

Northwest Review

PRINTED AND PUBLISHED WEEKLY. WITH THE APPROVAL OF THE ECCLESIASTICAL AUTHORITY AT WINNIPEG, MANITOBA. REV. A. A. CHERRIER, EDITOR-IN-CHIEF.

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SATURDAY, APRIL 23, 1903.

Calendar for Next Week.

APRIL.

- 24—Third Sunday after Easter. The Patronage of St. Joseph. 25—Monday—St. Mark, Evangelist. 26—Tuesday—Our Lady of Good Counsel. 27—Wednesday—St. Fidelis of Sigmaringen, Martyr. 28—Thursday—St. Paul of the Cross Founder of the Passionists. 29—Friday—St. Peter, Martyr. 30—Saturday—St. Catherine of Sienna, Virgin.

BROADWAY EAST.

The question of closing the eastern part of Broadway is so important for the Cathedral town of St. Boniface, which would thus be debarred from direct access to the government buildings and the University, that we reprint below the following report from the Free Press of April 15, choosing only those opinions that are based on the general interests of Winnipeg and St. Boniface.

The proposals made to the city council by the Canadian Northern railway company with respect to the closing of Broadway east and other streets in connection with their projected terminal improvements, continues to provoke much discussion among the citizens and in order to ascertain public opinion on the subject the Free Press has addressed a circular containing a synopsis of the company's proposals to a number of prominent Winnipeggers, inviting an expression of their views. The synopsis of the proposed agreement is as follows:

The company asks of the city that the following streets be closed.

- 1. Christie street, from north side of Broadway, southwards. 2. Broadway east. 3. Wesley street, from one block north of York southwards. 4. All the lanes that are within the territory owned by the company.

In consideration for the above concessions the company proposes at their own expense to—

- 1. Connect Broadway bridge with Water street by a highway 80 feet in width, asphalt paved. 2. Construct a 60 foot subway under their lines crossing Water street, keep same in repair and in case of flood provide temporary crossings. 3. Provide the land, 80 feet in width, for a street to run from Water street to Notre Dame avenue in a position satisfactory to the engineer, and also asphalt the same. 4. Construct and maintain a modern station and office building, at or near the juncture of Main street and Broadway east. 5. Build the principal workshops south of the Assiniboine river, within the city limits, and not in Fort Garry Park. 6. Build a new steel railway bridge over the Assiniboine river, between the present Main street bridge and the old C.N. bridge, which obviates the necessity of a subway on Main street south. 7. Allow the civic asphalt plant to remain where it is.

The subjoined replies have been received, and others will be published from day to day.

All right if Viaduct is Built. Ex-Ald. Barclay, seen at his residence remarked that his opinion had not changed in the least since he formerly expressed himself on the subject. The proposals of the company have, however, slightly changed. They now suggest that as a concession to the city they will put their shops up in Fort Rouge if they are allowed to close Broadway east.

"In the first place," he said, "I think it is a peculiar thing that in nearly every instance railway companies select for their stations or work shops, properties adjoining streets which cannot be done without, in order to make their premises suitable for their purposes. If any private individual or corporation were coming to the city council with a similar proposition they would at once be turned down. Why should public concerns such as transportation companies, have preference over any other?"

"Another point is that the railway companies in coming before a council usually have one bare proposition instead of bringing different plans in order that the city may have an opportunity of selecting, with a view of obtaining advantages for the ratepayers.

"As to the proposition to close east Broadway, I may say that in the first place the hotel is left out in the meantime, is not going to be a peculiar benefit to the citizens of Winnipeg, but will practically be for the benefit of the travelling public; the convenience of the railway company and consequently the increase of its emoluments. I hold that not above one out of every ten of the residents of the city will be taking advantage of the railway or its station.

"Why could the railway company not have secured enough property south of east Broadway from the Hudson's Bay Company for both a station and hotel? They buy only a portion of the flats between the river and Main street and look to the city for a munificent gift of the remainder of the ground necessary for their purposes, in the shape of east Broadway.

"I have no objections to them having east Broadway provided they give the city an equivalent for it, in the shape of a viaduct, which will actually cost a great deal less than the property they wish to acquire. Beside this the city would be kept intact and if at any time, I believe it will be shortly, St. Boniface should be incorporated with the city of Winnipeg, the extended city would be more compact and complete.

"There is no difficulty whatever in having a viaduct, as in order to give sufficient room underneath it at the west end the station can be placed some little distance east of Main street, which situation might be improved, by having a driveway into it and a small garden in front.

"By doing away with two or three of their tracks at present on the plan, on the east, seeing that they would be unnecessary the work shops not being there, there will be plenty of room for headway underneath the viaduct, at that end.

"It has been stated by a number of citizens whom I have met that Broadway east is very little used. There are two reasons for this. The first is, that when you come across the bridge there are a number of vacant lots, which can be crossed, offering a shorter cut for pedestrians into the centre of the city. The second is that Broadway east, on account of the proprietors refusing to have it properly paved, has been in such a condition, except in very good weather, that no one wished to travel it.

"Now with regard to the first of these reasons. The vacant lots will all be taken up immediately and there should be no egress or ingress thereby from the bridge, and further we must bear in mind that all provincial

and legal business in which St. Boniface and east of the river are at all times more or less concerned, are conducted in the government and legal buildings on Kennedy St., and Broadway necessarily is the direct path thereto. Consequently I consider that the city council has no right to put any impediment in the way of necessary business by closing up this street.

"I know of no place under the sun where a railway company, except in Winnipeg, would ever think of asking or making such a proposition to the civic authorities, and in my travels, which have been many in different countries, I find that in cases, such as that in question, viaducts are resorted to. I cannot see why it should not be so here.

"Plans have been made out showing that a viaduct is feasible, and an estimate has been put upon it, showing most distinctly that the cost would be much less than the value of the property which the railway company ask the city to give them.

"With regard to a civic asphalt plant I do not consider that it should be taken into account in any way whatever in connection with the proposed closing of the street, as it must be perfectly evident to any person that understands commerce that the location of the asphalt plant in that locality, would through the transportation of the material used there, be a source of revenue to the railway company."

Cars Should Cross Bridge. Mr. R. Ross Sutherland, barrister, and a former alderman, said among other things:

"The city should also make provision if any street car company, wishing to operate, hereafter between here and St. Boniface should have running powers over the Broadway or some other bridge. I also think there should be provision made for foot passengers on the company's new bridge across the Assiniboine."

Would Drive a Bargain.

Mr. Donald A. Ross, chairman of the school board, and ex-alderman, expressed himself as follows: "As regards the closing of any streets, the company should certainly pay whatever those streets are worth, if allowed to close them at all. I would hesitate before I would consent to close Broadway east. The company is not here for the good of its health, they do not consider the interests of the citizens as we who live in Fort Rouge know. They were allowed to put down two tracks on Wardlaw and Gertrude streets, and they quietly put down four or five more. The people who formerly had boat houses along the Red river have been debarred from all access to the river for the three or four years. Cars are allowed to stand on the crossings all day long. I think the matter of subways on all these streets leading to the Red river should be considered at the same time the closing of Broadway is considered, as the Company have got control of all the river front from Argyle street to Corydon avenue in Fort Rouge. Some day the citizens of Winnipeg will waken up to what it means to be debarred access to the Red river, and I certainly think now is the time to fight all these matters and insist on the citizens' rights being considered.

"Another matter is the fact that the company have bought a strip of land 600 feet wide, from Pembina street to the Portage junction, closing all the streets within that area, and leaving Pembina street, which is only 66 feet wide to accommodate all the traffic to the park and the people who will live in that large area, as there are several hundred acres, and contracts let for some magnificent residences, to be erected this coming summer I certainly consider there should be a subway where the railway crosses Pembina street, and this should be insisted on when settlement is made with the company in other matters. It is the railway company's business to study these matters and take advantage of every point they can, while the average citizen

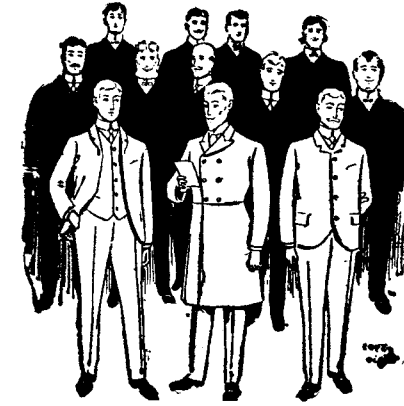


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C. M. B. A.

Grand Deputy for Manitoba. Rev. A. A. Cherrier, Winnipeg, Man, Agent of the C.M.B.A. for the Province of Manitoba with power of attorney, Dr. J. K. Barrett, Winnipeg, Man. The Northwest Review is the official organ for Manitoba and the Northwest, of the Catholic Mutual Benefit Association.

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