be paved from Foster to Grey at an estimated cost of \$32,000

The first north-south lane east of Silvia, the second lane south of Hespler and the first east-west lane south of Hespler from Beatrice to Silvia are to be paved at an estimated cost of \$8,500

July 5, 1965 – An agreement is signed with East Kildonan to pave the lane north of Harbison from Henderson Highway to Brazier at an estimated cost of \$12,000 with Winnipeg and East Kildonan sharing the cost

Stop signs are to be placed at Harbison and Glenwood Crescent and Carmen and Glenwood Crescent

July 19, 1965 – Boulevarding on

North side of Riverton from Henderson Highway to Brazier at an estimated cost of \$340

West side of Stapleton from Kent to the lane north of Kent at an estimated cost of \$120

A portion of London is to be closed between Nairn and Tees

August 30, 1965 – The south side of Thames from Allan to Watt is to be boulevarded at an estimated cost of \$253

October 25, 1965 – Parking is restricted to 2 hours from 9 AM to 6 PM Monday to Saturday on the North side of Union between Watt and Roch  
North side of Mighton from Henderson Highway to Brazier  
South side of Dearborn from Henderson Highway to Brazier  
West side of Allan from Thames to Tweed  
The south-east corner of Nairn and Watt is to be widened

December 6, 1965 – Streetlights are to be erected on Talbot from Gateway to Stadacona at an estimated cost of \$5,600

January 17, 1966 – The public lane in the block bounded by Chalmers, Johnson, Levis and Roch is to be widened  
The lane in the block bounded by Talbot, Newton (William Newton), Elmwood Road and Watt is to be widened  
Poplar is to be paved from 70 feet west of the intersection of Poplar and Levis to Roch at an estimated cost of \$6,500  
The lanes in the block bounded by Talbot, Newton (William Newton), Elmwood Road and Watt is to be paved at an estimated cost of \$8,000

February 14, 1966 – An agreement is made between the Winnipeg Public Library and the Henderson Regional Library giving the respective members of each library the right to use the other library system. The agreement is for a period of one year.

February 28, 1966 – The lane north of Harbison is to be paved from Roch to Watt at an estimated cost of \$12,000 with Winnipeg and East Kildonan equally sharing the cost

March 14, 1966 – Four additional streetlights are to be erected in front of the East Elmwood Community Club  
Talbot is to be widened across the Molson Branch of the C.P.R. Between Foster and Grey and the C.P.R. Right-of-way between Gateway and Elmwood Road

April 11, 1966 – Keenleyside is to be paved from Nairn to Thomas at an estimated cost of \$19,000

April 25, 1966 – Beatrice is to be paved from Hespler to the first lane south of Hespler at an estimated cost of \$2,100

May 9, 1966 – Asphalt repaving of  
Martin from Beatrice to Brazier at an estimated cost of \$3,720  
Harbison from Watt to Roch at an estimated cost of \$1,950  
London Street is to be reopened between Nairn and Tees  
A drainage sewer is to be built on Keenleyside from Cole to Thomas at an estimated cost of \$6,250

June 20, 1966 – The lane in the block bounded by Poplar, McIntosh, Brazier and Henderson is to be paved at an estimated cost of \$2,500

Additional streetlights are to be erected on Talbot from Levis to Henderson Highway at an estimated cost of \$3,850

October 24, 1966 – A watermain is to be built on London from Nairn to Tees at an estimated cost of \$11,000

November 7, 1966 – A drainage sewer is to be built on London from Cole to Tees at an estimated cost of \$9,500 and on London from Cole to 170 feet north at an estimated cost of \$4,000

January 16, 1967 – A concrete sidewalk is to be built on the east side of Beatrice from Hespler to the first lane south at an estimated cost of \$470

London is to be paved from Nairn to Tees at an estimated cost of \$24,000

The lanes in the block bounded by Manhattan, Castle, Talbot, Foster and Grey at an estimated cost of \$13,000

February 13, 1967 – The pedestrian crossing at Nairn and the C.P.R. Lac du Bonnet Right-of-way is to be rebuilt

February 27, 1967 – The inter-library agreement between the Winnipeg Public Library and the Henderson Regional Library is renewed for a further two years as many Elmwood residents are using the Henderson Regional Library and vice versa

March 27, 1967 – Asphalt resurfacing of

Newton (William Newton) from Stadacona to Watt at an estimated cost of \$16,200

Noble from Henderson Highway to Beatrice at an estimated cost of \$11,800

Chalmers from Grey to Gateway at an estimated cost of \$2,100

Chalmers from Watt to Henderson Highway at an estimated cost of \$5,460

Grey from Castle to Talbot at an estimated cost of \$640

Grey from Harbison to Windsor at an estimated cost of \$2,170

April 24, 1967 – Additional streetlights are to be erected on Talbot from Gateway to Stadacona at an estimated cost of \$17,400

August 14, 1967 – Residents on Harbison east of Watt complain to council about the heavy traveling to and from the Canadian Co-operative Implement Limited parking lot in East Kildonan

October 23, 1967 – Talbot is to be widened between Elmwood Road and Grey

December 4, 1967 – Streetlights are to be installed in the lanes in the block bounded by Manhattan, Beach, Stapleton and Keenleyside at an estimated cost of \$300

Beach, Talbot, Stapleton and Keenleyside at an estimated cost of \$300

Carmen, Cobourg, Beatrice and and Glenwood at an estimated cost of \$200

Carmen, Cobourg, Henderson Highway and Beatrice at an estimated cost of \$400

First lane east of Culver between Manhattan and Kent at an estimated cost of \$100

Leslie, Digby, Silvia and Glenwood at an estimated cost of \$300

North of Harbison between Henderson Highway and Glenwood and the outlet to Harbison at an estimated cost of \$300

Hespler, Leslie, Silvia and Glenwood at an estimated cost of \$200  
First lane south of Hespler between Henderson Highway and Beatrice at an estimated cost of \$400  
First lane south of Hespler between Silvia and Beatrice at an estimated cost of \$100  
Kent, Manhattan, Milford and Keenleyside at an estimated cost of \$200  
Tweed, Riverton, Elmwood Road and Gateway Road at an estimated cost of \$300  
First north-south lane east of Silvia between the first and second lanes south of Hespler at an estimated cost of \$300

February 12, 1968 – Council is told that the repairs to the Kelvin Community Centre caused by the fire of June 4, 1967 are \$16,654.48

Streetlights are to be installed in the lanes in the blocks bounded by  
Chalmers, Johnson, Grey and Gateway at an estimated cost of \$300  
Cobourg, Noble, Henderson Highway and Beatrice at an estimated cost of \$400  
Noble, Hart, Henderson Highway and Beatrice at an estimated cost of \$400

March 25, 1968 – The first east-west lane north of McIntosh from the first lane east of Brazier and the first north-south lane east of Brazier from Poplar to McIntosh are to be paved at an estimated cost of \$11,300  
Concrete sidewalks are to be built on the  
North side of Cole from Foster to Grey at an estimated cost of \$2,100  
East side of Keenleyside from Nairn to Thomas at an estimated cost of \$2,000  
East side of London from Nairn to Tees at an estimated cost of \$2,000  
North side of Sandhurst from the first lane east of Grey to the east end of Sandhurst at an estimated cost of \$750  
The south side of Chalmers is to be boulevarded from the C.P.R. Right-of-way to Raleigh at an estimated cost of \$373.75

July 2, 1968 – The north side of Chalmers is to be boulevarded from Watt to Raleigh at an estimated cost of \$781.95  
The north side of Chalmers is to be boulevarded from Gateway to Grey at an estimated cost of \$301.93  
The south side of Chalmers is to be boulevarded from Gateway to Grey at an estimated cost of \$294.53

July 15, 1968 – Streetlights are to be installed in the lanes in the block bounded by  
The first lane east of Stapleton from Kent to Beach at an estimated cost of \$200  
Talbot, Herbert, Grey and Eaton at an estimated cost of \$300

July 29, 1968 – Approval is given to open a Drive-In restaurant at 690 Nairn on the south side of Nairn between Foster and London (the first McDonald's Restaurant in Winnipeg)

August 26, 1968 – The Presidents of the Kelvin Community Centre, the Elmwood Winter Club, the Chalmers Community Centre and the East Elmwood Community Centre suggest that an indoor arena and a swimming pool be built in Elmwood

Streetlights are to be installed in the lanes in the blocks bounded by  
Cobourg, Noble, Beatrice and Glenwood at an estimated cost of \$300  
Harbison, Martin, Molson and London at an estimated cost of \$200  
Hart, Hespler, Beatrice and Glenwood at an estimated cost of \$500  
Talbot, McCalman, Stapleton and Keenleyside at an estimated cost of \$400  
Thames, Tweed, Elmwood Road and Watt at an estimated cost of \$300  
Tweed, Riverton, Watt and Allan at an estimated cost of \$300

December 30, 1968 – Foster is to be paved from Nairn to Cole at an estimated cost of \$25,000  
Streetlights are to be installed in the lanes in the blocks bounded by  
Hart, Hespler, Henderson Highway and Beatrice at an estimated cost of \$600  
Mighton, Riverton, Brazier and Henderson Highway at an estimated cost of \$300

January 27, 1969 – Streetlights are to be erected in the lane in the block bounded by Beach, Talbot,  
Kent and Cameron at an estimated cost of \$500

March 10, 1969 – The Lord Selkirk Home and School Association asks for a swimming pool to be on  
the grounds of the Chalmers Community Centre or on the grounds of Elmwood High School  
Streetlights are to be erected in the lanes in the blocks bounded by  
Harbison, Martin, Glenwood and Henderson Highway at an estimated cost of \$500  
McCalman, Nairn, Keenleyside and Kent at an estimated cost of \$500  
McCalman, Nairn, Stapleton and Keenleyside at an estimated cost of \$600

March 24, 1969 – The swing spans of the Redwood and Louise Bridges are to be locked in the closed  
position permanently

April 7, 1969 – The George V School Home and School Association ask for a swimming pool to be  
built on the grounds of Elmwood High School  
Boulevarding is to be done on  
South side of Castle from Grey to a point 397 feet east of Grey at an estimated cost of \$217  
East side of Grey from Manhattan to Castle at an estimated cost of \$135.30  
North side of Poplar from Levis to Roch at an estimated cost of \$301.76  
East side of Stadacona from Talbot to 763 feet of Tweed at an estimated cost of \$1,612.14  
West side of Levis from Poplar to Johnson at an estimated cost of \$152.02

May 20, 1969 – The lane north of Harbison is to be paved from the first lane outlet east of Watt to the  
C.P.R. Tracks along with the outlet to Harbison at an estimated cost of \$21,200 with East Kildonan  
paying \$10,000 of the cost

June 16, 1969 – The cost of reconstructing the Gateway Road sewer at Herbert due to the relocation of  
the C.P.R. Tracks for the Nairn Avenue Overpass is \$43,954.20

July 28, 1969 – The first east-west lane south of Manhattan from the first lane east of Foster to Foster is  
to be paved at an estimated cost of \$5,100  
Winnipeg Metro Council is to take over the maintenance of the boulevards on Disraeli Freeway,  
Henderson Highway, Hespler, Levis, Midwinter, Riverton, Stadacona and Talbot

Streetlights are to be erected on

Dearborn from Lacy to Henderson Highway at an estimated cost of \$4,220

Elmwood Road from Newton (William Newton) to a point 198.56 south of Newton at an estimated cost of \$1,201

Windsor from Gateway to Grey at an estimated cost of \$4,800

August 25, 1969 – A drainage sewer is to be built on the lane north of Harbison from Watt to the C.P.R. Tracks at an estimated cost of \$1,600 with East Kildonan and Winnipeg sharing the cost

October 6, 1969 – Streetlights are to be erected in the first lane south of Talbot between Keenleyside and Kent and the outlet to McCalman at an estimated cost of \$400

December 1, 1969 – A Funeral License is approved for the north-west corner of Henderson Highway and Hart

The Fraternal Order of Eagles Elmwood Aerie #3360 is given a dance hall license for 232 Henderson Highway on the west side of Henderson Highway between Poplar and Cobourg

December 15, 1969 – The reciprocal agreement between the Winnipeg Public Library and the Henderson Regional Library is extended for a further one year

February 9, 1970 – The lane to the north of Kent Road is to be paved from Keenleyside to the C.P.R. Molson Branch at an estimated cost of \$46,000 with the City of East Kildonan paying half the cost

February 23, 1970 – The house at 413 Martin Avenue is to be demolished due to the poor condition of the house.

Streetlights are to be erected in the lanes in the blocks bounded by

Manhattan, Beach, the C.P.R. Molson Branch and Foster at an estimated cost of \$200

Manhattan, Beach, Kent and Wagner at an estimated cost of \$500

Martin, Carmen, Henderson Highway and Beatrice at an estimated cost of \$500

April 6, 1970 – A concrete sidewalk is to be built on the south side of Nairn from Birds Hill Road (Panet) to Kent at an estimated cost of \$12,000

Streetlights are to be erected in the lane in the block bounded by Beach, Talbot, Keenleyside and Kent at an estimated cost of \$400 and in the lane in the block bounded by Martin, Carmen, Beatrice and Glenwood Crescent at an estimated cost of \$300

A Drive Inn Restaurant license at 312 Nairn is transferred from the Millionaire Drive Inns to River Rouge Limited at the south side of Nairn immediately west of the Louise Bridge

May 19, 1970 – Streetlights are to be erected in the first north-south lane east of Henderson Highway between Chalmers and Johnson at an estimated cost of \$100 and the lane in the block bounded by Riverton, Talbot, Elmwood Road and Watt at an estimated cost of \$300

June 15, 1970 – Boulevards are to be built on the west side of Molson from Martin to the lane north of Harbison at an estimated cost of \$422

Streetlights are to be erected in the lane in the block bounded by Martin, Union, London and Grey at an estimated cost of \$500

June 29, 1970 – Streetlights are to be erected in the lane in the block bounded by Harbison, Martin, London and Grey at an estimated cost of \$500

July 13, 1970 – Mr Roy Davis of 404 Riverton Avenue speaking on behalf of the Chalmers Community Centre tells Council unlike most other community centres has no summer supervised program, no wading pool, no hard surfaced tennis courts and other services that other centres have. He asks for the same services found elsewhere in Winnipeg.

August 24, 1970 – Concrete sidewalks are to be built on the west side of Foster from Nairn to Cole at an estimated cost of \$1,500 and on the east side of Foster from Nairn to 379.35 feet south of Nairn at an estimated cost of \$1,700

November 2, 1970 – Streetlights are to be installed in the lane in the block bounded by Talbot, Midwinter, Brazier and Henderson Highway at an estimated cost of \$300  
Winnipeg enters into a firefighting agreement with the City of East Kildonan

November 30, 1970 – Levis is to be paved from Poplar to 105 feet south of Poplar at an estimated cost of \$4,000  
Streetlights are to be erected in the lane in the block bounded by Union, Chalmers, Molson and Chalmers at an estimated cost of \$300

December 29, 1970 – Streetlights are to be erected in the lane in the block bounded by Clyde Road, Talbot, Birds Hill Road (Panet) and Clyde Road at an estimated cost of \$500

February 22, 1971 – The reciprocal agreement between the Winnipeg Public Library and the Henderson Regional Library is renewed for a further five years

March 22, 1971 – Talbot is to be widened and resurfaced with asphalt from Gateway to Grey at an estimated cost of \$45,900  
Streetlights are to be erected in the lanes in the block bounded by  
First north-south lane east of Henderson Highway, Harbison, Brazier, Martin and Henderson Highway at an estimated cost of \$100  
Kent, Chalmers and C.P.R. Molson Branch at an estimated cost of \$600  
Talbot, Newton (William Newton), Allan and Stadacona at an estimated cost of \$400

April 19, 1971 – Boulevards to be built on  
West side of Chester from Nairn to a point 325 feet south at an estimated cost of \$445  
North side of Cole from Foster to Grey at an estimated cost of \$900  
West side of Foster from Nairn to Cole at an estimated cost of \$156  
East side of Foster from Nairn to 374 feet south of Nairn at an estimated cost of \$186  
East side of Grey from Castle to Talbot at an estimated cost of \$638  
North side of Newton (William Newton) from Allan to Stadacona at an estimated cost of \$1,518  
South side of Newton from Watt to Allan at an estimated cost of \$1,318  
East side of Stapleton from Nairn to the first lane north of Nairn at an estimated cost of \$604

June 28, 1971 – Streetlights are to be installed in the lane in the block bounded by Windsor, Castle, Grey and Gateway at an estimated cost of 4500

August 9, 1971 – A Billiard Parlour License is approved for 267 Henderson Highway

August 23, 1971 – The East Elmwood Community Centre building which had been destroyed by fire is to be rebuilt with the cost of cleanup, rebuilding and furnishing set at \$153,700

October 4, 1971 – Streetlights are to be erected in the lane in the block bounded by Talbot, McCalman and Stapleton at an estimated cost of \$300

A sewer is to be built in the first north-south lane east of Brazier from Poplar to McIntosh at an estimated cost of \$13,000

A new watermain is to be built on Nairn from Grey to Foster at an estimated cost of \$30,000

November 15, 1971 – Streetlights are to be erected in the lane in the block bounded by Beach, Talbot, Cameron, Foster and the outlet to Beach at an estimated cost of \$300

December 8, 1971 – Cole Avenue is to be extended and a portion of Gateway Road and Herbert Avenue are to be closed necessitated by the construction of the Nairn Avenue Overpass