To the Council of the City of Manigay

Gentlemen—Manigay at your request on
a proposal of restoration being the 15 Septemb.
last motion made for the purpose of keeping
under the notice of the Dominion Government your
wishes and those of the people of Manigay in
reference to railroads matters, and particularly to
your desire to have the Pembina Branch cross at
Manigay. I take the earliest opportunity on my
return to report. I left Pembina on the 18 Sept.
and arrived there on the 27th day of the same month.
On the following day I waited on the President
Hon. A. M. Kersey. He had already received the
restoration proposal of the citizens of Manigay in mass
meeting assembled, and also the memorial from
the Board of Trade, as well as the restoration of
the City Council. He had also received notice of
my being sent on behalf of the Council, and was
consequently prepared to receive me, although he did
not yet formally. I explained the object of my mission
on the restoration of the restoration and memorial
also referred to, and supported our wishes and
wishes as strongly as I could. The principal point
being the building of the Pembina Branch into
Manigay by means of a railroad bridge across
the Red River, and the continuance of the Branch
of the Main line from the City of Manigay in the
West side of the river. I informed the last
deligation which waited on him, when he promised
where the necessary services made to ascertain
the distance in length and cost between the lines.
on the east side of the main line that on the west and also the southern end of a railroad bridge.

He informed me, the surveys and calculations have been made, and showed me a plan, and read
for me a portion of a report prepared by Gen. Cahués, giving the expenses of construction. In
the plan there was laid down the future
continuation of the branch, from the point at
present about the gradient to, in a straight line
to a point on the main line about a mile
from the main, being a proposed town laid out
by the surveyor. The length of this line is 2 1/2 miles.
The other line on the East side came to the
same point, but instead of going in a straight
line, it turned to the east to touch the Bank of the
Red River opposite to that portion of the City called
Point Douglas. The length of this line 20 3/4 miles.
The third line that on the east side of the
main course at the City (at Point Douglas) from
Winnipeg to the outside of the ten mile limit, and
Winnipeg running to the main line. Length of this
line 30 1/2 miles. The difference in the cost of the
construction of the different lines for miles, was very
little, with the advantage of taking in from the
East side, a grove and sand hill on that side,
being an advantage, rather, and rather less building
cost and tress would be required. According to the
Piquet's report, a portion of which the Major reads
to me, the cost of the construction for railroad bridge
would be very great, although they had not yet
been
been able to make a full report. Some idea was now being made, and from that it appeared
that great difficulty was experienced in getting good bottom. The width of the river at low
water mark is about 460 ft. and at high
water mark about 870 ft. The approach would
of course make the bridge longer than that.

The estimated cost could not be less than
$250,000 and would be put off a
great deal more. The report, in the whole was
unfavourable to the construction of the bridge, and was
in favour of adopting the alternative. Mr. McKee
said that the entire cost involved in building the
bridge on the west side of the river, as the people
desired, although being about three miles longer
would not be one thousand and twenty, but the
expenses were not being considered. The building of the bridge, a part of which they were
not interested, and which the "Manitou" was
made for the accommodation of the City of
Winnipeg and vicinity. I explained that it was
asked for, not only by the citizens of Winnipeg, but
by nearly the whole of the inhabitants of the Province.
The object was to have connection with the main
and build by means of the railroad, for which
charter had been granted, and which he doubted
would be built. Unless there was a bridge at
Winnipeg, great expense and trouble would be
reached to transportable and otherwise at
least.

The City of Winnipeg, with the success of
the Bridge, as much, that of the Governor.
requiring it was willing to hear a portion of the
explanation. He seemed to doubt the ability of the
City to do it. To allay his doubts on that
point I gave him a summary of our past
assessments roll showing the trouble I
had already nearly three million dollars on the
population about 6000. He also improved
their of the fact that we had lately negotiated
a loan for City improvements, about 150,000
of which was still unexpended—a portion of
which I thought might be used in the construction
of the bridge, as the people felt the necessity of
it as much. Many were willing to make great
sacrifices to obtain it. They would suffer, if only
to do what some of the taxpayers for which
the money was obtained, rather than be without
connection with the street. I took the grounds
not only that the Government should bear the
whole cost of the erection of the bridge, for reasons
I have explained, but whatever I paid for the
space to maintain. At the end of the
interview which lasted some time, the President
agreed to consult his Colleagues and he would
then give me a final answer. A few days
afterwards I again visited the President. Again in
the meantime brought the matter personally under
the notice of the other members of the Government
who were in the City and those who I thought
might take an interest in the matter and use
their influence in our favor—
At this second meeting we discussed the question at considerable length. I tried to overcome the objections, but with very little effect as far as the bridge was concerned. He said that the Government was willing to accede to the wishes of the citizens to a certain extent, that is, they had decided that the longer line on the east side of the Red River should be adopted, although it would be two miles longer than the direct route, that it should deflect as far as come to the bank of the river opposite to the city, but as to the construction of a bridge, which would cost perhaps a half million dollars, that could not be done, as the Government could not undertake so great an outlay for a mere local work.

Having asked them what amount they would be willing to accept from the city and build the bridge, he said the Government could not entertain the question. In the course of the Cession the step in raising the question of the building of the bridge in view of the connection with the Mississippi & Southern railway. He said when these two lines could be tied together to consider the matter.

The object of the Government would be to have some public access on building the bridge, as that was their policy. A case somewhat similar was now under discussion in one of the Maritime Premises, that is, the connection of a local road with a Government road.
had 3 messes of a hedge which they
were going to assist in erecting.
He had no doubt the same course would
be adopted by the Government in regard
to our bridge at Winifred. The Govern-
ment had agreed to give £25,000 towards
the building of a major bridge at Winifred
which demand was already in the estimate.
None concurred the thought of it to
put off the project of a bridge at Winifred.
They had
already ordered the Continuance of the
grading to the point of with at Winifred.
I told them I would support the results
of my interview, but I was sure that
the people would not be satisfied unless
the Government decided to build the bridge.
In my interview with the other member
of the Government after I found that
they would all entertain the same views
as the Premier. After leaving, I telegraphed
the design to you. Having
learned that the Hon. D. B. Bennett M.P.
for Winifred was in Montreal I returned
to go there and see and consult with him
in reference to the matter. I found that
he took a great interest in it and
was resolved to do his best to carry it
out.
with. I have confined myself to the actual facts having you to form your own conclusions. In my own part, I dont take so gloomy a view of our Railroad prospects as some. We are safe in assuring the Senate, that the R.C. Railway will be continued west of Red River for some future year, in fact, the Premier in his Annual Speech said so. Consequently, the bridge on the main line will not be built as it would not be required till the road is continued west. In the meantime, the Fortuna Branch is being formed with a point opposite the City, and it is hoped that perhaps some day we may have railway communication with the South. Our City will be rapidly growing in population and resources. The December Government is willing to imagine in building our Railway from Winnipeg to the South West including Fort Garry, the Railroad Bridge at the City. I think there will have a bridge at Winnipeg before there is one north of us. In the meantime, the Wagon Bridge should be built. It is thought by the Engineer that a bridge can be built for the river cut down in the cuts. I have no doubt if our Member, that is in the House of Commons, will report you your influence for that purpose. The Government will double the
amount placing it at what it originally was. Let us be true to ourselves. Work together mutually and we need have no fear for the future prosperity of our City.Memphians that can be taught to wear built Memphian from being one of the principal cities of the Dominion as a leader and for being members of the Montreal Board of Trade. The other day in writing about Memphian, as that in 1900, the population of Memphian would probably be 200,000, and I do not think the tax was fair on them. Nature has done a great deal for Memphian let us do the rest.

Return with this report a Map showing the route of the Portland Branch as adopted by the Government.

Thos. Sherman

Wm. Futre

Mayor