



DEDICATION

In presenting these records of the history of The Pas and Northern Manitoba as a 1970 Centennial project of The Pas Chamber of Commerce it is the wish of the writer that this booklet be dedicated to the early pioneers, all those men and women who although, judged by today's standards, endured tremendous hardships and inconveniences, never the less enjoyed what they were doing, and in most instances putting personal monetary gain as a secondary factor contributed so much in making Canada the wonderful place it is in which to live.

In whatever station of life they chose to serve, they truly, in the words of the late President Kennedy endeavored to "contribute to my country, not demand from it."

Let us and future generations as we reap the benefits of the labour of these pioneers at least try to imitate their philosophy and as we pass along leave a better place for those who follow and above all do our utmost so as to not desecrate our inheritance.

SIDNEY WILTON

THE NORTHLAND

*Leave the roaring streets behind you
Leave the throbbing shops and marts,
Leave the curse of business ethics
Narrow minds and broken hearts
Northward, northward, turn your vision
To a land that's fresh and braw,
Till you've tasted God's Own freedom
In the wilds around The Pas.*

*Strap the packsack on your shoulder
Blankets, bacon, frying pan
Hit the trail, canoe and portage
Feel yourself become a man,
Strangers? Everyone a brother
Cree or half breed, white or brown
Split his last red farthing with you
If you're needy sick or down.*

*Trapper, hunter, miner, wand'rer.
Stalwart Cree or bonny Scot,
Yankee bluff and British bulldog
Stewing in this melting pot
Human touch and human passion
Let the prudes cry out in awe
Take your dusky wife and beat it
To the wilds around The Pas.*

*Run its rapids, tread its forests,
Follow down its shadowed trails
Like a savage, trust to nature
Listen to her wonderous tales*

*Bronzed and brown and easy mannered.
Free and fearless as the wind
Here's the stamp God set upon us
When he named us Humankind.*

*Here a century of history
Hovers o'er the winding streets
Hovers o'er the mystic Gateway
Where the south and Northland meets
Huskies howling in the moonlight
Paddles swishing in the streams
Priests and padre, nun and sinner
Here have come to dream their dreams.*

*Legend, story, love and hatred
Crown and glorify the years
Ah! the hundred years could tell you
Broken hearts and scalding tears
Still she clings to all the beauty
Of the savage days gone by
And upon the polished stranger
How she looks with stoic eye.*

*Trapper, hunter, miner, wand'rer
Stalwart Cree and bonny Scot
Yankee bluff and British bulldog
Stewing in this melting pot
Human touch and human passion
Let the world cry out in awe
There's a life that grips and holds you
In the wilds around The Pas.*

ORIGINAL AUTHOR UNKNOWN

MESSAGE
FROM
THE RIGHT-HONORABLE
PIERRE ELLIOTT TRUDEAU
PRIME MINISTER
OF
CANADA



In 1970 Canadians are celebrating Manitoba's Centennial. The Canada of 1867 was a very restricted and incomplete country. In fact it was only four provinces huddled around the St. Lawrence valley and along the Atlantic coast. The addition of Manitoba and the Northwest Territories in 1870 opened a whole new perspective towards the West and the North which was to change our country from an eastern enclave to half a continent.

I hope that these Centennial celebrations will encourage Canadians in all parts of the country, and particularly in our schools and universities, to become more familiar with this heritage of 1870, by travel if possible, and by observing, reading and studying.

There are enormous regions of this country which are not easy to know, or to know about. Their history, unlike the history we were taught at school, is not filled with battles and bloodshed. Apart from a handful of famous explorers, there are few names which stand out in our memories. The real heroes have been those unknown pioneers who, with indomitable courage and persistence, have overcome great obstacles of climate and distance, to open up promising new territories.

To their successors in The Pas, on whom we count to maintain their best traditions of ingenuity and independence, I send my Centennial good wishes.

PIERRE ELLIOTT TRUDEAU



MESSAGE
FROM
HIS HONOR
R. S. BOWLES
LIEUTENANT-GOVERNOR
PROVINCE OF MANITOBA

It is most fitting that you have chosen a history of The Pas and Northern Manitoba as a Centennial project. Recording the history of any area is a detailed and painstaking challenge. But in your area, our northern frontier, such a history by its very nature is most colorful and interesting.

During Manitoba's first 100 years as a Province our development in the main was westward in nature. Our second century will see development northward as we push back this last great frontier. We have seen striking evidence of this in the past few decades.

For our present day pioneers this volume will provide an inspirational example set by the north's first settlers. This contribution will be carried forward into our second century and future generations will add new chapters to accompany the achievements of the past.

May I extend my very best wishes and congratulations to all associated with this project.

R. S. BOWLES,
Lieutenant-Governor of Manitoba

MESSAGE
FROM
EDWARD SCHREYER
PREMIER
PROVINCE OF MANITOBA

Since men first travelled into the vastness of the north — aboriginal hunters on their annual treks, fur-traders paddling from the east and south, and bold modern pioneers searching for new wealth — The Pas and its site on the mighty Saskatchewan River has been the portal to adventure, fortune, and even life itself.

The canoes and paddles of hunters and fur-traders have given way to the throbbing mechanization of modern transport by rail, highway and air. Voyageurs' voices and the yelp of dog teams are now echoed in the staccato of outboard motors and power toboggans.

So when an historical record is compiled of such a vital area it is of special interest to us all. I must warmly commend The Pas Chamber of Commerce for making such a record available to us as their contribution to the celebration of Manitoba's Centennial.

The Pas has long been a major shopping, servicing and distribution centre for Manitoba's north. Today the town is giving leadership in industrial and educational developments — the fur trade, mining, lumbering and agriculture go hand in hand with the newer enterprises of tourism and factories.

That these developments have come about is a tribute to the intrepid people who have made the north their home.

The modern character of The Pas and northern Manitoba has been made manifest by the contributions of men and women of many races recorded here. And through these pages we will continue to remember and to honour them.



EDWARD SCHREYER
Premier of Manitoba



MESSAGE
FROM
HARRY TRAGER
MAYOR OF THE PAS

It is indeed a pleasure for me to have the privilege of extending a message to all those who will read this booklet.

I am proud to have my name associated with all those bold pioneers who developed our northland.

As we celebrate Manitoba's Centennial Year, may we truly honour and respect all those who with their efforts contributed so much in making this country the great country it is in which to live.

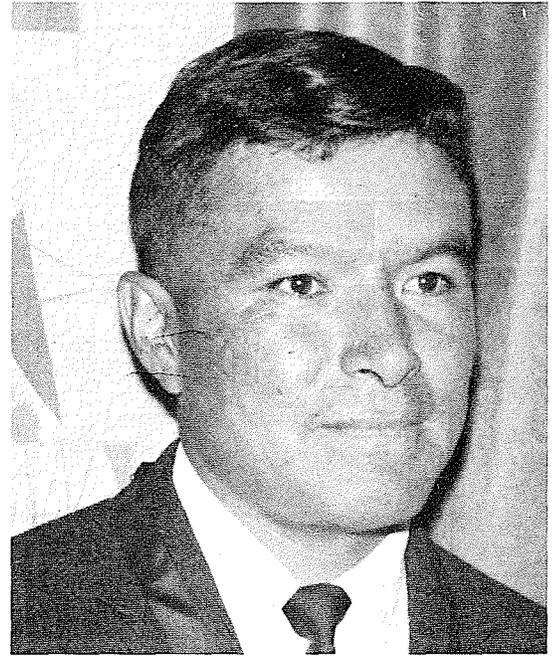
I would like to congratulate and thank Mr. Wilton for the countless hours of research needed to compile this booklet so as to preserve some of our colourful local history.

As I humbly commence my sixth term in office as your Mayor, the future of Northern Manitoba and especially The Pas with its mammoth industrial developments, never looked brighter.

On behalf of Members of Council and myself, we extend a warm welcome to all those who will visit us and may we have the pleasure of serving you.

Faithfully yours,
HARRY TRAGER,
Mayor.

MESSAGE
FROM
CHIEF GORDON LATHLIN
THE PAS INDIAN BAND



As Manitobans celebrate this Province's Centennial – the original inhabitant – The Indian People seem to greet it with mixed feelings of resentment, apathy and even participation in its celebrations. What ever category we find ourselves in, perhaps it is not the past that is important but what the future holds for us.

The Indian Leaders of old were great leaders. They had the knowledge and wisdom which accounted for the well being and survival of their people. They would know where the buffalo would be days before the hunt (south). They would know where the moose would be next day depending on the elements (central). They would know when the Caribou migration would begin (north). They passed this wisdom on to their people.

Today the leaders must encourage their people to have knowledge and wisdom in books. Education is essential if we are to survive and have equal standing and equal opportunities. Education is an instrument, a weapon with which we can be strong and demand respect from the outside. The writing of a letter in appropriate form and timing is more powerful than for man to engage in physical combat.

So to our young people, do your thing in acquiring your education for we depend on you to lead us into the future and into the Provinces Second Century.

CHIEF GORDON LATHLIN
The Pas Indian Band.



MESSAGE FROM GENERAL CHAIRMAN

As Chairman of The Pas Centennial Committee, I would first like to thank all those who, in various ways, have cooperated to celebrate this event.

Many details require attention which means work for someone. As we reap the benefits of the labours of those pioneers whom we are trying to honour in this our Centennial Year, may we in our turn endeavour to leave behind us something good for the benefit of the generations to follow.

Special thanks is tendered to Mr. Sid Wilton who prepared this interesting booklet.

May you one and all take an active part in our Centennial celebrations and have a pleasurable time.

ED JOHANNSON
Chairman
The Pas Centennial Committee

REMINISCENCES AND RAMBLINGS

"THE PAS", "LE PAS" or "THE PAW" as it was and is generally pronounced; the name was always associated with glamor, romance or colour, call it what you will; tall tales; remote from the rest of Canada or for that matter, the world; the gateway to fabulous mineral and other natural resources of the Northland; the land of the trapper and the \$1,000 silver fox; the site of the 200 mile world championship sled dog race; the land of the nights with their Northern Lights, truly The Pas has an aura of its own.

The writer has resided in the district for over forty years and although many oldtimers can claim longer residence, still the changes in these forty years have been tremendous.

Not one of the many business establishments in the town is now under the same name and management as at that time.

From the home of the lumberjack and trapper, the economy of the town and the livelihood of its people have changed to numerous other occupations and professions. The town is now primarily a service centre.

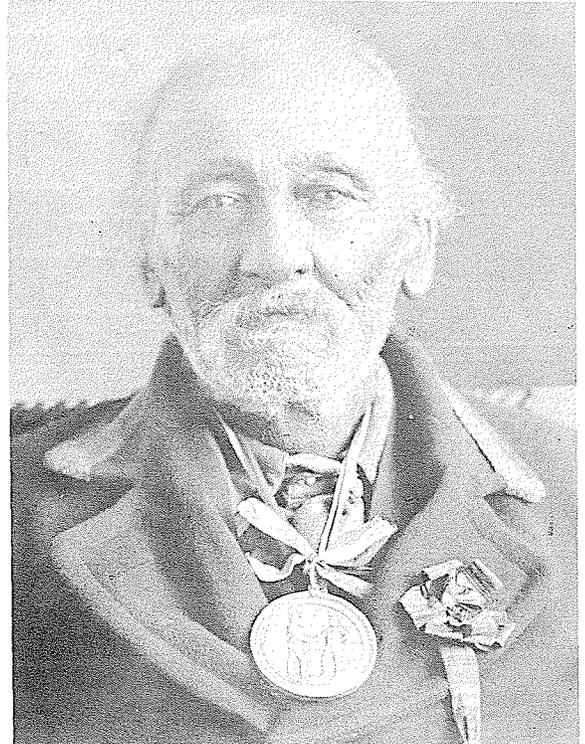
Today one of the best Provincial Trunk Highways No. 10 starting at the United States border, passes through The Pas continuing for another hundred miles; I can recall when the nearest road or rather passable trail for any conveyance was some hundred and twenty miles to the south west.

The topography has also changed, the large island in the Saskatchewan River close to The Pas was non-existent when I came here, now there are poplar and willow trees thirty feet tall growing on it. The water levels of the lakes and rivers and marshes and in consequence the vegetation and wild life have also been manipulated by man in his desire to help nature, not for nature's sake but for his own personal greed.

In my occupation as rancher-farmer and during the years I operated trading posts and bought raw fur, I have lived close to Nature and can appreciate the wonderful sequence of events she uses to accomplish the final result and I am truly and deeply grateful to have had this experience.

During the years I was trading with the

natives, I was fortunate to gain the friendship and confidence of several of the patriarchs of the era, among them being CHIEF PATRICK CONSTANT, another late CHIEF, LOUIE MCGILLIVARY, THOMAS COOK Sr., ADAM CONSTANT, the brothers JOE AND GEORGE MCGILLIVARY, and many others.



Chief Patrick Constant

Once their reserve or reticence was broken most of these men were brilliant conservationists and although written records were practically non-existent many interesting historical facts were obtained from them.

Being born in Cornwall, England, and spending my early boyhood in the midst of its rich folk lore and legends, and in the heart of the "revenoors" country, which definitely was not legendary, I was always interested in history especially as it applied to more colourful areas. So many historical events are not recorded and in a relatively short time are forgotten and lost forever to mankind. It is with these thoughts in mind that we are in this Centennial year of Manitoba's entry into Confederation endeavor-

ing to compile this booklet in the hopes that it will preserve some of the early history for the generations to come.

History, of course, is predominately the doings of the people, and The Pas and Northern Manitoba has possibly had more than its share of distinguished and colourful personages.

Having met once and got acquainted with some of these people such as the crews of the river boats, the captain, engineer and cook; the lumberjacks, in each camp some out-standing individuals; the early mail carriers; the prospectors; the teamsters who sometimes made trips with horses and sleighs taking six weeks each, sleeping out every night in 40 degrees below weather; the bush pilots; the dog mushers; the travelling fur buyers; the trappers who made The Pas their home and trapped 500 miles or more to the North; the colourful characters such as ERNIE MORTIMER THE KING OF THE NORTH, JACK THE DANE, OLE THE SWEDE, LOUIE THE GREEK, CARIBOU BILL, the remittance men, THE FOX, TED COLLINS, etc.—who could forget such acquaintances.

I spent many an enjoyable visit with BISHOP OVIDE CHARLEBOIS before his death in November 1933, who had lived the previous 36 years at The Pas. Though not of the Catholic faith, this made absolutely no difference in the warm greeting he always gave me, he was truly one of the greatest men who ever served in the North. Other names I can recall who were acquaintances and who all contributed to the North were NORTHCOTE READER, "JUDGE" MAULSON, BEN GORE McDOUGALL, BILL SHORE, BRUCE ZESS AND CHARLIE MORGAN. Although we have refrained from mentioning names of persons still living, I would like to acknowledge the friendship of one who has made such a contribution to The Pas with his museum, Mr. SAM WALLER. I have had the pleasure of his friendship for most of my residence here and he has certainly collected a most interesting collection of priceless and irreplaceable pieces.

No history would be complete without paying tribute to the womenfolk; the housewives who accompanied their husbands, the nurses, the teachers, each in their own sphere contributing so much to the pioneering era.

Also mention should be made of the yester-years' go-go girls, such glamorous names as KLONDIKE MARY, THE DIAMOND QUEEN, THE MOOSE JAW KID, GIGGLING GERTY, SUICIDE SALLY, BOX CAR ANNIE, CUT THROAT ROSIE, other Rosies, Patsys, etc.—who could ever forget them? As we grow older, some of us more cantankerous, some of us more mellow, let us not be too harsh in passing judgement on them, they filled a void in the hum-drum existence of that time and to many a lonely man in the wilds the memories and anticipation no doubt kept him from becoming "bushed". Maybe the gals were tough, maybe hard, but when a young fellow had blew his wad, he could always get a stake from them to enable him to get back on the job, and I personally know of more than one destitute expectant mother in the early 30s, those disastrous economic years when first class carpenters were glad to get one dollar per day as labourers, who received an unexpected anonymous layette. Could they, deep down have been so bad? Let us remember the conditions and circumstances of those years so vastly different from modern times and give them the benefit of the doubt.

As JOE NASAKAPOW often said "the white man brought the first liquor to the Pas and has been bootlegging ever since". Maybe this is so, of course under present conditions it cannot be condoned, but years ago, it was different, the liquor outlet retail hours were curtailed, the "Muskeg Special" the weekly mixed train to Churchill and the Hudson Bay Line arrived too late in the day to make purchases at the store and it was a long time to wait until the next noon, illegal; yes definitely so, but so terribly bad under those conditions? Who would like to judge? In all my years in the North, I can honestly say that I have never seen or heard a bootlegger try to sell a drink, refuse, yes, scores of times, but always it was the customer who was soliciting and willing to pay for service.

Also mentioned must be those rugged individuals who administered the Government Services for the North, men like SAM LOVELL, the Indian Agent, who with M. T. WHITE, his clerk and ROD McGILLIVARY and FRED YOUNG Sr., who took turns acting as interpreters administered the Indian Affairs

for the whole North. This was before aircraft were in general use and it took them several weeks by canoe in summer to pay Treaty money to the outlying reserves. They were always accompanied by a "Mountie" in full dress and usually by a M.D., who for several years was Dr. OROK, the Indian Department doctor.

For many years TED STEVENSON was the Fish Inspector and Game Guardian, travelling with a splendid team of husky sled dogs in the winter to the various commercial fishing camps and by canoe and outboard motor in the summer.

EMILE ST. GODARD (pronounced "Sankador"), what visions, glamour, sportmanship, endurance that name recalls. After his retirement from dog racing he was my neighbor rancher for a few years until his death in 1948. With his lead dog TOBY who was almost human in his understanding, and his team of husky-hound cross sleigh dogs he was internationally famous for his success in dog races. What an ambassador for the North! Emile was a true sportsman; he told me once that he was offered a large sum, several times the prize money, if he threw one of the races in the States. He refused and when I said it must have been quite a temptation, he said it was, but he could never have come back to The Pas and face his friends if he had taken it.



Wm. "Shorty" Russick and his record breaking team

Still on dog mushing, what about Wm. "SHORTY" RUSSICK, who in 1924 made the fastest time ever in the two hundred mile endurance race completing the course in 23 hours 42 minutes. I am pleased to be able to include Shorty in my long list of long time friends.

Another name comes to mind, that of SERGEANT PERCY ROSE, who if I remember correctly was in both the R.C.M.P. and Provincial Police at different times. He had a very extensive territory to look after.

These are some of the more spectacular men who felt and heeded the call of the North, what of the hundreds and hundreds of less colourful but none-the-less important men who also helped to develop its resources? The men who with teams of horses hauled the nearly pure copper ore of the famous Mandy Mine, that was loaded on the rails at The Pas; the thousands of lumberjacks who worked in the bush; the men under Dominion Construction, who mostly with wheel-barrow built the railway to the Hudson Bay port of Churchill and later when the mine was discovered to Flin Flon; and more recently in 1932 to 1938, the men who for \$5.00 per month and board cut the right of way and built the first grade for the road that is now No. 10 P.T.H.

In this Centennial year let us now pause and truly and humbly pay tribute to all these men, in what ever capacity they served, for their contributions to this great country.

Along with its colourful characters, the North has had its share of tall tales, although the tellers claim they are true.

"The Arctic Trails have their secret tales that would make your blood run cold.

The Northern Lights have seen queer sights" how true were the words of ROBERT SERVICE.

What about the pilot, who in the early days of bush flying was sent on a mercy flight to bring in a sick man and when he arrived at his destination found he had arrived too late, the man was dead, and had frozen solid in a spread-eagle position so he took the axe and chopped off his arms and legs to enable him to load the body through the small door of his plane and brought him in.

There was the trader who had a rather lazy crew of natives hauling his trading supplies in by canoe and as on the portages he could not be at both ends at the same time to watch them, was being taken advantage of until he was struck with a brilliant idea. Having only one good eye he removed his glass eye and placed it on a tree stump to watch one end while he went and watched the other, this ended his troubles.

A group of fur buyers travelling on the muskeg and playing cards between stops were surprised when the "NEWSY", that man-of-all-work on the train, hurried in and excitedly begged a piece of string from a pile of pelts and hurried back to the baggage room. Afterwards they were informed that an expectant mother had delivered earlier than expected and with only the Newsie's help; mother and baby came through fine and were none the worse for this experience.

I remember riding the tote road with a teamster of The Pas Lumber Co., he was driving a four horse team and the whole load was cartons of snuff for the men in the camps, that he was hauling from The Pas. It was about a forty mile trip so he had two days dinnering places with no buildings and a half way place with barns for the horses and a log cabin in which to spend the night. He told me that on one trip at the half way place he had attended to the horses and went into the cabin with his lantern to fix his supper and bed; when he opened the door there was a dead Chinaman hanging by the neck from the rafters who had committed suicide. Being a kind of nervous fellow the teamster said he spent the night with the horses and never entered the cabin again when he was alone.

I have often been asked what I would deem to be the most exciting or unusual experience that I have had during my forty years in the North. Although there are several I could mention, I believe that the one that happened in 1930 was at least one of the ones that made an indelible impression on me at the time. We were bailing hay on the north side of the Carrot River; October 5th was a lovely day, we were working in our shirt sleeves but it started to snow that night and kept on for three days and nights, until over three feet of snow had fallen. We had been using a Fordson tractor on the

baler but after the snow it could not propel itself let alone haul the baler from stack to stack, so as we had several teams in town that we used to haul the hay with I walked to town to bring back a team to use on the baler. The Carrot River was frozen over but not enough to carry the team and sleigh but Charles Morgan had a large contract to supply hay that winter and had built a temporary bridge over the Carrot River about 13 miles from town so I decided to go that far to cross the team. There was no one living west of the old bridge on The Pas river except the Nick Aylward homestead about four miles from town. It was dark by the time I reached the bridge and crossed the river and the Morgan trail continued west and I wanted to come back east and across the Birch. As the snow was quite deep and no trail broken it was useless to try to go further that night so I just unhitched the team and fed them and burrowed a hole in the snow under the sleigh and with a couple of extra horse blankets was quite comfortable and although not sleeping much, was resting quite well. Of course, there was not a light to be seen or any sign of human habitation anywhere. Sometime in the middle of the night I was startled by the most unearthly noise I had ever heard, it seemed to be about five or six hundred yards from where I was and among poplar trees along the river bank. It is hard to describe but if you can imagine the hysterical laugh of a demented woman, but a little more blood-curdling, that will give you an idea of what it sounded like. It kept on intermittently for about an hour and then ceased and the quiet afterwards was almost unbearable with suspense. Needless to say I slept no more that night but sure kept the axe handy, and I am sure nobody was ever more glad than I was to see daylight again. Afterwards I was told it was likely a lynx hunting rabbits and they make this noise to paralyze their prey. I can verily believe that it would.

SIDNEY WILTON

AGAIN FROM ROBERT SERVICE

“Now a promise made is a debt unpaid
and the trail has its own stern code”.

The integrity of the pioneers although taken for granted at the time, was looking back from today's standards and concepts remarkable. Many a raw fur buyer with a more or less cursory glance at a pile of pelts would state a price sometimes in the thousands of dollars which was accepted with just a handshake to seal the deal. The same with the prospectors and their mining claims and the poker games, stakes could be high and when money ran out, houses and equipment changed hands at the FALL of a card with never a complaint. Of course, to welch would be to commit business suicide as the welcher would be ostracised and might as well leave the country.

Although records are very scant about some of the early happenings that took place in the exploration days, it is generally accepted that HENRY KELSEY was the first white man to see the Canadian prairies with their teeming herds of buffalo and in making this journey was also the first white man to ever come to The Pas. Hudson Bay, that 850 mile stretch of water that opens into the Arctic and Atlantic oceans and whose closest point is some 400 miles northeast of The Pas was discovered in 1610 and named after its discoverer HENRY HUDSON, an English navigator. CAPTAIN THOMAS BUTTON, in 1613, founded a tiny settlement on the west side of the Bay at the estuary of the Nelson and Hayes Rivers whose river mouths run parallel for several miles. The first fort was built at this place in 1682 by PIERRE RADISSON as a French fort in opposition to the English explorers and traders and in 1684, when Radisson rejoined the Hudson's Bay Co., a new fort was built on the Hayes River and was known as FORT YORK in honor of the Duke of York (later KING JAMES II) who was at the time Governor of the Company. In 1670 a Charter was granted to “The Governor and Company of Adventurers of England Trading into Hudson Bay”, giving them sole trading rights to all the territory draining into Hudson Bay. This was RUPERTS-LAND named after PRINCE RUPERT, who

was the first Governor and the Company was later known as the Hudson's Bay Company. The vastness of this land can be more readily grasped if we recognise that Rupert's House is now just over the boundary into Quebec.



York Factory in the early 1800's

It seems that the name York Factory became in use in the early 1800s as at that time it had really become a factory. York boats were built by the dozens, the blacksmiths and tinsmiths made most of the hardware articles required for the trade such as axes, ice chisels, fish and muskrat spears, iron work for boats and doors, even nails and tacks, tin kettles, pots, pans etc., kegs for the storing of certain supplies and also a bakery was in operation. There were large gardens that were well tended and produced an abundance of vegetables.

At the height of its operations there were more than 30 large buildings at York Factory, the largest being the “great House” or depot, a three story building 100 by 105 feet. Truly, York Factory, the site of the first white habitation in Western Canada was a very important place at that time and it was from here that almost all the earliest explorers started their inland journeys, men like KELSEY, HENDAY, THOMPSON, FRANKLIN, RICHARDSON, RAE, etc., they all came up the Hayes River from Hudson Bay, through the waterways system to Oxford Lake, Playgreen Lake, across the north end of Lake Winnipeg entering the Saskatchewan River at Grand Rapids and so up to The Pas. Others like Kelsey took an alternative route from the Hayes to the Fox River, through Cross Lake to the Minago River to

Moose Lake and entered the Saskatchewan River a few miles east of The Pas.

Although accounts of HENRY KELSEY'S birth and childhood seem to be nonexistent, it is recorded that as a lad of fourteen, he was engaged as an apprentice by the Hudsons Bay Company on April 14, 1684. His master was SIR EDWARD DEERING. His salary for the four years of apprenticeship was to be eight pounds and some clothes. He sailed on the LUCY from Gravesend on the Thames on the 17th day of May the same year. Two other chartered ships, the "JOHN AND THOMAS" and the "HAPPY RETURN" sailed at the same time, PIERRE RADISSON was on the Happy Return. The Lucy reached its destination, FORT YORK, on the west shore of Hudson Bay several weeks later and ahead of its two companion ships.

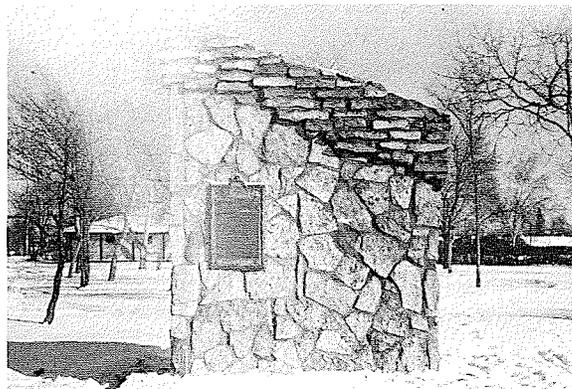
KELSEY stayed at York more or less as a janitor, counting beaver and other pelts, looking after fires in the winter etc., until his apprenticeship was finished in 1688.

For the next couple of years he made several trips up and down the coast of Hudson Bay for the Company. During these years he had become friendly with the natives learning their language and mixing with them freely. It was no wonder then that when the Company decided to send a representative to the interior and inland natives to try and persuade them to bring more furs to the Bay that KELSEY was chosen.

Being just about 20 years of age at that time, although of slight physical build, he was deemed to be most capable.

Early in June of 1690, a number of Stone Indians from the interior had arrived at the Bay with their pelts which they traded for goods such as guns, pans, axes, trinkets etc., and after a few days were ready to return home. GOVERNOR GEYER, in command at Fort York at that time, made arrangements for HENRY KELSEY to accompany them, giving instructions that he should travel as far inland as possible and return in two years, so on June 12, 1690, Kelsey left Fort York and travelled with the natives. Their route took them by the Hayes and Fox Rivers, through Bear and Trout Lakes across Cross Lake to the Minago River to Moose Lake and on to the Saskatchewan River,

a comparatively few miles downriver from The Pas.



The Kelsey Cairn

Although records of Kelsey's journey are scant, being confined to a few pages of rhymes, he does mention stopping at the first Indian settlement they came to and claiming the land for his masters, the Company. The rhyme states:

"I took possession on ye tenth instant July,
And for my masters I speaking for them all,
This neck of land Deering Point did call".



The Plaque on the Kelsey Cairn reads:
DISCOVERER OF CANADIAN PRAIRIES

In Memory of Henry Kelsey, Hudson's Bay Company Fur Trader and Explorer.

The First white man to travel inland from Hudson Bay to Eastern Saskatchewan and to see the Canadian Prairies, 1690 - 1692. The First white person to record the existence of the Musk-Ox of the North, The Buffalo Herds, and the Grizzly Bears of our Plains.

Until the Kelsey papers, a diary of 128 pages, were found in 1926 at the library of Mr. ARCHIBALD DOBBS in CASTLE DOBBS at CARRICKFERGUS, NORTHERN IRELAND and which were placed there by an ancestor

RESOURCES OF THE NORTHLAND

FUR

The resources and economy of Northern Manitoba are varied and includes Fur, Fish, Forest Products, Agriculture, Mining, Transportation and Communications.

Fur is the oldest industry and was the reason the early traders and explorers came to the region. The Pas was always a major headquarters for gathering fur and up until a few years ago practically every store in the town held a fur dealing license. Fur was always in demand in England, France and other parts of Europe.



As in the past, The Pas is still very much a "Fur Centre." Local Fur Dealer Fred Kerr buys more wild raw furs than any other single dealer in Manitoba.

Over the years the demand for certain furs has been phenomenal. For a short time in very strong demand and as fashions changed would decline and another variety would gain the spotlight. An example is silver fox, wild silvers at one time sold for \$1,200.00 to \$1,000.00 per pelt, which high prices were instrumental in many fox ranches (domesticated) being established with the result of being an over supply of pelts and the silver lost its status and good pelts sold for less than \$10.00 each.

The weasel or ermine as the fur is called

seems to stand the pressures or trends better than most other furs, possibly because they are used so much on royal and state occasions and although prices do fluctuate a great deal there seems to be always a demand for it.

Although the trapping of wild fur is still quite important to the section of people engaged in this occupation, it is steadily declining in economic importance.

By far the greater percentage of furs is obtained from the fur farms or ranches, ranch raised mink contributing much to the industry.

When muskrat pelts were in active demand and prices high, notably in the 1940s, several blocks of territory were set aside as "muskrat ranches" or fur rehabilitation blocks with controlled trapping, and extensive systems of dikes and canals were instigated to regulate the water levels in the marshes. This was very successful for a few years and it was quite a sight to see the trappers, the majority of them natives, leaving with their families for a sojourn of about six weeks in the spring trapping season.

One of the largest of these blocks was the Summerberry Fur Rehabilitation Block east of The Pas, and in the late 1930s and throughout the 1940s trappers by the hundreds harvested these pelts. The pelts were all delivered to the Provincial Game Department and were sold in Winnipeg by auction and the money realized after a percentage deducted by the Department was paid to the trappers on a monthly basis.



A Fine String of Fur Pelts

The storekeepers who outfitted the trappers with supplies such as: groceries, clothing, tents, traps, stretchers, spears etc., were given an assignment by the trapper for \$40.00 to be paid after the sale and before the monthly payments were computed.

In those days \$40.00 would purchase staple groceries for six weeks as well as most of the other supplies. With muskrat skins selling between \$2.00 and \$3.00 each the trapper realized a monthly return of \$25.00 which at that time was considered sufficient for them to live on. Today \$40.00 would not even buy a tent and prices for pelts have declined 50%.

Nature did not take man's interference too kindly and the dream of a stabilized income for

the trappers did not materialize. Although there are a few parttime trappers today, most of the wild fur catch is by trappers on their registered trap lines, that is several square miles of territory in which they have exclusive trapping rights and they more or less farm the area and trap according to the fur population leaving enough seed stock to produce for the following years. Synthetic or imitation fur has also contributed to the decline of the natural fur trade as it can be mass produced much more cheaply and does not require the skill of the furrier to match and sew skins etc. Northern Manitoba wild furs are still the best obtainable in the world and prime skins command a premium on world markets.



Always an important mail centre, this is an early scene at the old Post Office on 2nd street and Edwards Avenue.



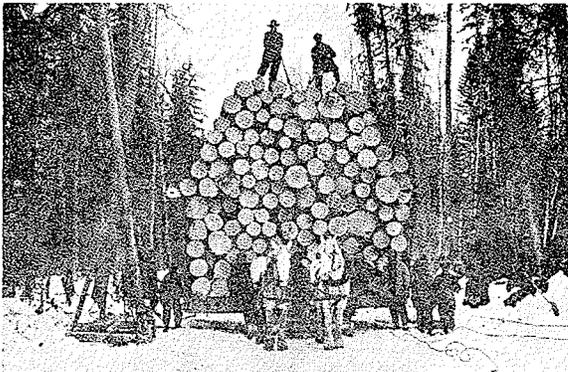
1970 aerial view looking West.

FORESTRY PRODUCTS

Lumber and other related forest products such as pulp-wood, fuel-wood, railway ties, fish boxes, etc., has been an important resource since the early 1900s.

Of course before that time it was important to the sparse population as it provided fuel, shelter and the wherewithal to make canoes or boats for transportation.

Logs were hewed or flattened to build houses and if lumber was needed it was hand sawn with a two man whip saw, the log was placed at a 45 degree angle with one end in a pit and the other end on a platform with one man at each end of the saw which was drawn up and down; the saw was large, similar to a cross cut, but with teeth filed to rip saw, it was surely hard work.



Finger Lumber Company bush crew hauling logs (prior to 1920)

With the advent of steam, small portable saw mills driven by a steam boiler came into use and in 1910, the Finger Lumber Co. began constructing a large saw mill at The Pas. For several years this operation was the mainstay of business in the area as the saw mill and the planer combined employed between 350 and 400 men in the summer and in the winter the logging camps in the bush provided employment for over 1,000 men.

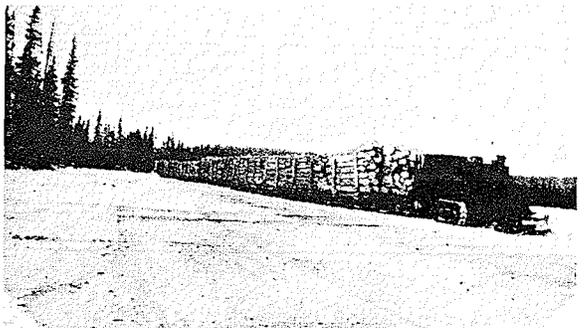
In 1919, the ownership of the Company changed hands and it was known as The Pas Lumber Company from that time on. For many years the logs were hauled by horses to the Carrot River, most of the timber being in Saskatchewan. In the spring the river drive took

place with the logs being "boomed" in the lower reaches of the Carrot and they were hauled from there to the mill in the summer by the two steam stern wheelers, the David N. Winton and Alice Mattes which were constructed at The Pas by the Company in 1920 and 1921 respectively.

The Company used to take great pains with their winter roads, the mainroad to the Carrot River from the bush skidways was cleared and levelled by hand and after the first frosts and

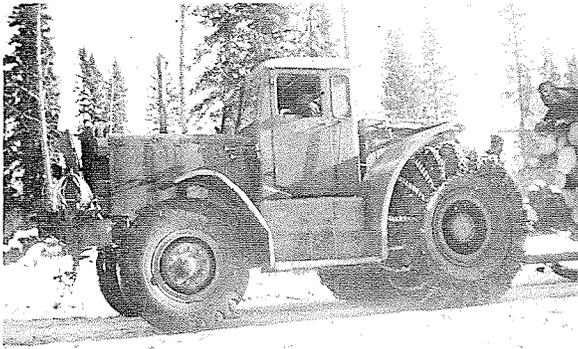


The Old "Dinky" Engine used by The Pas Lumber Company in the 1920's. Its Hauling Load was 20-42 Sleighs.



Phoenix Steam Hauler used by The Pas Lumber Company 1920 to 1926.

snow was iced its entire length by four horse teams hauling huge tanks of water, this was so the sleigh runners would slide in the ice ruts and the teams hauled loads of many tons. As the closer timber became harvested each year and it was farther to haul it became too far for horses and in the 1920s steam haulers were used on the main haul and in 1935 the deisel caterpillar tractors took over. In the last few years of operation, before the company ceased operations, in 1958, huge rubber tired wheel tractors or "Ukes" were used as the distance had increased to 75 or 80 miles.

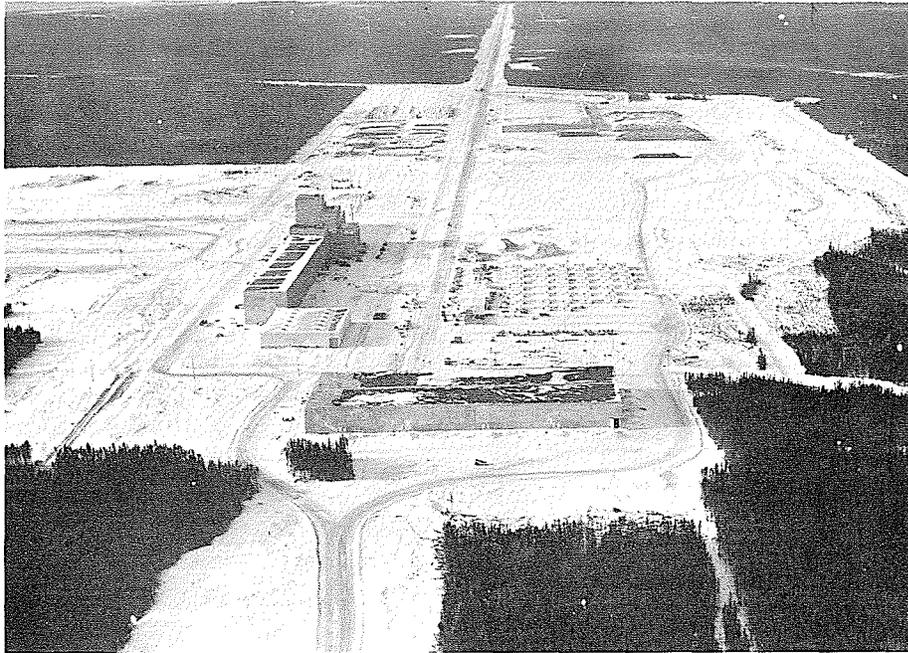


The Log Hauler or "Uke".

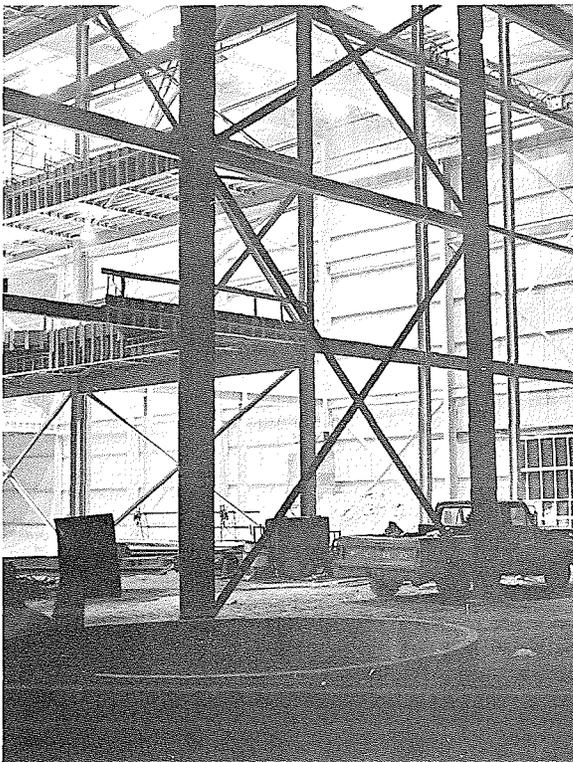
The lumber company had a large warehouse on the banks of the Carrot River near the winter operations and some of the winter supplies were taken by the stern wheelers in the summer to this warehouse using the route up the Saskatchewan River to the Sipanok Channel and thus to the Carrot, but most of the winter supplies were hauled from The Pas to the bush camps by four horse tote teams. As this trail crossed over lakes and open country, it was kept packed by a four horse team hauling a huge wooden roller. It kept building up with snow all winter and by spring was quite high, 4 or 5 feet and hard packed icy snow.

As we go into Manitoba's Centennial year, a large multi-million dollar forest industries complex "Churchill Forest Industries" is under construction and partly producing. The plans at present call for two sawmills (one is now producing) a pulp mill, two machine manufacturing plants, a paper mill, these are under construction at present at The Pas, north of the Saskatchewan River, so it seems assured that the resources of the forests of Northern Manitoba, centralized at The Pas, will be of great significant economic importance for many years to come.





The Pas Forest Complex Site — February 1970. James Bertram & Sons Bldg. (foreground) M.P. Industrial Mills (Kraft Paper Mill) and Churchill Forest Industries (Pulp Mill) at left. River Sawmills Ltd. right background.



Paper Mills taking shape — February 1970 at Forest Complex Site.

J. A. "JACK" CAMPBELL, barrister, was the first Commissioner of Northern Manitoba and later served in the Dominion Government as M.P. representing The Pas. He was a vigorous spokesman for his constituency and largely through his efforts the Hudson Bay Railway to Churchill was completed, Jacam, a point on the Railway was named after him.

EDMUND CARROLL, who came to The Pas in 1911 was one of the early Town Councillors and then became Mayor of The Pas. His son JOHN B. "JACK" CARROLL represented The Pas as M.L.A. and held several cabinet appointments from 1957-69.

"HONEST JOHN" BRACKEN, Premier of Manitoba for several years also represented The Pas constituency as M.L.A.

FISHING

Manitoba with its 39,200 square miles of water, abounds with lakes and rivers bountifully stocked with numerous species of fish and Northern Manitoba has perhaps more than its share of this natural resource. The Pas with its geographical location has for many years been the major centre for this valuable product.

In the early days fish was the main food for the sleigh dogs and also an important item in the diet of the natives and pioneers. With the coming of the railroad commercial fishing to supply the export markets commenced. At that time it was practically all winter fishing in the north with 100 pounds of fish and 40 or 50 pounds of ice being packed into wooden boxes and frozen with nature's refrigeration plant.

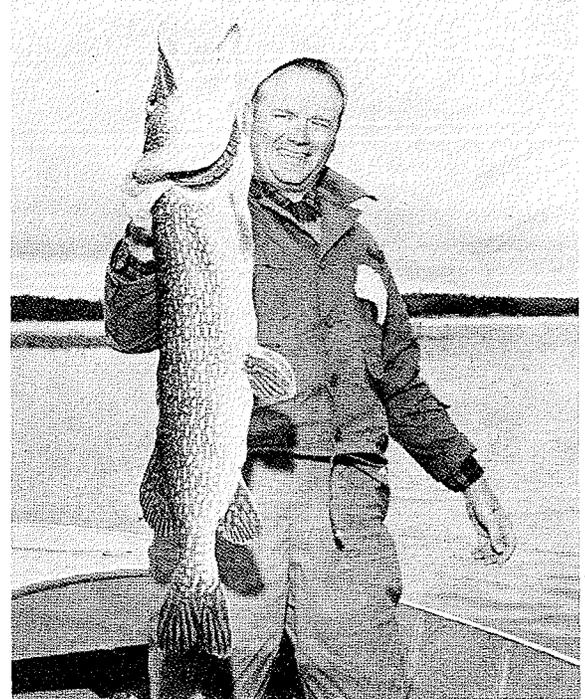
These boxes of fish were hauled to the railway by horses and sleighs and in some cases where winter trails did not exist by pony and toboggan and shipped mainly to markets in the United States.

With the coming of the diesel caterpillar tractors which hauled heated cabooses some fish were kept fresh and shipped by heated or reefer car thus commanding a higher price for the fresh product. As aircraft became in more common use they were used to transport fresh fish and being much faster could haul fish without as much ice packing or dead weight, these fish were repacked at the railway.

Fish filleting plants or factories were also used and the packaged high class product was exported.

As the North became more accessible, tourists and sports fishermen began to flock to this fisherman's paradise and in order to develop and promote the tourist trade several lakes are now closed to commercial fishing and most of the other lakes have limits as to how many pounds of fish can be harvested each season, but with improved transportation facilities many virgin lakes further north that were previously inaccessible are now being utilized and commercially fished.

For many years the record for the world's largest lake trout was held by a trout caught in Athapapuskow Lake, a few miles north of The Pas.



Such fish as lake trout and northern pike grow to unprecedented size in Manitoba lakes, and attract sportsmen from thousands of miles away. Lakes in the Flin Flon — The Pas areas in the west are accessible by road now, but others such as Gods Lake in the east attract large numbers who arrive by bush plane. Commercial production of fish amounts to \$6.5 million annually.

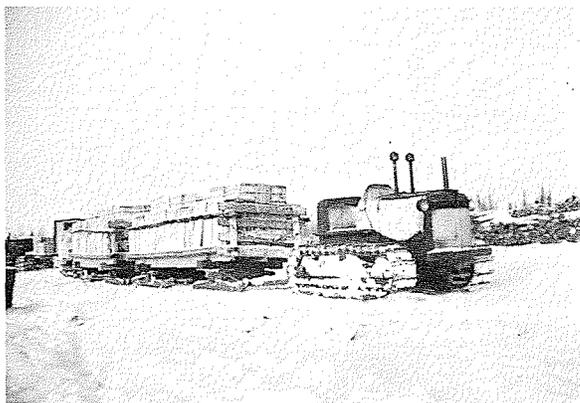
Most of the commercial fishing was handled by two or three large companies who advanced credit and supplies to the men who did the actual fishing and secured markets for the fish. The companies had to have extensive financial resources to enable them to do this as one carload of fish could have a value of \$20,000.00 or more. They were also constantly improving their distribution system and handling methods so as to take advantage of new innovations.

Besides providing work and financial returns for the fishermen there is also economic importance to the suppliers who provide such items as fish boxes, boats and yawls, toboggans, sleighs, etc., most of these items are manufactured locally.

The transportation, with the large diesel powered tugs and barges in the summer, Bom-

bardiers, caterpillar tractors and power tobogans in the winter, and trucks and aircraft the year round also contributes much to the overall economy of the region.

Recently the Freshwater Fish Marketing



A Fish Haul in Winter

Corporation came into existence under authority of legislation enacted by the Federal Government and it is expected that eventually all fish will be handled by a co-operative organization.

At Atikameg Lake a few miles north of The Pas, the Provincial Government Fisheries have for several years operated a fish hatchery where spawn of lake trout and whitefish are collected and hatched and used to stock other lakes as well as being exchanged for different varieties of fingerlings from distant places.

With the Fisheries Branch of the Department of Mines and Resources keeping a watchful eye on all the waters of Northern Manitoba and the biologists making extensive studies, there is no doubt that the fishing industry both sport and commercial will play an important part in the livelihood and economics of Northern Manitoba, centered at The Pas, for many years in the future.

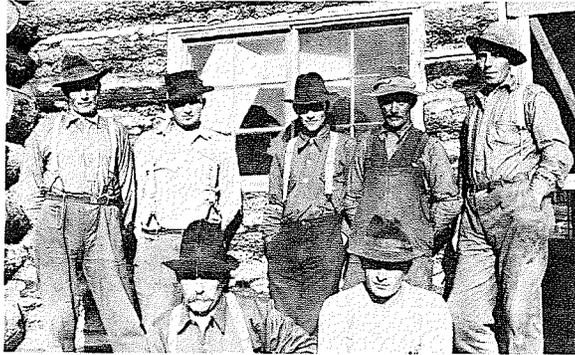


Fishing on the shores of Rocky Lake.

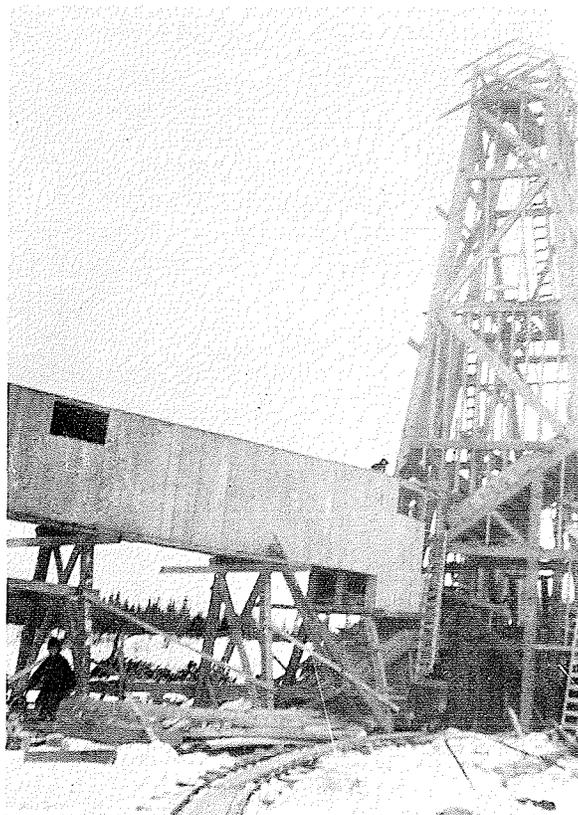
MINING

Northern Manitoba has mineral wealth in abundance, almost fabulous, and although as yet none has been discovered in the immediate vicinity of The Pas, it has over the years and will continue to have important significance regarding the economy of the town.

The recording office of The Pas Mining District is situated at The Pas and it is here that



Elbow Lake Mining Corp. — 1920
Ron Murray & Property



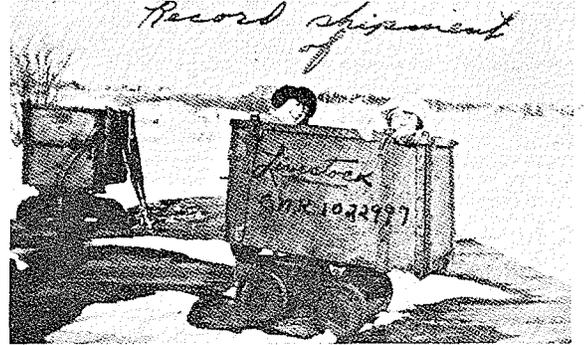
An Early Headframe



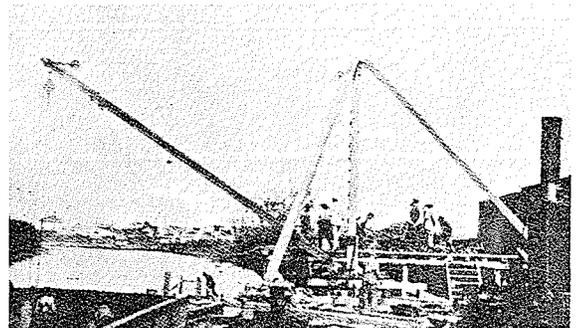
"Copper Trail" from The Pas to Mandy Mine.



End of the Copper Trail, tugs and barges took the ore from this site to The Pas.



Ore carts near the old spur track at The Pas — 1921.



Transferring ore from barge to box car at ore docks — The Pas — 1919.

all claims are recorded. Due to its strategic location the town is still the jumping off place for the North and serves as a distribution centre for many supplies needed by the mining industry.

Active prospecting for minerals in Northern Manitoba started in 1913 after gold bearing quartz was discovered at Amisk Lake in Saskatchewan a few miles north west of The Pas. The first recorded staking in The Pas Mining District was March 27th, 1914, and the claim was near the second Cranberry Lake. Much activity followed in the Wekusko-Herb Lake area and the Northern Manitoba Mining and Development Company was organized. A carload of ore was shipped to the smelter at Trail, B.C., from Wekusko in 1917 and yielded an average of over \$80.00 per ton in gold.

Perhaps the most famous of the early mines was the "MANDY". Situated about 90 miles north-west of The Pas on a small island at Schist Lake the claim was staked by Fred C. Jackson and recorded on October 22, 1916. It was named Mandy after his wife and was transferred to and operated by The Mandy Mining Co. This was a high grade copper mine and the

ore was of fantastic purity, often samples would assay better than 90% pure copper.

Copper was in active world demand at this time as World War I had depleted stocks and this Mandy ore was hauled by horses and sleighs from the mine to Sturgeon Landing and the following summer the Ross Navigation boats and barges (based at The Pas) hauled the ore via Sturgeon Lake, through Cumberland Lake and finally the Saskatchewan River to The Pas where docks had been built on the Pasquia River and was loaded onto railway cars and shipped to the smelter, necessitating handling many times.

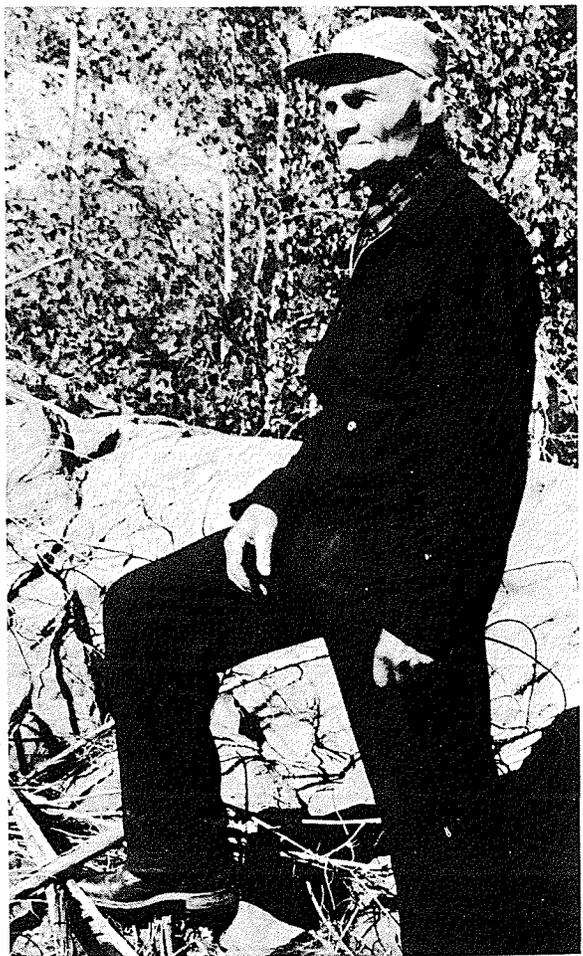
A railway spur track had been constructed from the Pasquia River bordering Halcrow Lake to the railway yards at The Pas in 1918 and it was in 1919 and 1920 that most of the hauling was done.



The First Miners' Camp at Flin Flon.



On the banks of The Pas River, at the mouth of The Pas and Saskatchewan Rivers. Pictured left to right: Thomas Creighton, Leon J. Dion, Dan Mosher and Jack Hamell, mining promoter.



Walter Johnson

The Flin Flon ore body was discovered in late 1914 by THOMAS CREIGHTON, who was one of a party of six trapper-prospectors in the employ of JOHN HAMMELL & ASSOCIATES of Toronto. The first claims were staked on August 15th, 1915. Further exploration showed this to be a large body of copper-zinc sulphide bearing ore with a trace of gold. The railway was extended to Flin Flon from The Pas in 1926-27 and it was then that the Hudson Bay Mining and Smelting Co. mine at Flin Flon came into full production.

Another of the earlier mines was the Sherritt Gordon at Sherridon. This was discovered in 1922 by PHILLIP SHERLITT, a Cree Indian trapper who staked the first claims. Work was commenced on the property in 1927 by Sherritt Gordon Mines Ltd. This was a comparatively short lived mine but the Co. had many prospectors working for them endeavoring to find new ore bodies and one of these AUSTIN McVEIGH discovered the first major nickel deposit at Lynn Lake in 1939.

Lynn Lake is some 130 miles north of Sherridon and at that time was inaccessible except by winter tractor trains or air. The railway was built into Lynn Lake in the early 1950s. As the mine at Sherridon had been exhausted and the buildings no longer needed there practically the whole town—208 buildings— was moved by caterpillar tractor train over frozen trail and lakes to Lynn Lake in the winter time. At the present time Lynn Lake is flourishing and new ore bodies are being discovered which no doubt will assure that it will be an important mining

centre for many years to come.

The most recent major contribution to the mining industry was the find by WALTER JOHNSON of the nickel deposit at Mystery Lake about 200 miles north east of The Pas in 1949. This property was acquired by INTERNATIONAL NICKEL CO. OF CANADA LTD, and the mine is now in full production complete with smelter.

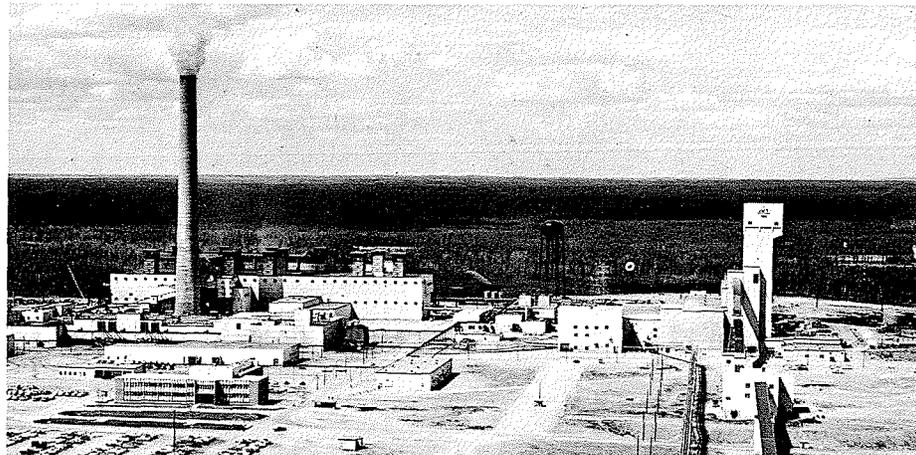
The nickel operation at THOMPSON is claimed to be the second largest in the free world. From a couple of shacks in 1958 to a town of 22,000 at the present time Thompson has made spectacular growth and is expected to have a population of 30,000 by 1971.

A unique operation is underway at present at Thompson, in preparing their open pit mining operation. A large nickel deposit was covered by 15 million cubic yards of overburden consisting of muskeg and sludge. A giant dredge was brought in to pump out this sludge at 35 thousand gallons a minute. It took 95 railway flat cars to bring in this dredge which was reassembled at the site. It is expected the open pit will be operating by 1970.

With tremendous reserves of ore bodies known to exist and more finds made with continuing regularity in the area, Thompson certainly has a dynamic future.

These are some of the fantastic ore bodies of Northern Manitoba and experts claim the surface is as yet barely scratched.

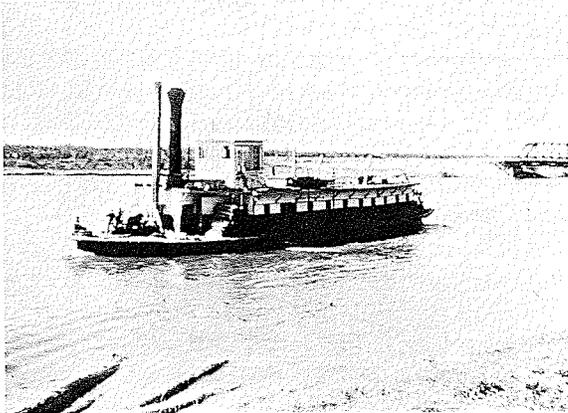
The Pas will continue to be an important distributing centre for supplies and personnel to service the mineral wealth of the North.



Thompson - Today

TRANSPORTATION

Perhaps in the last hundred years the most dramatic change to assist development and one of the most welcome to Northern Manitoba including The Pas has been in the modes of transportation.



The "David N. Winton" on the Saskatchewan River

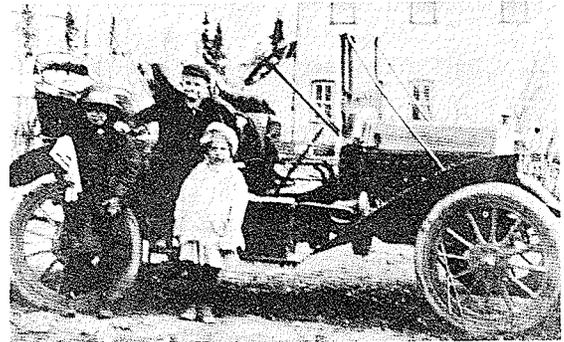
From the birch bark canoes in summer, dogs and sleds in winter, wooden York boats, stern wheel steamers, diesel tugs, railways, bush planes, to the modern highways and automobiles, snowmobiles and bombardiers for out of the way places and the present deluxe air liners that connect the larger towns of the north has been a steadily progressing change of increasing convenience and expediency.

In the early days many a mercy flight that took several days over hundreds of miles was made in the winter time with dog teams for the benefit of the sick; today with radio and planes it is just a matter of hours until relief is obtained.

The railway reached The Pas in 1908 from Hudson Bay Junction giving the north its first



The first "airplane" to reach The Pas, October 17th, 1920, piloted by Frank Ellis and Hector Dougall.



First automobile in The Pas (Circa-1916). George Bagshaw on running board with sister Mary and Isobel Brown.



Governor — General Morris arriving at The Pas.

means of common transportation to the "outside". Prior to this the majority of travelling was by water in the summer.

The first automobile was seen on the streets in 1915 and in 1920 the first aircraft to make a commercial flight to the north landed at The Pas on October 17. This was a two seater Avro purchased from the British Government after World War I by Canadian Aircraft Co. who converted it into a three seater. It had been used "barn storming" throughout the prairies the previous summer. Frank J. Stanley walked into the Company's office in downtown Winnipeg and asked to be flown home to The Pas, some 500 miles. This was an unheard of trip into the wilderness for a plane that had limited cruising range, but with Hector Dougall as pilot and Frank Ellis as mechanic the plane left Winnipeg at 11:00 a.m. on October 15th, they were forced to land on a plowed field at Gladstone on account of a faulty spark plug, this was soon remedied and the next stop was at

Dauphin for fuel, also on a plowed field. They continued on to Swan River where they stayed the night. The weather changed through the night and visibility was so poor that it wasn't until 2:30 p.m. that they decided to start for The Pas via Hudson Bay Junction. On arriving at the Junction they were dismayed to discover that there was no place at all for a suitable landing, there were no cultivated fields or open spaces just bush and muskeg, but as their fuel supply was nearly done they were forced to land in the muskeg as near the village as possible. The entire population was soon on hand as this was the first time that a plane had ever been seen in these parts. With true Northern hospitality the plane was soon hauled by hand to the higher ground and the men started clearing a take-off strip. By Sunday afternoon enough space was cleared and they began asking for gasoline to refuel the plane only to find there was none. As there were no roads there were no cars or engines of any kind. Finally the cafe owner and laundry man offered his entire supply—two four gallon cans of high test gas that he used in his lamps. This was accepted and they left at 3:30 p.m. for the last 87 miles to The Pas. They made this in 42 minutes and after circling the town a few times landed in the cow pasture of The Pas Lumber Co. This created quite a sensation among the local people especially the Indians who called the plane "THE THUNDERBIRD".

As winter had set in it was decided not to risk flying back to Winnipeg and after a few days of festivities the plane was shipped on the railway.

Volumes could be written of the exploits and experiences of the many bush pilots who did so much to open up the rich resources of the north but time and space does not permit, however any mention of bush flying would be

incomplete without mention of TOM LAMB and his six flying sons. Pioneering in 1933 with a single Stinson, Lambair now has around 24 aircraft all over the Northland.

One of Canada's most famous flyers was based at The Pas in 1927, being engaged in taking in equipment for the Sherritt Gordon Mine. He was World War I ace F. J. "STEVIE" STEVENSON. Besides the rank of Captain he won many decorations. On January 25, 1928, Stevenson took off with his Fokker Universal aircraft and in making his routine circuit of the town his aircraft unexplainably went out of control and crashed on LaRose Avenue killing him instantly. Winnipeg's airport, "Stevenson" Field, was named after him.

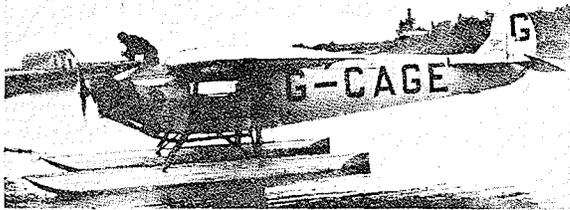
With the coming of the railroad in 1908, communication with the outside was assured. For many years there was one train out and one in every day. With the completion of the line to Churchill in 1928, The Muskeg Special made its weekly trip up the Bay Line. It left The Pas Friday mornings returning the following Wednesday afternoon.

When the Canadian National replaced its steam locomotives with the modern diesel units, The Pas Division was the last to see the change. In April 1960, Engine No. 6043, hauling train No. 76 from The Pas to Winnipeg was the final run for any steam locomotive in the entire CNR system, she was then retired and the system became completely dieselized.

Today The Pas is linked to the south with P.T.H. No. 10 officially opened in 1939, to the west via Hudson Bay (formerly Junction) with Public Road No. 283, P.T.H. No. 10 extends North to Flin Flon, also branching off No. 10 to Snow Lake, Thompson, etc., are P.R. No. 391 and 392. Isolation as it was known in the pioneer days is now a memory of the past.

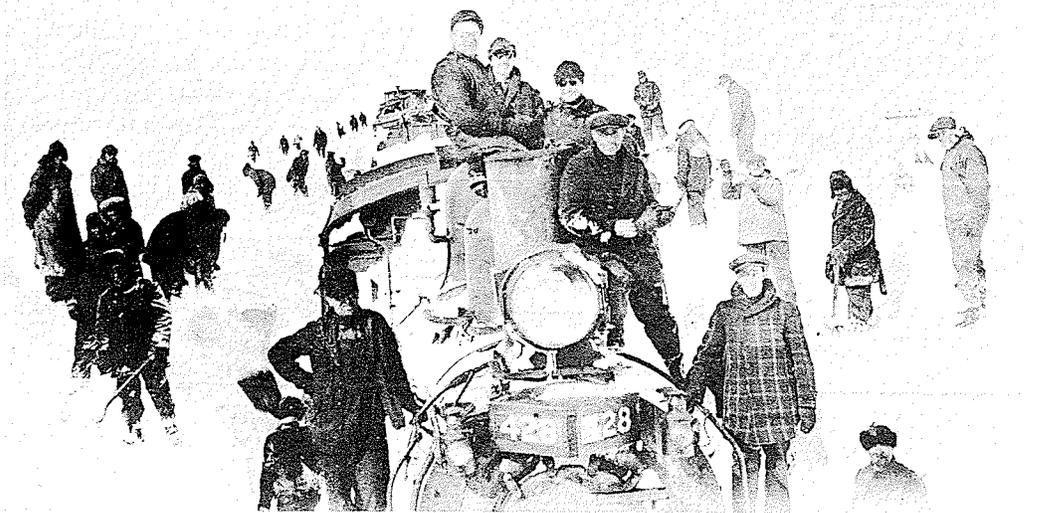


Tom Lamb & Sons.



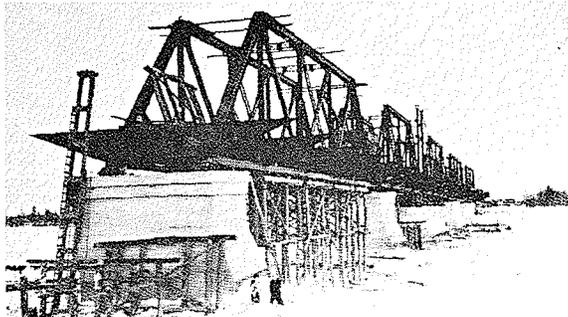
Capt. F. J. Stevenson, D.F.C., on The Pas River.

The Snowbound "Muskeg Special".

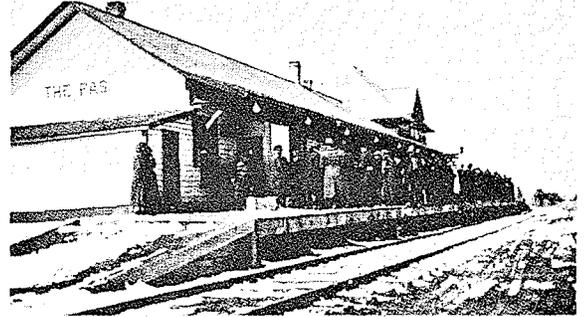




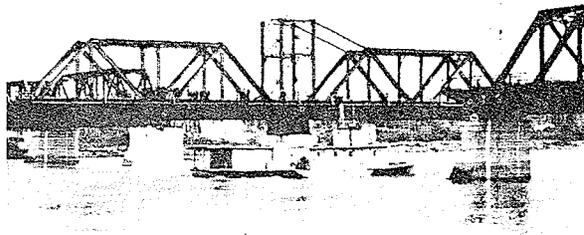
FIRST PASSENGER TRAIN — Departure of the first passenger train south from The Pas, in May, 1908, was a momentous event. Long isolated from the south, the linking by bands of steel with civilization was a happening long to be remembered. No modern, luxurious coaches; only a flatcar, with hard wooden benches. But the passengers were happy.



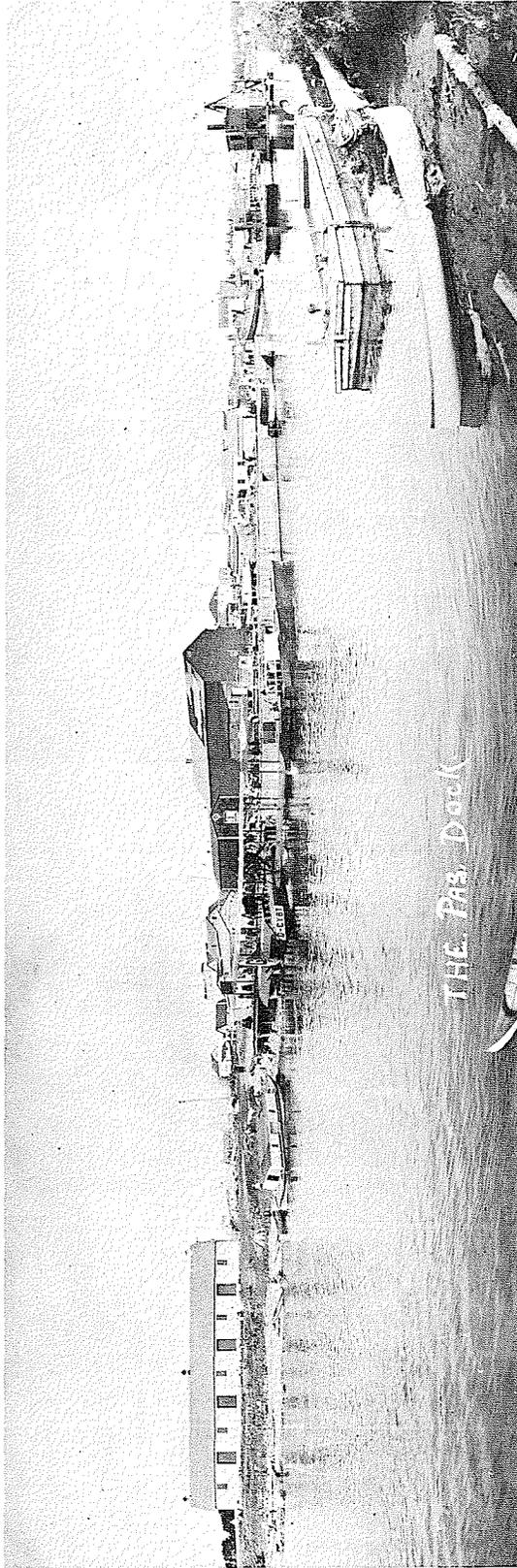
Railway Bridge under construction at The Pas.



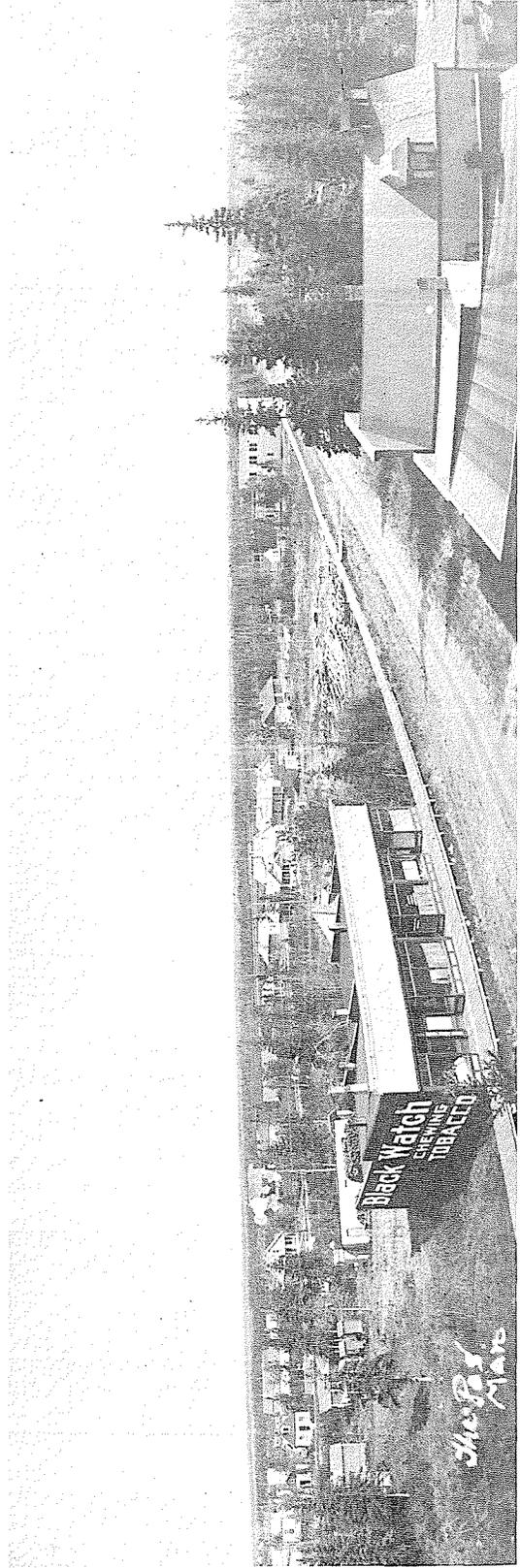
C.N.R. Station — The Pas — 1917.



Centre Span of "The Pas" bridge open to allow passage of the C. R. Smith built in 1911.



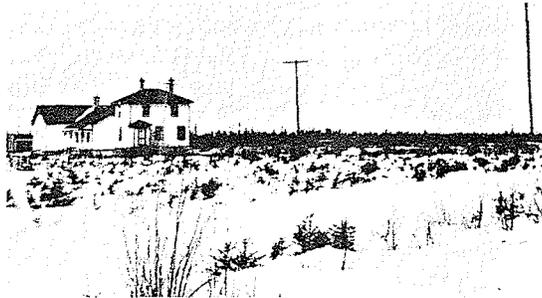
The Pas Dock. 1921



The Pas 1918. Fischer Avenue looking South.

COMMUNICATION

As the development of the roads, aircraft, etc., improved the transportation facilities of physical goods, so did the innovation of the wireless, radio and television improve and hasten the transmission of sound communications.



Wireless Station 2½ miles north of The Pas — 1915.



First telegraph office at The Pas (circa 1915). Mrs. R. C. Jackson in Doorway.

From the “moccasin telegraph”, The Pas has progressed to an elaborate radio and telephone communication system.

It was not so many years ago that one wanting long distance connections in The Pas was not sure of making them the same day; today it is practically instantaneous. Television of course is another amenity which although taken for granted now was tardy in coming to the northland.

Perhaps the most appreciated innovation, especially to the isolated communities and the lonely trapper on his trap line was the advent of the battery operated radio in the middle 1920s. With the radio they were in constant contact with the outside and most stations servicing the north had a brief daily service “Message to the North” in which messages were broadcast to individuals without telephone or other speedy communication service.

This was also great benefit to trappers, fur traders, fishing operators, etc., as it kept them in constant contact with market conditions and prices of the products produced, which to say the least could fluctuate greatly. Also was the entertainment value of the early radio programmes.

With what nostalgia do we remember such programmes as, AMOS AND ANDY, FIBBER, MCGEE & MOLLY, JACK BENNY and ROCHESTER, HENRY ALDRICH and his “COMING MOTHER”, EDGAR BERGEN and CHARLIE MCCARTHY, RED SKELTON and JUNIOR, the noon hour “HAPPY GANG”, and many others. Perhaps it was the circumstances or the times but these programmes seemed to have something, however intangible, that is definitely lacking in today's presentations.

G. A. WILLIAMS was the “father” of the Town's Utility System started in 1913.

J. E. JOHANSON spent 47 successive years of service with the Town's Utilities Dept. until his retirement.

CHAS. HILL was the first electrician in The Pas, and has been organist at Christ Church for over 50 years.

Agriculture

It is not generally known that The Pas is the earliest pioneering agricultural settlement of what is now Western Canada.

In 1753 CAPTAIN LOUIS DE LA CORNE ST'. LUC explored the Carrot River valley, stayed around Fort Paskoyac the following winter and in the spring of 1754 seeded a few acres of grain there thus becoming the first agriculturalist of Western Canada with its boundless prairies.

Around 1775, ALEXANDER HENRY visited the village of Paskoyac which consisted of 30 families who lodged in circular tents made of dressed *ox skins*. In the year 1800 JOSEPH CONSTANT who was formerly a guide in the employ of the Montreal Merchants settled at The Pas and began farming, raising grain and cattle. In 1819 SIR JOHN FRANKLIN, in writing of his passing through The Pas mentioned cultivation of the land was being undertaken and in 1833 when SIR JOHN RICHARDSON and Dr. RICHARD KING visited the district they estimated that more than one thousand acres were under cultivation. This was probably in the plain south west of where the town is today and followed the banks of the Saskatchewan and Carrot Rivers.

PROFESSOR H. Y. HIND in describing his visit to The Pas in 1858 wrote "we got back to civilization after all our wayfaring when on rounding one of the majestic sweeps of the river the pretty white church surrounded by farm houses and fields of waving corn came into view". It was these records and reports that interested LORD SELKIRK in settlement of the plains.

THOMAS DOUGLAS, son of the fourth Earl of Selkirk was born in 1771 and after the death of his elder brothers succeeded to the title in 1797. As early as 1802 there is reference in one of his letters to Lake Winnipeg as a district suitable for inland settlement, but no Government aid was forthcoming and it was not until after his marriage to JEAN WEDDERBURN-COLEVILLE in 1808 that he began to purchase Hudson's Bay stock.

The Coleville family had for several years been large stockholders and it was through their interest and his own large holdings that he was able to control the Company, and in 1811 was able to arrange for a grant of 116,000 square miles of land centred at Red River. This Red River settlement was not just a small parcel of land bordering the Red River as some people understand it, but some seventy four million acres extending south as far as where Fergus Falls, North Dakota is now situated, westerly taking a slice of Saskatchewan, northerly to within a few miles of Dauphin and funneling east to near Fort William on Lake Superior.

In 1811, LORD SELKIRK engaged MILES MacDONELL and sent him with 120 men from Scotland to prepare the settlement for colonization with the first settlement to be on the Red River near where Winnipeg is today.

They seemed to have a lot of misfortunes from the start, the boats made poor time across the seas, reaching Fort York on September 24, too late to make the inland journey that fall and they were forced to stay at Hudson's Bay for the winter.

Only 35 of the original 120 arrived at Red River on August 30, 1812, after a journey including 400 miles from York to Norway House with thirty-four portages and about 300 miles across Lake Winnipeg and the Red River to the settlement site.

The next several years were full of hardships and discouragement for the settlers at Red River, but they persevered in the face of all obstacles. The first recorded production of wheat at the settlement was in 1814 when 23 kegs of 10 gallons each were harvested. In 1876, the first shipment of western wheat some 857 bushels was sent to Toronto. This was to be used as seed by the Ontario farmers who had experienced a crop failure that year. In 1877 a small shipment of wheat was sent from Winnipeg to Great Britain via the United States and in 1884 the first shipment of western wheat over an all Canadian route was made. This consisted of 1,000 bushels of Manitoba

No. 1 Hard Wheat, the worlds highest grade and was of such good quality that its fame spread to all parts of the then trading world and since that time Canadian western wheat has consistently held top place in the worlds markets.

Farming has been carried on at The Pas since De La Corne's times until the early 1900s. In 1915 a colony of French Canadians from Quebec was settled about 15 miles up the Carrot River from The Pas, and this settlement was named St. Francois, but in 1916 the rivers overflowed their banks and flooded all the land forcing them to evacuate. In the depression

years of the 1930s, several farmers from the drought stricken prairies were attracted to the area by its lush growth and settled there. In 1948, the rivers again flooded and shortly after, the P.F.R.A. in co-operation with the Provincial Department of Mines and Resources began constructing an intricate system of dams, dykes and drainage canals to protect some 138,000 acres in the Pasquis Reclamation Project, bordered by the Saskatchewan, Carrot and Pasquia Rivers from further flooding. This project was completed in 1960 and now virtually all the land is occupied and being farmed.

Originally this Reclamation Project was instigated as a pilot undertaking to see if the vast Saskatchewan River delta could be protected and utilized but with the Hydro development at Grand Rapids requiring that the major portion of this delta be flooded and used as a storage basin it seems that this programme has been sacrificed. In 1969 Western Canada produced one billion four million bushels of all grains from 44½ million acres, surely a great increase from the start of a "few acres" sown by Captain Louis De La Corne at The Pas in 1754.



Pioneer Farm Family.



Vintage Farm Equipment.



Hauling Hay at The Pas — 1930



Cattle in Winter — 1970



"The Flood".

HOW DID THE PAS GET ITS NAME?

This is quite a controversial subject and there is no basis on which historians seem to agree, but to the writer it is fairly obvious. In early days the place was called by various names, all more or less similar to Opasquai such as Paskoyac, Pasquayah, Basquia, Pasquia, etc., sometimes preceded by Fort, and the different pronunciations naturally determined by dialect. Apparently there is no such word as Opasquai in the Cree language insofar as any meaning is conveyed, but a very similar sounding Cree word "W'passkwayaw" means "wooded narrows".

What is now Devon Park was at that time, and until fairly recently, an island; the first mission house was built on this island giving it the name Mission Island. The Indian settlement and the trading post were built on the mainland which was a limestone ridge covered with spruce and the island itself was high and spruce covered.

For several miles downriver from The Pas the area was more or less a large swamp, so the site at the "wooded narrows" was a natural stopping place for the travellers. "W'passkwayaw" as so many other original names, suffered by corruption due to dialect and interpretation, until we get Opasquai, Pasquia, Le Pas and finally The Pas.

TOURISM

The most recent industry with its important economic return, to progress into the north is the tourist industry.

Much of this interest must be credited to the improved transportation facilities, especially the hard surface No. 10 highway.

While years ago the sportsmen used to come by railway or aircraft, primarily to hunt or fish, today tourists by the thousands annually visit the Northland for family vacations, to see its scenic beauty spots and historic sites, or to just relax in its quiet environment.

While angling or sports fishing in the beautiful lakes of the North still attracts count-

less numbers of tourists and the ducks, geese and big game also have their enticement for the Nimrods, the number of tourists with cameras far outnumber the others. The historic sites, the many beautiful scenic spots, the sunsets and the autumn colours of the forest foliage are the favorites of the photographers.

Just a dozen miles north of The Pas is beautiful Atikameg (Cree for Whitefish) Lake, one of the three naturally blue lakes of the world. A large lake, surrounded by gravel ridges, fed by its cold springs with no other inlet, its water is so clear that fish can be seen many feet below its surface.

Abounding with lake trout, whitefish and northern pike, trophy fish are more than a daily occurrence. The winning fish at the Annual Flin Flon Trout Festival usually tipping the scales between forty and fifty pounds has been taken more times from this lake than from any other.

Most tourists on their first visit are surprised at the modernness of the town and the many beautiful gardens which many of the inhabitants take such a pride in. They are also struck by the beautiful intense lasting colour of the blooms which is lacking in so many other locations.

A Tourist Bureau situated in a quaint log building for the distribution of information to visitors is operated by The Pas Chamber of Commerce.



Splendid Sport Shooting at The Pas.



Picnicing at Clearwater Lake.

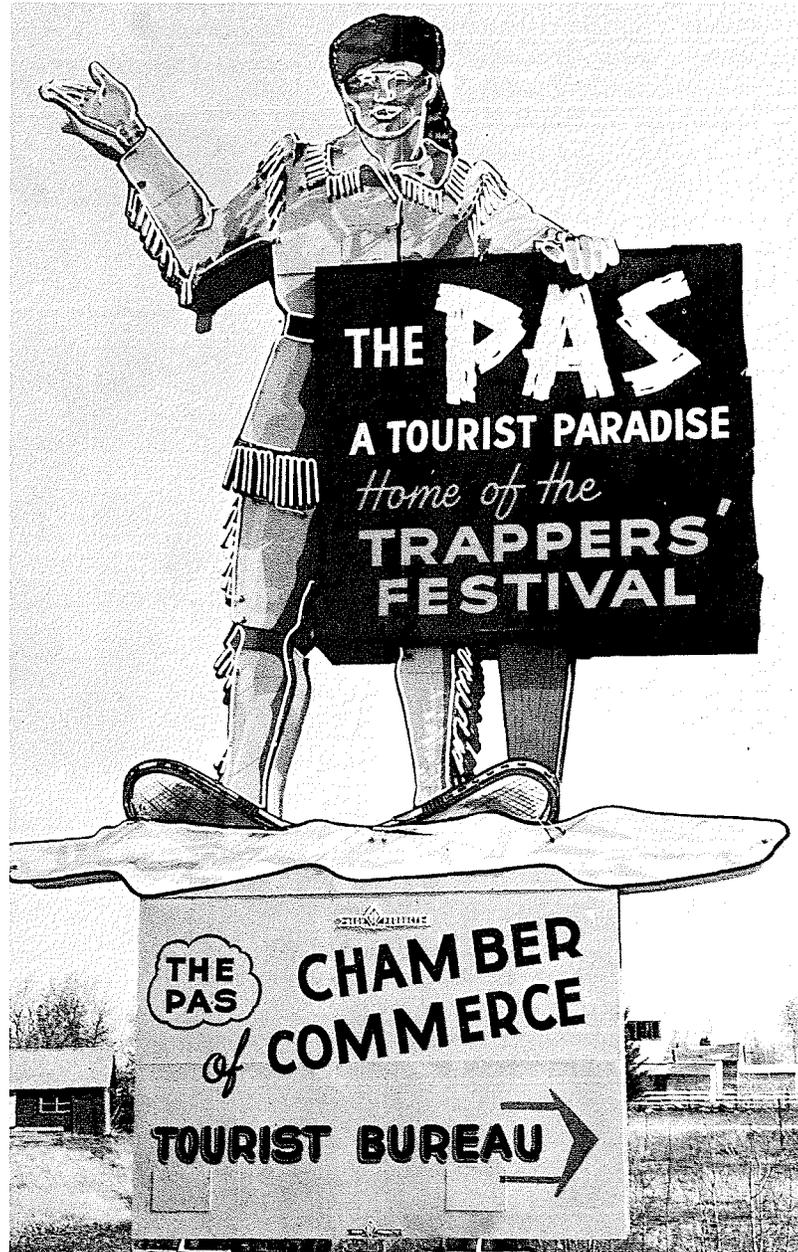
ATIKAMEG

*One hundred years before or after matters not
Like some mysterious woman, age unknown
For then and now men fought for you
And to this day they claim you still
And give you yet another name.
Clearwater Lake! You are the only mistress
of your worth.
You are a right within yourself, your birth.
Madonna of Man's dream and Guardian of
a Northern scene.*

From the poem "Atikameg" by
RITA M. SCHILLING



TRAPPERS' FESTIVAL



One of the principal events which has given The Pas world wide recognition is the World Championship Dog Sled Race.

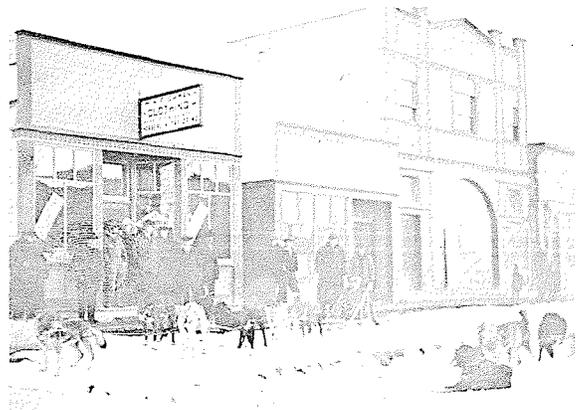
The first organized dog race was in 1916, and after a few years this materialized into the 200 mile endurance or non-stop race.

In 1924 Wm. "SHORTY" RUSSICK, who was a trapper at that time made a record that was never broken and is still standing today. His total elapsed time from start to finish for the 200 miles including stops was 23 hours, 42 minutes. A lake in Northern Manitoba near his original trapping grounds has been officially named Russick Lake in his honor. EMILE St. GODARD, that champion dog musher, also won many races in the 1920s.

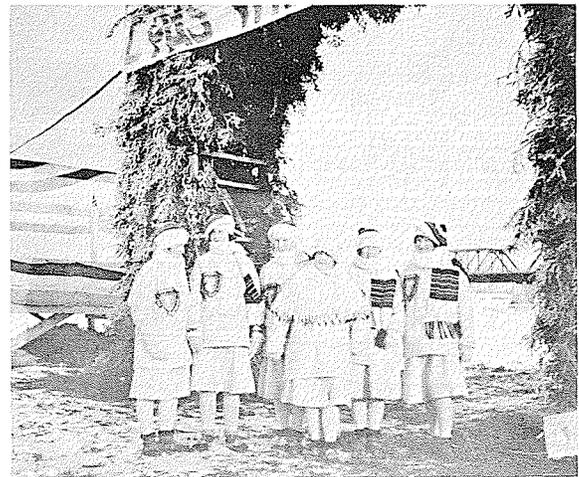
In the depression years of the 1930s, the dog race with its first prize of \$1,000.00 was discontinued but was revived in 1948, and sponsored by The Pas Chamber of Commerce, largely through the efforts of HENRY FISHMAN, a pioneer merchant and WILF WALKINSHAW, manager of the local branch of The Dominion Bank and Secretary of The Pas Chamber of Commerce. The new organization was incorporated as The Northern Manitoba Trappers Festival and is now a three day event, held each year in mid February, with a sled dog race of 150 miles in three daily laps of 50 miles each.

Although the dog race is still the major attraction (the competition of the motor toboggan events becoming stronger each year), numerous unique contests and events can keep a spectator interested all the days, and nights too for that matter.

This years winner in the flour packing contest carried ten 100 pound sacks of flour at one time on his back. In the tea-boiling contest the contestant must start his wood fire, melt the snow for water, bring it to a boil and make drinkable tea, the time? the winner usually takes between 4 and 5 minutes. It takes a little longer to make bannock but excellent bannock is made under the same conditions and baked over a bed of coals. Other novel contests include muskrat skinning, trap setting, canoe packing, wood cutting, goose calling, moose calling, etc., all with distinctive northern atmosphere and taking place in sub-zero temperatures.



World Championship Dog Sled Race.



Dog Derby Queen & Princess — year unknown



Dog Derby Queen & Princess — 1922



Indian Portaging — The Pas 1920's, the forerunner to The Trappers' Festival Flour Packing Contest.



Breaking the old record for "Flour Packing" — 1000 lbs.



Just after the start of The Dog Derby.

THE PAS RODEO

The summer counterpart of the Trappers Festival is The Pas Rodeo and Pit Beef Bar-B-Que, a two day affair held the first week in August. This is Manitoba's only horse show "North of 53", and although a comparative new-comer being in its fifth year of operations bids fair to become the North's major summer Festival.

The Pas 4H Light Horse Club has more members than any other like club in Manitoba and possibly in Canada.

The Rodeo brings to the inhabitants of the northland all the thrills and colour associated with the Old Western Frontier.

Starting with a mammoth and colourful parade in which magnificent floats and horses predominate the two days and evenings are filled with breathless excitement. Cowboys from far and near vie for the top honours in bronc busting and steer riding.

Local pony teams compete and make a creditable showing against some of the

country's best chariot teams and for a thrill to beat all thrills and excitement is the four horse chuckwagon races.

These events take place on a regulation half mile race track that was constructed with voluntary labor and equipment on hitherto waste swamp and bush land bordering Halcrow Lake and including the old spur line right of way that was built to haul the ore from the Mandy Mine.

Another popular feature is the old time Pit Bar-B-Que in which choice cuts of prime beef are cooked in pits of red hot coals for about ten hours producing roast beef at its supreme best.

The youngsters are not forgotten and various contests and competitions are held to test their equestrian skill with perhaps the most fun raising being the "catch the greased pig contest" and the calf scramble in which two contestants join forces to catch and lead or drag a not too quiet calf over the finish line.



The Calf Scramble.

Dean Lagimodiere a direct descendant of Jean Baptiste Lagimodiere the famous runner who on foot conveyed the News from Winnipeg to Montreal of an impending Native Uprising, was the co-winner of this event.

GATEWAY OF THE NORTH

One of the most photographed subjects is the steel railway and former traffic bridge over the Saskatchewan River.

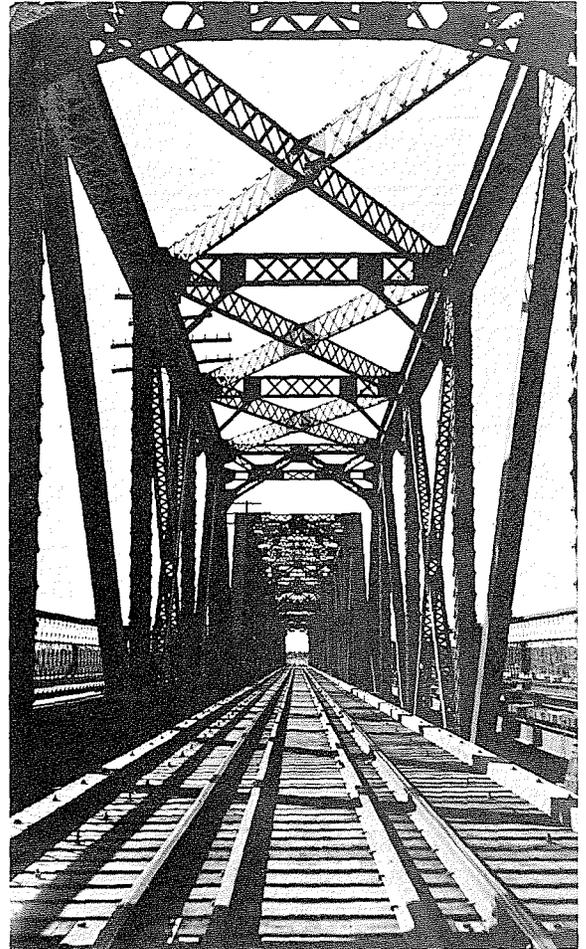
Aptly named the "Gateway to the North", all ground transportation to Northern Manitoba had to pass over this bridge up to December, 1969, when a new highway bridge opened along side it. A unique feature is the swinging centre span which manipulated by four or six men working a capstan would swing out in an arc to give the river freighting steam boats clearance for their smoke-stacks.

Completed in 1913 as a railway bridge for the Hudson Bay Railway for many years it had a overhang on the upstream side constructed in the mid 1920s to accomodate road traffic and after No. 10 highway was extended over the bridge and north to Flin Flon, the downriver traffic lane was completed to facilitate this increased traffic.

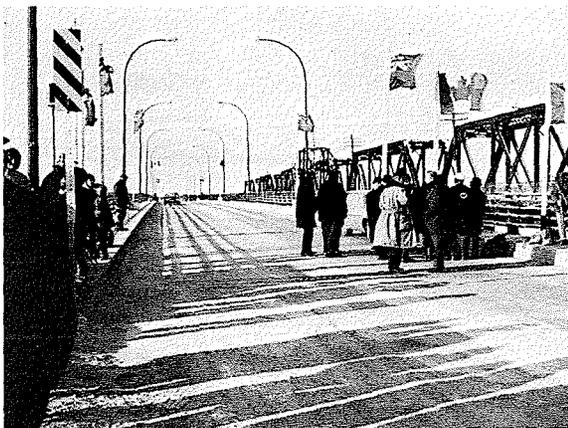
Due to the construction, it was designed for light traffic, the load weight limit for these overhangs was not sufficient for modern truck and transfer needs and on November 15, 1969, a new traffic bridge was officially opened.

This 1200 feet long steel reinforced concrete bridge is Manitoba's longest river crossing and has ample capacity to fulfill modern transportation requirements.

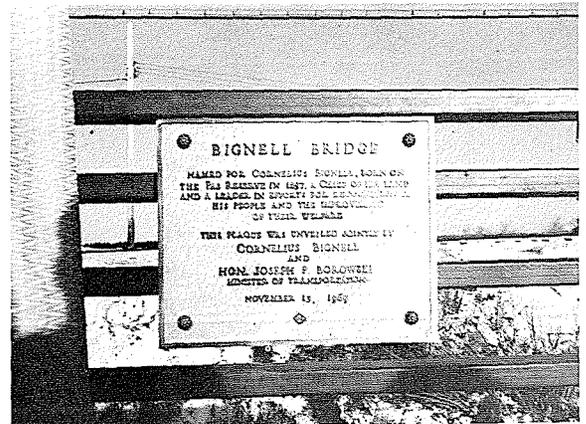
It has been named Bignell bridge to honor CORNELIUS BIGNELL, a former Chief and outstanding citizen of The Pas Indian Reserve.



"Gateway to the North" — Photo courtesy Father Major.



New Traffic Bridge opened November 1969.



Commemorative Plaque on Bignell Bridge. 1969

THE LITTLE NORTHERN MUSEUM

One of the most interesting and educational places in The Pas and a must for any visitor to see is The Little Northern Museum situated on Gordon Avenue and Fourteenth Street.

The joy, pride and lifelong hobby of its owner, Mr. SAM WALLER, one can see here objects of interest embracing a variety of subjects that are irreplaceable and the envy of other collectors.

It was opened on February 1, 1958, upon Mr. Waller's retirement from the teaching profession after he had worked 36 years with the native Indians, many of these years spent in hard to reach outposts.

Up to the present time Mr. Waller has been the sole owner, collector and operator of this unique museum.

The 1970 Town of The Pas Centennial Project sponsored by The Pas Rotary Club is a large building to house this museum. This building is to be formally opened in July, 1970, immediately behind the original structure. Mr. Waller has bequeathed his museum to the town of The Pas.

ST. ANTHONY'S HOSPITAL

St. Anthony's Hospital was first opened in The Pas in March of 1912 at Bishop Ovide Charlebois' House. It was administered by the Sisters of Charity, generally known as the Grey Nuns and had accommodation for ten beds. In 1914 the building was enlarged giving it a maximum capacity of 50 beds.

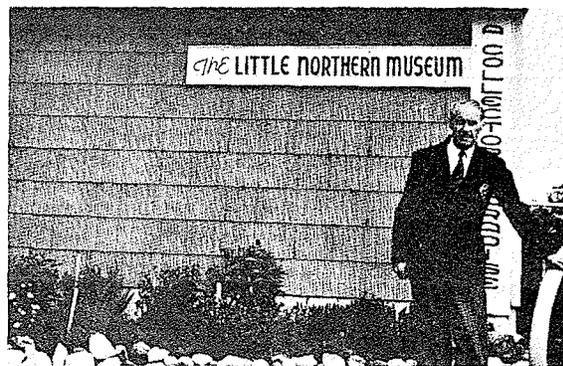
Dr. A. LAROSE was the first physician to use the facilities and the first patient was a Mr. Crossman suffering with a broken leg.

This building served until 1928 when the present Hospital was constructed and the Dedication Services were held on May 24, 1929.

The new building was designed with a capacity of 100 beds, but as the population of the North increased, it has over the last few years been operating with 120 beds.

Recently plans were announced for extensive additions to the building. Construction began in March, 1970, at a cost of \$2,600,000.

St. Anthony's Hospital is one of the very few hospitals in Canada that managed its own construction and operating expenses without any Municipal or other levy to help offset the expenditures, truly a credit to the efforts and services of the Sisters of Charity.



Sam Waller in front of his Little Northern Museum.

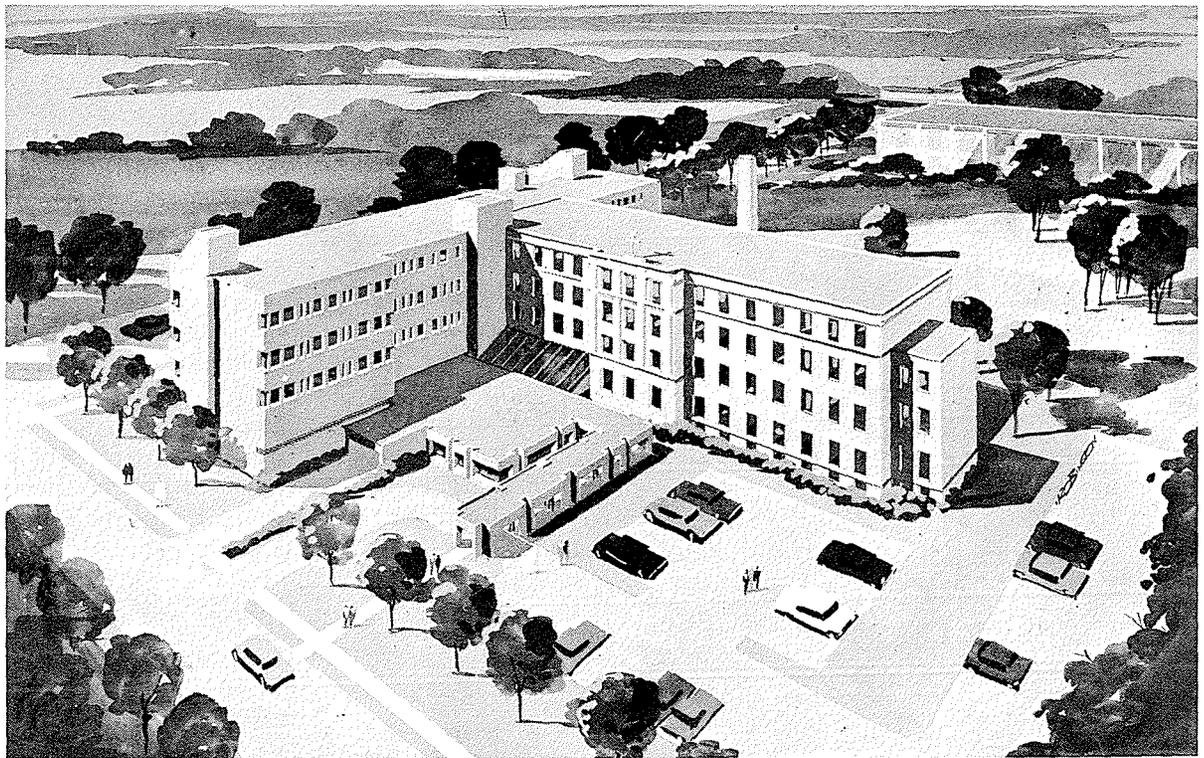
St. Anthony's Hospital



"St. Anthony's" 1929



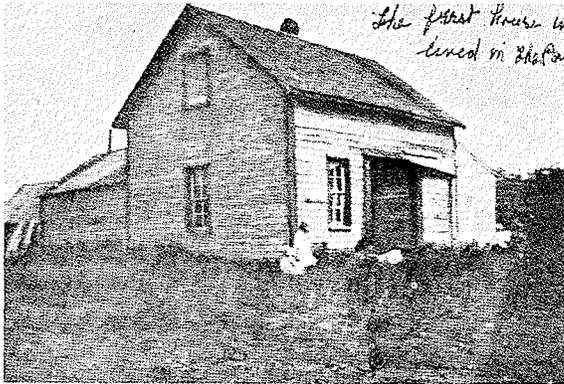
"St. Anthony's" 1970.



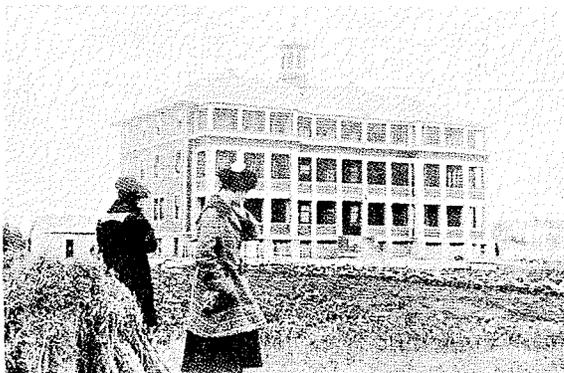
Architect's sketch of New St. Anthony's Hospital with additions.

SCHOOLS IN THE PAS

The first school for white children was built in The Pas on LaRose Avenue between Third and Fourth streets. The lumber and labor for erecting this building were donated and for the first summer several teachers donated their services in teaching the children. This was before the town of The Pas was incorporated or a school district organized. After a few years a new school was built and the first building was moved by "Irish" Rivalin with horses to the Metis settlement of Big Eddy, where it served the needs of the Metis children for several years.



The Wilson Home in 1916.



Anglican Boarding School for Indian children named after Archdeacon MacKay.

In the winter of 1948-49 it was sold by the Department of Education and moved by caterpillar tractor to the point of land at the junction of the Saskram and Carrot Rivers to be used as a ranch home and is being utilized as such at the present time.

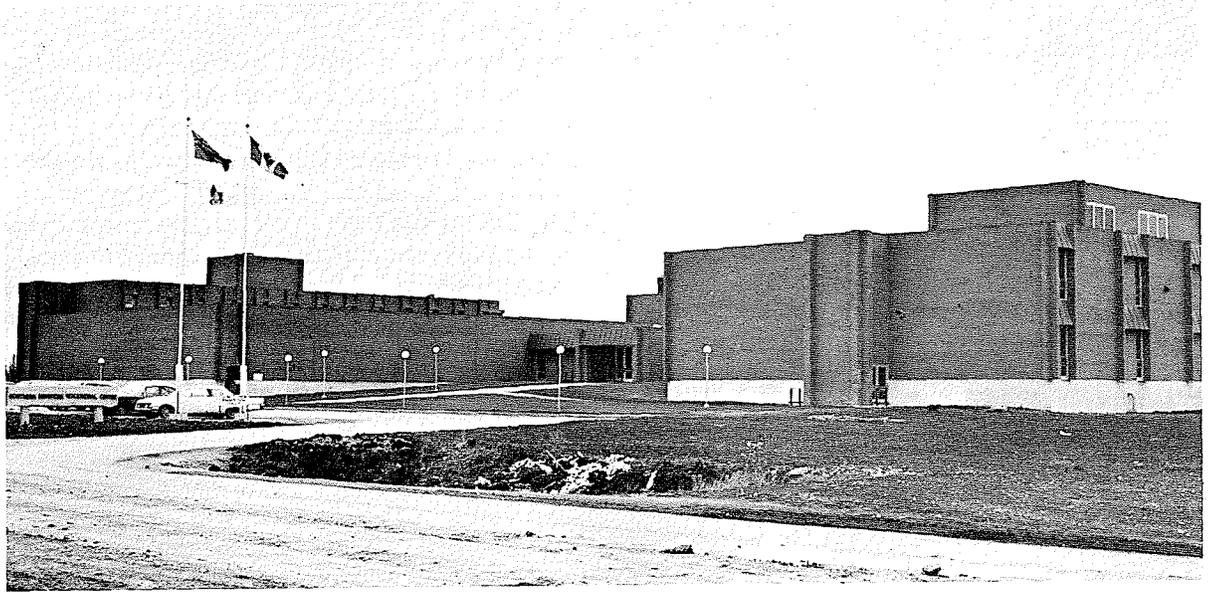
In 1915 the red brick school on Second Street was built and for a good many years this school with additional annexes being built every few years sufficed for the childrens needs.

The Sacred Heart School was started in 1912 by the Grey Nuns in what was formerly the residence of Bishop Ovide Charlebois. In 1917 a new school was built and in August 1918, six Reverend Sisters of the Presentation of Mary arrived at The Pas to take over operation of the school. In 1954 a Collegiate was built on Third Street, this was later named Margaret Barbour Collegiate and still later the Mary Duncan School.

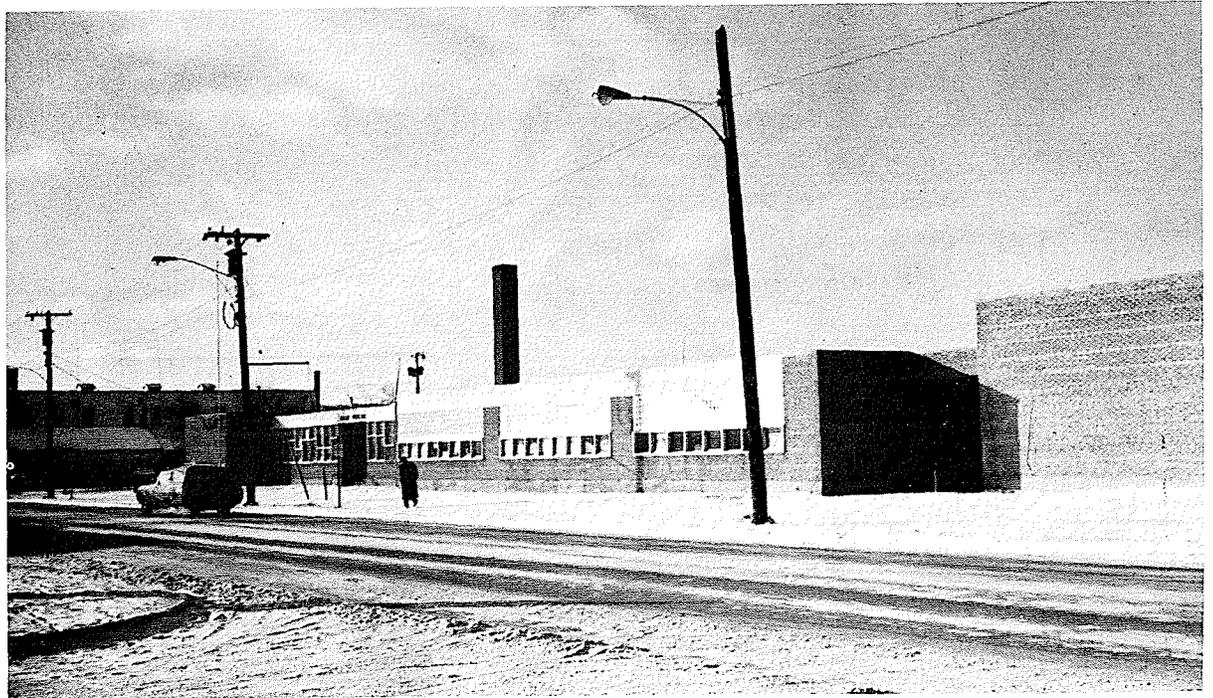
In 1957, two Elementary schools were built, the Opasquia on Gordon Avenue and the Kelsey on Settee Avenue. A few years later both of these schools were enlarged by the addition of two storey units.

In 1965 construction started on the Northern Manitoba Vocational Centre and it was officially opened in February 1967. Late in 1969, it was officially renamed The Keewatin Community College.

A new Collegiate named The Margaret Barbour Collegiate was built in 1967 and in this Centennial year elaborate additions are planned to the existing schools, including an indoor swimming pool. The current budget of the Board of Kelsey School Division No. 45 provides for salaries of about three quarters of a million dollars for its well over 100 teachers, (this does not include the Keewatin Community College) surely a far cry from the modest school of 1910.



Keewatin Community College



The Mary Duncan Junior High School, 1970.

CHRIST CHURCH

One of the most visited historic places in The Pas is the Anglican Christ's Church. Its visitors register contains names from all the major countries of the world.

CAPTAIN JOHN FRANKLIN (later Sir John), the celebrated English explorer on his first trip through The Pas in search of the North West Passage noted the Indian settlement here and on his return to England recommended to the Church Missionary Society that a Mission be established. This was done and the sun dial now in Devon Park along the Saskatchewan was presented by Sir John in 1842 in recognition of this.

In 1840, HENRY BUDD, the first native to convert to the Christian faith and a lay reader and employee of the Hudson's Bay Company at Red River was sent to The Pas to lay the groundwork to establish a mission. Two years later Rev. JOHN SMITHHURST (famous as the sweetheart of Florence Nightingale, the lady of the lamp) came to the mission and baptized eighty-five persons. In 1844 Rev. J. HUNTER, the first ordained Minister arrived to take charge of the mission.

In 1845, Sir John Franklin made another attempt to find the North West Passage and not being heard from was feared lost. A relief

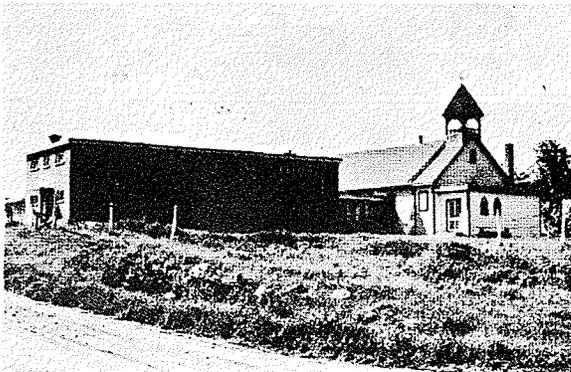
expedition under SIR JOHN RICHARDSON was sent to find the party and travelled as far as The Pas before winter set in. Half of them wintered at The Pas and the remainder at Cumberland House.

Among those wintering at The Pas were two ship's carpenters, ROBERT McKIE and JAMES McLAREN, and as the church was being built, they helped in the construction of the furnishings. From local spruce cut by the Indians, they made most of the pews, Pulpit, Baptismal Font etc., which are still in use in the Church today.

The pews were originally painted with ships paint which was very oily and sticky in warm weather, later they were covered with leatherette, and in 1951 the pews were refinished and varnished.

Rev. (later Archdeacon) J. A. MacKAY was associated with the church for many years and he is credited with translating much of the Bible Prayer books and Hymns into the Cree language.

On four heavy canvas tablets over six feet tall in the front of the Church are the Ten Commandments, the Lord's Prayer and a passage from Corinthians inscribed in the Cree language.



Christ Church (Anglican) The Pas — 1962.



Dedication Sun Dial at Christ Church.



Anglican Church. The Pas, Manitoba. Anglican Church, (Christ Church) at left background former Hudson's Bay Company Store (since demolished).



Christ Church Interior, The Pas, Manitoba. —3— (Some of interior furniture in this church was made by the Sir John Franklin Relief Expedition.)

THE LITTLE LOG CABIN

A tribute to one of the truly great men who served in the North is the little log cabin with a cross on top and now situated alongside the Roman Catholic Cathedral.

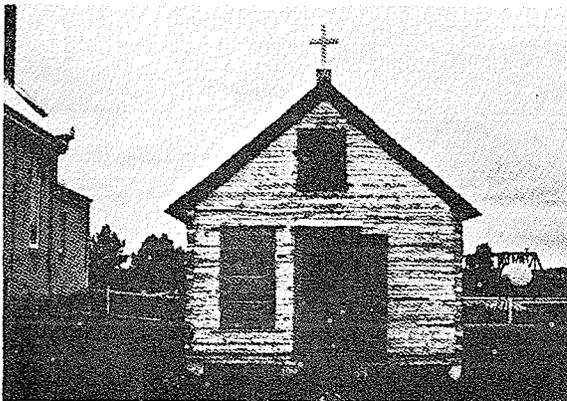
The Roman Catholic Mission was started in 1887 and the first Catholic Church of the north was built in 1897 as a mission house by BISHOP OVIDE CHARLEBOIS when he was a missionary of the Oblate Fathers.

The logs were cut at Cumberland House about one hundred miles up the Saskatchewan River from The Pas and rafted by canoe to the site of the church on the river bank at The Pas.

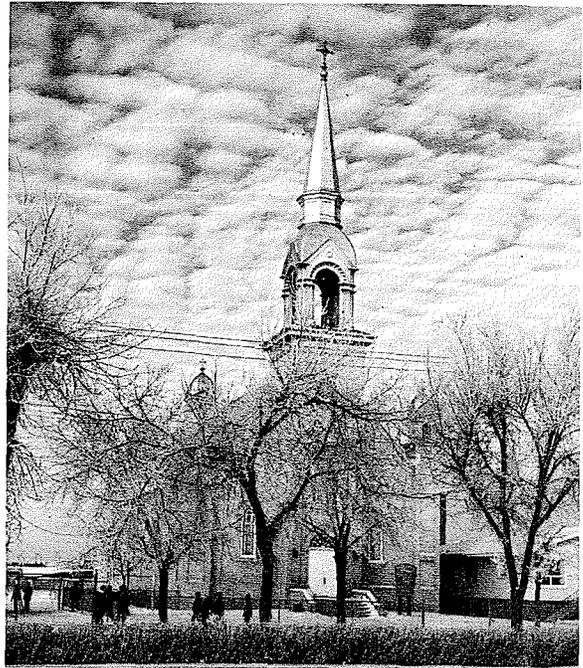
With a crosscut saw and broad axe wielded by his own hands, Bishop Charlebois constructed the building and for several years slept in the tiny attic while administering to the natives.

The glass for the window panes and the shingles for the roof were brought to The Pas by canoe from Prince Albert some 500 miles up the Saskatchewan River.

Today the Roman Catholic Mission at The Pas has many imposing buildings among them being the Cathedral, the Bishops House, Convent School, Recreational Guy Hall, St. Pauls Residence for Senior Citizens, and St. Anthony's Hospital.



First Roman Catholic Cathedral — The Pas — Built by late Bishop Ovide Charlebois — 1897.



The Cathedral.



St. Paul's Residence.

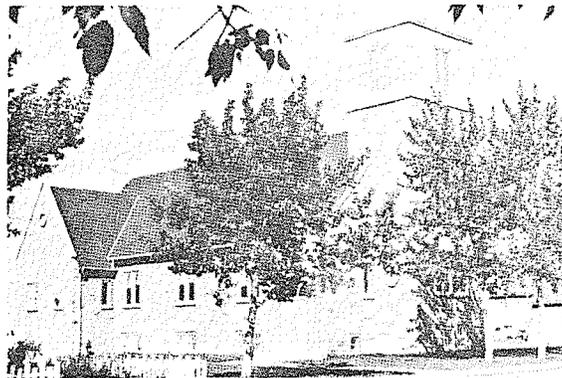
HARRY TRAGER, a son-in-law of Ben Dembinsky, was first elected to Town Council in 1948, served until 1959 when he was elected Mayor and is now serving his eleventh year in this office, a continuous record of 21 years public service.

CHURCHES IN THE PAS

Besides the Anglican Christs Church and the Roman Catholic Mission, several other denominations of religious faiths are represented at The Pas.

The United Church started as a Methodist Church in 1913, services being held in the Dreamland Theatre on Fischer Avenue until it burned down in the winter of 1913-14 and from then on in the Hudson Block.

In 1915, the Methodist Church disbanded and Westminster Presbyterian Church was officially opened the last Sunday of May on the corner of 2nd Street and Cook Avenue.



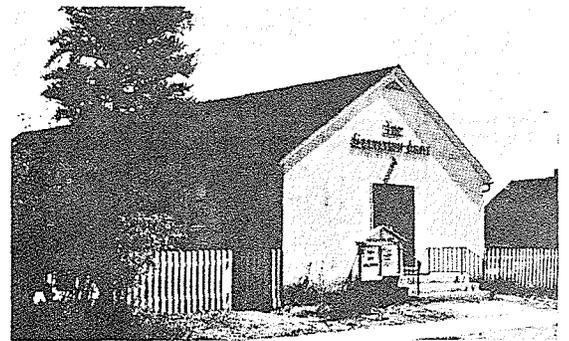
Westminster United Church — 1962.

In 1925 the union of the Presbyterian, Methodist and Congregational Churches took place forming the United Church of Canada and using the same building in The Pas.

In late 1950, the congregation moved to the Masonic Hall at First Street and Fischer Avenue where services were held until a new church was built on Edwards Avenue. The first service in this new church was held on Christmas Day in 1952 and conducted by Rev. W. A. HARVEY. The church was officially opened in February 1953.

The Pas Corps. of the Salvation Army was opened on August 12, 1916, with CAPTAIN EDITH BLANCHARD being the first officer stationed at The Pas. For many years the Citadel was on Edwards Avenue nearly across from the Opasquia (now Gateway) Hotel.

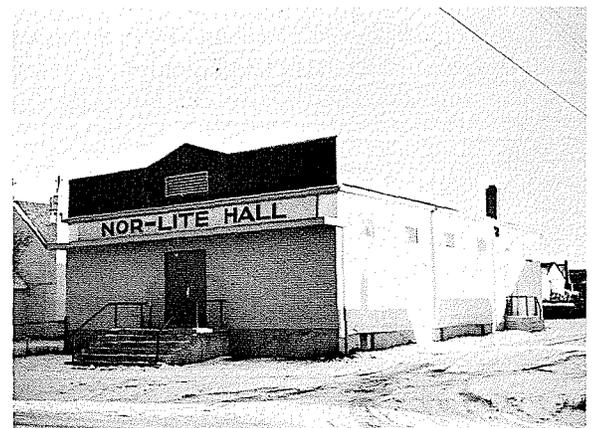
In 1958 a new Citadel was erected on Lathlin



Present Salvation Army Citadel.

Avenue and officially opened by COMMISSIONER W. W. BOOTH a grandson of the Army's Founder Wm. BOOTH.

The Ukranian Catholic Parish Church was completed in 1939 and a house purchased to be used as a hall in 1948, this was expanded and a new large Parish Hall was built in 1962. This church property is located at First Street and Crosley Avenue.



The Ukrainian Catholic Parish Hall — 1962.

In 1948 on March 4th, Rev. RALPH L. SMITH, formerly a "Shanty Man", came to The Pas and started the Gospel Mission in an old Dance Hall on Patrick Avenue. In 1951, largely by donations of material and labour the Eventide Home, a low cost Senior Citizens Home was begun, this was expanded to hold 150 guests.



The Ukrainian Greek Orthodox Church.

A new building used as a Chapel was built with a seating capacity of 250 and is now known as Alliance Church.

The Home was discontinued in 1969 due to health regulations.

The Ukrainian Greek Orthodox Church is located in what was formerly the managers residence of the Hudsons Bay Co.

Grace Apostolic Mission was commenced in 1958 and work started in May 1960 on the building of a Church on Larose Avenue. Mostly by volunteer labour the project was completed and the first service in Grace Apostolic Church

was conducted on June 4th, 1961, Rev. L. K. MARTIN being the first Pastor.

The Mennonite Mission was founded in April 1961 and held meetings in homes, then for a while rented the old Presbyterian Church and held services and Rescue Mission work there.

The Lutheran Church at The Pas was organized in the early 1930s. The congregation was active for several years with their church on Edwards Avenue, but then membership declined and it was inoperative for a while.

In 1967 a new Church was built on Bell Avenue and again services are being conducted.



The Lutheran Church

THE EARLIEST FAMILIES

According to records there were only ten white families or households whose heads were white in The Pas proper in 1907. These were the Indian Departments resident doctor Dr. A. LAROSE; GIDEON HALCROW Sr. was the Hudson's Bay Factor, Mrs. HALCROW was one of a distinguished native Indian family of the area and was respected and loved by all especially the children to all of whom she was "Grandmother"; J. H. GORDON was a land surveyor and married a daughter of Mrs. Halcrow; the Indian Agent was FREDERICK FISCHER and his wife was also a native Indian; Rev. M. B. EDWARDS was an Anglican clergyman and was a resident for a comparatively short time; W. R. TAYLOR was a teacher of the Anglican mission; F. H. NICHOLS had a bakery on First Street; LOUIS BACON came to The Pas from Moose Lake; R. H. BAGSHAW became the teacher at the Anglican mission and later the Postmaster; there was also the FRANK BARKER family, Mrs. Barker was a daughter of Mrs. Halcrow.

There were also a few white families who made The Pas their headquarters but who resided elsewhere most of the time such as the

READER family of Reader Lake; the LAMBS of Moose Lake and the HAIGHTS, Mr. HAIGHT Sr. was a Hudson's Bay Company Factor.

Most of the Avenues in The Pas were named after the early families such as: LAROSE, FISCHER, EDWARDS, GORDON, HALCROW, TAYLOR, HAIGHT, TREMAUDAN, HERALD after the first newspaper, WILLIAMS after G. A. WILLIAMS the first Town Engineer, CHARLEBOIS Street after BISHOP O. CHARLEBOIS AND FAFORD Street after SISTER FAFORD one of the earliest Sisters to serve in St. Anthony's Hospital.

BYNG Street was named after VISCOUNT BYNG of Vimy, later Governor General of Canada; HOGAN Avenue after F. J. HOGAN an early businessman and one of the first Councillors of the Town; and of course several Indian families were remembered by naming such Avenues as: COOK, PATRICK, LATHLIN, HEAD, BELL, CONSTANT, BIGNELL, SETTEE and ROSS. ROSS was also to remember the ROSS NAVIGATION COMPANY as well as the native family.



The late G. A. Williams — father of The Pas' Utility system — the town's first water works, first locally owned and operated power utility, first locally operated telephone exchange.

THE LAROSE FAMILY



The Larose Family.

One of the earliest families who contributed so much to the needs of the people of the north-land was the Larose Family.

Dr. Arthur Larose received his Medical Degree in 1889 when he was 23 years of age and a resident of Montreal.

He and his two brothers who were lawyers came to the Brandon district of Manitoba shortly after in early 1890 as homesteaders and also practiced there.

On April 2nd, 1902, Dr. Arthur Larose married Maria C. LeBrice de Keroack in St.

Boniface Cathedral. The same year he was appointed by the Department of Indian Affairs, Ottawa to be the first resident doctor of the North West Territories and to have his headquarters at The Pas.

He left Winnipeg on the 16th of July 1902 arriving at The Pas via Portage la Prairie and the lakes the latter part of the same month. He immediately upon arrival set out by canoe on his medical rounds returning to The Pas on August 21st. Meanwhile, his young bride had left Winnipeg on July 28th travelling to Prince Albert by train and then down the Saskatchewan River by boat to arrive at The Pas on August 11th, the Dr. being still on his medical duties!

In his accounts, Dr. Larose states that the country was flooded by the worst flood ever witnessed in this area, in his travelling there was no place to boil the kettle except in the up-turned roots of the big trees. He was very disappointed deciding it was no place to bring his young wife and raise a family, however they agreed to remain for a years trial and made it their home for the remainder of their lives and began raising the first all white family in The Pas.

Their first son Arthur was born January 27, 1903, and their next child, a daughter, Aimee M., September 29, 1904 is claimed to be the first white girl to be born and raised in The Pas townsite. Anna M. was born April 17, 1906, Yvonne was born October 29, 1912, Marie T. was born on May 5, 1914.

Although all these children were born within a few blocks the first three were officially born at The Pas, North West Territories, District of Keewatin; Yvonne at The Pas, Saskatchewan and the youngest two at The Pas, Province of Manitoba.

For a brief period The Pas was included in the District of Saskatchewan, and Dr. Larose led a vigorous campaign and petitioned the Government to have Manitoba enlarged from its postage stamp status to the area it comprises today.

The eldest son of T.H.P. Lamb, Eric, is believed to be the first white boy born at The Pas although he was actually raised at Moose Lake.

Aimee Larose was a quiet and unassuming child and a brilliant scholar always receiving high marks and competing in a heavy class at St. Joseph's Academy St. Boniface she won the Governor Generals Medal for Grade Eleven. She taught school for a few years and entered the convent in 1926. She continued her studies and obtained several degrees and at present is a nun with the Sisters of the Child Jesus in North Vancouver, B.C.

Although Dr. Larose was supposed to have a rent free residence provided for him by the Department of Indian Affairs, it took five years before this was obtained.

For the first year they rented a log shell or cabin from an Indian, the Doctor buying the door and windows and doing the chinking between the logs himself. They moved into this "little house" on October 16, 1902, and stayed there until October 8, 1903; it being too cold and draughty to live in with their infant son for another winter so they moved in with the Gordon's for nearly a year. On September 1, 1904, Dr. and Mrs. Larose moved into a small house they had rented from Mr. Gordon situated on Anglican church property on the corner of Edwards Avenue and First Street. This was where Aimee and Anna were born.

In October of 1907, The Department of Indian Affairs, having made a residence ready for them, they moved into it on the South East corner of Fischer Avenue and First Street where they resided until August 1912 when they moved to the "Larose House" at 315 Larose Avenue. Dr. Larose had this house built in 1909 and it was rented to Corporal Munday of the N.W.M. Police while the Larose family were living in the Department of Indian Affairs building.

At the time the Larose family were living on Fischer Avenue, there were three buildings in the block between First and second Streets, the Drs. residence on the corner of First, the Indian Office where it stands today, and the Indian Agents residence on the corner of Fischer and Second Street where the Post Office is located at present, the Agents residence was sold and moved to Larose Avenue next door to the Larose House No. 315.

As the Drs. residence on Fischer Avenue was a fairly spacious house it also served as a meeting place on various occasions. The parlor was used as a Church for midnight mass at Christmas and on many Sundays; a downstairs spare room served as a hospital for patients suffering with anything from broken and frozen legs to D.T.s, often it was the Missionary's Quarters and prior to the first hotel "Hotel De Pas" being built it received many visitors who had no place to go for a room.

Although Dr. Larose was appointed by the Department of Indian Affairs to give medical assistance to the Indians, being the only doctor in the area in the early years, he or Mrs. Larose never dreamed of refusing assistance to anyone who needed it. His services and their residence were always available to those who needed them, regardless of race or creed in the true pioneering and fraternal spirit.

During the influenza epidemic of 1919 Dr. Larose travelled extensively throughout the North as far as Island Lake travelling by dog-team led by an Indian guide and sleeping outdoors at night in sub-zero temperatures. Although he attended his patients at great odds he did not lose one of them, there were no deaths. He established a strict regime for the settlements, all had to have a good supply of fire-wood and food in the house at all times. Previously many Indians had died because as soon as their fever plunged to a below normal temperature they went outside to get fuel or food and being so weak and perspiring freely contracted pneumonia and died quickly.

Dr. Larose died at The Pas in his 84th year on December 5, 1949 after a continuous stay in The Pas of over 47 years where all his family were born.

CLIMATICAL DATA OF THE PAS

Although most people regard The Pas as being away down North, in actual fact it geographically is in the southern half of Manitoba. As the southern border of Manitoba is the 49th parallel of latitude and the northern boundary bordering the North West Territories, is the 60th parallel, so the centre line is about one hundred miles north of The Pas.

Meteorological records have been kept at The Pas since 1910 and these show that the mean annual temperature is 31.6 degrees Fahrenheit, January being the coldest month with a mean of -8 degrees Fahrenheit and varying in the 48 years from which complete records are available from a monthly low of -26.5 degrees Fahrenheit to a high of 6 degrees above zero. July is the warmest month with a mean temperature of 64.6 degrees Fahrenheit and varying from 58 degrees Fahrenheit to 69.5 degrees Fahrenheit. The nights are invariably cool.

The annual average of sunshine is 2,070 hours with just slightly over half of these, 1,045 hours, occurring in the four month period of May to August inclusive.

The average annual precipitation is 16.79 inches with 75% of this falling as rain in the seven month period of April to October inclusive, so the snowfall is not excessive.

In a 44 year period, 36 years showed precipitation of between 10 and 20 inches, seven years with over 20 inches and only one year with less than 10 inches.

The average annual period of continual frost free days is 110 days with a high of 139. The mean date of the last spring frost is May 26th, and the first fall frost September 15th, but these dates vary considerably from year to year.

SONS OF THE NORTH

There were several special feats of endurance accomplished by sons of the north that today are barely remembered by just a few persons but should be recorded for posterity as it is very unlikely that they will ever be duplicated.

In 1929, ESKIMO CHARLIE PLANINSHEK and his partner FRANK O'GRADY paddled all the way from the "Arctic to the Tropics, 8,000 miles", which was the slogan painted on the canoe. After leaving the far north Charlie picked up his two children INEZ about 8 years old and TONY aged 6 at The Pas and the four of them made the trip which took about two years. Mr. Planinshek was presented to the President of the United States, HERBERT HOOVER.

In 1939, LEYLAND ABBOTT started in the far north by dog team and sled and drove them to New York's World Fair which opened on April 4. He had to improvise wheels on his sled to make the last few hundred miles of his trip.

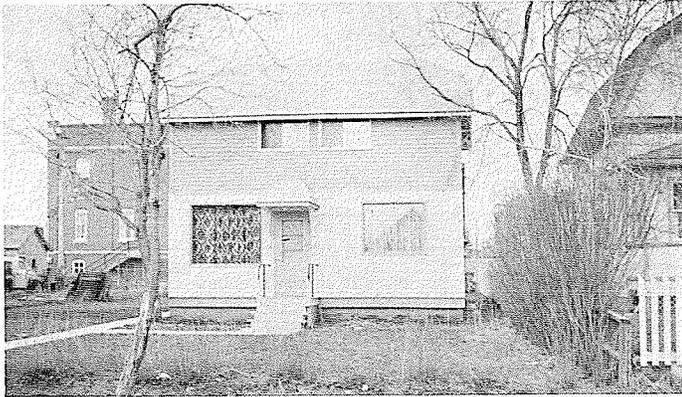
In March of 1967, WALTER KOSHEL of The Pas, as his personal Canadian Centennial project to promote Northern Manitoba, snowed-shoed all the way to Winnipeg from The Pas. Also in 1967, in February, JOE LECLERC, a previous winner of the World Championship Dog Race revived the traditions of yesteryear when he delivered special mail to Prince Albert, Saskatchewan from The Pas by dog team and sled. This was a trip of some 450 miles cross country, carrying mail both ways.



Walter Koshel

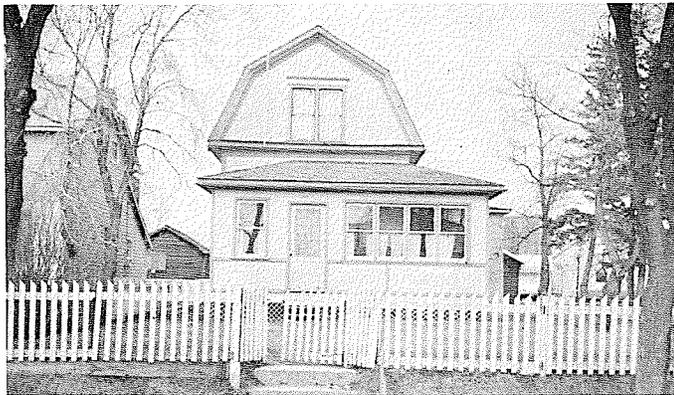


Joe Le Clerc (on right) accepting Labatt Trophy from Ed McManus.



NEW & OLD HOMES

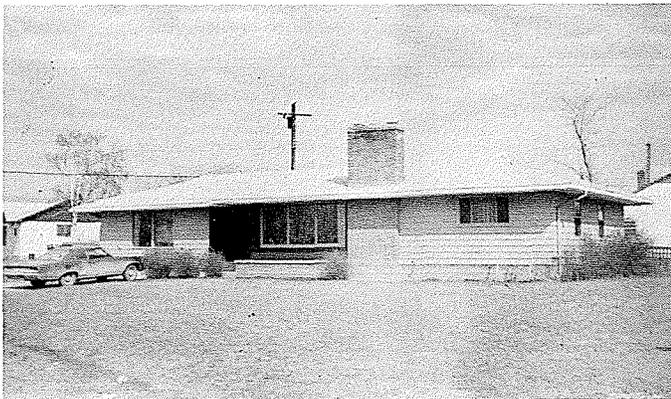
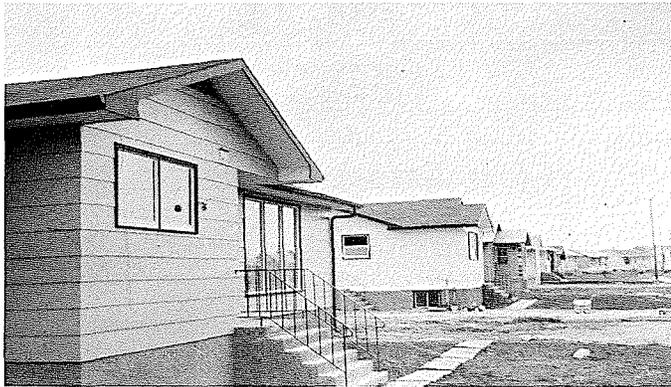
This was the Indian Agents residence on 2nd St. and Fischer Ave. Now at Larose next to 315.



The Larose house, 315 Larose Ave. Built in 1909.

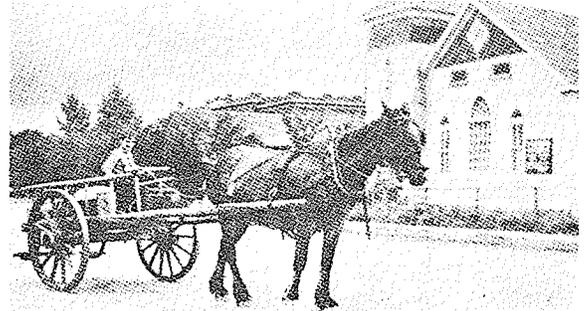


NEW & OLD HOMES



SOME OF THE ACTIVE BUSINESSES OF YEARS AGO

Louis Allard's Store; Armstrong Trading; Buntings; Burts Drug Store; Beaver Lumber; Frank Bickle Real Estate and Insurance; later Ford products; Busy Bee Store; Jack Campbell, Barristers; City Meat with Joe Schmidt; Wm. Cox Gift Shop; Chuns Store; G. Chartrand Fur Buyer; Canada House; Cambrian Hotel; Coyne Photos; Dembinskys; Dickens Tinsmith; Jack Eagles Box Factory; Exchange Cafe; Fishmans; Frechettes Dairy; Gateway Drugs; Hudson's Bay Co.; Chas. Hill; Hi. Johnson, H. S. Johnson, Manager Booth Fisheries; Dr. Jacobs; Keddie and Fowler; J. R. Kerr; Max Klemenko's Boarding House; Mike Kobar; Landry's Ice; Louis Fruit Store; McLeods Bros.; Moxley Blacksmith; Monarch Lumber; Moules Sunrise Bakery; Makarys; M. Y. Laundry; Dr. Musgrove; New Northern Cafe; Northern Mail—formerly The Pas Herald; Opasquia Hotel; Harry Olensky Avenue Hotel; Dr. Orok; Harry Premachuk Eastern Trading; Herman Premachuk; Paris Cafe; Dr. Phinn; Mederic Poirier Blacksmith; Mr. & Mrs. Rosenberg—The Pas Lumber Co.; Irish Rivalin, Contractor; Dr. Robertson; Ben Self Pool Room etc.; Dr. Steffanson; Barney Stitt; Moses Shlov, Union Supply; Sam Shlov; Spencers Garage; Transport Ltd.; T.D. Cafe; Harry Tipping; Dr. Trimble; Fred Vickers Jewellery; Fleet G. Whittaker, Barrister; Wood Valance; Hardware; Woolworths; Sam Young, Auctioneer and Feed Store.



Early Milk Delivery in The Pas



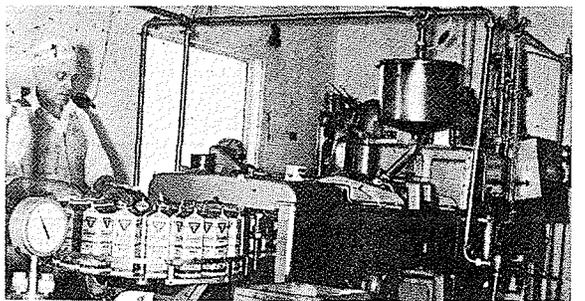
Frechettes Dairy Ltd.



The Hudson's Bay Company operated in The Pas, for many years, finally closing their Raw Fur Department in 1959. This picture shows the Company store, (circa 1930).



The Hudson's Bay Company operated in The Pas for many years, finally closing their Raw Fur Department in 1959. This picture shows the District Manager's and Store Manager's dwellings, (circa 1930).



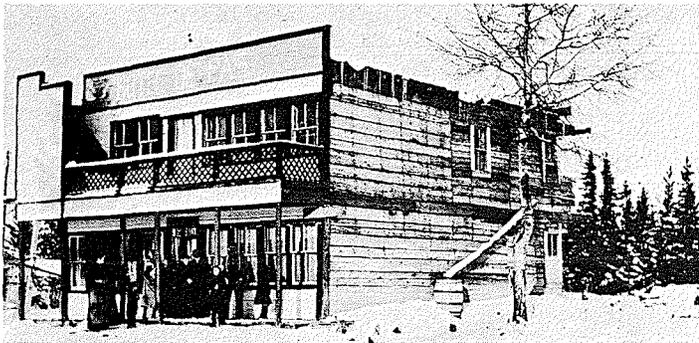
Inside Frechettes Dairy Ltd.



Dr. Wm. Sinclair
Druggist O. Giroud



De Tremaudan & Co. Ltd., Publishers of the
first Newspaper.



Hotel De Pas
The first Hotel

LOOKING BACK OVER THE YEARS

It really wasn't so long ago but remember; WHEN you could buy a 40 oz. of rye for \$2.70 or a full gallon, in an earthenware jug, of Concord Wine for 75c at the liquor store on Fischer Avenue next to Buntings?

Louis Bacon's two bit Flop, bed in a dormitory for 25c, on Third Street just across from Rivalins? WHEN the Lyric theatre was showing silent movies for 10c? or the Lido, talkies for 25c, 20c if you bought your ticket before 7 p.m., the Show started at 7:30? WHEN bread was 3c a loaf or 40 loaves for a dollar at Moules Sunrise Bakery, even gave you a flour sack to put them in? WHEN you could buy 14 quarts of milk for a dollar if you bought tickets in advance?

Jungle Town, south of the H.B.R. stockyards off Gordon Ave., the bush was full of primitive shelters?

All the unemployed men, and women too, who used to line the river shore from The Pas River to the Saskatchewan River bridge and dip the fish out with chicken wire nets by the dozens just after the spring breakup?

And the buzz saws that went around town sawing wood into 12 or 16 inch lengths for the stoves?

All the teams that used to haul cord wood and poles for fuel throughout the town?

Remember all the cows that used to be in town, mostly in Fingerville, and the herders that took them out to graze in the mornings and brought them back in the afternoons?

The teams of horses the Town had in their barn in town and used them for delivering

water, hauling gravel and collecting garbage?

The old bus of the Opasquia Hotel that used to meet the trains?

The pinto teams that Bill Shore had to haul fuel-wood for the Opasquia Hotel, it took a cord of tamarack a day?

Remember the Armstrong Trading Co. store with all the wires to the central cashiers desk and the little boxes of change that went zipping along the wires?

And the high board side-walks from the CN station on Gordon Avenue all the way up to town?

The Pas Lumber Co. picnics sometimes on Rahls Island, or up the Saskatchewan by stern wheel steamboat and barge?

The crowds of people that used to stroll in Devon Park and listen to the Band?

And the planes that used to land in the Saskatchewan River and taxi to shore and throw out a rope to any bystander who used to haul the plane in close so the pilot could get on land?

And when Irish Rivalin moved the Avenue Hotel from the corner of Seventh and Gordon to where it is today with one team of horses on a capstan and pulleys?

Remember the penmanship of Lambert Cole and Sid Gudgeon which was so much in demand?

And Mrs. Harry Tippings huge dahlias, 13 and 14 inches in diameter?

And the 117 lb. pumpkin grown by the Wirzig family?

And the beautiful large black Pansies of Ed. Davidson, Sr. on Seventh Street?

IMPORTANT DATES IN THE HISTORY OF THE PAS

It must be remembered in reading these dates that although Pope Gregory XIII reformed the Calendar in 1582, it was not adopted by Great Britain and the British Colonies in America until 1752; the previous Julian calendar was used up to that time. This may explain what would otherwise seem to be extremely early spring breakup conditions on rivers, etc.

1690

On July 10, Henry Kelsey, the first white man to see the Canadian prairies, stopped at The Pas while on his journey to the interior, this is the first mention of the area.

1736

La Verendyre erected a Fort at the Junction of the Red and Assiniboine Rivers and was the first white man to see the site of what is now Winnipeg and area. This was Fort Rouge.

1741

La Verendrye's two sons established a Fort and Trading Post at the confluence of the Saskatchewan, Carrot and Pasquia Rivers, the present site of the town of The Pas. They named it Fort Paskoyac.

1750

The fort was completed by the eldest and youngest sons of La Verendyre, Pierre (the Chevalier) and Louis. The first resident trader was named Claude Boucher.

1753

Captain Louis de la Corne St. Luc explored the valley of the Carrot river and stayed around Fort Paskoyac the following winter.

1754

Captain de la Corne seeded a few acres of grain at Fort Paskoyac thereby becoming the first agriculturalist of Western Canada.

Anthony Henday, an exploring fur trader, was sent from York Factory by the Chief Factor, James Isham, to try and reach the Blackfoot Indians and persuade them to bring their furs to the Bay. He passed through The Pas and in his writings called the place Basquia.

Under records dated July 8, 1754, appears the name The Pas as we know it today. These were the records of Jean Baptist Proux who was the resident French trader at that time. Up to this date the place had been spelled as Basquia, Poskoyat, Paskoyac, Fort Poskoia, Pasquia, Pasquayac, Pasquayah etc., these all no doubt being translations and mispronunciations of "W passkwayaw", which is the Cree name for "wooded narrows".

1762

Thomas Jefferys in London, England published a book named "Voyages from Asia to America", and at the end was a map showing "Poskayac (Indian Village at the junction point of the Saskatchewan and Pas Rivers)". This is believed to be the first recorded map of The Pas.

1764

Two Hudson's Bay traders Joseph Smith and Issac Batt, brought a convoy of one hundred and ten canoes all heavily laden with furs, past the walls of the fort.

1772

Extracts from the Journal 1772-1773 of Mathew Cocking.

July 31, 1772. Friday:

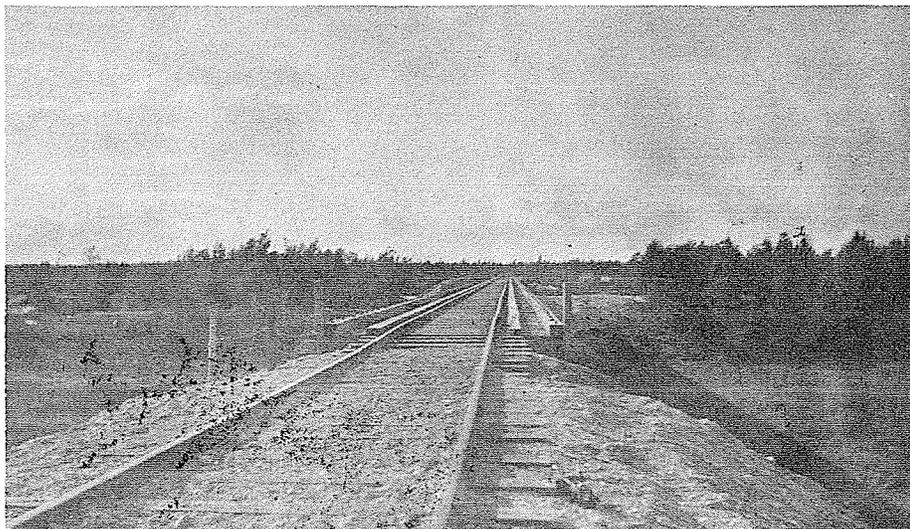
"Proceeded and came to Basquia. Here at a small river where the Natives killed Guinaids (whitefish) with hand nets. Many natives had been here lately. This is a long frequented place where the Canadians rendezvous and trade with the natives. Many of there Superstitions and Fanciful marks are seen here. We met an Indian with his wife and family. I presented my pipe to him and make a small present and by strength of a little liquor prevailed on him to accompany



One of the earliest prospecting parties. The first recorded staking in The Pas Mining District was on March 27, 1914. This picture was taken at the mouth of The Pasquia River in 1910. From left to right, J. Goldie, Prospector and Mining Engineer, W. J. Barclay, who later went on to Souris and founded the "Souris Plaindealer", and Joe Clark. Many of the pictures of the 1910 era were taken by Mr. Barclay and were made available by the courtesy of his Son, Dr. Wm. Barclay of Vancouver.



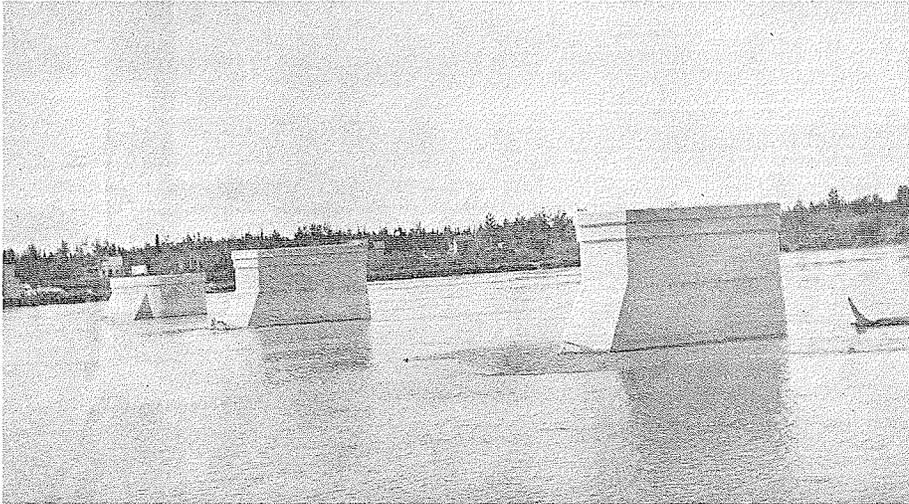
One of the earliest C.N.R. Restaurants. Lumber Camp about half way between Hudson's Bay Junction and The Pas where C.N. passengers had their mid-day meal, as it was a full days journey between the two points. 1909-1910.



The H.B.R. Bridge over the Saskatchewan River at The Pas. Steel laid ready for crossing of the work train, 1912.



Workshops for the construction of the H.B.R. Bridge over the Saskatchewan River, The Pas, 1911.



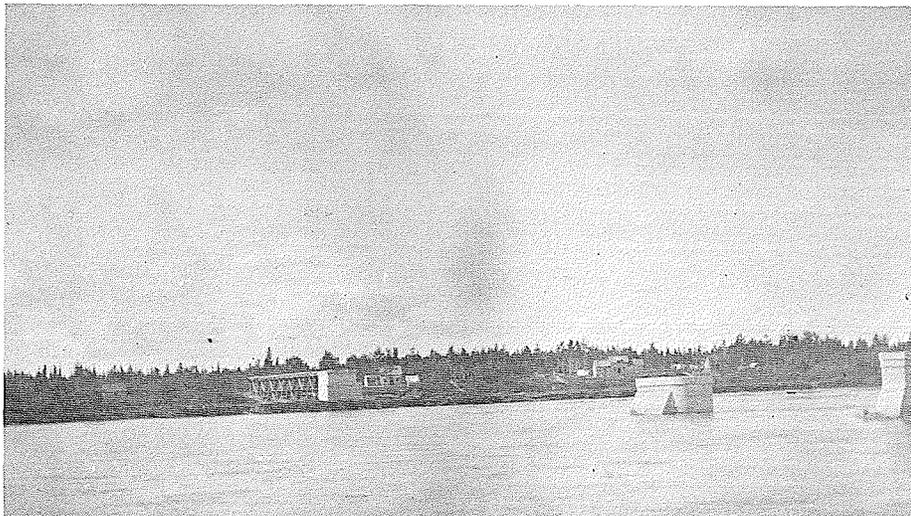
H.B.R. Bridge under construction at The Pas, 1911.



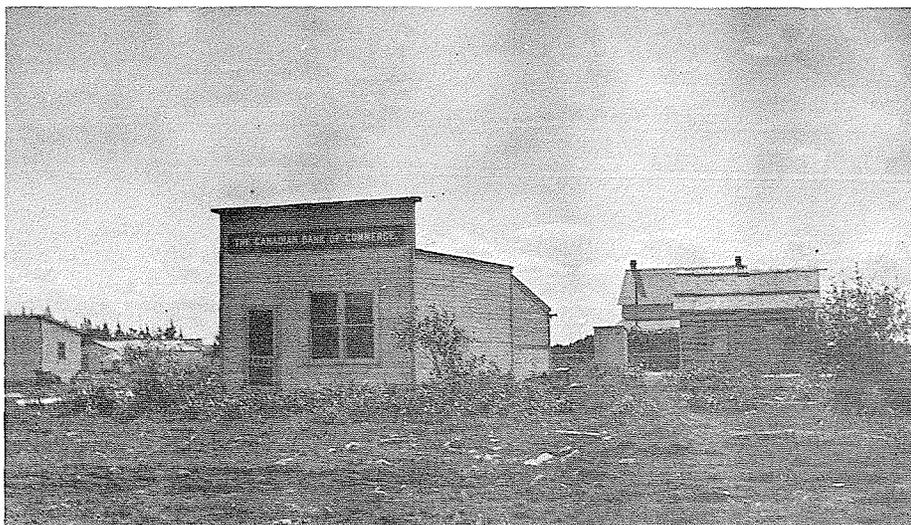
Hudson Bay Junction, Saskatchewan, 1910.



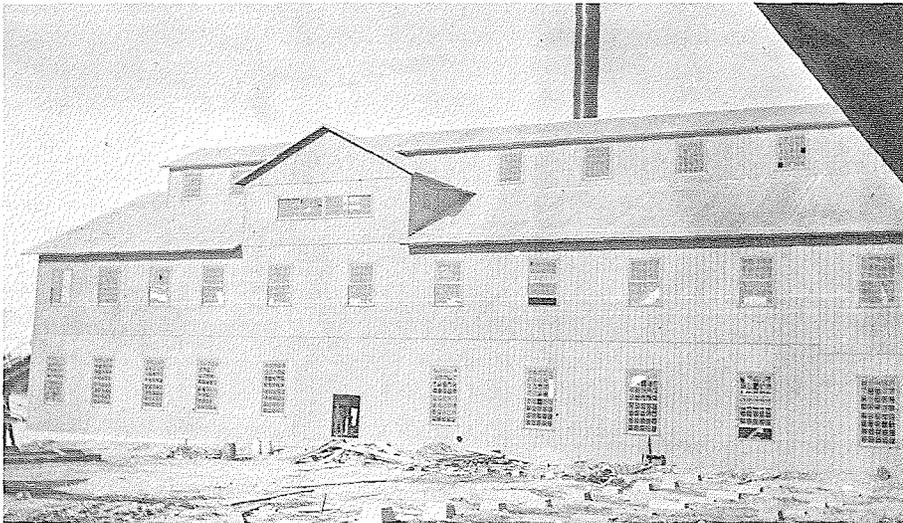
An early sub-division in The Pas. Houses built by The Pas Lumber Co. for employees on FIRST STREET, 1910. That part of town east of the railway was named Fingerville.



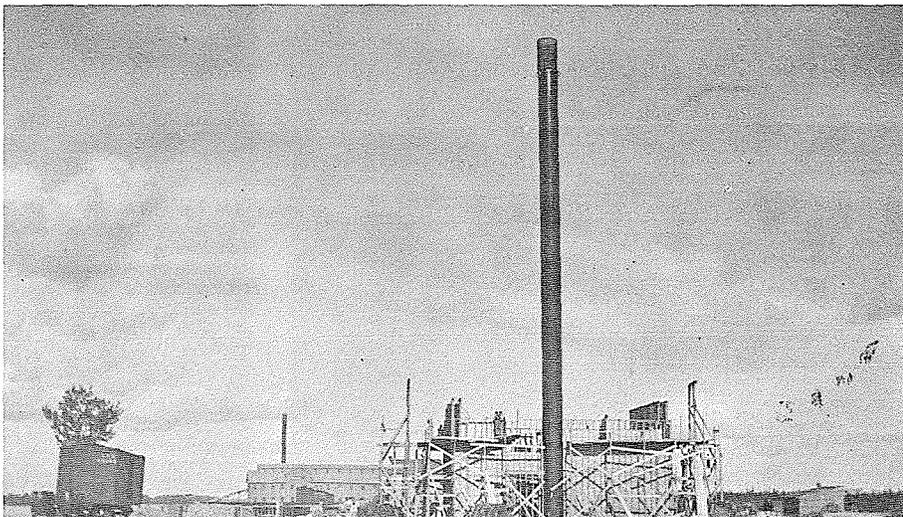
North Side of H.B.R. Bridge under construction at The Pas, 1911.



The First Bank in The Pas, 1911. "Right across from where the Post Office is today."



Sawmill of The Pas
Lumber Co., 1910.



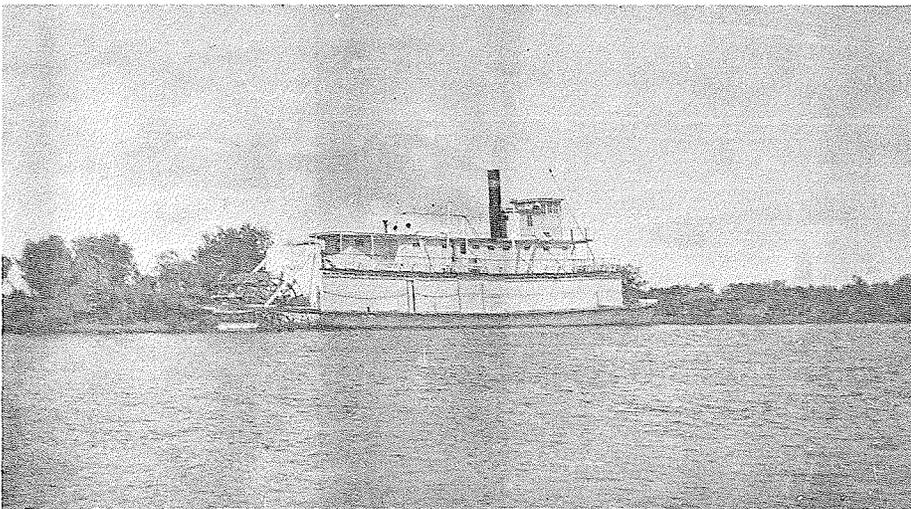
Planing mill of The Pas
Lumber Co. under construc-
tion with sawmill in
background, 1911.



C.N.R. Gravel Pit 5 miles
south of The Pas — 1910.



Mouth of The Pas River,
1910.
This is where Henry Kelsey
stepped ashore on July 10,
1690 claiming the land for
his masters, the Hudson's
Bay Company.



The "Saskatchewan," one
of the early Hudson's Bay
Companies steamers at
The Pas, 1910.



Loading a scow with provisions
for The Pas Lumber
Co.'s winter camp up the
Carrot River, The Pas,
1911.

us and hope to take him with me to the Fort next summer. He has been employed last summer and winter by the pedlars to produce food for them. Our canoes in Saskatchewan River W. 20° North, distance 20 miles. From York Fort to Basquia I make the course South 46° West. Distance 450 miles”.

August 1, 1772. Saturday:

“Proceeded. Paddled. Saw several wild fowl and Basquia Hills also an old house formerly belonging to the Canadians (La Verandrye’s Fort Paskayac). Paddled in a branch of the Saskatchewan and in a lake named Manemeshahoquatanan Sakhigan (Saskeram Lake) on the south on the main river. From the main river in the branch of the lake is 5.76° West 5 miles and the lake W. and N. by 24 miles, then arrived at a river with a strong current and paddled 5 miles W.SW Soly in it”.

1774

Samuel Hearne was sent to The Pas by the Hudson’s Bay Co. to build a trading post and endeavour to take the trade away from the French traders. He founded Cumberland House which is about 50 miles overland west of The Pas and was the first inland trading post of the Hudson’s Bay Co. In 1930 there was a cairn with plaque in Devon Park to honour Hearne but this was later taken to Cumberland House.

1775

Alexander Henry, the Elder, accompanied by the Frobisher brothers and Peter Ponds visited the village of Pasquahyah which consisted of about thirty families who lodged in circular tents made of dressed ox skins.

1776

On his map Bonne named “Pascayac, Indian Village”.

1778

Peter Ponds, a noted explorer, started from The Pas on his great journey to the MacKenzie River country.

1795

William McGillivray, who was the trader for the North Western Fur Trading Co. at The Pas could not find or locate the cache which held the years supply of pemmican so he moved to Cumberland House alongside the Hudson’s Bay Co.

1800

Joseph Constant, a French Canadian guide in the employ of the Montreal Merchants, on his trip to The Pas liked the place so much that he decided to settle there with the Assiniboines and raise cattle and grain. He flourished and left many descendants who still reside in the area, and several have been made Chieftans.

1808

The first known white woman to see The Pas, Marie Ann, wife of Jean Baptist Lagimodiere, passed through enroute to Fort des Prairies (now Edmonton).

1819

Captain John Franklin, who was later Knighted and became Sir John, the famous explorer passed through The Pas on his amazing journey to the mouth of the Coppermine River in the Arctic Ocean, and in his records noted that land was being cultivated and grain grown at The Pas. He recommended to the Church Missionary Society that a mission be established.

1824

The Pas became a Hudson’s Bay Company Post after many years of bitter rivalry between the fur trading companies.

1833

Sir John Richardson and Doctor Richard King visited The Pas. Dr. King in his records estimated that more than one thousand acres were under cultivation.

1840

Henry Budd, a native educated at Red River and the first Christian convert, arrived at The Pas with his wife and mother following instructions from Reverend William Cochrane

“to paddle about all summer and endeavour to acquaint the Indians with the idea of the Church Missionary Society to establish a mission among them, and if he could collect ten or twelve children and open a school for them”. Therefore, Henry Budd was the first missionary.

1842

The Reverend John Smithhurst, the sweetheart of Florence Nightingale, came to The Pas from Red River and baptized 38 adults and 49 children.

Sir John Franklin presented a Sun Dial to the Mission which is now in Devon Park.

1844

Rev. James Hunter arrived to take charge of the work pioneered by Henry Budd.

1847

The first Anglican Christ's Church was completed. Two carpenters Robert McKie and James McLaren, members of Sir John Richardson's relief party in search of the Sir John Franklin expedition, which relief party was winter bound at The Pas, made many of the pews and furnishings from hand hewn planks which are still in use today.

1848

Paul Kane, the artist and a friend of Reverend James Hunter, Rector of The Pas Mission came to The Pas and while there met Sir John Richardson and Doctor Rae who were enroute to the MacKenzie River with two canoes in search of Sir John Franklin. The Franklin expedition all perished and the remains were found in 1879 by members of the expedition of Lieutenant Schwatka

1850

On December 20, Henry Budd was made a Deacon.

Christ Church was consecrated by Bishop Anderson on June 30.

1857

On a map, by Arrowsmith of the Geographical Map of Canada the name “Pas” is indicated.

1858

Professor H. Y. Hind in describing his visit to The Pas on August 17, 1858, writes “We got back to civilization after all our wayfarings, when on rounding one of the majestic sweeps of the river the pretty white church surrounded by farmhouses and fields of waving grain burst unexpectedly upon our view.”

1870

Manitoba, of which The Pas was not yet a part, joined Confederation. First census records the population as Indians 558, Metis 5,757, English Half Breeds 4,083 and Whites 1,565, Total: 11,963.

1871

The Indians were recognized by Treaty. Treaty No. 5 was signed at The Pas on September 1871, Chief John Constant signing on behalf of the Band numbering 599 persons.



First Jail at The Pas.

1875

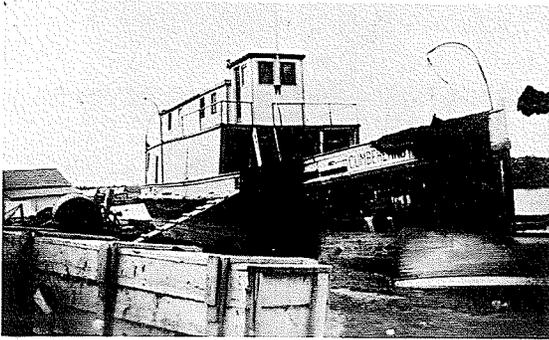
Treaty No. 6 was signed between the Indians and Queen Victoria.

On April 2, Henry Budd died at the age of 61 years.

1880

Mr. and Mrs. Joseph Reader came to The Pas as Missionaries, Mrs. Reader being a nurse. Just before the boat docked a son was born and

THE PAS — EARLY 1900's



Cumberland Boat, 1907.



Laying sewer line on Edwards Avenue 1914.



Dirty 30's. The Pas on Fischer Avenue.



The Pas Docks 1921.



North West Mounted Police at The Pas in earlier days.

mother and baby were carried ashore to Devon Island in the Captains bed. The son was named Northcote after the boat which was later used to transport troops and supplies up the Saskatchewan River for the Riel Rebellion.

1883

Joseph Reader was appointed Indian Agent.

1885

The Hudson's Bay Railway was first discussed.

1887

The Roman Catholic Mission was organized at The Pas.

1890

Readers Lake was officially named after Joseph Reader.

1895

The second Christ Church (the present one) was built and the hand hewn furnishings and notched Cree Calendar transferred to the new building.

1896

First Post Office under the name of The Pas was established, Henry McKay being Postmaster.

1897

Reverend Father Ovide Charlebois, O.M.I. who later became Bishop of Keewatin, brought a raft of logs by canoe down the Saskatchewan River from Cumberland House to build the first Roman Catholic Church at The Pas.

1902

The Saskatchewan River overflowed its banks causing the biggest flood known locally. From Cedar Lake to Cumberland House the only dry land was at The Pas and the Barrier.

Dr. A. Larose arrived at The Pas in July.

1904

The Lafontaine Family came to The Pas from Winnipeg travelling via the Red River, Lake Winnipeg, through Grand Rapids, Cedar Lake and up the Saskatchewan River to The Pas by sail-boat. They returned to Winnipeg the next year.

1906

Land for the townsite of The Pas was bought from the Indian Band who moved to a new location north of the Saskatchewan River.

1907

March 30, Mr. R. H. Bagshaw arrived at "Le Pas" to teach at the Devon Mission. He walked part way from Hudson Bay Junction on the railway ties. According to his records there were only ten white families at that time.

On a survey map dated September 13, by L. Bolten D.L. S. the place is shown "Le Pas".

1908

Preliminary survey of the Hudson's Bay Railroad started.

January 6 was a red letter day as that was when the railroad reached The Pas.

1909

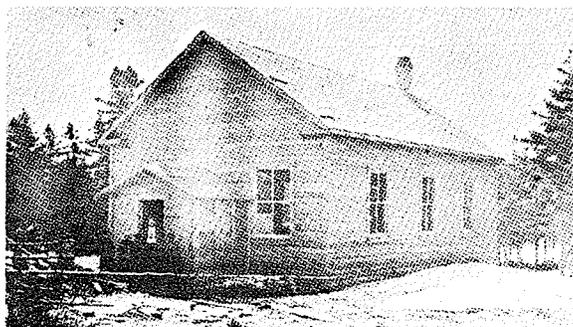
Transport Ltd. established their business.

1910

Herman Finger negotiated with the CNR for a spur line to the Finger Lumber Co., property and constructed a large sawmill, later known as The Pas Lumber Co.

Gateway Drugs was established by Dr. Wm. Sinclair.

September 10, the Honorable G. F. Graham, Minister of Railways and Canals, turned the first sod for the Hudson Bay Railway at "Le Pas" North West Territories.



The first School for white children, 1910.

The first school for white children was built in The Pas, material and labour being donated. This building was later moved to the junction of the Saskram and Carrot Rivers and is now used as a farm home.

Piers for the Saskatchewan River steel bridge were commenced.

1911

The first number of "The Hudson Bay Herald" was published on December 7, by A. H. de Tremaudan.

Carrolls Hardware was started by Edmund Carroll.

The Canadian Bank of Commerce built a large two storey building and opened business as the first bank in The Pas.

At the Catholic Mission a Cathedral, Bishop House and Hospital were built.

1912

The Town of The Pas was incorporated, assent being given on April 6. An election held on June 20, with Herman Finger being the first Mayor.



O. H. Finger — First Mayor of The Pas 1912 - 1916.

R. H. Bagshaw was appointed Postmaster. Sacred Heart School was opened on April 9. MacKay Indian Residential School was started.

On July 3, Dr. H. H. Elliot arrived to commence his duties as Custom Officer.

On March 28, the Province of Manitoba was enlarged to take in the land north of the 52° parallel to the 60° parallel so The Pas entered the Province of Manitoba.

The lafontaine Family returned to The Pas by train. Albert Sr., who was a steam engineer,

to work for the Finger Lumber Co., Mrs. Lafontaine opened the first board and rooming house on Fischer Avenue, and Albert Jr. started the first fruit store and ice cream parlour next door to the rooming house.

1913

The first Power House at the end of Edwards Avenue was built.

The 850 foot bridge of steel over the Saskatchewan River was completed and railway tracks laid thereon. This bridge has a swinging centre span which can be opened to let the steamboats through. All goods and personnel, either going to or coming from the North by land, must pass over this bridge aptly named "The Gateway to The North".

H. J. Bickle Co. started in real estate and insurance business.

J. R. Kerr started business as a raw fur buyer.

The Methodist (later United) Church was started.

The Pas Board of Trade (later Chamber of Commerce) was organized and received its Charter.

A big fire destroyed most of the buildings between 2nd and 3rd Streets on the east side of Fischer Avenue.

1914

Louis Allard started a general store.

Sam Chuns family started in business.

Ben Dembinsky came to The Pas and started a trading store.

The Pas Lodge No. 124 A.F. and A.M. was organized on February 20.



Bracken Dam

The Community Building and Court House was built being the first brick building in The Pas.

The first sewer and waterworks were installed.

The Pas Curling Club was organized.

1915

The first automobile was seen on the streets of The Pas.

The red brick school on 2nd Street was built.

A colony of French Canadians from Quebec were settled up the Carrot River about 15 miles from The Pas.

1916

The Salvation Army opened its The Pas Corps on August 12.

Mr. J. A. Campbell appointed First Commissioner of Northern Manitoba.

Mr. & Mrs. N. Frechette started Frechette's Dairy.

The first The Pas Troop of Scouts had its beginning in 1916.

Moses Shlov started the Union Supply.

In March of this year the first organized Sled Dog Race, at that time to Cumberland House and return, a distance of about 100 miles, took place. This race was the forerunner of the World's Championship Dog Race which for a few years was a 200 mile non-stop endurance race and to-day is the main attraction of the Northern Manitoba Trappers' Festival.

1918

On the 24th of August six Reverend Sisters of the Presentation of Mary arrived at The Pas to take charge of the Catholic School.

December 1, Robert C. Wallace succeeded J. A. Campbell as Commissioner of Northern Manitoba.

1919

Henry Fishman opened Fishman's Mens Wear on July 2.

1920

March, Great War Veterans Association and

Auxiliary organized.

The first commercial air flight was made to The Pas from Winnipeg by F. E. Ellis and H. Dougall, commissioned by Frank J. Stanley who was the passenger, arrived at The Pas on October 17. Practically the whole population of the town turned out to see the aeroplane. Frank Ellis was one of the greatest early aviators having built and flown his own plane in 1914.

1921

The Anglican Church of the Messiah which was an exact replica of the original Christ Church except for the tower, was built north of the Saskatchewan on the Indian Reserve.

March 3, Devon Rebekah Lodge No. 65 I.O.O.F. was instituted.

Chief Antoine Constant, a direct descendant of Joseph Constant died.

1922

The presently used Roman Catholic Cathedral was built.

The firm of Keddie and Fowler started business.

Godins Bakery was built and commenced operations.

Vickery's Jewellery and Gift Shop was opened by Fred C. Vickery, one of the earliest CNR watch inspectors.

Monarch Lumber Co. started business, taking over the operations of the North Canada Lumber Co.

1923

Mrs. Joseph Reader died. She came to The Pas in 1880 with her missionary husband.

The first cottage was built at Clearwater Lake summer resort, built by Tom Riddock.

1924

Wm. "Shorty" Russick won the 200 mile endurance sled dog race in 23 hours and 42 minutes setting an all time worlds record. A lake in Northern Manitoba is named in his honor.

1926

This was the start of boom years for The Pas. During World War I and the immediate post war years construction of the Hudson Bay Railway had been halted, in fact, some of the rails had been shipped back to England to be used for war purposes as steel was in such short supply. With the discovery of the fabulous ore bodies at Flin Flon, a railway was started to that point. The Federal Government voted funds to proceed with the Hudson Bay Railway.

The first Music Festival was held in May sponsored by The Pas School Board.

The Pas Lodge No. 135 B.P.O. Elks was instituted on August 5.

1927

This year the Federal Government was advised to change the route of the Hudson Bay Railway from Port Nelson to Churchill so as to take advantage of its natural harbour and in spite of opposition this was done.

Charlebois Council No. 2704 Knights of Columbus was formed in The Pas.

The Masonic Hall was built on the corner of Fischer Avenue and First Street.

1928

Mr. R. H. Bagshaw died. He came to The Pas in 1907.

The Cambrian Hotel was built.

The Northland Drug's Ltd., was organized and started business.

The rails to Flin Flon and also to Sherridon was laid by the CN Railway.

The "Northern Mail" the first daily newspaper of the North started publication.

St Anthony's Hospital (the present one) was built.

Captain Frederick Joseph Stevenson, D.F.C., Croix do Guerre, the famous World War I ace, crashed his plane and was instantly killed on January 5, on Larose Avenue. Winnipeg airport "Stevenson Field" was named after him.

In the spring Carl Sherritt of the Sherritt-Gordon Mines fell from his airplane just west of The Pas River and was killed, the plane flew another half mile before it crashed, killing the passenger, one of the Hi Johnson boys.



Turning the sod for a New Masonic Hall, First St. and Fischer Ave., in 1927. Names are lost but can recognize, Martin Solstad, Jack Wanless, H. F. Bickle, J. F. Graham, G. A. Williams, Chief Goghill, H. Elliot and J. Ridyard.

1929

March 19, the Hudson Bay Railway was officially opened, nineteen years after it was started.

The Power House at the north of Edwards Avenue was built.

The Lido Theatre was built and opened for business.

Harry Andersen started a large dairy just outside the town limits under the name of "Andersen and Cantello Dairy".

Joe McGillivray (later Reverend) planted a row of maple trees on Fischer Avenue between 1st and 2nd Streets.

1930

March 10, The Pas Branch No. 19 Canadian Legion received its Charter.

February 22, Opasquai Chapter No. 24 Order Of The Eastern Star was instituted and constitution followed on September 27.

1931

The first western grown grain was shipped via the Hudson Bay Railway through Churchill to the European markets.

1932

Smith's Grocery started business.

The Federal Government built a large two story brick building on the corner of 2nd Street and Fischer Avenue to be used as a Post Office, Custom Office and R.C.M.P. offices. Over the street entrance door appeared the name "The Pas" and over the avenue entrance "Le Pas".

The world wide depression of the 1930s, although not as severe at The Pas as in many other centres, did retard the previous rapid expansion, but during these years the fertile Carrot River Valley attracted numerous settlers from the drought stricken prairies who were enticed by its lush growth, and thousands of tons of native hay were harvested and shipped

to the dry plains to be used as livestock feed. Again grain was being grown in the Valley.

The right of way for P.T.H. No. 10 was cut as far as Westray.

1933

Mackay Indian School burned to the ground after serving for twenty years. The new Mackay School was built later at Dauphin and the Principals residence moved to Fischer Avenue in The Pas.

Lamb Airways was founded.

Bishop Charlebois died on November 30, after 36 years of residence at The Pas.

1936

Grants Meat Market opened on Second Street.

1937

The first carload of grain grown by one farmer was shipped out of The Pas.

1939

P.T.H. No. 10 between The Pas and Swan River was officially opened on June 10, thus giving Northern Manitoba its first accessibility by road.

Dr. H. H. Elliot, Commissioner for Northern Manitoba died and the Office was abolished after his death.

The Ukrainian Catholic Parish was formed and a church built at First Street and Crosley Avenue.

The Pas Airport was constructed close to Clearwater Lake.



Picnicing is a pleasure at Clearwater Lake.

1941

The Bracken Dam, named after John Bracken then Premier of Manitoba, was constructed at the junction of the Saskram and Carrot Rivers by Ducks Unlimited as a waterfowl conservation project to control the water levels of the Saskram marshes.

1946

The Pas Lodge No. 88 Order Of The Royal Purple was instituted on June 7.

1947

The first commercial grain elevator was constructed at The Pas by Searle Grain Co.

The Army Hospital at Clearwater Lake was re-organized to serve as a Sanitorium for Tuberculosis patients.

1948

P.T.H. No. 10 was continued as far as Flin Flon.

The Gospel Mission was started in an old Dance Hall on Patrick Avenue by Rev. Ralph Smith.

The Pas District Farmers Association was formed.

The Saskatchewan River overflowed its banks inundating the farming area of the Carrot River Valley, which led to the Prairie Farm Rehabilitation Administration constructing the "Pasquai Reclamation Project", which is a series of dykes, dams and drainage canals to protect some 138,000 acres from future flooding.

1951

The Guy Hall, principally a Recreation Centre was built at the Roman Catholic mission.

1952

The Pas and District Horticultural Society received its Charter.

Rev. William Whillans, a retired Presbyterian Minister, launched his "Crusade for Kelsey" and spent considerable time at The Pas endeavoring to trace Henry Kelsey's exact route to the Canadian West. It is largely through his efforts that Deerings Point is recognized as being located at The Pas. He was the author of

"First In The West" an account of Henry Kelsey's travels and just a few hours after he had completed arrangements with his publishers to have the book published in 1955, death overtook him so he did not live to see his findings circulated.

1954

The Pas Collegiate was built on Third Street later named the Margaret Barbour Collegiate, and later still the Mary Duncan.

1955

A dam was constructed on the Pasquai River and a canal dug to divert the flow of the Pasquai into the Carrot thus closing for water travel this historic waterway.

1957

The Pas Lions Club was organized on October 10, and Charter night was November 29.

1958

On February 1, Mr. Sam Waller opened The Little Northern Museum on Gordon Avenue, Canada's largest little museum.

The Manitoba Telephone System building was enlarged and extensive new equipment added as well as installing dial telephones.

The Provincial Governments Northern Administration building was constructed.

Grace Apostolic Church was founded.

Manitoba Power Commission (now Manitoba Hydro) acquired the towns power plant and distributed electrical energy to the Town, the rural farming area, the Indian Reservation and the cottages at Clearwater Lake.

1959

The Pas Lion's received their Charter on May 23.

1960

The last steam locomotive to be used on the entire Canadian National System on a scheduled run was No. 6043 when she made the final run from The Pas to Winnipeg pulling train No. 76 in April. Following this run No. 6043 was retired and the CNR system became completely dieselized.

The Kinetite Club of The Pas was organized on November 1, and Charter night was December 2.



Town of The Pas Picnic Area, near the Saskatchewan River Bridge.

1961

Provincial Road No. 391 linking The Pas to Snow Lake was officially opened. This road branches off No. 10 P.T.H. at Simon House Junction.

The Post Office was considerably enlarged to take care of the greatly increased mail.

The Mennonite Mission was established in April.

The Pas Public Library was opened on March 2.

A new Hall built by The Pas Lodge No. 124 A.F. & A.M. at 145 Larose Avenue was officially opened on October 7.

The Grace Apostolic Church was built on Larose Avenue and the first service held on June 4.

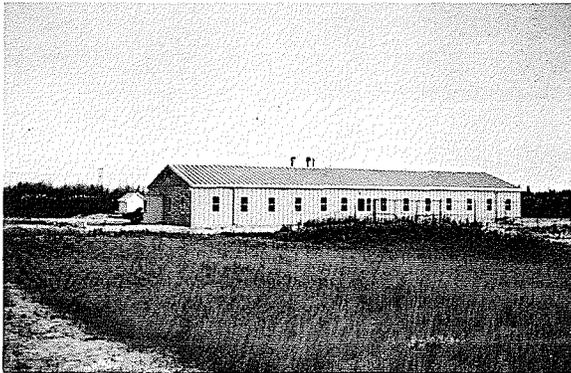
1962

A large building was built by the Department of Highways on the east side of The Pas to be used as a garage, storage and offices.

1963

The Pas Indian and Metis Friendship Centre was organized.

The Womens Correctional Institution was constructed.



The Women's Correctional Institution — 1963.

The Otosquen Road connecting The Pas with Hudson Bay Junction was officially opened on June 30.

Construction was started on a highway to Thompson some 300 miles north of The Pas.

A dam was constructed on the Saskatchewan River at Grand Rapids by Manitoba Hydro thereby raising the water levels of Cedar and

Moose Lakes and perpetually flooding hundreds of thousands of acres of wild life habitat.

The natives of Cedar Lake were relocated at a new site "Easterville" and many of the natives at Moose Lake village moved to higher ground.

1964

The Hydro Electric Plant at Grand Rapids was generating power and shortly after consumers at The Pas were receiving this energy at similar rates to other Manitoba residents realizing the fulfillment of a dream of many years duration.

1965

The children of the Indian Band were accepted into the Public School System and attended schools in The Pas.

1966

Provincial Road No. 391 linking The Pas to Thompson was officially opened.

The Pas and District Exhibition Association held their first Rodeo and Pit Beef Barbeque.

St. Pauls Residence for Senior Citizens was built by the Catholic Mission.

The Kinsmen Club of The Pas built a Senior Citizens home and named it "Kincourt".

1967

In February the Northern Manitoba Vocational Centre was opened.

A large new Collegiate was built. It was named Margaret Barbour and the original collegiate was renamed Mary Duncan School in honour of two long-time teachers of The Pas.

A new Lutheran Church was built.

A Feed and Seed Plant was constructed.

In December actual construction was started by Churchill Forest Industries on their property north of the Saskatchewan River for a mammoth Industrial Complex including saw mills complete with kilns, pulp plant, machine plant and eventually a paper mill.

1968

The R.C.M.P. Barracks were constructed on Gordon Avenue.

A regulation size race track was built by the Exhibition Association on their Grounds.

A herd of buffalo was brought into the Saskram Wildlife Management Area and released by the Department of Mines and Natural Resources. It was hoped these buffalo would reconcile themselves to the area and reproduce but they roamed and caused damage in the agricultural district. They were later shipped to other parts of Manitoba.

1969

A road was commenced from Lynn Lake to P.R. No. 391.

The Town of The Pas extended its boundaries to take additional land into its Corporation.

A meat processing plant started construction.

A large egg producing plant was started.

Large Trailer Court is under construction on Indian Reserve Land.

The Pas Rotary Club started construction of a building to be used as a Museum.

A large Curling and Skating Sports Complex is under construction by the town of The Pas.

A new steel and reinforced concrete traffic bridge over the Saskatchewan River alongside the railway bridge was officially opened on November 15. It is named Bignell Bridge in honour of Corneluis Bignell a former Chief of The Pas Indian Band.

JACK WANLESS was one of the early businessmen, building the first theatre and among other buildings the Paris Cafe.

JACK HONE was one of the earliest bush pilots.

WILF CUDMORE, "Mr. Trappers Festival", although not one of the earliest settlers, has contributed much personal time to community organizations, serving as head for most of them.

"JACK" J. F. GRAHAM a Charter Member of the Elks and the Legion, both organized in the 1920s, was for many years the Sec. Treasurer and "backbone" of The Pas Chamber of Commerce and to-day in his eighties is still the capable treasurer.

SUMMARY

As we pass through the last month of 1969 and approach the threshold of Manitoba's Centennial year, The Pas and Northern Manitoba is experiencing an unprecedented industrial and economic expansion. Due in a large measure to the development of the Forestry Complex numerous businesses and service facilities are being constructed and existing ones are being enlarged. Under construction or in the planning stage are numerous residences, apartment houses, a 500 cow dairy, a beef cattle fattening plant, an ultra modern motor-hotel, trailer courts, motels, clothing stores, a modern shopping centre and various related services.

Several Government sponsored bodies such as the Northern Task Force, NuStart, Regional Development Corporations, Commission on Northern Transportation etc., are making detailed studies which if their reports are adopted should assist in developing the valuable resources which are abundant in the north-

land and in so doing improve and implement a happy and rewarding existence for its population.

What will the next one hundred years produce?

With the tempo of modern science and technology what it is, it is impossible to forecast. The most fantastic and wildest dreams could be commonplace occurrences, but will man with his eternal greed eventually destroy himself as well as his habitat?; or will he heed Nature's warnings and try to keep our air, lakes and rivers and all water, and one of our most priceless resources, the soil, as unsullied and free from poisonous contamination as possible?

Let us not forget that we, each and every one of us, by our examples can influence the coming generation and so let us truly practice conservation in its fullest sense.

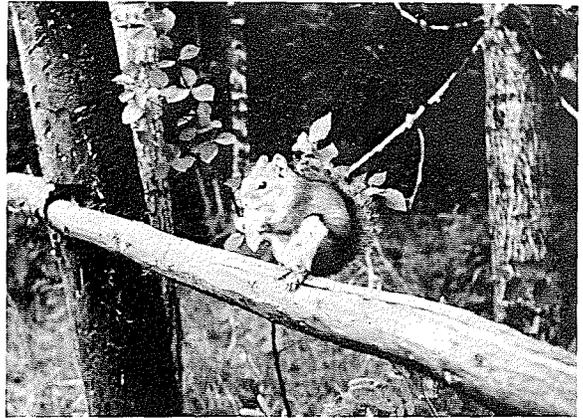
B. M. "BARNEY" STITT was also one of the early Town Councillors (1912-15 and 1926-27), held the position of Mayor for the years 1920-21, 1923-24 and again in 1928-29 and '30 and was elected M.P. representing The Pas in the 1930s.

I. B. "BEN" DEMBINSKY came to The Pas in 1914, was elected to Town Council in 1927, served continuously in this capacity until 1937 when he was elected Mayor, a position he held for 16 years unbroken except for a four year period 1948-52.

LOCAL FAUNA



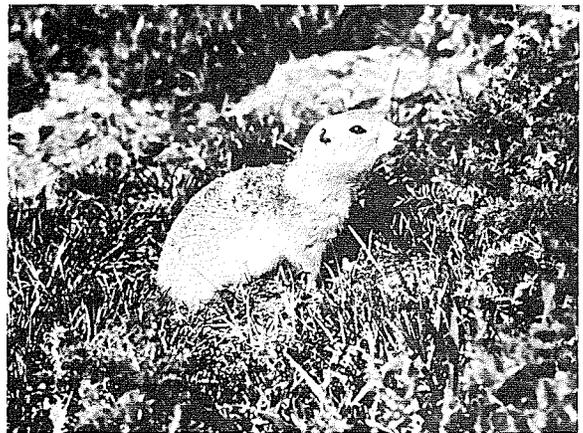
Buffalo



Red Squirrel



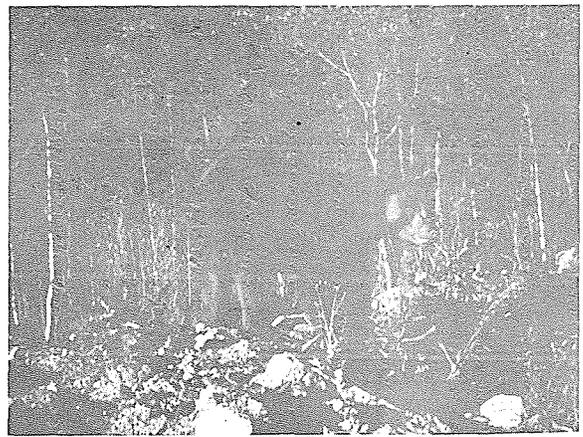
Horned Owl



Ground Hog



Wolverine



Brown Bear

OF THE PAS



Timber Wolf



Black Bear Cub



Fighting Deer locked in death.



Barren Land Caribou



Baby Moose



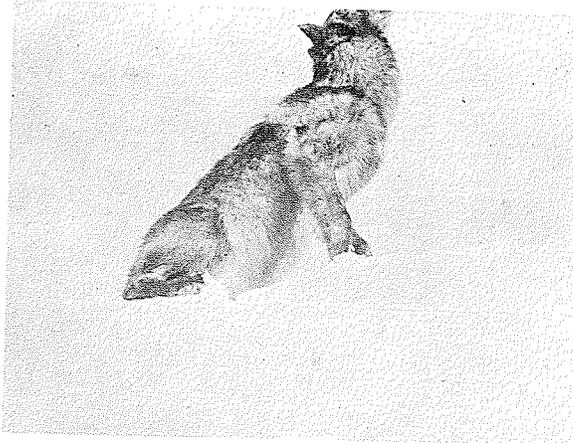
Cross Fox



Brush Wolf



Brush Wolf



Timber Wolf



Baby Skunk

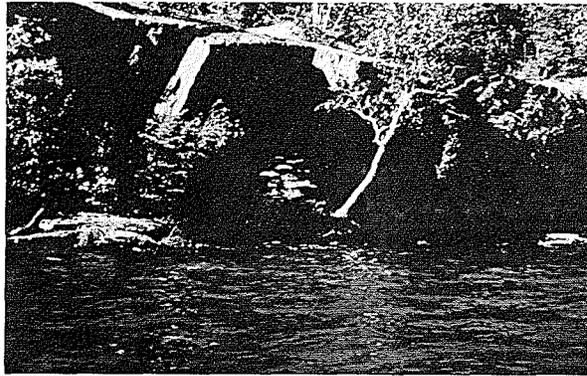


Resting Swans

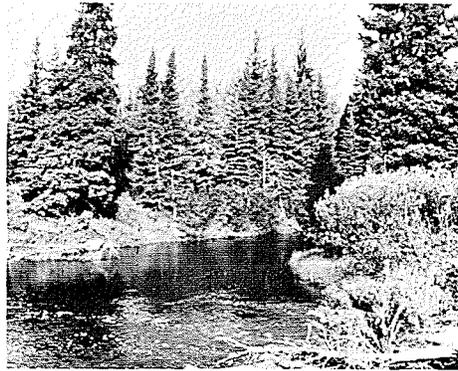


Moose Hunters and their kill.

**LOCAL
SCENES**



Rocky Lake



Mystic Creek



Autumn Scene



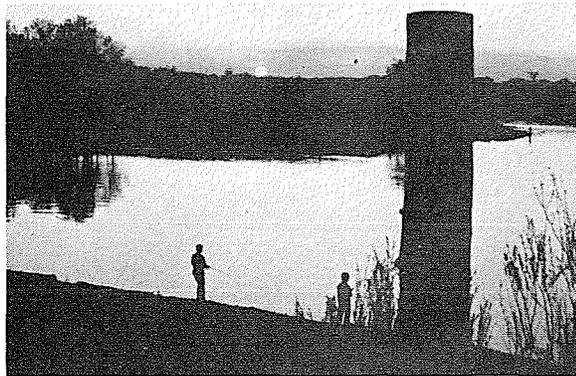
Northern Stream



Mystic Creek, in the Fall



Rocky Lake



Fishing in the late evening on the Carrot River.



High noon on the shortest day Mid-Winter the sun does not get very high.



Sunsets are beautiful in the North.



Winter can be beautiful in the North.



Hoar-frost on trees.



A natural Xmas Card.



Winter on the River.



Some Happy Fishermen!



A good Northern Pike.



Walleyes are large too.



Their limit in 30 minutes.

THE FERTILE



Harvesting a field of barley.



Field of oats.



Harvesting oats.



Flax

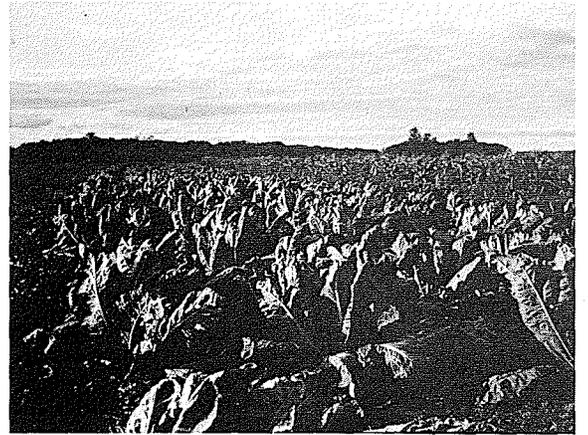


Native grass, one of Natures priceless Resources.

CARROT RIVER VALLEY



Potatoes



A patch of Cauliflower



Cabbages



Onions



Sheep on Pasture, Tranquility

LOCAL GARDENS



Apple tree in bloom



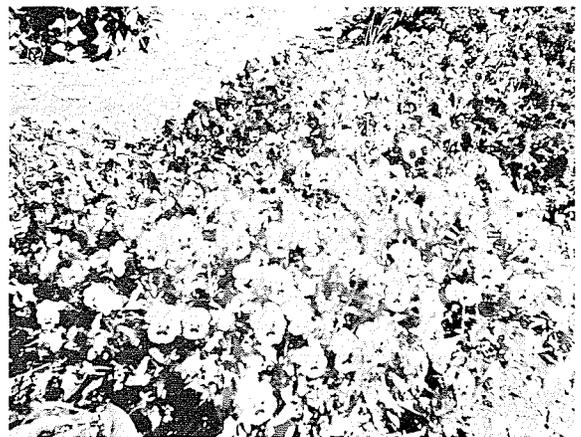
A plot of Gladiolus



Colourful Flowers



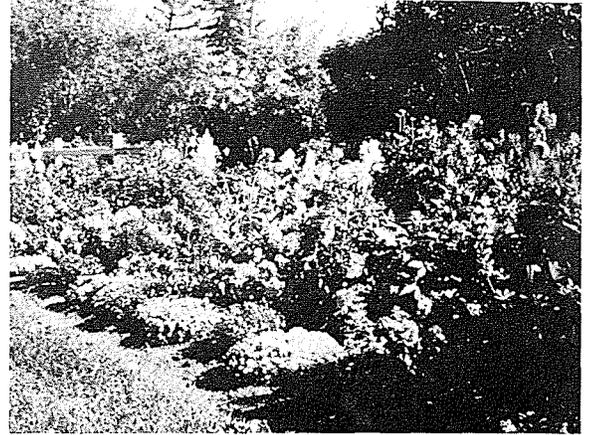
Colourful Flower Border



Striking Pansy Bed



Oak trees, the acorns were planted by the author in 1934.



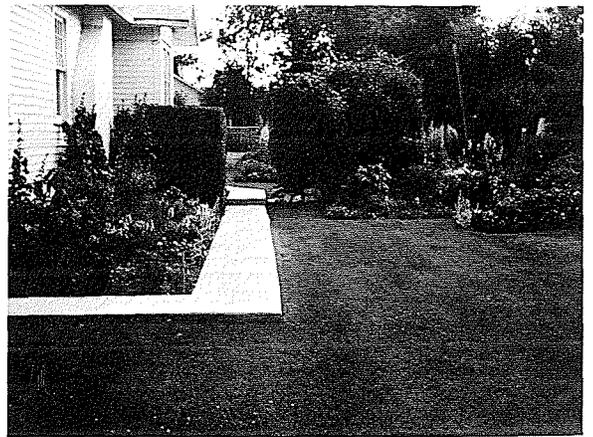
Another beautiful Border



Glads grow to perfection



Lovely, indoors or outdoors.

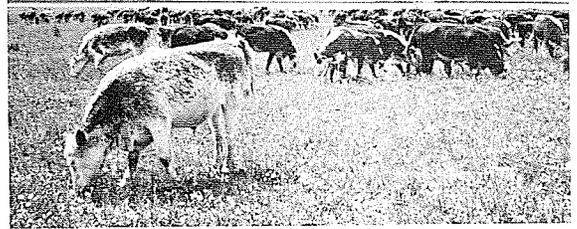


The owners Pride.

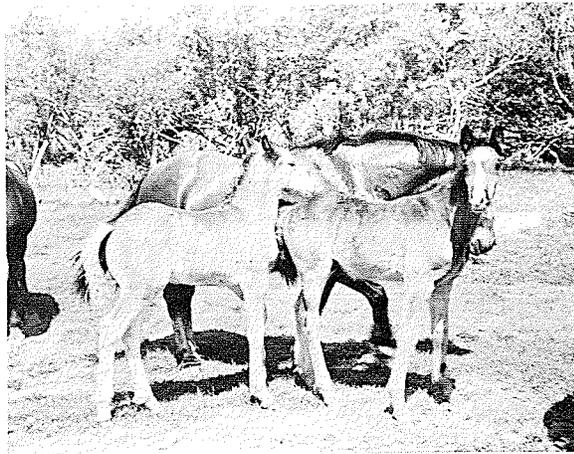
LOCAL SCENES



Cattle in the winter



Cattle on Summer Pasture



Horses, young and old



Pork Chops, man size

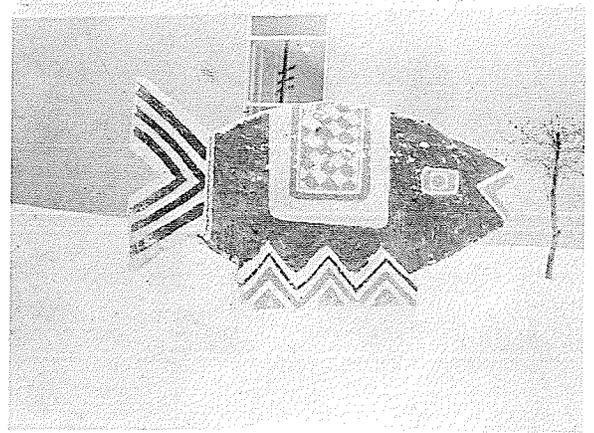


Sheep in Winter

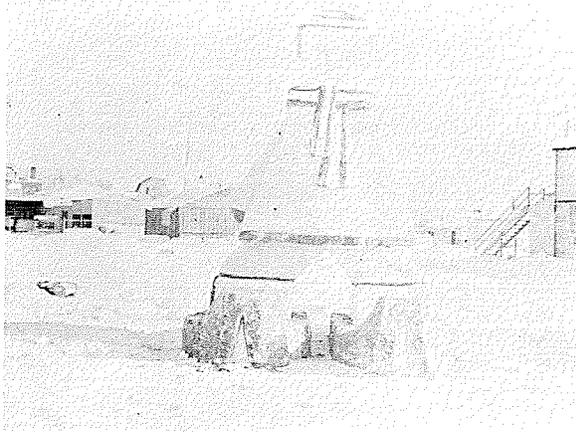
SNOW SCULPTURE



Mukluks by the pair.



A Winter fish.



An Artists creation.

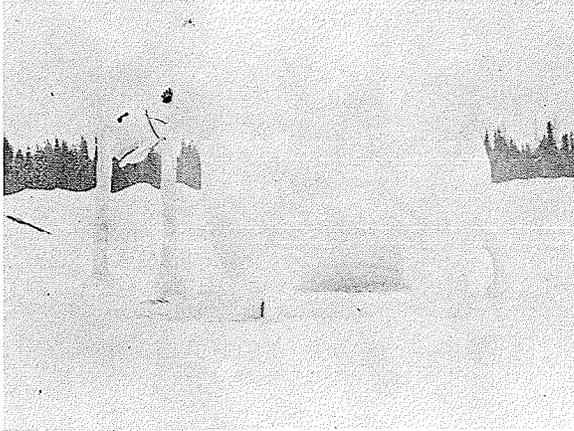


Eskimo culture.

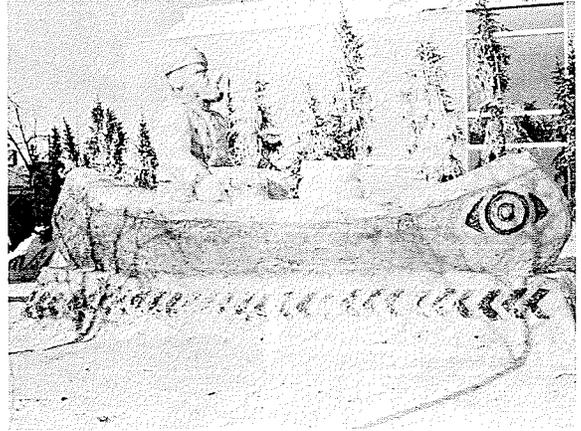


A "Bad Man"?

ARTISTS' CREATIONS



The Camel seems in strange country



The "Voyageur."



A Lonely Dog.



A "Bird"?



"Ookpik"

**"1962 WAS THE 50th ANNIVERSARY
OF THE TOWN OF THE PAS"**



A huge "Birthday Cake."



Manitoba Hydro's Float



The local Farmers



Manitoba Telephone System

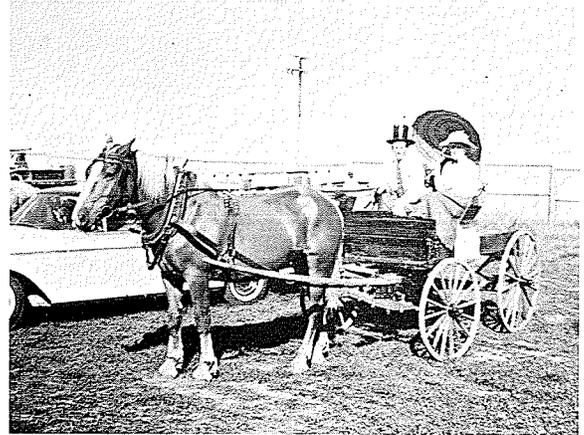


Horticultural Society

PARADE FLOATS



The Medicine Man, Chamber of Commerce



Visiting in style of yesteryear



Square Dancing is fun



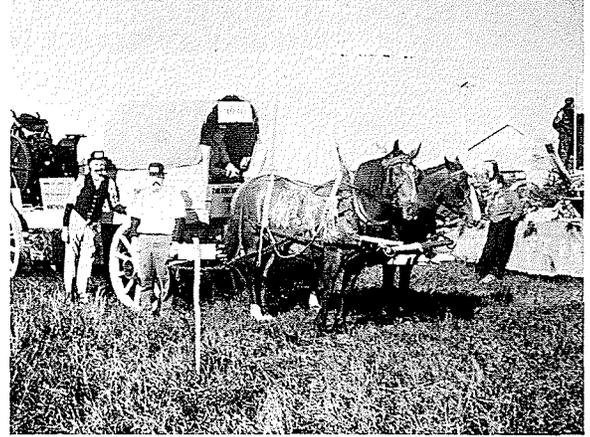
Figure Skating



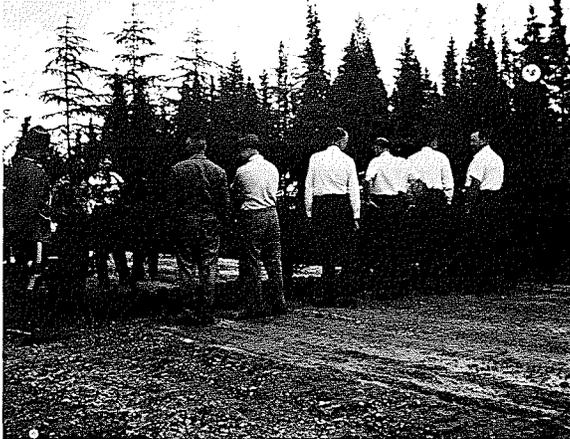
The Lions Club



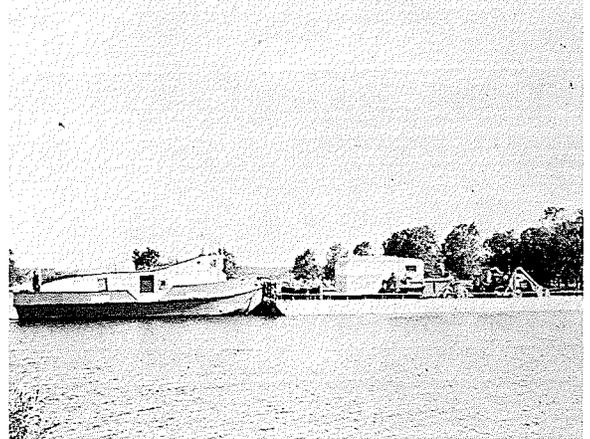
Some Oldtimer



An old Printing Press



Offical Opening of Road No. 282 connecting The Pas with points west.



Modern River Transportation

As this booklet goes to press an active committee under the chairmanship of Doug McBride are making extensive arrangements to accommodate the Royal visit of July 11th when Queen Elizabeth, Prince Philip and Princess Anne will visit The Pas, on that date.

**THE PRINTING OF THIS BOOKLET WAS MADE POSSIBLE THROUGH THE GENEROUS
FINANCIAL ASSISTANCE OF THE FOLLOWING PERSONS:**

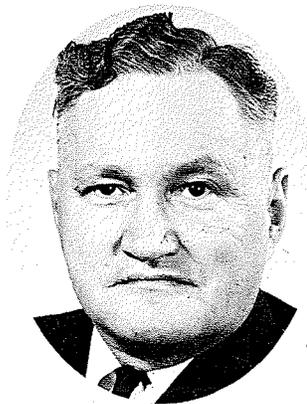
SURNAME	CHRISTIAN	WIFE'S NAME	CHILDREN	SURNAME	CHRISTIAN	WIFE'S NAME	CHILDREN
ANDERSON	Harry			KOLEBABA	John	Ann	
BANCROFT	D'Arcy K			KORNIECHUK	Andrew	Zinowia	
DE BEER	Gerardvs	Mary	Johanna, Peter, Mary	KOSHOWSKI	Martin	Stella	Karl, Darryl
BERG	Jack	Marie	Jack, James, Howard, Susan	LAGIMODIERE	Maurice	Vi	Gregory, Mark, Maureen, Judy, Valerie, Leslie
BEREZOWECKI	Peter	Nancy	Garth, Hal, Karen, Dean, Brenda, Gary	LAGIMODIERE	Allen	Donalda	Karen, Dean, Brenda, Garry, Garth, Hal
BETKER	Arnold, W.	Mary	Chris, Bonny	LANGLOIS	Henry	Evangeline	Horace
BIGELOW	Wil	Marie	Dale, Donna, Loti	LOVELL	Margaret	Martha	Marvin, Shirley
BRIDLE	George	May		LOEWEN	Jack	Lydia	Edward, Hubert, Maire, Raymond,
BRUDERER	John	Rose		LIBRECHT	Leon		Clair, Eloi Guy
CAMPBELL	Robert D.	Stella	Gregory D., Roxanne E.	LYONS	Murray	Sylvia	Brenda, Shirley, David
CAREY	Dr. Stuart	Mary	Paul S., Micheal J., Murray J., Patrick L., Jo Ann	MAK	Tom	Fern	John, Nancy, Lily, Kenneth
CHAPMAN	William, B.	Dorothy	Shelagh F., William J., Richard R., Phyllis M.	MARTIN	Fred	Millicent	Cameron
CHUN (Mrs.)	Fong, Shee		May, Jimmy, Sam, Lynn, Winnie, Haw, Jean, Toy Lene	MEADOWS	Cecil	Zella	Don, Velma
CHUN	Sam	Betty	Lloyd, Daniel, Hilary, Zarah	McADAM	J. Len	Irene	Heather, Howard
CUDMORE	Wilfrid E.	Edna		McLEAN	William		Ritchie, Brad
DAVIDSON	Edward			McMILLEN	Ford	Eileen	Tuco
DEMINICK	Adam			MORRISH	Gary	Flo	Denis
DETERS	Clarence	Lucy	Mary, Jayson	NICKEL	Jacob	Hilda	Dawn, Dori, Lori
DOUCETTE	James W.	Lois,	Carol	ORCHARD	Steve	Margaret	Brian, Bruce, Brent
DUNLOP	Bruce W.	Jo	Lana, Andrea	ORR	Donald E.	Mabel	George, James, Robert, Ruth
ERICSON	William,	Muriel	Michael,	THE PAS DISTRICT FARMERS	Kenneth		Joy, Perry
FISHMAN	Art		Denise, Ian	PARFINUK	Colin	Ardyth	Verna, Gary, Michael
FRECHETTE	Mrs. N.		Dale, Anne,	PESIAC	Mike	Marian	
FRIESEN	George		Peter, Kaye,	PREMACHUK	Evans	Mardene	Lynn, Lisa, Carol
GAREAU	Gordon		Robert	PROFIT	Mac	Bev.	Garnet, Kevin, James, Shelagh
GAREAU	Louise	Judy		PYOTT	Robert	Margaret	Richard C.,
GARDEWINE	Edward	Vada	John	REID	Stanley W.	A.	Lorraine A.,
GARDEWINE	Cecil	Laura	Gary, David	RIVALIN	Paul	Sandra	Micheal J.,
GELOWITZ	Gus	Tina	Barbara, Laura, Brian	RUSSICK	Wm. L.	Dorothy	Nancy L.
GRAHAM	Jack F.	Esther	Karrie	SEIDEL	Robert	Dorothy	Wendy, Robert,
GORDON	Lee		Brenda, Paul	SLUKA	Joe	Verna	Heather, Laurel,
GUYMER	Harry	Alice	Ralph, Cheryl	SOKULSKI	John	Mary	Donald
HAGON	Maurice	Isobel	Lisa, Cecil (Jr.)	SMITH	Chas.	Olive	Roberta, Paul,
HALCROW	Jack A.	Isobel	Heather, Sandra, Danny	STAIT	Wm. J.	Kay	Rodrick, Pat,
HALLIDAY	George	Julia	Shiela, Dori, Lyle	SUS	Adam		Sylvia
HEMINGWAY	Dr. Don	Bernice		SWERDYLIAC	Alex.		
HILLSDEN	Allen C.			TRAGER	Harry		
HONE	Jack	Louise	Katherine, Faye	TREMAUDAN	D. F.		
HUTTON	Bert	Clair	Grace L., Angela E.	DE	Roy		
HRABARCHUK	Steve	Leona	Bill, Louise	VICKERY	Bert		
JAMIESON	J. H.	Ann	Claude, Roberta,	WAGNER	Sam	Therese	Robert, Denis,
JOHNSON	Arthur H.	Ceone	Tanis	WALLER	Henry		Roland
JOHNSON	Jack P.	Blanche	Shelley, Billy	WATIER		Beulah	
JOLLY	John M.	Margaret	Bonnie, Brian, Brenda	WHITMORE	Ben	Opal	Rene, Louise
KAPLANCHUK	Bill	Kara		WHITMORE	John	Pauline	Danny
KERR	Fred	Helen	Karlyne, Kerry	WILCHOWY	Alex	Nancy	Dennis, Cindy,
KNOLL	Allen	Joan	3 Children	YAWORSKI	John M.		Carlin
KOBAR	Bart	Anne	Diane				Tom, Diane,
			John, Peter				

THE PAS CHAMBER OF COMMERCE

One of the attractions which fascinate residents who have become part of the community is an awareness of a most colourful past which we have inherited. This history records exploits of ordinary men and women in their time who are now heroes, and pioneers who have made the past come to life.

We envy their extraordinary mode of life and enthusiasm which drove them to make our present a reality which has come to pass.

We trust you have enjoyed reading this factual and pictorial compilation of our area's history and may we all endeavour to make the future worthy of the efforts of our pioneers.



W. E. Cudmore
Past President



Evans Premachuk
President



R. P. Seidel
President Elect