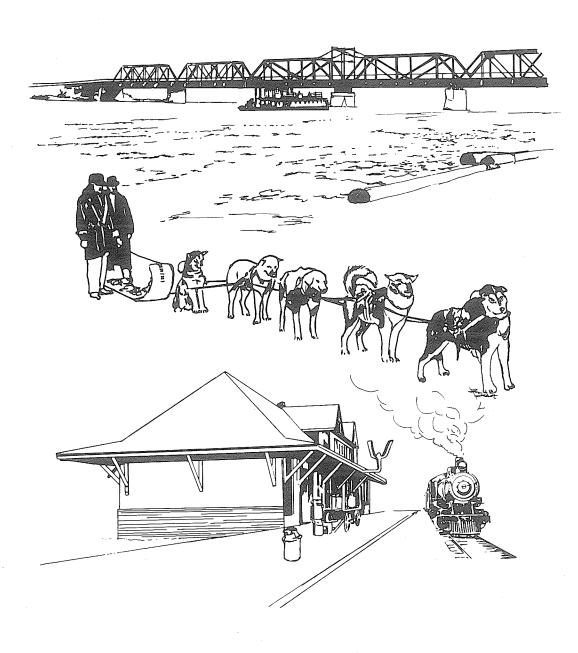


HENRY KELSEY 1690-91

gateway to northern manitoba



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Royal Canadian Legion
Kinsmen Club

Dedication

To the people, who with courage, vision and confidence in themselves and the future, came to hew a community from a land that demanded strength, stamina and ability to overcome the obstacles encountered in an area removed from the economic centres of those days.

To the senior citizens from far and wide who

contributed to the development of The Pas and district. Their stories are our heritage.

To the youth of to-day, with their superior knowledge and technology, may the courage and tenacity of their predecessors encourage them to persevere and overcome the problems that tomorrow will undoubtedly bring.

S. J. Allen Editor

Foreword

This book is a record of people who lived in The Pas with as much information as we could gather of their parents and their children. In their own words they describe their participation in the development of the town and area. You will find stories of their achievements, failures and frustrations.

The information came from many sources, there will be the inevitable errors and omissions. Some of the oldtimers could not be reached, and not everyone contacted accepted our invitation to contribute to the book.

We regret that some material and some photos could not be included, and we thank all those who entrusted their histories and precious pictures to us. Researching, compiling this history was a challenge and a pleasure and brought us into closer and friendly relations with many people and an interesting insight into their background.

The Pas Historical Society Sydney J. Allen Editor.

Rideau Hall Ottawa **K1A 0A1**

GOVERNMENT HOUSE RÉSIDENCE DU GOUVERNEUR GÉNÉRAL

When I heard that The Pas Historical Society was compiling material for the publication of a book covering the history of the Pas and area, I was not only very pleased at the prospect of such an important venture but also began to look forward to reading the publication on completion.

There is no doubt that The Pas has played a most significant role in the pioneering and continuing development of northern Manitoba. A history of The Pas and area, and the inclusion in the publication of a coverage of the families, and therefore the individuals, who were vital to the successful emergence of The Pas as a keystone factor in that development, augurs well toward a widespread interest in this publication.

My long-time association with The Pas and its people, and my appreciation of the central role played by The Pas and its citizens throughout the years in the development of the northland of our province of Manitoba, continually re-enforces the admiration and respect in which I hold The Pas and its people, and particularly the pioneers of the area.

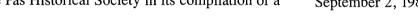
Accordingly, therefore, I congratulate the efforts of The Pas Historical Society in its compilation of a



history of the area. Such a publication should prove a valuable addition to the historical record of the province of Manitoba.

Governor General of Canada

September 2, 1982



Message from Her Honour, Pearl McGonigal Lieutenant-Governor of Manitoba

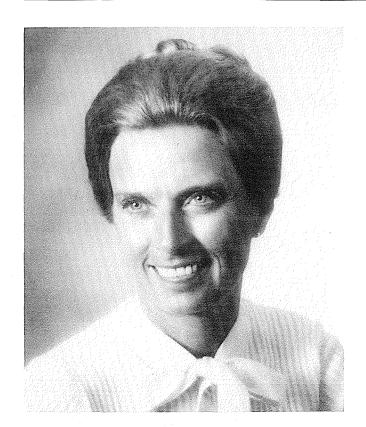
The publication of this well documented history of The Pas is of special significance as it makes the 80th Anniversary year.

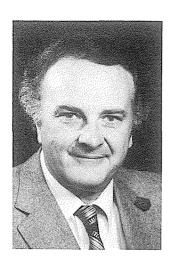
For me, it is a particular pleasure to extend my warmest greetings to the citizens of The Pas and district. Throughout the lifetime of the residents and their ancestors, many changes have been seen. As you look back over the years it is important to record the trials met, the joys shared and the many happy memories of busy lives. May I take this opportunity to extend my sincere congratulations to the officers and members of The Pas Historical Society Inc. upon the publication of this history book.

Yours sincerely,

Learl M Gongal

Pearl McGonigal Lieutenant-Governor Province of Manitoba



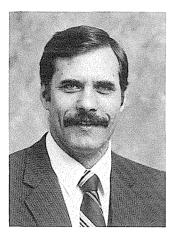


Howard Pawley Premier

The Pas has a history of endeavour and accomplishment in the past, and is playing an important role in the social, cultural and economic development of the Province of Manitoba today.

Hound fauley

The Honourable Howard Pawley, Premier.



Harry Harapiak M.L.A.

Message from Harry Harapiak, M.L.A. The Pas

I am pleased that The Pas Historical Society has undertaken the task of compiling the history of The Pas. The Pas was originally established because of the strategic position it held on our early transportation routes; waterways, furtrading, trapping, fishing and agriculture played an important part in the development of this area and were a major part of our early beginning.

When the North was being developed the railway played an important role in the opening up of this

great Northern land, by not only bringing in the necessary products for development but also provided many employment opportunities.

With the coming of Churchill Forestry Industries our rich cultural background was expanded to take in many people from different cultures, together with our original citizens, the native people, they have combined to form a rich mosaic to give The Pas its strong character.

My thanks to all the pioneer families who have contributed their history to help compose this book. A great deal of credit must be given to The Pas Historical Society and the editor for his patience and endurance in gathering and compiling these stories so that we may become more aware of our proud past.



Bruce Unfried Mayor Town of The Pas

Message From the Mayor:

On behalf of the Council of the Town of The Pas and citizens of the area, I would like to take this opportunity to extend our appreciation to the many individuals who have assisted in the preparation of this historcial document. So far as the history of the Town of The Pas and area is concerned the book is a most important publication. This document becomes increasingly valuable as we seek to relive the experience of the past.

This book is a pictoral record of the events, activity organizations and most of all the people who have made The Pas such a special place.

Yours sincerely,

Bruce Unfried.

Chief Constant and his Council



Chief Charlie Constant 1982.

Chief Charles George Constant

Councillors: Ernie Constant Abraham Lathlin

Diane Dorion Wilfred Young

Stephen Head William Ovide Cook

Philip Bignell Francis Flett

Moses Bignell Louis Personius

John Young Thomas Henderson

Native People

The Pas Indian Band

The natives of Northern Manitoba played an important role in the development of the West and Northern parts of the prairies. As guides and hunters they assisted the early explorers in moving through the unchartered land and waterways.

History shows that The Pas Band was recognized in 1871 by the treaty No. 5 which was signed by Chief John Constant, and councilors James Cook Sr., John Bell Jr., and Donald Cook Sr.

There had been a settlement at the junction of the Saskatchewan and Pasquia rivers for many years, the census at the time of signing the treaty showed 599 persons registered as treaty. The treaty stated that approximately 160 acres of land to be allotted to each family of five persons, or in that proportion.

The early Cree tribes expanded their territories by travelling the three main water routes East and North, namely: the Burntwood River, the Grass River and the Minago River. The Minago River route was the main route to Fort York on Hudson Bay as it was the shortest and safest, via Cross Lake, Oxford House and Lake then down the Hayes River. West they travelled the Carrot or Birch River to avoid the longer route on the Saskatchewan River with its faster currents. With their small canoes they avoided the larger bodies of water, such as Lake Winnipeg. Therefore it is reasonable to assume that they guided the early explorers over the safest and most direct route.

Population of The Pas Band remained constant until 1886 when 300 were transferred to other bands. In 1953 population had again reached 600 souls. In 1962 treaty was paid to 790 persons. In 1912, the year The Pas was incorporated, Antoine Constant was Chief of The Pas Band. Many band members were in the armed service in the two world wars. In 1962 Cornelius Bignell was the Chief and councilors were, Peter Wilson, Jerry Cowley, Phillip Bignell, Matthew McGillivary, Francis Harris and Malcolm McGillivary. The new traffic bridge over the Saskatchewan River was named after Chief Bignell. In

1982 Charlie Constant is the presiding Chief. Reservations have changed in the last two decades, the problems attributed to the natives' contact with the white European, after the initial exploration period, are being gradually overcome through education and better organizations by the band councils. Much remains to be accomplished in this regard, but progress is evident in each developing generation.

The physical conditions on all reserves have changed dramatically, better housing, paved road and on the reserve at The Pas the Otineka Mall is an example of what can be accomplished by an aggressive council. Credit for this must be given to Chief Gordon Lathlin and his council of that time. Peggy Wilson was largely responsible for a good organizational base in the Otineka Corporation. With her husband Stan they have contributed greatly to the Indian people as teachers and Stan knowledge as an agriculturist. Space does not permit to mention all the persons who have individually contributed to the advancement of the native culture and education in The Pas area.



Chief Charlie Constant shooting the Flaming Arrow Opening the Opasquia Indian Days.



Opasquia Indian Days Photo Assistance by Carolyn Constant — Courtesy Otineka Mall Office.



Mr. and Mrs. Head — Umperville Settlement.



Late Chief Gordon Lathlin (Who with his Council) was Responsible for the Building of Otineka Mall.



Mathew McGillivary.



L-R: Doug McBride, Lawrence Whitehead, Chief Gordon Lathlin — 1975.



Pat Personius.



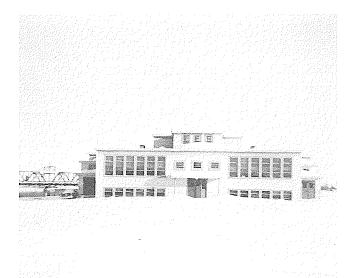
William M. Lathlin — Mathew McGillivary, Joe Fidler.



Mrs. Virginia Cook — Lana's Handicraft — Production and Sales — Otineka Mall, The Pas Reserve.



Interior Otineka Mall — The Pas Reserve.



Indian School The Pas Reserve Now Office Building.



Cliff Meads Fires Rifle to Start the Long Distance Canoe Race.



Treaty Party portaging on Nelson River between Norway House and Cross Lake — Sea River Falls.

Explorers

The Fur Trade and The Explorers courtesy C. B. Gill

In our modern world today with its gadgets and facilities for making life easier, it is human nature to take all these advantages for granted.

An anniversary, such as we celebrate this year, 1962, should prompt all of us to take time to reflect and remember those hardy pioneers of the early years who did not have such a secure and easy way of life. We should remember and pay tribute to their courage in exploring this vast northern wilderness when their chief means of travel was on unknown river, streams and lakes.

The first white men were interested in the country as a source of furs, especially beaver, and exploration was undertaken mainly to find new beaver country and to establish friendly relations with the Indians who could trap and barter the furs for European goods. As long as the Indians could be induced to bring their furs to the trading posts on Hudson Bay, that Company had no cause to establish inland posts, but as competition developed from Montreal traders the situation changed. La Verendrye built Ft. Bourbon on or near Cedar Lake about 1742 and Ft. Paskoyac at The Pas in 1749. A few years after the end of

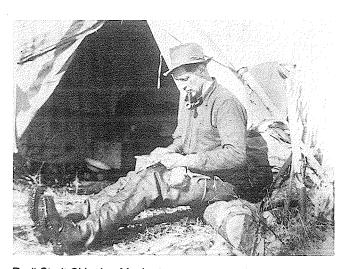
the French Regime in Canada in 1763, the Independent traders from Montreal had reached the Saskatchewan River. The Hudson's Bay Company countered this competitor for some time by sending traders inland to contact the Indians and bring them to York Factory and this proving insufficient, established Cumberland House on the Saskatchewan River in 1774. By 1787 the North West Company had been formed and from then on competition was intense, until 1821 when the two Companies found it advantageous to unite under the name of the older company — The Hudson's Bay. This company remained in undisputed possession of the region until the surrender of their charter to the new Dominion of Canada in 1870.

Water routes were all important in the early days and the Saskatchewan River was one of the main routes, connecting as it did both Hudson Bay and Montreal with the Western Plains, the Rocky Mountains and the Athabascan country, so that an energetic fur trader located on the lower Saskatchewan River might divert the Indian canoes with their furs, intended for his rival, to his own company.

In addition to the main Saskatchewan canoe routes there were several others in the region. One of



Rudi Streit — Early Days — Muskrat Harvest. 65 Rats per Day.



Rudi Streit Skinning Muskrats.

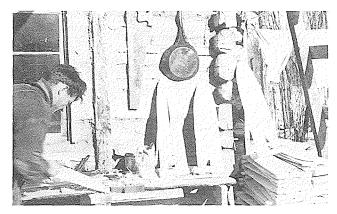
these routes connected the Saskatchewan River to the Nelson by way of Moose Lake and the Minago River. Another was the route from the Saskatchewan by the Goose River which connected with the Grass River system at Cranberry Portage; while further west was the Sturgeon-Weir route which connected the Saskatchewan River to the Churchill and Athabasca country.

The surrender of Rupertsland to Canada in 1870 resulted in an influx of settlers in to the Western territories and the development of steamboat navigation on Lake Winnipeg and the Saskatchewan River. Steamers from the Red River came only as far as the foot of Grand Rapids, while other steamers operated above the rapids, whence some of them proceeded



Tom Lamb Muskrat Ranch.

West as far as Edmonton on the North Branch and Medicine Hat on the South Branch of The Saskatchewan River.



Felix Mercredi Making Rat Stretchers At Lambs Muskrat Ranch.



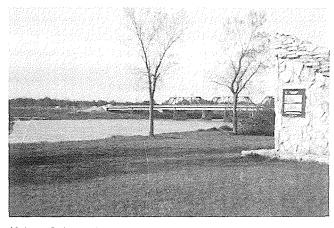
Tom Lamb Feeding Beaver Thru The Ice.



Tom Lamb Equipment Taking Trappers To Lamb Muskrat Ranch At Moose Lake.

Henry Kelsey

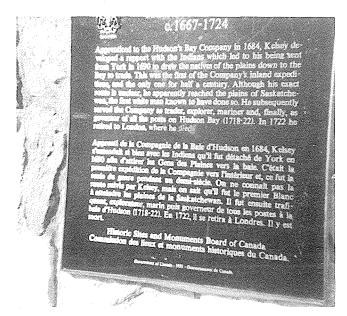
The discovery among some papers donated in 1926 to the Public Record Office of Northern Ireland, of an old notebook bearing the title, "Henry Kelsey his Book," has thrown much light upon one of the early explorers about whom previously little was known. The majority of the servants of the "Adventurers of England trading into Hudson's Bay" seem to have been men who came out to do their duty, did it, and went home. Henry Kelsey was a "very active lad, delighting much in Indian's company." Poor and semi-educated as he was, as the discoverer of the Canadian prairies, he is worthy to be ranked with those gentlemen of France who gave their lives to conquer a wilderness. In an age when patronage meant everything, the man who began his career as an apprentice sent to Hudson Bay can have had no patrons but such as his own personality made for him, and the man who ended it as governor-in-chief of that domain must have had qualities of courage, endurance and resourcefulness, qualities not belied by the records now made available.



Kelsey Cairn — Devon Park, The Pas.

Henry Kelsey entered the service of the Hudson's Bay Company on 14 April, 1684. He was engaged as an apprentice for four years, at the end of which he was to receive £8 and "two shutes of Apparrell." The term, four years instead of seven, and the reward, slightly higher than the average, suggest that he was above the usual age of fourteen years, although in 1688 he was still, to the company's committee, "the boy Henry Kelsey."

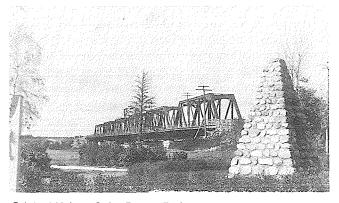
The company's officials were in high spirits that spring. On 24 March a dividend of 50% had been declared, and on the same day that the apprentice-boy Kelsey was enrolled on the company's books it was ordered that "Sir James Hayes (the Deputy Governor) and Sir Edward Dering be desired to attend His Royal Highness (James, Duke of York, Governor of



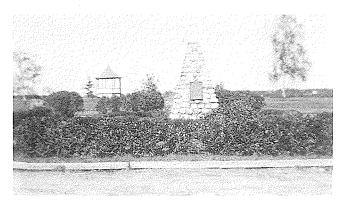
Plaque on Kelsey Cairn.

the Company since the death of Prince Rupert) at Windsor and present him his dividend in gold in a fair embroidered purse — 150 guineas." The company's ship had the previous year intercepted an independent trading vessel, or "interloper," and so far the company had every prospect of getting the better of the legal struggle which followed. Most important of all, the adventurer, Pierre Esprit Radisson, had come from France to surrender the French post he had established at Port Nelson, and had once more thrown in his lot with the Hudson's Bay Company.

The boy Kelsey had arrived in Hudson Bay just at the beginning of the most famous period of its history, that of the great struggle for control between English and French. During the first few years there was little excitement in his immediate neighbourhood. In June, 1686, the Chevalier de Troyes and the young Le Moynes made their famous overland raid on James Bay, capturing the factories at Moose, Rupert's and Albany rivers, and the ships Craven and Colleton. Fifty-one of the prisoners were sent on the



Original Kelsey Cairn Devon Park.



Kelsey Cairn and Band Stand.

Colleton to Port Nelson, where Kelsey no doubt starved with the others of the garrison through the following winter, the available provisions being utterly inadequate to feed all these additional mouths. In 1687 the French got possession of the Hayes sloop. In 1688 an attempt of the company to reestablish themselves in "the Botton of the Bay" resulted in another disaster, when the French captured the whole expedition, with the ships Churchill, Young, and Huband.

In the midst of these alarms Henry Kelsey was learning his business at Port Nelson. He served under Governor Abraham, 1684-5, Governor Thomas Phipps, 1685-6, and Governor George Geyer, 1686-93. He must have learned much also from Radisson, who came out again in 1685 as 'superintendent and director of the trade' and remained till 1687, from two other Frenchmen, Jean Baptiste Chouart des Groseilliers and Elie Grimard, called by Kelsey respectively "Gooseberry" and "Grammair," who also served the company at Port Nelson from 1685 to 1689.

In 1688 came Kelsey's first noteworthy independent service: "After 3 Indians being employed for great rewards to carry letters from Hayes river to New Severn they returned without performing the business although paid; then I was sent with an Indian boy and in a month returned with answers.' In the following year a more important commission waited him. Governor Abraham had in the spring of 1686 sailed northward from Port Nelson in the Hayes sloop and discovered a large river to which the name Churchill was given, in honour of the Rt. Hon. John, Lord Churchill, who on 2 April of the preceding year had been elected governor of the company, in succession to the Duke of York, then become King James II. On 8 February, 1688, the committee in London resolved to establish a whale fishery at Churchill River, but on 7 March, after further debate, it was decided to send only a small cargo for trade and to make a settlement. This year the company, in addition to their expedition

to the Bottom of the Bay, sent the Dering, Capt. James Young, or Yonge, and the John and Thomas, Capt. Leonard Edgcombe, to Port Nelson, with orders that the Dering should proceed with the Colleton, mentioned above, to make the settlement at Churchill, and that the Dering alone should return to Port Nelson and winter. The instructions which went by the same vessels to Governor Geyer included the direction: 'That the boy Henry Kelsey be sent to Churchill River with Thomas Savage, because we are informed he is a very active lad, delighting much in Indians' company, being never better pleased than when he is travelling amongst them; nevertheless would not have him too soon trusted amongst those unknown natives, without a pledge from the Indians.' Thomas Savage was an old employee of the company who was given charge of the party sent to Churchill perhaps because he was by trade a carpen-

Just how these orders were carried out we cannot know until the journals and reports relating thereto are made public. But we have Kelsey's journal of a journey he made for some 200 miles north of Churchill in 1689, from 1 June to 28 July, to induce the Northern Indians and the Dog-ribs to come to trade. He was taken north for some distance by Capt. Young in a shallop and then put ashore with the Indian boy who had accompanied him to New Severn. The latter proved more a hindrance than a help, and Kelsey was forced to return without accomplishing his mission. Savage told him he was to remain at Churchill, but Kelsey, his apprenticeship being expired more than a year, declared his intention to return to England. However, while Kelsey was gone for certain articles he had been forced to cache, the factory at Churchill was burned to the ground and that project came to an end for nearly thirty years.

The company's committee in London favoured the policy of training some of its men to the Indian life and language in order that they might be sent into the interior. In its instructions to Henry Sargeant, governor in the Botton of the Bay, dated 27 April. 1683, it had directed him 'to choose out from amongst our servants such as are best qualified with strength of body and the country language to travel and to penetrate into the country, to draw down the Indians by fair and gentle means to trade with us;' and in those dated 22 May, 1685, it again urged such a measure, mentioning Robert Sanford, then trader at Albany Fort, and two others as fit persons for the undertaking. But in his reply of 24 August, 1685, Sargeant had to report that 'Mr. Sanford does not accept the terms your Honours propose, but rather chooses to go home; neither he nor any of your servants will travel up the country!' In 1686, Sand-

ford and James Knight, both now in London, reported against the policy, asserting that it was better to reward the Indian captains for bringing down their people. Nevertheless, in its instruction of 22 May, 1690, directed to Governor Geyer at Port Nelson, the committee declares: 'If any two or three of our servants shall show their forwardness to go upon new discoveries we require you to encourage the undertaking, and, upon their good success, to allow them such advance of wages or gratuity for their pains as you in your discretion shall find convenient; which we will, upon your estimation of it to us, allow and approve of.' Assuredly Geyer was very glad to be able to announce, in his reply of 8 September, 1690, that the design had at least been put into execution: "This summer I sent up Henry Kelsey (who cheerfully undertook the journey) up into the country of the Assinae Poets, with the captain of that nation, to call, encourage and invite the remoter Indians to trade with us.

The Assinae Poets, or Stone Indians, now known as the Assiniboines, came down to trade at York Fort by both the Nelson River and the Hayes. In July, 1716, Kelsey was sent up the Nelson to explore; it would appear that he had never been there before, and the inference is that his route in 1690 led up the Hayes River. As it seems certain that he went further than Lake Winnipeg and yet did not touch it, we may conclude that his Indians followed much the same course as those with whom Anthony Hendry travelled in 1754 and Matthew Cocking in 1772, bringing them into the country west of Lake Winnipegosis, and south of the Saskatchewan River. Thus, Henry Kelsey was the discoverer of the great Canadian plains.

The record of this trip of 1690 has to be extracted from the essay in verse-making which Kelsey puts at the beginning of his book. He left the factory on 12 June, and on 10 July, having proceeded an estimated distance of 600 miles in a south-westerly direction, and being on the borders of the country of the Assiniboines, named a certain neck of land "Dering's point," in honour of Sir Edward Dering, the very energetic deputy governor of the company. In September he made a peace among some of the Indians, for on 12 September, 1691, in the annual letter to the Company, Geyer reports: 'I have received a letter from Henry Kelsey, the young man I sent up last year with the Assinae Poets, which gives me to understand that the Indians are continually at war within the land, but have promised to get what beaver they can against next year, others not before the next summer comes twelve months, when they promise to come down; but Kelsey I have ordered to return the next year, with as many Indians as he can, that, being

informed of the humour and nature of these strange people, I may know the better how to manage them at their arrival. I have sent the said young man a new commission and necessary instructions, with a supply of those things he wrote for, that he might the better accomplish the end I sent him for, and give him charge to search diligently for mines, minerals or drugs of what kind soever, and to bring samples of them down with him.'

The papers and supplies sent up by the governor were received by Kelsey at Dering's Point, from which he set out again on 15 July, 1691. The journey which he now undertook, was made definitely 'to discover and bring to a commerce the Naywatame Poets,' an unidentified tribe, many of whose members had recently been murdered by the Home Indians, Nayhaythaways, or Crees. From leaving Dering's Point until meeting the Naywatame chief of 12 September, Kelsey and his Indian companions travelled a distance estimated by him at nearly 585 miles; but, apart from the ordinary irregularities of an Indian trail, at times the course was prolonged for the sake of the hunt and at others he doubled back on his route. On 2 August they came up with the Eagle Creek Indians, and on 25 August the Mountain Poets. On the first day of that month they came to the Waskashew-Seebee, or "Red Deer river," which they followed for several days. At this time Kelsey heard of a river to the southward named Mith . . . the water of which was blood-red in colour. Finally, on 12 September, Kelsey encountered the chief of the Naywatame Poets and obtained his promise to come to the factory the following spring. But in the spring of 1692, when Kelsey was at Dering's Point, where the Indians were assembling to go down to the bay, a message came from the chief that during the winter two more of his people had been killed by the Crees, and that he would not venture on the voyage without a further token of protection being sent to him. Nevertheless, when the ship sailed for home that autumn, Governor Geyer was able to report: 'Henry Kelsey came down with a good fleet of Indians.

On 25 April, 1694, Kelsey returned to England and was again 'entertained in the Company's service,' at 30 per annum. Two ships sailed from London, on 1 June, the Royal Hudson's Bay, Capt. Henry Baley, and the Dering, Capt. Michael Grimington. They successfully escaped a large French fleet which, report said, they had put out from Dunkirk, and Kelsey's letter to Committeeman John Smith, dated at York Fort, 8 August, 1694, announced his safe arrival. Although he declares therein that he will not be able to keep a journal, we have one from 13 August to 4 October. On 14 September two ships were discovered at Port Nelson. They were the

French Poly and Salamandre, under the command of Iberville, who proceeded deliberately to the task of reducing the fort. On 3 October he was ready to bombard and the Governor, Thomas Walsh, much to the later disgust of the company, agreed to surrender. Kelsey was one of the envoys who, on the following day, conducted the negotiations with Iberville. The English were held prisoners at York Fort during the winter, and in the next year were brought to France, whence the survivors were not returned to England until January, 1696. Kelsey probably had a little cash with which to relieve his companions in distress, for on 17 April the company paid him five different orders drawn by them. Two years later, after the recapture of York by the English, the Hudson's Bay Company secured possession of the furs of the French, in defiance of the terms of capitulation, and, when called to account before the Council for Trade, alleged in defence that the French had violated the terms of 1694. Much conflicting testimony resulted, the governor and some of the men swearing that the French had observed the agreement, others testifying that they had broken it and treated their prisoners outrageously. We have nothing from Henry Kelsey — he was back in Hudson Bay at the time — but a witness for the company mentions him specifically as one of the men who were driven into the woods and suffered the extremities of hunger.

Henry Kelsey was back in London by 16 February, 1698, and on 25 May he was again "entertained," at 25 per annum, with a proviso, common to many contracts of that year, that on a good report he should receive 5 more. It was probably during this winter that he was married, for on 8 March, 1700, a payment to his wife, "Eliz Kelsey" is recorded. On or about 8 June, 1698, the company's ships, the Dering, Capt. Grimington — on which, it would seem from his journal, Kelsey was serving as a navigation officer — and the Perry, Capt. Baley, sailed from Gravesend. In 1701 Kelsey was sent from Albany to the East Main as chief trader and master of the Knight frigate, and in 1703 he was back in England.

What he did during the next two years we do not know, but on 28 November, 1705, the company's minutes have the following record: 'Mr. Henry Kelsey was now entertained in the Company's service upon the following agreement, viz.: To go with the Company's ship next expedition for Hudson's Bay as Chief Trader in the country, and to have the salary of Deputy Governor, viz., 100 per annum from his arrival in the country, and if Mr. Bishop should be dead, then to succeed him as Deputy Governor, but if living then Mr. Kelsey to be Chief Trader at Albany Fort under the Governor, and Mr. Bishop to be Chief

Trader on the East Main; likewise Mr. Kelsey to go Chief Mate on board the ship and to have 4 per month for the same till his arrival; in the meantime to have 10s. per week from this time for lying-by money till he proceed on his voyage.' Accordingly Kelsey sailed as chief mate on the Perry, Joseph Davis, master, leaving Gravesend about 30 May, 1706.

'In 1708,' Kelsey says, 'I received per Capt. Fullertine (who, it would seem, came out that year to replace Anthony Beale at Albany) your commission to be deputy under him, and he sent me as Chief to the East Main the same fall, and when we returned the next spring found . . . they had been assaulted by the French.' Kelsey thus missed the only action of note in Hudson Bay during the whole War of the Spanish Succession. A strong French force attempted to surprise Albany Fort, but the English received warning, with the result that it was the attackers who fell into the trap, and were routed with heavy loss.

In the company's annual letter of instructions to him as deputy governor, dated 29 May, 1710, is found the passage: 'You do well to educate the men in literature but especially in the language, that in time we may send them to travel if we see it convenient . . . As for discoveries of mines, etc., it is no time to think upon them now. In times of peace something may be done . . . We have sent you your dictionary printed that you may the better instruct the young lads with you in the Indian language.'

In 1711 Capt. Fullertine returned to England, having first, on 31 July, given Kelsey a commission as acting governor. It is probable that Kelsey expected now to reap the reward of his services by receiving the company's commission as governor-inchief of their dominions in Hudson Bay. Even the committee in London seems to have felt that some explanation of their contrary course was called for, and in their next annual letter to him, dated 23 May, 1712, they say: 'We understood that Govr. Fullertine had left you Chief in his absence, but you having formerly wrote us that you designed home, and not knowing how things might stand with you, did last year send as Governor, viz., Governor Beale who, we hope, arrived safe.'

Governor Beale arrived safe, but not so the ship on which he sailed. Kelsey had now his first of several successes in salvaging the company's property from shipwreck, and gives us a relatively long, but not very clear, report. On 21 September, probably more than seven weeks after Capt. Fullertine had left, Kelsey's Indians brought him word of a ship seen to the northward. Precautions were taken against an enemy, but the vessel proved to be the Perry from London, bringing Governor Beale and

the year's consignment of supplies. On the 26th, in entering Albany river, they ran aground, and two or three days later the Perry "bilg'd and sunk." only a small quantity of goods had been taken off the sloop and Kelsey was given orders to save what he could of the cargo. The river had filled with ice, but Kelsey succeeded in placing the Knight alongside the wreck, salvaging her capacity of the cargo, and bringing both the Knight and the sloop with their loading to the factory. A small achievement, perhaps, but undoubtedly an important one in the eyes of the men who had to spend the winter of 1711-1712 in Albany Fort.

The time was now come when, for the Adventurers of England, glorious summer seemed about to replace the long winter of their discontent. By the 10th article of the treaty concluded at Utrecht on 11 April, 1713, the French king undertook to restore complete possession of Hudson Bay and straits to the British, and by the 11th article to make reparation for the damages inflicted on the Hudson's Bay Company during the peace under Charles II and James II. On 26 May, 1713, the company presented an address to Queen Anne, offering its congratulations on the restoration of peace and its thanks for the special favour it had been shown in the treaty. Three days earlier it had petitioned that the French act of cession be transmitted to it, and also Her Majesty's commission to Capt. James Knight and Mr. Henry Kelsey, authorizing them to take possession of the premises so ceded. On this auspicious occasion the veteran Captain Knight, who had retired from service in the bay in 1700 and had since been for several terms a member of the executive committee in London, was given the honour of restoring the company's dominion at Port Nelson, and for his second in command was chosen the apprentice-boy of 1684. Henry Kelsey's proposal had been accepted by the committee on 20 May: 'To be Deputy Governor under Capt. James Knight at 100 per annum, and when he returns for England, or in case of his death (which God forgive), I hope to succeed him . . . and the company to allow me the benefit of one servant with me.'

On 6 June, 1714, the Union frigate, Capt. Harle, commander, sailed from Gravesend carrying Knight, Kelsey, and Mr. Cuillier, the agent of the French Canada Company. A month earlier, on 4 May, 1714, the company had granted Kelsey a gratuity of 100 in consideration of his former services, and that 'he stayed in the country one whole year after Governor Beale and Deputy Governor Bishop arrived, also the time he has waited to serve the Company at home.'

The Union was accompanied by another ship, the Port Nelson, Capt. Belcher, bound for Albany. Because of a defect in her steering gear which was

encountered in Hudson straits, and the Port Nelson parted company with her on 17 July. The Union had troubles not only in the straits but also in approaching Port Nelson, where she found the ice packed along the whole western side of the bay, and it was only on Sunday, 5 September, that she anchored off the mouth of Hayes river. Kelsey was immediately sent ashore with the Queen's commission and the despatches for the French Governor Jeremie. Thick fog prevented any attempt to bring the ship in until Tuesday, when Kelsey, who no doubt knew the harbour thoroughly from of old, was again sent in to attend to the laying of the buoys. While so engaged a terrific storm struck them, Kelsey barely escaped with his life, and the ship was in great danger. But by 3 o'clock they were safely moored opposite the factory, and at 4 Governor Knight went ashore. He found the establishment in a ruinous condition: 'never set my foot into such a confused place in my life before; not a dry place to put one's head into and all their huts or houses ready to fall. On Saturday, 11 September, the fort was formally surrendered by the French, and on the following day several chief men of the Indians came in to make presents to the new power and to smoke the pipe of peace.

The season was so late that all energies had to be devoted to getting the ship off. On 19 September Kelsey again laid the buoys in the harbour, and on the 20th guided the Union down to the outer anchoring place. On the 23rd she sailed for Europe. Henry Kelsey's last period of residence in Hudson Bay was well begun.

In his letter to the company sent home the preceding autumn, Governor Knight had declared his intention of building a new fort on a better site about onehalf mile distant. The work was pressed all through the summer. Kelsey was kept busy at many tasks gathering timber, searching fruitlessly for the East Main sloop which had come up in October from Albany and been abandoned. On 4 September Knight writes in his journal: 'My Deputy went over to the south shore to lie out to hunt and is the only man I can depend on to provide anything here.' Through August and September the sea was watched for sign of the ship from England, but no ship came, and on 10 September the governor, foreseeing disaster to the trade and defeat of his plans for expansion to the northward, concluded his first year's journal 'with a great deal of sorrow and grief for the Company's loss and our misfortune.'

In the next year's journal there is an example of the administration of justice in Hudson Bay. On 22 December the various groups of men stationed out in the country for hunting, fishing and wooding, including a detachment under Henry Kelsey employed in sawing plank and hewing timber away beyond beyond the south side of Hayes river, returned to the factory for Christmas. On Saturday, the 24th, the governor writes: 'Christmas being tomorrow I gave to every four men, which is a mess, to make merry with as follows: 4 geese, 1 piece of beef, 4 hare, 17 lb. of fresh pork, 2 lb. of fat, 1 pound of butter, three pound and a half of fruit, some spice, and 4 pound of flour and a good dish of coleworts, all these to each mess of 4 men alike; besides broached a hogs head of strong beer and gave them some.' No wonder that he is able to note on Monday, 'our men all very merry afeasting,' even though 'when we came to broach the strong beer it was sour.'

But on the following day, Tuesday, the 27th, a Council was assembled, consisting of Governor Knight, Deputy Governor Kelsey, Alexander Apthorpe, warehousekeeper, David Vaughan, master of the lost East Main sloop, John Carruthers, surgeon, and Fotherby Jackson, office unspecified, before whom was arraigned the factory's tailor, Thomas Butler, for various crimes of feloniously stealing, scandalizing the Honourable Company, opprobious language, threatening, and disobedience. Considerable evidence on these heads was heard, as that 'upon the Deputy of this country speaking to him why he abused a native . . . he peremptorily answered him if he did strike him he would make him severely pay for it, and said, "Who the devil made him an officer," and bid him go up and tell the old devil and be damned — which was to the Governor.' The accused was found guilty, dismissed the service, imprisoned, ordered to be sent home by the next ship.

The summer of 1716 was passed at York Fort in deep anxiety. The failure of the ship to arrive the preceding year, and the loss when the spring flood wrecked the old factory, had left such a dearth of goods and supplies, particularly of powder, that almost no trading could be done. But the Indians, especially those of the far interior where Kelsey had visited twenty-five years before, came down in vast numbers. To return without powder, shot and guns was for them to face death. Many did return, but many others hung around the environs of the factory all summer, starving, angry and desperate. Much of the time it was not safe to send men out to hunt or to work lest they be murdered.

On 3 September, when the garrison was almost in disrepair, the guns of a ship were heard in the offing. Kelsey with six men was sent out in the shallop to meet her, and by the evening of the 4th the ship, a new Hudson's Bay frigate, under Capt. Ward, was in the roadstead. Governor Knight describes the rejoicing of the Indians: 'they ran about hallooing and leaping as if they were mad, some up the river and some

down the river along the banks . . . which showed a pretty sight as ere was seen to see them jumping with firebrands in their hands, which was about 10 o'clock at night.' The governor's temper was not improved to learn that a ship had actually come to the bay the preceding year and turned back because unable to locate Port Nelson; 'if they had not been either drunk or mad they could have never amissed . . . if he had come near the shore the ship would have come in herself within the draft of the flood if they would let her alone.'

Governor Knight's Journal for the following year, 1716-17, is one long lamentation over the disappointments and disastes resulting from the failure of the ship to arrive in 1715, mingled with denunciations of her captain, Joseph Davis. He wonders why the officers who had known Davis in the Bottom of the Bay had not warned the company against him for his deputy, i.e., Kelsey, told him that David had a poor reputation, and that it was commonly said that if he were to arrive in the bay late he would turn his ship around and go home rather than run the risk of being compelled to winter. This winter of 1716-17 was extra-ordinarily severe, and the Indians, not having received supplies, died by hundreds. In the spring of 1717 only a fraction of the number came down to trade that had come the preceding year. Knight was particularly disappointed at the arrival of so few Mountain Indians, who came from farthest west, and "Sinnae Poets," although he admits that these last had been decimated by their enemies before the English reoccupation of York Fort. In all, both by the immediate loss of trade and by the delay or defeat of projects of expansion, the governor estimated the company's loss from Davis's failure at more than 20,000.

Knight at York Fort had become filled with enthusiasm for two projects: one was to open communication through the Mountain Indians, who came from a country where the mountains rose to the sky, with other Indians beyond them where, they said, ships came and there was abundance of yellow metal; the other, and more immediately practicable, was to renew the undertaking with which Kelsey was associated with in his youth, to build a factory at Churchill river and open a trade with the Indians to the northward, Chipewyans and perhaps Dog-ribs, in whose country there were great numbers of fur-bearing animals and, he believed, a vast quantity of virgin copper. In 1715 he obtained two slaves, captives from the north, a woman and a boy, who already knew the Cree dialect of the York Fort Indians and who quickly picked up a knowledge of English. Through them he was able to make a peace between the Indians of the York Factory district and the northerners, and to invite these last to a trade at Churchill. But in the hard winter of 1716-17 the two slave-interpreters died, and Knight was disconsolate. However, he succeeded in purchasing another northern slave who knew a little Cree, sent an advance party to Churchill on 10 June, 1717, and on 10 July himself sailed with the Good Success hoy — built at York — and the Prosperous hoy — ordered up from Albany Fort when it seemed doubtful whether a ship would arrive in 1716. Henry Kelsey was left in charge of York Fort. Incidentally we learn that Knight, Kelsey and a certain William Stewart, sent with the advance party to Churchill and afterwards returned to York, were the only members of the personnel who understood Indian speech.

Kelsey's York Factory Journal begins on 9 July, 1717. The following day Governor Knight went on board the Success, and Kelsey on the Prosperous, to pilot them out. Kelsey returned about midnight, and the following morning the two hoys sailed for Churchill. The journal details the weather, the daily tasks of the men, the fish and game obtained, the arrival of Indians, and other little incidents of life at the post. The change from Knight to Kelsey is signalized by the greater conciseness of the entries, and by the transformation of Knight's "partridges" into Kelsey's "partridges."

On 14 August the ship from England, the Port Nelson frigate, Capt. James Belcher, appeared in the offing, and Kelsey was aboard to pilot her in, getting up to the fort the next day. By 4 September the ship had been unloaded and its new cargo put aboard, but low water and stormy weather delayed her sailing till the 8th.

The winter passed with the usual round of work and hardship. Special attention was given to the fortifications, and to the mounting of the cannon which the French had left scattered along the river bank. Once again the husbanding of the provisions was a serious problem, for Knight at Churchill, unable to obtain any game there, sent Davis Vaughan in the Prosperous to York with orders to bring away all the salted geese. This, says Kelsey in a letter to Stanton of 28 March, 1719, 'put me very hard to it to bring the time round, besides a parcel of grumbling mutinous rascals, but have pretty well rid the country of them.' With spring a heavy commerce began. On the night of 20 May, 1718, thirty-two canoes of Indians came down the river to trade. Next day Kelsey has the following entry: 'Understanding that some of those Indians that came yesterday had been at wars I order's that some of their leaders should be let in and discoursing them about it they told me they lay by, the enemy 10 days and offered them a peace several times but instead of accepting of it they slighted all their endeavours, tho' they sent a slave of their country to

invite them thereto, and at last killed 4 women of them Indians that was sent to fetch home a beast that was killed near the enemy which so exasperated these people that they fell upon them and destroyed them all and not only them but another party that came athwart except some boys whom they brought us 2 of which I traded, they being about twelve years old, viz., one for a gun and the other for a blanket and four pounds. Brazil tobacco in hopes when they are of age they will be a means of making peace between these Indians and their country people. In the meantime when they come to understand us or we them we shall learn what commodities their country affordeth, for at present they speak no language but their own; but having one of the Northern Indians here that we made peace with all two years ago says they are their friends and that their language agrees in the names of several things.'

This might sound plausible, but it soon became evident that the peace with the Northern Indians had been quite widely broken.

On 1 August: 'After having discoursed those Indians that came yesterday about their killing the Northern Indians I told them we would not trade with them and they might go see if they could find any of our goods in that country where they had destroyed the natives and that we did not bring guns, powder, and other necessaries to destroy mankind but to kill food for them and their families. So they promised to desist . . . I told them that they spent their time in looking for those Indians and neglected hunting . . . If they don't endeavour to bring such furs as we want we will totally desert the country.'

On 24 August, 1718, arrived the Prosperous hoy, Michael Grimington, master, from Albany, and the ship from England, the Hudson's Bay, Capt. Ward. This last brought Kelsey his commission as Governor in Chief, and also instructions to make a full report on conditions both at York Fort and at Churchill. On 2 September, having received no communication from Knight at Churchill, Kelsey and his council sent Grimington thither with the Prosperous. On the 11th Grimington returned without having reached his destination, because, he alleged, of failure of wind, but actually, Kelsey heard later, because he was unwilling to serve further. The Albany, Capt. George Berley, or Barley, the ship that went to Churchill this year, came down to Port Nelson on 12 September. Kelsey 'cannot imagine how he spent so much time unless it was purely to hinder me from getting into that river (Churchill) this fall.' Governor Knight, old and in ill health, was going home on the Albany: he sent two letters to Kelsey 'but very contradictory one to the other'. A decline of cordiality is quite evident, and we know that Knight, on his return to London,

made, in company with others, certain charges against Kelsey, of which the latter was to hear in due course.

On 16 September, 1718, Kelsey begins his second year's journal, now as "Governor in Hudson's Bay". On that day he undertook to pilot out the Hudson's Bay frigate, but a violent storm drove them in again, and the following morning the ship grounded, receiving damage to the gripe, or piece of timber at the front end of the keel, which necessitated her going back to the Fort for repairs. On the 26th she made sail, for the delay had stopped Kelsey's design of going to Churchill in the Prosperous.

Indians who came to trade in the spring of 1719 gave occasion of anxiety to the English by reporting that French coureurs-de-bois were very active in the upper country, and that they had an establishment at the head of Nelson river, from which they proposed to come down with one hundred men and drive the English into the sea. The reports were confirmed by Kelsey's friends, the Stone Indians and the Uplanders from Red Deer river, sixty canoes of whom arrived on 12 June. But other Indians who came on the following day declared that the stories were all lies. The trade, however, was exceptionally good.

Kelsey was now in a position to carry on that work of exploration which seems to have appealed to him strongly. On 31 January, 1719, he sent a party of two white men and four Indians overland to Churchill, bearing instructions to Richard Stanton, whom Knight had left there as chief factor, and on 29 March further despatches were sent. These, besides covering general matters relating to the post, dealt specifically with the preparations to be made for a proposed expedition to the northward. Business at Churchill had not proved profitable, and Kelsey was considering an establishment still further to the north, nearer to the copper country. On 19 June a council was held; Fotherby Jackson, William Monchieff (the surgeon), William Stewart and Meshaik Rottenburg were appointed to rule jointly in his absence; and Kelsey went on board the Prosperous. On the next day he wrote to Macklish, chief of Albany Fort, approving his proposal as to a new site for that factory and urging him to undertake a voyage of discovery on the East Main. The Prosperous sailed on the 22nd and arrived at Churchill on the 30th. There she was joined by the Success, John Hancock, master, and on 2 July they sailed together up the northwest coast 'seeing and trading with several parcels of Eskimo till the 28th'. 'I saw many Eskimos and got some whalebone, oil, and some sea-horse teeth, and changed two of the company's slaves for two of those country lads, and they were very agreeable and learn English apace, by which I hope to know what the country will afford.' From the information that he gave to Capt. Scroggs in 1722 we know that Kelsey had sailed as far north as 62 40'. Returning, the two hoys were driven past Churchill by stress of weather and arrived at York Fort by 9 August.

On 22 August, a Saturday, cannon were heard in the bay, so two guns were fired in reply and on Sunday the governor and six men went out in the long-boat to meet the ship. A hard north-west gale had developed, with rainy and thick weather. Exactly what happened we do not know, but the ship, the Hudson's Bay frigate, Capt. Ward, crashed on a rock somewhere to the eastward, near Cape Tatnam, and Kelsey says: 'I had a narrow escape for my life.' Kelsey remained by the wreck till 2 September, getting almost all the goods, but unfortunately not the provisions, on shore. The carpenter of the Hudson's Bay was sent to the fort to repair the Success hoy for salvage work, while orders were given to equip the Prosperous for the voyage to England. Capt. Ward, with 34 men and 90 bundles of beaver, was placed on the Prosperous; on 18 September Kelsey piloted her down to the river's mouth; and on the 20th she sailed. But the following day she was back again; the men had refused to continue the voyage, alleging, according to the journal, that 'the vessel was not fit for the sea for the waves had a free passage over her,' or, according to Kelsey's Memorandum, that he had 'loaded her deep'. A council was called, the third on the subject, and it was 'concluded to send the Prosperous and 25 men to Churchill, not having provisions to serve them here.' On the 22nd they sailed, but only after Kelsey had overcome another refusal of the men by threatening the loss of their wages. On 3 October the Success came in, bringing part of what was saved from the Hudson's Bay; the remainder was left in a tent on shore, from which small consignments were brought overland during the winter.

The packet brought by the Hudson's Bay gave Kelsey two important items of news. One was that Capt. James Knight, still ambitious to discover the gold country to the westward, had induced the company to give him command of an expedition to discover the Straits of Anian, mythical north-west passage which eighteenth century geographers thought connected the water of Hudson Bay with the Pacific Ocean. On or about 5 June, 1719, the expedition sailed from Gravesend on the Albany frigate, Capt. George Berley, and the Discovery sloop, Capt. David Vaughan. The two ships were cast away on Marble Island, about 300 miles north of Churchill, and it was not till many years later that the bones of the victims were discovered and some account obtained from the Eskimos of the horrors they had suffered.

The other disturbing piece of news received by Kelsey was that charges of misconduct had been lodged against him before the company in London. 'We cannot but acquaint you,' said the committee in their letter of 14 June, 1719, 'what accusations have been laid before us concerning your conduct, which we hope you will clear yourself of; and that you will clear yourself of; and that you may be the better able to do it have inclosed sent you a copy thereof, that you may know both your accusers and what is charged against you; to which we desire your answer to every particular, being very unwilling to think that a person we had so good opinion of as yourself should forfeit their esteems who are your loving friends.' Neither the accusation nor Kelsey's reply are available, but from passages in two letters written by him to Stanton at Churchill some inferences can be drawn. On 1 February, 1720, he directs that officer to prosecute the northern trade and the whale fishery 'that we may get something to help make restitution for the great loss the company hath sustained; and wish heartily they may not have a greater by the discoverers (i.e., Knight's expedition), which if you hear anything of let me be acquainted with it; and be sure you follow the company's order in that affair; for I am very sure they have done me all the prejudice lies in their power by false aspersions concerning the Indians — and had it not been for them it would (have) been very hard with us this winter, for they have killed near 100 deer which hath been a great help but is now almost expended — and in one paragraph of my accusations you are brought in as a witness by Capt. Knight, about you telling him of seeing the Indians in Capt. Baylie's time carry several bundles out of the trading-room in the night; but I look on this and the rest as the effects of their malice to turn me out of my employ for no other reason than their being afraid of being out-done; but be it as it will it shall not lessen my endeavour, nor, I hope, yours, of doing what we can to promote their trade and interest during our servitude in the country.' And on 12 April: 'I do assure you that I am no ways offended with you about what I writ concerning Capt. Knight; but you may believe it is a great dolor to be represented so odiously to our masters and touched in the most sensible part (that is, a man's reputation, which is more valuable than life itself, for which reason it ought to be very cautiously handled) and if it please God I live to see them shall endeavour to make them prove their assertions.' But whether Kelsey's defence was successful, or the disappearance of Knight led to the dropping of the charges, his papers contain no further evidence.

It is probably that there was at least this much of occasion for the attack on him, that Kelsey was able

to maintain much better relations with the Indians than with the Europeans under his command. This autumn of 1719 he was facing an Arctic winter with a large addition of disgruntled sailors and labourers and with his consignment of European provisions lost. Luckily the deer hunt, as has just been noted, proved exceptionally good. But trouble was brewing, and the Christmas season called forth the governor's iron hand. On Christmas Eve, a Thursday: 'This evening happened an imbroil amongst the men, so sent Mr. Hall to appease them; but they were very insolent, so I got out of bed and went to correct them, but they continued their audacious manners.' And on the 26th: 'I had Henry Veal and John Burry stripped to their waist and gave the former 11 lashes and the latter 24 lashes with the cat-o-nine-tails, for being ringleaders of a riot on Thursday.'

Order was thus restored for a time, but on 10 May, Kelsey gave one man fifteen lashes for stealing and another twenty for trading the company's furs. On 28 June: 'This morning the men not going to work when they was ordered I went and commanded them to go to work, and Joseph Cobbs said he would not go till the rest did. So I went for the cat with 9 tails to whip him better manners, but they were gone to their labour when I came back. After this the said Cobbs said I should (have) struck any of them, their complaint being they had not victuals enough and that their agreement with the company was not to work in the evening. I put him into irons and set a sentinel over him.' On the 29th: 'This morning I went to correct Jos. Cobbs, but he promised not to commit the like again and others interceding for him I pardoned him.'

The rebellious disposition of his command may have been the principal reason that convinced Kelsey he must not himself leave York Fort this year. The northerly explorations were not dropped, however; arrangements were made to have them continued by Capt. Hancock. He left York in the Success on 2 July, taking with him the two Eskimos that had been obtained the preceding year; and on the 19th, having transferred to the Prosperous at Churchill, sailed to the northward. On 9 August he was at York Fort, reporting to Kelsey. 'Mr. Handcock tells me the goldfinders wintered where we had been last summer, and had traded with those Indians and spoiled our trade.' Hancock, however, had done something more certain even than loss of trade to cause the forfeit of the governor's favour. On 25 August: I also dismissed Mr. Handcock from being one of the council for his misdemeanours: viz., for his firing his gun at the Eskimos last year when I was to the northward, and I did not know it till lately; and going to knock an Eskimo down with a hand-spike this year; and is always for beating and using all Indians morosely; and if everything is not done as he would have it here is no quietness; etc.

On 18 April, 1720, Capt. Ward was sent with part of his crew to the wreck of the Hudson's Bay, in the hope that the hull might be repaired and floated to the harbour at York. This proved impossible, but Ward remained at the wreck until August, removing what he could recover of the cargo and completely dismantling the ship. On 21 August the last load from the Hudson's Bay was brought in by the Prosperous, and on 1 September, no ship having arrived, Capt. Ward once more took out this hoy for Britain. But on the 3rd he was back again in company with the Hannah, a newly built ship of the company, Capt. Ingram Gofton, or Goston, which had been delayed in the voyage out by the loss of her rudder. For the next few days Kelsey drove his men hard. The Prosperous was reloaded with the cargo consigned to Churchill whither no ship from England had been sent this year — and was despatched on the 7th under Capt. James Knapper, or Napper; and the Hannah was filled with what she could carry of the two years' accumulation of furs and on the 13th piloted by Kelsey to the outer anchoring place, where adverse winds delayed her sailing till the 18th of September.

It is not possible to follow Kelsey's movements during the year 1720-21 in so much detail, since the York Factory Journal for that year is missing from the Public Archives transcripts.

In a letter dated 6 September and sent by the Prosperous to Stanton at Churchill, or Prince of Wales Fort, as it was now beginning to be called, Kelsey had declared "I Designe for the Norward next Summer," and had ordered the return of the hoy as speedily as possible to permit preparations for that expedition. Napper brought the Prosperous into York on 24-25 September, and on the 26th a terrific storm burst, "noways Inferiour," says Kelsey, "to the November Storm 1703; and much Exceeding that . . . when the French Took us and Their Ship drove ashore." The factory yawl was smashed to pieces and the Success hoy driven on shore and badly damaged. But Kelsey found Capt. Napper a man after his own heart; by 20 March, 1721, he 'has built a four-oared yawl, and making the Success as strong as wood and iron can do, and hath not been idle since he hath been here.' Unfortunately he was not as lucky as he was industrious. On 26 June the two hoys sailed for Churchill, Kelsey in the Prosperous and Napper in the Success, and on the 30th the Success was lost, though, seemingly, the crew was saved.

On 13 July Kelsey sailed from Churchill on his second exploration of the north-west coast. He had with him Richard Norton, a young man who was

following closely in Kelsey's footsteps, but whose experience was chiefly in this northern country, and one of the Northern Indians "to show me ye copper." No copper was found, but they did come upon articles from the ships of Knight's expedition, and Kelsey had no further doubt that the Albany and the Discovery had been lost. On 9 August adverse winds forced him to abandon any further attempt to find the wrecks. Had he been able to push on it is just possible that the last survivors on Marble Island would have been saved.

Kelsey was convinced that little could be accomplished in northerly exploration if he had to wait at York Factory until after the spring trade was over, and promised Stanton that he would return and winter at Churchill. But the instructions that came from the company this year 1721 called for a different arrangement. He was ordered not to winter farther north than Churchill, 'to the hazard of your life and those with you;' and was informed that the Whalebone sloop was to be retained in the bay and despatched in 1722 upon discovery as far as $66\frac{1}{2}$ N., whence it should return to Kelsey by the beginning of September, 'in order to your perfecting the discovery the year following.'

Kelsey was now entering the fourth year of his administration, a term as long as the average allowed by the company to his predecessors. He had, however, wrested a simple philosophy from his forty years in Hudson Bay: "Its but in vain for any man to kick against the fates." He pressed on the preparations for the expedition, gave directions to Stanton for assisting it, and drew up instructions and information for the guidance of Scroggs. 'I do not believe by what the Indians told me when I was to the norward that you will find the mine between 58 and 60 and that it is a low land and where the small mine is there is a hill hard by it and where the great mine is there is a river and woods growing on the sides of the same.'

The journal of Kelsey's last year at York Fort, is, even to an unusual degree, compact and unemotional. The daily round of duties is recorded with very little of either the unusual or the untoward to break the monotony. Geese were scarce, but partridges plentiful. The winter was severe on the Indians: the "Old Captain" of those of the York Fort district died; one case of cannibalism was recorded; and an Indian was devoured by wolves. Kelsey, as always, was particularly solicitous for the welfare of his savage dependents. In the spring came the usual news of fighting in the interior, now attributed to the instigations of the French. Trade seems to have been at least fair, or, as Kelsey phrased it, "Indefferent good." The fortifications were approaching comple-

tion: the draw-bridge was finished, and on the night of 13 July was drawn up for the first time.

On 7 August: 'I went with two men in the long-boat to lay the buoy at the upper bar of stones and to see if the others were not moved by the winds or tides, and when we got a little without the beacons we saw a ship and so turned into the point of march; but seeing the ship stand too far to the northward I went ashore and sent the boat to tell them where and how the buoys was laid. At high water the ship got above the Upper Hole, but proving little wind the ship came aground upon the cross-bar sand, and Capt. Macklish came up in the boat to the Fort.'

The ship's packet from the company contained the following order: 'Capt. Kelsey — You have now been eight years in our service, four of which you were Deputy Governor and four years Governor at York Fort, we think it convenient to call you home, and accordingly expect you by the return of the Mary frigate, Capt. Jas. Belcher commanding, having appointed Mr. Thos. Macklish in your stead, to whom you are to deliver possession of our fort and country as soon as he shall arrive on shore; and we have ordered Mr. Macklish to you all possible respect unto the departure of our ship for England.'

On 20 August Kelsey went on board the Mary, and on 1 September he sailed for England. He passed over the waters of Hudson Bay for the last time, arrived safely in London, and was duly welcomed by the company's committee. According to custom, he was allowed the produce of the sale of his private furs. £22 13s. 2d.

On 29 January, 1724, Henry Kelsey makes his final appearance on the scene, delivering a petition to the committee that he should be appointed commander to the ship Hannah in the room of Capt. Gofton, deceased. But it was decided not to send out the ship that year.

Kelsey's fame rapidly dwindled. His journal of 1691 was either criticized or ignored and his passing went unnoticed. But he remains, especially to us of Northern Manitoba, the first white man to see the boundless prairies, the eager young man who sought gold and copper mines some two hundred and sixty three years ago, and saw possibilities in the white whale industry at Churchill.

"Now reader read for I am well assured
Thou doest not know the hardships I endur'd
In this same desert where ever yt I have been
Nor wilt thou me believe without yt thou had seen
The emynent dangers that did often me attend
But still I lived in hopes yt it would amend
And makes me free from hunger and from cold
Likewise many other things wch I cannot here unfold
For many time I have often been opprest
With fear and cares yt I could not take my rest
Because I was alone and no friend could I find

And once yt in my travels I was left behind Which struck fear and terror into me But still I was resolved this same country for to see Although through many dangers I did pass Hoped still to undergo ym at the last Now considering yt it was my dismal fate For to repent I thought it now too late Trusting still unto my master' consideration Hoping that they will except of this my small relation Which here I have fend and still will justifie Concerning of those Indians and their country If this wont do farewell to all as I may say And for my living I'll seek some other way In sixteen hundred and ninety'th year I set forth as plainly may appear Through God's assistance for to understand The natives language and to seek their land And for my master' interest I did soon Sett from ye house ye twelfth of June Then up ye River I with heavy heart Did take my way and from all English part To live amongst ye natives of this place If God permits me for one, two years space The inland country of good report hath been By Indians, but by English yet not seen Therefore I on my journey did not stay But making all ye haste I could upon our way Gott on ye borders of ye Stone Indians country I took possession on ye tenth instant July And for my masters I speaking for ym all This Neck of land I Derring's Point did call Distant from hence by Judgment at ye best From ye house six hundred miles southwest Through rivers weh run strong with falls Thirty Three "Carriages" (Portages) five lakes in all The Ground begins for to be dry, with wood Poplo and Birch with Ash that's very good For the natives of that place weh knows No use of better than their wooden Bows According to the use and custom of this place In September I brought those natives to a peace But I had no sooner from these natives turned my back Some of the home Indians came upon their track And for old grudges and their minds to fill Came up with them, six tents of wch they kill'd This ill news kept secrett was from me For none of those home Indians did I see Until that they their murder all had done And the Chief Acter was he yts called ye Sun So far I have spoken concerning of the spoil And now will give account of that same country's soil Which hitcher part is very thick with wood Affords small nuts with cherryes very good Thus it continues till you leave the wood behind And then you have beast of several kind The one is a Black a Buffillo great Another is an Outgrown Bear wch is good meat His skin to gett, I have used all ye ways I can He is man's food and he makes food of men His hide they would not me it preserve But said it was a god and they should starve This plain affords nothing but Beasts and grass And over it in three day's time we past Getting unto ye woods on the other side This woods is Poplo ridges with small ponds of water There is beavour in abundance but no otter With plains and ridges is the country throughout Their enemies many whom they cannot route But now of late they hunt their Enemies

And with our English guns do make ym filie At Deering's Point after the frost I set up there a certain cross In token of my being there Cut out on it ye date of year And likewise for to veryfie the same
Added to it my master Sir Edward Deering's name So having not more to trouble you with all I am Sir you most obedient and faithful servant to command."

- Henry Kelsey

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

Town Councils

Minutes of the Municipal Council of the Town of The Pas

The Pas, Manitoba, June 20th, 1912

The following members of the Municipal Council of the Town of The Pas in the Province of Manitoba, having filed their Declaration of Office with David Clapp, the acting clerk, took their seats and the new Council was organized.

Herman Finger — Mayor William Carriere — Councillor F. J. Hogan — Councillor W. H. Bunting — Councillor James Fleming — Councillor J. E. Rusk — Councillor

Moved by Councillor Bunting, seconded by Councillor Hogan, that applications be made to the Mayor for the position of Clerk and Treasurer, Assessor and Constable and that notices be posted up in Town; applications to be received until July 1st, next.

Carried

Moved by Councillor Carriere, Seconded by Councillor Rusk, that a Special Committee of the Whole Council be authorized to strike the standing committees for the year to meet at the call of the Mayor and to report at the next meeting of the Council.

Carried

Moved by Councillor Fleming, Seconded by Councillor Hogan, that David Clapp, the acting Clerk, be directed to procure the necessary books and blanks to carry on the Municipal work of the new Town.

Carried

Moved by Councillor Bunting, Seconded by Councillor Carriere, that the acting Secretary-Treasurer be authorized to communicate with Inspector Walker at Dauphin, requesting him to come to The Pas to form a Union School District and to aid in the organization of the town into a New School District.

Carried

Moved by Councillor Carriere, Seconded by Councillor Hogan, that Councillor Fleming be directed to levy a license fee of \$100.00 on Uncle

Tom's Cabin Show announced to be performed today.

Carried

Moved by Councillor Rusk, Seconded by Councillor Hogan, that the Mayor advertise in the Winnipeg, Toronto, Regina, Saskatoon, and The Hudsons Bay Herald papers for the position of Town Engineers.

Carried

Moved by Councillor Carriere, Seconded by Councillor Rusk, that the Council meet on Monday next, the 24th instant at 7:30 P.M. at the Office of the Secretary-Treasurer.

Carried

Moved and Seconded, the Council do now adjourn.

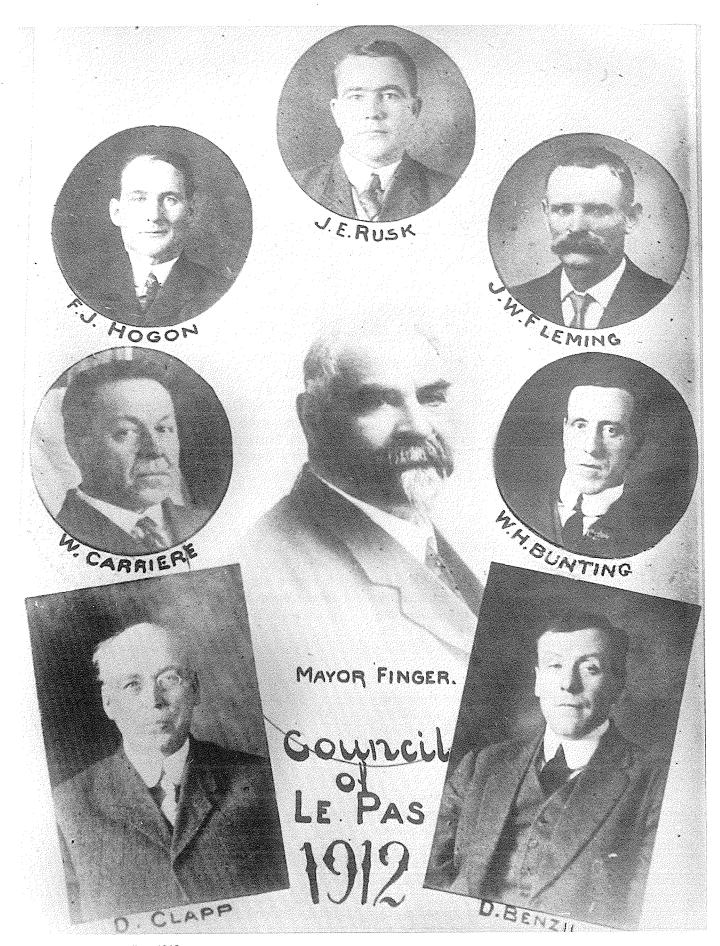
Confirmed in Open Council this 24th day of June 1912.

David Clapp, Acting Clerk.

H. Finger, Mayor.

Town Councillors 1912-1980

- 1912 J. E. Rusk Wm. Carriere F. J. Hogon — W. H. Bunting James Fleming — Senkler
- 1913 Sinclair J. E. Rusk
 C. L. Masterson F. J. Hogon
 H. Halcrow W. H. Bunting
- 1914 A. LaRose Horace Halcrow B. M. Stitt — C. H. Anderson George M. Brown — Wm. Carriere
- 1915 J. E. Rusk P. Leggero B. Stitt — H. Halcrow Shieff — Armstrong
- 1916 Carroll MacNeil G. M. Brown — P. Leggero H. Halcrow — J. E. Rusk
- 1917 MacNeil H. Halcrow Slovey — G. M. Brown Carroll — O. H. Finger
- 1918 Frank Bickle O. H. Finger H. Halcrow — Tallion Carroll — Slovey



The Pas Town Council — 1912.

1919 — Frank Bickle — Rev. Father Guy
George Bullock — C. B. Morgan
George Bancroft — Harvey Weber
1920 — William Burt — H. Weber
W. Pilgrim — J. B. Bacon
G. Bullock — P. Leggero
1921 — H. Halcrow — Smith
Sinclair — E. L. Masterson
MacNeil — William Burt
1922 — William Burt — J. B. Moors Sinclair — L. Allard
Masterson — MacNeil
1923 — W. Burt — MacNeil
J. B. Moors — W. D. T. Jones
L. Allard — H. L. Weber
1924 — L. Allard — J. B. Moors
H. L. Weber — W. D. T. Jones
W. H. Martin
1925 — H. L. Weber — W. D. T. Jones
Madill — W. H. Martin
Sinclair — J. B. Moors
1926 — H. L. Weber — W. Jones
Madill — W. H. Martin
Dion — B. M. Stitt 1927 — H. L. Weber — W. Jones
Madill — Dion
B. M. Stitt — W. H. Martin
1928 — R. H. Bagshaw — H. F. Bickle
I. B. Dembinsky — Martin
Selfe — Watts
1929 — R. H. Bagshaw — I. B. Dembinsky
Martin — Selfe
Watts — H. F. Bickle
1930 — L. Allard — H. F. Bickle
I. B. Dembinsky — W. Jones
Selfe — Watts
1931 — Louis Allard — I. B. Dembinsky
Foster — R. C. Jackson
W. Jones — W. J. Young 1932 — I. B. Dembinsky — C. B. Hutchinson
R. C. Jackson — Masterson
C. B. Morgan — W. J. Young
1933 — I. B. Dembinsky — C. B. Hutchinson
W. J. Young — R. C. Jackson
C. B. Morgan — Louis Allard
1934 — I. B. Dembinsky — C. B. Hutchinson
W. I. Voung P. C. Jockson

W. J. Young — R. C. Jackson C. B. Morgan — Louis Allard

1935 — I. B. Dembinsky — C. B. Hutchinson R. C. Jackson — W. Jones C. B. Morgan — W. J. Young

W. J. Young — R. C. Jackson W. D. T. Jones — A. Rivalin 1937 — I. B. Dembinsky — R. C. Jackson

1936 — I. B. Dembinsky — D. A. Ross

	W. Jones — A. Rivalin
	W. J. Young — D. A. Ross
1938 —	W. J. Young — D. A. Ross W. J. Young — R. C. Jackson
	E. H. Stevenson — W. Lyon
	W. Jones — E. F. Daly
1939 —	W. J. Young — R. C. Jackson
1737	W. Lyon — E. F. Daly
	W. H. Martin — L. Allard
1940 —	R. C. Jackson — W. J. Young
1,740	W. Lyon — W. H. Martin
1041	A. W. Phin — J. Doroshenko
1941 —	R. C. Jackson — W. J. Young
	W. Lyon — A. W. Phin
10.10	W. Paylor — W. H. Martin
1942 —	R. C. Jackson — W. J. Young
	W. Lyon — A. W. Phin
	W. H. Phin — W. Taylor
1943 —	R. C. Jackson — W. J. Young W. Lyon — A. W. Phin
	W. Lyon — A. W. Phin
	W. H. Martin — W. Paylor
1944 —	R. C. Jackson — W. J. Young
	W. Lyon — W. H. Martin
	A. W. Phin — W. Paylor
1945 —	E. H. Stevenson — W. J. Young
	A. W. Phin — W. Lyon
	W. Paylor — W. H. Martin
1946 —	
1740	R. C. Jackson — W. J. Young
	E. T. Keddie — J. L. Charbonneau
	E. H. Stevenson — W. Paylor
1047	Mover Dembinsky
1947 —	Mayor — Dembinsky
	R. C. Jackson — W. J. Young
	E. T. Keddie — W. Lyon
10.10	J. L. Charbonneau — H. Shklov
1948 —	Mayor — H. F. Bickle
	J. L. Charbonneau — E. T. Keddie
	W. Lyon — H. Shklov
	H. L. Trager — W. J. Young
1949 —	Mayor — H. F. Bickle
	A. Grant — J. H. G. Harwood
	E. T. Keddie — F. Parker
	H. L. Trager — J. L. Charbonneau
1950 —	Mayor — H. F. Bickle
	J. L. Charbonneau — A. Grant
	J. H. G. Harwood — E. T. Keddie
	F. Parker — H. L. Trager
1951 —	Mayor — H. F. Bickle
1751	J. H. G. Harwood — E. T. Keddie
	F. Parker — H. Shklov
1052	H. L. Trager — J. L. Charbonneau
1952 —	Mayor — Dembinsky
	J. L. Charbonneau — J. Harwood
	A. L. Jacobs — F. Parker
10.55	H. Shklov — H. L. Trager
1953 —	Mayor — Dembinsky

J. H. Hockin — A. L. Jacobs E. T. Keddie — T. A. Rigby H. L. Trager — T. F. Weldon 1954 — Mayor Dembinsky	Vern Bernstrom Don Carnegie W. Bart Kobar Geo. Hiatt
J. H. Hockin — W. J. Fisher B. C. Kippen — T. Rigby H. L. Trager — T. F. Weldon	Alex Wilchowy 1966 — Mayor: H. L. Trager Councillors: Audrey Batchelar
J. B. Cryderman — J. H. Hockin J. Hone — B. C. Kippen H. L. Trager — W. J. Fisher	Vern Bernstrom Don Carnegie Bart Kobar Geo. Hiatt
1956 — Mayor — Dembinsky J. B. Cryderman — J. H. Hockin J. Hone — H. L. Trager W. J. Fisher — J. Hunter	Alex Wilchowy 1967 — Mayor: H. L. Trager Councillors: Audrey Batchelar Vern Bernstrom
1957 — Mayor — Dembinsky E. Allard — J. B. Cryderman A. R. Hayes — J. H. Hockin L. Shaw — H. L. Trager	Don Carnegie Dr. Michael Tack Geo. Hiatt Alex Wilchowy Adrian Roy (replaced Dr.
1958 — Mayor — R. J. Taylor E. Allard — W. W. Bickle J. B. Cryderman — L. Shaw H. L. Trager — A. R. Hayes	Tack in May/67) 1968 — Mayor: H. L. Trager Councillors: Adrian Roy
1959 — Mayor — R. J. Taylor W. Bickle — A. R. Hayes G. A. Hiatt — J. D. Millar	Stan Reid Audrey Batchelar Don Carnegie
L. Shaw — H. L. Trager 1960 — Mayor — Trager A. Batchelar — G. Hiatt A. R. Hayes — P. Fee	Alex Wilchowy Vern Bernstrom Dr. Stu Carey (replaced A. Roy in March/68)
F. Premachuk — J. D. Millar 1961 — Mayor — Trager A. Batchelar — G. Hiatt P. Fee — M. Didur	1969 — Mayor: H. L. Trager Councillors: Stan Reid Audrey Batchelar Ed Johanson Alex Wilchowy
J. Verville — F. Premachuk 1962 — Mayor — Trager G. A. Hiatt — A. Batchelar S. Sudchak — M. Didur J. Verville — A. Wilchowy	R. B. (Russ) Tawse Dr. S. Carey 1970 — Mayor: H. L. Trager Councillors: Vern Bernstrom Audrey Batchelar
1963 — Mayor: H. L. Trager Councillors: Audrey Batchelar C. V. H. Bernstrom (Vern) Don Carnegie S. W. (Stan) Reid	Ed Johanson J. V. (Jack) Kennedy Alex Wilchowy Russ Tawse E. (Ernie) Koch (replaced
Senoria Sudchak Alex Wilchowy 1964 — Mayor: H. L. Trager Councillors: Audrey Batchelar Vern Bernstrom Don Carnegie Stan Reid Geo. Hiatt	Tawse in July/70) W. D. (Doug) McBride (replaced Bernstrom in Dec/70) 1971 — Mayor: H. L. Trager Councillors: A. R. (Bert) Hayes (appointed Jan. 5/71) John Sokulski Audrey Batchelar
Alex Wilchowy 1965 — Mayor: H. L. Trager Councillors: Audrey Batchelar	Ernie Koch Doug McBride Alex Wilchowy

1971-1974 (November to November)

Mayor: J. V. Kennedy

Councillors: J. (Jim) Fasano

A. J. (Gus) Gelowitz

A. R. Hayes

J. Sokulski

D. McBride

E. Koch

Don Trotter (replacing E.

Koch in Jan/72)

S. F. (Steve) Anaka (replac-

ing D. Trotter in Nov/72)

E. Rawula (Ed) (replacing J.

Sokulski in March/73)

S. (Shirley) Jonas (replacing

D. McBride in Apr./73)

I. (Ian) Alexander (replacing

J. Fasano in Aug/73)

1974-1977 (Nov. to Nov.)

Mayor: W. Doug McBride

Councillors: S. W. (Stan) Reid

Geo. Takashima

Steve Anaka

Don Manych

A. R. Hayes

Lloyd Selk

M. (Mardene) Premachuk (replacng G. Takashima in

July/75)

B. (Bruce) Unfried (replac-

ing L. Selk in Nov/76)

1977-1980 (November to November)

Mayor: W. D. McBride

Councillors: R. (Ron) Bernstrom

Steve Anaka

Bruce Unfried

Christopher Sunde

onristopher Sun

Dennis Clarke

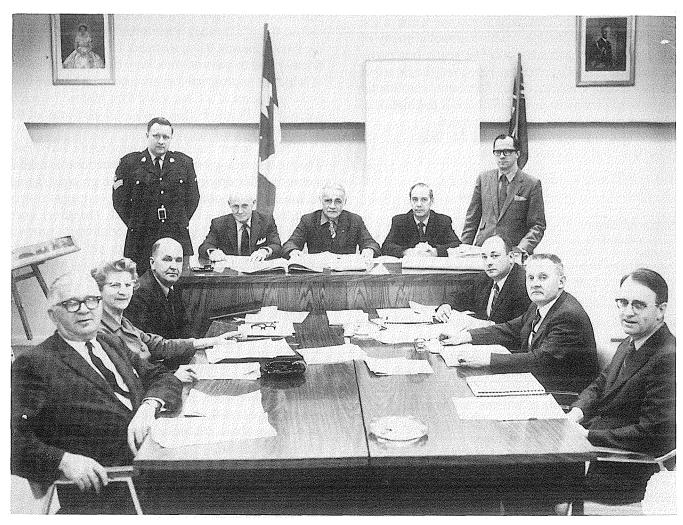
R. Keith Elvers

P. W. (Percy) Pielak & Al-

bert Stevens (replacing D.

Clarke and K. Elvers in

July/79)



The Pas Town Council.

Excerpt From a Booklet Published Under The Authority of The Pas Board of Trade In 1914

In 1910 the Dominion Government having previously removed the Indians to the north side of the river, laid out the townsite of The Pas and placed it upon the market. At that time the whole white population did not exceed six families. Almost immediately people began to move in and so rapid was the settlement that in 1912 it was evident that The Pas was bound to become an important town and that the time was ripe for organization. Accordingly the proper steps were taken and in May 1912 the town was incorporated under the name of The Pas and Herman Finger, manager of the Finger Lumber Compay and a pioneer of the district was elected Mayor, with a council of five other members to assist him in laying the foundation of the future metropolis. The population at this time was approximately five hundred.

The increase of population now became so rapid that in order to keep track of it a census became necessary. On August 14, 1913, the first census of The Pas was taken by the Board of Trade. The date was unfortunate in as much as it was the week of the "Stampede" in Winnipeg, which attracted many of our citizens, and at a season of the year when many were absent for other reasons. However, the Board of Trade required statistics and as the result is eminently satisfactory it is perhaps as well that our population is underestimated rather than exaggerated.

Board of Trade Census, August 14, 1913

Domine of Times Constantly Indiana.					
1,101	Race				
<u>408</u>	White	1,453			
1,509	Indian	37			
	Mongolian	17			
	Negro	2			
	Religion				
762	Protestant	865			
183	Roman Catholic	465			
163	Greek Catholic	162			
401	Followers of Confucius	17			
	1,101 <u>408</u> 1,509 762 183 163	1,101			

A study of the above figures is interesting and serves to abolish a prevalent idea extant that The Pas is an Indian settlement. This erroneous idea is due, no doubt to the fact that north of the Saskatchewan River is an Indian reservation of about 500 souls. Just here let me contradict a statement that has been made that "The Pas consists of Indians and Muskeg." The total Indian population is 37 and there is not a square inch of muskeg in the townsite.

The Pas

Frontier. That point where civilization and the wilderness meet and mix. Where people bind together in communities more genuine than the urban and urbane south. Where ruggedness and inventive-

ness — the ability to tough it out and still enjoy — count for more.

Frontiers are still what Canada is about in the resource development 1980's as more and more ordinary people look northward for opportunities and pleasures they can no longer find elsewhere. And The Pas, a vigorous town surrounded by forest and lake is a part of it all.

"I don't think The Pas will ever lose that frontier character," says Chamber of Commerce President Murray Harvey approvingly. "It's for people who are looking for a new beginning. People who conceive the north as an opportunity rather than a sentence.

Technically The Pas is in the southern half of Manitoba but the spruce forests and the proximity of the glacier-scraped Pre-Cambrian Shield all speak of the north. Perched well above Lake Winnipegosis some 750 kilometres northwest of Winnipeg this town of nearly 10,000 people has long been known as Manitoba's "Gateway to the North".

For years it was the end of the road. Then it became the divisional point of the CNR linking western Canada by rail with the Port of Churchill and it still remains a major distribution centre for much of the north. It's through this forested passageway on the Saskatchewan River that peoples and goods traditionally had to pass on their way further north — all of which is appropriate because the name "The Pas" is a corruption of a Cree word that means "wooded narrows." Through these wooded narrows is the north country.

After a somewhat tumultuous decade and a half, The Pas has straightened out on the economic road in a comfortable driving position. The greatest impact on the economy comes from the government owned Manitoba Forestry Resources Ltd. (Manfor) complex whose season high of 1200 employees produce approximately 375 tons of paper per day and 56 million board feet of lumber per year — half of the province's yearly output.

"Manfor is The Pas," says the town's feisty, energetic mayor Doug McBride. When it was first set up north of the townsite in 1966 Manfor, then known as Churchill Forest Industries (CFI), was responsible, as the new major employer, for nearly doubling the town's population. Today, he points out, Manfor remains a big factor in the native way of life — half the employees at the lumber mill are Indian and Metis who themselves comprise nearly one third of the local population.

Murray Harvey is looking forward to Manfor's role in what he terms a "second stage" boom for The Pas. The provincial government, he says, is looking into the possibility of updating and enlarging the operation of the mill to include the production of

newsprint — something he speculates was in the original plans for the plant but capped when the fiscal problems began.

However, he feels the second stage boom will be more diversified than the pulp and paper initiated boom thanks to a number of other advantages The Pas enjoys.

One is farmland. The Pas environs comprise the most northerly agricultural region in the province (and the oldest too) but it is often a forgotten fact for people in the south of the province who consider The Pas to be smack in the middle of the tundra.

According to farmer Armand LeSann there are approximately 70,000 acres to the west and south of the Pas in the Carrot River Valley under cultivation combining grain farming with a considerable amount of livestock production. However, to the north of this area lies 130,000 acres of potentially arable land currently under lease to Ducks Unlimited. The lease, says LeSann, comes up for renewal in 1983 and farmers hope to lobby for new leasing arrangements to include grazing and forage crops that won't infringe on the conservation concerns of Ducks Unlimited.

With the cost of shipping foodstuffs up by truck escalating due to energy prices the idea of "the north feeding the north" — producing as much as possible locally and using it locally — is taking on greater significance for residents. (The Pas, in fact, is scheduled to be site for a nationwide conference on that very subject this September.) 1980

The close proximity of miles and miles of undisturbed marshland guarantees hunters a superb time with excellent moose and game bird hunting.

Nearby Clearwater Lake, claimed as one of the only three pure blue lakes in the world, is so clear you can see fish six feet below the surface and, says McBride, cottage owners can drink straight out of it. Surrounded by innumerable other lakes, the sports fishing is said to be legendary. According to Dennis Maksymetz, regional representative of the Department of Tourism, The Pas is a much favoured hunting and fishing ground for American sportsmen.

While spring, summer and fall are an outdoor person's paradise, residents of The Pas don't exactly hibernate the winter away. The immediacy of the outdoors lends itself to cross-country skiing, skating and tobogganing. But the high point of The Pas' social calendar comes right in the middle of February when the five day Northern Manitoba Trapper's Festival celebrates the distinctiveness of northern customs with a flurry of events like dog races, teaboiling contests, trap-setting, wood cutting and moose-calling competitions. The town, according to Festival chairman Sue Lambert, nearly doubles in

size and gets participants from all over North America. Residents say this unique festival is the distilled essence of The Pas community spirit — over 800 residents volunteered their time to pull the 33rd annual festival together this year. There are no paid positions.

The Pas is the site of the third of Manitoba's community colleges (the other two are in Winnipeg and Brandon) but it bears the task of serving the entire northern half of the province. Opened in 1966, the college has a capacity for 500 students in its technology and apprenticeship training but it also offers a wide range of extension programs for farflung northerners prevented from attending in person.

A reflection of the general economy and high interest rates, house sales in The Pas have been sluggish according to Century 21 real estate agent Ed Klimchuk. Homes that sell for \$50,000 in Winnipeg go for \$60,000 in The Pas, he says, but the demand for homes in that price range is down. The relatively youthful population of The Pas, incorporating new, young families, want homes in the \$40-50,000 price range but they're not as available. Like others he looks forward to the promised second stage boom that will bring new families and new home buyers into town.

But, even as someone like Murray Harvey looks forward to greater development, there is still a certain hesitation. "I don't think all growth is good," he cautions. The Pas is still the kind of town where everyone goes down to the Post Office to pick up their mail and ends up having a good gab with friends; a place where greetings can still be easily and frequently exchanged in the street; where everyone knows practically everyone else. It's this kind of community essence that Harvey and others cherish and would hate to see destroyed.

However optimism prevails. They can have it both way — development without alienation. "I don't think The Pas' traditions will ever be lost," Harvey says with assurance. So long as they remain at that point where civilization and wilderness remain in balance the distinctive northern character is sure to prevail.

The Pas

Located some 750 kilometres north of Winnipeg, this "Gateway to Northwestern Manitoba" has a population of 8,000 and is the major service and trade centre for an area population of about 15,000.

Actually it's no accident that The Pas is the pacesetter for northern development. Unlike many communities in the vast reaches of Canada's north

country, this, as Chamber of Commerce President Murray Harvey states, "is no one-industry town."

Unique among many of its northern counterparts is the town's diversified economic base. Farming and forestry are the two major industries of the region, but there is a constant input of cash from transportation, tourism and manufacturing.

The town is in the heart of a very productive farming rgion that covers some 135,000 acres of arable land protected by an extensive system of ditches and dikes. Included in the region is the rich soil of the Carrot River Valley, said to be some of the most fertile ground in the world.

Grain crops grown in the pasquia development area (the Carrot River Valley, just west of town) includes wheat, oats, flax, barley, rape, rye, alfalfa, clover and lentils. Certified and foundation seed crops are planted in the region each year and an experiment in the growth of hybrid wild rice and corn is presently being carried out.

Livestock production is a growing industry in the region and up to 7,000 head are raised each year. Also growing in scope is the production of sheep, hogs and goats.

Recent figures show that more than \$7 million is generated annually through the agricultural industry, money that is a boon to the local economy.

A testimony to the numerous lakes and rivers in the region is the fact that commercial fishing has long been a prominent activity in The Pas. Close to 60 families are involved in commercial fishing, an industry that generates more than \$550,000 annually.

The uniqueness of The Pas area's commercial fisheries is that it is one of the few areas of North America where a harvest of pre-historic Sturgeon fish still takes place. Sturgeon is considered a delicacy among connoisseurs around the world.

Some of the old ways of life are still practised in the region. Trapping, for instance, still flourishes in the miles and miles of undisturbed marshlands and trapping areas surrounding the town. An annual income of close to \$250,000 is realized through the trapping of beaver, mink, otter, muskrat, ermine, fisher, marten, lynx, fox and wolf.

Housing Changes at The Pas

To begin with, only Indians lived at The Pas. They lived in tents of skins. If they had a buffalo hide, they were lucky. Alexander Henry has told a story which is now well-known, about Chatique, an Indian chieftain who robbed Henry's party. In that story, Henry describes The Pas as follows: "At eighty league above Fort Bourbon (the French trading post on Cedar Lake), at the head of a stream which falls into the Sascatchiwaine, and into which we turned

(the Pas River), we found the Pasquayah village. It consisted of thirty families, lodged in tents of a circular form, and composed of dressed ox-skins stretched upon poles twelve feet in length, and leaning against a stake driven into the ground in the centre". This then, was housing in The Pas in October 1775.

Possibly the first log building in The Pas was Poskoia or Basquia, built by the sons of La Verendrye in 1741, on the North side of the river. Samuel Hearne was sent out in 1772 to build a Hudson's Bay Company fort at "Basquia", but he built it instead at Cumberland. About 1800, Joseph Constant tried farming at The Pas, aided by his Salteaux wife. He probably had a log house, but there is no record of this. The Hudson's Bay Company, with the exception of Lord Selkirk, always discouraged the growing of grain, as it would tend to keep the Indians home instead of out trapping. But the Anglican mission, which was established in 1840, encouraged the farmers. In 1858, Professor Youle Hind, on visiting "Basquia", found log farm houses, surrounded by fields. These fields, however, did not last, probably due to pressure from the Company.

Joseph Reader lived in the mission house at The Pas in 1878, and built his house at Oonikup in 1882.

The Hudson's Bay Company built a fort in The Pas when muskrats became popular; and when Father Charlebois arrived in 1887, a few log shacks were cluttered about the buildings of the Hudson's Bay Company. The French fort had fallen into decay.

The Pas grew very little until the fishing industry developed early in the twentieth century, and this, along with the muskrat trade, began attracting traders and fishermen, such as "Old Man" Bacon. Log houses and tents were all about the fort and the mission. When the railway reached Hudson Bay Junction overland journeys to the railhead were possible.

When Mr. Bagshaw came in 1907, only a handful of white people lived in The Pas. They were missionaries and traders and the Indian agent. All the houses were still of log, although a little lumber was sometimes rafted down by barge from Prince Albert. Traders who had supplies to bring, built a barge of good lumber in Prince Albert, used this to transport his goods to The Pas, and later used the lumber to help with his house building.

With the arrival of the first fish train in The Pas in 1908, people began shipping in lumber. It was some time, however, before the railroad was good for summer shipping. One of the few buildings dated back to 1909 is Keddie and Fowler's store, which was built by Louis Bacon for a pool room. The Finger Lumber Company began building in 1910 and that same year

several stores and houses were built. Mr. Halcrow's building, built in 1909 was used as a community hall.

By 1912, when the town was incorporated, Mr. Finger's saw mill was in full swing, and the town was in the midst of a building boom.

1980 Community Reports — The Pas

The Town of The Pas, with a population of approximately 7,000 people, is 748 km northwest of Winnipeg by road and 55 minutes by air. The Pas has long been known as Manitoba's 'Gateway to the North' and is a divisional point of the C.N.R. linking Western Canada with the Port of Churchill. It also provides rail access to the mining complexes of the region. As a result, The Pas has become a distribution centre for a number of these more northerly areas.

Manitoba Forestry Resources Ltd., a major forest products development employs between 900 and 1,200 people. The complex produces approximately 375 tons of paper per day and 56 million board feet of lumber per year. This project has had a great deal of impact on the economy of The Pas and surrounding area.

Industries locating, expanding or modernizing in The Pas, depending on size, may be eligible for either a Federal Government grant under the Regional Development Incentives Program or an interest free forgivable loan incentive under the Rural Small Enterprise Incentives Program.

Keewatin Community college, located in The Pas, provides both theoretical and practical training, supported by a broad program of related studies for residents of the entire north.

Population

65 +
6.8%
8.7%
6.7%
6.2%
5.8%

Local Contacts

Mayor: Unfried, 623-6207

Mun. Admin: A. Moule, 623-6481

Town of The Pas, Box 870, The Pas, Man., R9A 1K8

Norman Regional Development Inc.

Manager: D. Hindson, 778-8155 (Thompson)

President: Mrs. I. Turk, 623-6411, ext. 234 (the Pas)

Norman Tourist Assoc. Contact: H. Hanson, 677-5171 (Thompson) Chamber of Commerce

President: M. Harvey, 623-3435 Sec.: E. Batchelor, 623-2068 Treas.: C. Burron, 623-2180

Dept. of Economic Development & Tourism

Small Business Assistance Centre: 255-9642 (Winnipeg)

Dept. of Agriculture

Representative: R. Drysdale, 623-6411 ext. 255 4-H Program Assist.: E. Ratcliffe, 623-5091

Tax Structure

Mill Rate: Industrial & Commercial 178.1 Residential 152.9 Business Tax: 15% of assessed value.

Utilities

Water

Source: Saskatchewan, River, Quality: TH 144 mg/1 CaCO₃ Spec. Cond. 381 umhos, Treatment: Settling, filter, chlorine, fluoride, heating, Capacity, 3,000,000 gals/day, Peak Consumption: 300,000 gals/day Average: 200,000 gals/day, Rates: \$1.15-\$2.43/ M gals depending on quarterly consumption.

Sewage

Treatment: Aerated lagoon, chlorine Capacity: 15,000 population, operating at 50% of capacity

Electrical

Contact the local Manitoba Hydro Representative or the Business Manager, Manitoba Hydro, 177 Main St., Selkirk, Man. R1A 1R5. Phone: 482-7811.

Propane Gas

Steelgas Utilities Ltd.

Commercial monthly charge: \$10.00 + 1.335/100 C.F.

Coa

Sask. Lignite (7,300 B.T.U./lb) \$31.70—\$31.95/ton + 5% Man. Fuel tax

Heating Oil

 $(167,000~B.T.U./gal)~81.0\phi/gal.$ Available in tank car lots, price to be negotiated.

Local Facilities

Fire Protection — 1 fire chief, volunteers

Police — 14 R.C.M.P.

Ambulance — 2

Garbage Disposal — Res. weekly, Comm. daily

Schools — 4 Elementary, 1 High, 1 Community College

Churches — Alliance, Anglican, Catholic, Evangelical, Jehovah's

Witnesses, Lutheran, Mormon, United

Assembly Halls — 5, Capacity 900

Health Clinic — Provincial Building

Hospitals — 1 (125 beds)

Sr. Citizens Homes — 2 (86 units)

Personal Care Homes — 1

Detox Centre — 24

Hotels — 5 (188 suites)

Motels — 2 (41 suites)

Apartments — 23 (615 suites)

Newspapers — 1

Libraries — 1

Museums — 1

T.V. Stns. — Winnipeg (2)

Radio Stns. — Dauphin, Flin Flon, The Pas, Winnipeg

Transport

Rail: Freight: CNR — daily. Passenger: VIA — daily

Truck: Swan River — The Pas Transfer, 5 times weekly, Winnipeg,

Thompson & Snow Lake; Gardewine & Sons Ltd.

Bus: Grey Goose: twice daily, to and from Winnipeg & Brandon, Manitoba Motor Transit: Winnipeg, Flin Flon, Snow Lake & Thompson.

Air: Pacific Western — daily flights north & south. Lambair Ltd. — northern charter flights.

Recreation Facilities

Program Director: S. Gray

9-hole golf course, indoor heated swimming pool, indoor curling rink, indoor skating rink, pool room, camping facilities, miniature golf course, annual rodeo, annual "Trappers Festival" featuring a World Championship Dog Sled Race, cross country skiing, pee-

wee to senior hockey, men's and ladies' fastball, lawn bowling, bowling, 4-H clubs, music, singing, and dancing lessons. Festivals — Rodeo (June); Trappers (February) **Local Statistics** Retail Outlets: 64 (1971 census) Sales & Receipts \$14.3 million (1971 census) Service Outlets: 38 (1971 census) Sales & Receipts \$4.1 million (1971 census) Average Income of all Returns including surrounding area: \$9,978.00/year (Revenue Canada 1978) **Business and Professional Services** Apparel and Accessoris Group Children's Wear — with others Family Clothing - 4 Jewellery Stores — 2 Ladies' Wear - 2 Men's Wear - 2 Shoe Stores - 2 **Automotive Group** Automotive Parts & Accessories — 1 Body Repair Shops — 2 Bulk Oil Dealers -Car Washes - 1 Implement Dealers — 1 Motor Vehicle Dealers — 3 Service Stations - 8 Tire Sales & Service **Building and Hardware Group** Building Contractors — 6 Hardwares — 4 Lumber Yards — 2 General Merchandise Group Catalogue Sales Offices — 1 Department Stores — 3 Food & Beverage Group Bakeries — 2 Eating Places — 8 Eating Places with Beverage - 4 Grocery Stores - 6 Liquor Commission — 1 Supermarkets — 1 Furniture, Appliances and Home Accessories Group Carpets & Draperies — 1 Electrical Appliances — 1 Furniture Stores — 4 T.V. and Radio - 3 **Professional Group** Accountants - 3 Dentists — 2 Lawyers — 7 Medical Doctors — 11 Optometrists — 2 Psychiatrists — 1 Financial Group Banks --- 5 Credit Unions Other Groups Barber Shops — 3 Beauty Parlours — 4 Billiard Parlours - 1 Laundries — 1 Drug Stores - 2 Dry Cleaners - 1 Electrical Contractors — 4 Fertilizers — 1

Florists — 2 Funeral Service — 1 Gift Shops — 3
Grain Elevators — 1
Insurance and Real Estate — 3
Machine Shops — 1
Painters and Decorators — 2
Photographers — 5
Plumbing and Heating — 7
Printers — 1
Road Contractors — 2
Sporting Goods — 2
Theatres — 2
Travel Agents — 2

Industries/Major Employers

Firm — Products/Services (employees)

Canadian National Railways — (174 + 125 seasonal)

Frechette's Dairy — dairy products, poultry, frozen foods (15)

Keewatin Community College — (59)

Kerr's Furs — Rickborn's Ltd. — northern parkas, Indian handicrafts (14)

Lambair Ltd. — charter flights (20)

Manitoba Forestry Resources — paper, lumber (900-1200)

Manitoba Government (various departments) — (120)

Manitoba Telephone System — (45)

Norcana Concrete Ltd. — concrete products (4)

St. Anthony's Hospital — (125)

Agriculture

115 Families

Gross Production \$5,000,000 annually.

June 1982

The Kinsmen Kampground is now open for business under the operation of The Pas Chamber of Commerce. The grounds will be available for use to visitors and tourists all summer long, through to the beginning of October.

Located at the foot of Edwards Avenue on the banks of the Saskatchewan River the Kinsmen have provided 24 spacious gravel pads for camper parking. Eighteen lots are fully serviced with electricity and water.

The newly constructed building completed in 1981 features shower facilities and full plumbing neatly and sanitarily maintained. As well the office is stocked with ample Canadian tourist information, focusing on Manitoba and The Pas.

Contained within the grounds are barbecue pits and picnic tables at every site plus a large stretch of green, well-groomed play area. The Kinsmen have invested much of their time and money in landscaping and upkeep. Plans are currently underway to plant trees and flowers for the benefit of coming generations.

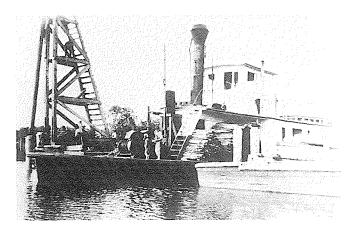
The convenient location offers visitors the best of both worlds. The downtown area and The Pas Public Library are situated seconds away to the south and Devon Park tennis courts and boat launch are within 100 yards to the north. It's all here, within a few minutes.

A warm welcome is extended by the Friendly Manitoba staff.

Transportation

Transportation — The Saskatchewan River Waterway

The Natives of Northern Manitoba in their original life style, when first seen by the European explorers, travelled mainly on the waterways in their area. The craft they used were birchbark or skin covered canoes, they were light so that they could be carried around the rough water and rocks in the rapids that were encountered in the streams and rivers on which they travelled. These portages were generally quite rough over the outcropping of rock or the fall in the level of the ground that caused the rapids, also considerable distances between lakes. Moving the canoes and the material they carried with them was an arduous job.



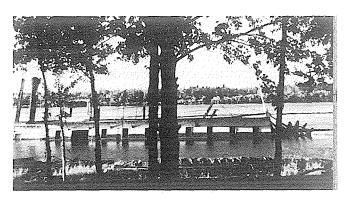
Boat and Pile Driver.

As the Europeans developed the fur trade and larger loads had to be carried, a boat strong enough to stand being pulled through the rough water and rocks had to be built, thus the York boat evolved. These boats were built of plank, were quite heavy and were of various lengths, up to forty feet. They were used in all areas of the country, with sails when possible, and up the rapids were pulled by a group of men on long cables from the shore. In the North the traders travelled from York Factory on Hudson Bay to The Pas and all points West on the Saskatchewan River which

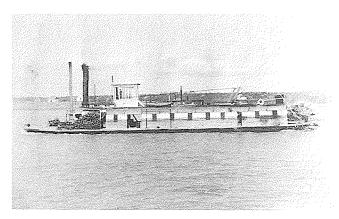
was the main route from the Bay to the prairies. They carried food and supplies up river and furs on the return trip.

The Pas was a trading post and a stopping place for all traffic on the river. The river at this point has a narrow channel this narrowing of the river made for deeper water and good mooring at the junction of the Saskatchewan and the Pasquia River. This area was the sheltered berth for the river boats for many years. Originally there were by-passes in the river at flood level, low land around Devon Park, which originally was called Devon Island, allowed the river to pass through there. When it was still an island it was inhabited and was connected to the mainland by a foot bridge that was occasionally washed away by the flood waters. One Spring a house was washed off the island by high water.

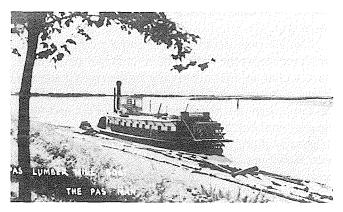
As settlement on the upper reaches of the Sas-katchewan river increased and trade became an economic factor, the river was used to move goods by the advent of the steamboats. In 1873 the first material and equipment was sent by lakeboat from Winnipeg to Grand Rapids and transported approximately four miles on the portage around the rapids. There a dock was erected where the first steamboat was constructed. This boat was unnamed and according to an old sailors superstition a boat without a name would not succeed, and this proved to be true of this particular one. It was wrecked in the Demi-Charge rapids



David N. Winton Beached.



David N. Winton



D. N. Winton The Pas Lumber Co. Boat.

just thirteen miles from the starting point. It was floated back to the head of the rapids and beached.

The second boat to be built here was "The Northcote". She was 150 feet in length, 28.5 feet in width and when loaded drew 3.5 feet of water. In 1875 this boat was valued at approximately \$52,721.00. The engines from the unnamed boat were installed in "The Northcote". Launched Aug. 1st 1874 and christened after Sir Stafford Henry Northcote, later Earl of Iddesleigh, who was governor of The Hudson Bay Co. 1869 to 1874. It was during his term of office that The Hudson Bay Co. decided to sell Rupertsland to the Dominion of Canada.

The S.S. Northcote sailed the third week of August "74" with Capt. Frank Aymond in command. The steamers first port of call was The Pas 140 miles up river. The Pas on the South bank of the river was a Church of England Missionary station. The tall spire of the church was the first landmark to be seen as the travellers ascended the river. At that time it was a scattered village of thirty or forty dwellings, some land was under cultivation along the river. Reverend Henry Budd related the steamboats arrival as follows:

"August 24, 1874, the long expected steamer Northcote came puffing in sight. The whistle blew so loud it made the very cattle rear up their heels, and took to full gallop with their tails in the air in full speed to the woods. But not only the cattle, but the people of all ages and sexes were no less excited at the sight of the largest boat they had ever seen."

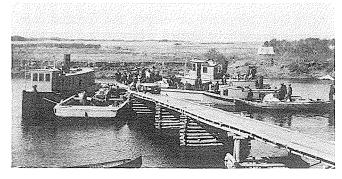
On Sunday four days later she reached Nipdwewin (Nipawin) across the river from Fort a La Corne, 240 river miles upstream from The Pas. Twelve days after leaving Grand Rapids the end of the journey was reached at Carlton House. Chief H.B.C. factor at The Pas Alexander Matheson relates the steamers return voyage.

"She came back from Carlton all safe though experiencing much more difficulty down stream than going up. It is a delicate task to steer a huge leviathon like the Northcote in the stony and crooked rapids, and it is the opinions of those who know, that there can't be certainty of final success until some improvements are made to the channel in the Nipawin and Cole Falls Rapids. The steamer is in winter quarters at Grand Rapids."

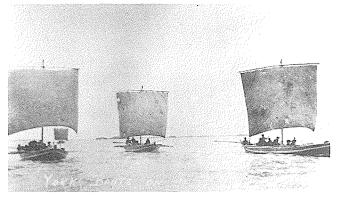
A second steamer "The Lily" was built at Grand Rapids in 1877, it had a steel hull, constructed in England on the Clyde River, it was shipped in sections to Grand Rapids. This boat was faster than the Northcote, it was not quite as large. It was in this year that a tram way was built at Grand Rapids to transport freight around the rapids. In 1876 the Hudson Bay Co. had obtained a fifty foot right of way on which to construct the tramway.



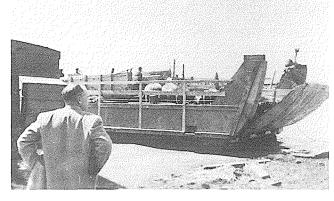
Harbor on The Pas River.



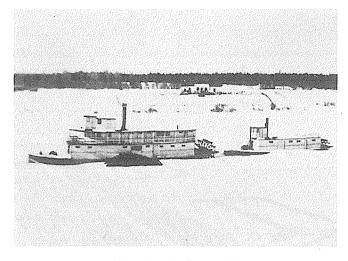
Dock in the Harbor The Pas River.



York Boats on Split Lake Built by Wm. Lyons — The Pas Canoe Co. $\,$



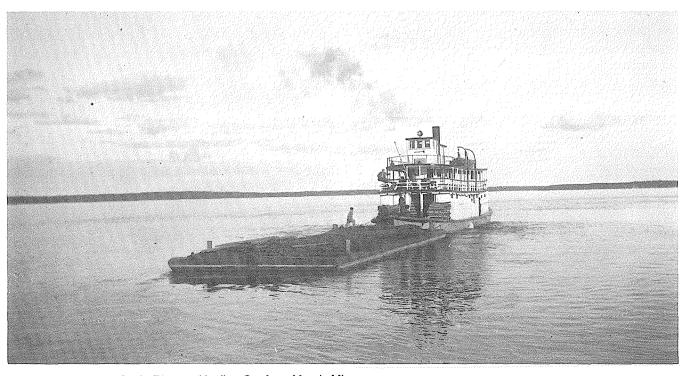
Landing Barge.



S.S. Nipawin and S.S. Tobin April 5, 1925.



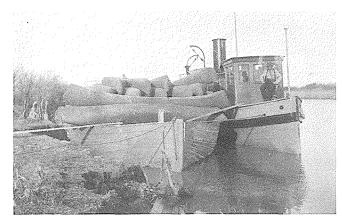
S.S. LeFleur and The Pas Lumber Co. Mill.



S.S. Nipawin on the Sask. River — Hauling Ore from Mandy Mine.



The Hazel Owned By St. Godard.



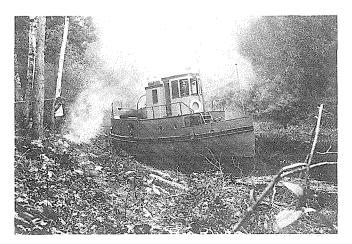
S.S. Minasin.



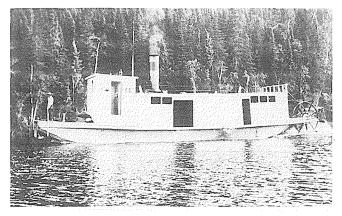
S.S. Nipawin.



"The Minasin".



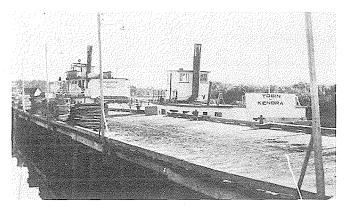
S.S. Brisbin in The Pas River.



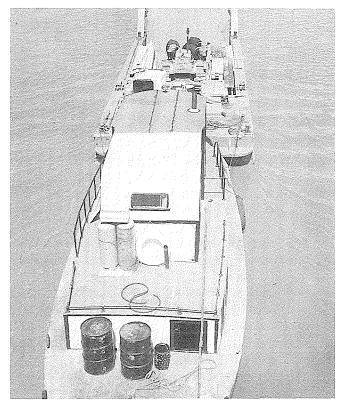
S.S. Tonapah.



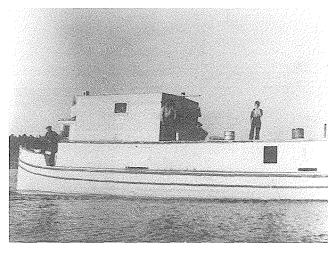
Moxley's Ferry 1927.



S.S. Tobin of Kenora and S.S. Nipawin of Kenora at The Pas Dock.



View From Bridge On Saskatchewan River — "Skippy L" loaded For Moose Lake.



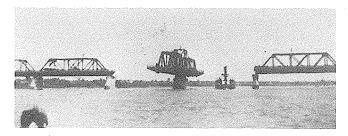
Lamb Boat "The Sheila".



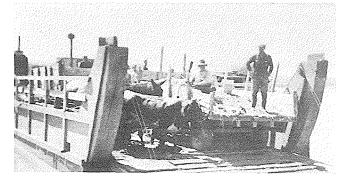
Federal Gov't Survey Boat "Ranger" At The Pas - N.W.T.



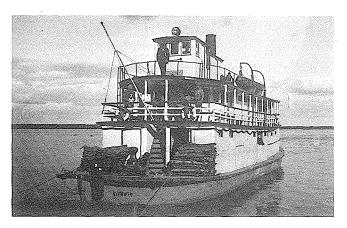
S.S. Nipawin Of The Ross Navigation Co. On The Sask. River Transporting To Sturgeon Landing From 1917 To 1930.



"David N. Winton" Passing Thru Bridge On Sask. River.



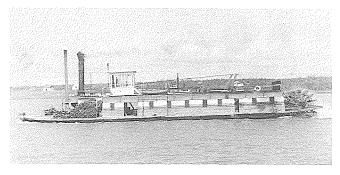
Barge Loaded For Moose Lake.



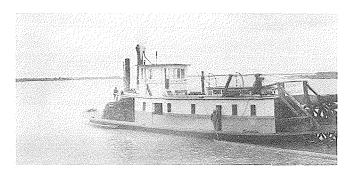
S.S. Nipawin.

On July 30th 1880, passengers going down river from Prince Albert on the Northcote, were Mr. and Mrs. Joseph Reader. The following day as the boat approached Cumberland House, a son was born to Mrs. Reader, the baby was named Northcote Reader. The couple were travelling to a new posting at The Pas for the Anglican Church Missionary Society. Many boats were either built at the head of Grand Rapids or warped up the rapids from Lake Winnipeg. Of them all, the Marquis was the luxury steamer of the river.

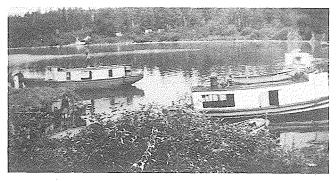
On the upper reaches of the South Saskatchewan, The Western Coal and Navigation Co. under Josephus Todd, launched boats to move coal from Coal Banks Alberta, now Lethbridge, to Medicine Hat. In the Spring of 1884 the coal company had three ships and twenty five barges ready for use. The



David N. Winton.



Alice Mattes - 1920 The Pas.



On Left — Tom Harvey Boat "Agnes. Right — Theo Dupa's Boat "St. Ovide" Harbor north end of Moose Lake.

boats were the Baroness, the Alberta and the Minnow. The Latter was only 75 feet long and was shipped on a flat car from Winnipeg. This equipment and the Northcote saw action in the Riel Rebellion in 1885.

Following are the names of most of the men who operated boats on the Saskatchewan, and some information on vessels that had plied this great waterway.

Following are some of the riverboat captains that were active at The Pas, some of them had experience on the Mississippi River.

Captain J. Reeves, built the "Northcote" for H.B.C. at Grand Rapids in 1873.

Captain Jerry Webber, in charge of the "Northcote" for a period.

Captain John Segers, born in Bangor Main 1834. Captain the "Lilly".

Captain John B. Davis employed by Winnipeg & Western Trans. Co.

Aaron Raymond Russell captain of the "Marquis" in 1883.

Captain James W. Lauderdale.

Peter McArthur.

Captain John S. Irish, boat designer, born in the State of Maine.

Captain Horatio Hamilton Ross, Ross Navigation Co., headquarters located in The Pas.

Captain Harvey L. Weber, employed by Ross Navigation Co., later formed Transport Limited eventually sold to Patricia Trans. Wpg.

Master mariner Herman Finger McKinnon, em-

ployed by Ross Navigation Co., later manager of Transport Limited.

Captain Wilson — Captain Robertson — Captain Ted Stevenson.

Captain Malcom McLeod — Captain Tom Paquet.

The Finger Brothers operated their own boats at times.

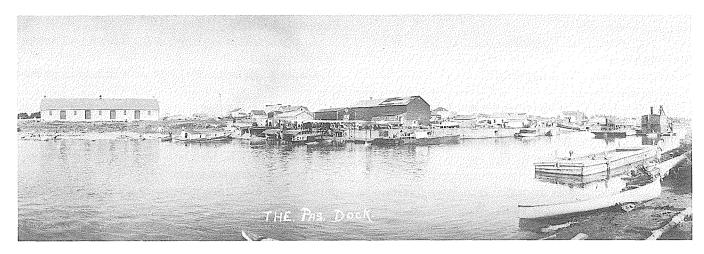
Captain Edward Webster Brydges.

Captain John H. Smith — Captain Julius Dougal.

The following are some of the boats that used the port of The Pas, the owners, and the final resting place of them.

Research S. J. Allen

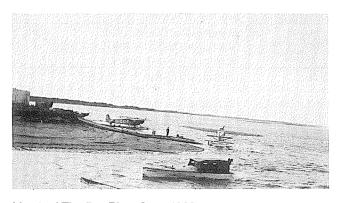
Steamboats	Built	Owners	
Un-named	1873	H.B.C. Launched at Grand Rapids	Wrecked 13 miles from dock, engines transferred to Northcote.
Northcote	1873	H.B.C. Launched at Grand Rapids. Transferred 1883 to Wpg. and Western Trans. Co.	Beached at Cumberland House 1886, burned 1903.
Lilly	1875	H.B.C.	Wrecked on her maiden voyage.
Marquis	1882	Wpg. and Western Trans. Co.	Beached at Prince Albert N.W.T. 1890, burned 1909.
Assiniboia	1903	H. H. Ross	Crushed by ice on Cedar Lake 1906.
Saskatchewan	1903	H.B.C.	Dismantled at The Pas 1913.
City of Medicine Hat	1906	H. H. Ross	Wrecked on Saskatoon bridge 1906.
Emma E	1908	Finger Lumber Co.	Beached at The Pas.
Sam Brisbin	1908	H. H. Ross, transfered to Ross Nav. Co.	Sunk at The Pas in 1920's.
Le Pas	1910	H. H. Ross Tran. to Ross Nav. Co.	Beached at The Pas 1920's.
O'Hell	1910	Ross Navigation Co.	Beached at The Pas 1920's.
George V	1911	Originally "City of Prince Albert" 1915 tran. F. E. Simmonds Syndicate.	Wrecked in ice at The Pas 1918.
C. R. Smith	1912	Finger Lumber Co.	Beached at The Pas.
Minasin	1913	Ross Navigation Co.	Abandoned at The Pas 1920's.
Notin	1914	Ross Navigation Co.	Beached at The Pas 1920's.
Nipawin	1917	Ross Navigation Co.	Beached at The Pas 1930's.
David N. Winton	1920	Built at Prince Albert Sask. for The Pas Lumber Co.	Beached at The Pas 1950, burned.
Alice Mattes John Bull	1921	Built at Prince Albert Sk. for The Pas Lumber Co.	Beached at The Pas 1950.
C. R. Smith Jack Winton		Finger Lumber & The Pas Lumber Co. The Pas Lumber Co.	A Sidewheeler.
Tobin Tonopah	1921	Ross Navigation Co.	Beached at The Pas 1920's.
Ranger		Government Survey Boat	
Donald D		The Pas Lumber Co. used after the David N. Winton was retired.	
Cumberland			Burned at the foot of Edwards Ave. The Pas 1918 celebrating the end of World War One.
Skippy L		Thomas Lamb	Put on display by The Pas Historical Society, 1982 Courtesy Jock McAree.
Arthur J			
Colvile	1875	A lake steamboat	Burned at Grand Rapids 1894.
Dakota		Carried the machinery for first boat built above Grand Rapids, (un-named) from Grand Forks North Dakota to Wpg. via the Red River.	
Chief Commissioner		H.B.C. Propeller driver, carried the above equipment up Lake Wpg., Lake St. Martin, Dauphin River, Lake Manitoba, Lake i Winnipegosis to Hi-Portage & Cedar Lake.	This machinery was used in the Northcote after the un-named boat had to be dismantled.



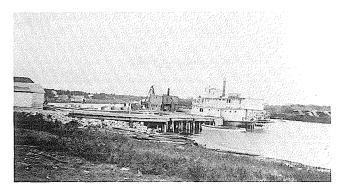
The Pas Dock 1921.



Low Water in The Pas River. Oc. 1929.



Mouth of The Pas River Sept. 1928.



The Pas Dock - 1927.

The Grand Rapids Tramway

Not long ago I traversed — not in the accepted fashion, but on foot — one of the most interesting tramways in Western Canada. I have travelled on several types of railways, varying from narrow gauge ones in Alberta coal mines, where the cars are hauled on the upper levels by small, compact locomotives and on the lower ones by ponies, to the subways of New York. But the Grand Rapids tramway is, to my mind, more suggestive of romance and the usages of days now past than any other.

The track was originally laid in the days of canoe and York boat transportation, and the mode of transport was by horse-drawn flat cars. It was found necessary to build such a road for the purpose of overcoming a seven-mile portage to avoid a very rough and dangerous stretch of rapids at that point of the Saskatchewan river just prior to where it enters Lake Winnipeg. The rapids are not quite in a direct line, as one would expect, but form the shape of a very shallow crescent; so that the road, which was cut through the bush from one end of the rapids to the other, is practically straight and slightly shorter than the water route. At the time of building, all the freight for the western districts coming from England was transported as far as York Factory by the Hudson's Bay Company's vessels, from York Factory to Oxford House by York boat freight, and thence by canoe and York boat via Norway House, Grand Rapids, and so up the Saskatchewan River to the western districts.

Fifty-five tons of iron were used in the construction of the track and the rails were brought in from the United States to Winnipeg by steamer in 1877 and reforwarded to Grand Rapids by the Hudson's Bay Company steamer Colville. Walter Moberly, of the C.P.R., was in charge of the construction.

We became acquainted with the Grand rapids tramway in this wise: On the arrival of the steamer on

which we were travelling at Grand Rapids, the captain told us that, as the boat would be staying at Grand Rapids for the afternoon, a good way for us to spend the time would be to run the rapids in canoes. Now, there are captains and captains; and as this was my first encounter with ships and tall stories, I believed him. We all did. His directions were most explicit. We were to go to a point indicated on the bank of the river, where we would find Indians waiting, with horses and flat cars, who would see that we had a comfy ride to the far end of the tramway, were safely stowed in canoes, with competent guides who would take us through the rapids, and so back to the steamer.

We left the steamer shortly after lunch, and finding no Indians or horses by the flat cars, which were looking rather dejected, forlorn and moss grown, and thoroughly incapable of motion, decided to walk to the far end of the track and canoe down the rapids anyway. So off we went — four missionaries, a medical student, a nurse-to-be, and the writer. Kind friends on the boat had urged the necessity of heavy coats to avoid getting soaked in the rapid-running process. We had heeded, and were loaded down with trench coats. The first few miles were quite uneventful. Heavy timber closed us in on each side, and gay little flowers peered out from between the rotting ties on which the track was laid and from the edge of the solid green wall which closed us in, right and left. The country rose steadily in long undulating ridges. Every time we topped a rise it was only to see another and higher one beckoning us on. And then the nurseto-be lost the heel of her shoe. Now, losing a heel may not seem a tragedy to a man, but to a woman (especially when it is a French heel) well —! We stopped, and the heel was hammered on, and rehammered on at intervals of approximately every hundred yards. The business of topping ridges was getting a little monotonous; so we struck off along a little track to the left in hope of finding a shorter route to the rapids, but only found a native lime-kiln at the end of it. However, still with the spirit of explorers, we kept on through the bush. The going was getting more intricate every step, over fallen trees, under flopping branches, twigs in our hair, and our stockings in shreds; and all this under a burning sun. We resought the track. At last, having hopped, skipped and jumped over rotted and rotting ties for some five miles in all, we arrived at the north end of the rapids, to the accompaniment of thunder and black clouds which had been in the offing all afternoon. But — No Indians were there; only two little Indian boys, offensively good natured, who grinningly assured us, "No men here. All gone. Canoe gone too." So, facing south, we retraced our aching way.

Hop, skip and jump over the ties — heels lost again! Thunder rumbling in the north, and black clouds gathering. I thought, unenvyingly, of the many voyageurs who had packed loads over that very portage under much more trying circumstances, and liked it. Frankly, I didn't. An underfed husky, black as sin, with a chain dangling several feet from his collar (by which he had evidently been secured, but had broken) joined our party and lolloped along quite companionably, making playful grabs at swinging hands and skirts, and adding a note of uneasiness to the feminine portion of the party.

And so to the steamer; where, with no longing looks at the green shores of Grand Rapids, we faced the mirth of our fellow passengers. But, I ask you, how many of you can boast of having walked the full length of any tramway and back in one summer afternoon, to the hazardous accompaniment of mosquitoes, black flies, thunder and broken heels?

The Hudson Bay Railway

The Hudson Bay Railway was actively proposed in the 1870's to provide the West with a direct route to Europe. A charter was issued in 1881 but political and financial difficulties prevented immediate construction.



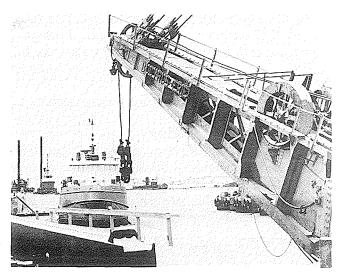
H.B. Ry. from Forestry Tower At Dyce.



C.N.R. Winter Scene.

In 1908, the Canadian Northern Railway built a line to The Pas. The Canadian Government then assumed responsibility, reaching Kettle Rapids before Wartime financial problems intervened Canadian National Railways then carried trapper's supplies on the weekly "Muskeg Special" only to Mile 214 (Pikwitonei). In response to pressures from the West, the Government made a final effort to reach the Bay. A crew of 3,000 working with pickaxe and wheelbarrow on the frozen muskeg, brought the railway to Churchill on March 29, 1929.

The Historic Sites Advisory Board of Manitoba



Ships at Port Churchill.

The Hudson Bay Railway

When agitation began in the 1870's for a provincial railway linking Winnipeg with a seaport on Hudson Bay, enthusiasts could summon two centuries of history to their cause. The first of three main access routes to the settlement at the forks of the Red and Assiniboine, the Hudson Bay Route had drawn Indians, fur traders, adventurers and European settlers inland, and had provided continuous communication between the Red River Settlement and its metropolitan focus in Great Britain. Although the mid-nineteenth century had seen the Canadian Route, and the St. Paul or American Route to Red River take precedence, the Hudson Bay Route had remained a viable alternative.

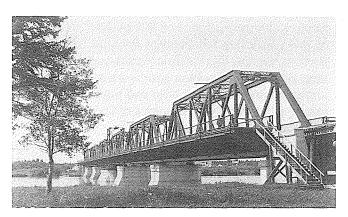
When the growing maturity of the newly-formed Manitoba in the 1870's produced an increased desire for independence from the influences of Eastern Canada, as well as the United States. Red River once again looked northward to its direct link with Europe. The solution to a people already under the influence of a continental railway boom, appeared simple: steel could be laid along the time-honoured Hudson Bay Route.

Simple this was not. It was 1929, after more than fifty years of business and political manoeuvering, economic depression, engineering difficulties, a rebellion and a world war, before the Hudson Bay Railway reached the Port of Churchill. In that time it had become a symbol of Manitoba's northward expansion and of her struggle for independence from the "Eastern interests" which appeared to dominate her development. It had also become a symbol of prairie desire to nation's wheat economy, and of Canadian nationalist reaction to American "Manifest Destiny" to control the entire continent.

The investigations of Dr. Robert Bell, a Winnipeg geologist, physician and chemist, were largely responsible for creating a widespread public interest in the Hudson Bay route. His reports authorized by the Dominion Geological Survey between 1875 and 1880, contained a list of advantages which were to be repeated time and again by proponents of the scheme. From an economic point of view, the route, being shorter and requiring fewer transfers than its eastern rival, was cheaper. Grain and other exports could be shipped directly from the prairies to international markets in Liverpool. As wheat exports increased in importance, the prospect of reducing transportation costs by half and thereby doubling prairie income, became increasingly attractive. The immigration needed to develop the West could also be increased with the use of the direct route; immigrants coming by The Bay could not be diverted by American land agents or the lure of easily-accessible American Lands. It was also hoped that the creation of a Canadian port on the Bay would prevent American whalers from reaping considerable profits on the inland sea. These arguments had considerable appeal among nationalists apprehensive of American designs on Canadian territory, and gained for the Hudson Bay Railway an aura of national as well as regional concern.

As early as 1878, the Hudson Bay Railway acquired a political aspect. John Norquay's Conservative government came to power on a platform which included the extension of Manitoba boundaries to the Bay, and development of internal communications within the province. The latter was commonly interpreted to include aid for the proposed Hudson Bay Railway.

In an attempt to fulfill these promises, Norquay approached Sir John A. Macdonald's federal government in the first of a long series of negotiations which seemed, from a Manitoba point of view, to place the Canadian Pacific Railway, the federal government (particularly the Conservatives) and "eastern interests," against the provincial government and western development. Macdonald, committed to the comple-



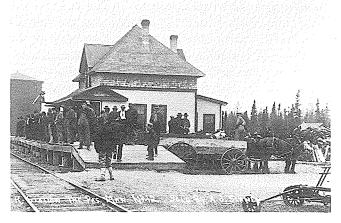
Hudson Bay Railway Bridge with Side Walk.

tion of the CPR, could not ignore arguments by Donald Smith and others that a northern line would compete to the detriment of the transcontinental railway. Nor could he ignore Western sentiment. Therefore, argues historian Howard Fleming.

Macdonald's policy in regard to the Bay route was consistent. He refused aid at times when such aid promised the successful completion of the road, and granted it when there was little likelihood of such aid carrying it to fruition. His policy permitted the Conservatives to claim Tory interest in the scheme without at the same time alienating the powerful support of the Canadian Pacific.

When the Dominion government upheld the CPR's monopoly clause preventing any competitive lines being built south of the transcontinental line, the Hudson Bay line to the north became firmly established as a symbol of prairie resentment against the CPR and its eastern control. Although disallowing the charter of a southern provincial railway, Macdonald approved two charters in 1880, one to the Montreal-based Nelson Valley Railway and Transportation Company to build a line from Lake Winnipeg to the mouth of the Churchill River, and the other to the Winnipeg-based Winnipeg and Hudson Bay Railway and Steamship Company, to build from Winnipeg to Port Nelson. Neither enjoyed the generous financial provisions given to the CPR and competition between the two new companies further reduced their assets, until economic necessity forced a merger under the latter name in 1883. In 1887 it was changed to The Winnipeg and Hudson Bay Railway Company and in 1894 to the Winnipeg and Great Northern Railway Company. Led during the 1880's and 90's by Hugh McKay Sutherland of Winnipeg, and supported by popular sentiment (but little else), this company provided a continuing focus for interest in the Hudson Bay Railway.

Hugh Sutherland's attempts to obtain financing from the province, the Dominion and European banking houses, were frustrated by political manip-



C.N.R. Station and Water Tank — South of Seventh Street.

ulation, the 1885 Rebellion and the refusal of the Federal Department of Railways and Canals to cooperate on the project. Only forty miles of track were laid to Shoal Lake in 1886 before the scheme collapsed, never to be resumed along the interlake route.

The costruction of these forty miles to nowhere brought into the picture the railway-building firm of Donal Mann and Herbert Holt, whose activities with partners James Ross and William McKenzie were to provide foundations for the railway empire of McKenzie and Mann.

Between 1896 and 1899, McKenzie and Mann effected an amalgamation of their recently acquired Lake Manitoba Railway and Canal Company with Sutherland's Winnipeg and Great Northern, under the name of the Canadian Northern Railway Company. This company built the first successful line in a north-westerly direction reaching, Dauphin in 1896, and Winnipegosis in 1897. They continued building westward to Prince Albert in subsequent years, but made one final contribution toward the Bay route, building a branch line from Hudson Bay Junction in Saskatchewan, to The Pas, Manitoba, in 1908.

Throughout this entire period the federal government had authorized repeated scientific investigations of the route's potential. Testimony in special Senate Committees, and expeditions over land and water continued to provide officials with conflicting information. It was generally agreed that engineering technology could handle the construction of a railway to the Bay, but it was feared that sea navigation would be a much greater problem. In dispute were the existence of a suitable harbour, the navigability of Hudson Strait, and the length of the ice-free season in the Bay and Straits.

By 1908, the potential of the Hudson Bay Route was receiving a wider acceptance than ever, and pressure for construction of an outlet on the Bay was

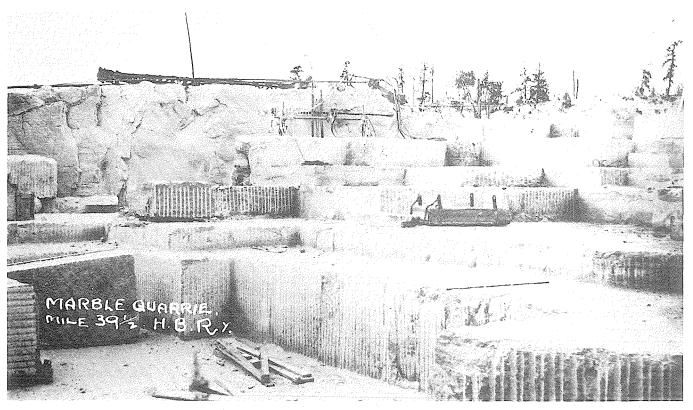
mounting in the wheat economy. In that year, for the first time, both Liberal and Conservative parties made a firm commitment to the construction of the railway. Reflecting a rare degree of national consensus on the issue, Governor General Earl Grey, after a trip through the Bay, dubbed it the "Mediterranean" of Canada. In the midst of this enthusiasm, the Hudson Bay Railway became a public enterprise, to be financed by public funds.

The issue of a suitable harbour remained in dispute to the last. In 1912, after surveying possible routes to both Port Nelson and Fort Churchill, Nelson was selected, not for its harbourage but for its shorter and easier access. Between 1910 and 1918, a bridge was completed over the Saskatchewan River at The Pas and 214 miles of track were laid by a crew of several hundred men. When financial complications of World War I intervened, the railway had reached Kettle Rapids, and only 100 miles lay between the end of the line and the Port Nelson terminus. During this time, construction had also begun on port facilities. Construction was halted and materials for both track and port were diverted to the Canadian National Railways, a government corporation formed from the collapsing McKenzie and Mann empire and other bankrupt lines.

The mid-twenties experienced an upsurge in public opinion in favour of completing the railway. Agarian unrest was increasing on the prairies, and

farmers' determination to be free of the CPR's control of grain handling led them to demand the northern port once again. By this time the dramatic ore discoveries of Mandy, Flin Flon and Sherritt, coupled with increased interest in the pulp and paper, hydro-electric, marble and other resources of the time, a group of 1,500 interested people, including some from the United States, met in Winnipeg on April 30, 1924, to form the "On To The Bay Association." They hoped as a pressure group free from the taint of political parties, to publicize their campaign and increase popular support. Probably more effective, however, was the Progressive bloc in Parliament, upon which Mackenzie King's minority government was depending for support. When the Progressives called for the completion of the railway in 1925, King found it necessary to consent. In 1926, a parliamentary vote removed the Hudson Bay Railway from CNR management, and placed it directly under the Department of Railways and Canals. Churchill, because of its natural harbour, replaced Port Nelson as the designated terminus at the recommendation of Frederick Palmer, an English civil engineer. The final push for tidewater began.

While attention has long been paid to these political machinations, historians are only now turning to the astonishing feat of human labour which made the Hudson Bay Railway possible. One of the first northern lines on the continent, it led surveyors, engineers



Marble Quarry Mile 391/2 H.B.R.

and workmen across terrain which defied the modern mechanical grading equipment and steam shovels. The sinking holes of muskeg which could swallow large sections of roadbed and track, and the permafrost which could not be excavated, made manpower the essential ingredient. As with most Canadian railway construction, the HBR was built with immigrant labour. Newly arrived immigrants from Russia, Eastern Europe, Scandinavia and Western Europe, as well as Canadians and Americans, were drawn to the northern frontier to work long days and weeks on isolated stretches of "The Barrens," living all the while in crowded camps, withstanding the inevitable northern scourges of frost, blizzards, and insects, for a wage which usually did not cover the cost of board and room.

In its last phase, the Hudson Bay Railway was particularly indebted to its immigrant workmen. A crew of 3,000 men, mostly Swedes, Russians, Belgians and Finns, under the direction of Claude Johnson, a C.N.R. engineer, laid 300 miles of track between 1924 and 1929. Pick, shovel and wheelbarrow were their main instruments. Track was laid on the last sixty miles of muskeg during the winter of 1928-29, and the gravel bed dumped under it the following summer. On April 3, 1929, the railway (without its roadbed) reached Churchill, and the last spike, wrapped in tinfoil from a tobacco package, was driven to symbolize completion. On September

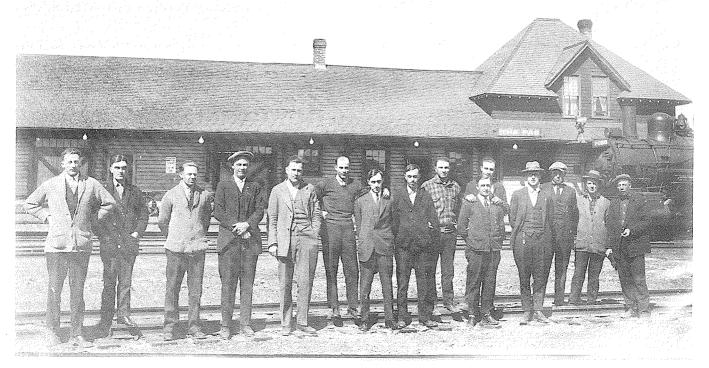
13, the bed was completed and the Hudson Bay Railway was ready for use by the CNR.

With the coming of the railway, the townsite of Churchill was laid out, and Port Nelson installations were transferred to the northern port. A huge grain elevator and wharves were built. In September, 1931, all buildings completed, the Hudson Bay Route was officially declared open.

Unfortunately, the high expectations of the Hudson Bay Railway have not been fulfilled. As yet it has not become the major transportation route for western produce. It has, however, been instrumental in the development of northern mineral and timber resources, carrying people and supplies to, and raw materials from, areas not otherwise accessible. The Town of Churchill, developed around the grain elevators and harbour facilities, has become a focal point in the administration and development of the north. In short, the Hudson Bay Railway has been instrumental in ensuring that Manitoba continues to recognize her substantial northern dimension.

Bibliography for Further Reading:

Readily available published sources on the Hudson Bay Railway are very rare. For a brief narrative on the subject, see Leonard F. Earl's essay, "The Hudson Bay Railway," published in the *Transactions of the Historical and Scientific Society of Manitoba*, Series 111, No. 14 (1958-59), 24-32. More comprehensive is Howard A. Fleming, *Canada's Arctic*



C.N.R. Employees at Station on Gordon and Seventh.

Outlet, A History of the Hudson Bay Railway, published by the University of California Press in 1957. A history of interest in the route, entitled *The Hudson* Bay Road, 1498-1915, by the editor of The Pas Herald, A. H. de Tremaudan, was published in New York, 1916. The physical feat of construction is outlined in some detail in an article by J. L. Charles. "Railways March Northward, "Canadian Geographical Journal, January, 1961, p. 17.

For general reading to place the railway in a larger provincial context, see James A. Jackson, A Centennial History of Manitoba, and William L. Morton, Manitoba: A History. An excellent study of northern development in this period is Morris Zaslow, The Opening of the Canadian North, 1870-1914.

Special credit must be given to Beatrice A. Frederick for permission to examine her as yet unpublished research on the labour force which built the Hudson Bay Railway.

EARCHMAN Hudson Bay Railway Engineer

local name

local name

local name

mighty Voice, 1897

Cree word for "Limestone"

HOCKIN

LEVEN

SIPIWESK

MATAGO

THICKET **PORTAGE**

Stations from the Pas to Churchill:				
THE PAS				
TREMAUDIN	A. H. de Tremaudin, founder of The Pas Herald			
OROK	Dr. R. D. Orok, physician to HBR crew and first			
	legislative representative for The Pas			
ATIKIMEG	local lake			
FINGER	Herman Finger, pioneer lumberman at The Pas			
BUDD	Rev. Henry Budd, Cree Anglican missionary			
HALCROW	Gideon Halcrow, HBC officer 1871-1920			
CORMORANT local lake				
DERING	H.B.C. Deputy Governor — 1690			
RAWEBB	Ralph H. Webb, mayor of Winnipeg			
DYCE	village in Scotland			
PATERSON	General Paterson Pres. of On-To-The-Bay Asso-			
	ciation			
WEKUSKO	local lake			
TURNBULL	Thomas Turnbull, engineer on CNR, Winnipeg			
TYRELL	Joseph Burr Tyrell and James William Tyrell			
PONTON	Dominion Land Surveyor in Manitoba			
BUTTON	Sir Thomas Button, Welsh explorer in Hudson			
	Bay, 1612			
DUNLOP	W. D. Dunlop, Yorkton, Saskatchewan			
Pipun	Cree word for "Winter"			
Wabowden	W. A. Bowden, chief engineer, Dept. of Railways			
	& Canals			
Medard	Medard des Groseilliers, trader with Radisson in			
	Hudson Bay			
LYDDAL	William Lyddal, Governor of HBC, 1670			
ODHILL	O. D. Hill, K. C., Barrister, Melfort, Saskatche-			
	won			

LA PEROUSE French Admiral who captured Fort Prince of Wales from Samuel Hearne, 1782

Captain C. H. Hockin, NWMP, killed by Al-

	water for 14 years
STITT	Forest Ranger and M.P. for The Pas
BOYD	<i>g</i>
PIT SIDING	Descriptive name
MUNCK	Jens Munck, Danish explorer in Hudson Bay, 1619
SPLIT LAKE	local name
ILFORD	Ilford, England Names at request of Sir Frederick
	Wise, MP
NONSUCH	HBC ship, 1668
WIVENHOE	HBC ship, 1670
WILLBEACH	William Beach
LUKE	Luke Clemens, mail carrier and trader along rail-
	way. Nephew of Mark Twain
GILLAM	Zachary Gillam, British American from Boston,
	Captain of Nonsuch
KETTLE	F
RAPIDS	local name
JACAM	J. A. Campbell, first commissioner of the North
	for Manitoba
BIRD	M.P. for Nelson
AMERY	Rt. Hon. L. C. M. S. Amery, Secretary of State
	Rt. Rev. Ovide Charlebois, Bishop of Keewatin
WEIR RIVER	local
LAWLEDGE	F. M. Lawledge, engineer on original HBR survey
THIBAUDEAU	First Dominion Surveyer on HBR, 1900
HERCHMER	Commissioner Lawrence Herchmer, RCMP
KELLET	Capt. Henry Kellet, CB of RHM Resolute, ex-
	plored Banks Island, 1852-52
O'DAY	J. E. O'Day, engineer of construction from Amery
	to Churchill
BACK	George Back, Royal Navy, with Franklin, 1819-22
McCLINTOCK	Capt. F. L. McClintock, R.N., sailed with Lady
	Franklin's yacht, The Fox, in search of Franklin,
	1857-59
BELCHER	Capt. Edward Belcher, C.B., HMS Assistance,
	sailed Wellington Channel, 1852-54
CROMARTY	HBC Factor, Fort Severn
CHESNAYE	Albert de la Chesnaye — merchant and fur trader,
	Quebec, 1679, organized the "Company of the
	North"
LAMPREY	Munck's ship
BYLOT	Robert Bylot, Captain of Discovery, sailed with
	Hudson, Button and Foxe
DIGGES	English merchant — one of Hudson's financiers
TIDAL	point to which tide runs up Churchill River

Sgt. B. Wilde, NWMP

William Arnot, in charge of Hudson Bay Railway

WILDE

ARNOT

Railways Open a Road to the Future

ernor, HBC

Before the advent of the railway, there were no overland routes of transportation in Northern Manitoba. Traffic followed the water routes. After the railway reached Winnipeg in 1887, a common route to the West was via Lake Winnipeg and Grand Rapids to the Saskatchewan and up the river to Edmonton or

CHURCHILL Fort Churchill named for Sir John Churchill, Gov-

The first regular railway service to The Pas was established in 1909. A few years before, a temporary rail line had been laid over frozen muskeg to haul fish and furs from a point near The Pas to Hudson Bay Junction. These trains ran during a few months in the winter. In spring, the road bed disintegrated; and the

PIKWITONEI local river --- Cree word meaning "Scabby face" **BRIDGAR** John Bridgar - HBC officer, Fort Nelson

train service was discontinued until fall. When R. H. Bagshaw came to The Pas in the spring of 1907, he missed the last fish train and had to walk from the junction to The Pas.

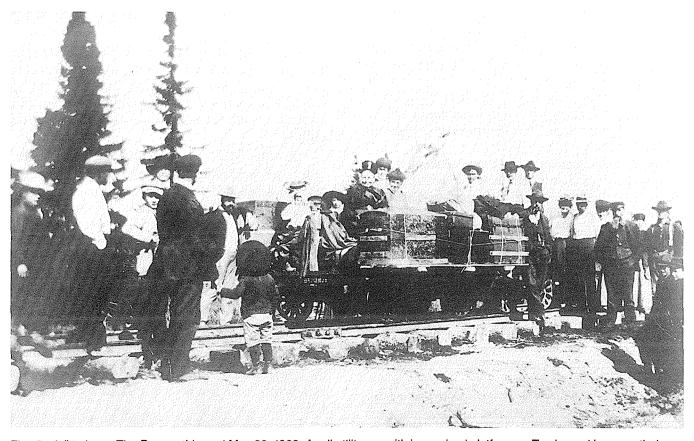
For several years after 1909, train service was irregular. Frequent washouts occurred, and these often held up train service for several days. Prairie and bush fires burned across the right-of-way. Engines and cars frequently left the rails. Trains crept slowly over the swaying muskeg; so slowly in fact that some passengers got off and walked. Albert LaFontaine, coming north by train in 1912, got off and picked flowers and wild strawberries along the way. If the engine left the rails, passengers and crew lifted it back on.

The Indians were frightened and fascinated by the train. They came for miles, to see it steam into the station at The Pas. The train whistle blew and threw them into a panic. The iron monster belching smoke could only bring evil to the Indians. An old chief, shaking his head, said, "White men will spoil the country." "The railway symbolized the white man's way of life, with all its hurry and worry and emphasis on hard work. The Indians have never willingly ac-



Original Station — South of Seventh Being burned after being evacuated. Fire Fighter supervising 1973.

cepted the white man's burden of worry and struggle to improve his living standards. The railway trans-



First "train" to leave The Pas southbound May 22, 1908. A rail utility car with improvised platform — Trunks and luggage tied on outsides — women and children in the centre — propelled by men pumping a hand car. Passengers — Larose, Johnson and Ed Wards, Mowat, Louis Johnson, Arthur, Aime and Anna Larose — departure 10:00 A.M. Sat. Arrive Hudson Bay Junction 2:30 P.M. Sunday. Standing — R. H. Bagshaw holding hand of son Reg — between them with beard Dr. Larose — far right with long beard, Gideon Halcrow.

formed The Pas from an Indian camp ground to a thriving modern town. The Indian had to move his tents across the river.

For some time the politicians had been promising to build a railway to Hudson Bay. The Hudson Bay Herald, published weekly in The Pas from 1911, expressed the faith in the hudson bay route which characterized everyone's thinking at that time. Mr. Tremaudan assured everyone that Hudson Bay would one day become an inland sea similar to the Baltic in Europe. He set out to prove that The Pas would one day be bigger than Winnipeg. Many people believed him. Everyone was convinced that The Pas was destined to be a big city and Port Nelson, as the terminus of the Hudson Bay Railway, would be an important ocean port.

With the arrival of the railway in The Pas, the town did indeed begin to grow. Plans were immediately undertaken to push the railway through to The Bay as soon as possible. Crews of workmen appeared in The Pas. Early in 1910, a spur was built to the bridge site, the first sod was turned, and a trestle bridge was used to cross the river pending the completion of the steel bridge.

In the winter of 1910-11, all of the piers but one were built for the bridge. Work was conducted from the river ice. During the summer, Laurier was defeated on the Reciprocity Question. The new government was subjected to pressure by Conservative cabinet ministers in the East. The Hudson Bay route was temporarily abandoned. Work was continued the next year, but it was 1913 by the time the bridge was finished.

Work on the right-of-way now went ahead quickly. Hundreds of men could now do with modern machinery. No large dirt moving machines were then available. The pick and shovel and the wheelbarrow were standard equipment. Rails were laid over frozen muskeg to enable trains to transport earth and other supplies. Fill was always a problem and often it had to be shipped some distance. As the road advanced, permanent balast replaced the frozen muskeg beneath the rails. Work went quickly, and by the time war had broken out and taken so many men that work was suspended, the rails had reached Gillam on the Nelson River. The grade was built to Port Nelson, but no rails were laid.

At the time, Port Nelson was slated to be the terminus of the railway. Work had been speeded up at the harbour. Millions of dollars were spent in installations for the harbour and the projected elevators. A bridge was built across the Nelson River. All this had to be abandoned, because no method was found to dredge the harbour and deal with the river silt. Boats

could not be brought close enough to the docks to unload. Eventually, the work had to be all done over again at Fort Churchill. It was 1928 before the Hudson Bay Route was finished. The elevators were ready for use by 1913.

The Hudson Bay Route has since grown into a multi-million transportation artery that has made the development of the North as we know it today possible. It was railways like the Hudson Bay Line that have welded a scattered group of mines and fishing villages into what we know today as Northern Manitoba.

Railways

Railway building in the North was begun with the Hudson Bay Route. All other railways are branches of this main trunk route connecting Fort Churchill on Hudson Bay with Western Canada. The impetus for railway building in the North has always been mining. As the mines go, so go the railways. Timber, fish and furs have benefited from the railway but as they come from many scattered points, they have never been sufficiently concentrated in any one area to cause a railway to be built. Only mines, with their large heavy loads can cause a railway to be built in this area.

The Mandy Mine managed its complicated shipping by barge and horse drawn sleighs during the war, because it was highly concentrated ore and because the war created a demand for copper. The Flin Flon mine could not have been developed without the railway.

The Flin Flon railway which stretches for 100 miles over rocks and muskegs and along the shores of lakes, was pushed over frozen muskegs in winter. Throughout 1927 and most of 1928, muskegs were filled, rocks were blasted bridges were built. The work went fast. By September, 1928, the rails had reached the Flin Flon mine. People began pouring in and building on rocks and muskeg. Before the town planners knew what was happening, a town had sprung up along Main Street, which was a deep, soft slough between two rock ridges. A new site was hastily prepared, but nobody wanted to move. For years, people fought water in their basements until the Town blasted a tunnel through the rocky ridge of Hill Street, and let the water drain down to Ross Lake.

Before the Flin Flon railway was completed, a spur was begun to connect Sherridon, near Cold Lake, with the Flin Flon Railway near Cranberry Portage. This railway was completed shortly after the Flin Flon Railway and was hauling ore by 1929.

Then came the market crash of 1929. This was not immediately felt in the North, where new mines were coming into production. The Pas Lumber Company was still providing employment at the "Gateway to the North", and there was a ready sale for lumber in the new towns of Flin Flon and Sherridon. Still, the effects were there. No new mines were opened, and no new railways were built. The depression was being felt even in the North, by the time war broke out. The war gave a new impetus to mining. After the war, new methods of prospecting opened up new finds.

When the Lynn Lake Nickel mines began to demand transportation, a new railway was pushed 200 miles north from Sherridon, to the bleak edge of the Tundra. This railway crossed the Churchill River at Pukatawagan, and opened the country to the Chipewyans.

The big nickel deposit at Moose Lake and Thompson brought new demands for transportation, and once more the railways were forced to expand. The last spike on the Thompson Railway was driven on October 20th, 1957.

Meanwhile, new discoveries were being made at Snow Lake and Chisel Lake. A railway to service this area was built two years ago. Tremaudan's dream of an expanding railway system stemming out from The Pas was beginning to come true. Tremaudan did not realize that each of these new towns would become a unit complete in itself, dependent on The Pas only as a distribution center. Still, as the surrounding territory grows, The Pas must grow too; for it is still the center of distribution. For every ten or twelve new people in the surrounding country, The Pas will get a new citizen with a new job in distribution.

In spite of aeroplanes, trucks, and buses, the railways are still expanding; and we have not seen the last of the new railways for Northern Manitoba.

Even as this paper goes to press, men and machines are working on promising ore bodies across the north. Any one of these bodies could prove out and necessitate another railway line for transportation.

Highway New Bond Between North and South

Development was started February 4, 1929 (Dog teams carried crew over 100-mile route)

The Pas, June 9 — First "official" motorists to visit The Pas, the travellers who today watch the road opening ceremonies at Pine Ridge are viewing the results of ten years planning, hoping and working by Northern Manitoba and its friends.

Blaze Trail — Shortly before noon on February 4, 1929, I. McKinnon left The Pas with a team of five huskies to blaze a trail for an engineering crew to reconnoitre the proposed road route. They were to report as to whether it was possible to build a highway from The Pas over gravel ridges and through swampy valleys to Mafeking.

The Northern Mail has faithfully recorded the fulfilment of the hopes of its early readers, and perusal of its columns elicits the following highlights of the history of the highway.

A week after the first tangible effort to commence work on the highway, the Manitoba Legislature, on February 11, 1929, announced appointment of a hydro electric commission to study, survey and report upon the most advantageous development of power sites in the north, and to report on the cost and location of a motor road from southern Manitoba to The Pas, the gateway to the North.

Indication that the surveyors' report on the highway would favor building of the road, was first reported on February 25, when H. Weberg, dog musher with the reconnoitering party returned to The Pas with optimistic reports of progress. The base camp was then established thirty-four miles from The Pas.

Hopes of residents of The Pas, that the highway might eventually become an actuality, were first raised on January 31, 1929, when Horace Halcrow, early exponent of the project, received the following telegram from Premier John Bracken.

"Following your conversation with the minister of public works regarding highway. Survey arranged to start from Mafeking." A few weeks before this, Mr. Halcrow had stressed the need for such a highway in discussion with Hon. W. R. Clubb, minister of public works.

Then, a few days later, the following report was published and, obviously enough, caused considerable delighted comment.

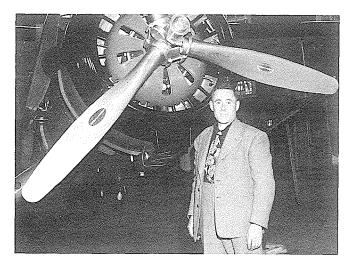
Survey Starts — "Start of the survey for the proposed highway between The Pas and Winnipeg, will be made on Monday, advices from Winnipeg stated today.

"I. D. McKinnon will be in charge of the work and he is already in The Pas. The start will be made from this end. It is not known how long the work will take nor what obstacles will be met by the party." The assurance has been given by Premier Bracken that the work will be rushed and that a report will be made on the highway proper from The Pas end to Mafeking this summer, says a Winnipeg report.

Had not the report of Mr. McKinnon been favorable to the erection of the road over which The Pas visitors travelled today, it would still have been the dream of the early members of The Northern Manitoba Highway Association.

The Pas Airport (Manitoba)

The Pas has the distinction of being the destination of the first known charter flight in Manitoba, if not in all of Canada. In October 1920, Hector Dougal, who was running a freelance air service from Winnipeg known as Canadian Aircraft, was approached by a fur trader from The Pas name F. J. Stanley with a proposition to fly him into his home town, thereby acquiring renown in the eyes of his townsmen by being the first to fly into that northern outpost. Dougal took up the challenge. The direct distance is some 300 miles, but to fly direct was out of the question in those days. The aircraft used was an Avro 504 rigged as a three seater. An air engineer by the name of Frank Ellis (an early aviation pioneer and author of "Canada's Flying Heritage") was a member of the party. The route chosen lay north of Portage la Prairie over Gladstone, Dauphin, Swan River, Hudson Bay Junction and on to The Pas. After many difficulties and several unscheduled stops, they finally made it into the Pas four days after



Tom Lamb In Montreal — 1945 With The Mark V. Norseman He Purchased.

leaving Winnipeg — a trip that takes a couple of hours today. After carefully reviewing the situation, these intrepid airmen decided they had had enough and shipped the aircraft back to Winnipeg by rail.

As early as 1921, the Manitoba Government Air Services initiated limited summer forestry patrols using HS-2L flying boats operating from Norway



Abbotsford B.C. 1952 303 Squadron.

House and Grace Lake. The Pas again came into the aviation picture in 1928, when it was used as a point of call by Punch Dickens on his famous 4,000 mile swing through the Northwest Territories, which started in Winnipeg and returned via The Pas, taking some 40 hours over a period of 12 days. The Pas was also frequently used by Northern Aerial Mineral Explorations and Dominion Explorations in 1928 and 1929. Other early "bush pilots" regularly called at The Pas during these early pioneer days.



CF-BHS New In Montreal — 1945 Flew For Lambair For 30 Years.

The Pas airport was constructed in 1942 as part of the Crimson Route* for the U.S.A.F. which wanted a staging route from the U.S. west coast to Canada with shorter stage lengths than the Northeast route via Goose Bay and Greenland. Canada displayed very little enthusiasm for the project at the time. However, it was executed nevertheless with some Canadian aid. The route was conceived as running from the rich industrial areas of Northern California across North Hudson Bay, South Baffinland, Greenland and Iceland to the United Kingdom. Canada constructed the airport at The Pas, while the U.S.A. (with Canadian approval) built airports at Churchill, Coral Harbour, Fort Chimo and Frobisher. The route was never used for ferrying purposes but the airports built in Canada played a very important part during the construction of the Dew Line in 1955 and in the development of the Arctic.

Construction by Canada began at the Clearwater Lake site 20 miles northeast of The Pas in 1942, and 300 miles NW of Winnipeg. The additional facilities and services required to bring the base up to the U.S.A.F. standards as a military field were paid for by the U.S. Government. These included the navigation and communications equipment as well as operations buildings, barracks and associated facilities. In May 1943, military requirements dictated a change and the decision was reached by the Armed

Services that The Pas airport was no longer required. As a result, the runway requirements were scaled down. Only those projects which were 50% or more completed were finished. The airport was operated by the U.S.A.F. until the end of the war using Canadian radio operators, etc. It was used to a limited extent by military aircraft of both countries. Canada had little enthusiasm for building this route, sometimes known as "The Crimson Route" because they doubted that it would ever be used. Since Canada did not want to leave any loophole for American Legislators to claim property or any other special rights in Canada, it was decided much earlier to purchase the U.S. installations. It cost Canada over 27 million dollars to buy these facilities and ensure Canadian sovereignty.

In October 1944, the Department of National Defence advised Transport that U.S.A.F. would be vacating The Pas, and offered the airport to Transport; which they took possession in September 1945. Because Transport had budget problems, National Defence paid maintenance costs until spring 1947. A temporary licence was issued in the name of Transport on October 25, 1946 and R.C.A.F. buildings, land, etc. were formally transferred to them on January 27, 1947. The permanent licence was issued on July 8, 1947.

The Pas Airport has two runways. Runway 12-30 is 6,325 feet x 200 feet and was built in 1942/43 and rebuilt in 1965. It has medium intensity runway lights, low intensity approach lights on runway 30 and condenser discharge strobe beacons on the approach to 12. Runway 07-25 is 5,245 feet x 200 feet, of which only 4,245 feet is paved, the western 1,000 feet being of gravel construction. It was also built in 1942/43 and partly rebuilt in 1964 and 1965. It has low intensity runway light and no approach lights. The remainder of the airport lighting consists of a rotating beacon, threshold lights, taxi strip lights and obstruction lights. Taxi B and C connect the runways to the ramp and parking area and are lit for night time



Connie Lamb's Plane M.F.H. Refitted 1979.



Back, L-R: Ray Mackay, Norm McCoy, Bill Mulhall, Merv Zikman. Front: Jack Sinclair, Emberley, Ray Fitzpatrick, Russ Branson, Govt. Air Div. Grace Lake.

use. Vasis lights on 12-30, 1980. Windsocks on thresholds 12-30, and 08-26, 1980.

The ramp area is concrete and is large enough to accommodate several large aircraft at the same time. It was also rebuilt in 1965.

The large hangar is owned by the Lakeside Aviation. There is some unheated storage available. Lakeside Aviation provide servicing of aircraft up to 12,500 lbs. gross.

Soon after the Second World War, the R.C.A.F. began using The Pas as a base while engaged in making an aerial photographic survey for the Canadian government. Soon charter operators were also attracted to the airport. In 1947, Canadian Pacific Airlines began a scheduled air service on the Winnipeg, Dauphin, The Pas and Flin Flon route. In 1947 TransAir began a charter service in The Pas area. They were then known as Central Northern Airways.

They took over the C.P.A. route later and now operate seven days a week. Some of these flights continue on to Flin Flon and Lynn Lake. Lamb Airways also operate a regular charter service out of The Pas. TransAir is also involved in charter work in the area. PWA have taken over all TransAir commitments out of The Pas.

In 1977, the airport had 10,944 aircraft movements.

The airport is a Maintenance Complex Centre, and provides electrical and building maintenance for the sites at Hudson Bay, Flin Flon, Lynn Lake, Thompson, Ennadai, Gillam, Norway House, Island Lake, Swan River, as well as The Pas.

Source: Airport History, Transport Canada, Central Region; Airport notes by R. L. Clarke.

The Pas Airport

Airport Managers

1947 — Jack Smythe

1953 — Alex Clarke

1957 — Wilf Morley

1960 — Gordon Docking

1964 — Andy Quin

1967 — George Elliott

1969 — Bill Scales

1975 — E. C. (Bud) Codd

The facilities at the airport were constructed by L. Tomlinson Construction Co.

The Airport at Churchill was built by L. Johnson Construction Co. of Minneapolis Minn. U.S.A. Glen Ridings was employed at the Meteorological Station from 1954.

^{*}see Chapter X, pages 111 and 116

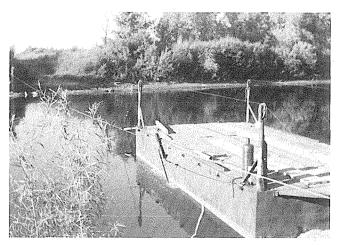
Industry

Agriculture

courtesy The Pas Chamber of Commerce

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

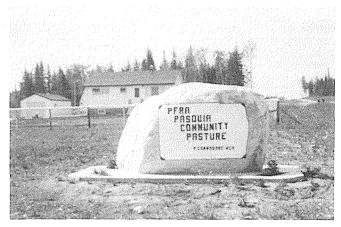
In 1753 Captain Louis De La Corne St' Luc explored the Carrot River valley, stayed around Fort Paskoyac the following winter and in the spring of 1754 seeded a few acres of grain there thus becoming the first agriculturalist of Western Canada with its boundless prairies.



Barge on Carrot R. - 1982.



Admin. Office and Res. P.F.R.A. Pasture The Pas.



P.F.R.A. Admin. and Res. The Pas Community Pasture.

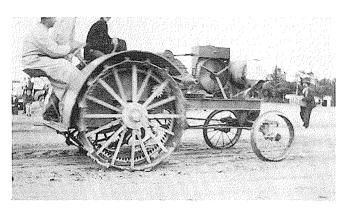
Around 1775, Alexander Henry visited the village of Paskoyac which consisted of 30 families who lodged in circular tents made of dressed ox skins. In the year 1800 Joseph Constant who was formerly a guide in the employ of the Montreal Merchants settled at The Pas and began farming, raising grain and 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.

Farming has been carried on at The Pas since De La Corne's times until the early 1900's. In 1915 a colony of French Canadians from Quebec was settled about 15 miles up the Carrot River from The Pas, and



Bucking Hav.



Early Tractor, Hart Parr — 1920 Model.

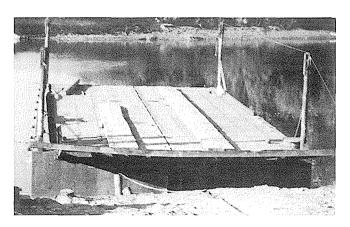
this settlement was named St. Francois, but in 1916 the rivers overflowed their banks and flooded all the land forcing them to evacuate. In the depression years of the 1930's, several farmers from the drought stricken prairies were attracted to the area by its lush growth and settled there. In 1948, 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 Pasquia Reclamation Project, bordered by the Saskatchewan, Carrot and Pasquia Rivers from further flooding. This project was com-

pleted in the 1960's 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.



C.N.R. Stockyards by Imperial Oil Tanks.



Ferry on Carrot River 1947.



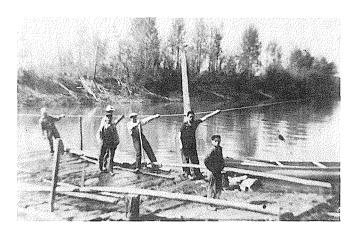
Farm on Saskeram Triangle 1950.



Dam Construction — The Pas River.



Dam on The Pas River.



Ferry on The Pas River 1947.



Original St. Godard Farm — First Grain Shipped from Here.



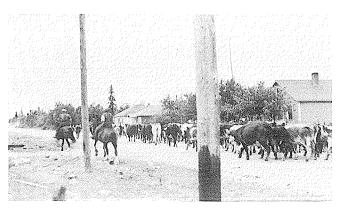
Landing Barge Carrot River.



Cattle Rescued from Flood 1950 — Scene 3rd St. West.



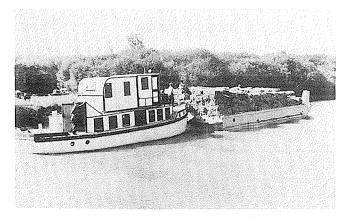
Third St. West of Larose Ave. 1950.



Cattle on Gordon Ave. 1950 Flood.



Tom Lamb — Wearing Fedora — on "Skippy L" Loading Lumber For Moose Lake.



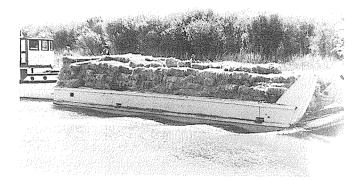
"Skippy L" With Barge Load Of Hay.



Harvesting With Binders At Moose Lake.



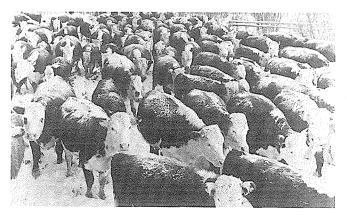
Moose Creek With Moose Lake In Background Lamb Buildings and Hay On Bank Of The Creek.



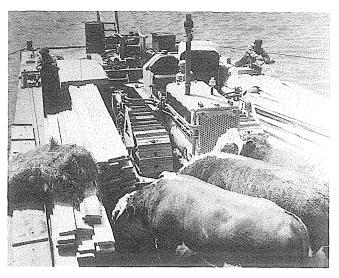
"Skippy L" Pushing Barge With 500 Bales Of Hay.



Stacking Hay From Barge At Moose Creek.



Part Of Lambs Herd of 800 Head Of High Bred Hereford Cattle.



Barge Load Of Supplies for Tom Lamb Ranch. 3 Pure Bred Bulls from Brandon.

Expect to Complete Survey of Valley Land U. of M. Professor May Resume Tests

The Pas, Man., June 9, 1939 — It is expected Professor J. H. Ellis, of the University of Manitoba's agricultural branch, this summer will complete a survey of soil conditions in the Carrot River Valley triangle, which was commenced last year.

This information has been received by The Pas board of trade in a letter from N. C. McKay, director of the Manitoba department of agriculture.

To Professor Ellis was, unofficially but repeatedly, attributed the remark that the land of the Carrot River district could supply all of northern Manitoba with farm and field produce.

In the triangle, bounded by the Carrot and Saskatchewan rivers and the Sipanok channel connecting the two, there are approximately threequarters of a million acres. 20 percent of which is tillable under normal flood conditions and of which 60 percent is tillable under present low water conditions, local farming authorities claim.

North Feeding the North submitted by Sydney J. Allen

This concept is based on food production in this particular part of the Province of Manitoba, as against transporting from the South, at high cost, products, whether it be products of forest, stream or cultivated soil. In its natural state, and with a limited population, the forest and the rivers and lakes do very well in supplying people with sufficient food to sustain life. As the population increases so does the demand on the food source.

The fishing industry is an important source of food for the world population and should be viewed in that perspective.

Hunting on the other hand whether it be for big game or fowl is more of a sport activity and as a food source is available to a very small percentage of the population of a country as a whole. Therefore, unless big game animals and fowl are raised commercially they will never constitute an important contribution to the food chain.

Granted, this approach to the growing need for food will not sit well with those wild life enthusiasts and organizations promoting the propagation of water fowl and the expansion of wild life management areas. That is not to say that their projects are not desirable and commendable, and, undoubtedly are supported by us all.

The regrettable aspect is that agriculture, along with fishing, is being restricted in expansion in Northern Manitoba by the Department of Natural Resources through the department collaboration with organizations that are ruining areas of good quality soil in the North.

Agriculture in its many facets along with the fishing industry are the only means by which the term, "North Feeding the North" can become meaningful. A great many acres of prime agricultural soil are being subjected to a high water level because of flooding of large areas that would otherwise be natural marshland. A flooded marsh causes extremes in runoff during spring thaws and at periods of heavy rainfall. Natural marshland feeds its water out slowly all summer long to the streams and lakes. This is the natural cycle of life in the marshes. When the natural cycle is interfered with, some aspect of wildlife suffers.

If the areas that are being exploited were left in their natural state, that is, all dams and structures removed and the land put to the best economic use, wildlife would exist under natural conditions and the entire community would benefit.

Fishing would benefit thru accesses to natural spawning areas that are now cut off by dams with either inadequate fish ladders or no fish ladders at all. Under natural conditions fish enter and leave the area unrestricted with very little loss of numbers. The fish population is presently being cut off from traditional spawning areas. Statements that it was only Jackfish that spawned in some of these areas are contradicted by men who fished there prior to dams being erected.

Talking about agriculture and fishing in the same article may seem diversionary, but actually they are both almost instantly renewable resources as compared to forestry or mining as an economic base. In today's economy for instance, our forest resources are being depleted at a rate that will take years to replenish and the basic people in the industry are

concerned about their livelihood running out of a supply of good timber.

The mining industry is getting established in countries with lower labour costs that will always be harmful to mining in this country, metals are also a non-renewable resource.

The fur trade, fishing and agriculture opened up this great land of ours and these industries will continue to be the main stay of our economy as long as we look after them. The demand for furs fluctuates greatly and synthetic products, although inferior in quality, are taking place of the natural pelts and forcing the markets down. Agriculture and fishing should be given complete priority for expansion and research.

To come to specific areas, in 1939 Professor J. H. Ellis, one of the greatest soil analysts this province has had, came north to check the quality of the soil on high land between the Carrot and Saskatchewan Rivers, in the Wanless area and the Cormorant and Wabowden areas and found these areas were covered by much prime class soils. Today some of the quality may have deteriorated due to nitrates in the soil due to high water table caused by adjacent lands being flooded.

The department of agriculture has been remiss in not promoting expansion of the agricultural base in the North. When one looks at an annual production of from five to seven million dollars in value of food product from the Pasquia Settlement Project per year, and compares it to the present benefit from any equal number of acres that is flooded for waterfowl propagation and land that is tied up for a wild life management area, the comparison borders on the ridiculous. For example the controversial Saskeram area in its natural state would provide one hundred thousand acres of land suitable for agriculture of various kinds, and if divided into leases or lots of 1500 acres, it would support a population of 65 families native and white producing four to five million dollars in produce for food. This would be a wonderful input into the economy of The Pas and area. This type of development could be repeated on a smaller scale in many other places in the North if water levels in the marshes were kept reasonably low.

The residents and the businessmen of the town should be pushing for this type of development. The first step would be to get to the minister of Agriculture and insist that the priority that agriculture deserves be given to it. Measures that have been imposed by order-in-Council can be revoked by order-in-Council for the betterment of the people of an area and the province.

The Pasquia Settlement Project was an experimental program, the success it has become should

spur the Provincial Government on to expand agriculture and thereby assist the North in Feeding the North. There is much to be said about water control and the environment and the department of the environment should be aware of the long term effects of what is going on in water control and water diversion projects.

The article in the Opasquia Times of July 23-1982 should alert people to the restriction of travel and activities that can be imposed on the huge Summerberry Project just as has been imposed in the Saskeram, an infringement on the rights of all citizens.

20 April 1982

Mr. S. J. Allen The Pas Historical Society Box 547 The Pas, Manitoba R9A 1K6

Dear Mr. Allen:

Thank you for your letter of 8 April 1982.

Please find enclosed a list of company employees posted at The Pas between the years 1877 and 1916.

A definitive record of post managers at The Pas from 1877 to the present cannot be compiled at this time since the staff records are far from complete after 1884 and few have been classified after 1900 and are therefore not yet available for research.

For references to Post Masters at The Pas from 1921 to about 1941 you would be advised to consult *The Beaver* magazine (published by the Hudson's Bay Company). The issues during this period contain lists of staff changes and transfers. From 1941, onward this section was carried by *The Moccasin Telegraph* (also published by the Hudson's Bay Company). Both magazines are carried by most public libraries.

Yours sincerely,

Maureen Dolyniuk (Mrs.)

Assistant Archivist

Hudson's Bay Company Archives.

Planned Appointments, The Pas Post 1878-1884

The following is a list of planned appointments compiled from the Hudson's Bay Company's Minutes of Council for the Northern Department. The possibility that staff changes may have taken place after the Minutes were compiled, cannot be ruled out.

1878-79

Charles Adams, Clerk

(HBCA, B. 235/k/2, fo.42)

Robert Ballendine, Post Master

1879-80	-ditto-	(Ibid. fo.58)				
1881-82	Charles Adams, Clerk	(Ibid. fo.83)				
1882-83	Reginald B. Beatty, Clerk	(Ibid. fo.93)				
1883-84	Joseph Hourston, Clerk	(Ibid. fo.103)				
Clerks and Post Managers, The Pas Post 1883-1916.						
1883-90	Colin Thompson, Clerk	(HBCA., B.334/b/1,2;				
		d.24/17)				
1891-92	Alexander A. McDonald	(HBCA., B.334/2,3)				
	(position not traced)					
1892-93	Henry McKay, Clerk	(HBCA., B.324/b/3;				
		B.324/e/1.)				
1893-94	Joseph Hourston, Clerk	(Ibid. D.24/17)				
1895-96	Henry McKay, Clerk	(HBCA., D.24/17)				
1896-1909	Gideon Halcrow, Clerk and					
	Post Master	(HBCA., B.324/b/3,4;				
		D.24/17				
		A.74/18,fo.16)				
1908-1909	J. J. G. Rosser, Post Manage	r (HBCA., A.74/18,				
		fo.16)				
1915-1916	John Routledge, Post Master	r				
	replaced by Hugh Conn	(HBCA., A.74/23a,				
		fo.36; D33/15, fo.3)				

24 March 1982

Mr. Sydney Allen The Pas Historical Society Box 547 The Pas, Manitoba R9A 1K6

Dear Mr. Allen:

We are writing in response to your request during your recent visit to the Archives on 22 March 1982 for names of Post Managers employed by the Hudson's Bay Company at The Pas Post.

The post at The Pas was established in 1856, although references to The Pas as a place name have been traced prior to that time in the Company records, (HBC Archives D.4/76a, fo.848d). Enclosed is a list of post managers employed at The Pas between 1856 and 1884.

Yours sincerely,

Maureen E. Dolyniuk (Mrs.)

Research Assistant

Hudson's Bay Company Archives.

The Pas Post — 1856-1884.

1856-1859 William Spencer (Clerk) appointed in charge of the post in the Cumberland District. (HBC Archives, B.239/k/3, pp.125, 145, 166, 186).

1860-1866 James Todd (Post Master) appointed in charge (*Ibid.* pp. 206, 226, 247, 269, 291, 313, 334).

1866-1867 Charles Adams, Post Master in charge (*Ibid.*, pp. 334, 356.)

1868-1869 Francois Sahys, Post Master in charge George Deschambeault Jr., Apprentice Post Master (*Ibid.* p. 381) 1869-70 Baptiste Sahys, Post Master in charge George Deschambeault, Apprentice Post Master (*Ibid.* p. 411.)

1870 Alexander Matheson, Clerk in charge Post Master George Deschambeault (*Ibid.* p. 437)

1874 Alexander Matheson, Clerk in Charge (HBC Archives, B.235/k/1,fo.4)

1875-1876 Alexander Matheson, Junior Chief Trader, appointed in charge (*Ibid.* fo. 13d, fo.22d).

1876-187 R. B. Beatty, Apprentice Clerk (*Ibid. fo.* 22d).

The Mandy Mine

The excitement surrounding Mandy Mine in its hey-day probably contributed more than any other single event to popular interest in the newly-acquired territories of the former "Postage Stamp" province. With its expansion in 1912, Manitoba acquired a vast area of land associated with the fur trade and having no connection with the prairie wheat economy. The discovery on the west side of the north-west arm of Schist Lake of a copper deposit so rich that it could be mined profitably in spite of tremendous obstacles was to change popular attitudes. The richness of Mandy's production between 1916 and 1920 put a new perspective on Manitoba's north, attracting both capital and prospectors who further developed Manitoba's mining potential. It also created for Mandy Mine a romantic aura which sustained it through two subsequent attempts to re-establish operation.

Interest in mining northern Manitoba was, of course, related to activity elsewhere. The first mining in the Hudson's Bay region at Rainy Lake had discouraged other such ventures without adequate transportation facilities. The nickel and silver finds of the Sudbury region sparked no interest in Northern Manitoba because of the very different rock formations. It was not until gold was discovered in the Porcupine region of Northern Ontario that prospec-



Ore Hauling from Mandy Mine.

tors realized the potential of the Precambrian rocks also found in Manitoba.

A rash of claim-staking ensued. The first mineral deposits were discovered in the gold-quartz veins at Rice Lake, east of Lake Winnipeg in 1910. Between 1900 and 1915 claims were staked in the north-west-ern regions as well, but no work was done on any of them. In 1915 an Indian named Collins showed rock samples to one of the prospecting parties, led by Creighton who guided them to the sulphide bodies of the Flin Flon Lake region. This brought a flurry of prospecting to the region in the Fall of 1915. One of the claims staked at this time by Fred C. Jackson, a civil engineer with the Hudson Bay Railway, and Sidney S. Reynolds, an experienced prospector, was the site of Mandy Mine. While not the first claim in the area, it was the first to be worked.

An option on the property was sold to Mr. J. E. Spurr, vice-president of Tonopah Mining Company of Nevada, who was in the district examining other claims. According to the agreement, Tonopah would develop and mine the site, with the original owners receiving a percentage of the profits. The Mandy Mining Co., a wholly owned subsidiary of Tonopah, was formed and development got under way immediately.

In January, 1916, the first diamond drill in Northern Manitoba was brought to prospect the site. Drilling revealed an ore vein of 25,000 tons of solid chalcopyrite, averaging over 20% copper, with silver and gold to the value of \$5.00 per ton, and 180,000 tons of lower grade sulphides. In the first annual report of the Manitoba Department of Mines and Natural Resources, it was reported that "for each thousand dollars spent drilling in this camp, over \$1,250,000 in ore had been disclosed.

Although the ore body was too small to warrant erecting a smelter, it was decided to commence extraction immediately to capitalize on wartime high prices for copper (26 cents a pound). With mining machinery hauled from The Pas, including a 125 hp. boiler, a seven-drill compressor and a portable saw mill, surface mining was conducted during the first year, and 3,300 tons of ore hauled to Sturgeon Landing, at the head of the Saskatchewan River navigation route.

Development continued from 1917 to 1920. In 1917 a powerhouse and other mine buildings were constructed, including additional quarters for the men and a "reading and recreation room" for use in the long winter. A shaft was sunk to 100 feet and 50 feet of cross-cutting completed. In the third year of operation, the shaft was extended to the 200-foot level to permit mining at two levels.

During these years, the operation of Mandy Mine

required a monumental feat of transportation. When development commenced, the company brought in a sternwheel steamer and two barges for Schist Lake, and a sixty-ton steam tug for Lake Anthapapuskow. During the first winter, however, a freighter from The Pas, by the name of Charlie Morgan, contracted to haul the 3,300 tons of ore from Mandy to Sturgeon Landing by wagon. The average load of a single team of horses for the winter haul was 6-1/2 tons at a cost of 37-1/2 cents per ton-mile. The Provincial Government in response to the promise of northern riches, had authorized the preparation of a road from Lake Athapapuskow to Sturgeon Lake in the Fall of 1916, but work had progressed only so far as to permit its use as a winter road. After spring break-up, the Ross Navigation Company moved the ore from Sturgeon Landing to The Pas, where it was loaded onto railway cars and shipped 1,200 miles to Trail, B.C., for smelting.

The social impact of the boom years at Mandy Mine was not insignificant. The Pas, already benefitting from the extension of the Province of Manitoba and the creation of government offices for northern administration, received a further boost as the head-quarters of the Mandy Mining Co. and the jumping-off place where miners and prospectors were outfitted. The 40-60 workers needed for Mandy were hired at The Pas. The major transportation route from Mandy to its suppliers and markets necessarily included The Pas. The success of Mandy Mine also encouraged other mining ventures, many of which further contributed to development of The Pas and other northern communities.

Probably the longest-lasting impact of Mandy Mine was not its tangible economic and social contributions to the north, but the aura of excitement and enthusiasm which nurtured many future prospectors in the Flin Flon region. The romantic auro of Mandy as a source of great riches lingered through two subsequent attempts to mine the site. A fall in copper prices and the exhaustion of the richest vein led to the closing of the mine in 1920, when most of the equipment was sold to a Canadian syndicate hoping to develop in Flin Flon property. In 1928, an attempt was made to reactivate the mine. In 1925, the Mandy Mining Co., a wholly owned subsidiary to Tonopah, had been reorganized into Mandy Mines Ltd. and an interest in it acquired by the F. H. McConnell Syndicate of Canada. Canadian newspapers predicted that with the planned Flin Flon smelter and the railway, Mandy could again become profitable. "Alluring possibilities" anticipated in 1928 were proved unrealistic. By 1930, the company had become inac-

On January 15, 1942, Hudson Bay Mining and

Smelting bought control of Mandy Mines Ltd. from Tonopah. The company was liquidated, and in its place was created Emergency Metals Ltd., and H.B.M. & S. subsidiary. It was mined between April, 1943, and December, 1944, as a war measure and the concentrates sold to the United States Government's Metal Reserve Company. The once-rich Mandy was by this time yielding 5.76% copper, a disappointment in the face of 1917 claims that Mandy ore contained up to 90% copper. When the ore was exhausted in 1944, operations were discontinued.

These two futile attemps to revive the Mandy Mines have done little to dim its initial glory. Stories are still told of attempt made in later years to retrieve the pieces of ore lost along the transportation trail from Mandy to Sturgeon Landings, or to raise up barges which had sunk while loaded with Mandy ore. Their truth is of no consequence. They are evidence that the richness of Mandy's first ore has become legendary.

Haul From The Mandy

The story of transportation as it has affected the history of Northern Manitoba is no better exemplified than in the story of the movement of the ore from the mine on Schist Lake to its ultimate destination in Trail at the smelter where it was refined for market.

The surrounding background of why the ore haul took place when it did and under so many difficulties is almost a story in itself. The original Mandy mine was simply what prospectors and miners know as a "Glory Hole" that is it required no shaft or hoist, no side tunnelling, simply the ore body was a lens of high-grade copper which comes to the surface. No waste rock needs to be removed simply the ore is drilled, blasted and lifted right to the surface from the hole left by its removal. The ore was known prior to the first great War. The extent of the body was not known, simply it was known that there was a lens of ore right to the surface on an island near the north end of the middle arm of Schist Lake some ninety miles from The Pas as the crow flies but considerably further as the ore would have to be removed to The Pas at rail head by a circuitous route.

When the demands of the Allies in the first War became more and more insistent for copper for the artillery, the known ore body at the Mandy became more attractive. The Allied purchasing commission after a look at the samples of ore and considering the difficulties of getting the ore to a refinery and estimating the costs finally gave the green light to the promoters who were anxious to see their ore body proved up. Then began almost a fantastic saga that

embraced almost every available and known form of Northern Transport.

Fortunately the body was very close to the shore of the island on which it was situated, so close in fact that no other means of transportation were needed to get the ore to the dock at the shore than the small grasshopper carts on which it was loaded at the top of the glory hole. A dock had to be built, the remains of the log structure are still there.

To get the necessary working machinery into the site teams were employed during the winter. However the machinery was not all delivered until open water and we are told that two large canoes lashed together with poles to make a platform was used to put the remainder of the machinery to the site. The first ore was brought to the shore in the winter time and Charlie Morgan, well known Northern entrepreneur was hired to transport it by horse drawn sleighs to The Pas. His first shipment of horses from the South is said to be one hundred and forty teams, no horses being available for such large tonnage at The Pas itself.

The route of the horse drawn sleighs in the winter time was from the site of the mine, southwards down Schist Lake to the portage across the Athapapuskow known as the four mile portage. Surveyors since that time say it is only two miles in length, maybe stories got a bit stretched in the older days. That portage had to be cut and iced. Icing was done by a horse drawn tank of water with a drainage system in the bottom which could be opened to spray the road with water which promptly became ice in the cold weather. If the sleigh passed over the road often enough it built up possibly a six inch thick surface of ice on the road. If this was not done the heavily loaded sleighs cut down to the bare rock and earth and made haulage impossible. Even on the surface of the lakes it was often done to reinforce the ice.

Over the four mile portage the road led to Camp Two on the south east shore of Lake Athapapuskow where another and longer iced portage had to be maintained. This road ran across the high land between Lake Athapapuskow and Goose Lake, thence along the Goose River to its junction with the Sturgeon Weir River and then followed the River to Sturgeon Landing. From Sturgeon Landing to Cumberland House was river and lake haul all the way with no portages and arriving at Cumberland House the haul was on the Saskatchewan River all the way.

The teams on the way up had to haul hay and oats which were cached at various sites for use on the way back. Each team was supplied with a pair of horse blankets for inclement weather. Shelters were provided at suitable mileages along the way to house horses and men at nights. Camp Two, is the only

surviving site which can now be identified. Meals were two a day, breakfast and supper with possibly a frozen pork or beef sandwich to be eaten at noon, along with a pot of boiling tea along the road while horses had a few oats at the same time. Sometimes to enable sleighs to be started off after a night or noon stop they had to be driven on to small poplar sticks before stopping. Otherwise the runners would freeze down and be impossible to start off when the cavalcade was again ready.

It is surprising with all the hardships that had to be endured that any ore of any account was hauled in that manner. In fact the winter operation was highly successful but plans had to be made for an uninterrupted operation during the summer time as well. During the winter a plan was evolved to use barges over the water routes. Barges were built in The Pas and hauled North on return trips. The first idea was to put three control dams in Schist Creek which drained into Little Athapapuskow in order to raise the levels of water to allow the barges to float downstream loaded on the high water. After their passage it was planned to again close the dams to allow enough water to rise and allow another passage on the shallow and rocky creek. The barges were supposed to hold sixteen tons of ore each but that load was not found successful. The heavily loaded barges could not negotiate the shallow stream no matter how much the water was held up and two of the dams were put out of business by barges sticking right in the dam itself.

After two weeks this plan was abandoned. The barges then had to be towed down Schist Lake to the old four mile portage and be unloaded to wheeled wagons for transportation across the portage. On Lake Athapapuskow barges were again used to camp two when the same laborious process had to be repeated, load into wagons and transport by horses across the portage almost to Sturgeon Landing and delivered to barges below the last rapids. From there it was water transportation all the way to The Pas down the same route with the stream flowing fortunately in the direction of the ore haul all the way. However dockage facilities had to be erected at The Pas and an ore dock was placed at the lower end of The Pas River where it emptied into the Saskatchewan. A spur line of the C.N.R. was put in from the right of way to the docks at The Pas River and the grade though abandoned many years ago still is in existence skirting old Halcrow Lake. Box cars were put right on the docks and loaded direct from the barges.

Adventure was not through even yet in many instances. Box cars had been allowed to be in a state of disrepair during the war and many a car was

sidetracked on the way to the smelter at Trail because the loaders got too ambitious in The Pas and did not figure on the enormous weight of such a little bit of rock. Almost every early box car was overloaded and became "bad order" on the way. Had it not been for the richness of the ore, averaging almost eighteen percent copper in the raw state, the attempts would have been abandoned very early in the game.

One can still trace the wagon road across from Schist Lake to Athapapuskow and across the sixteen mile portage. An old wheel with no iron rim and the hub almost rotted away had been hoisted on a tree and served as a landmark for many years at Camp Two.

Chunks of ore which rattled off wagons over the miles of trail can still be found and it has been said that more prospectors used chunks of Mandy ore found in this manner to lure buyers into buying interests in snow staked claims with no mineral value whatsoever.

Several barges were wrecked with their cargoes. One barge is still visible in the Sturgeon River, its load filled with silt from the river. Many sleighs went through the ice when currents shifted and overnight sixteen inches of ice which was considered the minimum for sleigh roads was shaved to two or three inches and the unwary teamster often drove into the airhole thus formed.

We have seen that every form of transportation in some form or another and to varying degrees was used in this early venture. The North will probably never again see such a monumental task accomplished under such trying circumstances though the moving of a complete townsite from Sherridon to Lynn Lake in the more recent years is still a good example of the ingenuity of the true Northerner when he has to face a challenge never before met.

Prospecting in Manitoba by Doris Allen

Active prospecting in Northwest Manitoba commenced in late 1913 when gold-bearing quartz was discovered near Amisk Lake in Sask., a few miles west of the Manitoba border. Prospectors gradually worked from here and the first recorded staking in The Pas Mining District was on the 27th day of March, 1914 at Otaskawetawin Lake, northwest of 2nd Cranberry Lake. This claim was staked by a Cree Indian, one Elijah Constant and he called the claim Elephant.

Wekusko Lake was first actively prospected in 1914. The most famous are the Pendennis, Moosehorn, Ballast, Wekusko, Kiski, Rex and Bingo mining claims. Of these claims the Wekusko was staked first by Richard Woosey in September 1914.

The Pendennis was staked by T. J. Christiana in

October 1914, Moosehorn and Ballast claims were staked in 1914 by Hugh Vickers and Richard Woosey respectively. The Kiski group was staked by Richard Woosey and M. Hackett during 1914.

All these claims make up the property known as the Northern Manitoba group. The Northern Manitoba Mining and Development Company was organized to sink a shaft to the 100 ft. level and 50 ft. of drifting was completed. A car load of ore was shipped in 1917 from the property to Trail, B.C. and yielded \$2,323.00 or an average of \$81.53 a ton in gold.

Prior to 1926, the Northern Manitoba Mining Development Company holdings were amalgamated with the Kiski property to the South, forming the Kiskoba Mining and Development Company. The properties held by Kiskoba in 1926 are still in good standing and are held under lease by that company.

The Rex claim was staked by Julius R. Campbell during November on 1914. It was operated as a mine for a number of years under Herb Lake Consolidated Mines Limited and was later taken over by Laguna Mines Limited. When the property was mined it is reported that approximately \$150,000 in gold was recovered up to the time work ceased in 1925. The claim was allowed to lapse and revert to the Crown in 1943, and was later taken over by Duncan Hanes, now deceased.

The **Bingo** claim was staked by James McCormack situated on the east side of Herb Lake during 1915. The most extensive developments of the deposit was carried out between 1922 and the end of 1924 by Bingo Mine Limited. The foundations and frame of a large mill were completed during the summer of 1924. Work was then stopped due to conflicting reports of the grades of ore found and court actions followed. Bingo Mines Limited was liquidated and the assets purchased by a new company known as Bingo Gold Mines, Limited.



H.B.M. & S. Founders.

The property was then reopened in 1927 and a 10 ton mill was built to make tests of the ore. Camps and mining machinery can still be found on the site. At present the interest of the shareholders are represented by a Trust Company in Wpg.

The Mandy claim came on the scene next. Situated in the Northwest arm of Schist Lake it was staked by Fred C. Jackson and was recorded October 22, 1916. The claim was named Mandy after Fred Jackson's wife. The claim was then transferred to the Mandy Mining Co.

Between 1917 and 20 the massive copper ore was mined by open cut and underground stopping shipped to the Trail smelter and yielded nearly 9,900,000 lbs. of copper and \$5.00 a ton in gold. The ore was hauled by barges and teams nearly 170 miles to The Pas from where it was shipped by rail.

The Mandy has since been transferred from the Mandy Mining Company to Hudson Bay Mining and Smelting Company Limited, in whose name it still stands. This company reopened the mine during the Second World War and the lower-grade ore was mined out.

The Flin Flon orebody was the first discovery in the area. The story of its discovery has its romantic side and how it got its name is a matter of historic interest. The details as prepared by A. J. McLaren consulting engineer, Winnipeg, and formerly an Inspector of Mines and resident engineer with the Mine Branch of Manitoba is as follows: The find was made in the winter of 1914, just before Christmas by Thomas Creighton, who had a camp at the time on Phantom Lake, a few miles south of Flin Flon Lake. He was one of a party of six men prospecting in the Amisk (Beaver) Lake area, for John Hammell and associates of Toronto, Ontario. Four of the party, Creighton, Leon, Dion, and the Mosher brothers, Dar and John combined trapping in the winter and prospecting in the summer. Dion was camped in the neighborhood and the Mosher brothers near Amisk Lake.

On the day of the discovery, Creighton went through the country looking for fur signs, sizing up the rock formations and hoping to see a moose that he could shoot for fresh meat. His wanderings took him in sight of a lake (there were then no maps of the country) and he went down to its shore. On a point where there was an outcrop, the snow had been blown clear enough to show chalcopyrite in the schist. Creighton saw the mineralization and decided that it was worth further investigation.

When the snow was gone in the spring of 1915 he returned for that purpose in the company of John Mosher. Together they decided the prospect was worth staking and on August 15th, 1915, after a

further examination they staked the first two claims on a weathered gossan, which panned values in gold, but was soon found to be primarily a copper zinc sulphide deposit. They went to Beaver Lake where the other members of the party Dan Mosher, Dan Milligan and the Dion brothers Isidore and Leon were located. After staking sixteen claims, Hammell was informed of the discovery. He examined the property and subsequently interested Hayde-Stone and associates, of Boston, Mass., with the result that exploration work, including diamond drilling was soon underway.

Since that time the Flin Flon ore-body has been at different times and by different interests subjected to careful investigation. It was in 1920 that R. E. Phelan later to be general manager of the Company, took over and operated the property, came to Flin Flon to study a direct smelting of the ore.

In November 1925, the Whitney interests of New York with R. H. Channing Jr. negotiating for them, optioned the property. When this option was exercised the Hudson Bay Mining and Smelting Company Limited, was incorporated and the financing of the enterprise to operate the Flin Flon Mine was carried through successfully. That the company has come to its present condition is for the most part, due to R. H. Channing Jr. and R. E. Phelan.

As the question is frequently asked: Whence the name Flin Flon for the mine? It was derived from a character, Flintabatty Flonatin, in a book, "The Sunless City", J. Preston Muddoc, which had been found in 1913, by Creighton, Leon Dion and the Moshers while travelling a portage from Churchill River to Lac La Ronge in Saskatchewan.

Sherridon — 1922 — this property was first discovered by Philip Sherlett, a Cree Indian trapper. The first mineral claims were staked by him in 1922. Later Carl Sherritt and Richard Madole, discovered additional rusty outcrops and located a group of claims adjoining Sherlett's. Sherlett lost the title to the original staking and Messrs. Sherritt and Dave Burke staked the ground and gained control of the property. Between 1925-26, several companies optioned the property but did little additional exploration. Work was commenced on the property in the summer of 1927 by Sherritt Gordon Mines Limited.

First staking activity in the Snow Lake area occurred during 1921, when Gaspard Richard staked the Night Hawk and Ida claims. However, it was not until 1928, when C. R. Parres and associates staked a group of claims North of Snow Lake, that any real interest was shown. These claims were later taken over by Howe Sound Exploration Company of New York.

Lynn Lake was the first nickel deposit of any

consequence and was found in 1939 by Austin McVeigh, employed by Sherritt Gordon Mines and this resulted in considerable activity in that area.

In the year 1949 a Nickel discovery was made by the late Walter Johnson at Mystery Lake, and it was due to his efforts that the International Nickel Company of Canada Limited became interested in this area.

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50 Years of Up and Down (The Sherritt See-Saw)

Do you know, the price of Sherritt's shares has travelled up and down more irregularly than the price of copper? (Both are part of our 50 years of up and down.) Up to \$9.90 in '29 — down to 18 cents by '32. Up to \$4.00 in '37 — down to 55 cents in '42. Up to \$10.37 in '56 — down to \$2.35 in '59. Up to \$25.00 in '70 but down to \$4.05 in '77.

Back in 1932, when we shut down our first mine at Sherridon, copper was selling at 5 cents a pound. Our cost of producing copper in 1932 was 5.6 cents and 12 times that just about equals the price we need to break even today! In short, we were really just about where we came in, or went out, 46 years ago!

But now let me lead you back to the start of Sherritt Gordon which really began with a fullblooded Cree Indian named Phillip Sherlett. Phillip had a trap line in the area of Kississing (or Cold Lake), 600 miles north of Winnipeg. Besides being a trapper, he was a first-class prospector. In 1922 he made a discovery, and he and his family staked and recorded a number of claims. He did the necessary assessment work and then, as he really did not want to trek about 200 miles south to The Pas, he entrusted a man called Burke with money and samples to record the work at The Pas Recording Office. Burke reached The Pas all right, but promptly stopped for a drink after the arduous journey and then proceeded to get very drunk on Phillip's money. The work was not recorded, Phillip was never told, and, of course, the claims subsequently lapsed.

Now the next character I would like you to meet is Carl Sherritt, an American from North Dakota. He served overseas with the U.S. Army in the First World War and later found work as a teamster on construction of the Hudson Bay Railway in northern Manitoba. In 1921 he turned to trapping for a livelihood. He was a very successful trapper but he also devoted some time to prospecting. In 1923 he was attracted to Phillip Sherlett's stakings. After some

work and taking samples, he staked around Phillip's ground. He obtained some assistance from a fellow trapper, Richard Madole, another American who trapped nearby. In 1924, when the original ground rights came open, Sherritt and Madole restaked the claims of Phillip Sherlett which had lapsed. Now Madole was quite a guy. He had been trapping in the North for years. In the bush he was a real gentleman, and enjoyed a game of bridge which he played with great skill. However, when he got to town, he got unbelievably drunk — for days — even weeks on end. When he used up all his money and credit, he would start bumming by asking anyone for a "dirty old dollar". When turned down, he would lower his sights to a dime, then a nickel. Naturally he got to be known as "dirty old dollar Dick." To try to keep him out of trouble, Carl Sherritt usually took Dick's furs, together with his own, to the sales in The Pas.

Now in The Pas at this time the manager of the Canadian Bank of Commerce was a gentleman called C. R. Neely. One morning as he was having breakfast in the local restaurant he struck up a conversation with a man he had never seen before. As they were leaving, the stranger realized he had left his money at the hotel. C. R. Neely offered to pay his bill. The stranger allowed him to do so providing C.R. would let him know where he could find him to repay the loan. C.R. told him where he worked. A few hours later the head clerk at the Bank came into C.R.'s office with a baffled look and announced that a stranger was outside insisting on paying for his breakfast. That is how Carl Sherritt met C. R. Neely, the start of a lifelong alliance.

One of the many diversified jobs the Bank did was to hold fur sales for its clients and in 1923 Sherritt bought his and Madole's furs. The following year, besides furs, he brought in some samples of ore. He then recorded his claims and left the records at the Bank. Just prior to this time, John Gordon, a civil engineer, came to The Pas to work at the Hudson Bay Railway. As the mining-prospecting boom had to develop in the area, J. P. turned promoter. He had financial backing from his family in the East, headed by his brother, Senator George Gordon of North Bay, who had other interests in the Ottawa Valley. Rumours started to spread about Sherritt's find, and C.R. introduced Carl to J. P. Gordon.

Next year in 1925 J. P. Gordon and Carl Sherritt came to an agreement. Gordon obtained an option on the property and the right to re-option provided he kept up the payments to Sherritt and Madole. The total price was \$250,000. (Back then a dollar was a dollar and there was no capital gains on it.) Gordon optioned the property to several different parties who

did work on it which showed two copper-zinc orebodies and over some 6,000 feet of length.

Now another enterprising individual enters the scene. Eldon L. Brown was a young mining engineer working for the Victoria Syndicate, the exploration subsidiary of the Mond Nickel Company. In the spring of 1926 he travelled into Cold Lake and examined the Sherritt prospect. He liked what he saw and staked some surrounding ground. During that summer, Eldon Brown (who later came to be known simply as "Brownie") — was waiting anxiously, like everyone else to hear if the current option holders would make the next comment. One night as Brownie was having dinner at one of the stopping camps on the route into Flin Flon, he happened to overhear an engineer say that the option was to be stopped. Ever resourceful, Brownie snuck out after dinner and walked 16 miles in the night to Sturgeon Landing, caught the steamer to The Pas and that day wired his principals to make a deal with the Gordons.

Brownie returned to Cold Lake and worked on his claims. A number of field engineers for various companies visited the camp and looked over the properties. Among the visitors was Bob Jowsey, of whom we'll hear more later on. Then, in September, Oliver Hall, Manager of Mines for the Mond Nickel Company, arrived to see Brownie at Cold Lake and told him that the Victoria Syndicate had in fact got the option.

Brownie immediately proceeded with work on the Sherritt property. All cores and trenches were resampled, claims were surveyed, 15 fractions were staked, including the G.D. fraction and the A.D. fraction — "another damn fraction". The Mond officials wanted to go ahead with a diamond drilling program but their controlling group in England did not. They had decided that the property was too far in the bush and the ore too complex to treat. The option was dropped at the end of the year and the Victoria Syndicate dissolved. All of a sudden Brownie didn't have a job! What to do?

Brownie knew that one of the earlier visitors, Bob Jowsey, was still interested so he wrote a report for him on the property. With this, Jowsey interested Thayer Lindsley and on July 7, 1927, 5 years after Phillip Sherlett's first discovery, Sherritt Gordon Mines was incorporated. Brownie was hired as Superintendent, the Company's first employee, and was sent back to prove the mine he said was there.

Sherritt and Madole were bought out. Sherritt received \$100,000 and 100,000 shares of stock. Madole wanted cash and received sixty thousand "dirty old dollars".

When Carl Sherritt received his cash and shares, he left the stock with his friend, C. R. Neely, at the

Bank in town. Later, when he was going on a trip south and 50,000 shares were coming out of escrow, he told C.R. to sell the stock, the 50,000, if a price of 50 cents could be obtained. A few days later, C.R. received a telegram from a brokerage firm in Winnipeg: "Understand you have 50,000 Sherritt available for 50 cents". C.R. was greatly intrigued by this message as he had told absolutely no one. He wired back: "Sorry, my client is not interested". An hour or so later, another wire came in raising the rate. Again C.R. regretted. Several days, some hundred telegrams later, from a variety of sources which remarkably followed Carl Sherritt's route, the offers were coming in at over \$9.00! When Sherritt got back to The Pas, he went to see his banker friend and mumbled that he was undoubtedly the world's biggest fathead for unloading his Sherritt at 50 cents. One can imagine the scene when he was told that due to C. R. Neely's sixth sense nothing had been sold! Later they averaged better than \$7.00 a share!

Subsequently Carl learned to fly, obtaining his pilot's license in the United States. Tragically, in April, 1928 he was killed at the age of 33, when he fell out of his own plane while stunt-flying over The Pas. He had neglected to fasten his safety belt!

The other partner, Dick Madole, proceeded with his \$60,000 to make a name for himself as a big spender. He hooked up with a local character called the "Moose Jaw Kid". She said she would stick by him as long as the money lasted. They headed for Winnipeg by private rail car. They entertained royally in one of the most expensive suites in the old Royal Alexandra Hotel — their circle of friends increasing in direct proportion to the amount of money they spent. One evening during an argument over travel in the bush, Madole had one room filled to a depth of a foot or more with corn stocks so he could demonstrate the proper method of snowshoeing. In less than a year, understandably, the money was gone and they were back in The Pas. Again Neely had been shrewd enough to salvage sufficient things out of the wreck to outfit Madole and his "Kid" to go trapping again north of the Churchill River where they spent the rest of their lives.

C. R. Neely had retired from the Bank and had become manager of Carl's affairs just before the plane crash. C.R. went over 20 years looking after the distribution of Carl Sherritt's very considerable estate. C.R. also became Mayor of The Pas and held that office for 5 years. As for Phillip Sherlett, where my story started, when Brownie learned of his story and his bad luck with the original "find" he told the Lindsleys. Sherritt Gordon arranged a pension for Phillip for the rest of his life and it was paid to his wife after Phillip died.

In the fall of 1927 work on the property started in earnest. A winter road was cut from Cranberry Portage and the whole mining plant and camp was freighted in during 1927-29. As the railroad was then being built to Flin Flon, work would start on a branch to Sherridon if sufficient ore could be proved **before** the line to Flin Flon was completed. Brownie was able to find sufficient ore, and the railway launched the mine at Sherridon in July, 1929.

A plant was built, and production began in April, 1931. Unfortunately this was at the time when the depression forced the first break in the price of copper. Plans were revised as the price continued to fall, and finally, the mine was closed after little more than a year of operation. The mine remained closed for five years. With improved metal prices, it reopened in 1937. The operation was continuous from then until 1951 when the orebodies were completely exhausted; 8½ million tons had been milled, and production had a value of \$58 million.

Brownie, now the Company's General Manager, had already started a search for a new mine. Up to as many as 10 prospecting parties were kept in the field every year. Some names of the men involved will bring back memories for today's oldtimers. Dave Foster, Nick Babi, Gavin McVeigh, Stan Simpson, Jimmy Sayies, and Bob Brown.

In September, 1941 Austin McVeigh pulled the moss off the outcrop and found some mineral worth a sample. It was 1% copper and 1½% nickel. The outcrop was the only one for a quarter of a mile in any direction, which left lots to the imagination.

The decision was made to do no staking, to cover over the discovery, and to attract no attention to it. In 1941 the outcrop was at its height and obviously, 100 miles in the bush, nothing could be done. Finally, in the fall of 1945, McVeigh went back with a Teeberg magnetometer and found a number of things in the muskeg in the vicinity of his original discovery. A drill was flown in and then, just before freeze up the first orebody at Lynn Lake was found. All work was finished except the staking of claims. By the end of freeze up — fortunately a long one — Sherritt Gordon had staked the ground it needed — a block 3 miles wide by 9 miles long — and the news of the discovery was out! One of Canada's major staking rushes followed.

No orebody at Lynn Lake outcropped. All were first detected by the magnetometer or by EM. McVeigh's original discovery is still here at Lynn Lake; it was not connected with any orebody.

One anomaly in particular was found which did not conform to the usual pattern. It had extremely high readings. Hole number 160 was located right at the highest magnetic reading and drilled vertically. Bedrock was reached at 25 feet, followed by 12 feet of barren rock. For the next 602 feet, the hole ran in massive suphides which averaged 4.87% nickel and 1.71% copper. The 'EL' orebody was a bonanza. When drilling was completed, the 'EL' was found to contain $2\frac{1}{2}$ million tons of 2.5% nickel ore.

Development, prospecting, drilling, shaft sinking, and building a town, all took place over the next eight years. In an historic venture the whole mining plant and most of the town houses together with the bank, churches and schools were moved to Lynn Lake over a winter road after the Sherridon mine came to an end. In November, 1953, on the day Donald Gordon of the C.N.R. drove the last spike, the first nickel concentrate was shipped out on the new rail road.

Living in the town of Lynn Lake in the early years was a unique experience and one which will be familiar to some of you. I think it was accurately recorded by the wife of one of our employees in this poem:

"I moved up here in '52 With an optimistic throng. We couldn't buy any lumber, so We took our homes along. They jacked us up in the frigid air To battle the wind and snow. In winter's grip, with mercury At forty-five below. They dumped some rations in the door And later on returned To fetch a load of wood so green It boiled before it burned. For fourteen days we took the cure Of weather, wind and storm, And formed a ring around the stove, To make sure the fire stayed warm. The cupboard was a deep-freeze And only a little crude; You'd swear the thing had been installed For storing frozen food. The baby was a problem That pains my conscience yet We found him frozen to the floor Because his pants were wet!'

Our prospecting today is a long way from the man on the ground in the 1920's, 30's and 40's. We have a twin engined Beechcraft crammed with electronic gear and trailing a pair of "bombs". Our geophysicist no longer has to look out the window to see where he is when a needle jumps on his instruments.

The discovery of an airborne geophysical anomaly in the Fox Lake area of northern Manitoba on October 8, 1960 marked the beginning of a new era. Men are forced to conform to new norms by machines invented by others. We had an anomaly, we confirmed its location by ground EM, and by February, 1961 we started drilling. We drilled and studied, studied and drilled. By 1965 we had proven a reserve of 12,000,000 tons of copper-zinc ore and it was

decided we had a mine. By the spring of 1970 the first ore went through the 3,000-ton-per-day mill and Sherritt was back in the copper-zinc business.

At Fox there are no anecdotes about individual prospectors to compare with the early days of discovery at Sherridon and Lynn Lake. However, there are many tales to be told which illustrate how man and nature kept life interesting. At one point, diamond drillers working at our Fox prospect were dismayed to see a small forest fire too close for comfort so they jumped into a nearby lake and stood in water up to their necks watching their drill being consumed by the fire. Another story concerns one of President Brown's early visits to the Fox property. He had landed at Snake Lake and was properly impressed when seven local staff people insisted he take the front seat of the Bombardier as it would be more comfortable than the hard benches in the rear. A mile down the road they traversed what looked like a small lake but was really only a big puddle on Manitoba's newest highway, PR 396. The Bombardier filled with water to just over the level of Brownie's seat while the seven sat on the uncomfortable benches at the back. high and dry, without even getting the soles of their feet wet! (A great way to impress the President!) Then on one other occasion, Mill Manager Jim Mac-Lellan, and Gerry Latimer, Chief Mechanic, decided to move two 1,000 hp. diesels to the Fox Mine using the old Sherridon winter tradition of sleighs and tractors. While they were arranging the tractor convoy at Lynn Lake, unbeknown to them the Manitoba Department of Highways, in an unusual fit of generosity, decided to plow the snow from Sherritt's new road to Fox Lake. The upshot of that generous gesture was that the local contractor's D-6 cat (which happened to be the pole cat in the convoy) hit unexpected bare gravel and slowly converted itself into two D-3 cats, if that is what half a D-6 is called.

Fox has gone on to be a great little mine but never really got its day in the sun at Sherritt because, before we got Fox going, we found Ruttan. With more sophisticated airborne gear, we found an airborne geophysical anomaly about 60 miles southeast of Lynn Lake on July 5, 1968. This was followed by EM work in July and August. We didn't drill the anomalies until the following April, 1969. The first shallow hole hit ore, so we staked the ground around it just as spring breakup arrived. Many things have improved over the years but bush radio in the Precambrian is still subject to all kinds of interference. You can image the frustration and excitement of trying to deal by radio with a new "find" which appeared to be a big orebody! We didn't have enough drills or enough drill rods. During breakup we got only three holes down 100 feet apart and because we were short of rods all the holes stopped in ore! The size of the Ruttan orebody was limited only by one's imagination!

The orebody at Ruttan was proven at 51,000,000 tons of copper-zinc ore. It was brought into production in 1973 as an open pit with the first copper concentrate being trucked to Lynn Lake from the 10,000 ton-per-day concentrator in April of that year. The decision was made in 1977 to proceed with the development of underground ore, and production from underground began in early 1979.

We have a modern mining plant at Ruttan, a beautiful and well laid out townsite at Leaf Rapids built by the Manitoba Government at great expense, part of which we share. The mine and town are connected by a Company gravel road — also very expensive as the so-called gravel is really 6-inch rounded glacial boulders, to a depth of over 24 inches, trapped in 13 miles of bottomless clay — the longest cobblestone street in Manitoba!

As you know, the old mine at Lynn Lake struggled down deeper and deeper for more ore. Unfortunately the grade also went down and the costs up, so we had to shut her down in mid 1976.

So, that's my story of 50 Years Up and Down. Perhaps I should have entitled it Down and Up since Up is certainly a better note to end on, and hopefully that's where we are going.

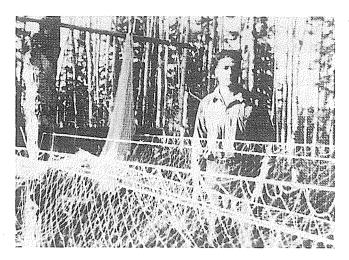
Explanation in Details of Commercial Fishing and Trapping by Rudi

Since I made my living for many years as a commercial fisherman, especially winter ice fishing north of the 53 parallel I will be more explicit and so explain that part of my life in more detail.

As I stated previously I started commercial fishing with a small outfit of 10 gill nets in the year of



Rudi Streit with Fishing Nets and Floats.



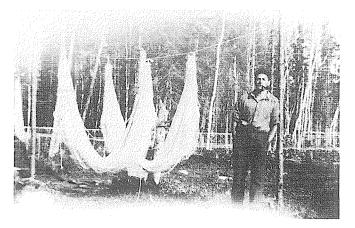
Rudi Streit Fishing Equipment.

1928. Each net would be one hundred yards in length, the depth of it 24 inches x 5½ inch mesh which is the legal size required for trout and white fish. The measurement of a mesh consists of a square stretched oblong to 5½ inches. The nets at that period of time were fabricated of linen or cotton thread, in later years were replaced with nylon thread which is so much finer stronger in texture and longer lasting.

In order to be a commercial fisherman I had to choose a lake I wanted to fish on then be granted a commercial fishing license each license would cover 1000 yards of nets, so for every 1000 yards of nets a second license and so for additional would be reguired. The fee of each license would be then 5 dollars which would allow one man 1000 yards of nets, so for each man hired, so many license required. Also a limit of tons for the seasons catch was established by the department of fisheries, when that tonnage was caught fishing must stop unless an extension be granted. The commercial winter season would start in November a lot of preparation are required. First a log cabin, a fish cabin or warehouse to build also it is necessary to have a boat or skiff as the lake I chose and located on was 9 miles off the railroad by water route with no roads accessible. This place was my home the year around for many years to come, I made my living solely from fishing also part time trapping.

About trapping in general I will be more explicit in a separate chapter of this biography. During open water I hauled my supplies by row boat, when favourable wind I used a sail. Towards fall I freighted winter supplies such as food, fish boxes, feed also for a pony I believe me travelled in lots of rough water, on the water am at home.

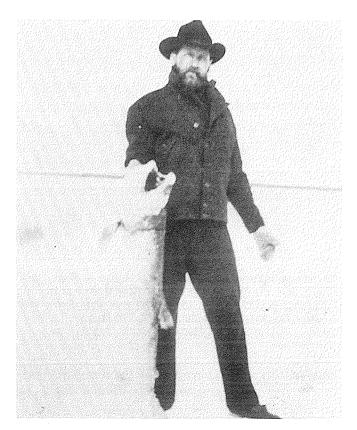
Outboard motors I used in later years for commercial summer fishing, on other distant lakes if fish prices were attractive enough. Between season wood was cut for the entire oncoming winter season, so as



Rudi Hanging Nets.

not to loose time from my harvest; the fishing gear such as netting twine, floats, leads, side lines seaming twine I purchased from John Lecki Co. I always hung my own nets as they would catch better. Bought nets were hung too tight not enough slake, therefore the meshes when under water would be too rigid and the nets would not catch as should. I used to do this work in the summer, when at it I hung 4 nets daily, a tedious job and tiresome.

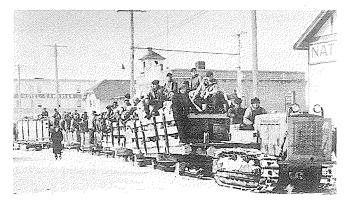
The netting twine has to be seamed on to the side lines every 6 feet of net length are loops to tie with seaming twine to fasten floats on one side of the net and opposite for lead sinkers. Used nets I would also



Rudi Streit with 35 lb. Lake Trout — Clearwater Lake.



Rat Trappers on Barge to Trapping Area.



Rat Trappers Going to Hunting Area.



Registered Trapline group 1948 Court House — Back: Jack Heard, Jack Lundy, Joe Bignell. 3rd Row: Tony Kawka, Pat Paterson, Ed Johanson, Joe Robertson. 2nd Row: Wilf Guymer, Ed Daggit, Jack Staunton, ?, Phil Reader. 1st Row: Jim Cummines, Steno ?, Harold Wells Sr., Arnold Davey, Albert Sinclair.

repair during summer months all the torn parts built in with new meshes, it takes very nimble fingers to get good at it.

A 100 yard net 24 mesh deep consists of roughly 117,000 meshes. In later years with increasing num-

bers of nets, it would take me 3-4 months to repair the used nets, every day from 7 a.m. to 6 p.m. When the season was near I was once again prepared for it and would hire a crew, as a rule 4-6 fishermen.

I also was the cook preparing meals, baked bread for the whole season before fishing would start. As soon as cold weather would set in to freeze the loaves I would set a batch of 26 loaves every day. 100 lbs. sack of flour would make for 3 batches, so dear readers you can see I was a busy man, I wanted to get ahead in life and not to live from hand to mouth. Hunting for moose and deer or caribou also took time. Come late fall it would take me a week sometime to kill enough game to last throughout the season. In the twenties when first of November arrived it was winter to stay, with freeze up to the lakes close at hand also the fur bearing animals pelts were in prime condition.

Nowadays the climate has changed to a warmer cycle. The water of the lake would thicken the seas in stormy weather would be three times larger, the swell of them about 100 feet wide the water like heavy oil. Along the shore line slush ice would form until the wind would stop, then bingo the lake would freeze over. Some years the lake would freeze over with storms, this way it would be mostly slush ice and make it more difficult to set nets. If the lake would freeze over for instance in the afternoon, the follow-



Tom Lamb Crew Teaching Indians To Fish Thru The Ice At South Indian Lake.

ing morning the ice would be two inches thick and we would be on it setting nets. Each step a man made the ice would crack and sliver like a spider web, my caution to the men in advance, no two men beside each other. Then the ice did build up five to six inches in thickness the whole body of lake ice would expand and with a great thunder roar noise explode ripping an opening the width of six to ten feet wide, some slabs would be shoved under each other but mostly pile up like a tent for many miles across from bay points to points. I surmise that it is caused by warmer water near the lake bottom, also water contains a fraction of air which gradually would rise upwards and form a great pressure then expand. Those miles of openings would be active all winter especially with changes to milder weather if not all fish would suffocate. Some of those slabs would be piled up as high as 10-12 feet crossings would have to be chopped down and a sort of bridge fashioned.

The sleigh we used was 10 feet long 2 feet wide about 12 inches high with 4 inch wide oak runners. We would pile on 4 boxes of nets, each box containing 5 one hundred yards of nets, one box of anchor stones for the purpose to anchor each net to the lake bottom. All nets follow the bottom of the lake, like on upright fence with the lead sinkers on the bottom line and the floats line keeping the nets apart in an upright position. As a rule I used a dog team to pull the sleigh, later on when the ice was thicker horse power. I would choose a location to start setting nets, a hole was then chopped with an ice chisel about 1½ foot square, a pole flattened on both sides to a thickness of 2 inches by 4 inches with a second joined by a splice to form a length of about 60 feet, inserted under the ice which would float under the ice surface to a side line with a loop tied at the end of the pole. To this loop a running line about 130 yards in length was tied the pole pushed forward by chisel, when one length of the pole was reached another small hole would be chopped and the pole pushed forward again until one hundred yard net length with the line following. While this takes place, one man steps off 100 steps, one step to a yard, another cuts 1½ foot square hole the pole pushed forward until the end is reached then with a lock, the line retrieved disconnected, the net tied on with one man pulling the net under the hundred yards of ice. While this takes place another man ties a second running line to the pole the performance repeated until the desired amount of nets at this location is reached. Sometimes there are maybe 30-40 hundred yard of nets in on string, then an additional location is chosen to set nets. After the net is pulled in the full 100 yards an anchor stone with 2 separate loops is tied to a line, this line is the full length of depth of

water, the first net is tied on to the bottom loop the following net fastens to the second anchor stone loop this way all nets are secured to the lake bottom. To fasten the anchor stone line to keep it in place on top the ice a wooden peg about 2 feet in length is frozen in the ice about 1 foot centre from the 1½ foot square hole with the line fastened to it and froze in. With 4 men I would set 20-30 nets per day, the ice surface would be so smooth that we used ice grips for the foot wear as with strong winds it would give us a hard time to do our work, in fact it would blow us away. Later on when snow drifts on the ice, we did not need grips any more and were then more comfortable to move around.

I used as many as 150 nets in one season, with this amount I had 13 fishermen working. I packed as much as 70-80 boxes of frozen fish daily, each box weight about 140 net lbs. of fish. This was at Gods Lake the winter season of 1948-49. Incidently that was the only time I managed a fishing outfit on an attractive salary basis for others. There I had 2 women doing the cooking as well as a bombardier driver.

To get back to my own outfit we would visit our nets every other day chop open the same holes, use a wooden hook to retrieve the anchor line pull it up disconnect one net tie on the 130 foot running line then go to the next hole or basin hole as we call it open it up pull the anchor line up, disconnect one net, back up with it about 30 feet or so, spread the net apart before it had a chance to freeze together like a rope, take out the fish throwing them to the man that would dress them. When the end of the net was reached one man would run back to the hole and pull it back under the ice until the next visit or lift as we call it. Two nets would always be lifted from one basin hole. If the catch was poor, those nets would be moved to a new location when weather and time permitted. As the ice got thicker setting poles would not be used anymore they were replaced by the use of a contraption we call a chigger a device that travels under the ice with the line tied to it, it is much slower absorbs more time. Lunch time would be seldom at the camp, as we were miles away out on the lake, so the nearest main shore or an island for wood and shelter was where we would boil up our tea kettle also thaw out our frozen meat sandwiches then back to work once again. The fish would be hauled to camp packed in boxes ready for shipment by tractor train, bombardier or horses to the railroad then on to market points. Often when the limit of the lake was caught I would move on to another lake with part of the outfit to complete the season. When this took place I made arrangements to have my equipment flown in by aircraft to remote areas, also the fish had to be flown out to civilization. I did this for part of seven season, a costly and risky business. Also for a couple of days or so we lived in a tent until we had a rough cabin built, lots of fun with 30 sometimes 50 degrees below zero weather. Those days were no skidoos for transporting nets and fish to and from camp to lake so I used a dog team. Commercial winter fishing is a hard life, days after days one is exposed to cold and stormy weather. With proper clothing and determination it is not all that bad, however, there never is a lazy guy, one has to move on the run or double or else freeze.

When the fish nets are handled all we had on our hands I pair of woolen mitts, a pair would last for 1-2 nets then would be covered with frozen fish slime, so exchanged for a fresh pair. Every night those had to be washed and dried about 60 pairs of them daily, also some of them would get holes in them so had to be mended. Lots of home work for the base eh. In spite of all hardships I did love my way of life. I had to live up to all kinds of emergencies, accidents as they at times occurred with no doctor or nurse at hand.

I still wonder how we did it, there were others in the same fix as I. Some times we would get from some nets 200 lbs. others would have hardly any fish in them. In the late twenties prices for trouts were 5-7 cents per lb. for frozen fish. White fish a bit less. In later years we got as high as 32 cents for trout 27 cents per lb. for fresh fish. In that period of time the cost of equipment, food and transportation also fell in line.

The first part of the season we would freeze all fish, as the ice got thicker and stronger we were then using horses on the ice then we started fresh fishing. That meant the fish had to be prevented from freezing much more care had to be given but also more money for them realized. There is a considerable difference in taste between a fresh fish, much more flavour to them.

Some parts of any lake are hardly any fish for the simple reason no feeding ground for them, so they are compelled to move on in search of food. White fish are feeding on worms, bugs, decays lime stone and vegetation that grows in the shallow lake bottom. Trouts are fish eaters, so are jack fish even pickerel. Trouts require a clear deep body of water, white fish and other species do well in more shallow muddy lakes.

Some winters with less snow fall, the ice towards the end of the fish season would be 4-5 feet in thickness, that created problems for opening holes or moving nets on new locations. Most fishermen would then quit but was not the case for Rudi.

If the catch was poor per net I would move them, I

would not wait for days for them to come to me, I went in search for better areas, as the season would soon come to an end. It is peculiar how the fish react with the changing of temperature in the air. When a severely cold spell sets in they hardly move around the few of them that gets caught are in the bottom part of the nets. With milder weather they would rise up to anywhere 5 to 15 feet and most would be caught near the float lines. The best catches were made in stormy weather, my experience taught me that the fish move in the direction with storms and are driven towards the far shore into shallow water. The depth of good trout fishing I found to be at an average from 25-65 feet depth. White fish I had good catches as deep at 175 feet. When the depth of water reached 80 feet there were hardly any fish caught, the ones in the nets would be small and bloated with air and would bounce similar to a rubber ball when thrown on the hard snow bank.

Gods Lake was the only exception for deep water fishing with good results. The thickness of the lake ice would vary in places, where there were big snow drifts during winter the ice would be maybe 20 inches thick, on the other hand if on clear patches of ice the thickness as much as 5 feet or even more. The snow banks act as an insulator. In other words the general appearance of the under water ice body resembles the same form as the build up of snow banks on top of the ice body. At the end of the winter fish season all nets were pulled out, brought to camp where they were hung over poles to dry, some of them that were badly torn would be stripped to use the side lines for future anchor lines so new nets to be made for replacement. I would then pay off the men, send them back where they came from at my expense, after that I would rest up for a week or so, go to town attend to put my business affairs in order.

Some summers when fish prices were encouraging I would go to a distant lake for commercial fishing for part of the season. I would choose a lake mainly for pickerel, goldeye and white fish. Of course then I used boats and motors, also lived in tents, different size mesh nets $3\frac{3}{4}$ inch meshes were then used to comply with regulation. To dear readers this is my explanation in detail for commercial fishing in northern Manitoba.

Some years in the early part of winter I trapped, after the winter fish season was completed I would prepare for spring trapping which was mainly muskrats. Beaver also the odd mink. For fox, wolves, mink, lynx also weasels to catch them one has to make a study of their habits which I did. Living alone in the bush for a great part of my life I spent lots of time concentrating on nature and habits of fur bearing animals. I learned through hard work, patience and

mistakes, finally as years went by using different methods I succeeded by close observation. I had to find out what fur bearing animals lived on, their life revolves through their stomach. In larger animals I observed their waste, also found where that source of food came from. That is where I set traps and snares. trapping in the olden days was more cruel than it is now with quick killing traps. How those animals gradually would freeze to death, talk about cruelty eh. How many I killed with traps and snares, at that time of my life I used to think, the law of self preservation comes first, now that I am writing the past my conclusion differs somewhat. To this day I'm not proud of that episode of my life. I used to prepare different type baits, to lure them to the traps for instance for fox and wolf it would not do to use fish for bait, back inland off lake or river shore. They are wild, keen, very sensitive it would seem odd to them how the fish got there, as man is their enemy at once they would get suspicious, leave the bait take off in haste as the tracks would show. For these cunning animals I used fish only along shore line which would fool them. Weasel, mink, lynx and marten would go for fish inland, so other attractive baits have to be used such as musk for one and several other kinds which seem natural to them.

So much for bait attraction now comes the part to erase the smell of iron and man, it took me some years to overcome that problem, however I solved it eventually. Never would I set a trap bare handed I use a pair of mitts just for that purpose, the smell of tobacco must be kept away from them. I would boil all traps in a 5 gallon container add beeswax to the water so as to prevent rust. Traps to be used in the bush I would smoke them over a fire with green spruce branches. The ones to be used in the marshes or meadows were smoked with swamp grass to create a natural smell of the surrounding area. Trapping is now a simple way of life one just about has to think as an animal does, many nights I used to go over in my mind how they fooled me in not getting caught, some times it would give me a big laugh when I would remember the signs and tracks they would leave. However that's the way I learned to beat them.

Some times I used to wonder if people that wear furs realize how those animals were caught and processed. At times in the early fall I would set a net or two to catch a mess of fish and smoke them, they are wonderful and tasty. I had built a smoke house out of small poles with cracks firmly mossed to prevent the smoke from escaping. A hole inside was dug about 2 feet deep and 2 feet wide and 3 feet long to build a fire, also for fire prevention. About 4 feet from ground level up I nailed a strip of mink wire mesh about 2 feet wide across the back wall, another strip

of same about 16 inches from the first layer up a small door for an entrance, the fish I caught would be dressed, white fish would be scaled trouts with no scales or so small ones would be scraped, the head cut off. I then cut the fish open length wise along the back bone, the slab would then resemble the shape of a heart. The slabs I would then dry salt with a mixture of pepper and pile them in a top or similar container where they would remain for 3-4 hours. The reason for this the flesh would then evenly be salted. As a rule I would have about 60 to 70 lbs. as a batch to smoke.

Eventually the fish slabs would be taken to the smoke house, placed side by side over the wire mesh strips, flesh side down to drain excessive liquid which would be created from the dry salt process. Now then a not too hot fire was started for about 20 minutes then the hot embers covered with petrified fallen trees. The partly half rotten wood would gradually burn, create heat and smoke, so the fish would be smoked and cooked in one process. I used to keep this up for 3 days and nights, also wild meat cut in 1 inch slabs I would cure in this way. One must remember in the bush we had no fridge or freezer therefore this was the way to preserve meat. Then the process of smoking was completed the slabs placed in flour or sugar sacks then hung up on a rafter in a dry place for keeping.

Rough fish such as mullets, jack fish or drowned fish from the nets I would scatter off the lake shore a couple miles or so from camp. In other words give the fur bearing animals a free meal now and then. ha-ha-ha

This way most of them would be attracted to stay in my trapping area, so tricks in all trades. In the wilderness I lived well never in want of food. I used to plant a garden, for fertilizer I used fish, mullets which were plentiful along the shore line after the ice left, so that is about all in detail of my life in the bush, I also like to state I never was lazy, so with fond memories will pass on to the reader some of the primitive way of life I've led as a commercial fisherman in Northern Manitoba.

Fish Made It All

Mr. J. Stephenson of Wabowden has fished the lakes of Northern Manitoba for nearly forty years. He is now retired from fishing and, with his family, runs two stores at Wabowden. Still, when he sees a boat nosing into the waves, he gets the urge to go fishing again.

The life was hard but rewarding. He has no complaints. He says, "fishing raised my family. It fed and clothed them all through the depression, and sent them out to school to finish their education." Fishing

also made possible the two trading posts which the Stephensons now operate; and it brought health and pleasure to the family as they were growing up.

Mr. Stephenson first came north in 1924. He fished Lake Athapapuskow the Cranberry Lakes and Moose Lake, in partnership with Mr. Barney Anderson. They used Mr. Anderson's boat, the "Arthur J", to haul fish from Moose Lake to The Pas. They also transported fish on Ross Navigation "Sam Brisbin".

The Stephensons moved to Cormorant in 1926. From here, they fished Cormorant, Clearwater, Reed and Moose Lakes. They set up a box mill and made their own fish boxes. Mr. Stephenson had the first sawmill in Cormorant. He also made lumber for camps, and some of the lumber required for his own house which he built at Cormorant.

In 1927, the Stephenson operations were extended to many outlying lakes, by using planes to fly the fish into Cormorant. In this way, he was able to handle much more fish, and deliver it at the railway in much fresher condition, without greatly increasing the cost of transportation.

The plane they used was the "Flying Boxcar", flown by Ted Steel. Mr. Philpot was the mechanic. They fished out of Cormorant in this way for fifteen years. These were happy years for the family, growing up in the midst of all this activity, on Cormorant Lake. But the lakes were being fished out. There were always several outfits fishing in the area around Cormorant.

In 1942, Mr. Stephenson moved to Wabowden and extended his fishing operations to the lakes of the far North. He began fishing Setting Lake, Putwa, Kishi, Clark, Halfway, Sipiwisk and several other small lakes. With such long hauls, he found the cost of hiring planes was too great. So he bought a small "Moth" to do some of the hauling.

The Moth had a close shave one day. It developed engine trouble between Sipiwisk and Wabowden. But for the skill of the pilot, it would have crashed. The pilot kept his head. He set the plane down in a muskeg, without causing any damage. He then walked out to the railway. The plane was later repaired and flown out.

A pilot who was well loved and highly respected at Wabowden was the head of Taylor Airways, who later lost his life in a plane crash while flying out of Wabowden. A cairn was erected at Wabowden in memory of this great flier.

In 1950, our winter operation was moved to Selsby Lake, where there was a good group of lakes to fish from. We built a fish filleting plant at Selsby, and operated it for four years. Horses were used for short hauls and for certain types of rough country over

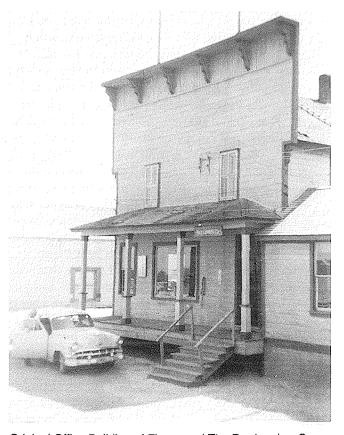
which tractors could not be operated. Mr. Stephenson had one team of horses for over 20 years.

In 1951, Mr. Stephenson sold his entire fishing interests to Booth Fisheries, of The Pas. A year later, he went into store business with his son, Art. They later, bought out the old trading post of Lamont and Davidson, and they operate both stores at Wabowden. A daughter, Nettie, works with Art and his wife and Mr. and Mrs. Stephenson in the two stores. A son Ross, works for the Railway at The Pas. Caroline a nurse, is married and lives in Ontario. Margaret, now Mrs. Hanna, is a teacher at Brandon. There is a third son, Ron, who is an insurance man in Winnipeg.

Mr. Stephenson is now over 80 years old. He often longs to go out and set a net; but he knows that his fishing days are over. Regretfully, he remains with his two feet on dry soil. He is happy to know that his family is well provided for, and "fish made it all"!

Forest Protection

Lumbering on a large scale in the North had to wait until The Canadian Northern Railway reached The Pas in 1910, when The Finger Lumber Co. (Later The Pas Lumber Co.) commenced operations at The Pas. This mill operated yearly until 1958 producing as much as 50,000 feet board measure in a peak year.



Original Office Building of Finger and The Pas Lumber Co.



The Pas Lumber Co.

Most of the timber originated in the province of Saskatchewan and was floated down the Sipanok Channel and the Carrot River to the main Saskatchewan River where the rivers joined a few miles above The Pas. In later years logs cut on Moose Lake were hauled by truck and tractor train over iced roads for distances up to distances of 45 and 60 miles to The Pas Mill. Smaller mills (portable) were operated before the railway arrived and are still operating in some parts. There has been a considerable amount of Spruce Pulp-wood produced since 1938 and the district has been a leading producer of Jackpine railway ties for the last thirty years.

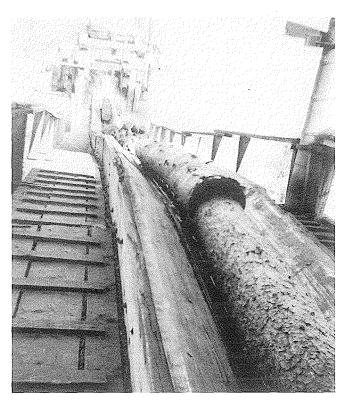
Previous to 1912 much of the Northern area was part of the Keewatin District of the Northwest Territories and although the Northern boundary of Manitoba was extended to 60 degrees North Latitude — the present northern boundary — in that year the forest resources along with other natural resources, continued to be administered by the Federal Department of the Interior until 1930 when the Province became responsible.

Under the Department of the Interior, the Forestry Branch handled only fire protection, while the Timber and Grazing Branch administered the dispersal of timber.

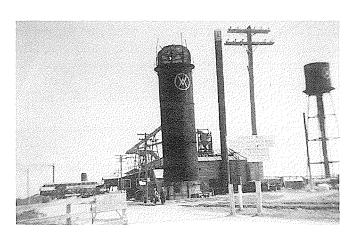
Before 1930, fire ranging in the North was the responsibility of one permanent staff Chief Ranger at The Pas and one at Norway House. In each of these two fire ranging districts, a staff of seasonal fire rangers was employed for the summer months. They usually travelled by canoe, posting fire caution signs and extinguishing small fires which were accessible.

In later years of the Dominion regime, fire detection and suppression was handled in cooperation with the Royal Canadian Air Force from a base at Cormorant Lake.

After the transfer to the Province of the Natural Resources in 1930 a considerable change was made in Forestry organization. The administration of the timber resources as well as fire protection was made a



Jack Chain Bringing Logs from the River up to the Mill.



Main Entrance to The Pas Sawmill.

forest service responsibility. The Northern Forest District was established with headquarters at The Pas and a permanent staff was gradually built up to handle both fire protection and timber administration. The Manitoba Government Air Service was established in 1932 and since that time flying bases have been maintained first at Cormorant Lake and later at Grace Lake.

There are now 28 steel lookout towers in the Northwest and Northeast regions with Ranger Head-quarters at Cranberry Portage, Snow Lake, Channing, Lynn Lake, Thompson, Wabowden, Norway House, Island Lake, God's Lake, Oxford House, Ilford, Cedar Lake and Cormorant.



Bush Camp — The Pas Lumber Co.

Each of the lookout stations is occupied during the summer months by a seasonal fire ranger.

Until April 1st, 1961, the permanent staff of the Northern Forest District consisted of a District Forester, Forest Engineer, Chief Forest Ranger, Forest Rangers, Engineering Air and a Clerical staff.

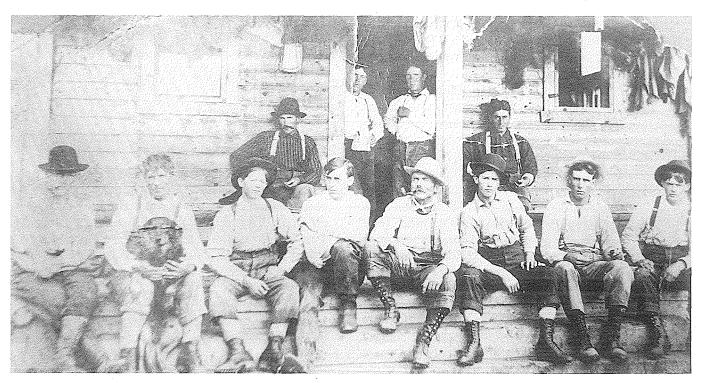
After several years of study and planning it was decided that an amalgamation of all field staff of the Game, Fisheries and Forestry Branches would improve the efficiency of the whole organization. Instead of Game Guardian Fisheries Inspectors and Forest Rangers performing only the duties relative to his own particular branch each would be trained to handle game, fishery or forestry duties and would be known as Conservation Officers, easily recognizable by a standard uniform. Accordingly, on April 1st, 1961 the field staff of all three branches were amalga-

mated and came under what is now called the Renewable Resources Branch, each branch having a director with headquarters in Winnipeg.

The Northern District was divided into two regions to be known as the Northwestern and Northeastern, each with a Regional Supervisor in charge, in addition, all recreational development comes under the direction of the Forestry Branch of Renewable Resources. Formerly the Lands Branch supervised all recreational areas not in a Forest Reserve area.

Reorganization on such a large scale naturally created many problems which time will gradually "iron out". In the meantime, the "growing pains" are becoming less apparent.

In the area of recreational development great changes have taken place in the past decade or so. Many new beaches have been established, all weather roads leading to them, kitchenettes, barbecues, picnic tables, swings, and slides for the young fry, all add to the pleasure and convenience of the public. It is interesting to hear some of the oldtimers like the Eric Keddies, tell about their first camp at Mile 25, now known as Pioneer Bay. There was no road in those days so the family boarded the train Saturday morning and hopped off at Mile 17 on the railway, from there they carried their supplies on their backs, used an old wheel barrow or hired the one and only man with a horse to deliver the goods to the camp if they were lucky enough to be able to wheedle his services. Electricity fridges, radios, a good road right to the camp door? Oh, no, it was



Bush Camp.

kerosene lamps, a hole in the bank for a cooler and "shanks" ponies to reach the final destination. Many are the interesting and humorous stories some of these "oldtimers" could tell us and sometimes I wonder if they didn't have more fun and appreciation too. We have so much today and it comes wih less effort so we forget sometimes to reckon how lucky we are to be living in this modern year of '62.

Much of the early history for this article by courtesy of Mr. C. B. Gill, formerly Chief of Forest Management for Manitoba, Forest Service.



Loading Platform — The Pas Lumber Co.



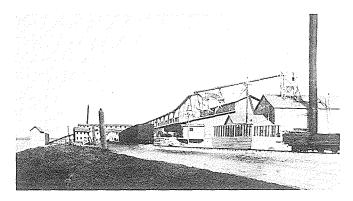
Forestry Tower.



Log Hauler — Charlie Hrabowich Operator.



Log Hauler - Yuba Tractor.



Finger Lumber Co. Mill and Planer.



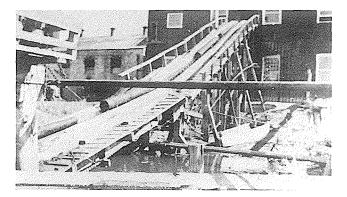
Hauling to Camp 1930.



Hauling 22 Sleighs of Logs Charlie Hrabowich Operator.



The Pas Lumber Co. Mill.



The Pas Lumber Co.



Tractor.

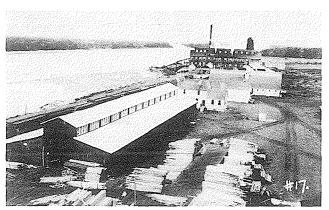


George Doern — General Manager — The Pas Lumber Co.

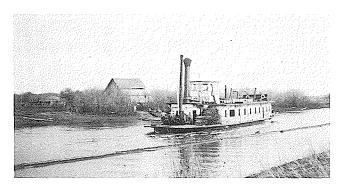


The Pas Lumber Co. Office Staff. L-R: Doug Phalen, Fred Martin, Pearl Bettin, Art LaFontaine, George Wasiuk, Tom Hasker.





The Pas Lumber Co. Mill and Log Boom in The River.



Entering the Boom Camp — Carrot River — May 5, 1937.

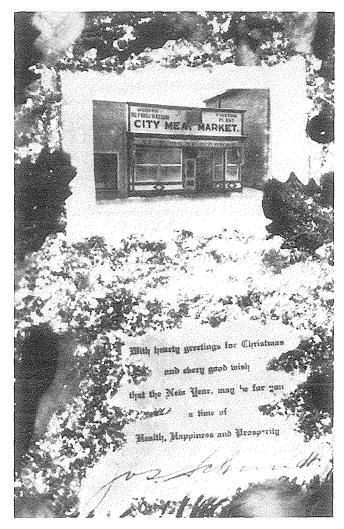
Allard Grocers

After 65 years serving people of The Pas through Louis Allard and then his son Emil, Allard Grocers will change hands this weekend putting to an end a family tradition.

Emil Allard, 54, smiles with a twinkle in his eye as he confirms that his family business has really been sold — effective June 1, 1980.

Without hesitation, Emil says "I want to retire". No. 1, son Bill, 31 was not about to buy the business from papa. Rather, he is going to work in the IGA meat department.

Les Nicol has bought the Allard store but Emil says Nicol plans to keep the Allard name on the store.



"City Meat Market" Jos. Schmidt Prop. Christmas Card.

Emil says he decided to sell in February, 1980 and adds he is looking forward to tending his small farm and being with his wife Olive and five children.

Emil's father Louis, opened the store in October, 1914. In the earlier days Dad made his deliveries pulling a sled around town. It was mostly bush in those days. Then he had a horse and wagon (buggy) and eventually a truck. The horse and buggy was used year round until about 1945.

Emil says his Dad was born in St. Hyacinth, Quebec in 1887 and moved to The Pas in 1914.

"My mother Alice, moved to The Pas from Leicester, England and married my father on November 19, 1914.

Emil recalls that when his Dad opened the store only groceries were sold but later, in 1938 clothing was added and "was the first Robinson Little store in The Pas."

"During the late twenties, depression hit the country but Dad and mother were able to manage and raise nine children," Emil says.

Emil, who started to work for his Dad in 1944 at

age 16, recalls how his parents' living quarters above the store later became a storeroom with sacks of potatoes "that we played cowboys and Indians on until Dad said we were too noisy."

In about 1920, he says the family moved into a house on Patrick Avenue attached to the store.

Emil recalls that in the early days it was a General Store, with groceries, shoes, and some hardware. Most customers had a charge account. "When you paid your bill, you got a bag of candy as a thank you".

"There also was the trading with the Indians when they received the Treaty money", he says.

Emil adds that his Dad also supplied groceries to customers who worked on the Hudson Bay Line, in the early development of the railway.

"I recall as a child the red fire engine that was in the stockroom (Dad was on the Fire Hall Committee) to be used in our end of town if needed."

Emil remembers using the horse and buggy and "enjoying it" except for times when the horse would break away. "Those days were slower paced too, not like today with the fast pace creating tensions in business."

Emil bought the store from his Dad in 1955 and in 1957 he and his wife (first wife June who died in 1974) tore down the old store and built the one that is now standing.

Emil says his parents moved to Winnipeg in 1955. His mother died about 1959 and his father died two years later.

Emil recalls that when he first bought the store from his Dad, he had to use a drum heater. "I used to take old railway ties to heat the store. We used to get up twice a night all winter to keep the heater going. Many times the drum heater went out and the next morning we would find bottles of frozen soft drinks on the floor in the store. That was lots of fun.

Emil says a new heater was built in 1957. He



Bill Brauneis Shops and House 1939.



Bill Brauneis Started Business Here — The Pas Fish Box Co.

sighs, "It sure is different today with electric heaters."

He recalls in the early 1960's one winter's day there was a big snow storm and "everything came to a standstill. To make deliveries, a staff member used a customer's "bombardier"— a large bob-sled type vehicle that is closed in.

From 1969 to 1973, Emil Allard sold his business to Bill Booth. In 1973, Booth died and Emil repurchased the business.

Emil shrugs his shoulders admitting that no one within the family — not even a neice or nephew — wanted to buy the business. Thus ends a family tradition.

Lambs Store submitted by Jock McAree

Lambs Store was born in 1900 under the direction of Thomas Henry Peacock Lamb and his wife Caroline. It was many years before employees were required, as members of the family did what was needed. They started Commercial Fishing on Moose Lake in 1904 and freighted the fish to Mafeking by horse teams over the ice until the railway reached The Pas. Fur trading was carried on and the furs were paddled up the Saskatchewan River to Prince Albert each Spring. The furs were sold there and Thomas would, with the help of his crew, build a barge to carry freight back down the river to Moose Lake. This operation took long enough that there was barely time left to make hay before freeze-up, for the cattle. When this way of transportation started, the first cow came to Moose Lake this way, as did the first organ and roll-top desk and chair that I still have.

Tom Lamb took this business over from his Father in 1925. Tom's history is recorded elsewhere in this book as it is history in itself.

Carol and I took over the store in 1964.

The Western Trading Co.

This business was originally started by J. Goldenberg who at that time was operating a store at Gravelbourg Sask. under the firm name of "Western Trading Store". The business at The Pas was opened under the same name. In 1920 a partnership was formed between I. B. Dembinsky and O. Hyman.

Under the new partnership the Western Trading Store at The Pas and "Everybody's Store" at Herb Lake operated. At that time Mr. Dembinsky was 40 years of age and Oscar Hyman was 46, both were married.

In later years the name of the business was changed to Ben Dembinsky and a store was also opened in Flin Flon.



Western Trading Store.

Western Grocers in the Pas courtesy Maurice (Moe) Lagimodiere, manager of The Pas branch from 1963 to the present time 1983.

We are proud to say our company has been linked with the development of Northern Manitoba in the past 50 years. Thanks to the support of our many friends, the merchants of The Pas and surrounding area.

In 1920 the Western Grocers officially opened in the old Hudson Bay Railway Office Building, also two warehouses were established on a railway spur, one on the north side of the track and one on the south side of the track.

In 1924 additional warehouses were required as business grew, with the renting of a building from the Hudson's Bay Company at the mouth of The Pas River and one between what is now Fisher Avenue and LaRose Avenue.

In 1926 it was decided due to stocks being scattered in so many buildings a complete new warehouse would be built to take care of all stocks under one roof. Three stories were built that year with two additional stories being added in 1928, which is the building presently in use.

Managers making their names here were: first,

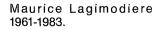


Parking problems — 1915 — Trapper shopping at Tremauden's Store



H. Fishman's Store with sign — next shed was Fire Hall — two hose reels on wheels were pulled by men.

Mr. H. Solstad, Mr. Ed Cooper, now head of Westfair Foods and affiliated Companies, Mr. Dalzill, Mr. W. Kenny, now in Westfair Foods and head of all warehouse operation for affiliated companies, Mr. R. G. Skeoch, now General Manager of Western Grocers, Head Office, Mr. G. Brown who is now manager of Fort William Branch, Mr. Ray O'Neill well known in The Pas and manager of the biggest branch in Western Grocers at Winnipeg. Mr. Lyle McDermid now at Dauphin and Mr. Cal Mills present manager who was transferred from Saskatoon, Saskatchewan to this branch.







Western Grocers Ltd. — President and Managers.

Today we are using rail and truck in supplying many of our outlets, with barge still used in some cases to points at Cedar Lake, Moose Lake and Cumberland House. Inland points in summer are supplied by plane and in the winter by bombardier.



Western Grocers Ltd. Built 1928.



Corner of 1st St. and Edwards Ave. — Western Grocers in Background.

We have our own Thermo-King truck unit running twice weekly with fresh produce direct from California through The Pas to Flin Flon, with produce arriving from these points direct from the fields in less than four days, a vast change from the original way of operating.

Bananas which used to come in by stems weighing approximately eighty pounds are now arriving pre-cut and packed in forty pound cartons arriving green and ripened by gassing at The Pas Branch.

Delivery of goods in the early days in the town of The Pas was made by team and wagon, a far cry from the modern method of truck service now in effect.

It was very difficult to operate in the 1920's with stocks scattered in several warehouses, much of the stock was hauled by team and horses to the station for reloading and had to be packed and sewn in jute bags for shipping to points as far north as Rankin Inlet, Bakers Lake and points further north.

It is with pride we can say that our President of Westfair Foods, Mr. E. Cooper, and General Manager of Western Grocers Mr. R. G. Skeoch both made their start in The Pas.

A comment from our good friend Mr. Eric Keddie who has been in the grocery business for a great number of years was: "I do not know if this Branch was so easy to run that they made a name for themselves or if the branch was so difficut to run that they proved themselves to have great ability."

Many of our customers who started out with us in the early days have sons who are carrying on the work of merchants. It is our privilege today to be able to say Thank You for the many years of continued support of all the North. We are indebted to you.

Education and Schools

MacKay Indian Residential School by the Rev. D. L. Greene

In 1912 the site for a new Residential School at The Pas was chosen by Inspector Jackson of the Indian Department. He determined on a location some seven miles northwest of the town, and bordering on The Pas Reserve. The inspector first selected land suitable for small farming operations in connection with the projected school. The plot chosen was, in times of high water, an island formed by a channel fed from the Saskatchewan River. It was readily accessible by water from The Pas, which was a decided advantage, since roads then scarcely existed. Time was to bring about a reversal of conditions, when prevailing low water would render the school boat useless, and a Government highway permit motor traffic.

Following selection of the site, twenty acres were cleared, and, in the Fall of 1912, building material began to arrive on the ground. The contract for construction was eventually let by the Indian Department. By June, 1914, the school was built. Its capacity was eighty pupils. The Journal of the Synod of the Diocese of Saskatchewan for that year says, "The Government has spent money without stint, and the building is up-to-date, and has all the equipment that could be desired".

Besides the school, the Department erected a hospital, which was expected to be a great boon to the Indians of the district. This did not prove a wise venture, and the hospital was torn down in a short time. A beautiful stone Church was also built and completely furnished in 1918, by the Women's Auxiliary of the Diocese of Ottawa in memory of the Diocesan President of the Women's Auxiliary in the Diocese of Ottawa, Mrs. Caroline Greene. The late Mrs. Greene was intensely interested in Indian Mission work and so her memorial though far from her home was placed where her Christian care was long bestowed. The Church was named St. Michael and All Angels.

The School was opened in October, 1914. The

Diocesan Committee of the Diocese of Saskatchewan expressed a wish that the new school be called "The John A. MacKay School" in honour of the intrepid Archdeacon who had then served fifty-three out of the sixty years which he gave in all to the Indian Mission work of Rupert's Land and Saskatchewan. The Indian Department ruled this name was too long, and reduced it to "MacKay School".

Among the many principals and other officials of the school who have done noble service, one outstanding by reason of long and faithful devotion to duty was Mr. Fred Turner, whose connection with the school continued throughout almost the whole life of the institution. He represented the Indian Department as building Inspector during construction, and remained with the school as building engineer until his retirement.

Administration of the School was in the hands of the Bishop and Diocese of Saskatchewan until January, 1922, when it was transferred to the Missionary Society of the Church of England in Canada. The school continued in operation, under various principals, until it was destroyed by fire on March 19, 1933.

The building of the MacKay School marked the realization of a long cherished hope of the Diocese of Saskatchewan, for the Church has always believed that secular education should go hand in hand with religious training in her Mission fields. The destruction of the school therefore occasioned great sorrow in the nearts of all its friends for it seemed to spell the end of a great endeavour. But faith teaches us to believe that this disaster in the Church's Indian work will be succeeded by a resurgence of newer and stronger undertakings in better times.

Some consolation is to be found also in the thought that MacKay School conferred incalculable spiritual benefits upon its pupils, which no material disaster can take away from them. During its eighteen years operation, one hundred and forty boys and one hundred and twenty-nine girls completed the full prescribed course of study. Many others took partial training. We can estimate the value of the building

destroyed, but we can never appraise the influence of the institution upon its children. We trust that spiritual gains will compensate for material loss.

Today there stands upon that site, a Church without a congregation to use it, a vacant house with boarded up windows, some disused outbuildings and a heap of debris where the school stood. Cattle and horses from the Reserve roam at will over the grounds which already have begun to appear forsaken and bereft of all their former habitation. One's sense of the fitness of things cries out in protest to this unseemly end of the monument to the Venerable Archdeacon MacKay's memory. Surely at no distant date another MacKay School must be built on some suitable site, to continue the interrupted work, and to ensure a lasting memorial to a great name in the annals of the Anglican Church of Northern Canada.

Indian Day Schools by Horace Priestley Barrett

"And then, the schoolboy, with shining morning face, creeping like a snail, unwillingly . . .

If I may be so bold as to differ with William Shakespeare (and truly he was not writing of North Americans, nor of 1931), I would preface this chapter: "And then, the scholar, with dusky sparkling face, bounding like a hart, expectantly . . ." For so it seems to me our Indian children regard school life. Having first encountered the teacher either in Church or at home, and finding that he does not eat them, or even bite, the children await quite anxiously the ripe age of seven years, when they may be allowed entrance to that new world "School". Some indeed, when possible, come earlier but it is not wise.

At first they are very shy, even suspicious, and no wonder. Think how white children would shrink from an Indian teacher, at least until assured that his savage instincts had been subdued; and these little ones have been taught to regard the white man as "bogey" even as some misguided white parents have presented the reverse side of the picture to their children. The schoolroom is large, airy and light, supplied in all essentials by the Indian Department. The curriculum and general ordering are the same as in any Prairie school. But if the same, it is essentially "the same thing with a difference".

Let us picture a group of twenty or more children from six to fifteen years, brought up in homes where even the first principles of hygiene are unknown; where to wash and comb require a special effort; where they eat and sleep on the floor; where clothes are worn, once donned, day and night till they must be changed. The offspring of naturally Nomad tribes, by force of circumstances, rather than choice, destined to live in a limited area, and so the objective of

school life is citizenship, ability to take part intelligently in the new life of the country which is theirs.

They come to school in that speculative mien natural to all children where something new is to be discovered. But what a surprise awaits them. They must part with their hats, scarves and outer garments, and still worse hang them up. They must sit at desks and "stay put" for definite periods; they must learn symbols and make sounds all foreign, and listen to a voice, however soothing and reassuring it may be, which emits un-intelligible utterances. Hence the elementary stage of education is prolonged over the normal time. But the children are quick to catch tones, phrases and absorb ideas, so soon learn to count and enunciate in pleasingly liquid notes.

Here we must think of environment where roads, fields and wheeled vehicles are not; where exchange is made in hides, furs and pelts, where, except at "Treaty time", money is almost unknown, and set it against current text books and usual school problems. We must visualize an existence with a complete absence of domestic poultry, sheep or pigs, where horses and cattle are few and strictly for use; where dogs abound, though not as pets but as beasts of burden, and see again how odd must be the first glance at civilized life as revealed in school to Indian children. Soon however, by the aid of illustrations and demonstrations the ideas filter through, and the children accept the facts as shown.

Then there are the sounds which do not tally with their vocabularies; "T and D"; "P and B"; "F and V" are to them synonymous. Aspirates are as unruly as within the sound of "Bow Bells"; so "S and C"; "C and K" present weird problems. Next the eternal sex problem; "hers and his"; "him and her"; "she and he", are not differentiated in Cree so become another puzzle. But the children like a puzzle and are patient under correction, although this must be administered with the greatest care, or their supersensitive natures revolt and blank indifference results. However coaxing and constant reiteration at length establish new thought and very retentive memories hold ground once gained.

In memorizing they are wonderful; very quick to get tones and tunes and are very fond of singing. Grade two and upwards can rise and effortlessly sing the three verses of "O Canada . . ." or "The National Anthem", as occasion may require. In sewing and colour work they are clever and tasteful in a lurid way.

Religious instruction is given on Friday afternoons when the children in the higher Grades take their reading from the "Bible", (a great treat), learn creeds and collects, also choose and practice Hymns for Sunday, together with other hymns not included

in the Cree collection, so that they, at an occasional "Song Service" can sing something new. This they do to the great delight of their friends and relations who listen proudly and lovingly to them.

A day at an Indian Day School may be described as like most schools: The Flag is flown. Opening exercise of Prayer and Praise are heartily rehearsed and the usual programme engaged with additions again peculiar to these areas. Daily and usually before recess, each child's eyes are dressed with anti-Trachoma solution. At noon biscuits are provided (and a dose of Cod Liver Oil in winter). Then sometimes cocoa is rationed and the teacher becomes temporary chef and waiter. These intimate relationships are good. They help in overcoming natural shyness and establishing trust and confidence. They also provide opportunity, without ostentation, for suggestions as to cleanliness and personal pride, which as the children age, especially the girls, are quickly acted upon.

Physical exercises are regular and essential and games too are vigorously enjoyed, making a change and adding a benefit to youngsters whose health is often not too robust. The results of it all are most gratifying, as they slowly unfold, in neater appearance, straighter carriage, fearless countenance, and prideful exhibition of accomplishment.

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.

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 children's needs.

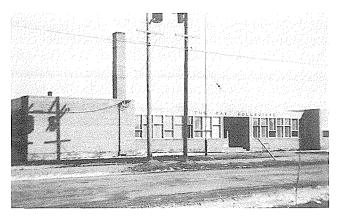
The Sacred Heart School was started in 1912 by the Grey Nuns in what was formerly the residence of



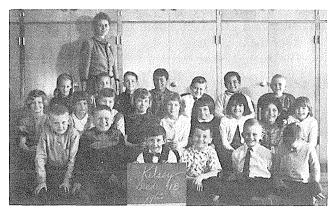
Red Brick School.



LaRose Ave. School 1913. Front: Katie Stewart, Bill Fleming, Eva Armstrong, Gertie Taylor, Charlie Fleming, Margaret Gordon, Florence Cochrane, Wilf. Fidler, Teacher. Back: Bob Jackson, Vi Halcrow, John Jacobsen, Bill Taylor, Olson, Evelyn Anderson, Aurelia Marion, Tom Jackson, Doris Burton, Hilda Marion, Mary Fleming.



The Pas Collegiate 3rd St. Now Mary Duncan Elementary.



Kelsey School Class 1965.



Sacred Heart School Class 1935.



Grade XI — 1928. Standing, L-R: George Bagshaw, Fred Woodward, Katie Takoski, Lida Coan, Maxwel Shieff, George Shieff. Sitting: Ivy McLeod, Annie Deminik, Stella Madill, Ceone McKenzie, Miss Barbour teacher, Mr. Thorsteinson Principal, Sis Mulhall, Ivale McKenzie, Martha McCauley, Helen Wilson — courtesy Ceone Johnson.



School 1915 N.W. Corner 1st St. and Edwards Ave. The Pas identified from L-R, standing: #1 Harry Guymer, 5 — Lloyd Bunting, 9 — Clifford Cochrane, 10 — Lawrence Elliott, 14 — Ila Bunn, 16 — Camelia Nichols, 17 — Jessie Burton, 18 — May Anderson. Sitting: #1 — Howard Fraser, 4 — Balmor Bunting, 6 — Arthur Anderson, 16 — Margrette Bagshaw. Teacher in doorway Miss Edith McLaughlin.

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



1947 Students Grade 5 courtesy Betsy (Loucks) Nizol.

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.

History of Education in The Pas V. S. Wadelius

The history of Education in The Pas area predates the incorporation of the town and the inclusion of this part of the world in Manitoba. The Pas school district was the first to be organized in Northern Manitoba. Previous to 1912, the Pas was situated in the North-West Territories in the District of Keewatin. Though early maps named the place "Pas Mission", the official post office stamp was "Le Pas".

Before Incorporation

There were quite a number of white residents in The Pas in the first decade of the twentieth century. Mr. R. H. Bagshaw, one of the first white residents, was engaged in teaching in the Indian School in 1907. The building is now part of one of the present Indian Affairs buildings on Fischer Avenue. Other white residents in The Pas then were: G. Halcrow, Hudson's Bay Company Manager; W. R. Taylor, assistant in the Hudson's Bay Company store; J. A. Gordon, Merchant; F. Nicholls, baker and boardinghouse keeper; Rev. M. B. Edward, Anglican Missionary; F. Fischer, Indian Agent; Dr. A. LaRose, medical doctor for the Indian Department and Louis Bacon, fisherman. All these men were heads of families but there were also several single men who fished in winter in the nearby lakes. There was also



Grade 1 — 1927 — Teacher Miss Vickery.

Sergeant Mundy of the Royal Northwest Mounted Police, and his wife.

White children had to attend the Indian School where Mr. Bagshaw was the teacher. When the Indians sold their rights in the present site of The Pas and moved across the Saskatchewan River the white residents organized in 1909 and elected a School board. Mr. Bagshaw was the secretary and Mr. J. G. Rosser, successor to Mr. G. Halcrow as manager of the H.B. company store, was the treasurer. As there was no school building, school was taught in various places such as Halcrow's pool-room (on the present site of the Avenue Hotel) and the old Hudson's Bay Company store (at First St. W. and Fischer Ave.). This was only a temporary arrangement.

Mr. Halcrow, the first school board chairman, was also a builder. He obtained lumber and with free labor had the first school built in 1910. This school, later used by the new The Pas School Board was built on LaRose Avenue (and called LaRose School). It was later moved to Big Eddy for use by the non-Treaty Indians. Between 1909 and 1912 there were three male teachers who had charge of the classroom — R. H. Anderson, A. F. Menzies and James Henderson (with Rev. Edwards teaching for a short time until a qualified teacher was secured). All were certified and paid \$65.00 per month for ten months.

There were 83 children of thirty six families enrolled between 1909-1912. The LaRose Avenue School was an up-to-date one for the time. Money was raised from a grant from the government of the North West Territories — \$200.00 annually. Fifty-six parents and business firms made contributions towards the upkeep of the school. Box socials, generally held on the night the train from Hudson Bay Junction laid over, helped and a liberal annual subscription was given by the first Mayor, Mr. Herman Finger. Mr. Finger was preparing to build the Finger Lumber Company which later became The Pas Lumber Company (and from which the north east end of town got the name "Fingerville".

The Pas School District #1635

In May, 1912, The Pas was incorporated as a population of approximately five hundred people. It was essentially a shack town in the bush because much of the townsite was uncleared. There were no roads, no sidewalks, and no modern conveniences. Believing that The Pas would rapidly increase in population and require better school facilities, Dr. Elliott and a few others undertook to establish a school district. This was organized under the regulations of the Dept. of Education in the Province of Manitoba following the extension of the boundary.

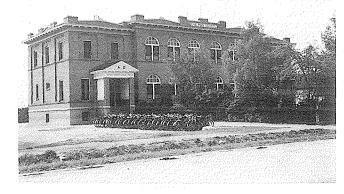
The election for members was held on August 23, 1912. Nominated were C. H. Anderson, Banker; Dr.

H. H. Elliott, Physician, H. S. Johnson, Manager of the Hudson's Bay Company Store and A. H. De-Tremaudan, Publisher. Mr. DeTremaudan polled the lowest vote and the other three men constituted the first school board at The Pas. At the first board meeting Mr. Anderson was selected as chairman. Mr. David Clapp was given the position of Secretary-Treasurer. An Arts graduate and a former public school inspector in Ontario made him an asset to the board which he served until his death some fifteen years later.

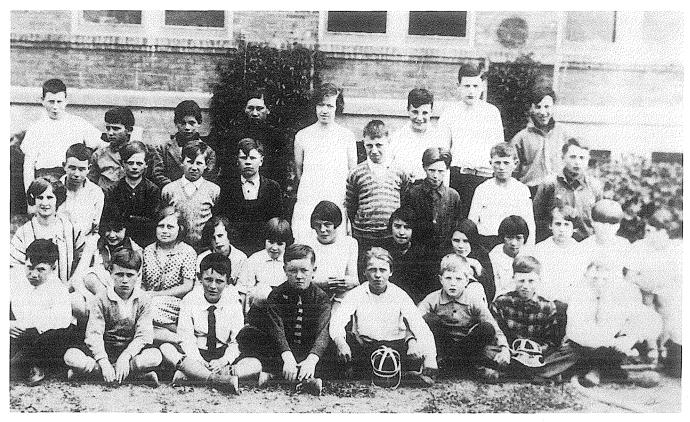
At the second meeting in August an initial budget of \$5,000. was applied for from the Council of the town of The Pas. At the third meeting in September 6th, a resolution authorized the secretary to advertise for tenders for erection of a new school, the tenders to be in before September 11th. It was also decided to advertise for an Assistant teacher to begin November 1st. At the fourth meeting on September 17th the tender of Coyle and Guymer for \$900.00 for work and material for a new school was accepted as was the application of Miss Edith McLaughlin at a salary of \$750.00 per annum to assist Mr. Fiddler, the principal.

As there were a number of Indian children who desired to attend the public school, the board passed a resolution stating that "Indian children be admitted to school at \$2.00 per month, provided that they are in a fit condition." In the meantime negotiations were started with the Dept. of Indian Affairs for the acquisition of a permanent school site which resulted in the acceptance in April, 1913 of the north portion of Block 50 (present site of provincial building) on which to erect a four room school planned to be easily enlarged to an eight room school. This building, to be called Armstrong School, would have the latest features such as windows on both sides, a platform for the teacher and a blackboard.

The estimate of expenditures for the school year 1913-14 was \$4,130.00. In January, 1914 six trustees were elected, two from each ward: Ward One: H. S.



Red Brick School 1933.



Grade Four 1925.

Johnson, G. Halcrow; Ward Two: D. C. Burton, F. Barker; Ward Three: Andrew Johnson and J. P. Jackson

For the 1914-15 school term the board hired the following teachers: Miss Jeanette Babb — 1st Assistant at \$750.00; Miss Annie A. Campbell — 2nd Assistant at \$750.00; and Miss Mary Duncan — Principal at \$1000. Miss Velma Bickle later replaced one of the assistants. On July 21, 1914 Coyle and Hughes were given the contract for building Fingerville School at \$1065. The 1914-15 estimate was placed at \$9000, but due to the protests of the Council it was reduced to \$7500.00. Fingerville School was to be located on First St. E. between Head and Crossley Avenues.

Miss Mary Duncan

Mary Duncan's entrance upon the education scene of The Pas was the beginning of a career here that would last more than twenty years. She came from Ontario where she had completed her Second Class Entrance—to—Normal School. Seven of her first ten years of teaching were spent in the "Swamp College"—the Ontario rural school where she had received her public school education. Ten more years were spent in graded schools as principal and grade teacher before, following the death of her father for whom she had been housekeeper, she got an attack of "Western Fever". As she remarks in a letter in 1936:

"In August 14, 1914 I arrived at The Pas to be principal of the public school, having been recommended for this position by the late D. P. Clapp, secretary-treasurer of the school board, and formerly public school inspector for many years of my work as a teacher in Ontario. I owe a great deal to this dear old man who was a very good friend to me.

There were two departments in the school and two school buildings. (These were LaRose School and Armstrong School.) I taught grades four, five, six and seven — there being one pupil in grade seven. That autumn another school was built in the "Fingerville" part of the town to which grades one, two and three of that district attended, relieving the congestion in the junior school but not affecting the school where I taught."

The school board in the fall of 1914 was keenly interested in the progress of the school. A motion from a November 30th meeting indicates the board's desire that the teachers:

"hold a Teachers' Meeting in the forenoon of every second Saturday of the month during the school year to talk over the work to be done in the schools, making out programmes of study, promotion of pupils, lists of boys and girls who need disciplining and of wayward and backward pupils, and that a full report of the results of their labor be made to the Board."

And they had good reason for concern for as Mary Duncan explains:

"When I went to The Pas, truancy was rampant. The Truant Officer lived in Dauphin, so it was up to me. I walked miles and miles going to homes, carrying my register with me for proof. The School Board helped a great deal and so did the police. If a child were seen on the streets during school hours he had to have a good excuse or he would be brought to school. I may say that I cleared up truancy."

In Decmeber, 1914, forty-six ratepayers petitioned the School Board for a Roman Catholic bilingual teacher as allowed for in the Public School Act. This request was granted and for over a year the arrangement continued with Miss Duncan as principal. The next year, however, in a disagreement with Miss Duncan's ruling on their requests, the Catholics withdrew their children and began The Sacred Heart School.

In 1915 Miss Duncan decided to have an Entrance (to high school) class so she selected six of the brightest pupils from the grade six class of the previous year. She had these six pupils attempt grades seven and eight in one year. Only three stayed to finish the year though these were successful in their Entrance examinations.

Mary Duncan is referred to in board minutes some years later. In the 1931/32 school year she was in charge of a grade six class of 54 students. At the March 14th meeting of 1932 the board established the elementary public school as a separate unit and asked Miss Duncan to accept the principalship at a salary of \$1800 per annum, which she did.

At the October 17th meeting of the same year the trustees decided, in an attempt to review the qualifications of its teachers; to pass a motion that "the Secretary be instructed to ask the staff in the elementary school for a detailed statement of teaching experience also academic standing and efforts being made to raise same."

All the teachers had complied with the board's request by the November 14th meeting, except Mary Duncan. Her grit is evident in the report to the board that "Miss Duncan stated that her teaching experience and ability was well known to the Board without submitting a statement in this regard." And she never did.

After twenty-two years of continuous service at The Pas School, Mr. J. Ridyard, Secretary-Treasurer of The Pas School District in 1936 wrote the following in respect of her work:

"It gives me great pleasure on behalf of The Pas School Board, to state that the services of Miss Duncan as a teacher in the elementary grades at The Pas School District No. 1635, have always been highly appreciated by all the members of the School Board during a period of twenty-one years. She is at the present time Principal of the Public School (elementary) comprising of ten teachers.

Her work as teacher has not been confined to the four walls of the school room but in the best interest of her pupils in her charge she has made personal visits to many homes for the purpose of interviewing the students in the presence of their parents. Her work has been exceptionally well done and she has no doubt rendered outstanding service.

By 1915 three school buildings had been constructed in The Pas: LaRose School built with free labour on LaRose Avenue in 1910, Armstrong School built at a cost of \$900.00 for labour and materials in

1912, and Fingerville School built at a cost of \$1065.00 in 1914.

The "Red Brick" Era Begins

In August, 1915, contracts were given for the construction of a large new school for The Pas. Smith Brothers and Wilson of Regina constructed the building for \$33,800.00 and A. T. Engelbertson supplied the plumbing for \$9,225.00. The architect was G. N. Taylor who was paid 5% of the whole cost. Debentures of \$30,000 were sold. In February, 1916 the students moved into this fine new eight-roomed red brick building, occupying only three rooms, however. For several years this building's construction was seen as a financial blunder and a "white elephant". The minute book of the year 1916-17 indicates that a Mr. Brosseau presented a deer head to the new school and the Hudson's Bay Company provided a large school bell.

At the March 13, 1916 school board meeting the following resolution was passed:

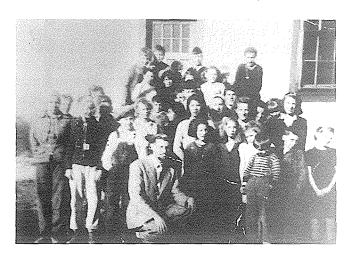
"That the school be opened in the morning at fifteen minutes to nine o'clock each morning and that all the teachers be there at that time, also at noon doors open at 1:20 and teachers be there."

For the next 57 years that school bell would regulate the comings and going of students in The Pas as it tolled the start of each session of the school day. And in 1974 when the red brick building was torn down the bell was removed and placed in safe keeping in the Kelsey School Division Office.

This red brick building, officially called The Pas School, underwent a number of name changes over the years. It was called The Pas Elementary in the early 1960's and renamed Mary Duncan Elementary in the late 1960's. In 1971 it was an appendix of Kelsey Elementary and called the Red Brick Site, and in 1972-73 it came under the principalship of the Sacred Heart School. But regardless of what the official name was, it was always called "Red Brick" and indeed many townspeople, students and even teachers knew it by no other name.

Other Schools meet The Pas' Needs

The Pas' school system had grown since 1912 from a one room school to a seventeen room institution with the maximum school expenditure of \$35,574 during 1931-32, the highest in the history of the school district. To accommodate all the pupils, now numbering 600, it was necessary to construct two temporary frame school buildings, one on each side of the main red brick building with its eight classrooms. When constructed one of these annexes held three classrooms and the other held five. With the addition of a seventeenth teacher to the staff, the small library room in the "Red Brick" (about 150 sq.



Carrot Valley School — John Jaeger Farm. Burned — Fall of 1951.

feet) was converted into a classroom suitable for the grade twelve class which was usually small in number.

A few miles north of The Pas the Big Eddy School District No. 2240 was formed in 1933. The first school building brought from The Pas was one of the original three which fulfilled the area's school needs. The school had been in operation for many years before the district was formed. In December, 1933, Inspector J. S. Peach reported there were eleven pupils in Grade one and five pupils in grade two. All of them were either metis or non-treaty Indian children. The school in 1935 was under the charge of Walter C. Lundie who had been there for thirteen years. By then he had completed forty-seven years of teaching experience in spite of the fact that he was a permit teacher, having had no formal teacher training and only had a grade eight academic standing himself.

The Pas was one of a few places in Manitoba that had a private Roman Catholic school. The Sacred Heart School was organized as early as January, 1912 when The Pas was still situated in the North-West Territories, before the extension of the boundary of Manitoba to the 60th parallel. The permanent structure was built in 1916 as a six room frame and stucco school building and enlarged in 1929. This school cost \$30,000 and was built by the Roman Catholic Church and wholly maintained by the Sacred Heart Parish as no financial assistance was received from the government.

The school was conducted by six Sisters of the Presentation of Mary. In 1934-35 there were 182 pupils enrolled in grades one to eight and another 17 pupils enrolled in the school's commercial course. The regular elementary curriculum as well as religion was taught. In the commercial course the students were taught bookkeeping, shorthand, typewrit-

ing, commercial arithmetic, commercial law, business English and spelling. It was the only commercial course offered in Northern Manitoba and by 1935 about 60 students had completed it.

From the earliest days there had been a very tolerant feeling in The Pas towards the "Separate School". Students from the Sacred Heart School would transfer to the public school to continue into high school so as to obtain their matriculation standing. On the other hand, many of the public school graduates, after completing grade eleven or twelve, would go to Sacred Heart for the Commercial Course offered there and would easily find employment locally. The public school trustees offered the services of their attendance officer so that attendance may be regular.

Economics and changing attitudes eventually forced the closing of Sacred Heart School. After lying empty for a year like its sister facility the "Red Brick", Sacred Heart was torn down in 1974 after having sent its 250 students to the new Mary Duncan Elementary. On the same foundation has arisin another educational centre to replace it, the Sacred Heart Pastoral Centre.

High School Education Begins

With the building of the "red brick" in 1915, The Pas now owned four units — a large new eight-room brick building, (The Pas School) and three one-room units. Eventually the three frame buildings were sold. The building on LaRose Avenue, LaRose School, was sold to the provincial government for use as a school house at Big Eddy. The Armstrong School was sold to the Anglican Parish of Christ Church and remained in its location (the present site of A & M Service, at the corner of First S.W. and Edwards Ave.) to be used as a parish hall. It was subsequently enlarged but eventually replaced with the present hall next to the church. The Fingerville School was sold to the Salvation Army and was moved on to Edwards Avenue across from the Opasquia (now Gateway) Hotel. It also was enlarged and for years was used as the Salvation Hotel. It also was enlarged and for years was used as the Salvation Army citadel and residence before being replaced by a new structure on Lathlin Avenue.

On January 8, 1917 the school board minutes indicate that the Board of Trade at The Pas requested the trustees engage a male principal. The request was acceded to and in September that year a Mr. Jonasson took charge at a salary of \$1400, per year. This also marked the beginning of high school work in The Pas as the "red brick" The Pas School took on the status of an "Intermediate School". In September 1917 the enrollment had increased to 162 students. After two

years at the task, Mr. Jonasson was followed as principal by Miss Margaret E. Ross.

By 1920-21 the school district estimate was set at \$15,000. The principal was paid \$1800, the assistant principal \$1500, and the six classroom teachers received \$1200, each per year. The caretaker also received \$1200. By the fall of 1921 enrollment had risen to 208 with thirteen pupils enrolled in grades nine, ten and eleven.

Up to 1927 the "Intermediate" status of The Pas School entitled the School District to a secondary grant as a one-room high school. For the next three years it was classified as a "High School" with two teachers doing the secondary work. In the fall of 1930 Grade Twelve was begun for the first time in The Pas—and this was the first grade twelve class in Northern Manitoba. After two years the school changed its status from a "Collegiate Department" to a "Collegiate Institute" having progressed from a three-room to a four-room secondary school.

In 1929-30, under the principalship of Mr. A. L. Mills, the school was reorganized on a Junior-Senior High School basis. The teaching staff at the grade eight to twelve level grew from five in 1931-32 to six in 1932-33. By 1934-35 there were seven teachers and over 200 students in the high school department. The elementary division consisted of ten classes with over 400 students. It appeared that unless there should be a great influx of population into The Pas the school had reached its highest peak of expansion.

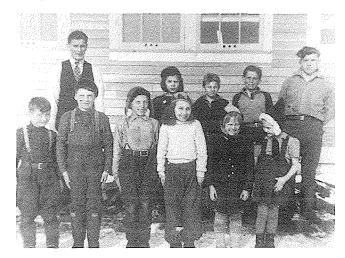
Miss Mary Duncan had continued to be the assistant principal until the school became a high school. She then continued to teach the senior class in the elementary department. In 1932 the school board, principally for financial reasons, divided the authority and Miss Duncan was made principal of the elementary section while Mr. John E. Lysecki became the principal of the Collegiate Institute.

Schools, Past and Present

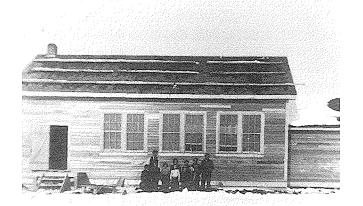
There were the two rural schools in what is now named The Carrot Valley. The Carrot Valley School was located on the farm presently owned by John Jaeger (see the John Jaeger history), which is at mile 14 on the P.T.H. #283 West.

The other school, called "The Moffat School", so named for school inspector Moffat, who was in charge of rural schools at that time. During that period the rural schools were run under different supervision then the town schools and independent of them.

A very recent addition to the education system locally, is the elementary teaching of Indian children being carried on at The Otineka Mall on The Pas Reserve.



Carrot Valley School Burned Fall of 1951.



Carrot Valley School.

Institutions and Organizations

Christ Church
The Pas
Robert Doyle
Historic Resources Branch
September, 1978

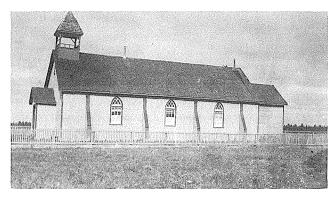
Introduction

Christ Church has been described as "one of Manitoba's most historic and remarkable churches." Built in 1896 under the direction of Reverend John Hines, this Church continues today as a centre of worship in The Pas, Manitoba.

The 'Original' Christ Church

In June 1840, Henry Budd, a Cree Indian who was later ordained the first Indian Anglican priest in Western Canada,3 arrived at The Pas to establish a mission for the Church Missionary Society. On September 26, 1844, Rev. James Hunter and his wife Ann arrived from England to take charge of the mission Budd has established at The Pas. Requiring accommodation, Hunter built a large house which was intended to serve not only as a dwelling-place, but also as a store-house, school and church. Preparations to erect a separate church soon followed. A site was chosen and with the assistance of Budd and the support of Indians of the area, who were willing to contribute both labour and materials, construction of the church began in the summer of 1847. Later that year additional assistance was received from an unexpected source when several members of the Franklin Relief Expedition were assigned to help Reverend Hunter.

In 1845 Sir John Franklin with one hundred and twenty-nine men and two ships had made yet one more attempt to discover the elusive passage to the Orient. Tragically, the entire party disappeared. Search parties were formed to determine what had happened to the ill-fated Franklin expedition which had seemingly vanished without a trace. One of the first search parties was led by Sir John Richardson. In late 1847, this relief expedition was facing the prospect of spending the winter of 1847-48 at Cumber-



Christ Church Le Pas - View from West.

land House. In order to relieve the monotony of existence at a northern trading post in winter, Mr. Bell, the leader of an advance party of the relief expedition offered to assist Hunter and Budd in the construction of the mission church. Rev. Hunter wrote in his journal on December 16th:

Writing letters to Cumberland House for the assistance of 3 Carpenters belonging to the Admiralty Expedition. Mr. Bell having kindly offered me their services till the beginning of March, when they go down to Cedar Lake to repair the boats 5

Subsequently during the winter of 1847-48 skilled craftsmen worked with Rev. Hunter, Henry Budd and native volunteers in the construction of the church. Two carpenters in particular, Robert Mackie and James McLaren, have been identified as leading figures in this enterprise. The carpenters not only worked on the church building but also constructed many of the furnishings for the interior. In the spring of 1848, they rejoined the Franklin Relief Expedition. An entry in Rev. James Hunter's journal, dated March 18, 1848, states "The Expedition men, together with 3 Carpenters left here this morning for Cedar Lake, hauling boards to repair the boats."

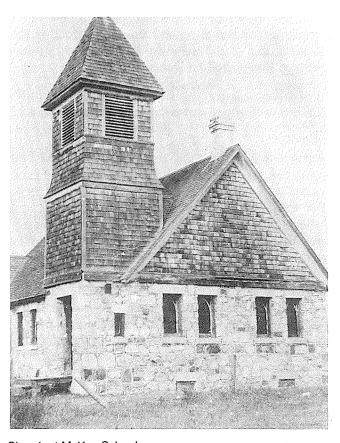
Work on the church however continued until 1850. In 1849, Hunter reported that the church was nearly finished, awaiting only nails to complete the shingling of the roof.⁸ Finally, on Sunday, June 30, 1850 Bishop Anderson of the Diocese of Rupert's

Land formally opened and consecrated Christ Church. The first Christ Church was sixty-three feet long and twenty-seven feet wide with a spire rising seventy feet from the ground. Thirty-two years later—in 1882—the tall spire of the church was thought to be unsafe and was torn down. Unfortunately, after it had been dismantled it became apparent that the spire was well-preserved and need not have been removed. 11

The Present Christ Church

In 1896 the first Christ Church was demolished and the present Christ Church was erected under the guidance of Rev. John Hines. The project was financed principally by two funds — the Church Building Fund and the Catechists Fund — which were opened in England by Rev. Hines; the Missionary Leaves Association acted as a reserve. The native population at The Pas also assisted in raising funds to successfully complete this project. Rev. Hines wrote in his book, *The Red Indians of the Plains*:

. . . six months before I left The Pas, the Indian women made a quantity of articles for sale, some of these were made from the bark of the birch tree, and were ornamented with porcupine quills. They also made slippers, and bags, and a variety of other articles from the skins of the moose and deer, and these were ornamented with beads, silk work, and ermine skin. These were given to me to sell in England, to help raise the funds necessary to build their new Church. 13

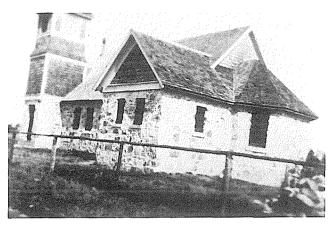


Church at McKay School.

The men made their contribution in supplying the stone for the church's foundation and the sand for the mortar and plaster.¹⁴

Once there were adequate finances, Hines' first step was to write from England to a builder at Prince Albert to build two 'flat boats.' Rev. Hines explained the usefulness of these boats:

The advantage of these boats is their bottoms, ends, and sides are square and so no material is wasted in building them, and, having served the purpose of boats they can be taken to pieces and the material dried and used in the building.¹⁶



Indian Church at McKay School — West of Big Eddy 1927.

Upon his arrival at Prince Albert, Hines obtained all materials that were necessary for the church's construction. There were so many supplies that Hines had a third flat boat built to transport materials down the Saskatchewan River to The Pas. Before leaving Prince Albert, Hines also obtained the services of "two first class carpenters and a plasterer who could also do stone work." ¹⁷

The journey down the Saskatchewan River from Prince Albert to The Pas proved to be demanding. The travellers were beset by storm conditions. On Cumberland Lake, all the barges were swamped, ruining food provisions that were also being transported to The Pas. At times, the boats leaked. The trip from Prince Albert to The Pas which normally took six days lasted fifteen. When Rev. Mr. Hines arrived at The Pas with the supplies for the new church ... the boards, etc. were just as soaked as it was possible for them to be."²⁰

Upon arrival, the barges were unloaded. Rev. Hines described with great praise the efforts of the natives in carrying out this heavy task:

. . . about seventy-five men set to work and waded through water and mud and carried all the boards ashore and piled them up in such a way as the carpenters indicated. As the Indians labored under their heavy loads the water ran off the boards and down their backs until not a dry thread remained on them, and all the time this was going on no murmuring voice was heard, but all laughed and chaffed each other as they passed to and from the boat on each other's bedrabbled

appearance. In three hours all the material was ashore and piled up to dry close to the spot where the church was to be built 21

Construction began once the wood had dried. When completed, Christ Church stood as a frame building constructed on a stone foundation a few hundred yards west of where the original church had once been.²² As the furnishings in the first church were in good condition, they were transferred to the new church. These furnishings are still in use today.

There has been considerable debate however, concerning which of the furnishings were constructed by the members of the relief expedition. The question is complicated by the fact that the carpenters on the Franklin Relief Expedition were not the only craftsmen to assist in the building of the original church. Rev. Hunter had at least one carpenter from the Hudson's Bay Company assisting him.²³ Moreover, Hunter's journal is indefinite. Hunter simply indicated that "the carpenters are working on the inside of the Church."²⁴ Rev. T. C. B. Boon has correctly declared "it is indeterminate whether he means the Expedition men or H.B.C. men."25 Observers agree however that the altar, font, communion rail and several chairs in the Sanctuary were built by the craftsmen on the relief expedition. 26 There is also agreement that the pulpit in the present church was built by these men.²⁷ The double arch base of the pulpit has been altered so that the pulpit is now only half its original height.²⁸

The major controversy has centered on the question of whether the artistic fleur-de-lys design on the pew ends was the work of the carpenters on the Franklin Relief Expedition. Traditionally it has been considered that the pew ends were the work of these men. ²⁹ Rev. John Hines, who supervised the building of the 1896 church however, asserted that this is a long-held misunderstanding. ³⁰ He maintained that the beautiful carving on the pews was the work of a catechist named 'Charles Adams'. After an interview with Rev. John Hines, A. N. W. Carker wrote

I have seen Rev. John Hines who says . . . Altar, font and chairs are their (Franklin Relief Expedition's) work, but not the pews: the carvings are the work of Charles Adams, who so stated in Synod to Bishop Lloyd many years ago. $^{\rm 31}$

This view cannot be discounted for a Charles Adams was associated with northern missionary work.³² Unfortunately, the question of who made the ornate carvings on the pews has not been clearly answered. **Later Developments**

In 1896, when the second Christ Church was erected, The Pas was still an isolated Indian village. However, at the beginning of the twentieth century The Canadian Northern Railway was extended to The Pas. On January 20, 1908, the first train arrived.³³ With this transportation link established, a large in-

flux of white people into the area soon followed. With this influx, Christ Church had not only to meet the spiritual needs of the native inhabitants but the new white settlers as well. Consequently three services were held in the church each Sunday.34 The morning and afternoon services were in Cree. The evening service was in English. In 1919, the white congregation purchased the church from the Indians for \$1750.35 To meet the needs of the Indians, plans were made for another church to be built on the Big Eddy Reserve. This church — The Church of the Redeemer — was finally completed in 1922.36 During the three year interlude the Indian congregation at the "town end" of the Big Eddy Reserve had become so impatient with the very slow progress in the construction of this church that they had built their own church — The Church of the Messiah.37 Thus two churches were ultimately built to meet the spiritual needs of the Indians that had once been served by Christ Church.

While the congregation at Christ Church changed in character, the church has maintained its Indian heritage. There are four tablets on the walls of the church inscribed in Cree. Two bear the Ten Commandments, one presents the Lord's Prayer and a fourth bears a passage from Corinthians. An Indian method of counting the days of the week consisting of strokes and crosses — a stroke for each week day and a cross for Sunday — is still clearly visible on the backs of the pews. These pews have been maintained. Originally, the pews had been painted with ship's paint which was both very oily and sticky in warm weather. 38 Later, they were covered with leatherette.39 In 1951 the pews were refinished and varnished⁴⁰ and in 1959, they were again revarnished.⁴¹ This refinishing has not detracted from the Indian markings which are clearly visible on the backs of the pews today.

There nevertheless have been changes associated with Christ Church. On August 20, 1959, a new Anglican Parish Hall was opened and dedicated by the Rt. Rev. I. A. Norris, Bishop of Brandon. ⁴² This hall, costing \$30,000, is attached directly to the Church. ⁴³ Another change was made in October, 1960, when a new organ was installed. ⁴⁴ Since 1960, there have been no especially large expenditures associated with Christ Church, The Pas.

Conclusion

Whether Christ Church, The Pas is "one of Manitoba's most historic and remarkable churches" may be considered by some to be a moot point. The church is historically significant in that its origins can be traced to the first inland Anglican mission established north of the Red River Settlement. However,

the present church is not the original church nor is it built on the original mission site at The Pas.

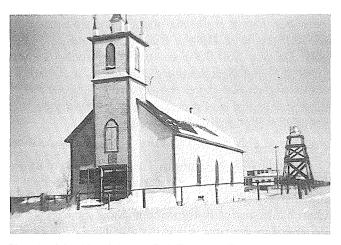
Christ Church is significant in that it marks the general location where the man who was later to be ordained the first Indian Anglican priest in Western Canada, Henry Budd, began his work. The present church however was built after Budd's death and is therefore not directly associated with his missionary work at The Pas.

The present Christ Church is most closely associated with Reverend John Hines, an English clergyman sent to the Canadian north by the Church Missionary Society; who raised the funds and supervised the building of the church. The most significant artifacts associated with the church are undoubtedly the furnishings built by members of the Franklin Relief Expedition in the winter of 1847-48 which are now housed within the church.

Today

Today there are six churches, two priests, and two white Diocesan Lay readers, a Bishop's Messenger, and twelve native parochial Lay readers serving the Church in the area, as well as seven day schools, which, while under the care and authority of Provincial government or Indian department, are in the most friendly relations with the missionaries, and are a great source of good to the Indian and half breed peoples.

Christ Church, the Church built at The Pas in 1896 by the Indians during the incumbency of the Rev. John Hines, was bought by the now numerous white settlers in 1919, and the Indians built for themselves a replica of the original Church on the North side of the river, on the reservation, calling it the Church of the Messiah. Shortly afterwards the people at the far end of the reservation desiring to have a Church of their own, set about the erection of a fine building which, not to have an inferior dedication, they named the Church of the Redeemer. The incum-



Church of the Messiah with Bell Tower — The Pas Reserve.

bent at this time and for ten years before and afterward was the Rev. Albert Fraser, who had moved here from Grand Rapids, and who left only to take charge of the MacKay residential school.

The Church of the Messiah can accomodate one hundred and fifty people, and that of the Redeemer nearly two hundred, and it is a glorious sight on the great festivals to see both Churches packed to capacity, and to hear the hearty singing led by a native organist, who was taught in the Residential school.

There are three day schools on the Devon Mission, two under the Indian department, taught by ladies, who also give service as Sunday School teachers, and one under the Province, taught by Mr. W. C. Lundie, a pioneer Catechist and teacher in Cedar Lake and the Pas Mountain, as well as at the Pas itself.

The Mission has two out-stations, one five miles South of The Pas, known as Young's Point, and the other some fifteen miles down the Saskatchewan, known as Thomas Settlement. Altogether there are some eight hundred souls, of whom five hundred are Treaty Indians and the remainder non-Treaty. The English language alone is permitted in the schools, but all the rest of the work is carried on in the vernacular, Cree.

Sixty-six years ago Mr. Budd was abe to report, "we have now no heathen Indians at all at Devon", but much has still to be done". Living close to The Town of The Pas, the Indians have come in contact with much that is sordid and harmful among white people, and disease and drunkenness have played havoc with body and soul alike. It is a painful and ceaseless war that the missionary must wage to protect the yet malleable native from the damage he sustains in contact with the missionary's fellow countrymen. But in this struggle he is ably supported by the older men of the tribe, and by a group of five who have been appointed as Lay-Readers, and who are making a fine effort to uphold the dignity of their office by personal integrity and by diligent shepherding of the lost.

Moose Lake counts a hundred and sixty-eight Anglicans, whose mental and spiritual guidance is in the competent hands of a young teacher catechist, Harold L. Newton. The frame Church, seating over a hundred and fifty worshippers, was built in 1913 by the united labours of all the people. It stands in a little clearing in the spruce, with paths converging on it from every side, showing graphically how it stands at the centre of affections and daily lives of the people it serves. Moose Lake, like Cedar Lake, is visited quarterly (as nearly as travelling conditions permit), by the incumbent of Devon Mission, who administers the Sacraments, solemnises marriages, and does

what he may to make these isolated places feel their membership in the great church Catholic.

Thirty-five miles south of Moose Lake, at Cedar Mission, which the Indians still call Chemuhawin, the Seining Place, St. Alban's Church crowns a gold headland of rock rising among the interminable marshes. On either side of this headland, and on small islands scattered about the dreary waste, are the log homes of the people, Anglicans all. The teacher Catechist is a veteran in the service of our Church, Mr. H. P. Barrett of Gilbert Plains, who in the five years that he has spent there has become the honoured friend and beloved counsellor of the entire community.

Under Mr. Barrett's guidance three native Catechists, as at Moose Lake share the conduct of the services and exhort the people with simple eloquence. The Church is a log structure of unusual design in the interior, the chancel arch being square, and flanked with homely wooden pillars that give it something of the air of the proscenium of a theatre. In the chancel, and still more in the Sanctuary, the women of the congregation have expressed their love of colour in a bright assortment of small rugs, brocaded curtains, and embroidered linens. A few years ago the Church bore a high steeple, but this became unsafe, as has happened in many of our Northern churches, the work of untaught builders, and it was reduced to a battlemented tower.

The Mission of Grand Rapids lies on either side of the mouth of the Saskatchewan, extending for about two miles along the river banks. On the left bank is the Settlement, and on the right the Indian Reserve. Each side has its school and church. The Settlement school is under the Provincial government and is taught by a lady appointed by them. The Reserve school, in accordance with the policy of the Indian Department, is taught by a teacher nominated by the Bishop, in this case the missionary, the Rev. G. M. Armstrong. There is an old Mission house, but it is disused, the missionary occupying the house provided for the teacher, conveniently near the school.

The church in the Settlement, St. James', is a handsome frame building, white painted, standing high on a gravel ridge overlooking the river. It was built in 1902 by the Rev. John Hines, the chancel being added three years later by the Rev. J. Brown, who built it; it is recalled by the admiring parishioners, in a single day. A cemetery has recently been cleared on the three-acre mission lot and between the Church and the river.

On the right bank, near the site of the first Mission building, which consisted of a mission house with a small Chapel attached, stands the third St.

John's Church, substantially built of logs, entirely by native workmen. A little smaller than St. James' it yet accommodates about a hundred people, and is not seldom filled to its utmost capacity.

There are approximately a hundred and twenty people on each side of the river, about two hundred and ten in all being Anglicans. In Grand Rapids, as in all the Indian Missions of Willowland, the work of the Minister is suppleented by that of loyal Lay Readers, and the Woman's Auxiliary plays its important part.

Grace Apostolic Church

In 1958 two young men, Ross Reid and Maurice Fuller sponsored by the church in Hudson Bay, SK moved to The Pas, found jobs and for a start held a Vacation Bible school.

Regular meetings were held in a home until the summer of 1959 when at the request of the two men Rev. Martin and family moved to The Pas. Some months later Doris and Earl Jellison arrived to help with the work. Their dedicated service was of inestimable value in founding the church.

Other workers felt led to offer their assistance including musicians and school teachers. Space in the Martins living room soon became inadequate as souls were saved and the work expanded.

Plans were laid to build a church and in June 1960 construction began on a volunteer basis. The church was ready for use one year later.

Rev. Martin and family pastored the church until Sept. 1964.

Rev. Philip Smith and family followed the Martin's and led the church for eight years from 1965-73.

In the fall of 1973 Rev. Clinton Cornelius and family arrived to take over the pastorate.

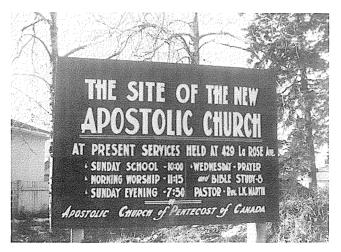
God's blessing has rested on the work and today a strong witness for Christ goes forth from the assembly expansion of facilities may soon be necessary.



Grace Apostolic Church The Pas Construction.



Apostolic Church Board L-R: D. F. Jellison, W. J. Piniuta, C. E. Linnen, J. T. Davidson; Music Director Mrs. J. D. Thunberg.



Site of Grace Apostolic Church.



Grace Apostolic 1962.



Standing, L-R: Beryl Jellison, Daryll Davidson, Gary Penner. Sitting: Helen Jellison, Hazel Hyde, Joan Bennet.

A Brief History of the Church of Jesus Christ of Latter-Day Saints (Mormon)

In Canada and Manitoba

Very soon after the organization of the church in Fayette, New York, in 1830, missionaries were sent out to other parts of the world. Elder Orson Pratt first carried the message to Canada in 1833. In the fall of the same year, the Prophet Joseph Smith and Sidney Rigdon went on a mission to upper eastern Canada. In 1836 Elder Parley P. Pratt went to Toronto and preached with much success. Some of his converts were John Taylor, later to become President of the Church, Joseph Fielding and his two sisters, Mary and Mercy R., John Goodman, John Snyder and Isaac Russel. The missionary effort has continued in eastern Canada from that time on, spreading gradually over all other parts of the eastern and middle provinces.

After the migration of the Saints from Nauvoo, Illinois to the Great Salt Lake Valley, February 4, 1846 to July 24, 1847, groups, of members, were called to go out and colonize other parts of western America. The movement to establish Latter-day Saint colonies in western Canada began in 1886. President John Taylor, then President of the Church, appointed Charles O. Card, President of the Cache Valley Stake of Zion, to explore British Columbia and the Province of Alberta with the view to finding a desirable place for settlement. Card reported favorably on the southern Alberta Province, and the following spring, 1887, accompanied by Thomas E. Ricks of Rexburg, Idaho, and a company of immigrants, travelling by covered wagon, arrived in Alberta. They located on Lee's Creek, a tributary of St. Mary's River, the present site of Cardston. The land at that time being unsurveyed, save the boundary of the Blood Indian Reserve, they "squatted" on the open prairies, near and on the present location of the town, the latter being the homestead and pre-emption of Charles O. Card, the leader of the colony. This tract he divided into 8 acre squares, and on the highest elevation, an 8 acre block was given to the church by this loyal pioneer and was evidently intended that the main church was to be built there. Soon others settled in what was termed Card Ward, but was later changed to Cardston. By 1889, some 200 to 300 people here found a new home.

This was the beginning of a very important and prosperous settlement of the church. Membership has increased rapidly in southern Alberta. These people have contributed much to the economy of Canada, building many fine chapels and finally a beautiful temple in Cardston. They have also produced many persons prominent in banking, farming and political areas among whom two men stand out: Nathan E. Tanner and Hugh B. Brown. Each man was called, at this particular time, to serve in the First Presidency of the Church.

Nathan Eldon Tanner, who later became a counselor to the President of the Church, began as a teacher. He became very active in politics, being a member of the cabinet of Premier Aberhart. He served as speaker of the house and minister of lands and mines. As a result of his travels and work in this area, he introduced legislation that became the pattern for other Canadian Provinces. He helped make Alberta the only province free from debt. From 1954 to 1959, he headed the Trans-Canada Pipelines Ltd. — a 350 million dollar project — to build a pipeline from Alberta to Montreal. This project was very successful and earned for Tanner the lasting appreciation of the people of Canada.

The Church has spread over all of Canada. At the present writing 1981 there is a church membership of over 90,000, and is continuing its rapid growth.

The mission covering the middle provinces was originally part of the Manitoba, Minneapolis Mission with headquarters in Minneapolis, Minnesota. About 1976 the mission was divided and the area North of the U.S. border became the Canada Winnipeg Mission with headquarters in Winnipeg. Howard L. Lund was appointed President, with Kenneth L. Cutts and Gordon Mears as counselors. President Lund was released June 27, 1979 and T. Lavoy Esplin of St. George, Utah was appointed to that office. The mission includes all of Saskatchewan and Manitoba and part of Ontario.

One of the latest areas in Canada to be visited by

missionaries was northern Saskatchewan and Manitoba. One of the first members of the church in The Pas was John Murray. He and his family were here in connection with the building of the pulp mill. Daniel M. Shewchuk and family joined the church in 1971. The Pas Branch was formed with Shewchuk as President. Members met in President Shewchuk's home, at first, and later moved into the basement of the Masonic Hall located at 145 La Rose. Land was purchased by the Church for the site of a future chapel in 1980.

Daniel M. Shewchuk was released as president of The Pas Branch when the family moved to Alberta. July 20, 1980 Mervyn K. Marchenski was sustained as President of The Pas Branch. Wilfrid E. Cudmore continued as Branch Clerk.

Because of the growth of the church in the northern branches a District was formed July 20, 1980, which included The Pas, Flin Flon and Thompson Branches. Joseph W. Despain, of St. George, Utah, was situated as District President. Elder Despain and his wife, Cleo, was the first mission couple to be stationed in The Pas. They were given special assignments to assist with work in the branch and in the District.

A History of Redeemer Lutheran Church — The Pas, Manitoba

Though the Lutheran Church is the oldest of the churches formed from the Reformation period, the history of Lutherism in The Pas is a rather short one. According to several seniors in town, there was a Lutheran Church here several decades ago but it was disbanded. Worship services were held at what is now the location of the Miss The Pas Restaurant.

The history of Redeemer Lutheran Church begins in 1958. The initial worship service was in that year with three pastors (Rev. Ristine, President of the Manitoba and Saskatchewan District of the Lutheran Church — Missouri Synod; Rev. John Meichsner and Rev. Carl Baron) and two lay people (Mrs. Osk Merceir and Mr. Walter Kroll). The young people of St. Mathew, Roblin conducted a survey in The Pas to see how many people of Lutheran background there were in the area. It was decided that the mission work in a Lutheran congregation would be begun.

In 1959, Rev. R. O. Mantyne of Flin Flon came to The Pas for services twice a month. The Elks hall was rented. At this time a Sunday School was organized. In 1962, Rev. Ron Leader also of Flin Flon continued serving the Lutheran mission in The Pas. Worship services were held in the homes of the members and then Grace Apostolic let their facilities be rented by the mission.

In 1964/65 it was decided that land be purchased

for the purpose of constructing a Church building. Four lots of land were purchased at the corner of Third Street and Bell Avenue for the total sum of \$800.

In September, 1965 Rev. Carl Borchardt was installed as the pastor of Grace, Birch River and the mission congregation in The Pas. The present Church building was built in 1966 and dedicated on July 9, 1967. This was done through the assistance of the Manitoba and Saskatchewan District, the Lutheran Women's Missionary League and other individual Lutheran congregations. In 1969/70 a parsonage was built so that the growing mission congregation could be served by Rev. Borchardt as a full-time resident pastor. He served Redeemer until 1972. During the pastoral vacancy the congregation was served by dedicated lay people and Rev. Kazor of Inglis and Rev. Alvin Borchardt of McNutt, Sask.

Rev. Orland Welke was installed as pastor in August, 1972. Redeemer experienced a good growth during this time. Rev. Welke served until February of 1977. During the pastoral vacancy, again the lay people rose to the challenge of continuing worship services with the aid of other pastors in the District.

In August, 1977 Rev. Mike Brewer was installed as pastor and served the congregation until April, 1978. Rev. Ludwig Rucki of Inglis came to The Pas twice a month for services. The lay people of the congregation (nine of the leaders) conducted and continued the proclamation of the Gospel.

In August, 1979 the present pastor, Rev. Ron Wesley was installed.

This is a rather short description of Redeemer for it does not include all of the joys and sorrows, victories and defeats, and the hard work which God's people in this congregation have done for the Lord to keep this mission congregation going. By God's Holy Spirit we intend to continue as the cover of our newsletter states:

"Redeemer Lutheran Church is a small but growing community of believers. We are convinced that God has loved the world through His Son, Jesus Christ, and that in His Name there is life that lasts for eternity for all who put their trust in Him.

Our goal is to witness to Jesus Christ and to enable others to know and love God more fully. We invite all who wish to grow in the grace and mercy of God-in-Christ to worship and learn with us.

We believe that God speaks through His Word to the world, and that the Spirit of God is active among His people to enrich their lives.

We believe that through the death of Christ, God has taken upon Himself the consequences of all our sins, no matter how great or small they are. In Jesus Christ there is forgiveness and peace."

History of the Neighborhood Life Church

Neighborhood Life Church is a relatively new ministry in The Pas, its history reaching back to 1970 when the Mennonite Brethren Home Mission Board earmarked Northern Manitoba as its "thrust for the new decade."

The Board selected James Nikkel and his family for the task of planting a church and moved them to The Pas. Part of their assignment was to employ as many evangelism methods as possible and evaluate them in terms of effectiveness for further church planting assignments in Northern Manitoba.

The ministry was launched with many living room Bible study groups and eventually became known as simply "Neighborhood Life Groups".

In 1973, a more formal, church-like ministry was established with worship services at Keewatin Community College. At the same time, a downtown storefront counselling centre and bookstore was rented on Ross Avenue and called "The Christian Centre".

In 1975 the church found it necessary to purchase a multi-use facility which is the present site of the Neighborhood Life Church and its ministry The Christian Centre Bookstore. The new building was renovated to include a sanctuary along with the store-front counselling and literature facility. The church became known for its progressive and innovative ministries including community use of the facility and a thrift shop for the selling of secondhand articles.

In 1978, the church received its second pastor, George Toews, and continued in its growth. The church program was gradually restructured to fit the desires of the congregation for traditional good preaching and church office centred worship programs.

In September of 1981 Jim Totzke became the pastor following a five-year missionary experience in Japan.

Today the Neighborhood Life Church is still non-traditional in that it is a storefront church with a Christian bookstore. But its goal is ever traditional; sharing the Good News of Jesus Christ through a balanced program of community outreach and church worship and nurture.

Ukrainian Greek Orthodox Church Assumption of St. Mary submitted by the committee — Nestor Fostey, Kay Saiko, Verna Sluka

The first church executive was elected on July 21st, 1957 at the home of Joseph Sluka. President — Herman Premachuk, Treasurer — William Saiko, Secretary — Joseph Sluka. President of consistory, V. Rev. Dr. H. Udod.

The first church service was held in the Anglican Church on the 23rd of September, 1956 by Rev. S.

Stolarchuk of St. Georges' Ukrainian Greek Orthodox Church of Flin Flon.

The above officers were elected after the second service. The first congregation consisted of nine church members.

On May 29th, 1960 the congregation applied to be incorporated into the Ukrainian Greek Orthodox Church of Canada. The certificate of admission from the Consistory was received on the 24th of June, 1960 signed by the President — Rev. S. Sawchuk, and Rev. T. Kowalishin, Secretary.

For nearly five years the congregation rented the Presbyterian Church for its services which is now the Miss The Pas Restaurant. In the meantime the congregation was looking to purchase a place of their own. It was finally decided to purchase the Jean Carroll property on Fisher Ave. and Saskatchewan Crescent. On it was a house which at one time was part of the Hudson Bay Company holding. The transaction took place on March 13th, 1962. During the summer months the house was rebuilt, which is now the church.

The first service in the newly renovated church took place on December 2, 1962 with Rev. W. Aponiuk of St. Georges' Ukrainian Greek Orthodox Church of Flin Flon.

The local congregation is within the Central Diocese of Canada with His Grace Bishop Wasyly of Saskatoon — Vicar of the Central Diocese.

The present priest serving the congregation is Rev. W. Makarenko of Winnipeg.

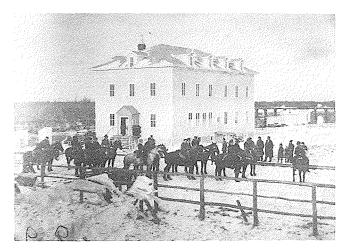
The present church executive are as follows — President — Nestor Fostey, Treasurer — Kay Saiko, Secretary — Eugene Ilienko.

The following priests have served the church. Reverend S. Stalarchuk, Reverend E. Prystupa, Reverend S. Kiciuk, Reverend W. Aponiuk, Reverend E. Trufin, Reverend V. Lakusta, Reverend E. Stefaniuk, S. Symchyck, S. Jarmus, N. Sawchenko, W. Sluzar, O. Krawchenko, A. Teterenko, W. Makarenko.

Sacred Heart Catholic Church

Le Pas, Manitoba

L'histoire de l'Eglise Catholique a Le Pas commence avec le passage des "Voyageurs" venus du Quebec comme equipes des barges et des canot de la Cie de la Baie d'Hudson; Tous les historiens sont d'accord pour dire qu'ils etaient rudes a l'ouvrage, gens tres gais, aimant a rire et a chanter et tres croyants dans leur religion. Mais il ne faudrait pas etre surpris d'apprendre que les echos du nord-ouest n'ont toujours repercute que des cantiques et des oraisons jaculatoires.



Combination Church and Residence for the Nuns Teaching at the Separate School.

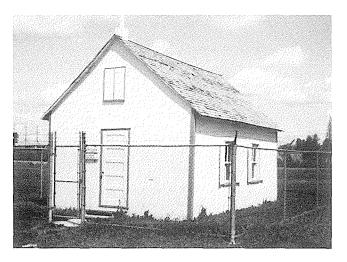
Les premiers missionaires qui se sont rendus das le nord-ouest devaient necessairement passer par Le Pas; ils ont certainement converse au moins avec les Indiens campes a Le Pas. L'abbe Darveau est le premier dont on mentionne le nom qui ait preche aux Indiens; c'etait en 1843. Il leur promit de revenir l'annee suivante. Mais en s'y rendant en 1844 il fut tratreusement assassine dans le parages de Duck Bay.

Le second que l'histoire mentionne est le Pere Bonald. Il fut missionnaire au Lac Caribou, au Lac Pelican et a Cumberland House de 1876 a 1890, mais il passait la plus grande partie de son temps a voyager. Pendant plusieurs annees il a visite Le Pas. Il avait une cabane de 10 pds x 10, situee de l'autre cote de la riviere a peu pres ou se trouve le vieux cimetiere a l'est du pont.

En 1887, le Pere Ovide Charlebois arrivait de l'Est avec obedience pour Cumberland House. Le 2 septembre it passait par Le Pas et le Pere Bonald qui



Original Catholic Church — Log Construction. Built by Father Ovide Chalebois — Picture — Circa 1928.



Original Catholic Church — Behind the Cathedral — The Pas — August 1982.

l'attendait, l'amena dans la cabane. Il y est revenue tous les ans par la suite pour y faire le ministere.

En 1887, il a construit ce que l'on connait aujourd'hui comme "la petite cathedrale".

En novembre 1910 il etait consacre Vicaire Apostolique du Keewatin et en mars 1911 il etait intronise dans la "petite cathedrale". Mais la meme annee durant son premier voyage apostolique, un edifice a deux etages de 36 pds x 36 pds, etait construit pour servir de chapelle-ecole (les Mlles St. Denis et Carriere enseignaient), et un autre pour servir de residence episcopale.

Le 2 avril 1912, arrivaient quatre Soeurs Grises: une maitresse de classe et trois soeurs pour s'occuper



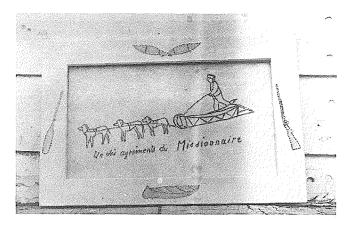
Catholic Church Construction.

des malades. Une ecole etait commencee avec 21 enfants: on y enseignait en anglais le matin, et en français l'apres-midi. Msgr etablit un hopital pour 10 patients dans sa residence.

Le 17 novembre fut la premiere retraite paroissiale preche par le Pere Croizier, O.M.I.



Part of Catholic Holdings 1927. L-R: School, Convent, Cathedral, Original Cathedral, First Hospital (not Shown) Bishops House on Left and Original Guy Hall on Right.



A Drawing Done with Boiled Lice. It was sent to Rome for the Art Gallery. By magnifying, individual lice can be seen — background — 6" Board Siding.

En 1914, on fait l'agrandissement de l'Hopital: pour 50 patients 75 pds x 36 pds.

En 1917, l'ecole catholique est construite.

Le 18 aout, 1918, le personnel de l'Eveche demenage dans l'annexe construite pour lui a l'hopital.

Le 21 aout, 1918, arriva six Soeurs de la Presentation.

1919: construction de la lere Salle Paroissiale, appelee Salle Guy, du nom du Pere Guy qui etait alors cure de la cathedrale.

1920: on organise le cimetiere catholique.

13 septembre, 1922: inauguration de la cathedrale actuelle.

3 mars, 1927: entree dans l'eveche actuel.

24 mai, 1929: inauguration de l'hopital St. Antoine et le 13 juin on y entrait pour de bon.

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.

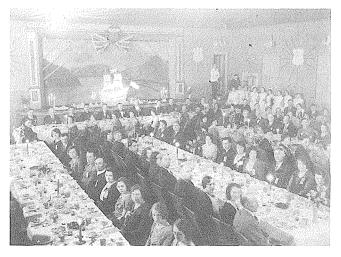
The glass for the window panes and the shingles for the roof were brought to The Pas by canoe from Prince Albert some 500 miles up Saskatchewan River.

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.

Knights of Columbus courtesy The Pas Chamber of Commerce

Charlebois Council No. 2704 Knights of Columbus was formed in The Pas about 1927, with a membership of about 67. Mr. D. F. de Tremaudan who made such a noteworthy contribution to our town was elected First Grand Knight. For the next few years the Council made good progress and did a lot of useful work in the Parish.

The depression years and the second world war took their toll and membership dropped off. However in 1946 a definite upswing was felt and new memberships rolled in. During all the years the Knights have made very worthwhile contributions to this Parish, and through financial assistance to many province wide projects, among these are scholarships, bursaries and maintenance of the Catholic Centre at the University of Manitoba.



50 Anniversary Knights of Columbus — old Guy Hall — burned.

Ukrainian Catholic Church of the Holy Ghost

78 First St. E., The Pas, Manitoba

In the early thirties the Ukrainian people of the Ukrainian Greek Catholic Rite who settled in The Pas, expressed the desire to worship in their own Rite and maintain their language and culture. Even though there was no Church at that time, they were

able to obtain the services of Father Dean Peter Kryworuchka from Hudson Bay, Saskatchewan. These services were held once a month at the Sister's Convent.

In 1937 Mr. Anthony Zukewich formed a committee of eleven members and made plans for the construction of a Church. Through personal sacrifices and dedication of this group, their dream of having their own place of worship was realised with the construction of the first Ukrainian Catholic Church in 1939. The Rev. Father Kryworuchka was the first to celebrate the Divine Liturgy in the new Church. This Church served the need of the Ukrainian Catholic community for many years. In 1970 with the increase in membership and the necessity of major repairs to the original structure, plans were made for the building of a new Church. Mr. Victor Denaka of Winnipeg was the architect. A building committee was headed by John Sokulski. In 1973 the new Church was completed by Zulak construction of Winnipeg. The Rev. Father Olach was the Parish Priest at that time.

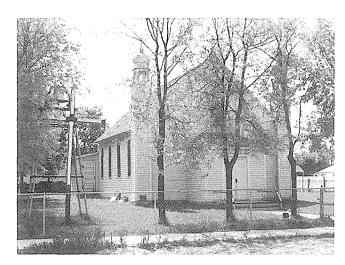




Ukrainian Catholic and Congregation — 1939.



New Ukrainian Catholic Church 1973.

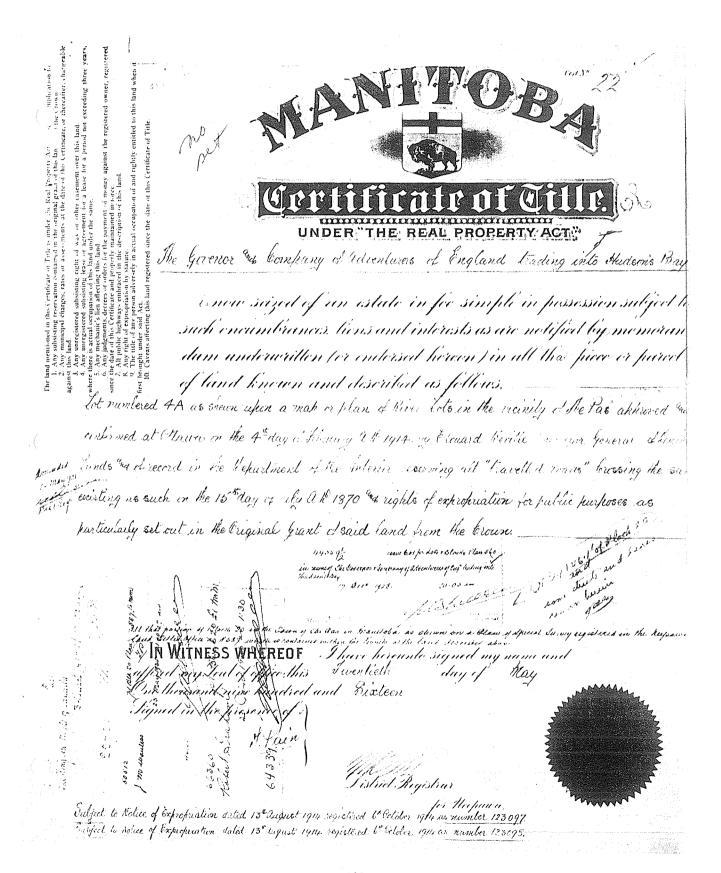


Ukrainian Catholic Church — 1st St. 1939-1971.

Presently, the Holy Ghost Parish is fortunate in having a resident Parish Priest, Father James Scharinger. Divine Liturgies are celebrated every Sunday and on certain week-days. Catechism lessons are held every Saturday. The membership of the Church is 145 members. There is an active Ukrainian Catholic Women's League of 28 members. President, Mrs. Jean Scheschuk. Present members of the Parish Council are Marge Ohryn, Olga Baschak, Steve Hancharyk, Ted Hlady and John Chaychuk.

The main concern was to have a place of worship and once this was achieved, the need for a Parish Hall was the next concern. In 1948 a house was purchased to be used as a Parish Hall, but soon this structure proved to be inadequate so an addition was built on to the original structure in 1951. In 1962 final plans were completed for a new Hall, which was built that same year. Both structures, the Ukrainian Catholic Church and the Parish Nor-Lite Hall are situated on the corner of First St. E. and Crossley Avenue.

Greek Orthodox Church



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The Church in Willowland Beginnings

The great Saskatchwan River, rolling down towards Lake Winnipeg, as it nears the Manitoba boundary begins to spread out into broad and reedy shallows, muddy lagoons, and twisting, changing channels, the despair of the amateur navigator, and the congenial home of thousands of muskrat and flights of water fowl. This vast fenland, between the prairies and the rocky north, is known to the Indians as Willowland.

In the centre of this country, where the Carrot and the Pasquia join the Saskatchewan, the town of The Pas occupies the site of a former Indian village called Opasquia, The Wooded Narrows; and here, almost a century ago, a native Christian, Henry Budd, established the first Mission in the North West Territories with the exception of that on the Red River, where he himself had been taught.

In 1840 Henry Budd, with his wife and mother, landed on the shores of Cumberland Lake, but finding that desolate region ill-suited to his purpose, he removed the following summer to the strategic point that is now The Pas. Here he built a home for himself and his family and kindled the light that grew and spread until it illuminated the whole district.

In 1842 the Rev. J. Smithurst, at Mr. Budd's entreaty, made the long journey up Lake Winnipeg, and the lowest reaches of the Saskatchewan, and visited the infant mission. To his astonished delight he found a thriving work where he had expected but the smallest beginnings and was able to Baptize thirty-eight adults with their children, eighty-seven persons in all, into the Church of Christ.

Two years later again, the Rev. James Hunter (afterwards the Archdeacon) was sent by the Church Missionary Society, from England, to take charge of the work, while Mr. Budd remained to assist him with his knowledge of the people and their tongue. Mr. Hunter translated the Prayer Book into the Cree language as well as certain portions of Scripture, and in 1847 the two missionaries set about building a Church, which was opened, and consecrated, in 1850 by Bishop Anderson of Rupert's Land, who confirmed a hundred and ten persons five days later.

From this centre, at The Pas, the Light spread. Nomad hunters, their own hearts kindled, carried the spark up and down the river, and into the isolated camps of their people. One Moomeechim travelled down to Moose Lake, and there began to illustrate the saying of the Apostles, "We cannot but speak those things which we have seen and heard". A few of the younger men were won over, and they even began to erect a Church, the ruined foundations of which are still to be seen there. But Moomeechim moved away, and the fire was quenched by the authority of the older men before it had quickened to a blaze.

Some twenty years later, however, Henry Budd and James Settee, both Ordained Natives, came to Moose Lake, and quickly stirred up the embers and rekindled the light. Since then there have been a succession of Ministers who have so laboured that the Church in Moose Lake has gone on from strength to strength, and become in turn the means of igniting beacons elsewhere.

For a while the Moose Lake Mission was in charge of the Rev. John R. Settee, son of the founder, James Settee; and it was he who first resolved top open up the work at Chemuhawin, on the Saskatchewan River, where it loses itself in Cedar Lake. He

secured a teacher for the children, and himself visited and conducted services in the schoolhouse.

In 1890 the Rev. John Sinclair moved to Chemuhawin from Grand Rapids, and built the first Church there, working among the people until his death in 1897. His mortal remains lie there among those of his disciples. For a year Mr. Settee, and the incumbent of Devon Mission at The Pas, the Rev. John Hines, ministered to the place, until the services were secured of the Rev. C. J. Pritchard, 1898-1906, who built the present and second Church.

The Saskatchewan River passes through Cedar Lake and issues at the eastern end of that expanse in a single, rocky channel, descending a hundred and sixteen feet in a few miles to reach Lake Winnipeg. The last seven miles of the descent constitute the Grand Rapids of the Saskatchewan, and here there has been settlement from time to time.

About 1876 this settlement gave signs of being permanent and a mission was soon established and put in charge of the Rev. Henry Cochrane, at that time incumbent of Devon, The Pas. Mr. Cochrane's work, including as it did the missions at Moose Lake and Cedar Lake (Chemuhawin), was more than one man could manage, and in 1883 the Rev. Peter Badger, another native Cree, was sent to Grand Rapids. Two years later Mr. Badger was Ordained Priest in The Pas by Bishop McLean, and after a further year of work in Grand Rapids was sent to take charge of Devon Mission.

Since that time Grand Rapids has been continuously occupied, either by a resident clergyman or by a catechist, under the supervision of a clergyman, located at Cedar Lake or Devon.

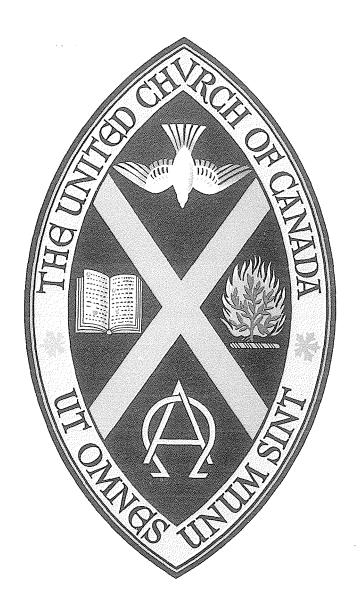
Ukrainian Greek Orthodox Church, Assumption of Mary

The United Church of Canada The Crest

The Crest of the United Church of Canada can be seen carved in stone at the entrance of the Church headquarters, The United Church House. It is also found on official documents and letterheads of United Church organizations.

Actually, the Crest plays a dual role. It was originally designed to be the Seal of the United Church of Canada, and as such it is in the keeping of the Secretary of the General Council. It is the official signature of the Church, and is placed not only on legal documents but also on Ordination parchments and licences to perform the Sacraments. It is embroidered on the preaching scarf worn by the Moderator.

When we see the Crest of the United Church of



Canada, we should be reminded of our heritage in the Church Universal as well as in our own communion.

The shape of the Crest links us with the Early Church, for its oval form is derived from the outline of a fish which was used as a secret sybmol by which Christians identified one another during the days of persecution. The initials of the words "Jesus Christ, Son of God, Saviour" spell the Greek word for fish.

The "X" at the centre is the Greek letter Chi, the first letter in the Greek word for Christ and the traditional symbol for the person of Christ, the centre of our faith.

In the four quarters of the Cross are appropriate symbols, three of which are particularly associated with the three communions — Congregational, Methodist and Presbyterian, which united to form The United Church of Canada on June 10th, 1925.

The open Bible represents the Congregational Churches with their emphasis upon God's truth that



United Church Group of Women — 1962, Coad, Boreland, Chapman, Zarownik, Johnstone, Harkness, Knox, ?, Proche, Houghton.

makes men free. From this communion we have a heritage of liberty in prophesying, love of spiritual freedom, awareness of the creative power of the Holy Spirit and clear witness for civic justice.

The dove is emblematic of the Holy Spirit (Mark 1:v.10) whose transforming power has been a distinctive mark of Methodism. Here our heritage is one of evangelical zeal, concern for human redemption, warmth of Christian fellowship, the testimony of Spiritual experience and the ministry of sacred song.

The burning bush is the symbol of Presbyterianism. It refers to the bush that burned and was not consumed (Exodus 3:2) and symbolizes the indestructibility of the Church. From Presbyterianism we have received a heritage of high regard for the Church as the body of Christ, the order of her life the dignity of Her worship, the education of Her members, and the final authority of Scripture.

We are grateful for this threefold heritage, and are happy that we continue to be active members of the World Presbyterian Alliance, the World Methodist Council and the International Congregational Council.

The symbols Alpha and Omega in the lower quarter are the first and last letters of the Greek alphabet. They symbolize the eternal, living God (Revelation 1:8).

Around the rim of the Crest are the name, "The United Church of Canada" and the Latin words "ut omnes unum sint" which mean "That all may be one". They are taken from the prayer of our Lord, as recorded in John 17:21 and refer to that unity which is given to us in Christ, whereby we become one in our fellowship in Him and in the Church which is the Body of Christ. They remind us that ours is a united and uniting Church.

A Brief History of Westminster United Church

The Pas, Manitoba

Westminster United Church came into being from both the Methodist and Presbyterian sources. The Rev. E. Trigg was the first Minister taking charge of the Methodist Church in 1913, services being held in the Dreamland Theatre on Fischer Avenue, until a fire forced the congregation to move to space in the Hudson Block.

The Rev. D. L. Howarth, the next Minister, organized the first Ladies Aid, which met in the Manse on Patrick Avenue, with six ladies present — Mrs. J. Ridyard, W. Russell, D. E. Brown, H. Munro, S. Lovell and W. Sinclair.

In 1915 the Methodist Church disbanded and Westminster Presbyterian Church was officially opened on the last Sunday in May, by Rev. J. A. Cormie, in a Church built on the property now owned by Mr. F. Parker.

Here memories come to the fore, of church dinners cooked on a wood stove, and of the water barrel that many a time had ice formed in it, the Church being heated only by 'camp-comfort' stoves, which took four-foot logs, a sharp contrast to the up-to-date kitchen with all its modern conveniences, which we now have.

In 1925, the Union of the Presbyterian, Methodist and Congregational Churches took place, to form the United Church of Canada, thus, the Rev. Earl Dixon who was serving the Church at that time, became the first United Church Minister of The Pas.

In the Fall of 1950, the congregation moved to the Masonic Hall, where services were held until a Church building was erected on Edwards Avenue. On Christmas Day, 1952, the Rev. W. A. Harvey held the first services in the new church. The official opening of the Church took place early in February, 1953, with the Rev. George Marshall and the Rev. Ken Campbell, former Ministers, officiating at the Dedication and worship services.

The present congregation is comprised of approximately 370 families, who are working actively in adult and youth groups. The Church also serves in the communities of Carrot River Valley and the Airport.

The Pas congregation has served as a training ground for Ministers, as witnessed by Dr. Cormie and the Rev. N. K. Campbell, becoming Superintendents of Home Missions for the Manitoba conference. Two people from this congregation have given themselves to the full time work of the Christian Ministry. They are the late William Howie and the Rev. W. L. Howie. Present candidates are S. Anderson and R. P. McKinnon.

Recently the men of this Church organized the yearly Men's Conference which now serves Northland Presbytery.

Ministers who have served here over the years are as follows: — the Rev. E. Trigg, Rev. D. Howarth, Rev. Lougheed, Rev. E. Dixon, Rev. J. G. Stephens, Rev. F. Armstrong, Rev. G. Marshall, Rev. N. K. Campbell, Rev. W. A. Harvey, Rev. M. Thompson, Rev. R. D. Johnstone and the Rev. W. E. McDonald who was inducted on September 19, 1966.

Directory: Westminster United Church Nov./66

Minister — Rev. W. E. McDonald Manse — 503 La Rose Ave. Ph. 3-2258 Church Office — 318 Edwards — 3-2821

Clark of Cossion

Board of Session

Clerk of Session — IVII.	w. n. harvey
Mrs. C. Anderson	Mr. R. P. McKinnon
Mrs. H. Dupuis	Miss L. Mitchuk
Mrs. W. Ericson	Mr. F. Parker Jr.
Mrs. H. N. Everett	Mr. B. Profit
Mr. R. Framingham	Mr. M. K. Profit
Mr. W. R. Gair	Mr. R. Schlick
Mr. A. R. Hayes	Mr. G. H. Smith
Mr. A. H. Johnson	Mrs. A. Kembel
Mrs. M. Zaworonok	Mr. W. B. Kobar
Mrs. N. Ziolkoski	

Committee of Stewards

Chairman	Mr. E. Premachuk
Secretary	Mr. T. J. Stephens
Envelope Secretary	Mr. E. J. A. Neill
Treasurer	Mr. G. Harkness
Mr. S. K. Banks	Mr. J. Saboraki
Mrs. H. F. Bickle	Mr. J. R. South
Mr. D. L. Crockett	Mr. J. L. Walker
Mr E B Johanson	

Recording Steward (Sec. of Official Board) — Mr. G. H. Smith Organist — Mrs. L. E. Weir

Choir Leader and Secretary - Mrs. D. J. Hebert

President of HI-C — Brian Robertson

Chairman of Manse Committee - Mr. R. Framingham

Ushering — Mr. J. R. South

Sunday School

Superintendent of Nursery, Kindergarten and Primary Departments — Mrs. W. W. Bigelow

Teachers -

Nursery — 3 years — Phyllis Strand, Barbara Munro Kindergarten 4-5 — Marlene Strand, Heather South

Primary — 6 years — Mrs. C. Coats

7 years — Barbara Smith, Patty Mitchell

Superintendent of Junior and Intermediate Departments — Mr. R. P. McKinnon

Teachers — Mr. K. Haynes, Mr. S. K. Banks, Mrs. H. Laws, Mrs. K. Haynes

Secretary-Treas. of S.S. - Mrs. R. Framingham

United Church Women - U.C.W.

United Church women — U.C.	W.
President	Mrs. R. P. McKinnon
2nd Vice-President	Mrs. A. O. Kembel
Secretary	Mrs. A. H. Johnson
Treasurer	Mrs. R. Framingham
Literature Sec.	Mrs. K. Haynes
Supply	Mrs. B. Profit
Social Functions	Mrs. A. Lawson
Sick & Visiting	Mrs. G. Harkness

Mrs. A. O. Kembel
al Ac-
Mrs. W. B. Dunlop
Mrs. W. H. Harvey
·
Mrs. A. O. Kembel
Mrs. W. W. Biggelow
ps
rman, Miss K. Smith
rtson, Miss E. Kikukawa
1
son

United Church Women — U.C.W.

In 1962 the United Church Women (U.C.W.), taking the place of the W.A. and W.M.S., was formed with the purpose — "To unite all women of the congregation for the total mission of the Church and to provide a medium through which they may express loyalty and devotion to Jesus Christ in Christian witness, study, fellowship and service". Five units meet each month in the homes, and five times a year in general meetings in the Church.

Any lady who would like to attend one of these meetings as a visitor or a prospective member, is cordially invited, and would be welcomed by any of the units.

The Missionary and Maintenance Fund with the addition of U.C.W. contributions makes up the Unified Budget Fund of the United Church. For the whole Church the objective for 1966 is \$10,900,000.

Approximately one quarter of this amount is expended for Home Missions such as — augmented charges, inner city missions, student mission fields, Indian Missions, marine missions etc.; one quarter for World missions in fourteen overseas countries; and one half by the administrative Boards of the Church for maintenance and promotion purposes within Canada.

Westminster Church is called to more than maintain itself. It should support as fully as possible the "Mission" of the Church. Our budget objective for 1966 for the Missionary and Maintenance Fund is \$1,000.

How the United Church Governs Its Affairs

General Council: The policy of the United Church is set by this highest court, which meets every second year, presided over by a moderator. It has two permanent officers, the Secretary and the Treasurer. Its executive is comprised of elected representatives of all the Conferences of the Church.

Conference: There are eleven Conferences meeting annually, comprised of each member of Presbytery. The Conference is chaired by a President elected each year. All Ministers are members, with

an equal number of laymen. The Conference ordains and settles Ministers, and has oversight of the religious life of the Church within its bounds.

Presbytery: There are 101 presbyteries. They meet several times a year, receive and supervise candidates for the Ministry, determine pastoral charge boundaries, deal with calls, induct Ministers and help pastoral charges to carry out the program adopted by the higher courts.

Pastoral Charge: The Pastoral Charge is the basic unit of the United Church. There are 2,716 charges with 5,741 preaching places. In the local Church the individual member finds opportunity for work, worship and financial support. A layman in a congregation can be elected to Presbytery, Conference and General Council and has equal rights along with the Minister when it comes to filling offices.

Administrative Boards: 10 Boards of General Council cover all aspects of life and mission of the Church, including Christian Education, Colleges and Secondary Schools, Evangelism and Social Service, Finance, Missionary and Maintenance and Home Missions, World Mission, Information and Stewardship, Publication, Board of Men, and Board of Women.

Administration of the Pastoral Charge

The Minister: An ordained Minister of the United Church is given "authority to preach the Word of God, and to minister the holy Sacraments in the Congregation." The Minister's duties in the congregation are manifold. He must preach, teach, administer the Sacraments and 'shepherd the flock'. In his pastoral work he is expected to nurture the faithful, visit the sick, seek out the wayward and indifferent, care for the poor. In the administration of his congregation's work, he will be chairman of the Session and official Board, and may be chairman of the Board of Trustees and Congregational meetings. He is an ex-officio member of all committees and organizations of the congregation.

The Official Board: The official Board shall consists of the Minister, members of the Session and Committee of Stewards and an elected representative of all other organizations within the Pastoral Charge.

The Committee of Stewards: The management of the temporal and financial affairs of the Charge are entrusted to a Committee of Stewards who are chosen by the local Church.

The Session: Consists of the Minister and a body of members in full membership chosen by the congregation and admitted to their office to have oversight of the spiritual interests of the Charge or Church. Members of the Sessions are called Elders.

Board of Trustees: Consist of not less than three

or more than fifteen members. The Trustees may sell, lease, mortgage, exchange the real or personal property of any Congregation only with the consent in writing of the Presbytery.

Canadian Legion Branch #19

The Great War Veterans Association was formed in The Pas by the following: F. Bullock, A. M. McDonald, W. Brailsford, W. Lyons, B. Stitt, A. Brown, H. B. Munro, H. E. Laird and G. Madder.

The first meeting was held February 17, 1919, in W. Lyons workshop, with fifty veterans in attendance. An election was held for officers for the organization. The following were elected:

President A. M. MacDonald

First Vice B. M. Stitt

Second Vice F. Bullock

Executive

T. Gill, A. Brown, F. Imre

E. G. Rice, G. Madder, W. Lyons

From 1919 until 1923 the executive meetings were held at W. Lyons residence. Monthly meetings were held in the Community Building. On June, 1921, the Ladies Auxiliary was formed, its first President was Mrs. T. Stevenson. In 1922 the first poppy campaign was held in The Pas, conducted by the auxiliary. In 1923 the organization purchased a hall on Edwards Avenue. November 25-28, 1925, a Unity Conference was held in Winnipeg, a number of Veterans Organizations united as one, at this conference a new name was chosen, Canadian Legion British Empire Service League. 1927 The Presbyterian Church purchased the Legion Hall, it is now occupied by Miss The Pas Cafe. In 1928 The Legion purchased The Crystal Gardens Building, which is still their home.

1933 The Legion formed a band by the following: Tony Busser, Roy Jackson, Albert La Fontaine, Wilford Klassen, Hugh Heaps, Gifford Crabb, Frank Checkow, Ernest McKeever, and T. C. Thorsteinson. In 1940 The Band was turned over to the town.

During these years The Legion and Auxiliary has served the Veterans and their dependents, also its financial aide to the community, also its aide to all charitable organizations, its youth programs, its care for the aged and sick. In 1961 the name was changed to Royal Canadian Legion. The organization will continue to carry on its work, as long as The Legion and Auxiliary exist.

Canadian Legion Branch #19

First district meeting was held in The Pas, June 5, 1945. Delegates from Flin Flon Branch, F. Hughes, A. L. Wyre, F. Cross, W. Polowy and W. Guymer. From Sherritt Branch, C. Braid, J. Lomant, and Sgt.

Rosebough, from The Pas Branch S. Devenny, and G. Prior. Election was held for District Commander, W. B. Lockhart elected from Flin Flon Branch.

In 1959 The Legion Crest was changed to the present one worn today.

In 1961 the name of the Organization was changed from Canadian Legion British Empire Service League to The Royal Canadian Legion.

Through the years many of the W.W.I Veterans have passed away, leaving only fourteen W.W.I Veterans in the Branch, they are as follows: J. Poriier, J. McKay, M. Williamson, F. Bullock, J. Graham, S. Deslaurie, A. Head, S. Travis, A. Modine, A. Miller, A. Pelly, W. Borley, C. Czurak, and C. Illsley.

Sixty years is a notable anniversary in the history of any organization. To The Royal Canadian Legion Branch #19, it means sixty years of accumulated experience in meeting the problems of war veterans and their dependents. The Branch has learned a great deal in those sixty years and what it has learned has been, and is being turned to good account, its activity, its service work, its constant endeavor to translate into action the spirit of comradeship and sacrifice upon which its aims and objects are based. Accomplishments of the Branch, financial aid to students, financial aid to all charitable organizations, financial aid to many of the town's projects, youth programs to which it has devoted much time and money in recent years, its service to veterans and their dependents whether they are members or not they have all received benefits from the branch work. Its activities in the community, care for the aged and sick so they do not want.

For fifty eight years the branch has had the moral and financial support of The Ladies Auxiliary, their financial aid to charitable organizations, financial aid to students, youth program every year to send students to The Peace Gardens, their care for the aged and sick to see they do not want. Their activities in the community and The Auxiliary have played a very important part in helping to build The Branch to what it is today.

Royal Canadian Legion with the aid of The Ladies Auxiliary will continue to serve veterans and their dependents and community for many more years.

Legion Meetings

Sixty years ago the following men having coffee in the T.D. cafe decided to form a branch of The Great War Veterans Association in The Pas, F. Bullock, A. M. McDonald, W. Brailsford, S. Lovell, W. Lyon, H. Larid and G. Madder.

First meeting was held February 17, 1919 with fifty veterans in attendance, the following were elected to office:

President A. M. McDonald First Vice Pres. B. M. Stitt Second Vice F. Bullock Executive Committee

T. Gill, A. Rose, A. Brown, W. Lyon, S. Lovell, Secretary W. T. Fidler

March, 1921 the G.W.V.A. hockey team won the Ross Navigation Shield players were: J. Cook, J. Martin, B. M. Stitt, B. Smith, W. Brothwick, W. Eagle, M. Isacman, W. Chaswick and L. Shaw.



School children marching to the station to see the soldiers entrain for World War I — 1914.

August, 1921 The Ladies Auxiliary was formed in The Pas, Mrs. S. Lovell elected President, and held office to the end of 1923.

1922 the G.W.V.A. purchased a building, after renovations it was moved to Edward Avenue between First and Second Street. The official opening October 23, 1923, by Lt. Col. G. R. Pearkes V.C. D.S.O. M.C. who also unveiled the Roll of Honour, followed by banquet and dance.

November 8, 1923, the first Poppy Campaign was held in The Pas. The Ladies Auxiliary conducted the campaign.

Unity conference held in Winnipeg, November 25-28. The following organizations united as one: Great War Veterans Association, Canadian Legion, South African Veterans Association, Imperial Veterans in Canada, Grand Army of United Veterans Association, Tuberculous Veterans Association, all Veterans Organizations on Vancouver Island, new organization name was chosen, Canadian Legion British Empire Service League.

1927 the Legion sold their hall to the Presbyterian Church, it is now occupied by the Miss The Pas Restaurant.

In 1928 the Legion purchased the Crystal Gardens Building, the Legion still occupies the same building today.

August 8, 1933, the legion formed a band, the following are the bandsman, C. Hill, T. Bussey, R. Jackson, A. La Fontaine, C. Torsteison, W. Klassen, A. McKnight, H. Heaps, G. Crabb, B. Le Duc, J. Waffer, F. Chekow, F. Glover and F. Moffat. July 6,

1940 the band was turned over to the Town Citizens Committee.

On November 11, the name was changed from Thanksgiving Day to Remembrance Day, the poppy became the symbol of remembrance.

In 1940 the home guard was formed in The Pas, The Legion Hall was turned over for their headquarters.

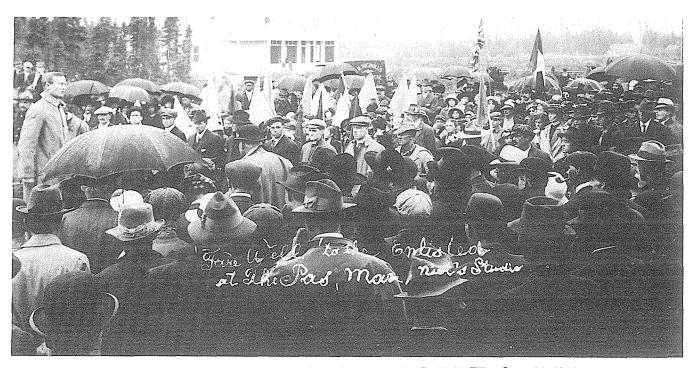
The Canadian Legion of the British Empire Service League The Pas Branch No. 19

Agreement of transfer on loan, between The Canadian Legion of The British Empire Service League, Branch No. 19 and The Pas Citizens Band Committee, of Legion band instruments as per list, to be transferred to The Pas Citizens Band Committee at a tentative value of Seven Hundred Dollars (\$700.00).

The said The Pas Citizens Band Committee to guarantee the safe custody of said instruments and to indemnify The Canadian Legion of The B.E.S.L. Branch No. 19 for loss or damage of all or any one of said instruments.

Charles Bagg — President
Canadian Legion BESL
Branch No. 19
Dated at The Pas, Man. this 5th day of July, 1940.

W. E. Marteu — President The Pas Band Citizens Committee



Enlisted men lined up in centre of the crowd, at the C.N.R. station — speaker Dr. H. H. Elliott Sept. 28, 1914.

List Proposed Players

R. Vickery Tenor Sax Albert Lafontaine Cornet or Alto Art Lafontaine Cornet Weaffer Sax Buster LeDuc Drums Les Gans Alto or Bass J. Deminick Clarinet E. Wadelius Trombone P. Moffatt Baritone

A. McKnight Trumpet, Sax or Bass W. Codd Trombone W. Morrison Trumpet Trumpet Andy Despins F. Glover Trumpet Paul Fee Clarinet or Sax Harry Arnold Alto or Baritone R. Collette Clarinet Walter Polowy Baritone H. Lucian Alto Art Johnsrude Trumpet

J. O. E. Gamache Soprano Sax Jock McAree Baritone or Trombone

Constitution Canadian Legion The Pas, Man. August 8th, 1933

To Whom It May Concern:

Be it hereby made effective and known that we Tony Busser, Roy Jackson, Albert Lafontaine, Wilfred Klassen, Hugh Heaps, Gifford Crabb, Frank Checkow, Ernest McKeever, and T. O. S. Thorsteinson resolve ourselves into and become hereby and herewith a band known as the Canadian Legion band of The Pas and that we herewith, by and with our own consent and the approval of The Pas branch of the Canadian Legion, take full charge of our own affairs, determine our activities, establish our own fund, control our own finances, and otherwise determine any or all business, activity, or anything else we may engage in as from this date forward.

Therefore, we, the Canadian Legion Band, on this 8th day of August 1933, hereby and herewith pass the following motions and resolutions, and herewith and hereby direct and establish that they collectively shall form and become the constitution of this, the Canadian Legion Band, until otherwise amended and that each motion or resolution shall be named and hereafter called a clause and numbered according to its succession:

The Pas, Man. July 22nd, 1935

A. Cains Exq. Secretary, Provincial Command Canadian Legion, B.E.S.L. Winnipeg, Man.

Dear Sir and Comrade:

Could you possibly get us a regulation bugle second hand but in good condition.

Have it sent C.O.D. or will remit amount. Have you any Past Presidents Badges? require 3, Sincerely and fraternally.

Secretary.

Masonic — The Pas Lodge #124 — G.R.M., A.F. & A.M. submitted by E. B. S. Smith

The first meeting to decide upon the installation of a Masonic Lodge in The Pas was held in the fall of 1913. The first organization meeting was held in Bickle & Brown's office Wednesday, March 18, 1914 to elect the Principal officers.

The name "The Pas Lodge" was unanimously accepted and the principal offices were filled as follows:

Worshipful Master — Brother Henry H. Elliott Senior Warden — Brother William H. Bunting Junior Warden — Brother Orley H. Finger

On April 23, 1914, dispensation was issued to The Pas Lodge by Most Worshipful Brother E. M. Walker, Grand Master.

The first meeting to elect a full slate of officers was held in Slaney's Hall on Thursday, March 1, 1914 and the following officers were installed:

— Worshipful Master
— Senior Warden
— Junior Warden
— Treasurer
— Secretary
— Senior Deacon
— Junior Deacon
— Senior Steward
— Junior Steward
— Director of

Charter members as of June 10, 1915 were:

H. H. Elliott	G. McLelland
W. H. Bunting	H. F. Bickle
O. H. Finger	G. Brown
G. H. Taylor	J. P. Jackobsen
G. A. Cameron	L. Mathieson
D. Hunter	R. W. Taylor
J. H. Dempsey	J. M. Wanless
D. Duncan	B. M. Stitt
R. S. Orok	J. A. Gilland

The first candidate initiated was Orley G. Finger August 14, 1914.

The sod turning ceremony for the first Masonic Temple in The Pas was held on July 19, 1927. The building was completed that year at a total cost, including contents for approximately \$10,000.00. The Temple was located on Lot 1 Block C, where Rogers Texaco Service Station now stands. That building and property was sold in 1960 and is pres-

ently being used by Kelsey Glass near the south end of town.

The new Temple was constructed in 1961 on its present site on LaRose Avenue and the first meeting was held on October 5, 1961.

At the year end, 1926, 83 members were registered. Since the Lodge was organized in 1914, there had been 450 Masons sign the register, either initiated or affiliated from other Lodge. Membership as of December 30, 1980 stood at 121.

)	Dece	ember 30, 1960 sto	ou ai	141.
9	14-16	H. H. Elliot	51-	F. A. Woodward
	17-	O. H. Finger	53-	W. M. Monro
	18-19	D. Hunter	54-	L. G. Williams
	20-21	G. A. Cameron	55-	W. Guymer
	22-	G. A. Williams	56-	H. P. Moffat
	23-	R. G. Musgrove	57-	L. E. Weir
	24-	W. Russell	58-	A. S. Clark
	25-33	M. H. Solstad	59-	H. E. Smith
	26-	J. E. Kerwin	60-	J. P. Johnson
	27-	H. F. Bickle	61-	W. B. Chapman
	28-	28- R. W. Taylor	62-	F. A. Parker
	29-	E. H. Maddocks	63-	C. M. Morrish
	30-	J. Ridyard	64&66	A. H. Johnson
	31-	J. G. Stevens	65-	J. M. Walker
	32-	E. J. Simpson	67-	R. P. McKinnon
	34-	R. B. Porteous	68-	K. W. Haynes
	35-	J. R. Symington	69-	A. Nicol
	36-	C. G. McLeod	70-	J. A. Lamb
	37-	C. M. Coghill	71-	F. K. Parker
	38-	D. A. Ross	72-	Evans Premachuk
	39-	R. B. Hagarty	73-	T. A. Earley
	40-	L. Williamson	74-	G. D. Watson
	41-45	W. Horester	75-	R. B. Bergson
	42-	P. S. Ridings	76-	L. D. Brown
	43-44	W. A. Cox	77-	A. Melnick
	46-	W. Howie	78-	K. A. Ford
	47-52	A. L. Jacobs	79-	D. M. Lamb
	48-	H. Aitcheson	80-	E. B. S. Smith
	49-	S. S. Williams	81-	G. Cameron
	50-	R. C. Jackson		



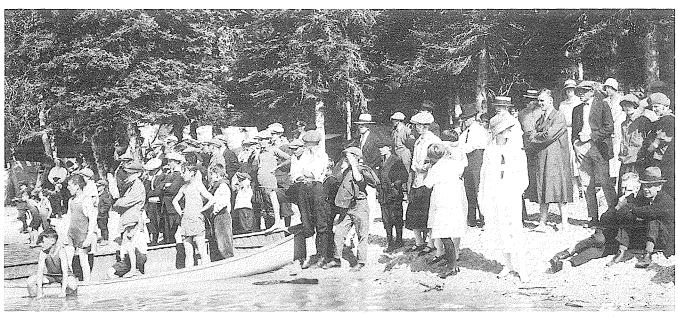
Laying Corner Stone — Masonic Hall 1929.



Masonic Picnic Clearwater Lake.

Opasquia Chapter #24, O.E.S. 1930-1940

On February 22nd, 1930, Opasquia Chapter #24 Order of the Eastern Star was Instituted. There were 30 Charter Members, of which only three had been Star Members before. The Masonic Hall was then on the site where the Texaco Station is, on Fischer and First Street.



Masonic Picnic Clearwater Lake.

The only way into The Pas was by rail, or boat, so the events were scheduled between trains to accommodate the Grand Officers who presided during the Institution. There were 30 names on the Charter, three of those are with us tonight; Sister Anna Bickle, Sister Tannis Bickford, and Sister Evelyn Cox.

Sister Ceone Johnson was initiated on June 16, 1930, and her mother and older sister were Chartered Members.

The first year the Worthy Matron's house was destroyed by fire and with it, the Dispensation, which had to be replaced. The Bible was presented to Opasquia Chapter by the Grand Officers of 1930. The Marker in the Bible was presented by Brother Mines, P.G.P., and was made by his wife.

The cup of Electa was from Queen Winnipeg Chapter #1 and presented by the Grand Secretary Evelyn Peebles.

During the 1930's, a severe depression brought many hardships and problems to the members. Raising money was very difficult. Special luncheons for the Masons at 50 cents a plate were held and serving lunches after their meetings at 25 cents a head also helped.

The Chapter was blessed with a number of Brothers and the support of the Masons at all times.

The Grand Chapter held many discussions about raising money. Many practices, studies and talks were held. The first birthday party was a gala affair. Homemade fruitcake, streamers and all the trimmings. Some of the cake was sent to Stars in Flin Flon.

The first Star Club was formed in December, 1932 to assist in social welfare, knitting, sewing and making quilts. Some were raffled and some were given away.

There was never much money in the bank, rent on the hall was \$90.00 a year, and \$8.00 for social affairs. But strong fraternal ties and the influence of the Order showed steady progress. In 1935, the Chapter agreed to make an annual contribution to the Masonic Lodge to help the hall debt. This was completed on schedule.

In 1936, the Chapter was proud and honored when Sister Margaret Wanless was elected Assoc. Grand Conductress.

In 1939, Flin Flon Chapter #29 was instituted. Some of our members took part, travelling by train with members from Winnipeg. Our Chapter presented Electa's cup to Flin Flon Chapter. This being Sister Margaret Wanless' emblem for her years. In September, 1939, some members drove by car over the new highway, to attend the official visit of the Washakada Chapter in Swan River.

On July, 1937, Brother Symington was called to rest. He was the Worthy Patron of our Chapter at the time. Brother Porteous protemed for the remainder of the year. He presented a picture of King George and Queen Elizabeth to the Chapter in loving memory of Brother Symington. The picture hangs in the outer hall. This picture was accepted by the Worthy Matron Sister Anna Bickle on behalf of the Chapter.

In 1938, the caps for the Star points were presented by the Past Matrons with an appropriate addendum. In 1938, Sister Margaret Wanless of Opasquia Chapter was elected Worthy Grand Matron. Our Chapter was now 100% in the International Temple Fund.

In 1940, no birthday guests were present. Sister Wanless read the history of the first ten years of the Chapter. During this decade many of our past Matrons were appointed by the Grand Chapter to Grand Committees, Grand Officers and Grand Representatives.

Opasquia Chapter #24 O.E.S. 1940-1950

By 1940, our country was at war, so Grand Chapter and sub-ordinate chapters including Opasquia, put their emphasis toward the war effort. It would take many pages to record all that was done to help relieve stress during this decade. Tag days and community drives were organized to raise money for the many leagues, Russian and Chinese relief, blood donor clinics, and x-ray clinics were set up. Ditty bags were made up from items collected by school children. Teas were held to raise money for comfort bags for the Red Cross. Money was also sent to Grand Chapter to help with their mobile kitchen, and to supply wheel chairs.

Chapter meetings went on. The Order of the Eastern Star flag was purchased and dedicated to deceased members. Tributes were made to mothers and fathers who had sons and daughters in the service.

In 1941, Flin Flon Chapter presented our Chapter with a travelling Bible. Opasquia Chapter presented it to Washakada Chapter #19.

In 1943, our Retiring March was used at Grand Chapter.

In 1945, members of our Chapter helped form a Guard of Honor for Sister Elin McDonald at Grand Chapter.

In 1945, Sister Ceone Johnson was presented with the gavel Sister Margaret Wanless used when she was Worthy Grand Matron. It had been made from an oak beam taken from the old St. John's Church in Winnipeg, over 100 years old, and presented to her by her Worthy Grand Patron Brother

Vanstone. Sister Ceone was asked to use this gavel and all future Worthy Matrons as well.

With peace being declared, Grand Chapter had no special projects, so Chapters could resume their suspended projects. Red Cross work was continued, local projects, the Sanitorium at Clearwater Lake needed children's clothing, and gifts for the children at Christmas, a community rink had been started, and needed funds. The Pas Lumber Company added 20% to our total contribution. Twenty-six pounds of tinfoil was gathered and smoothened out to send to the Children's Hospital in Winnipeg.

In 1948, we received members from Sherridon; Marj Mitchell and Ethel Jolly were among them.

In 1949, parcels were sent to the Reserve at Hodgson.

Eventide Home needed blankets, linen, and money to help buy windows and linoleum. We hoped to supply these and fruit was sent at Christmas time.

In the 1940's, Opasquia Chapter resumed the responsibility of the Wanless plot in the cemetery. This had been a request of Sister Margaret's. A committee was set up to carry this out.

Opasquia Chapter #24, O.E.S. 1950-1960

In the 1950's, Red Cross and civilian relief was still needed. For several years, parcels of clothing was sent to British and American zones in Germany to Masonic families. The cost — \$18.00 for 120 pounds. There was still Save the Children Fund, Pennies for China, and March of Dimes.

Money was sent to Grand Chapter for their projects; being Deer Lodge Hospital, Shriners Hospital and Elizabeth Hospital for Cancer Research.

The highlight of these years was the exchange of visits on friendship nights to Washakada Chapter at Swan River and to Flin Flon Chapter.

In 1953, due to roads being washed out, Sister Ella Hughes, Assoc. Grand Matron held the Official Visit for the Worthy Grand Matron, Sister Mary Owens.

A unique initiation took place, with two fathers taking part in the initiation ceremony, and two mothers conducting their daughters. Sister Ethel Howie as Conductress, Sister Evelyn Cox as Assoc. Conductress.

Sister Hughes reported that many changes had been made in the Ritual. All chapters were requested to purchase six copies of the new ritual.

In 1955, the 25th year of the Chapter, Brother Howie and Sister Ethel presided in the East. The first time a husband and wife did so. A booklet was published and many 25 year pins presented. Opasquia Chapter had 77 members then; 30 were non-

resident. At the June meeting, seven candidates were initiated making it necessary for two classes.

Sister Bella Clark (mother of Anne Beveridge), entertained the Grand Officers before the official visit on June 13, 1955, at a tea in her home at Clearwater Lake, followed by a tour of the Sanitorium.

Samuel Hearne Chapter was instituted in 1955. Some of our members took part and presented them with a flag.

Our first Penny Parade was in 1957. These have proved very successful. The idea came from Sister Elin McDonald, P.G.M., and our first Worthy Matron.

Our Grand Chapter adopted Cancer Control as their number one project. Our Chapter was one of the first to make cancer pads.

In November, 1958, Dawn Chapter at Lynn Lake was instituted. Our members attended by chartered plane, and presented them with a ballot box.

In 1959, Grand Chapter was being incorporated. A special meeting was necessary in Winnipeg, and some of our members attended.

Opasquia Chapter #24, O.E.S. 1960-1970

During this decade, many members became career women, line officers, moved, or could not fill their offices, so every remaining member was called for duty and determination won out.

In 1961, we moved into the present hall. Drapes were made for the windows, and when repairs to the basement had to be made, we helped out and we were able to make donations from time to time.

In 1962, the 50th Anniversary of the Town was celebrated. We were involved with the community tea and other affairs.

To mark the Centennial Year, a letter was sent by dog team (mail carrier, Joe LeClerc), to Chapters in Nipawin and Prince Albert. A reply came back the same way from Nipawin. Centennial dresses were made to wear at Chapter and to serve tea at the Caravan.

Brother Les Weir and Brother Bob Clark made willow lamps for us to raffle. Brother Bob Clark made new pedestals and presented them to the Chapter.

In the 1960's, there were 65 Chapters in Manitoba. We had very rewarding occasions when our Chapter met in a body to attend church services. We also assembled for funeral services of our members, and a few times participated.

During the 1960's, members from our Chapter visited Hudson Bay Chapter #115 in Saskatchewan, and at one time, three car loads were able to go.

Sister Anna Bickle was elected Assoc. Grand Conductress and in 1961, was made an Honorary Member of the Grand Chapter of Saskatchewan.

In 1965, a television set was given to Eventide Home from the Chapter. A cookbook was published and 550 copies ordered. These were sold at \$1.50 each.

A new flag of banner silk was purchased at \$11.50.

In 1965 and 1966, the names of Sister Irene and Brother Henry Penner appeared in our minutes, visiting our Chapter from Cranberry Portage.

In 1969, the Chapter sponsored a drive for the Arthritis Society.

Midway in 1969, our Worthy Matron Sister Laura Allen moved to Chilliwack. She returned for the installation of new Officers. It was almost a disaster as the furnace had exploded and everything in the hall was covered with soot, but after a phone call to the W.G.M., we adjourned to Sister Mardene's house and conducted our meeting and installation there.

Opasquia Chapter #24, O.E.S. 1970-1980

This last decade has seen many, many members come and go. The 40th birthday of the Chapter went unmarked, just the regular meeting was recorded.

One of the highlights of the 1970's, was the election of Sister Anne Beveridge as Worthy Grand Matron, and Honorary Member of our Chapter. We all wore Manitoba tartan sashes at her official visit, made by Sister Ceone.

Money was raised during these years by raffling hooked rugs and quilts.

The Eastern Star Chalet was now the number one project of Grand Chapter, so tickets were sold and donations made.

In 1973, the first open installation was held. This was a historic occasion and many visitors came. The result was new members. Members decided to purchase name tags and these are very helpful when visiting other chapters or for our visitors.

We again became 100% in the International Temple fund.

In 1973, Chimo Chapter in Thompson was instituted. Many of our members went up by train to

New members in the Chapter find themselves holding office the year following their initiation. New ideas and freshness comes into the Chapter, and a promise for a wonderful future.

For the past three years, a bursary of \$250.00 has been awarded to a student to help further their education.

In 1976, we cleaned our badges and put new ribbon on. The Bible was repaired and recovered. New chairs have been bought for the Star points, Chaplain and Marshal.

The signet was presented to Opasquia Chapter from Bowsman Chapter #48.

To date, our membership is 88 members; 41 resident and 47 non-resident.

Since 1976, Opasquia Chapter has held the Tag Day for the Canadian Cancer Society. So come April, our members are out on the streets collecting. Each year the amount has increased and last year over \$1000.00 was collected. Our year-end has now changed to coincide with Grand Chapter's, so our By-laws are being amended.

This is only a brief record of 50 years of Opasquia Chapter #24, O.E.S.

> For fifty years we have survived by fraternal love we have kept alive. dedication to the lessons, here we learn prepare us, when we take our turn to give our best and lead the way so Opasquia chapter will be here to stay.

Instituting of Opasquia Chapter #24, O.E.S. (Order of Eastern Star)

The Grand Officers Present February 22nd, 1930:

Worthy Grand Matron Sister Jessie Pascoe Worthy Grand Patron Brother George Mines Assoc. Grand Matron Sister Essie Vasbinder Grand Secretary Sister Evelyn Peebles Sister Mina Moore Grand Treasurer Sister Olivia Sanders **Grand Conductress** Sister Edith Smith Assoc. Grand Conductress

Sister E. Charlesworth Grand Marshal Brother David Cooper Grand Sentinel

Grand Officers Pro-Tem:

Grand Chaplain Sister Mary Hacking Sister Skinner Grand Organist Sister Evelyn Peebles Grand Adah Grand Ruth Sister Katie Clark Grand Esther Sister Mina Moore Grand Martha Sister Mary Lorimer Sister Bertha King Grand Electa Sister Daisy Rumford Grand Warder Landmarks were read by Sister Vanstone.

First Officers of Opasquia #24, O.E.S.

Worthy Matron Sister Elin McDonald Worthy Patron Brother C. Krempeaux Assoc. Matron Sister Margaret Wanless Brother H. F. Bickle Assoc. Patron Secretary Sister Mary Duncan Treasurer Sister Edith Coghill Conductress Sister Anne Williams Sister Helen Krempeaux Assoc. Conductress Sister Tilda Solstead Chaplain Sister Winona Bunting Marshal Organist Sister Anne Ridyard Adah Sister Jessie Day Sister Thora Paulson Ruth Esther Sister Tannis Bickford Martha Sister Vera Musgrove Electa Sister Anna Bickle Warder Sister Evelyn Cox Sentinel Brother Burns Porteous

Past Matrons and Past Patrons:

1930 (Sister E. McDonald *Brother C. Krempeaux *Brother R. B. Porteous 1931 (Sister M. Wanless 1932 (Sister A. Williams *Brother R. B. Porteous 1933 (Sister H. Krempeaux (Brother J. Symington

1934 (Sister V. Musgrove (Brother H. D. Brown *Brother R. B. Porteous 1935 (Sister C. Fuller 1936 (Sister V. Guymer *Brother R. B. Porteous 1937 (Sister E. Young (Brother J. Symington 1938 Sister A. Bickle (Brother W. J. Smith 1939 Sister T. Bickford (Brother W. J. Smith 1940 (Sister F. Arnott *Brother R. B. Porteous (Brother J. T. White 1941 Sister E. Symington 1942 Sister E. Cox *Brother R. B. Porteous 1943 (Sister J. Day (Brother J. T. White 1944 *Sister V. Spencer *Brother H. Aitcheson 1945 Sister C. Johnson (Brother W. A. Cox 1946 Sister H. Smith *Brother H. Aitcheson 1947 *Sister A. Allison *Brother R. B. Porteous 1948 *Sister E. Yule *Brother H. Aitcheson 1949 Sister E. Austin (Brother W. A. Cox 1950 Sister E. Austin (Brother W. J. Smith 1951 Sister J. Carroll (Brother W. A. Cox (Brother W. J. Smith 1952 *Sister J. Horrester 1953 Sister A. Woodward (Brother W. Howie 1954 (Sister I. Guymer (Brother W. J. Smith 1955 Sister E. Howie (Brother W. Howie 1956 (Sister L. Allen (Brother W. Howie 1957 Sister C. Cryderman Brother Leslie Weir 1958 Sister D. Williams Brother Robert Clark 1959 Sister N. Prescott Brother Frank Parker 1960 Sister C. Cryderman Brother Russell Embury Sister C. Parker 1961 Brother W. Guymer 1962 (Sister L. Allen Brother R. Embury 1963 Sister E. Cox Brother Leslie Weir Brother R. Embury 1964 (Sister L. Allen 1965 Sister Barbara Lamb Brother Robert Clark 1966 Sister Barbara Lamb Brother Russell Embury 1967 (Sister Laura Allen Brother Frank Parker 1968 Sister Vasti Lamb Brother Robert Clark 1969 (Sister Laura Allen Brother Leslie Weir 1970 Sister Kaye Tycoles Brother Russell Embury Brother Leslie Weir 1971 Sister Vasti Lamb 1972 Sister Vasti Lamb Brother Albert Nicol Sister M. Premachuk Brother Albert Nicol 1974 Sister Gerry Yarema Brother Wilmore Banting 1975 Sister Ada Bergson Brother Albert Nicol 1976 Sister Kathy Watson Brother Leslie Weir 1977 Sister Shirley Haynes Brother Wilmore Banting 1978-79 Sister Susan Lambert Brother Leslie Weir *Demitted (Deceased

Officers for 1979-1980:

Worthy Matron Worthy Patron Associate Matron Associate Patron Secretary Treasurer Conductress Associate Conductress Chaplain Marshal Organist Adah Ruth Esther Martha Electa Warder Sentinel 1979-1980 Trustees:

Kathleen Hogarth Noreen Ford Grace Weir Katherine Watson Brooke McLean Aili Manych Janet Carruthers Eileen Cassan Charleen McDonald Russell Embury

Jessie Banting

Beatrice Betts

Shirley Haynes

Dorothy Monro

Deborah Britsky

Leslie Weir

Iris Martin

Wilmore Banting

1 year Ada Bergson Shirley Haynes 2 years 3 years Katherine Watson

The Pas Elks Club

The B.P.O. Elks have always been active in local community affairs. For many years a children's playground adjacent to the hall was maintained by the lodge. Little League Baseball was originally started by the Elks also many Elk members were chairmen of various committees to start the Exhibition Grounds west of the town. Sport days were held on July 1st and carnivals were run during the year. The Elks have run many queen candidates during the Trapper's Festival and still supervise rendezvous held at the hall. During the earlier years at Christmas time, shows and parties were held. Candy and presents were given to children and those in the surrounding district.

The lodge has been long time sponsors of minor hockey, figure skating, girl guides, Marigold Centre, and burseries for local students, etc. They have sponsored the local Air Cadet squadron for over 23 years.

The Elks hall located at 410 Fischer Ave. once housed a bowling alley. During the last year major renovations have been made to the main hall, kitchen and washrooms. At the present time an addition is being built to the hall which will include offices, clubrooms and a game room.

The present membership is 140 members which includes 7 life members. Meeting nights are the 2nd and 4th Thursdays of each month except July and August.

The National objective of the lodge is the Purple Cross Fund which provides help for any child under 18 years of age.

The Pas Lodge of the B.P.O. Elks #135 was instituted August 5th, 1926. The following officers were installed, also there were 26 other members

present. G. A. Williams P. A. Walton H. G. Tipping C. Puttick W. B. McLellan L. P. Tallion W. H. Bunting J. W. Rundle W. F. Graham E. R. Materson E. S. Dickson G. C. McLelland

R. D. Orok

L. Allard

Past Exalted Ruler **Exalted Ruler** Lecturing Knight Loyal Knight Leading Knight Secretary Treasurer Esquire Inner Guard Tyler Chaplain Trustee Trustee Trustee

Order of The Royal Purple

In 1914 the Order of the Royal Purple was formed and accepted by the B.P.O.E. as their official auxiliary. Their aims and purposes were to assist the Elks in their charitable and social work and to foster their aims and purposes.

In 1945 at an impressive ceremony in the Elks

Hall in The Pas on June 7th a lodge of the Order of the Royal Purple was instituted. Mrs. G. Clancy of Portage la Prairie performed the initiation rites assisted by four Royal Purple ladies from Flin Flon.

At that meeting officers were installed with Lady Ann Eull as first Honored Royal Lady.

Thirty-one chartered members were initiated that night. Five of these same members are now life members and active members of The Pas Lodge.

The Elks Purple Cross Fund is a National Fund in conjunction with the Order of the Royal Purple. It will grant assistance to any needy child regardless of race, religion creed or color. In 1967 the Purple Cross Deaf Detection and Development Program was introduced, dedicated to the promotion of the earliest possible identification of hearing impairment and to provide assistance for the impaired.

The O.O.R.P. objective is to promote harmony and fellowship and make 'Life Sweeter'.

Rotary Club of The Pas, Manitoba

The History of Rotary in The Pas began at a meeting held in the Cambrian Hotel on October 26th, 1928, with 24 local business men and three representatives from Rotary International present. The charter was applied for and the following officers elected: President — Marten Solstad

Vice-President — Bernard M. Stitt

Secretary — C. R. Neely

Treasurer — M. Hunter

The Charter was received on January 16, 1929, and at that time was considered the most Northerly Club in Canada.

Some of Service projects assisted over the years

Sponsored a swimming pool, 1929

Supported Boy Scouts

Sponsored Horticultural Show and Exhibits

Sponsored collection of cast off clothing for welfare committee

Helped on relief program

Supported Red Cross

Supported community club

Supported canteen organization

Supplied food for old man's home

Purchased clothing for poor children

Sponsored re-organization of the board of trade

Sponsored Boy's Sport organization

Worked on special class for backward children

Contributed to Paul Harris 70th birthday remem-

berance

Sponsored carnival raised \$500.00

Contributed to School Skating Rink

Conducted Rotary relief fund

Raised milk fund for children

Raised \$1,000 for community fund

Started cigarette fund to send cigarettes to soldiers overseas

Purchased equipment and materials for hospital

Built a small Civic Center

Have bird displays

Aided local health department

Assisted with girl guides camp

Sponsored debates in the college

Originator of the "Trappers Festival" which was printed in The Rotarian magazine December, 1950

Sponsored play-ground

Sponsored hockey rink

Sponsored first aid classes

Sponsored musical festival

Sponsored a Zoo train

Assisted in canvas for Institute for the Blind

Gathered clothing for Old Folks Home

Donated to a dental clinic for school children

Completed Sam Wallers Little Northern Museum

Raised \$5,000 for the new swimming pool

Celebrated 50th anniversary 9 May, 1979

Sponsored student to NUNA and Adventure in Citizenship yearly

Sponsored exchange student, Amonda Wallace, Grade 12 student from Australia, February, 1981 to February, 1982

Raised \$25,000 for improvements to Skating Rink Plus many smaller donations to worthy community groups.

Past Presidents and Past Secretaries of the Rotary Club of The Pas, Manitoba, Canada

This list was prepared from back issues of the official Directory and the names shown are those sent to the secretariat by the club for use in the Official Directory of each year indicated. If, in any year, the member elected as president or secretary did not serve the entire year and another member was chosen to fill out the unexpired term, that information is not shown in the Official Directory and would therefore not be reflected in this list.

therefore not	be reflected in this list.	
Year	President	Secretary
1929-30	Barney M. Stitt	Dunk Campbell
1930-31	E. F. Purcell	Dunk Campbell
1931-32	Duncan Campbell	Harvey L. Weber
1932-33	Dr. A. W. Phin	Harvey L. Weber
1933-34	H. S. Johnson	Dr. A. W. Phin
1934-35	C. B. Hutchison	J. A. Campbell
1935-36	John A. Campbell	Stewart N. King
1936-37	Stewart N. King	John A. Campbell
1937-38	Lambert Cole	John A. Campbell
1938-39	Harvey L. Weber	John A. Campbell
1939-40	Wm. A. Cox	Harry R. C. Avison
1940-41	J. R. Pipes	Charles D. Prescott
1941-42	Thos Wm. Kenny	Charles D. Prescott
1942-43	B. Scott Bateman	Charles D. Prescott
1943-44	Rev. Geo. M. Marshal	Herman F. McKinnon
1944-45	Donald A. Ross	Herman F. McKinnon
1945-46	Chas. D. Prescott	Herman F. McKinnon
1946-47	Chas. Wickstrom	Herman F. McKinnon
1947-48	Hugh J. Aitchison	Herman F. McKinnon
1948-49	Wilford Cudmore	Herman F. McKinnon
1949-50	Dr. Marvin K. Brandt	Herman F. McKinnon

1950-51	Godfrey Doern	Herman F. McKinnon
1951-52	Lester C. Wilson	Herman F. McKinnon
1952-53	Foster B. Chambers	Herman F. McKinnon
1953-54	Trevor Morgan	Herman F. McKinnon
1954-55	Henry Lee	Herman F. McKinnon
1955-56	Wm. Codd	Herman F. McKinnon
1956-57	Clarence M. Morrish	Herman F. McKinnon
1957-58	Jack Carroll	Lester C. Wilson
1958-59	Lloyd R. Keyser	W. B. Chapman
1959-60	Paul Rivalin	Stan W. Reid
1960-61	Paul Fee	Neil G. Macphee
1961-62	Henry F. Bickle	Geo. Webster
1962-63	Neil G. Macphee	Geo. Webster
1963-64	Wm. H. Harvey	Herman F. McKinnon
1964-65	Andrew M. Goldstrand	Arthur H. Johnson
1965-66	Len J. McAdam	Arthur H. Johnson
1966-67	Adam Sus	Frank McLaughlin
1967-68	Evan Premachuk	Frank McLaughlin
1968-69	John P. Johnson	Frank McLaughlin
1969-70	Donald Manych	Ernest Saranchuk
1970-71	Allen C. Hillsden	Gerald R. Nelson
1971-72	Harry L. Traeger	Gerald R. Nelson
1972-73	Wm. Hrychuk	Rev. Fraser D. Muldrew
1973-74	Frank McLaughlin	Rev. Fraser D. Muldrew
1974-75	Dennis H. Slater	Rev. Fraser D. Muldrew
1975-76	Harold Beck	Gus A. Rivalin
1976-77	Harold Beck	Vern H. Bernstrom
1977-78	John V. Kennedy	Vern H. Bernstrom
1978-79	Robt. D. Campbell	Vern H. Bernstrom
1979-80	Larry Henderson	Vern H. Bernstrom
1980-81	W. E. Jonas	Lloyd Keyser
1981-82	Murray Harvey	Lloyd Keyser

The Pas Lions Club submitted by Web Thorvaldson, Vaughn Wadelins.

The Pas Lions Club is affiliated with the International Association of Lions Clubs, a group of service minded men begun by Melvin Jones, a young Chicago insurance man, in 1917. His intent was to organize businessmen who were successful because of their drive, intelligence and ambition to work helping to improve their communities. As a member of Lions International, The Pas Lions Club participates in the world's largest and most active service organization. There are over 1½ million Lions in more than 33,500 clubs found in 150 nations and geographic areas of the free world.

The objectives of Lions Clubs are to

- create and foster understanding among the peoples of the world,
- promote the principles of good government and good citizenship,
- take an active interest in the civic, cultural, social and moral welfare of the community,
- unite their clubs in bonds of friendship,
- provide a forum for matters of public interest (with the exception of politics and sectarian religion) and
- encourage men to serve their community without personal financial reward.

The Pas Lions Club was established on October 23, 1957 under the sponsorship of the Lynn Lake Lions Club. The official Charter presentation banquet took place on November 29th, 1957 at the Guy Hall in The Pas. The charter was presented by District Governor H. Espe.

There were 33 charter members of the club: Eldon Angers (President), John Bodnar, Wallace Bridges, Pat Cameron (Vice-President), Walter Cochrane, Rosaire Dupas, Carl Dawshka, Paul Fee, Rollie Garand, Frank Gilbert, Cal Gibson, Roland Goldstrand, Jack Heard, Sidney Jones, Fred Lytle, Phil Madrigga, Al Morgan (Treasurer), Peter Marchenski, Bud Moreton, Al McKellar (Secretary), William Van Deventer, William McBride, Ralph Paquin, Ben Profit, Ed Rodgers, Hugh Stubbs (Lion Tamer), Thomas Suchy, Larry Sachiw, Preston Smith, Web Thorvaldson and Jack Williams (Tail Twister), John Sokulski, Herb Thompson.

The banquet was followed by a dance and this "Charter Night" birthday party has been repeated annually since then.

Membership in the club has varied over the years reaching a high of 55 members in the mid 1970's. Generally it has remained at about 30 members representing men from many different business, professional and job categories. Dinner meetings are held twice a month and over the years the club has met at the Paris Cafe, the Avenue Hotel, the Cambrian Hotel, the Opasquia Hotel and Mr. Bob's. For the last dozen years it has met at the Norlite Hall on the second and fourth Tuesday of each month.

As a service club The Pas Lions have been involved in numberous fund raising projects: auction sales, raffles, telephone book deliveries, paper drives, snowathons, bingos, auto shows, flea markets, circuses, etc. An annual major project is assisting the Canadian National Institute for the Blind by conducting an annual canvas in the community.

The club has dispersed its service and funds in a variety of ways over the years. It operated the first Winton Pool in Devon Park, helped to fund the new Winton Pool's construction, donated to various children's groups, contributed to the purchase of band instruments and developed two equipped tot lots. It has provided a bursary to an MBCI graduate for post-secondary education for several years, made major contributions to the Marigold Centre, contributed to operating the Handivan and operated several Trappers' Festival projects including King Trapper events, Novelty events, Keystone Kops, Beard growing contest and sound truck.

The Pas Lions continue to be a group of involved and service oriented men. They have not only paid tribute to their sponsoring club through their service work, but have in turn sponsored two new Manitoba clubs, one in Swan River, and the other in Cranberry Portage.

The Pas Lion'Ls

The Pas Lion'Ls are representatives of The Pas Lions. Our first objective is to assist the Lions of The Pas, then to work for community welfare and further friendship among our members.

Velma Angers called the first organizational meeting April 13, 1959. Our first executive was Annabelle Cameron, President, Doris Smith, 1st Vice-President, Velma Angers, Secretary, Frankie Williams, Treasurer, Marie Borody, Penny Pincher, Pat Moreton, Social Hostess.

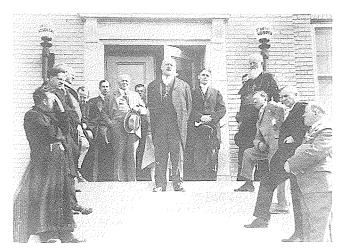
One of our first money makers was the concession at the Lew Chuck Shows. Since then rummage sales, bingos, bake sales and raffles have held us together. Various money making schemes were tried over the years. Christmas centre pieces and wreaths have been appreciated by the community and by the club for revenue brought in over the last years.

Drum Majorettes, tap dancing and ballet were the first projects undertaken. The Trappers' Festival Fur Fashion Show and Tea was a community project carried on for many years. Our association with retarded children was reciprocal as they provided hand made novelties for our Lion'L convention. In an attempt to help beautify our town, we held several work bees to construct flower pots, mix soil, plant and hang the finished product. The flower pots were so appreciated that a few found homes elsewhere. Over the years our community support has been appreciated by many and in return The Pas Lion'Ls projects have been made successful by community participation.

History of St. Anthony's Hospital, The Pas, Man. submitted by Mrs. Frances Rockney, who took the Nurses' Aid Course

St. Anthony's Hospital in The Pas, Manitoba came to life in March 1912, by the organization of a ten bed hospital in the residence of his Excellency Most Reverend Ovide Charlebois, Apostolic vicar of Keewatin. The original building, a two-storey framework, was opened to offer shelter to patients of all creeds, races and nationalities who required hospital care. Four members of the religious order of the Sisters of Charity of St. Hyacinthe, generally known as Grey Nuns, ministered to the sick from a wide territory.

Standing alone, in the heart of a new country, extending from the prairies to the northern limits of



Official Opening of St. Anthony Hospital 1928. Speaker — Prefontaine (Minister). On Speaker's left Premier Bracken. At Lamppost, white beard, Bishop Ovide Chalebois. Left Front — Monseigneur LeFeunerse. Right Front — Mr. Dembinsky.

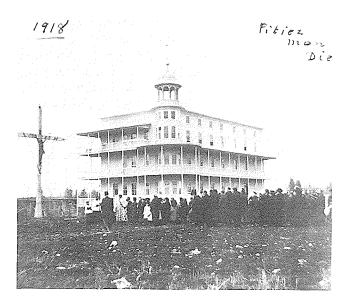


Hosp. Auxiliary — Kitchen Workers — Black and White Ball. L-R: Jean Gair, Mamie Watts, Marg. Houghton, Mary Harkness, Shirley Corbett — 1981.

civilization, the bed capacity very soon became inadequate to house all those seeking medical attention. They came by canoe in summer, by dogsled in winter, or were carried hundreds of miles over portages by willing relatives and friends. By 1914 it was deemed urgent to add another story to the existing building thus bringing the bed capacity to 50.

For 14 years through toil and untold hardships, St. Anthony's grew and prospered. Then the day dawned when the administration felt that the time had come to establish a more stable institution.

Therefore in 1926 plans were drawn for a 185 x 50 structure of steel and stone fireproof construction, four stories high, with additional wings for kitchen, laundry and boiler room facilities. It was a costly enterprise. All the building materials, as well as the equipment, had to be transported by rail for hundreds of miles, through provincial grants and public assistance the new hospital became a reality and opened its doors on May 24, 1929.



The Original Hospital — 1918.

Since its dedication, the sturdy grey brick walls of the hospital have waged a victorious battle against deadly cold, heavy winds, and blizzards and now stands as stately as the day they were built. Within these solid walls many transformations have materialized to meet the demands of a rapidly growing northern country and progress in medical sciences.

Today St. Anthony's Hospital stands as a symbol of achievement and prosperity. It is a general hospital of 124 beds and 15 basinets, fully approved by the Canadian Council on Hospital accreditation, a member of the Canadian Hospital Association, Catholic Hospital Association, Manitoba Hospital Association and the American Hospital Association.

The Administration of the Hospital is united in its endeavour to make this hospital outstanding in the field. This can be accomplished only with the aid of a well qualified and co-operative staff working together for the good of the hospital.

As a new student in the Nurses' Aid Course the Administration welcomes you to the hospital family and hopes that you will enjoy and take pride in this new field that you are entering. Remember that the hospital is greater than any other social segment of the community because, in the hospital, we are in the business of giving devotedness twenty-four hours a day, seven days a week, i.e., we are consistently

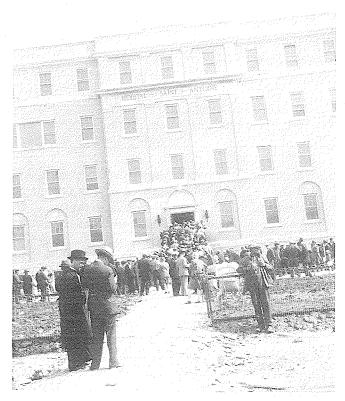
concerned about the welfare of others. Faith in God and love for our fellowmen are the virtues we must possess to procure to our patents this feeling of devotedness and security.

Sisters of Charity

The Sisters of Charity of St. Hyacinthe, Quebec have had a major role in the history of The Pas from the time they arrived here on April 2nd, 1912, less than a week after The Pas entered the province of Manitoba. At times during this seventy-year period, there have been as many as 30 Sisters working in the hospital but now only two remain, and they too will return to the Mother House in Montreal before the end of October.

Father Joseph Chaput, O.M.I., who has been in The Pas for 19 years and who has spent a total of 40 years in the Diocese of Keewatin of which The Pas is only one of many communities, explains that the Sisters are withdrawing from their service in St. Anthony's Hospital because there are not sufficient members of their community to continue their work there.

There once was a time, he says, when there was a large calling for sisterhood, but now the numbers are dwindling and there are not enough replacements in their community to carry on what they began so many years ago.



St. Anthony's Hospital — Official Opening 1928.

The first four Sisters of Charity of St. Hyacinthe, Quebec were brought to The Pas by the late Bishop Ovide Charlebois to take care of the dispensary, which was a small hospital, and to open a school for the Indian children of the community.

Six years later, in 1918, the number of students at the school began to increase and the school was then passed on to the six Reverend Sisters of the Presentation of Mary who had arrived to take charge of this Catholic School.

However, the Sisters of Charity continued operating the dispensary until they were able to have the first St. Antoine Hospital built in 1914-1915 across the street from the present hospital location.

It was soon discovered that this hospital was not large enough to accommodate the number of patients requiring medical care. With the opening up of the north through the construction of the railroad and with the discovery of mines in the north, the population grew, and the Sisters found themselves caring for citizens from The Pas as well as those from villages as far north as Brochet and Pukatawagan.

In 1928, the new St. Anthony's Hospital was built at a cost of one-half million dollars. The Sisters took over the whole debt of this hospital, paying it totally on their own with no financial assistance from government grants or from donations.

"The hospital was paid for by its use," says Father Chaput.

A very low rate was charged for each patient requiring care at the hospital, and though the nursing Sisters were under the supervision of doctors, they handled much of the work themselves. Those who were not working as nurses worked in other departments, taking care of the kitchen, laundry or maintenance jobs.

"The Sisters were and are very competent and very qualified as nurses," says Father Chaput. "They were trained to do everything exactly the way it should be done."

The Sisters often worked twelve hour shifts at the hospital. At this time, there were very few people capable of looking after the nursing in the north, and there were no nursing stations in isolated northern communities as there are today.

Their work was a service of charity then. They dediated themselves to helping the needy, the sick, and the poor.

Father Chaput recalls two sisters whose work in this community will always be remembered. Sister Poisson, he says, spent 28 years in The Pas and delivered the majority of the babies born in this and other small communities. At first, the women would be hesitant and nervous about travelling and having a baby at the hospital, but upon the insistence of the

doctors and with the kind and gentle care of the Sisters, more and more of them discovered that it was much safer to give birth at the hospital then at home in some northern village.

He also recalls Sister Fafard, whose work among the Indian people of the area for 22 years will never be forgotten.

In 1932, the Sisters at The Pas opened a hospital in Flin Flon, operating both it and the one in this town at the same time for a number of years.

In the 1930's and 1940's, the Sisters opened a school of nursing which was taught by themselves and by the doctors. The three year course enabled the nursing students to receive practical training while at the same time completing the required studies, as the school was held inside the hospital.

The Sisters themselves received practically no salary. They were paid a small fee for looking after the patients and for operating a school of nursing.

The same order of Sisters also looked after St. Paul's Residence after its construction, and were supervising there during its early days.

The new wing to the hospital was built in 1971, increasing the capacity of the hospital. Sister Manseau, who left recently for Montreal, was instrumental in its development.

Little by little, The Pas Health Complex took over the responsibility of operating the hospital and St. Paul's Residence, and more and more university and college trained nurses joined the staff. The role played by the Sisters, though still of great importance, began to decrease at the same time.

Up until this spring, there were four Sisters at St. Anthony's Hospital, but two of them have returned to Montreal where they may either decide to retire or may choose to be assigned different posts in other hospitals where they will serve.

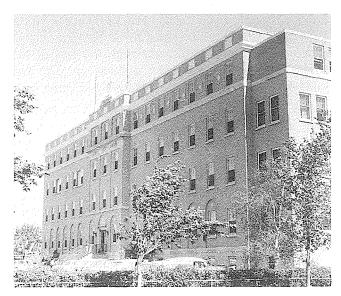
The other two, Sister Page and Sister Claire Boucher, will also be leaving soon, says Father Chaput, and when they do, they will close the era of the Sisters of Charity of St. Hyacinthe, Quebec in The Pas.

"They have always been very devoted to the people of The Pas," he says. "Perhaps the work which they have done is not well known, but they have given services to this community which its people would have been deprived of without them."

St. Anthony's observes Hospital Day

Today, Thursday, May 12, is National Hospital Day as proclaimed by Marc LaLonde, Minister of National Health and Welfare.

Dennis Magnusson Administrator of St. Anthony's, has released a short history of the hospital to



St. Anthony's Hospital - The Pas.

commemorate Hospital Day in The Pas. The following story was compiled from Magnusson's history.

The history of St. Anthony's dates back 65 years to 1912 when Bishop Ovide Charlebois loaned his home to the Sisters of Charity (the Grey Nuns) for use as a hospital.

Sister Pelletier, from the Mother House in St. Hyacinthe, Quebec, was the Superior of that first 36 x 36, two-story, 10 bed hospital.

After two years in these cramped quarters, renovations were undertaken which enlarged the building to a three story, 75 x 36, 50 bed hospital complete with an attic, basement, and two verandahs.

By 1914 standards, the price tag for the remodelling was staggering. But \$9,000 was raised through "generous" donations from Town citizens, friends of the Sisters in Quebec and the United States, and from men employed in the various camps in the area.

The remaining \$5,000 was paid by the provincial government of the day through the influence of Dr. Orok, M.P.P.

The first doctor to practice in the hospital was Dr. A. LaRose; LaRose Avenue was later named in his honour. A Mr. Crossman, suffering from a broken leg, was the first of 6,663 patients to pass through the 50 bed facility during its 17 years of operation.

By 1928, mining developments, railroad construction, and the growth of the Port of Churchill increased the demand for hospital space to the point where it became obvious further expansion was required.

In spite of an uncertain economic climate, the Sisters, with direction from the Oblate Fathers, began the construction of the first phase of the hospital familiar today.

The 100 bed facility was opened one year later,

May 24, 1929, by none other than Bishop Charlebois, who was invited to preside at the dedication ceremonies.

"Since its dedication," Magnusson writes, "the sturdy grey brick walls have waged a battle against deadly cold, heavy winds, and blizzards and now stands as stately as the day they were built. Within these solid walls, many transformations have materialized to meet the demands of a rapidly growing northern country and progress in medical science."

A School of Nursing was operated at St. Anthony's during the 30's, 40's, and 50's. Many of the graduates stayed on at the hospital but in recent years, the hospital has had to recruit from other training centres.

In 1960, the Williard Commission Report, recommended that it was imperative that the hospital be modernized. Five years later, the Manitoba Hospital Commission presented a proposal for the expansion.

In August of 1966, an architect was hired and drawing and cost estimates were produced. The original estimates were made at \$3,439,400. After several revisions in plans, the cost was reduced to \$2,600,000.

Construction finally began in February of 1970. The official opening took place on August 26, 1971, although work on the building continued until mid 1972.

The new wing included the first intensive care unit of its kind north of "53". The addition also boosted the total bed capacity to 142, including 25 beds for extended care patients. Adjustments since then have reduced the rated bed size of the hospital to 112.

The Paediatric Ward of St. Anthony's is the largest in Manitoba, outside of the Health Sciences Centre in Winnipeg.

"The Sisters of Charity of St. Anthony's had been established as a corporate body by Chapter 102 of the Statutes of Manitoba in 1961. However, the need for a liaison with the community and assistance with managing a complex organization was increasingly evident."

As a result, a lay advisory board was established effective April 27, 1965. The Advisory Board later became incorporated under the Companies Act and on October 10, 1969, the Sisters of Charity turned the hospital over to the Board.

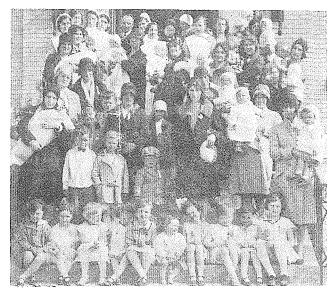
The hospital now boasts a staff of some 244 and its annual operating budget is \$3.8 million.

Magnusson asks that anyone with information or pictures about the hospital — particularly during the period 1929 to 1969 — contact him.

This picture was taken on Hospital Day in 1931, 46 years ago today. Executive Director of St. Anthony's General Hospital,

Dennis Magnusson, found the picture while compiling information to write the hospital's history.

St. Anthony's observes Hospital Day





The new \$2½ million wing of St. Anthony's Hospital at The Pas was officially opened Thursday by Health and Social Development Minister Rene Toupin, Shown here following the ceremony are, from left, Mr. Toupin, hospital board member A. R. Hayes, Sister St. Germaine, oldest resident nun at the hospital, and W. H. Harvey, hospital board chairman. The wing increases the hospital's capacity from 100 to 143 beds. In addition to wards the wing houses intensive care units, three new operating rooms, expansion of laboratory and X-ray facilities and extensive expansion of outpatient facilities. Sister Manscau is hospital administrator. Among those at the opening were Archbishop Paul Dumouchel, Mayor Harry Trager and Gordon Lathlin, chief of The Pas Indian reserve.

A Colorful and Confusing Postal History

Keewatin was originally a district that covered parts of Ontario and the northern portions of Man-

itoba, although it still exists north of 60 in the North West Territories. It continued to be listed as a post office locality until 1917, although the rest of the below 60 territory had been divided up. The last remnant was on the shores of Hudson and James Bay.

In 1916 listed in "Keewatin", which on an 1883 map was spelled Keewaydin, were Fort Barrows, Cedar Lake, Grand Rapids, Moose Lake, Norway House and The Pas (Le Pas). Only Fort Francis and The Pas are known in Canadian postal history to be located in three provinces or territories.

The following is a list of post offices during the period to 1895 when Keewatin was also a part of the western territories of Assiniboia, Athabasca, Alberta and Saskatchewan. Some of these offices end up in Ontario and others in Manitoba.

Cross Lake before 1880 was known as Darlington. It was Cross Lake in Keewatin in 1880 with G. R. Crowe as postmaster. After 1880 it was known as Lake Deception.

Cross Lake Station opened in 1883 with R. R. Brereton as postmaster. It closed in 1888 with J. W. Brereton as postmaster.

Darlington opened in 1879 with H. N. Rutten as postmaster and was changed in late 1879 to Cross Lake.

Fort Alexander was Pine Falls, opened in 1881. Was in Keewatin and later in Manitoba. The 1895 population was 600.

Fort Francis was originally in the North West Territory. It was opened in 1876 with J. A. Hiltz as postmaster. A year later it was in Keewatin and finally in Ontario, one of only two Canadian post offices that have been in three different provinces and territories. Name changed to Frances when it was learned that it was named after the wife of a Hudson's Bay Company official. In 1880 the postal income was \$40. The 1895 population was 150.

Gimlie was in Keewatin first and then in the Province of Manitoba. It was sometimes spelled Gimli. Opened 1877 with F. Frederikkson as the first postmaster. The 1880 postal income was \$91. The 1895 population was 300. Gimlie was marked "changed to Icelandic River" in 1886 in the Canada Gazette, but evidently it did not get into operation. They were in Keewatin then, but the site is away west in Manitoba now.

An added confusion is that the sites were about 25 miles apart as noted in the location column of the 1888 Postal Guide.

Lake Deception before 1881 was Cross Lake and earlier it was Darlington. Opened 1881 to 1883 with G. R. Crowe as postmaster. He was also the postmaster when it was known as Cross Lake.



Turning sod for new Post Office 1931.

Pine Falls was opened 1879 to 1880, and changed to Fort Alexander in 1880. Later it was in Manitoba.

Rainy River opened in 1886 with William Cameron as the first postmaster.

Rat Portage was a name derived from the habit of muskrats portaging across the narrow neck of land and a bend in the river where it parallels the lake for a distance.

There are several stories about the swap of names between Keewatin Mills and Rat Portage, as the Rat Portage name supposedly went to Keewatin Mills and vice versa. When the packages of standard equipment arrived at about the same time, they were found to be transposed and no effort was made to change them. So what was intended for Keewatin Mills became Rat Portage.

Another less substantiated story concerns Frank and John Gardiner, two brothers and traders at both places, and that they were promised the postmasterships at both places, and that they were responsible for the name change.

In 1879 the Canadian Pacific Railway reached Rat Portage and it became the scene of great industrial activity and became the distribution center for the territory. Immense stores of supplies which had been brought across the Lake of the Woods from the south had to be maintained at Rat Portage from 1879 to 1885, and the vast possibilities of the Lake of the Woods were fully realized.

Rat Portage was established at a post office in 1879 at the head of Lake of the Woods. In 1880 the post office income was \$556.

In 1882 Rat Portage was incorporated as a Manitoba town and in 1883 it was incorporated as a

township in Ontario. Legislation was sought and a municipal board was appointed and both previous councils were suspended.

During this time there was a great controversy over which Province Rat Portage was in and the selection of the Board of Municipal Commissioners, which was elected in May 1884, put Rat Portage ending up in Ontario. The original Rat Portage post office became part of Keewatin in the changeover. In 1895 the population was 3,000.

Rat Portage became part of the name of Kenora in 1899. The name was derived from the first two letters of the name of three post offices: Keewatin, Norman and Rat Portage. Keewatin was four miles west of Rat Portage and had a post office in 1880 with John Mather as the first postmaster. Norman was on Lake of the Woods and was an office from 1887 with Angus Carmichael as the postmaster. It had a population of 726 in 1895.

The Pas, also called Le Pas, was an old fort established in 1775 by the Hudson's Bay Company and was in "Keewayden" on the 1883 map. It opened in 1891 in Saskatchewan, in 1916 was in the Keewatin group and now is in Manitoba.

Whitemouth opened in 1880. It was in Keewatin first and later in Manitoba.

The Pas Historical Society Inc.

In November, 1977 a group of senior citizens from The Golden Age Club, were called together by Syd Allen, to form an organization to record histories of people and events from the time of incorporation of the town to approximately 1950. The society was



The Pas Historical Society Signing Contract to Publish a History Book. L-R: Bert and Lorrie Hutton, Mollie Allen, Marion Gans, May Lee, May Bridle, Doris Allen, Brita Jaeger, Margaret Coad, Gladys Gamache, Ted Tadda. Sitting: Syd Allen, Geo. Bagshaw. Missing from picture: Bill Harvey, Florence Gudgeon, Ellen Symington, Violet Lawson, George Darke.

also to be involved in the dedication of sites and buildings as historic resourses.

The New Horizons Program was contacted to assist in funding a project to publish a history book. This funding was used to obtain equipment, research, and photocopying.

Following is a list of the original executive and directors.

President: Sydney J. Allen 1st Vice Pres: William H. Harvey 2nd Vice Pres: George W. Bagshaw Sec: Florence Gudgeon and M. Coad Treas: Doris Allen and G. Bagshaw

Directors

Brita Jaeger Lori Hutton May Lee Bert Hutton Mollie Allen May Bridle Violet Lawson Ellen Symington Ab Lawson Marion Gans Leo Despins Gladys Gamache Edgar Gamache Aurora Despins Ted Tadda Beverly McTavish George Darke

Honorary Member Sam Waller The Editor

Northern Manitoba Trappers Festival

Following the Great Depression and World War II years, Henry Fishman and Wilf Walkinshaw spent time in the fall of 1947 organizing the race again, and came up with the proposal of incorporating the North into this festival. All the northern communities were

invited to participate. The festival was to be held in conjunction with the Annual Fur Advisory Convention held in The Pas in January. At the time fur was in large supply and held a high price, a situation not normal for most commodities. The Fur Convention was in The Pas due to its central location in the north. Communities involved with the first Northern Manitoba Trappers' Festival were Flin Flon, Cranberry Portage, Sherridon and Churchill.

The success of this, the first Northern Manitoba Trappers' Festival was noted nationwide. Fishman later noted "We were fortunate in having the press, radio and photographers give us ample publicity to help put the first festival over successfully. When all our bills were paid, we had a profit of \$1400.00 to start the next Festival."

That trend has been repeated annually. As the fur industry took new directions the Fur Advisory Conventions were discontinued. But the Festival remained with only a change in date to the third weekend of February with the hope of slightly milder weather, and another major change in that when other communities started holding their own festivals, they discontinued their complete participation in the Northern Manitoba Trappers' Festival. However, there still exists an ongoing sharing of a wealth of ideas and experiences between all the Northern Festivals, which in itself is a part of the famous and creditable "Northern Hospitality".

Surprisingly the Festival format has changed

very little since 1948. The basic themes are the same, with some events added or slightly modified. The informality of a Trappers' Festival has continued throughout the years with tourists and northerners alike looking forward to their mid-winter break.

During the many years of the Trappers' Festival existence, the competition of the Fur Queen Contest has been extremely keen, exciting and very rewarding for scores of beautiful, resourceful and intelligent girls, who compete for the title of Miss Fur Queen of the year. These young ladies are judged on beauty, talent, poise and personality. The Fur Queen and Princesses receive many lovely gifts courtesy of local merchants. Each contestant if sponsored by an organization and the organization along with the girl is responsible for selling a quota of tickets in order for the candidate to qualify in the contest. Ticket sales have a bearing on the judging of the contestants. The proceeds from these ticket sales provide the financial backing for the Festival, along with funds from corporate sponsors. The tax payer carries no burden for grants distributed to this Festival which has been and will continue to be self-sufficient with the support of the volunteers and sponsors in the community.

The KING TRAPPER contest was inaugurated in 1955. Up to this time there had always been a Fur Queen, so why not a King of the Trappers? The title is awarded to the fellow securing the most total points in all the various contests and sports events. In these events, northerners vie against one another in contests which are indicative of the art and skill required by the early inhabitants to gain their livelihood and in some cases their very survival. Contests such as tree falling, wood cutting, canoe packing, flour packing, trap setting, muskrat skinning, tea boiling, bannock baking, moose calling, goose calling, and so on, each contribute cash prizes to the winners as well as points which add up to the total to win the coveted King Trapper title and trophy. Perhaps one of the most popular contests is the flour packing, reminiscent of the early days when all freight was hauled throughout the North by canoes and York boats and packed over portages between lakes and other waterways. The record to date is 1000 pounds carried by John Flett.

Also high in popularity are the tea boiling and bannock baking contests. In the tea boiling, the contestants line up, race to their individual piles of wood, split kindling, start their fire, melt snow in their tea pail to make it about half full of water and when it comes to a boil, put in the tea. Speed is the main requisite of this contest but the tea must be of good quality, in case of a tie, or near tie, the quality would win. The bannock baking takes a little longer, using

the same fire as the coals are already available. Each contestant is given a supply of flour, baking powder, lard and salt. These contests take place out of doors often in 20-30 below weather. The alltime record for tea boiling is four minutes.

Muskrat skinning is another interesting event. The contestants are judged on the quality of their workmanship, the condition of the pelt, and the time. The remainder of the King Trapper events are judged on time and skill.

Truly these unique events in their genuine northern setting and honest down-to-earth atmosphere are one of the main reasons the Festival has and will endure. John Fisher, in a 1950 interview said "May you never lose your enthusiasm for the Trappers' Festival. Your whole effort thrills me because it is extremely Canadian. You have not injected some phony act or mimicked some foreign show. You have taken the snow, the ice, the trappers and the dogs and have made them play and live. More power to you!"

Throughout the years the popularity of the Northern Manitoba Trappers' Festival has grown. Press, TV and Radio media have covered the events and activities internationally. Part of the integral celebration of the Trappers' Festival is the self-satisfaction of a warm and enjoyable hospitality extended by the numerous volunteers required to operate and organize this long-lived annual event.

The people who have served on the Board of Directors throughout the years deserve the thanks of the northern community for their efforts in keeping this festival an on-going event, but those people have in turn honored some of their own for exemplary service to the Trappers' Festival. Those so honored

Mr. Wilf Cudmore — "Mr. Trappers' Festival" Real Berard — "Honorary Trapper" Ed Wong — "Honorary Trappper"

Mr. Howie Larke, "Honorary Trapper", Apr. 75
George Takashima, "Honorary Trapper", May 75
Murray Houlden, "Honorary Trapper", Mar. 76
Sid Wilton (deceased), "Honorary Trapper", Apr. 76
Ticky King, "Honorary Trapper", Feb. 78
Joyce Colgan, "Honorary Trapper", Feb. 78
Bill Harper, "Honorary Trapper", Feb. 79
Lion Club of The Pas, Appreciation Plaque, Feb. 80
Kinsmen Club of The Pas, Appreciation Plaque, Feb. 80
Rotarian Club of The Pas, Appreciation Plaque, Feb. 80
(Good Citizen of Manitoba) Norman Lee, Appreciation Plaque, Feb. 79

Labatts Man. Brewery, Appreciation Plaque, Feb. 80

The Northern Manitoba Trappers' Festival, Inc. is pleased to invite one and all to attend their celebrations on the third weekend of February.

The Trappers' Festival

The Trappers' Festival is a winter carnival which

takes place every February in The Pas. The first winter carnivals were held in the early days, before the first world war. The heart and soul of the festival is the dog race. In fact, the carnival was originally the Hudson's Bay Company dog race, with a few races and contests thrown in. It did not become a big commercial enterprise until after the War.

In 1919, the races were resumed, and carnival queens were elected. The queen's court was chosen by the queen and her advisors. It was a great honour to be chosen for the queen's court. The queen soon achieved equal billing with the dogs, and this was high honour indeed. For those were the days of the great mushers. Mail was still carried by winter courier from Winnipeg to Grand Rapids, Norway House, Nelson House, Pukatawagan and the Reindeer Lake posts.

Sam Pronteau belonged to a family of mushers. His father before him carried the mail long before the turn of the century, when only two white men were in The Pas, and the Pronteaus lived at Grand Rapids.

When Earl Bridges was racing in the 200 mile race, his sisters were running in the ladies race. Everyone flocked down to the river to see the dogs come in. The bridge was lined with spectators. Shorty Russick's 200 mile record has never been beaten, and the long races have been abandoned. Neither the dogs nor the men are trained for it any more. But the tradition is carried on; and men like Bob Seidel will stand in the cold at festival time, caring for the dogs, getting them away on their fiftymile race, and shepherding them back in.

We still have the queens, the ice-fishing contest, the jigging contest, and all the lesser races and contests. But to the old-timer, the dogs are the festival. Northern Manitoba Trappers' Festival, Inc.
Sue Lambert

Sue Lambert (with thanks to Sid Wilton) A Brief History

The Trapper's Festival, held in the midst of winter, is an event of interest and enjoyment for many people. The intent of the Festival is to celebrate the heritage and culture of the Northern Pioneer, and to preserve many of their skills and entertainments by basing our celebrations and competitions on those activities. All the planning and organizing is geared at generating a sincere and friendly atmosphere of Northern Hospitality.

The events and activities of the Trapper's Festival have continued since 1916, making this one of Canada's oldest winter festivals. Many festivals have used the theme of the Trappers' Festival, and have looked to them for information and assistance.

In 1915, a group of old-timers met in the Opasquai Hotel, and discussed the possibilities of staging a competitive dog race. Trappers, prospectors and fur traders utilized dog teams as their major means of transportation, and because these pioneers gathered in The Pas during the winter for provisions, supplies and trading, it was decided to organize the festivities that generally occurred into an orderly festival. The Pas Dog Derby was the major attraction of these festivities. Grant Rice, the editor of The Pas Herald. was instrumental in the formulation of the race. Since 1916, the race, now termed The World Championship Dog Race, has been run as the feature attraction and focal point of the Northern Manitoba Trappers' Festival. The ultimate goal of all mushers, be they trappers or fishermen who still use their dogs in their



Start of a Dog Race.

livelihood, or racing enthusiasts who do it for the love of the sport, is to win the "big one".

Originated in 1916 under the name The Pas Dog Derby, it continued until 1931 (except for the war years of 1917 and 1918) when economic conditions forced its suspension. During those years, it was a distance of from 140-200 miles run in the shortest time with rest periods and feedings left to the discretion of the musher. The race was usually from one town to another, and included Carrot River, Cranberry Portage and Flin Flon.

The race was revived in 1948 and has carried on without interruption since. Until 1976 it was run in three daily laps of 50 miles each with the best overall time for the three days winning the Hudson Bay Mining & Smelting Trophy and a cash prize. The winner of each daily lap also won a cash prize. The Labatts Trophy, a beautifully engraved bronze plaque, was designed in 1960 by noted wildlife artist Clarence Tillenius, and has been presented since then for the musher who completes the three days racing with the best time. Prizes are also presented down to tenth place with a cash award of \$100. going to the mushers who start the third lap. In 1976, the race was shortened to 105 miles and continues to be run in three laps timed on a daily basis for an overall best time.

The Kinsmen club of The Pas with their many members have had the prestige of administering this all important facet of the Trappers' Festival since 1963. The race usually commences with a mass start on the Saskatchewan River at 10:00 AM and runs Thursday, Friday and Saturday on a course that parallels the Carrot River of PTH 283. An alternate start is arranged in inclement weather conditions.

The purpose of the organizers in 1916 was two fold. One was to place an emphasis on raising a better type of sled dog, and the second was to publicize the opportunities and development in The Pas and Northern Manitoba. These objectives still are held by the volunteers who continue the operation of the Trappers' Festival. The participants in the festival are an important factor in the continuance and popularity of this event.

Because of the stamina and skill required by the mushers, they must train for a long time prior to the

race, and come from all over Canada and the United States to enter this most prestigious event. Past winners of the race are:

1916 Albert Campbell, The Pas

1919 Baptiste Campbell, The Pas

1920 Walter Goyne, Alaska

1921 C. B. Morgan (owner), W. Winterton (driver), The Pas

1922 C. B. Morgan (owner), W. Grayson (driver), The Pas

1923 C. B. Morgan (owner), W. Grayson (driver), The Pas

1924 W. Russick, The Pas

1925 J. B. Bacon (owner), E. St. God (driver), The Pas

1926 E. St. Godard, the Pas (lap race)

1927 E. St. Godard, the Pas (lap race)

1928 E. St. Godard, the Pas (lap race)

1929 E. St. Godard, the Pas (lap race)

1930 E. Brydges, The Pas

1931 E. Brydges, The Pas

1948 Jack Heard, The Pas (freight race)

1949 Edwin Lambert, The Pas

1950 Laid Oulette, The Pas

1951 Joe Highway, Brochet

1952 Steve Pronteau, Grand Rapids

1953 Steve Pronteau, Grand Rapids

1954 Steve Pronteau, Grand Rapids

1955 Steve Pronteau, Grand Rapids

1956 Ernie Jebb, The Pas (lap race 50 mi. for 3 days)

1957 Dr. R. Lombard, New Hampshire (lap race 50 mi. for 3 days)

1958 Art Allen, The Pas (lap race 50 mi. for 3 days)

1959 Laird Oulette, The Pas (lap race 50 mi. for 3 days)

1960 Joe LeClerc, The Pas (lap race 50 mi. for 3 days) Labatt trophy

1961 Bill Carriere, Cumberland House (lap race 50 mi. for 3 days)

1962 Gilbert Lavallee, The Pas (lap race 50 mi. for 3 days)

1963 Peter Morin, South End Reindeer (lap race 50 mi. for 3 days)

1964 Gilbert Lavallee, The Pas (lap race 50 mi. for 3 days)

1965 Swanson Highway, Brochet (lap race 50 mi. for 3 days)

1966 Swanson Highway, Brochet (lap race 50 mi. for 3 days)

1967 Tom Merasity, Brochet (lap race 50 mi. for 3 days)

1968 Alex Cook, Brochet (lap race 50 mi. for 3 days) 1969 Alex Cook, Brochet (lap race 50 mi. for 3 days)

1970 Murdock Carriere, Cumberland House (lap race 50 mi. for 3 days)

1971 John Calvert, The Pas (lap race 50 mi. for 3 days)

1972 Swanson Highway, Brochet (lap race 50 mi. for 3 days)

1973 John Calvert, The Pas (lap race 50 mi. for 3 days)

1974 Michael McKenzie, Cumberland House (lap race 50 mi. for 3 days)

1975 Bob McPhail, The Pas (lap race 50 mi. for 3 days)

1976 Art Allen, Swisher, Iowa (lap race 35 mi. for 3 days)

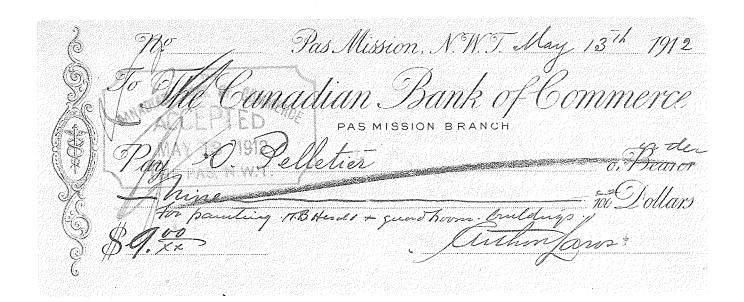
1977 Art Allen, Swisher, Iowa (lap race 35 mi. for 3 days)

1978 Art Allen, Swisher, Iowa (lap race 35 mi. for 3 days)

1979 Larry Commodore, The Pas (lap race 35 mi. for 3 days)

1980 Peter Norberg, Tuktoyaktuk, NWT (lap race 35 mi. for 3 days)

1981 Grant Beck, Yellowknife, NWT (lap race 35 mi. for 3 days)



The Pas. Man. May 5th / 1914

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Reminiscenses

Reminiscenses of Pioneer Life in The Pas by R. H. Bagshaw

First Train's Coming Highlights Retold

The present town of The Pas has had its name changed several times since it was known to the whiteman. It was first known to the writer by the name of Pas Mission and at the same time, the post office department named it Le Pas, Keewatin district. It was then in Saskatchewan the North West Territories. Pas Mission was the name on the old maps in the Hudson's Bay Company's office. I think that the word "Mission" added to the name Pas, was caused when the British government some time about 1840 gave the English Church the rights of that piece of land, now known as Devon Park, for the use of Church purposes, because it was originally known as Devon Mission, and that name has been known to the Indians for several generations.

When I set out from Emo, Ont. on March 18, 1907, I asked for a ticket to Pas Mission, but was told that I could only be booked to Etiomami (the Hudson's Bay Junction) and from there I could board the fish train which went within 26 miles of the Pas. So, I started off and had to stay one night in Winnipeg and another night in Dauphin, arriving at the Junction on the 22nd, and learned that I had come a week too late for the fish train to get to the end of the steel; so I had to find some other way of getting there, and found out that the only way was by dog-sleigh or walking the 89 miles. It was on a Friday when I reached there and the news of my predicament got around, which brought to me a man named Jack Still and he hunted up a man named Charlie Andrews, who had come in on the last train from The Pas to sell his furs and was looking for a companion to go back with, as he also expected the fish train to make one more trip and had come without any blankets or robe. As I was able to supply blankets, we arranged to start off on the following Monday, March 25. The weather had been very mild for a few days but when we left it turned cold again. My companion, knowing the possible stopping places, advised starting off after dinner, and making

the water tank at the Overflowing River that night, where we made ourselves at home in the engine room. There were two trappers in a camp close by.

Night Camp

The next day, Tuesday, March 26, we met two men from The Pas, named W. E. Baker and Charlie Couch, the latter having a toboggan and three dogs. As he was returning to The Pas, I asked him to bring my baggage which I had left behind. We had our dinner in the open and boiled some water for tea, and that night arrived at the Meridian line which divides Manitoba from Saskatchewan. There we found a timber cruiser's tent and the occupant made us at home, which was a great relief to us as we needed a good night's rest. On Wednesday, March 27, we had some hard walking, as the road had not been travelled much and the previous soft weather had melted the snow. As the road had not been blasted, we had to walk on the ties, or between them, so we did not reach our night's lodging till nearly 9 o'clock. We had now reached the end of the steel and camped in one of the bunk rooms, where we found a stove. As a telephone had been left in the office, we tried to phone to the Junction to let the outside world know where we were, but for some reason or other we could not get a hearing.

Next day, Thursday, March 28th, we did not leave until about 9 o'clock. On the way we met two men named Charlie Anderson and a Scot named Morris for whom we had two letters. Then we left the right-of-way for Andrews camp on The Pas River. When we got inside, Andrews remarked that someone had been in and disturbed things, although they had not damaged the tent. I had two good nights rest there, for my feet were blistered red having worn heavy rubbers over heavy sox, and the weather being so stormy I was advised not to venture over an unknown track alone.

Saturday, March 30, I started off following a creek until at noon I came to the right-of-way again, at Poplar Point, where I found a store. A man named Smith and a non-treaty Indian were in charge. There,

I was invited to have dinner. After satisfying my hunger I proceeded along the right-of-way till it led me to Mr. J. H. Gordon's house, near the town spur. (This house stood until 1940's — rear of present Wascana Motel.) After having my first cup of tea in The Pas, I met a brother of Mr. Northcote Reader, a trader, since deceased, who directed me to the Indian Agency to report the arrival of the teacher. Mr. Fred Fisher was the agent and he directed me to the Missionary's House. The Missionary, Rev. M. B. Edwards, was much surprised to see me knowing that there was no easy way of getting here when once the fish train had stopped running. Before I had time to get into the house, Charlie Couch drove up with his toboggan with my baggage from the Junction. Then it was my turn to get a surprise, when he asked \$12 for the service. Whether he thought the teacher was made of money, or whether he was broke, I did not argue, but paid his price because I could not have got them by any other means for three months and was in need of them at once. Thus ended my coming to The Pas.

Sunday, March 31, was Easter Sunday, and the Church by the river (Christ Church Anglican) was more than crowded. The front seat on both sides of the aisle were reserved for the manager of the Hudson's Bay Company and the other trader, Mr. J. H. Gordon, all other seats were for the worshippers, of whom 99 percent were Indians. The services for the Indians were morning and afternoon. The evening service at 7 o'clock was for the white people. Simon Cook was the minister's warden and another man named Charles Cook was the people's warden. There was also a full vestry of ten or more sidesmen: all of them took a pride in their office. The wardens for the white congregation were Mr. G. Halcrow and Mr. J. H. Gordon, but no sidesmen had been needed so far. School Holiday

Monday, April 1, was a holiday from school, but it was the annual congregational meeting, and was well attended by the men only as the women did not attend meetings of the men. John Whitehead, who was then teacher at the Big Eddy School, was the vestry clerk and had filled that office efficiently but wanted to be relieved of the position. He was also the Missionary's Assistant, a licensed lay-reader, and had been educated at Emmanuel College in Prince Albert. So I was elected vestry clerk for 1907-8. This day a wedding took place at the Church before the Congregational meeting, and the couple were widower and widow whose names were Jules Proveaux and Mary Ross. The missionary and I were invited to the feast. Jules was the Hudson Bay Company's teamster, but was never spoken of by his surname it was always Jules or Mrs. Jules and Jimmy Jules,

their son, now of Flin Flon. On Tuesday, April 2, school was reopened and I was introduced to the scholars by the missionary, because the Indian Department and the church represented on the Reserve had a joint interest in the school. The scholars represented two parts: the Indians, who were the first consideration, and the non-treaty Indians, together with the English-speaking children. The latter were provided for by the North West Territories Commissioner's office, who gave a yearly grant to the teacher for the instruction given. The Indians' trustees were Frederick Ross and Edwin Jebb. Trustees for the others were Mr. Halcrow and Mr. Gordon. The school building is still standing as a store house. But in 1907 it was a school room, agent's office, store and doctor's office. The English-speaking children were the children of Messrs. Halcrow, Fischer, Edwards, Bagshaw, Taylor and Nicholls. Leo Nicholls and his sister, Mrs. Simon Johnson, were two of the scholars who are still living in The Pas. Mrs. Malcolm Umpherville was also one of my scholars. Louis Cochrane, another well educated Indian, was the agent's interpreter and at that time lived on the bank of the slough where the Imperial Oil tanks are now (rear of Western Grocers and town water works plant).

School Meals

The school terms were divided into four parts — March, June, September and December — and the number of days taught in each quarter varied, principally to have school open when the Indians were not away with their families, at their hunting grounds; but the total number of days each quarter had to be taught, and the salaries were paid quarterly also, after the reports had been received at Ottawa and passed. The Indian children were given two hard-tack biscuits a day, except Saturday and Sunday. The reason for this was to provide a meal at noon, and to encourage their attendance. Frank Barker, one of our oldest residents here, can vouch for that.

The number of families, other than Indians were none, as follows: G. Halcrow Sr., J. H. Gordon, Fred Fischer, Rev. M. B. Edwards, F. H. Nicholls, W. R. Taylor, Louis Bacon, Dr. A. Larose, and R. H. Bagshaw. The heads of the first five families have passed on, but four of their names will be kept in perpetuity, as the lake which is included in the bird sanctuary bears the name of Mr. Halcrow, and the next three mark our streets as Gordon, Fischer and Edwards avenues. We have also streets named after W. R. Taylor, now at Cormorant Lake, and Dr. A. Larose. The occupations of the nine men were as follows: G. Halcrow, H.B.C. post manager; J. H. Gordon, fur trader; F. Fischer, Indian Agent; Rev. M. B. Edwards, Anglican Missionary; F. H. Nicholls,

Baker, barber, boarding-house keeper and later mail carrier; W. R. Taylor, assistant to the H.B.C. manager: Louis Bacon, fisherman; Dr. A. Larose, in the service of the Indian Department; R. H. Bagshaw, teacher.

The oldest houses are: The Mission House (torn down 1948), near the sundial and flagpole in Devon Park; J. M. Gordon's (torn down in 1940s) rear of present Wascana Motel; the Indian Agent's house; the H.B.C. residence, now occupied by Robert Graham, (Greek Orthodox Church on Fischer Ave.) near the old graveyard; The H.B.C. assistant's house (torn down in 1959) on the bank of the Saskatchewan river; and the others, being altered and removed from their original places, are hard to find. Both the Church by the river and the Mission I would refer you to an historical sketch edited by Rev. D. L. Greene for the price of 50 cents to be had at the Rectory or Vestry. The old Hudson's Bay Co. store was removed from the river bank to First street and is now occupied by the Espey Garage. The 1907 warehouse was removed from the bank of The Pas river to Fischer avenue, opposite the Masonic hall. The old chief's house stood opposite the Transport Limited stables on Larose avenue, and was used as an office for the Finger Lumber Company before their office was built; it was later a boarding house kept by Norbert Chaboyer, who was also a teamster for the Armstrong Trading Company, and now lives at Cumberland House. The old Indian Agency residence was where the Post Office now stands, and later removed to Larose avenue and is now occupied by J. R. Eagle. The teacher's house, not so old as the others, stood near the present tennis court in Devon Park but was moved into town and remodelled, so that it cannot be traced.

Ice Goes

The important events of 1907 started with May 24, when the last of the ice floated down the river and the mail carrier was able to leave for Fort a la Corne, it being the nearest point along the Swan River and Prince Albert railway, calling at Cumberland House on their way. The incoming mail had arrived on the ice four days earlier. It was a beautiful day, and flags were flying at the Mission House, the Hudson's Bay Company, the Chief's house, the Indian Agency, and at Mr. Gordon's, whose place was then hidden by the bush. On the village green there was a baseball game, the green being between Fischer avenue and Larose avenue and Second and Third streets. The players were: Messrs. Gordon, Fischer, Taylor, Sol Wiggle, Donelly, Wm. Kerr, C. Couch, Louis Cochrane, Bagshaw, Carefoote, Andrews, Still, Marcellais, Elijah and Willie Constant, and John Whitehead, and others not remembered. The day

finished up with a dance in Mr. Gordon's board-house.

There were several steam boats between Cumberland House and Cedar Lake, and some gasoline boats, and the first one to be launched here was the John Bull, with its crew of three men. On May 29 and June I set out for Moose Lake. On this day also the biggest Hudson's Bay Company boat, a stern-wheeler, called Saskatchewan, arrived from its winter quarters at Cumberland House, and went down the river, returning on June 4. On June 1, another of the company's boats arrived from up river, called the Marjorie. On June 20 one of the North West Fish Company's boats arrived from Cedar Lake, named Cumberland. On June 23 Capt. Coffee brought a new boat from Prince Albert, the name of which I do not remember. On June 30 the Cumberland went down to Cedar Lake, on which Herman Finger was one of the passengers, when I sent an order of supplies to Mr. Whale, general manager at Winnipegosis.

Arduous Trip

I was expecting my wife and family soon, and I received word that they were at Cedar Lake. This suggested that there must be something strange for their stopping there, but the matter was made clear two days later. July 1st was a holiday and a game of baseball was played between the men of The Pas and the railroaders, when the honors went to The Pas. On July 2, Mrs. Bagshaw and family arrived on the Cumberland about supper time, and they were landed on the bank of The Pas River, where they got a good reception; half the community were there and the Red Coat man, Corporal Mundy, on patrol from Cumberland House. They had been 18 days on the road, having left Stratton, Ont. on June 15, Winnipeg on the 17th, arriving at Winnipegosis the same night; but having to wait for a boat named Lotta S to take them across the lake to High Portage, they had to stay there till the 20th, spending the night on this small tug when crossing the lake, arriving at High Portage on the 21st, and were then taken over the portage of about four miles to Cedar Lake, expecting that Captain Coffee would have had a boat to meet them, but they had to wait two more days there without any provision for a long stay, having six children, namely, Grace, Frances, Charlotte, Florence, Reginald and Margaretta, to feed. Although they had arrived in a strange land, and among strange people, they were soon looked after. The late George Asmus gave them the use of his shack, the women in this fish camp did their part to make them comfortable. There were sleigh dogs around them who contributed either in welcoming them, or on account of their being tied up kept up a continual cry; another source of company were the mosquitoes and bulldogs, in addition to rainy weather. The children never mentioned the experience they went through, so they must have been content. The oldest was not nine till the fall. The crew on the boat were: Captain E. (Teddy) H. Stevenson; engineer Hiliard Carefoote; deck hand Joe Bowering (later worked in town power plant as diesel operator) and cook, Rod McLeod; besides Daddy Henry Hunter.

On July 3, at breakfast, the missionary's wife sent over some dishes, two dozen eggs and some homemade bread, as none of our household goods had arrived. Fortunately, the teacher's house was partly furnished. The previous teacher was Rev. J. Macdougal who was the first to be ordained in Christ Church.

On July 3, I interviewed Louis Johnson, the rail-way surveyor, about some work on the right-of-way because it was my summer holidays and I needed a few more dollars to keep us going. So, Mr. Johnson gave me 100 feet of the road to fill in, which was two feet one inch high at one end and two feet four inches high at the other end. This piece of work is on the town siding opposite Mr. Taylor's house on Edwards avenue.

On July 10, Canon and Mrs. Matheson arrived from Battleford during their holidays, hunting (did they shoot them for food!!!) for more Indian children for their boarding school.

On July 20, another steam boat arrived, called the Klondyke, from Cumberland House, and on July 23 returned to Cumberland House with 33 men for freighting and portaging supplies to the northern posts.

On July 24, Dr. Cash, of the North West Territories, and his wife arrived on the Cumberland from High Portage and on this boat the lumber arrived for building a house for the Indian Doctor (Dr. A. Larose. This house is still standing (1980) at the corner of Fischer Ave. and First Street, but was enlarged and improved by Dr. Orok. Previous to this, the doctor and his family had lived in an old Indian house, the marks of which can be seen between the Masonic hall and the Parish hall (had been early school — torn down) on First Street. A hole in the ground shows where the shallow cellar was.

Adventurers

On Aug. 3, two men arrived by canoe from Edmonton on their way to the Gulf of Mexico, a 4,000 mile canoe trip. One was a German named Hoersthern, and the other named Sparke.

Aug. 5 was Indian Treaty pay day, the last treaty paid on this side of the river, and on the shore in front of the church a picture was taken of five generations of Indians of the Lathian family, about 50 in all. The

oldest was a widow, blind and shrunk with age, being about 90 years old.

On Aug. 7, I reopened the school after the holidays, then went to see the engineer about my work on the road and came away with a cheque for \$39.50.

On Aug. 27, some men arrived to survey the town lots, and on that day I met Mr. and Mrs. Hooker for the first time.

Sept. 1, was the beginning of an epidemic of measles, when one of our children had it, then all of them had it in turn. Meanwhile it was very bad amongst the Indians, causing many of their children to die, owing to their lack of knowledge in giving them proper care. School had to be closed on account of the measles for a week and remained closed most of the month, as the parents were afraid of sending their children when so many deaths had happened. This was the month also when winter supplies were coming in, while the river was high, and the missionary's scow was the first to arrive, on which was our winter supply of flour. These scows were bought in Prince Albert, made of two-inch planking, which after they had served the purpose in the water were pulled up on shore and taken to pieces, the planks then being used for sidewalks, buildings, or fences. The scows, according to their size, were manned by three men or more, using large paddles at the bow and stern. Flour at that time could be landed here for \$2.65 a bag of 100 pounds. The earlier in the season while the water was high the supplies could be floated quicker and in more direct channels. The late Mr. Gordon brought a scow from Prince Albert as straight as the crow flies, not being compelled to follow the usual channel, on account of the excessive floods, and anybody canoeing would look for a willow to hold on to, when going up stream against the strong current, for a rest, as there was no dry ground to get out on. (Halcrow House on Halcrow Ave. built with lumber taken to site by steam boat really high water)

Timber Survey

On Sept. 28, several men arrived to work on the right-of-way.

On Oct. 4, our household goods arrived, being three months after the family, minus the sewingmachine, which turned up a week later.

On Oct. 5, Mr. Gordon's scow arrived, and on it was a timber survey party. There were several surveyors in the country, geological archaelogical, and so forth, coming and going.

On Oct. 27, ice was floating down the river.

On Oct. 31, being Thanksgiving Day, the whole family went to the Mission house for supper.

On Nov. 13, the river was frozen over.

On Nov. 27, a meeting was called to organize the first Woman's Auxiliary of the Church.

On Dec. 21, Minister Davis and two other government officials arrived from the end of the steel.

Dec. 29 started the regular Sunday school papers for Sunday school, and we received the first English hymn books. The children had their Christmas tree, festivities being kept up until the New Year.

Year 1908

On Jan. 8, 1908 the smoke of the construction train was seen across The Pas Lake. On the 13th, it was only nine miles away. On the 14th, I met Mr. Finger and Corporal Munday. On the 16th the whistle was heard. On the 18th, my wife and children went to see the train and on the 20th, it arrived at the terminal, which was then at the back of our lot. The original survey was to have continued to the slough where the Imperial Oil tanks are, and across to the pavilion in Devon Park, but the shore of the Saskatchewan at that spot was found to be a danger spot, on account of the ice in the spring piling up along the shore at the upper end of the island. When the engine house of the saw mill was built many of the rocks used were taken from the bank of the island until Mr. Bannister, the resident engineer in charge of the works stopped it, because the bank was being weakened. On the 21st, material arrived for the building of the station, with water from Halcrow Lake, for the engines.

On Feb. 4, another family arrived, named Denby, who were relatives of Leo Nicholls and Mrs. Simon Johnson. Some people by the name of McCullough had also arrived. The trains were frequent but irregular. On the 13th, a party arrived from the Junction for a box social in aid of the hospital there. On Feb. 14 a young man working with the station crew died in his sleep. He was a big man, from Bradford, England, named Gladstone. On Sunday, Feb. 16, the funeral was held in Christ Church and he was buried in the Indian cemetery at Big Eddy.

On March 1, the last train for the winter left and did not return until the following November on account of the fishing season being over, and after the first mild weather the road would not be safe, because the last 26 miles of steel had been laid on the bare snow and not more than 30 miles of the road being blasted on this side of the Junction.

On March 9, Corporal and Mrs. Munday arrived from Cumberland House and the following day the Corporal was in pursuit of a man who had evaded the law, and finding him at Cedar Lake brought him back to stand trial for drunkenness and disorder. The court was held on the 14th in the post office and Mr. G. Halcrow, J.P., was the judge. The offender was released with a fine. On the 18th, Corporal and Mrs.

Munday returned to Cumberland House with another constable named Saunders. This year Barney Anderson and family and Joe St. Godard and wife arrived and lived on the bank of the slough.

On April 4, a meeting was held of the trustees for the English-speaking, and non-treaty Indians to enable them to collect the school grant from the North West Territories Commission, Messrs. Halcrow, McCullough and Louis Cochrane were the trustees. On April 8, I posted notices at the Hudson's Bay Company's store and also at J. H. Gordon's store. On April 10, a meeting was held in the Post Office, of the parents to elect trustees for the new financial year. Nine men were present, namely, Messrs. Halcrow, Taylor, McCullough, Louis Cochrane, Tom Head, Rev. M. B. Edwards, R. H. Bagshaw and two others. Three trustees were elected namely, Messrs. Halcrow, McCullough and Isaiah Buck.

Mail Comes

On May 11, Simon Cook and his son arrived with the mail from Fort a la Corne, and owing to bad weather had run out of provisions. On May 12, Louis Johnson, surveyor, had a sale of his household goods previous to his leaving The Pas. Ben Withrow and Joe Bowering returned by hand-car from the Junction with some groceries for us. This means of reaching the Junction was utilized very fully all that summer.

On May 16 an event took place which is worth recording, particularly to the old-timers, when a train was organized consisting of a hand-pump car and a push-car. It was on a Saturday morning, a beautiful warm day, and the passengers seated on the push-car were Mrs. Louis Johnson and baby, Mrs. Mowatt, Mrs. Edwards and Mrs. Larose and family. Those on the pump-car were Louis Johnson, Mr. McGinnis, Dr. Davis, Joe Bowering, Mr. Mc-Cullough and Ben Withrow. Those assembled to see the train off were Dr. A. Larose, Mr. Halcrow and some others who did not get into the picture. This picture used to hang over the baggage wicket in the present station, (7th and Gordon) and both Dr. Larose and I have a picture also. I think all of the men who were pumping the train had had the experience before, but not with a push-car loaded with passengers and their baggage. It was not an easy job, as I know by experience on two trips I made that summer. They had to watch out for spreads and kinks in the rails, and climb over the culverts, which were several inches high than the road-bed on account of the road not being blasted. They had a good trip and arrived at the Junction on Sunday morning, May 17, having passed the night at one of the vacant section houses. A slight error was made by the photographer or the person who enlarged the photo, by inscribing May 16

as the arrival at the Junction instead of May 17. I do not know who took the picture.

On May 24 sports were held on the present Fischer Avenue from First Street to Second Street, for 1908. May 28th was the first arrival of a steamboat, the S.S. Saskatchewan, from Cumberland House, which had wintered there.

On June 2, a long-decked stern-wheeler arrived from Prince Albert handled by Cpt. Coates, a brother of the Missionary's wife. The boat came to shore opposite the church; it was on its way to Winnipeg via Grand Rapids and had suffered some damage running the rapids.

On June 5 Mr. Lamb Sr., of Moose Lake, arrived and went to the Junction. On the 10th, I started out to the Junction to bring our organ home, which had been in the freight shed there longer than is generally allowed, so I hired two men who had had experience of the mode of travelling, the late W. C. (Bill) Lundie and Joe Bowering, to go with me. Joe Bowering was, I believe, the first engineer employed by the town at the power house. (also J. E. Kerwin, J. H. Johannson, G. A. Williams, Supt. of utilities). Four other men accompanied us on their way to Prince Albert to bring supplies down the river in a scow; their names were James Settee, of Cumberland House, and Zaacheus Umpherville, a trader — the other two I do not know the names of. We arrived at the Junction next day at 7 a.m. after staying the night at Ruby Lake. (John Gawley tie contractor at Ruby Lake) I received the organ from the freight shed on June 11 and to reduce the weight we took it out of the case, loaded it on a push-car and conveyed it to where our car was on The Pas track. After procuring flour, sugar and other groceries, we loaded up for home. The way we carried such bulky articles as organs on a pumpcar was by fixing a rack made with two poles extended from front to rear, and nailing boardes across the poles at each end and to balance the load we placed the organ in front and the provisions behind. We picked up a passenger at the Junction, a big powerful man, who was coming to The Pas to give the townsite a look over previous to the sale of town

We left the Junction at 3 a.m. and about 15 miles out we ran off the track owing to a spread in the rails, which we had passed over going out; but one of our men knew of the spread and intended to warn us of it, because he had been over the road before and on the return had run off. With no blasting done and spaces of nearly two feet between the ties we might have damaged the organ in front; but we were travelling at an easy pace, and the organ remained in its place undamaged. That night we slept in the first section house, and next morning, owing to heavy rain the

first part of the day, we only made 18 miles to the next section house. Fortunately we had good tarpaulin covers and nothing was damaged by the rain.

On June 13 we started off at 6 a.m. reaching Dr. Davis' shack, but he had a hobby of storing up wheelbarrows, picks, axes and shovels which the station builders along the railway left behind them when their work was done, and if anybody was in need of the same it could be procured at Mile 23. This doctor, now deceased, was a very intelligent man, particularly in his profession, and although he had no practice here he could always be depended upon. He had practiced in the hospitals of London, England. So after leaving the doctor's shack we made the last stretch of the journey, arriving at The Pas about 4 p.m. and unloading where the tank is now (Gordon Ave. and 8th — pump house was at Halcrow Lake), putting the organ in Mr. Gordon's warehouse until arrangements could be made to convey it to the house on the island. On this day also, June 13, Mr. Finger's first boat arrived, called Emma E, after one of his daughters. Joe Bowering was his first engineer, and I believe Capt. E. H. Stevenson, late of the S. S. Cumberland, was his pilot.

During my absence from home Rev. M. B. Edwards had taken the school for me, so on June 15 he went to the Junction to meet Mrs. Edwards, who was one of the party that left on May 16 for a visit to her relatives in Prince Albert. Another hand-car arrived that day on which were several men for the sale of town lots. Mr. J. A. Campbell and Mr. J. Wanless were present at that sale. On the 16th, more men arrived by pump-car, and some by boat. June 17 was the sale of town lots by auction in the school house, so school was closed for the day. The lots sold for \$30 up to \$350, according to size and locality.

It is a well-known fact that all towns in the early history of countries have begun near a stream, especially when no railway was near, and the Hudson's Bay Company, or traders, as well as the natives, always squatted by the waterways. So this Indian village was no exception and the surveying of the town began near the stream. It will be noticed that there is a jog in the road on Fischer avenue at First street, because the surveyor aimed at not interfering with the properties he found any more than necessary. The real land marks are the corner of Fischer Avenue and First Street, then the Hudson's Bay Company's fence and the old graveyard, as well as the church property which borders on First Street and Edwards Avenue to the river. The jog is also noticed on Edwards avenue, from First street, in order to be parallel with that part of Fischer avenue leading down to the old cemetery. Therefore the business section of the town began as near the river as possible around the Indian Department property which originally covered the whole block, surrounded on four sides by Fischer Ave. First street, Edwards avenue and Second street. These lots were amongst the first lots to be purchased, and all but Mr. Haight's house were business houses.

During the summer of 1908 the Indian saw-mill on the island below the bridge was working overtime. On June 29 we took a boat ride to see Mr. Halcrow's new house, in building, beause the walk there was through the bush and much water lay around. On this date also the school house was used for a meeting of the Indians regarding their mill property.

On July 1, Dominion Day, everybody appeared to be too busy to think about a holiday. When Mr. Halcrow was building his house near Halcrow Lake, he was able to make use of the steamer Saskatchewan to take his lumber from The Pas river across The Pas river road and along the foot of Taylor avenue within a few feet of his house.

On July 12, Mr. McKay, in charge of the trading post at Cedar Lake, passed by with a scow from Prince Albert. The next day, Mr. Lamb Sr. merchant of Moose Lake, also went on his way with a scow. On the 14th the W.A. met at the mission house when more members joined.

The water being high in the slough, Grace was learning how to paddle her sisters across to Sergeant Mundy's diving dock, where the Roman Catholic property now stands. On July 14, a sad event happened when Mrs. Isaiah Buck, mother of Joe Buck, in a fit of delirium threw herself out of a top window of their three-storey house, which was then on the saw-mill property.

Indians Move

On Aug. 1, 1908, I received notice that the school would be closed at the end of September quarter, on account of the Indians moving away from the habitation of their forefathers to a new site across the river. so I wrote to the late Rev. John Hines at Prince Albert, to apply for the vacancy at the Big Eddy school, because the teacher, John Whitehead, had resigned. On Aug. 4, our family was increased when Miss May Bagshaw arrived. Dr. Davis, Mrs. Edwards and Mrs. Taylor were in attendance. On Aug. 9, Rev. A. Fraser of Grand Rapids, arrived to take the first out-going car to Prince Albert. Aug. 18 was Treaty pay day, the first Treaty day across the river, when \$2,300 was paid out. Besides there being nine merchant stores, the W.A. was also represented with second-hand clothing and refreshments, so it was a high-day and holiday.

On Aug. 31 I went to see two men across the slough at Mr. Nicholls' boarding house, named Ault

and Stewart, students of the Carnegie Terrestrial Magnetic Department in Washington, U.S.A. to ask them if they would set up the sun-dial at the old Mission house, which had fallen down, near the flagpole in Devon Park, and they expressed their willingness and pleasure to have the privilege. So I got busy and hunted for a solid tamarack post and set it in about three feet in the ground; in addition I procured for them some copper screws to fasten the sun-dial on the post, because they said iron screws would not do in using their instruments; then they fixed their small tent, which was about 10 feet high, over the spot and waited for night. That post had served the purpose for 31 years, but I doubt if the dial is now true. I think the oldest relic that the town possesses (left by Sir John Franklin relief party) should be repaired and set up again to last a hundred years. (Where is it now?) It was a real value to past generations in giving the time of day, but is no longer required for that purpose.

It naturally does not agree with railway time (there is a difference of over 20 minutes, I believe), but it is a relic of the past and is a reminder that time has not always been calculated by clocks and watches. We speak with pride of men of fame who have passed this way, but never will return; therefore let us honor them by carrying on the little we have of their days, and not allow it to be cast aside as useless. This was last set up on Sept. 1, 1908. These men also ran a north and south line, by putting a post about 30 feet on each side, direct north and south of the sun-dial, but the posts were interfered with and became useless.

On Sept. 15, we went to Mr. Haight's new house opening. Mr. Haight was an employee of the Hudson's Bay Company and bought a lot at the sale for a residence near the Western Trading Store; but in the big fire of 1913 the house was burned to the ground. The marks where the house stood can still be seen plainly. On Sept. 21 we went to Mr. Halcrow's house opening.

Next day, Sept. 22, I started out on my second trip by pump-car to the Junction, and as the Saskatchewan had completed its season's work and was tied up on the shore of The Pas river the crew went out with us. There were 16 of us in all on the car and rack. We reached the Junction at 10:30 at night, but at Ruby Lake the switch had been left open for benefit of the saw-mill there, and we got thrown off. One man was badly hurt, but was around the next day. On the return journey, Sept. 23, W. C. Lundie and I were alone. Although we were not heavily loaded, we encountered difficulties, first at Ruby Lake where we had to take the car off the track and wheel it round two box cars, preventing us from making more than 18 miles that day, then staying the night in the section house.

Next day we had hard going on account of much loose gravel covering the rails, besides finding a boxcar at the end of the blasting, causing us to take our car off and go around it, so we did not get home that night. On the 25th, after having to push the car over the culverts we arrived at The Pas in time for Sergeant Mundy, his wife, sister-in-law, and Mr. and Miss John Halcrow to start out. On Sept. 28th the Hudson's Bay Company began excavating for their new store at the corner of Fischer Ave. and First St. This was six years before the town had waterworks, so they had to dig a drain for the basement into The Pas river. (found by J. Walker — assistant town engineer — in 1961 — runs down north side of First St.) It was at first a one-storey building.

On Oct. 5, having been successful in securing the position of teacher at the Big Eddy, I opened school, taking with me two of my eldest children, because there was no school at The Pas, and we stayed there until Friday each week. On the 17th, Archdeacon McKay arrived by pump-car and brought a box-stove and other things we had ordered from Eaton's.

Nov. 15 was Thanksgiving Sunday, and our eldest child, Grace's birthday, she then being ten years old. On the 22nd the first train arrived for the fall of 1908.

In the early part of the fall Fred Beatty arrived at The Pas and had a flour store built, the same building that is now occupied by Robert Johnson, the butcher, and during the summer a Frenchman named Henry Hunter built a fairly large hotel, using long poles for studding, rafters, foundation timbers, and joists and filling the walls with sawdust. Barney Anderson, of Cranberry Portage, rented this hotel for a year or two. On the ground floor was the first butcher shop in the town, and the building stood near the present Keewatin block. (on Fischer Ave.) There was also a poolroom and stopping-house near, run by a man named McCullough. Now we come to the last day of 1908, when we spent the evening at the Mission house, until near the hour of midnight, when we attended the watch-night service.

Year 1909

Jan. 1 passed with the usual festivities, including many visitors from the Indian Reserve across the river and from the other two settlements at the Carrot River and Big Eddy, which day was a day of goodwill, and by the Ojibway Indians was called Kissing Day. On Jan. 4, I reopened school at the Big Eddy after the holidays. On the 19th the first train arrived for 1909, and from that time the trains ran the year round, although they were irregular, and with this service the population increased steadily.

This year Mr. Halcrow retired as Post Manager and Mr. J. J. G. Rosser, of Cumberland House, was the manager, but Mr. Halcrow superintended the building of the new store, besides keeping busy at erecting other buildings. Louis Bacon had a poolroom near the bank of The Pas river, and also a skating rink, but after the experience he had there with floods he abandoned it and Jack Bacon built a larger pool-room on Fischer Ave. which he let out also as a community hall where concerts, Christmas trees, and meetings of various kinds, and dances were held. The same building is now occupied by the Wood, Vallance Company. Mr. Joseph Smith built and occupied the first grocery store but later removed with his family to Herb Lake where his son was Postmaster for some years. The building was afterwards used by D. F. de Tremaudan for The Pas Hardware Store, and Keddie and Fowler, grocers, now occupy it.

Mr. Halcrow and Sons built across the street opposite The Pas Furniture store, a two-storey building. The ground floor was used for a pool-room and office, and a Jeweller's shop named The Pas Jeweller's Store; the upper storey which was approached by an outside stairway, for a community hall where a picture show was run three times a week by Mr. Commons. In this room the first fraternity organization was organized, namely, the Independent Order of Foresters. It was also there that The Pas Board of Trade was organized. The most up-to-date masquerade balls, promoted chiefly by the Hudson Bay Railway staff; concerts, and Christmas trees were held there. I have a photograph of an Anglican Church bazaar held in a tent close to the hall, when Mr. H. Girling was there, being assistant to Rev. A. Fraser, and later ordained for missionary work in the far North at Heschell Island.

Ross Navigation

In this year Mr. Harvey Weber, then on his holidays from school travelled with a steam-boat from Collingwood, Ont. across the Big Lakes to Port Arthur, and from there to the Red River by train, and across Lake Winnipeg, to Grand Rapids, on the Tram-way into Cedar Lake, and arrived at The Pas on Aug. 24, at night. That boat was the first of The Ross Navigation Company's fleet. Its name was the Sam Brisbin. Mr. Weber kept a diary of that trip in schoolboy style. It was a great holiday, says he.

The house (on the southwest corner of Edwards and First St.) opposite the Christ Church Parish hall was built by Mr. Halcrow for an office and residence for the Hudson Bay Railway staff, (later used as Dr. Elliotts Residence and office — then customs office) when Mr. Bannister was in charge, and young Douglas Keddie was cook for the staff. Our children said his cooking was all right, but I did not hear what the staff had to say about it. About this time Mr. Herman Finger was making final preparations for the building

of the saw-mill, and used as an office the old Chief's house on Byng Ave. where young Eric Keddie put in some of his early apprenticeship, and later on he imported lumber to build with. The office now used by Transport Limited, near the dock, was built for an office until a road was made to the present mill site. Then big teams could be seen hauling lumber for "the beginning of the end," as Mr. Finger used to say, building of a bunkhouse, and a boarding house. With the softness of the road, 500 feet was about all that the teams could haul, and it was slow work at that. Mr. Finger set me at laying the foundation logs for the first building and seemed to think I was a carpenter.

In this year the community rented the first building for a school, at \$6 a month, and the building stood where the Elks hall now stands. The house belonged to the late John Halcrow. He built a bowling alley on the corner where the Avenue Hotel is now. The house was used for one year as a school, where Rev. M. B. Edwards taught for the first quarter at the end of 1909. This house and bowling alley was later burned down.

There once stood a house on the bank of the slough, as you go down the hill past the Power-house; this was built by Charlie Rall, not living at Rall's Island. We used to call it the "Lighthouse." It was built out from the bank on heavy piers, under which he kept his boat, and when the river was high, the wind would splash the waves up against it. Other houses were built on the bank of the slough as far down as the Western Grocers, until the town council exercised its authority and the houses were moved to different parts of the town, two of which I can place. Year 1910

In the fall of 1910 the Hon. Mr. Graham arrived to turn the first sod on the bank of the river, thus changing the original survey about 400 yards lower down the river than where the bridge was intended to be built. In 1907, and before that time, the river from the church view, as far as the bend upstream, was a large body of water from shore to shore, and the ice coming around the bend would strike the mouth of The Pas river, and also at the point of the Island, and pile up high on the banks, so that it brought people out to see it, and pictures were taken of it; but the river on the other side is blocked by a sand-bar, so that the floating ice does not any more strike our shore.

After the government representative from Ottawa had turned the first sod, the making of the road and the laying of steel from the switch at the water tank was proceeded with to the slough, and a trellis-work bridge was built across to the island, and across the island to the river bank, where gravel trains were continually emptying their contents until sufficient

had been hauled to build the concrete piers for the bridge, when the ice was strong enough for teams to work on it. All the piers but the last one near the other bank of the river were built up in ordinary good time, but the last one seemed to have no bottom on which to start a foundation. Being as we lived close to the spot we saw a good deal of the work going on.

From this time on, the station had its agent in the person of Dick Davidson of Wabowden. Mr. Davidson was at one time agent at Emo, when we lived there. The section foreman was David Ogilvie, but he was followed soon by William Jackson, father of Tom and Robert Jackson. The section foreman now at Mile 33 was working here at that time, Mr. J. Mezzerabba. This year also came the Guymer brothers and Mrs. Guymer of the Guymer Transfer Company, (living on Crossley Ave. between River and First St.) along with Andrew Johnson and Bert Buggle from Harrows Junction, and Robert Hyslop arrived to go to Red Earth for Revillion Freres. He is now retired and living here.

The school trustees had to consider the building of a permanent school house. The spot they chose was near the Central hotel and opposite Mr. Phinney's house on Larose avenue. This building when it was no longer required was taken up the river and hauled up the bank to the non-treaty settlement, which is close to the highway. This building was the first school house built for the white children and was paid for by voluntary subscriptions in money or labor. The officers were: Mr. Halcrow, Sr. president; J. J. Rosser, Treasurer; Mr. McCullough and Isaiah Buck, trustees; R. H. Bagshaw, secretary. The teachers were paid out of voluntary subscriptions and from a grant from the North West Territories. The late Mr. Finger was a generous contributor.

The old Hudson's Bay store near the river had been used for a short time for a school also. Some of the builders were: Hugh Vickers, James Ingram (came down river from Medicine Hat, was Hudson's Bay Co. employee; first Devon Park caretaker then carpenter for town), James Crockford, Jack Bacon, Dougal McKenzie, J. M. Poirier. The names of the teacher for this unorganized territory were Rev. M. B. Edwards, who substituted whenever required, but was the first teacher to be hired, and then only for the last quarter of the year 1909. Mr. R. H. Anderson was the next for the first quarter of 1910. Mr. A. F. Menzies was hired for June, and September quarters, 1910. Mr. James Henderson for December quarter, 1910, and the full year of 1911, and also the March quarter of 1912. For the June and September quarters and the month of October a Methodist student named Edwin Trigg taught. After that the town being incorporated and annexed to Manitoba, Mr. W. T. Fiddler

was the first provincial teacher, beginning Nov. 1, 1912.

Archdeacon

Rev. M. B. Edwards left The Pas in 1910, having been here since 1903, when he came all the way in a scow from Battleford into the slough to the Mission house. Ven. Archdeacon McKay filled the vacancy until the next spring of 1911.

Mr. W. H. Bunting built his store in 1910 and Mrs. Bunting and the family came in the spring of 1911; the store is now occupied by The Pas Furniture Company. There was no need for anyone to be idle, because the saw-mill was under construction. The Armstrong Trading Company were building their big store at the corner of First street and Edwards avenue, the railroad was under construction across the river, and the bridge was also being built.

The Ross Navigation Company had increased their fleet of boats by building, near The Pas river, the boat called Pas. At that time Mr. W. A. Venables started with the company. Mr. Robert Kerr had been running a small store in connection with the fur industry, and later was the first manager for the Armstrong Trading Company. This business changed hands to the Booth Fisheries, and employed about 25 men and women. It handled everything, and what they did not keep in stock was soon procured. Some of the employees were Messrs. Charles Hill, D. C. Burton, E. E. Fowler, Louis Cochrane, Douglas Keddie, Donald Keddie, Eric Keddie, James Vickers, L. R. Salter, Robert Montgomery, Malcolm Umpherville, W. A. Cox, and Miss St. Godard, Mrs. W. A. Thornton, Mrs. McDavitt and Mrs. W. A. Cox. Mr. H. S. Johnson followed Mr. R. Kerr as manager and has been with the company ever since. After the store was closed, it was occupied as a newspaper printing office for a paper called Prospector and last year was taken down and only the basement is left.

The first dentist in the town was named Dr. Betts, (second Dr. Musgrove) who built the house which Mr. Tipping since occupied, and had his office there. The lot was thickly covered with small trees then. First Hospital

Before leaving 1910 I must mention what I know of the beginnings of the Roman Catholic Church in The Pas. When I came in 1907 there was a log house on the present sawmill property, which was used as a dwelling for the travellilng priest, but when the Finger Lumber Company commenced to clear the land, the log house was taken down and removed to the church's property on the bank of the slough, where it still stands like a watchman, having witnessed the erection of all the other buildings. One building has disappeared, all but the basement. It was built in 1911

and 1912 for the hospital, and was conducted by Fathers Husson and Farard. It was enlarged in 1914, and again in 1918, and was taken down after the present modern hospital was built. The next building to be erected was the church school and residence combined, still standing near the slough. When the upper rooms of the public school were first used, the separate school was built, and has since been enlarged. After that their parish hall, named after the present Bishop Guy; then the cathedral was built in 1922, and, lastly, the large up-to-date hospital, the giant of them all, where many of our young women have been trained for nurses and have graduated from there. So the little dwarf of a building has stood the test of about 35 years, a very noteworthy relic of the past.

It used to be said in 1910 that the surest way to know when the train was likely to arrive was to look across The Pas Lake and let your eyes scan the horizon for smoke which would be seen miles away on a clear day, and learn what the station agent could not tell you. It often used to come in without sounding its trumpet. The great contrast between the late trains of the past and the regularity to the minute of the train service today is something to boast about.

The trains of the past were so slow that passengers would get off and stretch their legs and get on again when they noticed the train gaining on them. This story was told especially in the case of one man called "The Wolf" a contractor on the H. B. Railway and Construction, named McMillan. The train crew noticed a man carrying a coat behind the train as if he had been running from The Pas to catch the train. Passengers would be handed a shovel in winter time if the train got stuck and it might have been preferable to staying inside, as you could circulate the blood better than pacing the aisle inside. The trainmen were experts at putting the engine on the track again if it did not leave the roadbed.

Year 1911

In the year 1911 there was a further increase in population and business. The saw-mill was now completed, and one of the men engaged in the erection of the smoke stack was the Frenchman they call Irish, but I think his speech and name suggest he is not Irish. He is known at the Lido Theatre as Auguste Rivalin, and he came from a village in France. Rev. A. Fraser arrived at The Pas March 17, 1911, from Grand Rapids, and Messrs. Hubble and Andrew Johnson's families arrived also.

As the community increased it became necessary to have a newspaper, so that we might know what the other fellow was doing. So Mr. A. H. de Tremaudan, brother of D. F. de Tremaudan, established the Hudson's Bay Herald, and H. B. Munro, now of Swan

River, was the printer. In order to fill the local news item, it threw out some broad hints to any offenders of the public, it having dared to find fault with the postmaster because he had the audacity to go home for dinner and lock the office up when the Herald wanted service. The first office of the Herald was opposite the Community building. When the town was incorporated it changed its name to The Pas Herald, and changed its location also, when the Herald block was built. Then it moved again into the house next to the Guymer Transfer office. It didn't check up the misconduct of individuals so much when it grew older.

On Jan. 30, 1911, a visitor arrived on the Island named George W. G. Bagshaw; he is now at Flin Flon. It was this year that Mr. William Jackson became the second section foreman. Mr. E. C. (Ed) Johnson became the first telegraph operator, and he is still with us. I think Mr. J. M. Poirier must have come this year also, because he contributed towards the voluntary school and his children attended it. The regular trains were running with Chris Ford as conductor.

We had now arrived at the stage when it became necessary to have a bank, even if it was still an unorganized territory. So the Bank of Commerce was the first, and Mr. R. C. Anderson was the first manager. They rented a small shack from Louis Bacon, opposite the Opasquai (Gateway) Hotel, and that is where I made my first post office deposits. It appeared as if the roof was resting on their big safe, the ceiling being so low. The late Mr. E. Carroll started in a small house on the same street as the store is now.

The Ross Navigation Company built another steam-boat called S. S. Collingwood, and the rail-way bridge was now completed.

During the summer, having resigned as teacher at the Big Eddy, I worked for the Finger Lumber Company on the houses, and early morning and late at night worked on my own house (on Edwards Ave.). Together with Henry Borth, Wallace Rose and another man, we sent for a carload of cedar and fir lumber from the T. Eaton's mills in British Columbia, and the car was placed on the back of our lot, which was then the terminal for the switch. Mr. A. E. Landry hauled the lumber through the water to the front of the lot, and I had to clear the road in from Third Street. We did not think then, that it was possible to have a garden. When September came I decided to hire some help if the house was to be ready before winter; so I hired a man named James Wright and one of Mr. Fleming's sons to work at it. It was warm the first winter, although it was not furnished, and beside our own household of ten, we had four

regular boarders and an occasional overnight boarder.

Year 1912

Now we come to the final year in which the village of The Pas, in the Keewatin district of the North West Territories, became to Town of The Pas. Manitoba, because the incorporation of the town and the annexation to the province were completed. The new building for the Canadian Bank of Commerce was built by Mr. J. M. Poirier opposite the post office and was closed the end of 1937. Mr. David Clapp, lawyer, arrived, and the late Dr. H. H. Elliott and family, to open the first Customs office in the house opposite the Parish hall. Mr. Ed. Shieff came about this time and had his store opposite the Western Trading Company, below the sidewalk level, and his business was called the Bell Store. The late E. L. Masterson and the late G. N. Taylor architect and builder, arrived to build the Canadian City and Town Property buildings, such as the Herald Block, Hudson Block, Rupert House, the Keewatin Block, and houses on Edwards and Larose Avenues, then excavated for a large hotel near the Rupert House, 100 x 100 feet, with 150 bedrooms, costing \$100,000 which was never built. The children like to slide down there now, and the earth from this excavation was used chiefly on the road.

This year also saw the commencement of the Methodist Church, but no building was erected. Mr. Edwin Trigg, then a student, was the minister, and was afterwards ordained to the ministry and took a life partner away with him, a sister of Thomas and Robert Jackson.

This year two events happened at the same time. A circus came to town and pitched their tents where Third Street now is between the Telephone building and Mr. Rochsler's house. There were some bloodhounds in connection with circus, which were used in the "Uncle Tom's Cabin" play. The other event was a more serious one when the tail-end of the tornado that hit Regina, and did so much damage there, blew the tents down.

This storm was the most violent of any storm that has struck The Pas in my recollection.

The present Carroll hardware store was built this year, when F. J. Watts, Sr. now of Patrick Ave. was employed on the building, his family following him later. Mr. J. A. Campbell, of Dauphin, along with J. A. Wanless, had bought lots at the time of the auction sale in 1908, and built the Lyric Theatre and a hotel, called the Cecil but the big fire of 1913, which started in the hotel, burned down the theatre, and every building was destroyed likewise on the one side of the street, until it reached the shacks which are still standing at the corner of Fischer Avenue and Third

Street. A bucket brigade was all there was to fight the blaze there being no waterworks.

The establishment of The Pas Board of Trade saw its beginning in the Halcrow pool-room and theatre, as well as the Independent Order of Foresters. The board of trade also held meetings in Mr. Lamb's house on Second Street and Railway Avenue.

Mr. Verne Walker was married this year in Christ Church (Flossie Armstrong — Mrs. L. Williamson was bridesmaid), and a large attendance was at the wedding. It was Mrs. J. Gawley's daughter whom he married. That year Mrs. Gawley was running a restaurant at Turnberry for the benefit of passengers and crew on the three-days-a-week mixed train. (Later that year moved to The Pas, built a house on Patrick Ave. Jack Walker was born there March 22, 1915.)

Later on, another school was built on First Street, near Mr. Godin's bakery, and when the large brick school was built, it was bought by the Salvation Army and moved to its present position, opposite the Opasquai Hotel. I think Mr. W. Armstrong moved it, and in those days there were few houses to block its path, and perhaps few telephone wires to contend with. I remember our present town engineer working at the first telephone poles, but cannot be sure when. (G. A. Williams 1911)

The first town council was elected June 20, 1912. Mr. Herman Finger was mayor, and I remember the mayor and mayoress heading the procession in his buggy, drawn by a pony, on one of the Dominion holidays, to advertise the holiday and the baseball game. The councillors were Messrs. W. H. Bunting, F. Masterson, Sr., Dr. William Sinclair, F. J. Hogan, J. B. Rusk, secretary-treasurer, David Clapp, town engineer, D. Benzie.

Town Canvass

The school board were Dr. H. H. Elliott, A. J. Slaney, H. S. Johnson: David Clapp, secretary-treasurer

This year I canvassed the town with a petition to be signed by all residents for my application for the postmastership of The Pas Post Office, as it was then vacant. Up to that time all Post offices were in the hands of the Hudson's Bay Company in unorganized territories, and the name of one official of the company was responsible, which in this district was R. H. Hall, superintendent for their trading posts. H. S. Johnson was then manager of the company's post here. The post office was a small building next to the store where the Presbyterian Church now stands, and as the population increased the office became too small for the amount of mail that was coming in three times a week, instead of once a month, when it came from Prince Albert via Fort a la Corne by river.

After having my petition signed and ready to

send to Ottawa, I lost it in the small post office, and can only account for its loss by being mixed up with papers I was putting in the stove, after sorting the incoming mail. It so happened that two others were also trying to get the position, so I lost no time in going all over the town again with a new petition, and when I told the lawyer, Mr. Clapp, what had happened he was more than surprised, and I wondered if he would say the same nice things about me as he did on the first petition. But he fixed me up again, and I was successful in getting all the signatures required. and on July 8, 1912, at Ottawa I was appointed postmaster. My assistant was our eldest daughter, Grace, and we had a picture taken both inside and outside of the office and sent it to the postmastergeneral, so that he might have some ideas of the difficulties we were having in such a small place, and later he returned it with a nice sympathetic letter.

At this time Dr. R. D. Orok was our provincial member, and he, too, was trying to get some improvement. We spent many long hours in that little place and had to keep open late to oblige the men in the mill and on the Hudson Bay Railway construction across the river. We did a large money order business, but had no place for keeping the money when the bank was closed, so I had to ask Mr. Anderson, the Canadian Bank manager, if he would take care of it for me till I could make a deposit the next day. They, too, were working late, often; but had the public known the predicament I was often in for safeguarding their property, it might not have been so good. However, times were good in The Pas and most people too busy to get into trouble. The postmastergeneral at that time was Hon. L. P. Pelletier, and the deputy was R. M. Coulter.

The Finger Lumber Company's mill was now running, and during the summer several of the men working there were from the United States, who returned to their homes at the end of the season. The present Monarch Lumber Company's retail yard was first run by The Lake Lumber Company and the manager was Orley Finger, son of Mr. H. Finger. Two other sons, Oscar, and Harold, also were working in the mill. Dr. Orok was the company's first doctor. Year 1918

The old steam-boat Cumberland had been abandoned after the machinery had been taken out, and it lay on the shore of The Pas river until the raising of the river started it floating again, and the wind blew it into the shore at the church. It became a public nuisance, and on the day of the Armistice in 1918 it was set afire by a jubilant crowd. It had carried many a ton of fish, but had served its time. The little John Bull, latterly owned by Capt. Stevenson, was sunk one winter in The Pas river, but was raised to get the

machinery out and then abandoned. The Hudson's Bay Company's boat Saskatchewan was driven on the meadow across The Pas river and likewise became a wreck. But this was not the end of steam-boating, not until the Flin Flon branch railway was built.

The old sports ground before sidewalks were made was the only flat piece of ground in the town, and that was on Fischer Avenue and around the Indian Agency block for the long races.

The first road to be made was on First Street, from the Western Grocers to the Mill, in 1911, and that was made principally for the Mill. Before sidewalks were made, or roads, teams would cut across the town-site, over many a stake which marked the lots, and many builders of houses or fences found it hard to get a direct line from one corner to another.

So now ends my story of "Reminiscences of The Pas", covering my first five years. There are many still living who could tell more than I of the good old times, when there was little real property, or lack of employment, and more contentment of course.

Dembinsky Reminiscence Narrative

My father's first store was a tent shack behind the building that was the Canadian Bank of Commerce on Fisher and Second and later became the law office of J. A. Campbell. The original business was called the Western Trading Company. His second building, and the one which he occupied for the rest of his life, was originally built by Mr. Gibson. Half of it was occupied by our store and the other half by the Saratoga Pool Room. Mr. Gibson later went to Winnipeg and opened up bowling alleys, and my father converted the pool room and cut through the walls to make one large store. He then changed the name of the store to Ben Dembinsky Ltd. His store on Main Street had originally been brought from across The Pas river very much like the old Opasquai Hotel, now called the Gateway. Until quite recently there were several small buildings behind the old store, and one of them was the home and office of Captain Ross of the Ross Navigation Company. I don't know if it was saved, but certainly Ross Navigation played a large part in the history of the town.

My father was very active in the Federal arena as a close friend and associate of the Conservative member of the 20's, another old-timer from the area, Mr. Barney Stitt, who served as the Federal member of Parliament for the constituency. He was also a friend and associate of the Honorable John Bracken, who although not from The Pas, held the seat in The Pas Riding. I think it points up the uniqueness of the times that Mr. Bracken was the member from a town

that he never lived in. As we all know, Mr. Bracken was for many years the Premier of Manitoba.

Ben Dembinsky was a lifetime member of the Elks Lodge. I remember when it was on the same street as the Monarch Lumber Company on Edwards Avenue. He was also active in Rotary and the Chamber of Commerce.

I don't think there was anything worthwhile in the town of The Pas that didn't interest my father, and if I might repeat myself regarding something I said when he died, and as best I can remember it . . . "He never considered that there was any other town or city in Canada worth living in other than The Pas, and he was lucky enough to spend all of his life and to die in the town that he loved."

Since my telephone conversation with you I am adding the following bit of nostalgia — in fact, I am typing it at home on a 60-year old Remington typewriter my dad had at a fur trading post in Nelson House.

My dad arrived in Winnipeg in the summer of 1914, and after working at odd jobs, he heard that the town of The Pas was a place to go for anyone that wanted to make a living (as the expression went in those days). The Pas had at that time, and may still have, a large number of French speaking Canadians, and as my father was bilingual, this was another plus. The reason he was bilingual was that his home town of Cornwall, Ontario was largely French speaking Canadians, and to a large extent still is. He first stayed in sort of a rooming house at Fourth and Fisher, which became the woodsheds for the Herald Block after it was built.

My dad had also been brought up on a farm and was experienced with horses, and his first job in The Pas was working as a teamster. My dad managed to get a line of credit and opened a store — actually a tent shack behind the old Bank of Commerce Building on Fisher Avenue. Three years later, his fortunes having improved somewhat, he sent for my mother and brother and sister, and they lived in the old Annex in a log hut. My dad rented the building, or rather half of it, which became the Western Trading Store — or Everybody's Store; the other half was occupied by the Saratoga Pool Room. The building was owned by a Mr. Gibson, who moved to Winnipeg and was successful in the bowling alley business. My father bought the building, and after a couple of years removed the pool room and cut through the walls to make it one store. If the building still stands, and it did last year, there is a giant mirror on the back wall, which was the bar mirror in the Saratoga Pool Room. At that time I remember the street was all in line with our store, but after a fire which destroyed most of Fisher between Second and Third, the new buildings were put back some distance, which left my dad's store, the law offices of F. G. Whittaker, a mining office and the Ed Shieff store sticking out on the old alignment. I almost forgot a restaurant was also there, but I don't remember its name.

In the 1930's all the buildings had in reality fallen down, and the only building left was our store, which was now called Ben Dembinsky Ltd.

As I look back on it now, I sort of see a kaleidoscope of early memories. Dog teams tied up to the side of the store. The back of the store on the north side was our fur storage. I remember it loaded with muskrat pelts and fox furs from Churchill and the Brochet area. I remember the Port Nelson Cafe near the community hall and the whole street being full and active when I was a small boy to being empty in the 30's when I was a teenager. I have an old picture of the new power house being opened (it's now the Town Hall I believe, and all the town fathers were there and myself with my dad who was on the Council; it was probably 1927).

I see that the Hudson Block is still standing. I lived there the first ten years of my life. We lived in the old Dr. Orok house on First and Fisher, and then my dad bought the Sinclair house at 231 LaRose next to the Bickfords.

As I remember, The Pas river was the focus of life for kids in the summer and the rink in the winter. There was no highway out of The Pas, and the road north went to Clearwater. The old established Clearwater Lake summer place was called the train side and was serviced by the H.B. Railway to Atikameg.

I remember The Pas as a good place to grow up in and to live in, and no matter where I live it will always remain that, along with Flin Flon where I lived a good part of my life.

My father had opened our Flin Flon store in 1929, and my brother, Sonny, went there. I joined him after the war in 1945 and spent 25 years there.

There are so many names in my memory. In my graduating class there were 21 boys, and five of them were killed in the war — rather a high percentage.

I remember when Sunday, as a little boy we went to the island on Devon Park to picnic. I also remember going to Ralls Island-Balls farm by canoe to picnic. As my dad used to say, life is largely made up of memories of old friends, and people in general, and I won't bore you with further ramblings. It's hard to me to think of no one in our family being in The Pas, but we are not alone. I hope that the memories of the Halcrows will be preserved by some of the grand-children, and since there is no one left, that you will make mention of the J. A. Campbells and my old friend Jack, dead so many years ago and so gallantly.

Enclosing my address and phone number. If there

is anything else you wish to know, don't hesitate to call, and thank you for this opportunity to write a bit about my dad.

One further word. When my father died, Orson Wright, who at that time owned The Northern Mail, wrote a very nice obituary. The date was approximately September 14, 1960. I'm very proud of it.

See you in July.

Sincerely, Frank D. Dembinsky 13732 Nogales Drive Del Mar, California 92014 Telephone: (714) 481-2501

History of The Pas

D. F. de Tremaudan (Victoria B.C.)

"PAS" is claimed to be a French word meaning, a step, a narrow passage in a river, lake or sea; for instance: PAS DE CALAIS, known in the English language as "STRAIT OF DOVER".

For more than 100 years the place was known, by the voyageurs, as "Au Pas", "Le Pas De La Riviere", then "Le Pas" and "Pas", Le Pas and The Pas.

- 1691 Henry Kelsey is supposed to be the first white man to pass through this place, although no exact location is given in his writing. Left Deering Point (where was Deering Point?) on July 15, 1691.
- 1741 Laverendrye Two sons of La Verendrye, established a Fort at the junction of the Saskatchewan and the Pasquai rivers. It was named "Fort Poscoyac".
- 1750 Pierre Laverendrye, nicknamed "The Chevalier", and his brother Louis Joseph, rebuilt and completed the Fort. On his map La Verendrye named it "Fort Paskaiao". Joseph Claude Boucher, first trader in residence.
- 1753 The Chevalier de Niverville, who built "Fort La Jonquiere" (Calgary) came to take charge of Fort Poskoyac, but had to go back to Quebec on account of ill health.
- 1754 Anthony Hendry, sent by the Governor James Isham, of the Hudson Bay Co. to the Western Prairies, left York Factory June 26th, reached Fort Basquia in July. He was well received by the French at the Post. He wrote "There were a Master and 9 men. The Master invited me to sup with him, is very kind, he is very genteel, but the men wear nothing but thin trousers and stripped cotton shirts".
- 1754 July 8th, Jean Baptiste Proulx, trader at "Saut Au Pas" sent a letter to the Hudson's Bay Co. York Factory. (see copy of the letter published in the Spring issue of the Beaver Magazine 1955) in which the trader asked for some tobacco. The Manager of the Post, in his report to the Head

- Office of the Company wrote, "Jean Baptiste Proulx of the "Pas" asked for tobacco. (Note, from this were are to believe that the name of the place was "Saut Au Pas" but the fort was called Fort Poscoyac).
- 1759 Fort Poskoyac is abandoned (See page 224 Cannadiana).
- 1762 A map published by Tomas Jefferys, in London, England, near Charing Cross, at the end of his book "Voyages from Asia to America", Poskoyac (Indian village at the junction point of the Saskatchewan and Pas rivers.
- 1764 Two Hudson Bay's Co. traders, Joseph Smith and Isaac Batt, down with a convoy of 110 canoes, laden with furs, passed the walls of Poskoyac.
- 1774 Samuel Hearne of the Hudson's Bay Co. founded Cumberland House, to cut off the furs from reaching Fort Poskoyac.
- 1775 Alexander Henry, the Elder, arriving at Cumberland House, Oct. 26, gave an account of his encounter with Chief Chatique at the village of Pasquayah, with him were the Frobisher brothers, Peter Pond, and a trader named Cadotte. In June 24th, 1790, he wrote to his cousin in England dating his letter from "Opas". This would support the French "Au Pas" of J. B. Proulx of 1754.
- 1776 On his map Bonne named the place "Poscoyac" Indian Village.
- 1778 Peter Pond, starts his great journey to the Mackenzie River Country, via Methy Portage, passed Fort Poskoyac.
- 1795 About that time, William McGillivary, trader for the North Western Co. removed his trading post from Fort Poskoyac and built one at Cumberland House.
- 1800 Probably then that Joseph Constant, native of Trois Rivieres (Three Rivers) Quebec, arrived with his Sauteau wife. He started grain growing and cattle raising. After a few years of residence, he became the first Indian Chief of the "Pas Indian Band".
- 1808 Marie Anne, wife of Jean Baptiste Lagimodiere, was the first white woman to pass through this place, en route to Fort des Prairies (Edmonton, Alberta).
- 1819 Captain (later Sir) John Franklin, passed through on his way to the Coppermine River, via Isle a la Crosse, Fort Chipewyan, etc. He mentioned the River Basquiau.
- 1824 The Hudson's Bay Co. established a trading post.
- 1840 Reverend Henry Budd, an Indian Catechist from York Factory, founded the Church of England Mission, that was known successively as

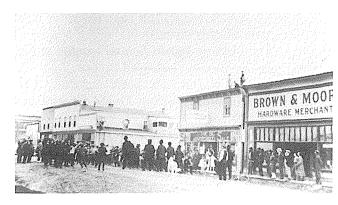
- "Devon Mission" Cumberland Mission, and "Pas Mission". On his arrival, the men in the canoe with him exclaimed "This Le Pas de la Riviere". He died April 2nd, 1875 aged 61 years. His tombstone could be seen, in 1920, in the old cemetery of the 2nd Christ Church, across from the Hudson's Bay Store.
- 1842 June 22nd. The Reverend John Smithhurst, a cousin of Florence Nightingale, arrived from the Red River Settlement.
- 1844 The Abbe Darveaux murdered by the Indians at Le Pas.
- 1844 Reverend J. Hunter arrived at the Pas to succeed the native Cathechist, Henry Budd.
- 1847-48 First Christ Church completed under Reverend J. Hunter. The present pews, font, pulpit, reading desk and other furnitures, were made and carved by some carpenters attached to Sir John Richardson, in search of the expedition of Sir John Franklin, one of the carpenters and carvers was named Mackay.
- 1848 June 12, Paul Kane, the artist, writes: "We arrived at the Pas where my old friend Hunter, Rector of the "Pas Mission" gave me a hearty welcome.
- 1850 June 30th. First Christ Church consecrated by Bishop Anderson.
- 1857 On a Map, by Arrowsmith of the Geographical Map of Canada, the name "Pas" is indicated.
- 1875 Treaty No. 6 between Indians and Queen Victoria, is signed. The Reverend Henry Cochrane, Henry Budd's son-in-law, being the interpreter.
- 1885 The Hudson Bay Railway first mentioned.
- 1887 The Roman Catholic Mission began on the North shore of the Saskatchewan River.
- 1892 July 6th, Corporal John A. Connor and Constable R. B. Harley, of the North West Mounted Police, are at Le Pas, for the treaty No. 5 (See page 533, Volume 11, the North West Mounted Police, by John Peter Turner, Published by the King's Printer in 1950). Mr. Joseph Reader was the Indian Agent at the time.
- 1895 The Second Christ Church erected where it stands today, by the Reverend John Hines. The pews, font, and other fixtures were removed from the first Church that had been built on what is now the cemetery beside the parish rectory.
- 1896 First Post Office established under the name "The Pas, Henry McKay Postmaster". Description of the place as copied from the Post Office Directory for the year 1896. Section 1, Township 56, Range 7, West of 1st Meridian, in Saskatchewan. Same Postmaster for 1897-98.

- 1897 First Catholic Church built of logs at the present site, by the Reverend Father Ovide Charlebois, O.M.I.
- 1899 William Clark is the Postmaster for that year.
- 1899 August. The Highest flood in man's memory happened. From Cedar Lake to The Pas, there was no place to set foot on dry soil; and from the Pas to Cumberland House, only at a place called "The Barriere" could dry ground be found. Oldtimers, in 1912, were telling us that the water almost reached the ground at the back of the Canadian Bank of Commerce. (The old Canadian Bank of Commerce).
- 1906 Land for the Town was bought by the Canadian Government from the Indians; they moved to their new Reserve on the north shore of the Saskatchewan River.
- 1906-7 Work on the railway track arrived, built from Hudson Bay Junction.
- 1907 Monday, April 1st, Wedding of Jules Proveaux to Mary Ross. They were known as Mr. and Mrs. Jules, later their descendants were known as Jewel.
- 1907 March 30th Mr. Reg. H. Bagshaw arrives at "Le Pas" as the Post Office was named then. He had walked on the railway ties part of the way. He became teacher at the "Devon Mission". In 1912 he became Post Master.
- 1907 According to Mr. Reg. H. Bagshaw, the white population of Le Pas consisted of 10 families; Gideon Halcrow, Sr. and his family, J. H. Gordon, Fred Fischer, Indian Agent, Reverend M. B. Edwards, F. H. Nicholls, W. R. Taylor, Louis Bacon, Doctor A. Larose, R. H. Bagshaw, and Frank Barker.
- 1907 September 13th. Survey map by L. Bolton D.L.S. shows the place as "Le Pas".
- 1908 Preliminary survey of the Hudson Bay Road; Le Pas to Split Lake, completed April 1909.
- 1910 Herman Finger negotiated with the C.N.R. for a spur line to the mill property of the Finger Lumber Company.
- 1910 Sept. 10th. The Honorable G. P. Graham, Minister of Railways & Canals, turned the first sod for the Hudson Bay Line, at Le Pas, N.W.T.
- 1911 Feb. 4th, Official Map by E. W. Robinson, D.L.S. shows the name of the place as Le Pas. Government Survey Map published April 12th, 1912.
- 1910-11 The Piers for the railroad bridge, across the Saskatchewan River, are built.
- 1911 Bishop Ovide Charlebois, O.M.I., Bishop of Berenice and Vicar Apostolic of Keewatin ar-

- rives March 7th, to make his residence at "Le Pas".
- 1911 March 8th First Pontifical Mass, in the building used as the Catholic Church, officiated by Bishop Ovide Charlebois, O.M.I., assisted by Reverend Father Fafard, O.M.I.
- 1911 Beginning the clearing of the right of way for the Hudson Bay Railway. Contract for the first 185 miles allocated to J. D. McArthur, for the sum of \$3,078,354.00.
- 1911 Construction of two large buildings, by Bishop O. Charlebois; both buildings to be two stories high. The upper part of one of the buildings to be used as a Church, the lower parts to be the school, Miss Aurise St. Godard to be the teacher. The basement of the building to be used by the clergy. The other two-storey building to be used as a Hospital.
- 1911 Doctor Wm. Sinclair, coming from Manor, Saskatchewan, opened the first drugstore, he named it the "Gateway Drug Store".
- 1911 In the fall of the year, Federal Election, Robert Borden, Conservative Party in power. All work on the Hudson Bay Railway stopped immediately.
- 1911 A. H. de Tremaudan coming from Manor, Saskatchewan, published the first number of the newspaper "The Hudson Bay Herald" on December 7.
- 1912 Feb. 16th Reception offered to the Premier of Manitoba, Roblin, who came on the invitation from the Citizen Committee, Gideon Halcrow, Sr., President and A. H. de Tremaudan, Secretary.
- 1912 March 28th. Annexation of the District of Keewatin, of which Le Pas is the only town, in the North West Territories, became part of Manitoba.
- 1912 April 2nd Four Sisters of the Grey Nuns arrived. Reverend Sister Pelletier, Superior Sister St. Leon, to be in charge of the Catholic School. Sister Senay to assist Sister Pelletier at the Hospital and Sister St. Gertrude as cook. Bishop O. Charlebois, give the building that he had occupied for a time, to the Sisters, for the First St. Antoine Hospital. He and Rev. Father Fafard, O.M.I. move to the basement of the building used as Church and School.
- 1912 In early June, Gideon Halcrow, Sr. Herman Finger, and Doctor Orok, without consulting the public opinion, went to Winnipeg and incorporated the town under the name "The Pas". (See the Hudson Bay Herald of the period).
- 1912 June 20th. Election of the First Municipal Council for the new town of The Pas: Herman Finger as Mayor, Wm. Carriere, J. E. Rusk, J. H.

- Hogan, C. E. Senkler, W. H. Bunting and J. Fleming.
- 1912 Doctor H. H. Elliot, appointed Custom Officer, arrives to take charge of his Office, located at the corner of First Street and Edwards Avenue, West side. He arrived on July 3rd.
- 1912-13 The 850 feet Railway Bridge over the Saskatchewan River is completed and the track laid thereon during the winter months.
- 1913 February 5th. The Pas Board of Trade was organized: A. H. de Tremaudan, President; J. F. Gordon, Vice Presidnet; Doctor H. H. Elliot, Secretary. Councillors: Gedeon Halcrow, Sr., G. N. Taylor, J. E. Rusk, S. V. Davies, J. P. Jacobson, T. S. Leitch, J. Fleming, and Captain Ross, of the Ross Navigation Co.
- 1913 The First Power House built near the Sas-katchewan River.
- 1913 December Fire destroyed all the buildings on the East side of Fischer Avenue from Second Street. A theater under construction, a three-storey hotel nearly completed, other buildings including a poolroom, another two-storey building, the Cinema House, and a dwelling, just two lots from Louis Bacon's new store (later to be Everybody Store).
- 1913 A. H. de Tremaudan sells his interest in the Hudson Bay Herald.
- 1914 The Town Hall is built, the first brick building in The Pas.
- 1914 Sewer and water works installed on Fischer and Edwards Avenues.
- 1915 Aug. 7th. High water in the Saskatchewan River, all lands west of town was flooded.
 - Discovery of Flin Flon mine by Thomas Creighton, Leon Dion and others.
- 1916 March First Dog Race: The Pas Cumberland and back. Started and finished in front of the Opasquai Hotel. Gabriel Campbell, the winner by a narrow margin.
- 1918 Aug. 24th. The Sisters of the Presentation of Mary, arrived to take charge of the Catholic School.
- 1919 March Dog Derby, Miss Joan Halcrow, first Queen.
- 1920 Walter Goyne revolutionized the mode of travel with dogs. For the first time in Northern Manitoba, the Alaska dog sleigh was used. Walter Goyne easily won the Dog Race arriving hours before the other teams arrived. Arriving early in the morning with no one around, he rings the Fire bell in order to announce his arrival. (March 1920).
- 1920 F. E. Ellis and H. Dougall made the first strictly commercial flight in the north, from Win-

- nipeg to The Pas. The whole population of the town had to go to see the first plane that landed on the Finger Lumber Mills ground. It was on a Sunday.
- 1921 The Church of the Redeemer built on the Indian Reserve, North of the Saskatchewan River. About that time, the old Indian Chief, Antoine Constant died; he was the direct descendant of Joseph Constant who came in 1800.
- 1922 Roman Cathedral was built.



Sale Promotion 1924 Style — Throwing Live Chickens from Store Roof to Scrambling Crowd Below.

- 1926 Boom year at The Pas. Construction of the railway to Flin Flon. The Government of Ottawa voted \$3,000,000.00 towards the finish of the Hudson Bay railway to Port Nelson.
- 1927 The Federal Government advised to change the terminals of the Hudson Bay railway from Nelson to Churchill against adverse opinion. High water in the spring and summer in the Saskatchewan River, creating a moderate flood.
- 1928 Jan. 5th Captain F. J. Stevenson's plane crashed on La Rose Avenue.
- 1928 In the spring, Carl Sherrit, of the Sherrit-Gordon Mines, fell from his airplane on the ground west of The Pas River, killing himself while his plane continued to fly upside down, crashing about half a mile further than the body of Sherrit, kiling one of Hi Johnson's boy who was riding the plane.
- 1928 Construction of the New Brick building for St. Anthony Hospital.
- 1928 The Northern Mail, formerly "The Pas Herald" that had been at first the Hudson Bay Herald, becomes the first daily newspaper at The Pas.
- 1929 Construction of the second Power House near the Saskatchewan River bank.
- 1929 March 19th The Hudson Bay Railway officially opened. It took 19 years to construct the line from The Pas to Churchill.

- 1929 In the fall, the water in the Saskatchewan River was so low that The Pas River could be crossed on foot.
- 1931 First movement of grain to Churchill through The Pas.
- 1932 Under the influence of the Federal Representative, Barney Stitt, the Federal Government built the large two-storey building at the corner of Fischer Avenue and Second Street to be used as a Post Office and Customs Office. The name "The Pas" being inscribed over the main entry of Second Street and the name "Le Pas" inscribed over the entry on Fischer Avenue.
- 1933 The Mackay Indian School located at Big Eddy was completely destroyed by fire.
- 1933 Bishop Martin Lajeunesse arrives as Coadjutor to his uncle Bishop Ovide Charlebois. Date July 15th.
- 1933 Nov. 20th Death of Bishop Ovide Charlebois. He lived 36 years at The Pas. Bishop Lajeunesse, O.M.I. became Bishop of the District of Keewatin.
- 1939 No. 10 Highway opened to The Pas, coming from Winnipeg via Swan River, Mafeking, and Westray.
- 1948 June Disastrous flood from the Saskatchewan River. The whole territory west of The Pas was under water.
- 1951 Levees are being built along the Carrot River, then south to Westray.
- 1955 Controlling water dam built across The Pas River.
- 1954 June due to illness Bishop Martin Lajeunesse resigned the Keewatin Bishopric and left for eastern Canada. His place was taken by Bishop Dumouchell, O.M.I.
- 1961 June the last time I was in The Pas, it was in 1956. Coming in 1961 I found many improvements: Black top on the principal streets, the beautiful Provincial Building on the ground in front of the C.N.R. Station, the new Power House, as well as many other business places and some very fine residences.

In tabulating these datas, I want to give credit to the many writers who wrote about this District. Many of these informations were taken from the book "The Hudson Bay Road" written by my brother A. H. de Tremaudan and published in 1915. I wish also to give credit to Mr. Sam Waller, Curator of the Little Museum at The Pas who so graciously gave me a copy of his history of The Pas. I have also copied various others on the early days of the place from newpapers, books, and I have also some knowledge of the place since I came there in 1912.

I arrived on July 3rd, 1912. The town was burst-

ing at its seams everywhere. From morning to night, the days are long in the north in July, daylight from 2 A.M. until 10:30 P.M., you can work easily outside. Real estate was booming, lots that were bought for \$100.00 in January, fetched a fabulous sum in October. One corner block on Fischer Avenue was sold for \$10,000.00, my brother sold it and told me. Plank sidewalks were laid on the main streets, and by 1913 you could walk over one mile into The Pas Annex.

I have written this History of The Pas as a souvenir. April 24th, 1962.

Red River Reminiscences

To an old-timer like myself, The Beaver links the past with the present in a most pleasant way. As the shadows of the evening of our lives begin to fall and we peruse The Beaver, it brings into vividness many memories of the past that are precious, having one hand, as it were, upon the pulsing activities of the present and the other upon the quiet movements of the distant past. In the succeeding issues there are often portraits of the friends of one's youth. For example, in the last number I saw the faces of William McKay and Angus McKay, who were schoolmates of mine in St. John's College away back in the sixties and seventies. What a wonderful family was that of that delightful man, the original "William McKay," chief officer of the Hudson's Bay Company at Fort Pelly or Fort Ellice. No less than eight of his sons received their education at St. John's.

Space does not permit of my referring individually to all of the brothers, but George and Jimmy were my two closest friends, while Angus was a close third. George, full of fun and frolic while in college, subsequently became a dignified archdeacon of the church in the Diocese of Saskatchewan; but I am told that in his gaitered legs he rode as a scout in the rebellion of 1885. When we were together in college in 1870, he accompanied me on two occasions while as messenger I carried messages to Riel from a group of peacemakers assembled at St. John's College, composed of Donald A. Smith, Judge Black, Archdeacon McLean and Bishop Machray. I recall that when waiting for me in Fort Garry while I was closeted with Riel, George amused himself in a somewhat peculiar manner; for when I came out and joined him he informed me that with horseshoe nails which he carried in his pocket he had "spiked" (as he described it) all the cannon by thrusting down their "priming holes" all the nails he could muster.

James, one of the brightest and ablest of the family, after graduating from the university in Honour Classics, entered the legal profession, and subsequently took to politics and became a member of the federal parliament. Later on, he was appointed

a judge of the Appellate Court and resided in Regina until the time of his death.

The sons of the Hudson's Bay Company officers, generally, were almost uniformly fine specimens, and were a great credit to their school.

When discussing the question of education, I would like to bear testimony to the generous and loyal way in which the Hudson's Bay Company constantly supported it. My grandfather, John Pritchard, is credited with having established the first school in the country soon after the amalgamation of the two companies following the "battle" of Seven Oaks in 1816. The Hudson's Bay Company made annual grants in aid of the school, which afterwards developed into a boarding-school which many of the sons of its officer attended. When, on account of advancing age, John Pritchard gave up the school, the Governor and Committee of the Company sent a most kindly resolution to him and voted a substantial sum (for those days) as an annuity for life "in recognition of his efforts on behalf of education."

When reading an interesting book on "Old Oregon" not long ago, I came across a most significant allusion to this school. It appears that when Dr. McLoughlin was officer in charge of the district away back in 1832, there was a pow-wow with the Nezperce Flathead Indians, who had been previously told of "a great people towards the rising sun who worshipped the Great Spirit who had made them strong, brave and rich." Upon this, the record states, "A Hudson's Bay trader came in and was asked by the Indians whether he knew about this Great Spirit." His answer was, "Yes, and you can learn about Him at our school at Red River." The record proceeds to add, "The chief sent three sons to the school at distant Red River, and when they returned they taught their people a rudimentary form of religion."

It used to be jokingy remarked that "HBC" stood not merely for Hudson's Bay Company but for "Here Before Christ," and this in a measure was literally true, as far at least as the systematic propagation of religion was concerned. In corroboration of this, we have this statement recorded as coming from Governor Semple in 1815: "I have trodden the burned ruins of houses, barns, a mill, a fort and sharpened stockades, but none of a place of worship." Five years after this, the Company itself sent out a chaplain to the Red River who was not long in establishing the Christian religion by planting an Anglican Church at what is now St. John's in Winnipeg. The Company was instrumental in bringing this about, and it followed up its initial good work by continuing to be of inestimable help to missionary effort all through its long history in the country in ways too numerous to be recorded.

Looking Back Over the Years courtesy The Pas Chamber of Commerce

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 75ϕ at the liquor store on Fischer Avenue next to Buntings?

Lois Bacon's two bit Flop, bed in a dormitory for 25ϕ on Third Street just across from Rivalins? When the Lyric theatre was showing silent movies for 10ϕ or the Lido, talkies for 25ϕ , 20ϕ if you bought your ticket before 7 p.m. the Show started at 7:30? When bread was 3ϕ 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 train?

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 Ralls 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 177 lb. pumpkin grown by the Wirzig family?

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

courtesy The Pas Chamber of Commerce 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. and Mrs. Rosenberry — 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 Vickerys Jewellery; Fleet G. Whittaker, Barrister; Wood Valance; Hardware; Woolworths; Sam Young, Auctioneer and Feed Store.

The Little Northern Museum courtesy The Pas Chamber of Commerce

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.

Looking Back: The Pas During the Great Depression

"The era that began with the Wall Street crash in 1929 and ended with the invasion of Poland in 1939 more profoundly affected the people of western Canada than any other decade in peace-time history."

The Winter YearsJames H. Gray

It was the Great Depression around the world—it was the Dirty Thirties on the prairies.

Hundreds of unemployed lined the streets of The Pas including transients from the rail lines searching for work during the depression decade 1929-39.

While The Pas suffered along with the rest of Canada, Sid Wilton's "The Pas — A History" published in 1970, still tells of new developments in the northern community.

In 1928 the Cambrian Hotel was built, Northland Drugs Ltd. was organized and began business, rails to Flin Flon and Sherridon were laid by CN, the "Northern Mail", the first daily newspaper of the North started publication and St. Anthony's Hospital was built.

But 1928 wasn't all happy, two fatal airplane crashes blackened the end of the decade.

Captain Frederick Joseph Stevenson, D.F.C., Croix de Guerre, the famous World War I ace, crashed his plane and was instantly killed on Larose Avenue, January 5, 1928.

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

On March 19, 1929, the Hudson Bay Railway officially opened, 19 years after it began.

That same year the Power House at the North end of Edwards Avenue was built, the Lido Theatre opened for business, Harry Anderson began the "Anderson and Cantello Dairy" west of The Pas and Joe McGillivary (later Reverend) planted a row of maple

trees on Fischer Avenue between First and Second Street.

The Pas Branch No. 19 Canadian Legion received its charter March 10, 1930. Opasquia No. 24 Order of the Eastern Star was instituted Feb. 22 followed by constitution Sept. 27.

1931 saw the Hudson Bay Railway transport the first shipment of western grain through The Pas to Churchill and onto European markets.

Smiths' Groceries began in 1932, the federal government built a large, two story brick building on the corner of Second Street and Fischer Avenue to serve as a post office, custom office and RCMP headquarters. Over the street entrance it read "The Pas" over the avenue entrance "Le Pas".

"The world wide depression of the 1930's 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," wrote Wilton.

The right of way for PTH No. 10 was cut as far as Westray by 1932.

In 1933 the Mackay Indian School burned to the ground after serving for 20 years. The new Mackay School was built later at Dauphin and the principal's residence moved to Fischer Avenue. Lamb Airways was founded and Bishop Charlebois died November 30 after 36 years in The Pas.

Grant's Meat Market opened on Second Street in 1936 and in 1937 the first carload of grain grown by one farmer was shipped out of The Pas.

By the end of the depression in 1939, PTH No. 10 between The Pas and Swan River officially opened June 10 giving northern Manitoba its first accessibility to the south by road.

The Pas Airport was constructed close to Clearwater Lake in 1939 and the Ukrainian Catholic Parish built a church at First Street and Crossley Avenue.

Northern Mail: July 25 to August 26, 1931

The Northern Mail, the first northern daily newspaper printed in The Pas, began a year before the depression decade in 1928. It was to provide northerners with local, provincial and federal accounts of the years ahead.

While the federal government under Conservative Prime Minister R. B. Bennett and the provincial government with Premier John Bracken were working on large scale relief programs, The Pas citizens gathered to decide their own action.

On July 28, 1931, over 500 The Pas residents

gathered at the Canadian Legion Hall. The Northern Mail carried this account July 29:

"A resolution urging early construction of the Mafeking — The Pas — Cranberry Portage Highway and also of the federal building in The Pas was passed at an open meeting of citizens of The Pas . . . He (chairman Fleet Whitaker) suggested that constructive ideas be brought forth and not destructive criticism. Officials of the town had done all possible to relieve the situation. They had not neglected to do anything. There was a feeling among the unemployed that the spring and summer was gone and winter now approaching. They had children who had to be clothed and whose mouths had to be fed and they did not want to depend on charity."

Meanwhile, between July 25 to August 26, 1931, the Northern Mail carried government stories like "Ottawa to help selling 1931 wheat", "Bennett gives notice of resolution on relief", "South Saskatchewan to need hay this winter — Northern Manitoba will be source of supply", "Debate is opened on jobless relief" and "Ottawa relief bill is introduced."

It told of financial assistance by the Dominion Government is handling the pooled wheat cup of the west, the grading of a three mile road along the Carrot River to the "boom camp" of The Pas Lumber Company, the port of Churchill is to be tested as an experimental port, proposals for unemployment and farm relief are discussed in the House of Commons, the government provides for public work programs to relieve unemployment and they announce free rail transportation for single men and transients willing to accept work outside cities.

Depression

The Great Depression is said to have begun on "Black Thursday", October 24, 1929 when the New York Stock Exchange crashed.

According to Canadian authors on the subject the depression in Winnipeg and across the province began August 4, 1914 with the end World War I.

The construction boom began to decline bringing small scale unemployment periodically in the West throughout the 1920's. This position did not reach crisis proportion until late autumn of 1930 and progressed steadily worse until 1933.

"Disaster came slowly to the West," wrote James H. Gray in "The Winter Years."

"In the summer of 1930, the Right Honorable R. B. Bennett was swept into office on a promise to end unemployment or perish in the attempt. He perished. Before the West could recover, a whole decade would be swept under the rug of history and a world war would be raging. It was a decade that destroyed men's faith in themselves, mocked their talents and skills,

blighted their initiative and subverted their dedication to the cultivation of their land," said Gray.

There were danger signals before the depression. The 1928 Canadian wheat crops hadn't been sold in 1929. European markets and economies had been shaken since World War I and the factories, especially in the United States were over producing.

Canada's population of 10,000,000 derived most of its revenue from the exports of grain, pulp, paper and metals. With the unstable market and the eventual stock market crash in New York, Canada's markets collapsed with the rest. Grain dropped from \$1.60 per bushel in 1928 to 38¢ in 2½ years.

As the West and the wheat went with the market crash and drought, so did the rest of Canada, said Gray. Farmers stopped buying, Eastern factories either closed or laid off hundreds, construction stopped and banks began to call in loans.

Around 1937 to 1938 the luck of Canadians began to change. The rains came to relieve the drought in the prairies and more people went back to work although wages remain low. Many were still on direct

public relief while others were engaged in special government projects to relieve the poor economy.

Then, in 1939, Adolf Hitler's German troops began marching into Austria, then Czechoslovakia and it was a matter of time before they invaded Poland. On Sept. 1, 1939, World War II was declared and Canada declared war Sept. 10, 1939 entering into a six year war and the end to a depression.

Manito-Wapa An Examination of the Origin of the Name Manitoba

Writing on "Place Names and Their Canadian Origins", J. J. Wilson, of Winnipeg, states: "I was for some years in charge of Manitoba House, a fur trading post of the Hudson's Bay Company situated on the west shore of Lake Manitoba, about fifteen miles from The Narrows. Just adjacent, and strung along the lake shore with its long narrow lots, lay Manitoba House Settlement, with its Anglican mission church, log tower belfry and parsonage in the centre. Nearby was the schoolhouse and post office of Kinosota.

"The Ebb and Flow Indian reserve was nearby and the Dog Creek reserve was directly opposite on the east shore of the lake . . . As the Hudson's Bay Company contemplated closing their post, I decided to take a venture on my own account and bought the old Manito-wapa Indian agency building, picturesquely located on the west shore of the Narrows (at this point about half a mile wide) and looking out on Manitou Island. This locality was a sacred place to the Indians. They called it Manito-wapaw — Manito

from the island, which they believed to be the dwelling place of the Great Spirit, and Wapaw, meaning Narrows. Manito-Wapa became, in the language of the white man, Manitoba."

information as supplied by Lorne Bunn and George Watts, both of whom came to The Pas in 1911 and 1912.

The following businesses were located here at that time:

A flour and feed store stood at the corner of 2nd street and Fisher Avenue — where the Hawaiian Restaurant now stands. This was operated by Fred Beattie.

Gateway Drug Store — owned by Dr. William Sinclair.

Buntings Store — owned by W. H. Bunting.

Joe Smith had a general store standing where Jack Johnsons Agencies now stands.

Carrol's Hardware store — owned by Edmund Carrol.

A poolroom — owned by Jack Bacon.

The Hudson Bay Store managed by H. S. Johnson was located at the corner of 1st Street, on the West side, towards the river, and the Post Office was situated next to the Hudson Bay Store.

On the East side of Fisher Avenue there was the Manitoba Hotel, a poolroom owned by the Halcrow family, the Dreamland Theatre owned by a Mr. Commons, and upstairs was a Dance Hall, which was also rented out for socials, etc. All these buildings were destroyed by fire in December, 1913.

Dr. H. H. Elliott arrived on July 3rd, 1912 and was the first Custom Officer. His office was located at the corner of First and Edwards.

Fred Fischer was the first Indian Agent for the town.

The first power house was built near the Saskatchewan River, in 1913, and sewer and water works were installed in 1914.

The Ross Navigation were operating a propeller driven boat on the Saskatchewan River, between The Pas and Sturgeon Landing.

The piers for the first bridge across the Saskatchewan River were put down during the winter of 1911, and the steel was laid during 1912 and 1913, and a Round House was built on the north side of the river. Mike Clark who was a foreman on the job of laying the steel is still a resident of The Pas.

The first school house was built in 1910 on Larose Avenue, and W. T. Fidler was principal of this school.

Le Pas, as it was known at that time, was originally in the District of Keewatin, N.W.T. and was

annexed to the Province of Manitoba in 1912, March 28th.

James Fleming of Winnipegosis moved to The Pas and became the first Chief of Police for the town.

The area surrounding what is now 7th Street was virgin ground and the youth of the town spent many happy times picking cranberries and moss berries in that area. Another favorite walk was the five miles on the Hudson Bay Railway to what was known as the Wireless Station, and it was the ambition of every teenager to climb the tower there.

We can also recall many skating parties on Halcrow Lake (which has been drained in recent years) over a very short portage to The Pas Lake, and there we would take off our skates and build a huge bonfire on the shores of the lake. There was no thought of a skating rink for the town at that time.

The Pas to Flin Flon, 200 Miles Non Stop Race written by Theo Dupas submitted by Armand Dupas

This book is written to give a detail account of my own experience during the whole time of the race from the beginning to the finishing line. All names mentioned are the real names of the drivers, and everything mentioned is the true story of my own happenings, including few drivers who were close to me during the first hundred miles and on the return trip home, those ahead. It isn't intended to blame any drivers for any lack of negligence because as a rule we all do the best we can to win, but the best drivers makes mistakes, and this is what I intend to show in this little book — the mistakes I made and why and when. Also to those who wish to join races in future this book may be of great value to them. If I had known what I learned in three different races, things would have been different, and such is the case of every driver. We know our mistake after the race is over, and promise ourselves to do better next race.

If you have good young dogs, the most essential thing to do first is to provide a good pen for your dogs. Then comes the feeding for which a driver must be very particular what he feeds. Then the right kind of racing sleigh and harness — the racing sleigh must be as light as possible and harness must fit every dog to the mark, and when you are in training, every time you hitch your dogs, a close inspection should be made to see if you have the right harness on the right dog. Another thing to do while in training is to never forget to bring dog moccasin with you because you never can tell when any of your dogs will start limping, through a cut paw. All those things you must know before starting to train.

Another important thing to know is that a driver

will get better result with his dogs by cheering them up. On the trail, never use a whip to make them go faster — use a whip only when a dog is sulky and will not listen to you or when they are fighting among themselves. He must know you are the master, but that will not happen very often if you are treating them gently.

This 200 mile race has been abandoned during the depression few years ago. I joined in three of those two hundred mile races. I am past the age of driving such a race, even at that I believe I would join again for the thrill we get out it if I could get the proper dogs. Some people will imagine that such a distance is cruel to dogs, such is not the case. First a driver as I mentioned before picks a bunch of dogs known to be good dogs and tuff. Then harness each dog with light harness that fits good. Then he provides himself with a very light racing sleigh, and the training goes on. First of all the dogs in training are kept in good dog pen and they are watered and fed the best feed the driver can afford and this is very essential in order to have a team that will stand long distance. The team is driven every day short distances, then every week the distance is increased by a few miles and so on. When the distance of 50 miles is reached it is not necessary to train daily, two or three trips a week is sufficient to keep them in good shape.

Then comes the 100 miles without a stop. May be you have all the dogs yet in your team, which is luck so far to you. If not, if you notice any of them slacking up on the first 100 miles you must provide another dog in case any of your team are not fit for long distance. You cannot tell the first time, as may be that particular dog is not feeling just right but time will tell as you gradually increase your mileage. For instance, you start training with 8 or 9 dogs. They may stay with it until you reach 150 miles no stop then slack up. You must not take a chance with that dog.

Then comes the 200 miles on the course where your dogs are given the final test. Once a week for a couple of trips will tell you how many dogs you have which will stand the trip — if you are in doubt — that one or two may not stand, leave them home the day of the race. You are better off with 5 good ones than to start with 7 or 8 and have to load them up to finish the race, as my own experience will show in this book.

Drivers who can afford to train on the course that we are supposed to race have a great advantage over the ones who train their team on any route. The reason is that the dog knows how far he has to go, so the trail doesn't worry him, and all he has in mind is to get back to his pen.

What about the man who drives? He is the sole judge of his team. If he is not in good shape, he

should not join in. He must be strong, courageous and he must not be hard or cruel to his dogs. If you notice a dog limping or if you are careful you will stop and look if all is O.K. If a dog gets sore feet he must have a dog moccasin on at once. A close watch specially at night during the race must be kept for sore feet with the aid of a flashlight. If this is not done you may have to camp on the road somewhere, and it is not pleasant when a man is tired. You will find more details about this in my story.

A driver must also carry medicine for swelling feet. If the dog feet is rubbed good in time, he will stay in the harness for a long time. Some people will probably mention that my details are very short but it would take a big book to give full account of what should be done, what should be fed and how to do it all. I am only giving an idea of what a driver must know and what should be done, and how to avoid mistake.

As an example I will narrate what happened to my dogs during my training on account of the way I was feeding them. As most people know, feeding dogs with beef or mutton and milk with eggs, you have a pretty lively dog team and strong. You must have a solid post and a strong rope to hold them while hitching them up, say 7 dogs weighing an average of 70 lbs. Well this is what I was feeding about a month before this Flin Flon race and I can say that my team was very lively, and they like the harness, and all what they wanted in the morning was to go and go but the cost was very high so I decided to buy horse meat which didn't cost so much. Then at the end of a week I noticed that my dogs kept laying down in their pen, so I hitched them and they layed down in the harness. I didn't need to tie the rope any more, and my dogs had no pep left. I didn't know what was the matter, so I decided to pass by Morgan channel and ask his driver what he thought of it. Just as I arrived at his place he was coming out to the road with his team of dogs, just the same speed as mine had started from home. I stopped and asked him what was wrong with his team, and he told me that he changed his feeding to horsemeat and that is the way they were acting since the change, so I kept feeding horsemeat a while more. The result was that the dogs were slow going for the first 3 or 4 hours but gaining in speed all the time until they were at their ordinary gait, then had a lot of staying power, and I could drive them just as much as when I was feeding beef or other meat. So this is an example that I cannot give a full account of how to feed your team. And before I go on with my story here is an example to show you can spoil a whole team with feed. I was sent to the first Quebec Dog race as a helper to Earl Bridges of The Pas who was very young at the time but he was a good short distance driver and he won that first race easily — but before the race many people gathered around our building where we kept our dogs and found out what we were feeding, and they were surprised to find we were giving them the best of feed. One morning a man came to me and said that somebody had given medicine to his dogs, and they had black diarrhea could I do anything for them — so I asked him what do you generally feed your dogs. He said peas, beans and sometimes rice and cornmeal - I said what did you feed them yesterday. He said milk and eggs, so that settled the matter. I knew then the change of feed was too much of a sudden, so I boiled hot bran and short with a little tallow and gave it to them and the next day his dogs were O.K., and the second day he joined the race with that team — he had given the bad medicine himself.

You can get results by feeding many different ways. I have given you an idea of what you should do if you intend joining a race in the future. But the race is on in one day and the rules are — Each driver must bring back what he leaves with and all his dogs. Then on a bright warm March morning the 200 mile From The Pas to Flin Flon Dog Race is on, the finest and longest no stop dog race in the world. Eleven beautiful dog teams with their drivers lined up at 9 o'clock in the morning on the ice of the Saskatchewan river and turn about we received our numbers which were pinned on our backs. Side by side we lined up, each of us in his own road — dogs barking, jumping, and thousand of spectators awaiting the gun shot for the start. It goes and so all eleven teams are out to return next day. People who cannot get to the start of the race climbed upstairs in their homes to look through their windows, others climb on their rooftops. What excitement, The Pas — the gate city of Northern Manitoba is a scene of great excitement! Money is spent freely by the visitors who come from all over to see the race, thus buying Indian made goods of beadwork and silk work. The sport goes on until the return of the racers.

I am among the first to start with the late Walter Goyne, the Alaskan racer, trailing going at a fast clip as we had to pass on the Indian reserve at the beginning of the race. One team was ahead of me. I caught up to him and pass him, so did Goyne. The road is still hard but the day is getting warm. The only man who had copper shoeing on his jumper was Winterton, driving Charly Morgan's team. All other drivers have oak runners and birch runners. Towards midday it's turning warm. Morgan has a great advantage over all of us. We reach the first lake and what a scene—all in a line following one another a little distance apart, those 10 teams behind, dogs all lively, and all is well, never expecting what was ahead of us.

We all reached Sturgeon Landing a point 50 miles west of The Pas, the same way as we had left earlier in the morning, only few teams were about 5 miles behind. At that point we had to go through an 18 mile portage to Camp 2 Attapapouska Lake. While about halfway across the portage a snow storm started. We didn't feel the storm much through this bush. We had no way to tell how bad the storm was until we reached Camp 2 mentioned above. Attapapouska is about 15 miles long. We had to cross right across 12 miles so I decided to stop and wait awhile, so every racer stayed there. The storm was getting worse all the time so we got a good supper and sat waiting. During the beginning of the night I went out looking to see how the dogs were. All was O.K. So about midnight I got up and put my coat on and said I was leaving for Flin Flon. Of course every driver got up and done the same. What a foolish thing to do — tackle that storm during a night that was very stormy! I will say here that I had went twice before the race and my leader knew the road very well so I depended on him to keep the trail, and that was my reason to leave so soon. So on we went with myself on the lead. We had to cross a high crack close to shore before getting on Lake Attapapouska proper. My leader took his own trail of the previous week and made over the crack nicely but as I got on the good ice I heard men calling to their dogs. Being on the wrong trail had got over the crack and had to wade in water to get on the road again. So some got wet and had to run to keep warm. I crossed the lake and just as I was getting to Shist Lake portage, I stopped and built a big fire and in a few minutes two drivers appeared in the light. It was Sam Pronteau and Lawrence McKay, both owners of their teams. What is wrong boys? Pronteau answered that he had a frozen foot, so I got busy with McKay. We cut his moccasin laces out and pulled every sox and moccasin off, and true it was he had a frozen spot already on one foot. So I rubbed him with snow, and we gived him each of us what spare sox we had. Then I started again for Flin Flon, our next place which was half the distance, and where we had to report and get our cards signed, and it was the last I saw McKay and Pronto until next day which I will mention later. I signed and went to Mr. Leon Dionne's private house, got my dogs in the kitchen, found that 3 of my heaviest dogs had swollen feet pretty bad. So I got busy rubbing them but nothing doing, the medicine didn't help any yet. They still wouldn't drink and stayed on the floor. Then the door opened and Walter Goyne, the Alaskan driver, got in with his dogs also. Hallo Dupas, how long have you been in? I said about one hour but I will leave now and give you room. I have to load three dogs but I might get them in the harness yet. Said Goyne, I will tell you one

thing Dupas, you wait for me to check up on my dogs and I will put your dogs in the harness right from here. I said O.K. Well then take this bottle and rub some of the stuff, not too much, on their feet whie I do the same with mine. So I got busy and about 15 minutes later they got on their feet. Then they started to walk around looking for crumbs on the floor. Here I will say that they didn't show any sign of having sore feet, only when I got in the house laying down, their feet swelled up and got a little stiff. Not one of my dogs had cuts on their paws. Well looking at them standing now, I fed 1 lb. chopped meat each and watered them and I was very glad that I had waited for Goyne. So we are ready — and on we go back for The Pas, Goyne leading according to our cards. Pronto and McKay had exactly done what I thought. As we were having this check up in Mr. Dionne's house Pronto and McKay had got in a little after me and signed their cards and turned right back for The Pas. They knew I was at Dionne's place and they wanted to leave me, and that is where both drivers made their mistake in that race as you will read later on the race, not checking up on their dog feet and no feed. I will here mention also that Morgan's team with Bill Winterton driving had got in, also Alan McDonald, Lavalle and so on. But we didn't see any of them, we are on our way back, Goyne and I, with Pronto and McKay ahead, how far ahead we cannot tell. The storm had stopped and we had a fine moonlight and I tell you that we are making time now. The country being hilly at this point we are trotting at a fast clip going up hill, and galloping as fast as the dogs can go down hill. This Goyne was the fastest driver I ever saw or followed. We then reached Sturgeon Landing again past 1 o'clock in afternoon, and 50 more miles to go. We got at Jim Hayes house and Goyne swung out of the road and he stoppd. I kept on going through the settlement and on Sturgeon Lake where we had to cross a stretch of six miles, I was looking more behind me than ahead. I was anxious to see who would at any minute appear on the lake behind me, but I crossed 3/4 of the lake, my dogs all in the harness not limping and not one foot cut up. Then I saw Goyne coming at a very fast clip. He was gaining on me very fast and about two minutes later another team appeared on the lake. Who can that be? We will soon know. Then the unexpected happened. Goyne now halfway across, swung his team out of the trail and turned back towards Sturgeon Landing. The other team kept coming on, and I disappeared in the 12 mile portage. It's on that portage I found my mistake. It was a warm afternoon and one of my dogs weighing 90 lb. gives up. I loaded him up, still no sign of Pronto and McKay ahead. I kept on at a good gait for another three or four miles, then another

heavy dog gives up, so again I loaded him up, and kept going. Then on a sharp bend I saw a loose dog ahead. I got close enough to him to know it was one of Sam Pronteau's dogs so I got him beat if he does not come back for his dog. He must return at The Pas with all his dogs to qualify, so it puts me second so far. I kept going and all of a sudden another one of my dogs weight 78 lbs. stops. What else can I do but load him up too, which made me a very heavy load for five dogs left to pull the load and myself. All my hopes were gone for a chance at second or first, but you never can tell. I mushed on again, then behind me comes a dog team — Morgan's all his dogs looking very good, but so was my own five. They were in very good shape and travelling pretty fast yet. He tried to pass me, but to no avail. He gives up and stayed behind. Well I couldn't keep him there because I must stop and take a look at those dog feet and try to get them back in harness. So I stopped and gave him the road and I attended to my dogs, and on again I went till I reached Rocky Lake. To my surprise here ahead of me are McKay, one mile ahead, Pronteau, half a mile ahead, and Morgan's team, right on his heels. So I pushed on and Morgan passed Pronteau. Then I got to Pronto and passed him. I was sure then to get in the prizes if no other team appears behind me, but after crossing Rocky Lake about three miles of it, no one appeared behind, only Pronto and team could be seen at a small distance of me. Here is a moment of thrill — Morgan trying to pass McKay and I trying with my load to catch up to them. Then another mile and we are at Cooks Point leaving Rocky Lake for the last stretch to The Pas twenty six miles and just as we leave Cooks Point Morgan passed McKay and on we went — Morgan ahead, McKay second and myself third and no team in sight behind.

I will leave those three teams for awhile and come back to where I made my mistake. Those three dogs were very good dogs and they were not tired at all. Their feet give up on account that they were too fat and heavy. I bought those dogs only three weeks before the race, thus lacking training and I took a chance they would stand the gait. Wrong I was and here again I will say that a driver is better off with four or five dogs as my story has showed than take the risk of loading them. What would have happened if I had left those three dogs home? Here I am loaded with 250 lbs. of dog flesh and close on the heels of the two winning teams. I leave it to you readers to guess.

Now at this point of the race, Alan McDonald is resting with his dogs at Flin Flon. He had the finest dog team of the lot — strong, young, rangy, and full of life and a good driver and experienced driver at that no doubt about it. But his team was gold to him.

He liked his dogs so much that he would not take a chance to finish the race. Walter Goyne could have won the prize if he had stayed with it, but as he told me later, I value my dogs too much to sacrifice them for a purse. All his dogs had moccasins on but some were limping when he turned back. He couldn't see them limping. This is what I call sportmanship. Then as for Pronto he stopped at Cook's Point, Rocky Lake. He too did not want to abuse his dogs. When at Rocky Lake he noticed some of his dogs were beginning to show a little blood, he stopped. That man sure was a worker. He run and run mostly all the time to save his team as they were a little smaller than all the other teams. He was still running when I passed him, and as long as I could see him. This Pronto is another good sport and a real good driver of long experience. I mentioned before he made his mistake during the night at Flin Flon when he turned right back without feeding and checking up on his dogs. He had a real good team, well matched and fast. He was a very dangerous opponent all the way until he met his waterloo.

Now back to the three of us getting closer to The Pas. To be sure we are at Root Lake now and I can see Morgan and McKay close together, but I was losing ground all the time, so I started leading my team, still hauling three dogs. I do not want to abuse my 5 others in the harness. They are not cut up at all and very happy because they know they haven't got far to go. By running ahead gives them more life. They are not showing any sign of being tired, all is well, but I know I cannot catch up to the two team ahead, but I am sure by now that I will make third easy — and so I did. Morgan's team got in first with McKay second, all arriving within a short time interval at the starting line with a big crowd cheering, thus finishing the hardest 200 mile race experienced here, on account of the big storm during the race which happened to be at night.

I will say that not once during the entire race did I see one driver using his whip on dogs and every driver carrying with him dog moccasins, in case of sore feet, which proved that it's not so hard on dogs as some people may think. Personally I will say that the 200 miles doesn't hurt a dog, providing he has the proper food and training and not abused by his driver.

At this time while writing this book, I am told The Pas is reviving the racing again, with a non-stop race from The Pas to Cranberry Portage, which is one of the best thing they can do to encourage the breeding of better dogs and by having better dogs, all owners will take better care in feeding them properly. We have planes, tractors, horses, snow planes to travel but we cannot do without dogs in the north, specially for trapping, fishing, and travelling where

there are no roads, and also travelling on thin ice in the fall, and weak ice in the spring. Thus the dog has his place for all time to come, and those races will mark a great improvement in the near future in the quality of dog we will have in the north in general.

200 Mile Race to The Pas Lumber Company and Back

My second race was on a very good road through The Pas Lumber Company's road where we had to go through part of The Pas Mountain game reserve, thus making a record time, as a lot of jumping deer and moose can be seen all along the road.

Again we are all lined up on a beautiful March day, seven teams in all if I can remember right; Pronto, Morgan with Bill Grayson driver, myself, Shorty Russack, A Lavallee, Cook, G. Campbell. At the gun shot Pronto took the lead, then Shorty Russack and myself, all gallopping as fast as the dogs could go and all the other teams close behind. We are all travelling at a fast gait and all is well so far. I will mention here that we had a prize that year for the first team reaching half way. So I decided to take only 7 dogs — 6 in the harness and 1 spare leader on the sleigh. He was a very fast leader and knew that he could stand 100 miles easy, and I kept him as reserve because I had made up my mind to beat Morgan's team this time and I wanted to make time on that race. I had a good team, well trained, and I was sure of those six dogs in the harness. So on we went till I reached about 10 miles away from The Pas. There ahead of me is Short Russack with a nice team of hounds. So here is my chance to try my team in passing. I called G. to my leader and I passed him in a short time. Still no Pronto in sight. He must be close ahead because I drove pretty fast for that distance. On and on I went — still no Pronto. Now my dogs have settled down to a steady trot. I reached a cabin at about 50 miles from The Pas and there along side the cook camp are Pronto's dogs, all laying down. The cook came to the road to see who it was. I asked him how long since Pronto arrived and he told me 1 hour and a quarter. Then Pronto came out to his dogs, straightened them up and as I started ahead he followed and was running himself to spare his dogs. I believe that's where Pronto made his mistake on that race — anyway time will tell. He kept running for a good 15 miles close to my team, then he decided to have a rest. As soon as he jumped on his sleigh I left him little by little. When I reached the next camp I was alone and I asked the cook at that camp how many more miles to where we have our cards signed and he told me 12 miles.

Now let me show you readers one of my mistakes in this race. I had trained all I could on that road to

this particular point and I knew there was 12 miles yet to go but I had never went to the end to see the road which was bad judgement on my part as you will see.

Well I kept on going — just getting dark, all is well - nobody behind me. Now it's dark for good and all of a sudden I got close to a few buildings. My dogs made a little circle and stopped. I went ahead and the trail stopped in the yard. I looked for the trail and couldn't see any, and why because the trail was going between two small buildings, as I found out later, because I had to wait there for the next team to find the road, thus giving him the prize at the other end. That team was Morgan's team, so I followed and we got in half way where we had our cards signed. I held his team while he went in and signed and he held my own while I went to sign. This is the first time that I mention this incident and I mention same so that other drivers will not make the same mistake. We turned right back. I took the lead and Morgan on my heels. We travelled about six miles then we met the other teams — Pronto on the lead going to the half way to sign. We have on them will say a good 10 miles and that was the last we say of any team. We are the only two teams coming home. We travelled this way this morning, then about 35 miles from The Pas I asked Morgan's driver if he wanted the lead. He said he didn't mind, so ahead he went and I followed. I have now my spare leader on the lead and I am sure I can pass him any time I want, never expecting any trouble, but how wrong I was again. About 16 miles from The Pas one of my best dogs weighing 75 lbs. got a stiff neck, so I hurried and put him on the sleigh and started rubbing his neck. A little while later I put him in the harness, but he still had a stiff neck so I loaded him again. On I went for another few miles, and his team mate got a stiff neck too, so I loaded him in a hurry, took the two harness out and drive again as fast as I could because during that time Morgan's team had left me behind. 10 miles from The Pas on an open stretch, I could see Morgan's team about two miles ahead. I am at that point, getting all I could out of my dogs to catch up to him but, impossible. That gap stayed there between us. I tried all I could, for instance on the last 4 miles my old leader who had been in the harness all the way was slacking up so I loaded him up too, making 3 dogs on the sleigh again that year.

Well I finished second with 2 of my best dogs on the sleigh and 1 leader, and four dogs in the harness. Now you will learn my great mistake. Those two good dogs that I loaded, I had never saw them get tired, no matter what distance I would travel, but I didn't notice I had the right harness on the left dog and I noticed it only when the first dog got a stiff neck—too late. My mistake was made and I lost the race.

It was a very fast race. I think I lost by 23 minutes and it took the winner around 22 hours or so.

I deserve to be blamed for my poor judgement, but I am writing it just as it happened so that the racers of today will not make the same mistake. We cannot all win first prize but if every driver is careful we will witness some very close contests with more thrill at the finishing line.

I do not claim to be an expert with dogs and racing. The little experience I have gained was by joining the races, and what I learned about dogs, I owe it all to the late Walter Goyne who lost his life in drowning at Moose Lake just prior to this last race. He was a real driver, and knew all what there is to know about dogs — how to train them, how to feed them, how to cure them. He was a god sent for the northern dogs and drivers — to those who knew him. I will give a brief detail of his death as he was living with me at the time. I am sure people who knew him will be interested in knowing how he came to his death.

After the Flin Flon race, I met him in The Pas and he asked me if he could come in partnership with me at Moose Lake to raise dogs and feed them there during the summer. So we came to an agreement that we would put two teams the next and divide 50-50. We moved all the dogs to a point called East Arm narrow as there was a real place to keep them and plenty feed all summer. In the fall we moved all the dogs back at my Post at Moose Lake and left his freighting sleigh behind bringing only his training sleigh and harness. We stayed together all fall training pups and culling out unfit until we had two real good teams which meant that after freeze up we would start training by freighting goods to one of my stores at Cranberry Portage. I gave him a contract of all my freight and he was very anxious to start as soon as possible. So one morning two days after freeze up he wanted to go and get his freighting sleigh at once. I done all I could to stop him, but he had to go. So I showed him which way to go and warned him that he must not tackle the lake. He started with 5 of my best dogs and 12 of his own all on our team 17 dogs. He went about 6 miles. He saw a man close to an island who was setting a fish net and decided to go and see him, and when he got there he asked the man if the ice was good and that man also told him it was not safe all over. Anyway he loaded 30 fish as dog feed and away he went straight across towards the narrow where he had left his sleigh. That Sunday afternoon two young pups came back home. Then a little while after another pup came home. It's a bad sign when a dog leaves his team mates and his master so I decided to send a team of dogs at once to that narrow 26 miles away and I went on to try and track him. I found his

trail leading to exactly where I told him not to go and I noticed where he had broke through about 30 feet of water, so ice being still very weak I put up a stick in the ice and went back to my Post. It was dark and the other team was back from the narrow with no sign of him. Next morning I saw Mr. T. H. P. Lamb Sr. and asked him to send a dog team to keep on the search from my mark and see if he had got out of there, and he volunteer to send Tom Lamb, his son with an Indian. I send a dog team for the Police at The Pas and they kept on the search from my mark and they found that he had got out of that place losing all his fish and 17 dog chains which was too heavy a load for thin ice. He had made straight for shore which track they followed to a rocky point just a jump over into a small bay. Then they saw the end of one runner sticking out of ice. The jumper was straight up and so was Walter Goyne standing up along side the jumper with a twist of one arm around his feather robe, water just about level with his head, and in front of him nine of the dogs all in one bunch tangled up in the harness. So they brought the body to Moose Lake and was kept there until M. Police arrived a couple days later.

It shows that before breaking through he had turned loose 8 of his dogs which all came back to my place at Moose Lake.

During the two days that Goyne was in a house at the Post close to my place, one of his leaders called Nelly stayed on the sleigh outside close to the door. She never left that sleigh. His body was taken to The Pas for burial. Thus ended the life of the best dog driver ever known around The Pas and a great sport.

Wildlife

List of Birds Likely to be Seen in Winter in The Pas Area

- 1. Spruce Grouse
- 2. Ruffed Grouse
- 3. Sharptailed Grouse (erroneously called Prairie Chicken)
- 4. Willow Ptarmigan
- 5. Great Horned Owl
- 6. Snowy Owl
- 7. Barred Owl
- 8. Great Grey Owl
- 9. Hawk Owl
- 10. Richardson's Owl
- 11. Saw-whet Owl
- 12. Short-eared Owl
- 13. Pileated Woodpecker
- 14. Hairy Woodpecker
- 15. Downy Woodpecker
- 16. Arctic 3 toed Woodpecker
- 17. American 3 toed Woodpecker



Polar Bear.



Wolves on Ice Floe - Sask. R.

- 18. Canada Jay (Whiskey Jack)
- 19. Blue Jay
- 20. Magpie

- 21. Raven
- 22. Black Capped Chickadee
- 23. Hudsonian Chickadee
- 24. White Breasted Nut-Hatch
- 25. Bohemian Waxwing
- 26. Northern Shrike
- 27. Evening Grosbeak
- 28. Pine Grosbeak
- 29. Hoary Redpoll
- 30. Common Redpoll
- 31. American Cross-Bill
- 32. White-Winged Crossbill
- 33. Snow Bunting
- 34. Pine Siskin
- 35. English Sparrow
- 36. Starling
- 37. Gyrfalcon (from North)
- 38. American Goshawk
- 39. Golden Eagle (possibility)

Robins have been recorded at The Pas as late as December 24th.

Body temperature of some birds approaches 110 degrees, much higher than that of man. They are able to adjust their plumage so that it can give insulation and air spaces. They must have an adequate supply of available food and shelter. When they are deprived of food by adverse weather conditions, the mortality rate is high.

The Northland

Leaving the roaring streets behind you Leaving the throbbing shops and marts, Leaving 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 wondrous 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

Family History

Alcock, Sheila E.

Sheila was born Sheila Tate in Oak River, Manitoba on June 3, 1917.

The Tate family history is recorded in Audrey Grant's history.

Sheila attended school in The Pas when the Tate family resided there from 1930 to 1937. She completed Grade 12 with honors and received the Governor General's Medal for proficiency. She later graduated from Winnipeg General Hospital as a registered nurse.

In 1947 she married Dr. A. J. W. Alcock and resided in England for two and one half years and then moved to Winnipeg where they have lived ever since. The marriage was blessed with 3 children, John, Gerald and Susan.

The early thirties in The Pas, as elsewhere, were hard times — social activities were restricted to curling and skating.

Down Memory Lane with George Allard

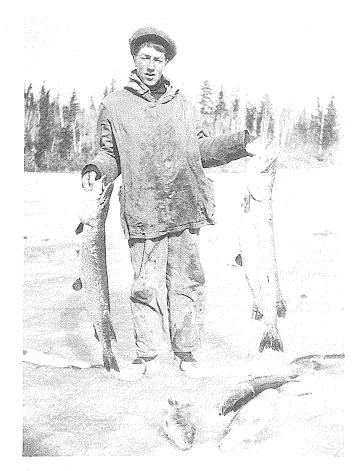
My name is George Allard, my birthday is May 26th, the year of my birth is 1912, born in Drummondville, Quebec. I came to the west, in Saskatchewan, when I was just a little boy. My mother and father came to the west, I think on a homestead, to start a new life, I think it was in the cattle business. I remember a little about a cow breaking a leg. Dad and two other men put a splint on that leg, after a long time (too long I guess) that cow was in pain. It was the fall of the year and my dad was out working away from home on some job. He wasn't to be back for some time yet. Nevertheless, that cow was in much pain, anyway as my mother was taking off that splint the cow was so happy she was licking her hand as the splint was taken away. The next day that cow was walking as good as the others, her leg was fine, the cow was well again . . . well, that's about all I can remember. I was still very young. By the way, the name of that place is Moon Hill, Saskatchewan. Then we moved from there to another place called, Leask,



George Allard's Father and Mother.

Saskatchewan. I was told that we had lived there before, but that I don't remember, I was just a baby then, a few months old. Anyway, we lived there before. Some years later I started going to school, at the age of 5, that was at Leask, Saskatchewan. The school was 3½ miles away, I walked in the summertime, and in winter used a horse and a sleigh. We had a barn in our school yard, the barn was big enough for 4 horses. At that time I could not speak a word of English, I took about one year before I could say "Please, may I leave the room", so you can see things were a little tough, but I learned to fight for myself, which didn't help much because they did not know what I said. I guess I am pretty much in that boat yet, but nevertheless I get by with what I have. Well, as it was I didn't learn much, as we were on a farm and things went not so good, froze out two years and hailed out the third year, enough to break all hopes of farming. So we moved again to another place, at Moon Hill, Saskatchewan. So we are on our way to Moon Hill again, but first dad had an auction sale to sell the machines, there were 8 or 10 machines to be auctioned off, and many other things I don't remember. When the sale was over there were still a

few heads of stock left, 8 or 10 cows and quite a bit of other things left over. Dad loaded all he could on a hayrack. The cows . . . well, that was just my style, I was the cowboy, I must have been 8 years old, they called me "little George the cowboy". Anyway, we took off in the morning before sunrise, how many miles we had to go, I don't know, I do know it was after sunset, 9 or 10 p.m. It was a long day riding a horse and my feet got cold. At one place we had to cross ice and it wasn't strong yet as this was before Christmas. So we had to single out the cows to get over that ice, but luck was with us and everything turned out good. The final stop was just about 2 miles away. We stayed at my uncle and aunt's. She was my Godmother and also my Dad's sister. The next day we got a barn for the cows, so that was off our hands for the winter. We knew the postmaster at Moon Hill, he had lost his wife and he had a big house so we could have the upstairs, that was just fine. We stayed there for the winter. The name of the man was Mr. Koleton, he had a son about my age so I was happy about that, someone to play with. Anyway, that winter I trapped my first rat. Danny Koleton and I, we would split the money, his dad would take the mail to Blaine Lake, Saskatchewan, then he would sell our one rat. That was a big day for us two kids, I think \$1.50 is what we got. Three rats that year, that was our limit \$2.50. As it was, Dad had one quarter of land leased so there we lived, dad also had a lease on 4/4 of land . . . pasture land, he took cattle in to be looked after for the summer months. I was the 9 year old cowboy. Only ½ of that land was fenced in. My job was to let the stock out in the open in the morning and about 4:30 p.m. I took out the milking cows from the big herd, the rest I would let go in the fenced part until the next day. I took the cows home to be milked, that was the end of my day. Mother and dad took over from there. The next morning I took the cows back to the big herd, I did that for two summers. Now I am about 10½ years old. The cow pasture began to fail, something happened, the stock was dying, everybody was losing a lot of their herds, things were tough. Everyone said you just couldn't buy a job, there was no work to be had. Dad and another man made their way to Le Pas. Dad was lucky, he landed a job at The Pas Lumber Company, working on the planer, he had worked at that before so he knew all about the job. But in the winter, no more job, the planer didn't work in the winter, but this was April, so he had a job. He got mother and I to come. It was the year 1923 and we came here to Le Pas. I was 11 years old. It was June when mother and I came. Sometime in late summer is when my troubles began. I got diphtheria, I got better from that, then I came down with infantile paralysis — polio is the same thing. As it was my



George Allard.

chances of walking were very slim, Doctor Stvinson said that.

But by trying for some time I got to where I could walk with a cane, as time went on I got so I could walk without a cane. I got myself a dog and a little sleigh. I would ride around the streets here in The Pas. I started school here again, but I only went for a very short time. I was able to walk to and from school by myself with some trouble. I did slip and fall now and then, but I had no trouble getting up. My right leg and foot was still weak however. It was dog derby time, I think it was March those days, It was a 100 mile race. They started at the bridge on the Saskatchewan River. Shorty Rusik was in it. Dad and I walked to the bridge from Crossley Avenue to see the Race take off. My dad was very happy to see I could walk that far and back again. That was in March, 1924. Well as time goes on, Dad heard about the gold mine at Herb Lake. There was much bush work up there at that time, as it was steam was the only power they had to work the mines with. So that took a lot of wood there were two mines working, The Rex Mine and The Bingo Mine.

Many men worked at cutting wood for those two mines. My dad was driving horses, sleighing in wood to the mines. Dad got hurt quite bad on that job, he was a big man, 280 pounds, he died from that hurt, it was December the 15th, 1927.

As it was he had got mother and I up at Herb Lake some time in April, 1924. I had started school again when Dad passed on. Well, that was the end of my school as I already said, 1927. Now just me and mother left, that was tough, I don't mind saying so. I took on all I could do. Dad had been doing some commercial fishing, four nets in the lake. I looked after them all that winter, now it is 1925. The fish we caught, Mr. Louie Allard, the store man bought the fish. In town we bought groceries, we had a garden, so we didn't do too bad. Mother took in washing and baking bread to sell, I trapped weasel sometimes, I got a few muskrat around home. Every dollar I gave to mother. We got by, we had enough to eat. I was getting stronger, I was 13 years old. I fished the four nets again the next winter 1926 and did the same thing as the winter before. In May 26, 1926 I became 14 years old. Summer of 1927 I looked after 10 dogs for summer feeding at \$3.00 each a month, so that helped some. I bought a 16 foot canoe for \$15.00 so I could fish to feed the dogs.

By the way, Mrs. Louise Hone had been my school teacher at Herb Lake, she knew my mother and dad well. As time goes on the spring of 1928, Joe Dubois and I went trapping for sure down the Grassy River about 30 miles, this was in March, 1928. No one thought we would do much at trapping. Now I had 4 sleigh dogs, we put together what we had to have; canoe, sleigh and all. We could not make it in one day, we had to break in a new trail for about 10 miles, before we got to where we were going. We had a tent so we put it up, that is where we spent the first night. In the morning after we had tea and something to eat, on our way to where were going we saw three otters, we got one, that was good. Anyway, we got to where we were going, there was a cabin, that was it. We trapped until May 15th, we caught 18 beavers, one otter and well over 300 muskrat. Joe Dubois and George Allard. Well, we sure came off the trapline feeling happy about our spring catch. In the fall we would go again. We had the trapping fever in our blood, no stopping us now. In the summer of 1929 I fished for a man, Henry Mackons, he was feeding about 60 dogs, sometimes more sometimes not so many. He paid me \$1.00 a day and my board. Well, it kept me busy until September — almost time to go trapping again. Joe Dubois and I got going again in the fall of 1929, we got ourselves more traps. After the 15th of September off we went to our trapping grounds, but there had been a fire in around our cabin and the fire got that. We did not know for sure how well we would do, trapping the fox, mink and so on. So we put up our tent and lived in that till a

way on in November. Well, as luck was on our side we were doing well enough, so we put up a log cabin for ourselves. I think it was 10 x 10, we were happy to have a cabin, we could say it was our cabin. In December we went home for Christmas. We had over \$300 . . . Well at that time money was a bit hard to get, our grub paid, \$300 left looked pretty good to us. After Christmas went back again to our cabin. About 7 miles away we came upon a very small cabin about 7 x 8, just enough for an overnight stay. The trapper that had that line some years before had built that hut, it was just the thing for us, more miles to our line was good. Anyway, we did all right again the fall of 1929 and the spring of 1930, when we came home the end of May we had enough to pay our grub, \$800 left over, \$400 each looked good as we were green trappers. At that time I was getting around very good. I cut enough wood for the winter of 1930 and spring of 1931. My mother was happy about that, she was going to be alone come winter, as I would be going out to the trapline again. This time Joe Dubois had other plans, Louie Stolz was coming out with me, the fall of 1930 and the spring of 1931. He and I also went to school at Herb Lake, he is still trapping, we are of the same age. We did not do so well that winter. It was a tough year. In October it snowed 3 days and 3 nights, for sure $2\frac{1}{2}$ feet of snow on the ground, that snow did not go till May, 1931. Two of our friend trappers drowned, it was October 27th. Four dogs and two men. Well now, one of us had to be there in the bottom of the lake, they fished two out, Charley Stayback and Fred Miller. As it was they sent three men down the Grassy River to our cabin, Everything was fine with us. Louie and I were fine. That really was bad news to us. The next day we all went back home, everyone was sorry for Stayback and Miller and happy to see us. However, we did go back, we didn't do so good, but we did catch a few minks (4), I think some fox, about 6. It seems to me we got two otter that fall of 1930. As it was, after the grub stake was paid, that was in December, we had \$270 to the good. We didn't go back till May. As it happened Louie's brother Albert Stoltz was commercial fishing, so we got together on fishing, we caught a carload of fish and we could not sell it no how. I just got my board out of that from January until March 15th, the spring of 1931 Louie came to The Pas, in hopes of getting a job at Churchill. His young brother came with me that spring, Edwin Stoltz, he really got a kick out of that and became a very good trapper. However, little did I know that was my last happy days of my life. In May I became 19 years old. Young Stoltz and I came home from the Trapline about May 15th, we had three beaver, quite a few rats, we could only get 35¢ for each rat. Also very little for beavers.

Anyway, the first of July was a dance, that was the last time that I danced. Sometime in August 1931 I came to The Pas Hospital. I was there over three months and in November I was sent to Winnipeg, St. Vital Sanitorium, St. Boniface. December the 7th I was operated for T.B. of the bones. I laid in a cast for 7 months, they gave me crutches. Then sometime later I came home, 1933 in March. My mother felt very bad to see me on crutches, she really was sorry, but in May I was able to do something around the yard. I got sick again. All that summer I could not do a thing for myself. My mother had to feed me with a spoon as I could not use my arms at all. However, sometime in the fall of 1933 I was able to sit in a chair. In the spring of 1934 I was able to get up from my chair onto my crutches again. I kept getting stronger, more able to do things. In the summer of 1935 I could walk a mile on my crutches. Now I am not sure just what year, but I had to come to The Pas for T.B. check-up, I think I came to The Pas three times about this T.B. before, anyway as it was a nurse came to Herb Lake, she said I was discharged, that must have been 1938. I am not sure, she said to me that my trouble was arthritic, well, that was nice to know, but she didn't say what to do about arthritis. So here I was on crutches, not able to do much of anything. We had a big garden, so in the spring of 1939 after the garden was plowed up, I began to work in the garden, potatoes was my job. I started digging, May 23, 1939 I made myself plates for my crutches so I wouldn't sink in the garden. I went to work. I cut up one bushel of potatoes into seed, that is to say 1 potato cut up into 4 or 5 pieces. I planted all of that myself alone. I looked after my spuds until time to dig them up, September 15th, so I could not plow the tops too well, so mother did that. I could dig them out, that's fine, but then I could not pick them up very well, so again mother did that. We would get 75 or 80 bushels of spuds, but that's not all, mother looked after peas, beans, tomatos, all the small garden stuff we had plenty of that. Herb Lake is known to have lovely gardens. Now it is the fall of 1940, now we must think of winter, get our wood hauled in from the bush into our yard. Well, we got enough wood hauled in to do us the winter and then some. Now to get it cut into stove lengths about 12 inches long. As it was, in the fall everyone is busy, so I took to cutting our own wood and I did. All winter every day mother would bring in enough wood for the night. Anyway, in the spring I had quite a pile of wood left over that I had cut through the winter. Now spring 1941. I had picked out a few pieces of birchwood, from that I made snowshoes in March, I worked at that until May. Now it is time to think about the garden. In the late fall, back to the snowshoes. I made 18 pair of snowshoes,

sold them all at \$8.00 a pair. It took me a long time to make those shoes. Now spring of 1942, time to think about the garden again, but mother is not too young she was in her 70 years old, myself, I am 30 years old. As it goes, mother's health began to fail and as you know I am on crutches. The mine had shut down, two of the stores had shut down, the only store left was a mile away from our house. So in the fall of 1944 we came to The Pas. By the way, I forgot to say I had a knitting machine at Herb Lake. I took that with us. I did do some knitting at Herb Lake for the Fishermen, mitts and socks. Now we are in The Pas, it is before Christmas. We stayed at the Central Rooms on LaRose Avenue till sometime in March, then we rented a house on 7th Street for \$5.00 a month, a 3 room house, just right for us, a good house too. It was still war time, then we moved to 127-7th Street, that house was not so good, we got it for \$8.00 a month. We lived there for some years. However, that is where I did a lot of knitting. Many of the folks around town know of this, as it goes I started to get trouble with my right foot and had to go to the hospital. One of my nurses, Mama Watts, was there, she had been my nurse in 1931. Mona Jackson was there too. As it was, I didn't stay at the hospital too long, went back home to knit diamond socks, mitts, scarves and so on. Diamond socks . . . I could never make enough. I made a lot of friends over my knitting. People were very nice to me. If anyone reads this letter, I wish to say thank you to all for having been so nice to me. Now mother is in the hospital. I don't remember what year that was, I think 1956, because I could not look after her any longer at home. So Doctor Jacobs told me to break up housekeeping and move into the basement in the hospital, and so we did. My mother died on December 23rd, so Christmas was not a happy one for me that year. That spring we all had to move out of there, they were taking us out to the Airport Hospital. I did not go. Mrs. Ted Stevenson let me have her house, as she was going to her son's for a few weeks. In the spring I moved to the Ruphert House. I lived there almost 8 years. I got married there to Rose Dion in 1966. She passed away in 1972, December the 7th. We had been in St. Paul's. Rose and I came to St. Paul's on February 28th, I think 1968. Myself, I have been here 13 years, it was in February, 1981. Since 1968 I played music one year downstairs every Monday. Mrs. Jolly and I, we really went to town, but she passed away. Now I haven't got my big accordion, I had played at the Ukrainian Hall 4 years before I came to St. Paul's.

Well, I think I have said it all in the best way I could.

George Allard

Allard

Louis Allard was born in St. Simon de Bagot, Quebec in 1885. He came to The Pas in 1914. Alice Rudd was born 1892 in Leecester, England came to The Pas in 1914. She was a student nurse in the newly built hospital. Her and Dad were married on the 16th of November, 1914, in The Pas. They had ten children. Four Girls and Five Boys: Therese, Rita, Madeline, Bernadette, Joe Charlie, Bernard, Emil, and George.

Joe — Born 1915. Worked in the store. Married Lil Guymer in 1941. They had a son named Vernon. Joe died in 1945.

Therese — Born 1917. She also worked for father. Her interests are music, drama. Consequently, she participated in many recitals and plays. Sang in the Church Choir. In 1939 she married Max Rocan, who prior to their marriage worked for Major McLachlin in the Hudson Bay Line. They made their home in St. Boniface. They have six children, Three Girls and Three Boys: Jacqueline, Louise, Jeanette, Paul, Denis, Gerald. Her husband Max died in 1972.

Charlie — Born 1918. Worked for The Pas Lumber Co. before the second World War spent six years overseas in the army. He married Louise Rocan in 1946. They have two daughters: Yvonne and Lucille. Presently lives in Winnipeg.

Rita — Born 1921. Married Jack Taylor in 1941. They owned and operated an Electrical Business in Vernon, B.C. now retired their sons run the business. They have seven children, Four Girls and Three Boys: Elizabeth, Margaret, Patricia, Faye, Jack, Lance, and Mac.

Bernard — Born 1924. Worked in the store also. He spent two years in England during the war. He was with the Air Force. Married Georgene Russell in 1947. Bernard owns a General Insurance Business in Nelson, B.C. They have three children, Two Girls and One Boy: Dixie, Penny, and Gerald.

Madeline — Born 1923. She married Ralph Strand in 1946. She also worked in the store. Ralph worked for Mr. Bickle till he opened his own garage on Fisher Avenue. They have six children, Four Girls and Two Boys: Marlene, Phylis, Bernice, Vera, and Ralph and David, who both died in tragic accidents. Madeline and Ralph now live in Brandon.

Emil — Born 1926. He married June Paylor in 1947. Bought the store from Dad in 1955. Tore down the old store and put up a new building two years later. They had two children: Bill and Debbie. Debbie died in 1963 as a result of an illness. They then adopted a little girl and named her Toni. His wife June died in 1975. Emil sold the store in 1980. He presently is semi retired and lives with his daughter Toni on a farm in The Pas.

George — Born 1930. After finishing school in The Pas, attended St. Paul's College in Winnipeg. He was involved in hockey, played for the Brandon Wheat Kings and later in New Brunswick. He married Doris Freglow in Flin Flon 1949. Made Flin Flon their home for a number of years. Moved to Winnipeg in 1968. George is the manager of Manitoba Amateur Hockey and Doris his wife is his secretary. They have six children. Two Daughters and Four Sons: Michele, Brenda, Ronald, Leigh, Terrence, Remi.

Bernadette — Born 1935. Youngest member of our family died in 1945.

Dad opened his store in October 1914 there was no electricity in those days, they used lanterns and coal oil lamps. He made deliveries himself on foot. The Pas was mostly bush then which made it harder. Later on he had the famous horse and buggy and then came the truck. Wages were poor, but you could buy a loaf of bread for 5ϕ . On our shelves were can goods, meats, yard goods, shoes and some small wares, sugar, rice, barley and walnuts, etc., were sold in a bin or a bulk. When the Hudson Bay Line opened we shipped supplies there, and to Gilliam, Wabowden, Ilford. In 1936 Dad sold a corner of his property and the Adanac Hall was built on it. It later became a second hand store.

Our father worked hard. Contributed much to the community. He was very civil minded and was on the Town Council, and a member of the Knights of Columbus.

Mom in the early years worked in the store, we all fondly remember her in the home. Always there when we needed her. We had a log cabin at Clearwater Lake, we travelled there by train, there were no highways in those days. It costed 25¢ for each of us children, to go seventeen miles. Our folks were staunch Catholic. The church was an important part of our lives. We attended Sacred Heart School.

In 1948 Mom and Dad had bought a home on LaRose. My grandmother came over from England to live with them. Granny Eliasson died in 1955 in The Pas.

Dad sold the store to Emil in 1955, after 42 years in business. When Emil took over the business he had the old building torn down and a new one built which still stands on the corner of Patrick and 2nd street. Emil kept the business going for a good twenty or more years, but now the Allard family tradition has now been broken after 65 years of serving people and being happy.

In 1956 my folks sold the home on La Rose and went to live in Winnipeg.

Mom died in 1960, father in 1962.

Allen, Mollie

Mollie Bleich (Bigelow), Allen was born at Rhein Sask. on Oct. 27/1914, her father Herman Bleich was born at Langenburg Sask. Aug. 13/1892. He farmed at Rhein, Runnymede and lastly at Spooner which was a district near Nipawin Sask. where he finally retired Herman passed away on July 6/1980 at the age of 87 years, he was predeceased by one brother William.

Mollie's mother was born Mary Pheifer in Russia on Aug. 12/1895, the family emigrated to Sask. in the 1800's and located in the Rhein district. Mary died on Aug. 24, 1971 when she was 76 years old. She had two sisters, Annie, Mrs. R. Brummund of Creston B.C. and Mollie, Mrs. Otto Theis of Yorkton Sask.

Mollie Bleich had four brothers and two sisters. Alexander married Millie Rommel, they reside in Codette Sk. Albert married Eleanor Rosenfelt and resides in Prince George, Ferdenand married Norma Scott and lives in Prince George B.C. Henry farms at Pontrilas Sk.

Mrs. Mary Rostvold lives in Vancouver B.C. Mrs. George (Rachel) Mattinson of Nipawin Sk. Mrs. Floyd (Alvena) Temple of Carrot River Sk.

Mollie attended school in the Mylor district near Runnymede and at Littlebridge school West of Pontrilas. She married Louis Kendal Bigelow on Oct. 27/1932. Ken Bigelow was born at Bracebridge Ont. on May 19, 1907, he passed away on Jan. 13/1973 in St. Anthony's Hospital The Pas. Ken and Mollie farmed in the Pontrillas district until 1955, when they moved to a farm in the Carrot River Valley West of The Pas. They had three son; Raymond Louis Married Shirley McRitchie of Nipawin, they farm in the Carrot Valley, and have three children, Dean, Curtis and Corrie.

Wilbur Kenneth married Marie Donaldson of The Pas and they have retired from a automobile agency. They have three children, Dale, Donna and Lori.

Elmer Roy married Yolande Dube of The Pas. Elmer is on staff with Inco in Thompson Man. They have three children, Cheryl, Carol and Alan.

Mollie remarried on July 10/1974 with Sydney J. Allen of The Pas.

Allen, Sydney James

I was born at Yellow Grass, Sask. on Sept. 19, 1907.

Father was Wells Jeremiah Allen born in North Sydney, Cape Breton, Nova Scotia, in 1873. He was

a jeweller and watch-maker in his younger days and had jewellry stores in Glace Bay, Nova Scotia before moving West. He managed the jewellry department for the T. Eaton Company in their Winnipeg store and he later had his own stores in various prairie towns. He then returned East temporarily, and took a course in optometry and practiced this profession in Shaunavon, Kamsack and Lloydminster, Sask., he finished his business career in North Battleford, retiring to Lloydminster, Sask., he passed away there on August 20th, 1960.

My mother was Kathryn (Katie) Allen, nee Stiles, born in North Sydney, Cape Breton, Nova Scotia on October 6th, 1876. She died on October 23rd, 1924 at Shaunavon, Sask. and is buried in Elmwood Cemetery Winnipeg beside a daughter Kathleen, who died at quite a youthful age.

There were four others in the family: Eldon born in 1894, killed overseas in 1918. Emma, Mrs. Frank Gordon, born 1897, now of Lloydminster, Sask. Douglas born 1905, passed away in Vancouver, B.C. on Sept. 8th, 1981. William, born in 1909, living in Thunder Bay, Ont.

After my mother died, father married Kathie Gardener at Shaunavon, Sask. Kathie predeceased father by four years in 1956. Dad and Kathie are buried at North Battleford, Sask.

I received my education at North Battleford from 1914 to 1919 and at Shaunavon from 1919 to 1925 when I was forced to end my education on account of a vision problem. After being released from hospital in Regina I worked at various jobs including a time at



Syd and Mollie (Bigelow) Allen July 10 — 74 at Martins.

the General Motors assembly plant in Regina until 1931. The stock market crash and the great depression of "29" and the thirties presented a problem, no work, unrest and riots. I headed North to the bush country and filed on a homestead in the Municipality of Moose Range, fifteen miles South East of Carrot River Town. Farming in the summer and logging in the winter an existence was maintained.

At that point in time Mr. D. A. McDonald and his wife Ruth opened a small store on my farm and with their three sons made life more pleasant for me. Clearing land to make a farm was all bull work in those days, no money to hire land clearing equipment. Dan McDonald passed away in Vancouver, B.C. in 1952. The three McDonald boys were Norman Bartlett, living in Carrot River District, Sask. Grant Robinson of Coquitlam, B.C. and Donald Allen living in Kamloops, B.C.

I married Ruth Abigail McDonald, nee Bartlett, at Arborfield, Sk. August 1st, 1954. Ruth was born at Lambert Lake in the State of Maine, U.S.A. and had moved West to Moose Jaw where she lived with an aunt Mrs. Ernie Grant.

After our marriage I worked for The Arborfield Co-Op Assn. from 1954 to 1962. I then worked on power dam construction at Squaw Rapids. At that time our farm was rented to Alvin McIntosh who later purchased it. The land location was S.E. 3-49-10 in the Moosedale district, a post office operated by Joe and Maude Hyde, the office was closed soon after the second world war. I sold that land in 1964 and moved to the Pasquia Land Settlement Project, South West of The Pas. In the late sixties and early seventies I was occupied with some off farm



Syd and Mollie Allen with daughters-in-law — Yolande (Dube) Bigelow — Shirley (McRitchie) Bigelow and Marie (Donaldson) Bigelow.



Syd and Mollie Allen with Mollie's sons — Ray, Will and Elmer Bigelow.

work at Kettle Rapids Hydro Dam construction and at St. Anthony's Hospital.

Ruth passed away in Brandon Hospital on March 15, 1973 and is buried in Jordan River cemetery East of Arborfield, Sask.

On July 10, 1974 I married Mollie Bigelow, nee Bleich. Mollie has three sons, Raymond, Wilbur and Elmer. We sold the land in the Pasquia Settlement, N.W. 21-54-28, in 1977 and built a house at 15 Trager Drive The Pas, where we reside at this writing.

The Barney Anderson Family by Evelyn Cox (Nee Anderson), Victoria, B.C.

The history of the Anderson family originates in Iceland and England.

Dad — Bjorn (Barney) Anderson was born in Skagafridi, Iceland, January 27, 1876. He emigrated to Canada with his parents at the age of six months, settling on Big Island on Lake Winnipeg in Manitoba.

Mother — Edith (nee Clarkson) Anderson was born in Sheffield, England, April 20, 1881, emigrated to Canada in 1896 with her parents, four brothers and three sisters, arriving in Winnipeg, Manitoba where they remained for a year before moving to Dauphin, Manitoba in 1897.

Mother and Dad were married in Portage la Prairie in 1902. Dad began commercial fishing on Lake Manitoba in areas of Delta, Oak Point and Lundar.

I was born at Delta, Manitoba, April 1903, sister May in October 1904 and brother Arthur at Oak Point in 1906.

In 1908 Dad went to The Pas, travelling by sail

boat via Winnipegosis and Grand Rapids as the railroad was not to reach The Pas until later that year. There he was employed with The Finger Lumber Company on their tug boat "Emma E". Mother, my sister, brother and myself spent that summer and following winter with Mother's parents, the Henry Clarkson's, in Dauphin.

March 5, 1909, we left Dauphin for The Pas, travelling via rail where we were to take up permanent residence. There being no accommodation on the train for passengers, we rode in the caboose, travelling as far as Etamomi, Saskatchewan (now Hudson Bay). There we stopped for the night and stayed in the Etamomi Hotel.

On March 6 we arrived at The Pas mid-afternoon at the C.N. Depot located at the corner of 7th St. and Gordon Avenue. In the years to follow I recall the excitement and curiosity created by the arrival of the bi-monthly train. Daily business was even suspended for an hour so that everyone could get down to meet the train. Leaving the station, we walked the main thorofare to town — then a very well beaten path or trail from the station to the Saskatchewan River as I remember — passing the Indian Agent's residence and office and the Indian doctor's residence (at that time Dr. LaRose). The doctor's residence still stands on the same spot today, the Indian Office in the same general area but the agent's residence has been moved to the 400 block LaRose Ave., with the Post Office building now on the site of the agent's residence. Passing the Indian Dept. buildings, we next came to the Hudson Bay Company General Store, and further on to the Hudson's Bay manager's residence (now Greek Orthodox Church) on the river bank.

Our first home was located on the banks of the Saskatchewan River across from Devon Mission Island, about back of where the Bishop's Palace is today. There were several small homes there along the river.

That year, 1909, I began school. Classes were held for a time in one room of the Indian Agent's office with Mr. Reg Bagshaw our teacher. Later that year a one-room school house was built on LaRose Avenue, with a Mr. C. H. Anderson (no relation) the first teacher.

During 1910-11 Mother and Dad operated the Hotel de' Pas, located on Fisher Avenue. As well, Dad did commercial fishing on surrounding lakes in winter, in summers he worked as engineer on the river boats. About 1912-13 he had his own boat, the "Arthur J.", built. He wrote and got his Captain's papers, enabling him to transport passengers, freight, fish, etc. up the Saskatchewan River to Cumberland, Sturgeon Landing, Red Earth, and down

river to Moose Lake, Cedar Landing and Grand Rapids.

Three more children were to be born to our family after coming to The Pas — Gladys in 1912, deceased 1924; Fred — 1915, now residing in Cranberry Portage, Manitoba where he operated a box mill until his retirement. Fred has five children and all but one still reside there now; Kenneth — born in 1921, residing in Port Alberni, B.C., has one child.

In 1915 the red brick school (Mary Duncan School) was built on 2nd St. This we all attended. I completed high school in 1918 and following secretarial training in Winnipeg, returned to The Pas June, 1919 to begin employment with Armstrong Trading Co., managed by Mr. H. S. Johnson. This company was to be taken over shortly by Booth Fisheries Co. who operated a general department store on the corner of Edwards Ave. and First Street, where the Lamb Block is presently located. Sister May was employed at the first telephone office located at front of the Power House on Edwards Ave., across from Anglican Christ Church, now home of the Library.

May married Lloyd Buchannon of Dauphin in 1929. They moved to Flin Flon and resided there until 1943 when they moved to Nakina, Ontario. Lloyd passed away in 1953, May in 1967. Of their family of five children, three survive and all make their homes in Nakina.

In the spring of 1928 Mother and Dad, with my three brothers, moved to Cranberry Portage. Here they operated "Good Eats", a small inn where the construction workers on the rail line to Flin Flon found room and board. They remained in Cranberry Portage until Mother's death in December, 1943. Dad moved back to The Pas where he remained until his death in July, 1950.

Brother Arthur was drowned accidentally on First Cranberry Lake in 1929.

My employment with Booth Fisheries terminated with my marriage in September 1923 to William A. (Bill) Cox. Bill, born in Toronto March, 1888, came to The Pas 1920. He was employed with Booth Fisheries until their closure in 1923. From 1927-45 he owned and operated The Pas Music Store purchased from A. Neale. From 1945-60 he was owner and service manager of a line of Juke boxes located throughout Manitoba and Saskatchewan. Bill was quite active in the community, serving on the School Board for 16 years, as well as the Chamber of Commerce and Rotary Club.

Our six children, all born and educated in The Pas, are: Gladys (Toots) Oliver — born 1925 — 5 children — resides in Friday Harbour, Washington, U.S.A.; Bernard (Barney) — born 1928 — 4 chil-

dren — resides in Summerland, B.C.; Clifford — born 1929 — 2 children — resides in Richmond, B.C.; Cameron — born 1933 — 4 children — resides in The Pas; Janyce Craig — born 1935 — 1 child — resides in Richmond, B.C.; Rheta Steer — born 1937 — 2 children — resides in Victoria, B.C. At this time of writing, I have two Great-grandsons from Toots' and Bernard's families.

In 1959, Bill and I retired to Cranberry Portage where we lived until 1965, when we moved to Victoria, B.C. following a brief retirement, Bill passed away in Victoria in December, 1965.

I have made Victoria my permanent home but have enjoyed frequent visits back to The Pas over these past 15 years.

Anderson, George McKie

George Anderson was born in Yetham, Scotland, on February 2, 1906, and spent the last fifty years in The Pas, Manitoba. He passed away on May 11, 1982, in Brandon General Hospital.

George and Edith Anderson were married at Coteau Lake near Elbow, Saskatchewan. They moved to The Pas in 1932 where George worked at various occupations including construction on the Bog on Highway No. 10 until 1942 when the family operated the Transport Co. farm at Big Eddy. In 1948 after a fire destroyed the buildings at the Transport Co. farm, the Andersons moved to the Opasquia Area locating on lots 54-80 and 79B. George worked for the C.N. Railway for twenty years, during this time the land was operated by a nephew, Joseph Anderson. Finally the farming was taken over by some of the Anderson's sons and their families.

The Anderson family consisted of seventeen children:

Phyllis and Robert Briercliffe, Pinawa, MB. Robert and Ann Anderson, Grande Prairie, AB. John and Jean Chorney, Brandon, MB. Mayben and Douglas Le Blanc, Shilo, MB. Ruth and Phil Gelinas, Winnipeg, MB. James and Serena Anderson, The Pas, MB.



George McKie Anderson, Wood Sawing Outfit.

Glenn and Jane Anderson, Ottawa, ON.
Barbara and Rene Le Franc, Salmon Arm, B.C.
Brian and Debbie Anderson, Kimberley, B.C.
Allan and Carol Anderson, The Pas, MB.
Gerald and Elaine Anderson, The Pas, MB.
Margaret and David Doucet, Kimberley, B.C.
Donald and Debbie Anderson, The Pas, MB.
Debbie Droesse, Abbotsford, B.C.
Ralph and Sherilee Anderson.

Rodger and Donna Anderson, Saskatoon, SK. Joseph Anderson, a nephew, resides in the Pasquia Settlement Area.

Arnold, Thomas Henry (Harry)

Harry Arnold was born in Calgary, Alta. in October 3, 1900. His father, James Henry Arnold was born in Quebec on April 5, 1865. His mother Jane Rankin was born in Scotland. James was killed in an accident, Mile 68 on the Flin Flon railway line, on July 15, 1929.

Albert and Will both died of wounds overseas in the first World war in 1916. Lillian, a nurse, passed away in July, 1978.

Harry was a machinist with the C.N. Railway. He was transferred to The Pas in December, 1929 as night foreman in the shops. He met with an accident in the yards of the railway on April 7, 1933 and lost both legs.

He moved to Winnipeg General Hospital in May, 1939 for further surgery. After several months he was fitted with artificial legs. He then returned to The Pas on January 2, 1935 as assistant locomotive foreman retiring early in November, 1958, on account of health.

Harry moved to Chilliwack, B.C. in July, 1968 to enjoy the mild weather. He passed away January 6, 1979. His wife, Ruby, and son Reginald still reside in Chilliwack, B.C.

Arnold, William Henry (Bill)

My father Harry Arnold was born at Calgary, and my mother was born at Parry Sound, Ontario.

Father worked with C.N.R. at Dauphin, Man., Transcona, Man., Graham, Ont., and The Pas, Man., arriving in The Pas in Dec. 1929; Mother and children followed in Jan. 1930. While living in The Pas, Mother was employed at Western Grocers and Father was night foreman and assistant Locomotive foreman at the C.N.R. shops. Later, moved to Chilliwack, B.C., where Mother is still living; Father died in 1979. I was born at Dauphin, Man., Oct. 13/1920, other members of our family are Brother Reginald and sister Helen.

My schooling started in Transcona, then Graham, Ont., and finished my education in The Pas. During school years I had two husky dogs which

I used to deliver papers and do other chores, later worked two summer holidays at The Pas Lumber, also did some trapping and hunting on weekends.

When leaving school in 1939, I started to work with the C.N.R. until March of 1941 when I joined the R.C.A.F.

This is how I met Muree Jean Richards, and we were married in 1942 at Oshawa, Ont., both in R.C.A.F. uniform.

We have two children, Janet Elizabeth and James Arthur.

After marriage, we lived in Bagatville, Que., Belleville, Ont., and Winnipeg, Man., returning to The Pas in 1945 after getting discharged from the R.C.A.F. going back to my job with the C.N.R. until 1975, when I took early retirement. We are now living at Alexander, Man.

Three generations of the Arnold family worked with the C.N.R. Grandfather pulled the royal train in the early 1900's from Calgary to High River, Alta. History then repeated when I pulled the royal train from Thompson to The Pas, Man. in 1970.

I remember The Pas as being very rugged but very friendly and sociable. I spent considerable time involved with the sports in the Legion, also started the Junior Rifle Club and was Sec. Treasurer for the Brotherhood of Locomotive Engineers.

Arnold, Muree Jean (Nee Richards)

My Father, Arthur John Richards born in Newton, Wales, came to Canada, Winnipeg 1910: Mother, Jessie born at Sanford, Man.

Father worked for Man. Telephone System in Winnipeg and installed numerous telephone exchanges in Manitoba including Flin Flon.

Mother worked as stenographer with National Drugs in Winnipeg.

Father moved to The Pas after retiring in 1963, Mother died in 1962 and Father in 1975.

I was born April 30th 1918 in Winnipeg, Man. My schooling was at Sanford, Sparling, Daniel McIntrye Collegiate and Success Business College, then worked in Winnipeg as a stenographer: Joined the R.C.A.F. (W.D.) Toronto. Married Bill Arnold in 1942 at Oshawa, Ont. We have two children, Janet Elizabeth and James Arthur. Our daughter Janet joined the Royal Canadian Navy in 1964.

After marriage we lived in Bagotville, Quebec; Belleville Ont.; Winnipeg, The Pas, Man; and now living in Alexander, Man.

While in The Pas, we lived in a suite at the Rupert House and in a small house on Bignell Ave. at this time The Pas had mostly non-modern homes and coal and wood fired furnaces and cookstoves.

Our social life was made up of playing cards,

curling, and as a member of the United Church Ladies Auxiliary and the Legion Ladies considerable time was spent at Church and Legion social functions.

Arnold, Ruby

Ruby Buchannon was born in Parry Sound, Ontario, on January 29, 1900.

Her father, George Buchannon, from County Tyrone, Ireland, was a farmer who arrived in Canada in 1880.

Ruby's mother, Elizabeth (Healey) Buchannon was born at Parry Sound in 1879. The Buchannon family lived at Parry Sound, Dauphin and Oshawa, Ontario. The family consisted of Ruby, Mabel, Queenie, Gordon and Lulu.

George Buchannon died in 1943 and Elizabeth passed on in 1962.

Ruby took her schooling in Dauphin and later worked for Western Grocers Wholesale at Dauphin and The Pas. She was married to Harry Arnold in Dauphin, 1919. Harry was employed by the C.N. Railway from 1914 to 1958. The family of three children were William (Bill), Reginald and Helen. William was an engineer on the C.N. Railway from 1939 to 1975.

Ruby found life rugged in The Pas in 1930, but the people were very sociable and helpful. She took an active part in softball teams, bowling, curling, and was Vice-president of The Pas Railway Employees Association for a period of time.

The Atchison Family by Barb Atchison

Norval Roy Atchison was born Nov. 9, 1904 in Arcola, Sask. — the third eldest son of William and Bella Atchison. The family moved to the Birch River/Bellsite area during Roy's early years where he made a living hunting, trapping, and cutting cord wood.

He married Lenna Eastman from Melfort, Sask. on Aug. 20, 1929 in Swan River. They continued to make their home in Bellsite until the early spring of 1945 when they moved to Cormorant, Man. Roy served with the Armed Forces (Forestry Dept.) from 1943-1945.

The family moved from Cormorant to The Pas in Oct. of 1945 at which time Roy became employed with CNR in The Pas.

Roy and Lenna raised nine children: Eileen born in 1930, Norval in 1932, Douglas (Chum) in 1934, Bill — 1936, Donald (Duke) in 1940, twin girls Inez and Olive in 1943, Jerry — 1947 and Dale in 1948.

During the family's long time residency in The Pas, Roy was an active member of the Royal Cana-

dian Legion Br. #19 and also of the ODD Fellows Lodge. The family recalls the flood in The Pas in 1947 and continuing growth and development of the area over the years. Roy remained active with the CNR until his passing Dec. 1, 1966.

The eldest daughter, Eileen, married Wallace Harris of Kenville in 1952 and they raised one son, Ivan. He and his wife, Linda, are teaching and presently residing in Quesnel, B.C. Eileen and Wallace are at Island Falls, Man. — HBM & S.

Norval married Elaine Belfour from Flin Flon in 1957 and are currently residing in Revelstoke, B.C. Norval is retired following 25 years service with the Armed Forces. They have raised four children; Douglas, Sherrill, Wes, and Lila.

Douglas (Chum) married Myrtle Burrell from Mafeking in 1959 and they have four children — Wendy, Leila, Gary and Cameron. Daughter Wendy is Mrs. Charlie Parker of Mafeking and they have 2 children, Amy and Ricky. Eldest son, Gary and his wife, Kelly, have one son, Curtis.

Bill married Mabel Petit of The Pas in 1963. They have 2 sons, Tim and Kenny and are all presently residing in Lloydminster, Alberta.

Donald (Duke) deceased in 1967.

Inez married Stan Millar in 1963 and has 2 children, Cindy and Lowell.

Olive married Wyman Seale of Dauphin in 1964 and they have raised 4 children — Twyla, Dale, Billy and Carrie. The family continues to farm in the Dauphin area.

Jerry married Barb Ready in 1973 and they have 2 children, Scott and Erin.

Dale married Barb Edwards in 1969 and they have 3 children — Lyna, Kim and Mark.

Lenna continues to reside in The Pas, remains an active member of the Legion Ladies Aux. and her family now stretches to include 22 grandchildren and 3 great-grandchildren.

Bacon, Ernest Louis

Ernie was born in the Pas on April 12, 1920. His grandparents, Louis and Virginie Bacon were from France and came to Canada in the very early years of settlement. Their occupation included trapping, commercial fishing and the store business.

Ernie's father was born in St. Eustache, Manitoba and his mother was born in Winnipegosis, Manitoba. They had resided at Moose Lake, The Pas, St. Eustache, Winnipeg and Winnipeg Beach.

Ernie's sister, Eva Hayward (Dupas) resides at Pilot Mound, Manitoba. His father died in Winnipeg in October 1954 and his mother in March 1955.

Ernie attended the Sacred Heart Separate School in The Pas. He was employed at Smith's Grocery

Store, worked on the Provincial Highway and made a living on trapping and fishing.

Mrs. Helen Bacon

Mrs. Bacon was born (Helen Lyon) on August 12, 1922 at The Pas.

Her parents, William and Jeannie Lyon, came from Scotland. William arrived in 1905, he was born in Portknockie, North Scotland, he had lived in Cullen, Scotland, and at St. Mary's, Ontario, Port Arthur, The Pas, Manitoba and retired to Vernon, British Columbia. Jeannie Lyon was born in Aberdeen, Scotland and came to Canada as a war bride in 1919. After retiring to Vernon, British Columbia, Jeannie passed away in February of 1967 followed by William in 1980, he was at the wonderful age of ninety-seven.

William Lyon was a man of many talents, he had worked as a postal clerk, telegrapher, teamster and had worked at the early Hudson's Bay Company store in 1919, in the furniture department, and was employed at the Power House, at one time. He was a joiner and carpenter by trade and at different times operated the Lyon and Grayson Woodworking Company, The Pas Canoe Company producing canoes, toboggans, sleighs, core boxes, rat stretchers, etc. As a member of The Pas Construction Company, he built the first houses in Flin Flon around 1929. He also built a good size boat for Thomas Lamb, namely the "Skippy L" about 1938.

Helen Bacon had three sisters, Janet Grice wife of Alan Grice of Hinton, Alberta. Williamina (Billie) Kneale of Vernon, British Columbia, Patricia Ambrose also of Vernon, British Columbia. Billie and Pat were twins, the first set born in The Pas, 1932 for some years closely followed by the Lambs twins and Clempa twins.

Helen attended The Pas Public School, The Pas Collegiate, Sacred Heart Business School. She was a member of the United Church in The Pas and was involved in the church choir with Miss Steens and Miss MacMillan, and in the C.G.I.T., under Mrs. Hogan and Mrs. Edwards, and was active in curling. Helen worked part-time at Davidson's Meat Market and Dial Electric and in 1941, joined the staff of The Toronto Dominion Bank and is still employed with this company in Winnipeg. When she joined the bank in The Pas, Mr. W. Saul was manager.

Helen's father, William Lyon was on town council for some years, was president of The Canadian Legion, The Pas Branch and competed in The Pas Dog Derby.

Helen married Ernest Bacon in October 26, 1942. Her vivid memories of The Pas include the huge celebration in 1939, on completion of number ten highway from the south.

Bagshaw, George William Gordon

George was born on January 30th, 1911, on Devon Island, now Devon park, in The Pas. The house was near the river just west of the bridge.

His father was Reginald Heber Bagshaw who was born in Braunston, Rutland County, England. He arrived in Canada in 1887 and moved to The Pas in 1907, where he taught for a time and later taught at a one room log school at Big Eddy until 1912. When the town was incorporated he was appointed postmaster and served in this capacity until his death on December 1st, 1942.



George Bagshaw - age 11/2 years.

Mrs. Clara S. Bagshaw, nee Watts, arrived in The Pas on July 2, 1907. She had previously lived with her husband and family in the Rainy River district. Clara had travelled by rail to Winnipegosis and with her six children went by boat northward on lake Winnipegosis to Hi Portage, where they portaged about four and a half miles to Cedar Lake. The family had to spend a week in an old log cabin while waiting for a boat, the old 'Cumberland', to take them up the Saskatchewan river to The Pas. The

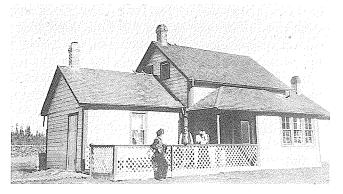


Edwards Ave. looking north from 4th St. 1913 — Bagshaws house far left.

Cumberland, which had seen its best days, was later beached on the shore of the river just below Christ Church, and on Armistice Day, November 11, 1918, it was burned with an effigy of the Kaiser hanging from the flagpole.

Reginald and Clara both worked in the post office and their spare time was devoted to gardening. They were also great workers in Christ Church where Reginald was superintendent of Sunday School and a lay reader for many years.

They had a family of eight children, six girls and two boys. Grace, Frances, Florence, Charlotte, Margaretta and May, George and Reginald Jr. Reginald Sr. died in Dec. 1942 and Clara passed away May 31, 1958, both are buried in Lakeside Cemetery, The Pas. George Bagshaw received all his education in The Pas, having attended the old 'Red Brick School' that was located across the street from St. Pauls Senior Citizens Home on Second street. Grade eleven was as high a grade as you could attain locally at that time, from 1917 to 1928. Summer entertainment consisted of playing baseball, soccer and swimming in the Saskatchewan river. The dock in The Pas extended from First street to Byng street and the boats tied up there provided good diving boards. Some of the bigger boats that used to berth there were the 'Nipawin', 'La Fleur', 'Arthur J.', 'Oh Hell', 'T.D.', 'Winowna', 'Brisbin', 'Notin', and 'Minasen'. Winter entertainment included playing hockey and there was plenty of social activity in those earlier years for there was no radio or T.V. to detract from people getting together at card parties, teas, box socials, etc. The picture shows were well attended and people were invited into homes for a good old sing-song around the piano, especially on Sunday evenings after church services. The churches had their social clubs and amateur theatricals were a big thing for some years. There were one or two grand balls held every year as well as the regular dances. For several years these balls were held upstairs in the Community Building. The tennis club, very strong at that time,



The Gordons — George Bagshaws Godparents — House built about 1895 located where Wescana Inn is.

held their grand ball in the fall. Costumes for masquerades were either rented or made at home. Each year during 'The Pas Dog Derby' the Derby Queen and her court held a Grand Ball. The dog derby was the most interesting event that took place in the town in those years. The first one being held in 1916 and started off in front of the Opasquia Hotel, now the Gateway, on Edwards avenue. This race was the only event that year but after the war the Dog Derby really got started and it was held each year until 1931. In order to promote dog racing one or two races were held for boys and girls. The race was run in town around a four block square starting in front of the Community building. Every one with a dog or two took part, Earl Bridges, one of the great dog mushers got his start in these races.

The visit of Canada's Governor General, the Duke of Devonshire, his wife the Duchess, and their retinue in September 1919 was a special event. They had arrived by special train and stayed for two or three days. A hunt for ducks and geese was put on by local businessmen and was enjoyed greatly by the Duke.

As a boy, George worked in several stores — Bunting's General Store, the Brown and Moore Hardware Store, Carrolls Hardware and Hank Millers Confectionary. He started to work in the Government Liquor Control Commission Store No. 13 parttime in September 1927, after school and on Saturdays, stocking shelves and doing general duties. After finishing school he went on staff. The store at that time was on Fischer Avenue in part of the Gateway Drug building and in 1930 was moved to a new store on Third St. across from the Frontier Apartments. In 1933 a new branch was opened at Flin Flon and George was sent there to help the new man get started. This job stretched into fifteen years when George was transferred back to The Pas as manager of Store No. 13. After nineteen years in The Pas store he retired, having spent forty years with the Com-



George Bagshaw Family at 306 Larose 1954.

mission. He made his retirement a Centennial project.

George married Joyce Hollett on June 5, 1935 in Flin Flon at St. James Anglican Parish Hall. They lived in Flin Flon until August 1948, when they moved to The Pas. George and Joyce had nine children and they are listed in Joyce's personal history.

George has always been an active member of Christ Church, serving as Warden for a term and vestryman for some years, also as treasurer of the parish for thirteen years. He taught classes of boys at St. James in Flin Flon and at Christ Church in The Pas.

Bagshaw, Joyce

Joyce was born in Swan River, Manitoba in March 1912.

Her Father was Herbert R. Hollett of Aldershot England, coming to Canada in 1905. He was a carpenter by trade and built many houses and some churches in the Swan River Valley. He was employed in the Morse Hardware Store which later was the Herman Hardware. He was very versatile and worked as clerk, floor covering supervisor, furnace installer in many areas of the Valley.

Gertrude B. Hollett arrived in Swan River from Toronto where she had emigrated to from Farnham Hants, England in 1902. On December 22nd 1908, Herbert and Gertrude were married in Swan River.

They moved to The Pas with their family in 1927 to work in Carroll's Hardware and after two years moved to Flin Flon to build and manage Keddie Hardware and continued there till 1939. He worked as watchman for Hudson Bay Mining and Smelting Co. until he retired. Herbert passed away in 1963, Gertrude followed five years later in 1968. They had been blessed with three children, Joyce, Margaret

and an adopted son Claude Hollett. Margaret's married name is Grant.

Joyce completed her schooling in Swan River in 1928 and then moved to The Pas and worked till 1930 in the Post Office. She then worked at the Post Office in Flin Flon.

In June 1935 Joyce married George Bagshaw in Flin Flon at which time they used the only taxi in town, and lived in Flin Flon till August 1948 where their first six children were born. They moved to The Pas in August 1948, had three more children while they lived here.

Their son David spent one year at Royal Military College, Kingston, then in 1956 joined the R.C.A.F. In 1961 he transfered to the R.A.F. and is still in that force. He had a three year stint in Aden and Bahrein. He has been commended by the Queen on two occasions. He is married and lives in Norfolk, England.

Ted is in Winnipeg with Canada Manpower as a special services officer. He spent two interesting summers with the Hudson Bay Co. while at university, one at Churchill and one on the ship "Fort Hearne" plying between Tuktuyaktuk and Coppermine. Ted is married and resides in Winnipeg.

Elaine a registered nurse is married and lives in Boissevain.

Bob, a geologist, is now teaching science in a collegiate at Delta B.C. He is married and lives in Burnaby B.C.

Joan worked in the telephone office after leaving school, later worked at the Hudson Bay Store and is married and lives in Regina.

John is a pilot in the R.C.A.F. and now holds rank of Major. He is married and lives at St. Hubert — Montreal.

Ellen worked as librarian at Margaret Barbour Collegiate Institute, The Pas for two years, is married and living in The Pas.

Ron works in Parts Department at Sears warehouse, is married and lives in Winnipeg.

Bev used to work at the Royal Bank, The Pas, is married and now lives at Prince George B.C.

In August 1979, we were fortunate to hold a family reunion when we had the complete family together for the first time, 38 in all, plus 20-or-so other relatives from both sides of the family.

Joyce recalls the spring of 1928 when the Saskatchewan River was in flood, by July it had receded back into its banks. The Cambrian Hotel was built that year where the Northern View Lodge now stands (it burned to the ground on March 28, 1974), and Dominion Construction was building the railway to Flin Flon. A new C.N.R. Station was built, the old one was located just south of Seventh St. The sidewalks were made of lumber. Horses were used for deliveries in town and by The Pas Lumber Company which was in full operation at that time, log booms were rafted down the River and the boat "Nipawin" used to take passengers on cruises on Sundays up river to Pike Lake where McKay residential School was located. It burnt in 1932. The two Pas Lumber Company boats, the "David N. Winton" and the "Alice Mattes" still plied the river. It was interesting to see the centre span of the bridge swing open to let all three boats pass through, and it was even more interesting to be on that centre span when it opened.

Bagshaw Family History by May Evelyn Bridle (nee Bagshaw)

May Evelyn Bagshaw was born at The Pas on Aug. 4, 1908 on Devon Island (now Devon Park). When she was four years old the family moved by boat from Devon Island and she recalls seeing Jessie Burton waving to them as they left. Burtons had just come to town and were moving into the house that they had just left. The Bagshaws moved into a house where MacLeods Store is now located.

May's father had arrived in Canada from England in 1896. He was born at Braunston, England and was a Catechist for the Church of England. In 1912 he became Postmaster for The Pas having arrived in 1907, and taught school until his appointment to the Post Office. He held this post until his death in 1942.

May's mother was born in Norwich, England, and arrived in Canada in 1887. She was an office worker May's parents had lived in Stratton, Emo, Rainy River and Rat Portage (now Kenora) in Ontario. At Kenora they worked with the Ojibway Indians.

May had five sisters and two brothers. Grace married Tom Riddock in 1922. They followed the H.B. Railway to Churchill, having trading posts at various points along the route and in Churchill. They had a post on the old site of Fort Churchill and built a store on Cockles Point near St. Paul's Anglican Mission, a historic site. Later in the early 1930's all residents were moved across the wide river. Grace was a nurse. She had trained in St. Boniface Hospital in Winnipeg. Nan Shipley in her book "Churchill The Port", wrote that Grace Riddock's reputation as a nurse spread like a grass fire. She was called upon to attend many accident cases and when there were amputees or severely burned workmen she accompanied them to The Pas, the nearest hospital, a long rough ride when the "Muskeg Special" travelled during the daylight hours only over the unfinished railway.

Tom Riddock died of pneumonia in 1934 and a few years later Grace and her daughter Betty moved



Bagshaw Family 1921, L-R: May Bridle, Florence Porteous, Grace Ridoch (Fultz), Reginald, Frances Tait, Lottie Walton, Margarette Bagshaw. Sitting, L-R: Father R. H. Bagshaw, George Bagshaw, Mother Clara Bagshaw.

to Winnipeg where Grace worked until she remarried Chester Fultz and they moved to Vancouver.

Frances married Victor Tait. He worked for Canada Customs. They had two daughters, Shirley and Arleigh.

Florence married Burns Porteous who worked at the Union Bank and the Government Liquor Control Commission. The Union Bank later amalgamated with the Royal Bank. Florence and Burns had one daughter, Thelma.

Charlotte (Lottie) married Percy Walton. Percy worked for Booth Fisheries and finished his career working as Manager of the Government Liquor Control Comm. at Brandon. They had one son and two daughters. Lottie passed away in 1978.

Reginald, born in 1908, died at 24 years of age. There is a window to his memory in Christ Church, The Pas.

Margaretta married Tom Stevens whom she met while both taught school at Norway House. They spent their life in Toronto and area. They had two boys and two girls.

George married Joyce Hollett, then of Flin Flon. They had nine children. (See Joyce (Hollett) Bagshaw's history).

May's parents lived in The Pas from 1907 until they passed away, her father in 1942 and her mother in 1958. Her mother had remarried in 1946 to W. R. Taylor who had arrived in The Pas in 1890.

Reg Bagshaw, May's father, had walked from Hudson Bay, Sask., then called the Junction, to teach the Indian children at Big Eddy and the town school. His salary was \$412.00 per year. With eight children he accepted a position as postmaster in 1912 to have a better income.

May began her education in a building on Larose Ave., that was later moved to 1st Street and Edwards Ave. to become the Anglican Parish Hall. This building is now part of the Fairway Garage, north of The Pas on Highway #10. When the Red Brick School was built in 1915 she moved there with the rest of the students.

May worked in the Post Office with her father for 10 years, five years in the old building on the corner of Second Street and Edwards Ave. and the balance of the time in the present building at Second and Fischer. She also worked in Cox's Music Store for a time.

According to May's father, the people had time in the early days to help each other. The simple social life was very good. The town was busier after the railway reached the settlement on January 6th, 1908. Preliminary survey of the Hudson Bay Railway had started that year.

May married George Bridle in Christ Church, were she had been baptised and confirmed on July 6, 1936. The engagement lasted some years because a bank clerk had to have a certain salary before he could marry. George had been working in the Royal Bank in Flin Flon and was transferred to Winnipeg where the couple started their married life. George worked in other branches of the bank and spent the last ten working years in Winnipeg. In 1968 the Bridles retired to The Pas.

Not having a family of their own, May gave her time to helping others and working for the church. She spent her life working with service groups and visiting hospital. She is now involved in the Anglican Church.

There was not much money in the early days but people found their own interests and no one said "I've nothing to do." May always thought if it's for God and his people she was for it. She grew up in a home where they thought of others and their home was always open to those who needed a bed or a meal. Missionaries, prospectors, etc. who came in on the "Muskeg Special" from the north would receive a welcome from the family.

Father Bagshaw dedicated his life to others, his family and his church. The family connection with the church dated back to the 15th century. Reginald's father and one brother were clergymen.

May's Mother with her gift for nursing was kept very busy and babies were born in the Bagshaw home, Lorrie (Guymer) Hutton was one of these. During the flu epidemic of 1918 the Avenue Hotel that was then located on the corner of Seventh St. and Gordon Ave. was used as on isolation hospital and Mother Bagshaw helped out there.

The organ that is presently in Christ Church was given by the Bagshaw family in memory of Mr. and Mrs. R. H. Bagshaw.

Bailey, George

George Bailey was born in Winnipeg on April 14, 1915. He lived in Niagara Falls where he was employed as a bus driver. He arrived in The Pas in 1970 and was especially talented in writing songs and entertaining with his singing.

George went quietly to his rest in his suite in the Northern View Lodge, The Pas, on June 3rd; funeral services were on June 9th, 1982. His wife, Thelma, passed away on October 7, 1979. Three brothers deceased were Alex, Fred and Peter. A brother William, resides in Niagara Falls, ON. His mother

lives in Niagara Falls and a sister, Saddie Glover of B.C. George had four sisters-in-law:

Muriel Elliott of Marysfield, Sask. Victoria Hammill of Calgary, Alta. Violet Bissett of Penticton, B.C. Kaye Bailey of Niagara Falls, Ont.

George and Thelma Bailey had two sons, Ronald of Toronto, Ont. and Marvin, Atlanta, Georgia.

I Am The Only Way

Great leaders of all nations
Will your struggles never cease
Only God in Heaven
Can really give you peace
Our times are in your hands Lord
Whatever they may be
Jesus knows the answers
He can set you free.

Chorus

Are you really searching
For his love today
The Lord will really bless you
If you go along His way
Great leaders of all nations
Tho' pressed by every foe
Prayers will give the answers
The Bible tells us so
Remember then what Jesus said
My words remain today
Forever you must follow me
I am the only way.

Written by George Bailey

Balfour, John, Ernest

John Balfour was born April 30, 1890 at Dalhousie New Brunswick.

Moved to Prince Albert Saskatchewan at the age of 19 years, where he worked for the Prince Albert Lumber Company as a setter.

He married Marie Lillian Gailloux on April 24, 1917. They moved to The Pas when The Prince Albert Lumber Company decided to set up their mill there. They rented a house from the company at \$12.00 per month, where they lived for 12 years.

About this time the mill closed down for one year and John Balfour was employed by the company as a watchman. The mill covered quite an area and time clocks were located at various points and the watchman had to use a team of four dogs and an alaskan sleigh to cover the area and punch the clocks.

The period of "The Depression" caused great hardships but people improvised and scrounged to make ends meet and happily they survived.

John Balfour had one sister residing in The Pas, Mrs. William Mulhall. Mr. Balfour died in Prince Albert on November 25, 1946.

Balfour, Lillian Marie (nee Gaillaux)

Lillian Balfour was born October 20, 1897 at Chippewa Falls, Wisconsin, U.S.A.

Father's name was Phillip Joseph Gaillaux, was born at St. Emily, Quebec and arrived in Canada in 1906.

Mother was Julia Mary Gaillaux, born in Quebec moved to Canada in 1906.

Phillip Gaillaux was a lumber shipping, clerk, worked in Prince Albert, Sask. for 10 years, in Rainy River, Ontario for 3 years and for The Pas Lumber Company for 16 years.

Lillian Marie had the following brothers and sisters:

Fred born June 30, 1894, died in the Navy. William born August 29, 1895, died new born. Mary Jane born August 29, 1896, died new born. Joseph Henry born July 22, 1899, killed in Action.

Mary Laura born September 19, 1903, died September 17, 1917.

Mary Florence born May 24, 1906.

Joseph Albert born July 21, 1909.

Mary Ruth born February 12, 1912, died October, 1977.

Mary Florence at the age of 18 sponsored by The Pas Lumber Co., was crowned Queen of The Pas Dog Derby, 1924. She was employed by the local bank. The family having arrived in The Pas in 1921.

Phillip Gaillaux died May 1, 1943 at Prince Albert. Julia Gaillaux died May 27, 1963 inb Vancouver.

Lillian Gaillaux attended school at Rainy River, Ontario until the age of 10 when the family moved to Prince Albert, Saskatchewan where she completed her education.

She worked as a clerk for The Prince Albert Lumber Company Store. Lillian married John Ernest Balfour on April 24, 1917, they were the first couple married in "Our Lady of Sacred Heart Church", in P.A. The couple moved to The Pas in April, 1920, when The Prince Albert Lumber Company moved and became The Finger Lumber Company.

The offspring of this marriage were: John Henry born March 2, 1918, Prince Albert, Mary Eileen, July 10, 1919, Prince Albert, Thomas Roland, March 14, 1921, The Pas, Arthur James, December 18, 1925, The Pas, Olive Therese, May 31, 1929, The Pas.

Five children are deceased at this time: Leonard, November 21, 1925, Lorne, January 7, 1932, John Henry, June 22, 1977, Lore, Dec. 27, 1925, and Olive Therese (Graveline) (Allard) died September 8, 1980.

Arthur James resides in Edmonton and is a carpenter by trade.

Marie Eileen Pillar Nurses' Aid, The Pas Health Complex.

Roland employed with White Pine Mills, Vancouver.

Lillian Balfour raised her family in The Pas at a time when facilities were limited, water was delivered by tank wagon, with horses, cost was 35 cents per barrel. Wood for fuel was available from The Pas Lumber Company at \$2.50 per load, purchased green in the spring and allowed to dry ready for the following winter. Groceries were delivered to the door by horse drawn carts. Lillian was a strong supporter of Church and time was enjoyed in social events and card parties.

At this time, 1980, Mrs. Balfour resides in Kin Kourt, a residential complex for senior citizens. She is presently 83 years of age.

Barker, Ethel Mildred

Ethel Mildred Coan was born on June 1st, 1903 at Norwich, Norfolk, England. Her parents were John Tyrell Coan and Ethel Emily Coan who arrived in Canada from England in May 1913.

John Coan was a photographer and shopkeeper and after arriving in Canada they lived in Dauphin, The Pas and churchill. Their family consisted of Ethel Mildred, Janet Marjorie, Gladys Gertrude, Hilda Maude and Frank Tyrell (deceased).

John Coan opened and operated a gift shop and photo studio on Edwards Ave., The Pas, in 1914. He made numerous trips into areas being claim-staked by prospectors, taking pictures. He also made trips along the Hudson Bay Railway, photographing the territory being surveyed by the railway. Janet Coan had the first ladies' bicycle in The Pas and John had photographed the first wedding in Churchill, Man. Ethel Emily Coan passed away in April 1925 and John Tyrell in 1943.

Ethel Mildred Coan attended Sacred Heart School in The Pas, completing her grades and also took a two year commercial course at Sacred Heart. After leaving school she worked at the Land Titles office under W. B. McLellan, as book-keeper and secretary. She also worked for Moses Shlov in his general store at the corner of Second St. and Edwards Ave. and later was employed as a stenographer with Western Grocers and with the Hudson Bay Railway as clerk-stenographer.

In 1934 Ethel married Edmond S. Barker in the Sacred Heart Cathedral, The Pas. They lived at 118 Lathlin Ave., The Pas, for 16 years and their marriage was blessed with four children: Joan Angela, John Edward, Gerald Francis and Robert Martin. All were born at St. Anthony's Hospital and Gerald and Robert were the first twins born in The Pas.

Joan studied Gerontology at the University of Michigan and recently, at the age of forty-six, graduated with a B.A. in Human Ecology and is now registered in a Masters program in the State of Michigan.

John Edward is employed with the C.N.R. at Winnipeg and Gerald Francis with the Michelin Tire Co. in northern Manitoba. Robert Martin is with the Teachers Federation in Ottawa, in charge of their overseas programs for the developing nations. He was recently the recipient of an award for his contribution to education in the country of Ghana.

Ethel Mildred has many memories of the activities in the town, such as the Finger Lumber Mill in full operation; the organization of the first dog derbys; the spectacular race of Albert Coyne; and the first use of the famous Alaskan sleigh in the local races; the Armistice celebration at the close of World War One and the hanging of the Kaiser in effigy on the bank of the Saskatchewan river; the visit of the Governor General, the Duke of Devonshire; the Chautauqua shows every summer; of the baseball games played on the grounds of the little school house approximately where Tom Lamb later built his house. The arrival of the first airplane in The Pas and having had a ride in it. The two tragedies involving well known local persons in airplane crashes in the town.

There was excellent social life and entertainment in those days — dances in the pavilion on Devon Island, Sunday evenings with friends, amateur concerts, little theatre shows and the movies.

Ethel was involved in church work, dedicated to her family and had great interest in the Women's Institute.

Barker, Edward Stanislaus (Eddie)

Edward Barker was born on October 28, 1905 at Brechin, Ontario. His parents were Henney Edward Barker and Mary Ann McGowan both of Brechin, Ontario. His father was employed as a train conductor with CNR Railways. He was also General Chairman of the Order of Railway Conductors.

The family moved to Winnipeg, Manitoba and raised six children. Joseph became a Jesuit Priest ministering mainly to the native people of Northern Ontario. Gerald became a pilot in the R.C.A.F. and was killed in action in 1943 in the Allied invasion of Sicily and Italy. Angela and Iquatia died within five months of each other in 1980. Bernadine and Edward survive in Winnipeg. Mr. Barker's father died in 1925 and his mother died in 1969.

Edward Barker was raised in Winnipeg. He received his elementary education at St. Ignatius Parochial School and went to high school and university

at St. Boniface College and the University of Manitoba. He received his Bachelor of Arts in 1925. He survived the total destruction (by fire) of St. Boniface College in November of 1922 in which ten lives were lost.

During the summers of 1922, 23, and 24, while attending university, he worked as an extra gang timekeeper with the C.N.R. Railway. He started working permanently for the CNR Construction Department following graduation and the death of his father in 1925. He was employed in a clerical capacity on branch line construction at Dunblane and Eston, Saskatchewan, Pine Falls, Manitoba, and at the Edmonton headquarters. He was transferred to The Pas at the start of the rehabilitation program on the Hudson Bay Railway in July of 1926. He worked successively as a Running Trades Timekeeper, chief timekeeper, chief accountant, and trainmaster. He was on the first train into Churchill in March of 1929, and also was on the first train into Flin Flon the same year. He was transferred to the Prince Albert Division at North Battleford as Assistant Superintendent in 1950; to Dauphin as Superintendent in 1956; to Calgary as Superintendent in 1959; to Dauphin as Manager of the Hudson Bay area in 1965; to Saskatoon as Manager of the Saskatchewan area in 1967. In 1970 he retired under the Pension Rules of the Company and returned to Winnipeg to reside.

When he first arrived in The Pas on July 1926 the population of the town was in the 3500-3800 range with hundreds of construction workers arriving for the Hudson Bay and Flin Flon railway projects. The town had an air of increased prosperity. A boom was certainly underway and there was a marked increase in business and social activity. As might be expected not all of this activity was welcomed by the permanent residents nor by the civic and law enforcement agencies.

Mr. Barker was married at Sacred Heart Cathedral in The Pas in December 1934 to Ethel Mildred Coan, daughter of a pioneer family of The Pas. His excellency, Bishop Martin Lajeunesse performed the marriage ceremony. The couple lived in a railwayowned dwelling on Lathlin Avenue until 1950. They moved subsequently to North Battleford, Dauphin, Calgary, Dauphin again, and finally to Winnipeg. They had one daughter Joan Angela, one son John Edward, and twin boys Gerald Francis and Robert Martin. All four children were born at St. Anthony's Hospital in The Pas and baptised by Bishop Lajeunesse. His daughter Joan Angela now resides in Lansing, Michigan and has four children. She is an X-ray Technician and was recently awarded her Bachelor of Science Degree in Human Ecology by Michigan State University and is continuing her studies in the Gerontology field at M.S.W. John Edward resides in Winnipeg and has five children. He is a supervisor in the C.N. Railway's Freight Sales organization. He recently began studies leading to ordination as Deacon in the Catholic Church. Gerald Francis resides in Brandon and has six children. He is Sales and Service Representative for the Michelin Tire Company, responsible for western and northern Manitoba. Robert Martin resides in Ottawa and has four children. Following graduation from the University of Saskatchewan, he served several years in the Regina High School system. For the past twelve years he has been in charge of the International program of the Canadian Teacher's Federation at its Ottawa Headquarters.

The Pas Lumber Company, the Railway, Government Departments (Federal and Provincial) and, the Fur and Fishing industries were the principle sources of income for residents of The Pas during his early and later years there. There was little apparent hardship and the railway and mining developments in the North at that time gave a decided impetus to economic conditions in The Pas.

During his 25 years residence in The Pas Mr. Barker served the community in many capacities. He was a member of the Public and High School board from 1935 to 1950. He was chairman of the Board from 1939 to 1950. He was a founding member and officer of The Pas Community Club, The Pas Musical Festival and The Pas Trapper's Festival Association. He was also very active in the athletic life of the town and district, participating as manager, coach, referee and umpire. Mr. Barker was also co-organizer and charter member (1928) of the Knights of Columbus and financial secretary of the Council from 1928 to 1950. He was the first District Deputy for Northern Manitoba, served five years as Provincial Secretary, and two years as State Deputy for Manitoba. In 1947 Mr. Barker was awarded a Papal Citation and medal for outstanding service to religious, educational, and community organizations in the North. He was an organizer and Commanding Officer of The Pas Air Cadet Squadron. Finally, Mr. Barker was the organizer and first chairman of The Pas Branch of the National War Finance Committee responsible for the semi-annual campaigns for the sale of Victory Bonds throughout the 1939-1945 World War. Twice yearly Mr. Barker personally conducted by track motor car the canvas of all Railway employees and the residents of all communities between The Pas and Churchill. Following the war he was presented with a Citation and an engraved copy of the Articles of Surrender by the National Committee in recognition of this service.

Bateman, Mrs. Pauline

Pauline Cowie was born on July 8, 1904 at Carberry, Manitoba.

Her father was James Lawrence Cowie born at Almont, Ontario on January 28, 1875 and arrived at Morden, Manitoba in 1895 and passed away in Winnipeg in 1946. James was a weekly newspaper publisher, first the "Deloraine Times" and later for many years the "Carberry News Express". In June 1937 he was appointed King's Printer for the Province of Manitoba and moved to Winnipeg where the family lived for the rest of their lives.

Pauline's mother was Mary Jessie Cassin born in Milday, Ontario on January 20, 1878. The family moved to Deloraine area in 1896. Mary Cassin died in Winnipeg, April 1956.

James Cowie and Pauline Cassin were married in Deloraine in 1898 and during their married lives lived in Deloraine, Carberry and Winnipeg. Their family including Pauline, consisted of Mrs. Marjorie Elvin, and Mrs. Patricia Ellerington of Winnipeg, and Mrs. Marion Walsh of Lachine, Quebec and James Lawrence Cowie Junior of Calgary. Mrs. Patricia Ellerington was an elementary school teacher in The Pas during 1941 to 1946.

Pauline took elementary and secondary education in Carberry and trained as teacher at Brandon Normal School and also took music at Carberry and Brandon. She taught at Prosser school south of Carberry from 1925 to 1928 and at King George School in Brandon from 1928 to 1937.

In August 1937, Pauline married Scott Bateman.

Bateman, Scott

Scott Bateman was born at Baldur, Man. on Sept. 5, 1907.

His father Arthur Frankland Bateman was born in York County, Ont. in 1878, he moved his family to Manitoba in 1885 and settled near Baldur. Arthur passed away in Brandon on February 6, 1960.

Scott's mother Emma Mary Bateman nee Murray was born at Lochaber, Nova Scotia in 1873. She came to visit in Baldur 1904 and married Arthur Frankland Bateman in Winnipeg in 1905. She passed away in Brandon January 23, 1960.

Arthur Bateman was in the insurance business all his active life. The family had resided in Duluth, Minn., Fort William, Ont., Baldur, Portage La Prairie and Brandon in Man.

Scott had three brothers Cecil Murray, James Irvine, of Brandon and Arthur Courtney of Parksville, B.C.

Scott attended elementary schools in Baldur and Fort William and Portage La Prairie and secondary schools in Duluth and Brandon and graduated from normal school in Brandon. Attended University at Brandon College and University of Manitoba. Received B.A. at U of M in 1936 and L.L.D.U. of Winnipeg — 1974, LLD at U of M in 1976.

He taught at the elementary school Shergrove in 1927 and at Arrow River from 1928-30, and at Brandon 1931-35 and junior high in Brandon 1935-36. In Brandon Collegiate 1936-1939. He held Position of Principal in The Pas Collegiate and Junior High from 1939 to 1945. He was school inspector for the area north on Parallel fifty-three and was based in The Pas from 1945 to 47. He was Provincial Director of School administration from 1947 to 1953 and was Deputy Minister of Education from 1953 to 1966 and was Deputy Minister of Manitoba Development Authority from 1966 to 1968 and was chairman of University grants commission from 1967 to 1974. Deputy Minister of University and College Affairs from 1971 to 1973.

Scott's first visit to The Pas, Flin Flon and the southern part of the Hudson Bay line was in the summer of 1929. Construction was still in the late stages on the Bay and Flin Flon. A forest fire wiped out most of Cranberry Portage that summer, and a week or more later swung south and crossed the tracks, wiping out a railway material storage yard. Living accommodation in The Pas was at a premium, so three of us set up a tent near Halcrow Lake and it served as a home for most of the summer. In September I returned to teaching.

Scott Bateman and Pauline Cowie were married on August 23rd, 1937, in First Presbyterian Church in Winnipeg. We lived in Brandon until July, 1939, and in August moved to The Pas where we lived until 1947. On the afternoon of our arrival in The Pas we were surprised to find Bill Cox, one of the members of the school board, waiting at our gate to welcome us, and to invite us to his home to have dinner with his wife, Evelyn, and their family. We were later to find that this friendly act was typical of the kindness and goodwill accorded to us by the people of The Pas, not only during the eight years of our residence in town, but whenever and wherever we still meet.

In September, 1947, we were transferred to Winnipeg but although we changed our principal address the cottage we built at Clearwater Lake before we left has remained a family focus where we spend most of the summer and to which we slip away when we can during the winter.

We have a son, James Murray Bateman, and a daughter, Patricia Carolyn Gabor. Jim lives in Winnipeg and he and his wife Maureen have four sons, Scott, Joe, Jamie and Ricky, and two daughters, Susan and Lori. Carolyn and her husband Eddy live

in Brandon with their three daughters, Cindy, Paula and Carlye.

Jim has been very active in his local community club, being particularly interested in the organization and management of boys' soccer and hockey. He has also had a continuing interest in the affairs of the Buffalo Credit Union operated by provincial government employees in Winnipeg.

Carolyn has been active in volunteer work in the Brandon YMCA and at their neighborhood school. Her principal interests have included teaching classes for girls and women, both at the Y and school, chiefly in gymnastics, basketball and related sports. She also serves as a volunteer aide in the school library and in connection with school fund-raising drives.

Our social and other activities in The Pas were generally connected with school, church and Rotary Club connections. We were members of Westminster United Church where Pauline was a member of the Women's Auxiliary and the senior choir, and later formed and conducted a choir for junior girls.

Scott's interests revolved chiefly around the extracurricular activities of the schools, some Rotary projects, out of doors activities and the normal backand-forth visits which are a part of friendships. He also served as official trustee for some neighboring school districts, including Wanless, Big Eddy and Carrot Valley.

Beaumont, Marjorie

My parents were Grace and Bill Judd, they arrived in The Pas in 1923 — Bill Judd worked on the railroad. At one time mother worked at the Dominion Lands Office. We left The Pas in 1930 and moved to Flin Flon. My parents retired to Victoria, B.C. where dad died in 1964.

Mother married Douglas Keddie and he died three years later. Mother passed away in 1980.

My husband Garry Beaumont still lives on the farm at Evesham, Sask. spending the winters in Victoria. We have three sons, two in Edmonton and one in Vancouver.

Bennett, Peggy

Roy G. Musgrove was born in Stonewall, Man. Vera Musgrove his wife was born in Streetsville, Ont.

They settled in The Pas around 1916. He was the first dentist in the North and practised in the area until 1950. He had many exciting tales to tell of flying into outlying areas with his portable dental equipment in the 30's and 40's. He always took a keen interest in the town and the people. For many years he served on the school board, was instrumental in starting The

Pas Musical Festival and the family was active in the United Church. Vera Musgrove died in 1949 and Roy in 1951.

I, Peggy (Musgrove) Bennett, was born in The Pas on May 5, 1923. My brother George was born in 1919 and now resides in Edmonds, Washington, U.S.A. Robert was born in 1926 and now lives in Kamloops, B.C.

I received all my schooling in The Pas. In 1944 I married Ronald Bennett, who was a navigator in the Royal Air Force. We have resided in various places and following the war, he obtained his medical degree from the University of Manitoba. We then moved to Lethbridge, Alberta, where we are settled.

We have five children, Bob, Eileen, Susan, Brian, and Linda.

Berg, Marion Caroline

Mrs. Marion Berg was born in St. Anthony's Hospital, The Pas on November 20, 1936.

My father was Thomas E. Jackson. Born in Ontario, September 12, 1903. Son of Wm. Jackson, first Section Foreman when the railroad came to The Pas; about 1910. Thomas worked on the railroad; he was a stationary engineer.

Mother was a citizen of the United States and came to Canada in 1934 and Father worked as a town policeman from 1935 to '42. He passed away in 1954 on August 7th.

I was married on July 31st, 1954 in Sioux City, Iowa to Roger K. Berg. He was born in Sioux City on April 3, 1935.

Roger passed away April 20, 1980. We had lived in Sioux City and in Oskaloosa, Iowa. We had two children — Kenneth Edward Berg; born Feb. 19, 1957. He was killed in a car accident Nov. 8, 1976.

Carol Jean Berg; born Jan. 17, 1960. She married Richard T. Stone of Shariton, Iowa.

I was a granddaughter of Wm. Jackson and a niece of R. C. Jackson, formerly of The Pas, now of Edmonton, Alta. My cousin is Bob Jackson of The Pas.

Bickford, Harry, Francis

Harry Francis Bickford was born at Petrolia, Ontario on September 4, 1898.

Harry Bickford's father's family had arrived in Canada in 1870, and settled in Dundas, Ontario where they operated a manufacturing firm until 1969.

Harry's father was a station agent with the C.N.R.

Harry attended high school in Edmonton. His grade 12 class was allowed to graduate early in the spring of 1915 so that the sixteen year old students could enlist in the army. He became a private in an

artillery battalion, he served in France and was gassed at Ypres.

He married Tanis S. Sinclair in 1929, they had two children Beth and Floyd.

Harry studied Pharmacy at the University of Manitoba. He then located at The Pas and apprenticed with Dr. Sinclair in the Gateway Drug Store. After Dr. Sinclair's death in 1922 he became manager of the store, and later opened the first drug stores in Flin Flon, Sherridon, Lynn Lake and retired in 1969, he died at Clearwater Lake in 1974. He was a member of the Masonic and Eastern Star Lodges.

Bigelow Family

Washington Bigelow was born in Quebec and with his wife Annie (nee Fuller) moved to the Spooner district, near Nipawin, Sask. in 1913, where they farmed. Washington died in 1937 and Annie passed away in 1950. They are both buried in the West Codette cemetery.

Their children were; Wellington, Cora, Joseph, Edward, Lillian, Mary, Ellen and Louis Kendal.

Wellington was born in Muskoka, Ont. in 1894. He travelled to The Pas in 1919 and was employed by The Pas Lumber Co. for nine years. He rode the carriage in the sawmill, it was an exceptionally fast carriage, a fact that caused him problems with his legs in later years. In 1928 he moved to a mill at Ruby Lake North of Hudson Bay Sask. He then spent a vear at Bowsman, Man. before returning to The Pas to work for the Ross Navigation Co. for three years. This job involved delivering supplies and servicing airplanes. Wellington was married to Daisy Mackay who was born at McDowell, Sask. They had two children, Audrey and Jack. Audrey married Dave Hoeppner of Lost River, Sask. Dave is now deceased. They had two children, Linda and Louise, Audrey resides in Prince George, B.C.

Jack and his wife Lillian also reside in Prince George, their children are Robert, Dwayne, Cindy, Terri and Sherri.

After the passing of his first wife Daisy, Wellington married Lena Bernhardt of Biggar, Sask.

Cora Bigelow married Louis Schmidt, they lived in The Pas where Louis was Assistant Manager of The Pas Lumber Co. After retirement they lived at St. Louis, Sask. They had six children; Eva, Lillian, (Dodo of Prince Albert) Lawrence, Stanley, Wilfred and Marie (deceased).

Joseph Bigelow and his wife Devina had ten children; Joseph Jr., Lester, Stanley, Glen, Pearl, Isabel, Violet, Dorothy, Jean and Vera.

Edward Bigelow married Alice Dion, they farmed at Pontrilas, Sask., their children were, Donald, Marie, Lorraine, Ernie and Joy.

Lillian Bigelow married Lee Dalhstrom of the Ratner district where they farmed. A son Delmer lives in Victoria, B.C. and a daughter Hazel resides in the U.S.A.

Mary married Fred Rowe of the Armley district and they live in Vernon, B.C. They have two children, Donald of Chicago, U.S.A. and Richard of Dawson Creek, B.C.

Ellen Bigelow and her husband Clarence Ness, who was a sawmill operator at Quesnel, B.C., where Ellen still lives, they had one son Delbert.

Louis Kendal (Ken) Bigelow, born May 19, 1907 at Bracebridge, Ont. married Mollie Bleich who was born at Rhein, Sask. Oct. 27, 1914.



Bigelow Family. Standing, L-R: Wilbur, Raymond. Sitting: Kenneth, Elmer and Mollie.

They farmed in the Pontrilas district and in the Carrot Valley west of The Pas. Their children are Raymond, Wilbur and Elmer. Raymond and his wife Shirley (McRitchie farm in the Carrot River Valley with their children, Dean, Curtis and Corrie. Dean married Bernadette Tisak of Esterhazy, Sask. They have a son, Trevor, a great grandson for Mollie (Bigelow) Allen.

Wilbur and his wife Marie (Donaldson) of The Pas reside in The Pas with their three children Dale, Donna and Lori. Will is retired from his automotive business.

Elmer and Yolande (Dube) of The Pas reside in Thompson where Elmer is employed by International Nickel Co. Their children are Sheryl, Carol and Alan.

Ken Bigelow passed away in St. Anthony's hospital on Jan. 13, 1973, and is buried in Lakeside Cemetery, The Pas.

Bloomquist, Florence Mary

I was born on July 10th, 1910 in Devonshire, England. My parents' names were Walter Han and his wife Elsie Lavenia. They were also born in England. They came to Canada in 1913. I was 3 years old then but do not remember any of this.

My dad's occupation was a shoe repairman which he learned in England. He served in World War I from 1914 to 1918. On arriving in Canada, we lived on a homestead in the Tisdale area, now called Byrkdale, Sask. Times were hard in those days. We moved to Crooked River around 1920 where my sister Elsie was born. My dad worked on a big livery stable there. He really liked horses. We moved to Tisdale, Sask. at the end of World War I and he took up shoe repairing there and had his own small shop. They stayed in Tisdale until 1943. They then moved to British Columbia.

There were five of us in our family, I being the oldest. My brother James was born in 1914, sister Elsie in 1920, Dorothy in 1922 and my brother Gerald was born in 1924. Dad was a private in World War I and my brother James was in World War II. He was killed in action in 1945. Gerald was also in the army. He went overseas but on account of illness, was sent home. He passed away in 1971 in Chilliwack, B.C. My nephew James Ham resides in Saskatoon, Sask. Walter Ham spent his last years working in the big army camp at Chilliwack, B.C. My sisters Elsie and Dorothy reside out there. Elsie married Gene Westberg, Ray's half-brother. My parents never resided in The Pas. Walter Ham passed away in Chilliwack, B.C. in 1967, my mother in 1970.

I attended country school in the Tisdale area until we moved to Tisdale around 1914. Through the school years we all attended school in Tisdale. I left school in Grade IX.

My first occupation was housework which I did for various people in Tisdale and area. Wages were low at the time and the work was hard. Then I worked for THP Lamb, well-known people in Tisdale. I arrived in The Pas in 1932 to work for Tom Lanb and family at Moose Lake. They had a large family. Entertainment seemed to be going to shows at the Lido Theatre and church socials in The Pas then.

In 1935, I married Raymond Bloomquist at The Pas in the Anglican Church. The Minister then was Rev. Horsefield. We lived at Moose Lake until about 1940. Daughter Jean was born there. We had 3 children — Lyle born in The Pas in 1935, Jean at Moose Lake and Elaine in 1942 in The Pas.

My husband worked for the provincial government for the Water Resources and then the Parks Branch before retiring in 1970. I was mainly a housewife, looking after the family and some babysitting. We also had school teachers staying at our home over a period of five years.

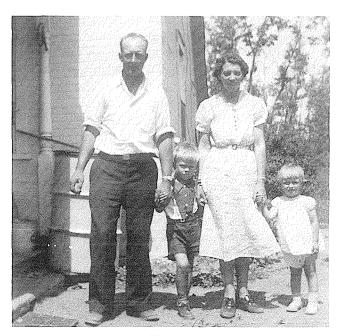
The Pas was pretty small in the early years with wooden sidewalks etc. But it was the beginning of the

dog races — now our Trappers' Festival is known all over.

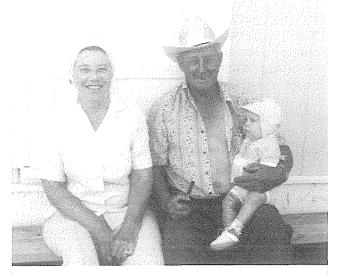
Bloomquist, Raymond Andrew

I was born on December 9, 1906 the year my parents arrived in Saskatchewan, in a district then called Brokenshell, now called Trassacks, about 24 km. west of Weyburn. My parents Anna and Andrew, born in Sweden, settled in Willmar, Minnesota, U.S.A. In 1903, they moved to Bowbell, North Dakota where they operated a wagon ship till 1906 when they moved to Saskatchewan to start farming. Andrew Bloomquist married his first wife Christina in 1854. She died in 1893 when a makeshift roof on a chicken house fell in on her. He married Anna, my mother, in 1895. Therefore I have half brothers and sisters older than myself — Gust, Gilbert, Albin, Hulda, Hilma and Emil. They have all passed away now except Albin who is now 89. My mother Anna had 5 children with my dad before he passed away in 1909 — Theodore, Harold, Florence, myself and Edith. Harold passed away in 1960.

My mother married again to John Westberg in 1912 and had 4 children — Gene, Julius, Glen and Chester. Those are my younger half-brothers. Chester passed away in 1963. My mother and step-father farmed in Sask. till about 1916 then moved to Scandia, Alberta to farm. About 1922, my parents moved to North Dakota to look after my mother's parents and their farm. I did not return to school but started working for farmers at the age of about 16. About 1925 I returned to Sask., worked on farms for about 3 years, then in 1928 and 1929 I worked on elevator construction in the summer and came to Cormorant



Ray, Lyle, Mary and Jean Bloomquist.



Ray and Mary Bloomquist with Isabel's Baby 1973.

with fishermen and fished in the winter. In the spring of 1929 I stayed up north and worked for Tom Lamb as there was very little work in the south. I had never worked on lakes and wanted to see what that was like — must say I enjoyed the summer here, operated a boat for Mr. Lamb hauling fish to The Pas; fished and freighted in the winters. I also worked on the Tom Lamb Muskrat Ranch, building dykes and trenches for water intakes to the marsh.

I met Mary Ham at Mouse Lake and we were married in 1935. At this date we have 3 children — Lyle, Jean and Elaine — also 7 grandchildren and one great grandchild.

In 1936 I started working for the provincial Government as dragline operator and foreman. In 1941 I was put on permanent staff with the Government, looking after construction and equipment. This work took me to all parts of Manitoba. In 1962 I was asked to carry out work for Man Forbay which consisted of building new homes at Moose Lake and move houses from low areas to higher ground so as to be above high water level from flooding of the Forbay.



Ray and Mary Bloomquist 1979.

I also looked after the construction of the settlement of Easterville where we moved the people from Cedar Lake Post. In 1964, I was transferred to Winnipeg to look after some of the above work, on completion of this work I was transferred to the Parks Branch and in 1968, I returned to The Pas and worked with this branch until I retired in 1970. Since that time, I have enjoyed retirement here at The Pas.

Bohay, Anne

My name is Anne Bohay and I was born August 25, 1912 in Big River, Saskatchewan. My father, Jack Deminick, was born in Kiev, Russia on April 15, 1882 and arrived in Canada in 1907.

My mother, Mary Vetzal, was born February 5, 1894 in Ternopol, Austria. Her brother, John (Nazar) Vetzal was born October 26, 1892 and died in The Pas in 1968. My grandfather Andrew was born July 13, 1861 and died in 1946. My grandmother Dora was born August 10, 1866 and died in 1922. They all arrived in Canada in 1898 and settled in Ethelbert on their homestead and began clearing their land for farming.

My father worked in lumber camps in the winters and in saw mills in summer as a sawyer. In 1911, on October 21st my mother and father were married in Prince Albert and took up residence in Big River, Saskatchewan until 1913. We moved to Prince Albert in 1913 until 1918 and moved to Ethelbert for a year. On July 5th, 1919 my parents and I arrived in The Pas. My dad began working for The Pas Lumber Company from 1919 to 1928.

In 1919 The Pas Lumber Company was the main industry. Walkways were built high above the machinery to encourage townspeople and visitors to learn how lumber was made. It was a huge complex and very noisy but we'd go many times in the summer with friends. There were no phones, no radios, no plumbing. Wood for cook stoves and winter heaters (box stoves, as we called them) was delivered by horse and wagon. There were no washing machines, so clothes were washed in tubs, scrubbed on a washboard, and hung out to dry. Cows would walk in the ditches along our street and graze. During our first few summers we were treated to a picnic on Big Eddy by The Pas Lumber Co. and in the winters the company held a big banquet for the sawmill employees and their families. It was the first time I saw dancers in kilts dancing the sword dance to the tune of the bagpipes.

The part of town we lived in was called Fingerville. On a sunny Sunday afternoon, after Church and lunch, it seemed the whole town dressed in their best and would stroll to Devon Park to listen to the town band play in the bandstand. The adults would visit with their friends and get to know the new arrivals in town and ask them to tea. My friends and I would run around the stand and find a nice place to sit and listen to the music. Some of the main streets had board sidewalks. On our way home, we'd be treated to an ice cream cone before mom prepared supper.

In winter, the Dog Derby was the great event. Now it is known as the Trapper's Festival.

I attended Catholic School for two years and then I attended the two-storey red brick Public School until I completed grade 11. I was impressed by the plaque showing the year the school was built: 1912 A.D., my birth year and initials. I still correspond with friends from my school years.

During my teens, I enjoyed going out dancing. There was Chaika's Hall on our street, The Crystal Gardens uptown and the Adanac Hall was just up half a block. The girls would come in groups and sit on a long bench the length of the hall and the boys would sit on the opposite side of the hall. When the music began, the boys would rush towards the girls' side and pick their partners. We girls hardly ever had to sit out a dance. On hot summer nights, regular dances were held in Devon Park in the Open Pavilion, which had screening on the upper part of the walls, letting the breeze through. The town was growing fast. There were no more vacant lots. Houses were everywhere without us even being conscious of it. The railroad employed many people laying rails to complete the Hudson Bay Railway to the Port of Churchill.

In the spring of 1928 my dad built a boarding house on 153 Crossley Avenue called the Flin Flon Rooms. I finished grade 11 in 1929 and worked with my parents at the rooming house until 1932. My brother Adam and my sisters Nellie, Mary and Stella all helped with the chores after school.

In 1932 I married Raymond Bohay and we lived in Wabowden. Ray worked for the Hudson Bay Railway for 13 years and then we bought the Silver Leaf Hotel in 1945 and ran it for 13 years. We had four children: Jack, Don, Ray Jr. and Janice.

Dad died at home in 1944. Adam was in the army and was recalled from active service overseas to help mom manager the rooming house. In 1946 Adam married Mary Shpiruk they took over the management of the Flin Flon Rooms. While they were in The Pas, both Adam and Mary were very active in the Elks, community affairs, and the Order of Royal Purple. They had two children, Jayson and Carol, and moved to Thompson in 1970.

Our three sons attended grades 9 to 12 in The Pas at the public school and stayed at the Flin Flon Rooms. Jack was very interested in photography and developed and enlarged photos at age 16. During his

high school years in The Pas, he contributed many photos to the Northern Manitoba Trapper's Festival booklets. The older boys graduated from the University of Manitoba in Winnipeg in 1956: Jack as an electrical engineer, and Donald in Commerce. Raymond Jr. attended the United College (now called the University of Winnipeg) in 1957 but died of Asian flu next year at age 17.

In 1958 my husband and I moved to Winnipeg with our daughter Janice and my mother. We managed a small café called Ray's Grill until Ray retired in 1975. Janice graduated from high school, majoring in Business Education, in 1973 and became a secretary. Ray and I were married for 46 years before his death in February of 1979. Mother died two months earlier, in December 1978.

My sisters had all taught dancing at one time, with Arthur Murray's School of Dance: Mary and Nell in Toronto, and Stella in Thunder Bay. My daughter had also taught dancing in Winnipeg for a few years, with Fred Astaire Dance Studios.

Jack married Pierrette Dulude in 1961 and have a son, Bryan, and a daughter Suzanne. They live in Plantagenet, just 38 miles outside of Ottawa, Ontario. Don married Cecile Belanger in 1959 and they now live in Fountain Valley, California with two sons, Donald Jr. and Gary, and a daughter Sandra.

Adam and Mary Deminick now live in Regina, Saskatchewan. Stella (now Pawlicki) lives in Thunder Bay, Ontario. Nell (now Forrest-Cluney) lives in Ottawa, Ontario. Mary (now Hopwood) lives in Calgary, Alberta.

As I am approaching my 70th birthday, I congratulate The Pas' 70th anniversary. From riding in a wagon behind 2 oxen in Ethelbert to horse-drawn wagons in The Pas, I thought I had come a long way. My head spins when I think of all the modern conveniences we have today and the advances in the days to come. I'm grateful I have lived in the old, slow, hard-working days and know how to appreciate the electric washing machine, dryer, irons, and especially the indoor plumbing. Good luck to The Pas, where I spent a very happy life.

Bohay, Raymond

Raymond Bohay was born August 28th in 1909. After arriving in Canada in 1912 he spent his early years in Prince Albert, Saskatchewan.

He came to The Pas with his mother and father around 1923. He attended public school and delivered meat and groceries by bicycle after school. He was offered a job on the Hudson Bay Railway as a watchman in 1927, and continued until 1945. He had taken many snap shots during the construction of the railway to Churchill and also from the foundation to

the completion of the Churchill Elevator. He photographed the first ships to arrive at Port Churchill, Warkworth, "Newcastle" and the Farmworth. He also took pictures of Mr. and Mrs. Lindbergh when their plane landed in Churchill to refuel on their trip around the world, around 1929.

His mother Annie died in 1962 and his father George in 1976 in Winnipeg. Ray died in 1979 in Winnipeg.

Family History of John and Tekla Bohay, The Pas

John Bohay, born in Kisselew, Romania in 1892 and Tekla Pyshko born in Rozdzalow, Poland in 1903; came to The Pas in the 1920's and were married in the Anglican Church, The Pas, on May 19, 1929. John Bohay was employed as section foreman by the CNR on the Hudson Bay Railway. Most of those years, he worked at Clearwater Lake, mile 17 on the Hudson Bay Line. Therefore, their time was spent between their home at The Pas at 30 Crossley Avenue, and the CNR section house at Clearwater Lake. Tekla was known as "Teenie" to all who resided at the lake, and she was kept busy with her home and family, plus picking many pounds of wild strawberries every summer, and tending her many gardens.

John and Tekla had two children, both born at The Pas. William (Bill) Joseph was born August 22, 1931. Mary Barbara was born May 1, 1933. Both children attended school at The Pas from grade 1 to grade 11. Activities enjoyed were skating, curling, biking and swimming. From grade 9 to grade 11, The Pas Collegiate held monthly dances called "Lit's" at the Elk's Hall with music by Vickery's Band.

Bill took an electrical course in Winnipeg at Manitoba Technical Institute and worked at that trade at Flin Flon. He married Mavis Hilliard of Flin Flon in 1955 and they moved to Edmonton in 1956 where they have made their home. They have two daughters.

Mary took a stenographer course in Winnipeg at Manitoba Technical Institute and worked at Flin Flon for the Unemployment Insurance Commission. She married in 1953 and has two daughters, both of whom are married and living in Flin Flon. Mary's second marriage took place in Flin Flon on April 8, 1978, to Elmer Graff who is employed as a craneman at The Hudson Bay Mining and Smelting Company in Flin Flon.

Tekla Bohay passed away at The Pas in St. Anthony's Hospital on November 28, 1965 and was buried at The Pas. John Bohay moved to Portage La Prairie in 1966, and remarried in 1967. His second wife has since passed away. John's 90th birthday is March 16, 1982.

Joe Boiley Recalls an Early Christmas at Pukatawagan

by Gerald Flood, The Pas Herald, Dec. 22/76

Joe Boiley will be 82 in less than one month from Dec. 22/76. He was born in 1895 in the Eastern Township of Quebec at Windsor Mills, about 80 miles from Montreal. His father supported a family of nine by working at the pulp mill, which by it's existence, created the town. Joe tried working at the mill, but when war was declared, he joined the army and served until discharge in 1918. That year he started working as a trapper along the East Main River in the James Bay region. The area is now being developed for hydro electric power by the Quebec Government.

Joe says, the reason be became involved in trapping was because there were no bosses. "Work in the mill and everybody is a boss. I like to be my own boss. Nobody tells me what to do," he said.

Between 1918 and 1922 he worked his way across Canada, travelling as far as the Rockies and Jasper Park. He stayed in Edmonton for a while and then started moving east again. In Winnipeg, he decided to come North and soon found himself in The Pas. That was in 1922. He returned to Winnipeg once since then, five years ago, when his son-in-law convinced him to travel to Brandon. "I was in Winnipeg maybe two hours. That was enough."

In The Pas, Joe learned of a job in Granville Lake. A fur buyer was needed to run an "Outpost" there for the Revillon Freres. We called them the French Brothers. To get there, Joe booked passage on a stern-wheeler operated by the Ross Navigation Company. The boat carried him as far as Sturgeon Landing. From there he travelled by canoe to Granville Lake, a trip that was measured in weeks, not miles. "It took maybe three or four weeks. It depends on the weather. You go by canoe. There was no sense trying it in the winter. It was too hard. Canoe was the best."

The Outpost at Granville was no more than a chinked log cabin, it was the store. The store was built out of logs, there was a supply room and I had a bunk at the back. I guess it wasn't really a store. There was nothing to sell. Tobacco, Old Chum, it was called. We smoked it in pipes. There were no papers or made cigarette, nothing like that.

I had lard in 2½ pound pails which you could eat on bannock. There was also flour which was important but very expensive. It cost forty dollars for a hundred pounds. Further north, it cost more. It had to be freighted in by canoe. At Brochet, it cost eighty dollars. There were traps, of course, but no guns, just ammunition. I sold sugar, five cents a lump, I liked three lumps to sweeten my tea. That was expensive tea. We had clothes for sale. Well, not real clothes. Not made pants; you made your own. We had, what

you call four-point blankets. If you made a shirt out of that, it would last you ten years, and it was warm too.

There weren't many people in the North then and even fewer in the bush. At his Outpost, there were a couple of Cree families but they weren't always there and for that matter, neither was Joe. When he wasn't doing business for the store, he was out trapping himself. One of the Cree families, the Bigittys, taught Joe how to speak Cree. They also taught him a considerable amount about trapping and furs. Their son Paul became a life-long friend. He was my partner. He was called, One-arm Paul, because he lost an arm in a hunting accident. He accidently shot himself and lost the arm when it got poisoned. But it healed and he trapped after that.

Christmas marked the one social event of the year. But like the life, it was a simple affair that had as much to do with survival as it did festivity. Christmas meant it was time for Joe to move his furs to Pukatawagan. All the trappers within a 150 mile radius of Pukatawagan made the same trip. Christmas was the time when trappers moved their first load of furs to the trading post, where they exchanged them for supplies to last through the cold winter ahead.

Pukatawagan was the meeting place. We would all meet there. Oh, forty or fifty people, I guess. That's all there was; the people at Pukatawagan and the trappers. We knew when it was time like everywhere else. They had the Cree calendars, all written in Cree. I don't think they have those anymore. So all the trappers knew what the date was and they knew what to do. They didn't talk about it, they knew what was coming, they knew what they were going to do. Before you go, you make some bannock and get some lard and tea. Tea was the main thing. You had to have tea. Maybe by the time you leave there are four sleds. Only the trappers would go. There was no room for the wife and kids. We would travel in a column. If we had a young fella, he would run ahead on snowshoes, two was better, two could make a good trail. I would rather stay with the dogs, it was not so hard. Those runners had to be good men. They had to be strong and know the bush. We would travel all day. No one would talk. There was nothing to talk about on the trail. At night we stopped, cleared a place and put brush on the ground, feed the dogs and make a fire. You always make your fire on hard ground not muskeg. A fire on muskeg, slowly burns down below the snow and you lose all the heat. The next morning, you get up and go. "That's all there was; just go.'

Joe says the trip usually took three days and covered about eighty five miles. The weather had

little effect on the speed of travel as there were no blizzards in the bush.

Although it was the meeting place, Pukatawagan wasn't that different than Granville. There were four or maybe five houses, a trading post and a small church. Oh, and the manager of the post had a horse. The trappers, mostly Cree, would start arriving about a week before Christmas most in the last few days, Joe says. They came with about 20 mink, 30 fox, some otter, a few beaver. "No rats, rats were good around The Pas, but up there, it was mostly mink and fox." The furs were worth an average of \$150. Joe recalls. There was no bartering. The buyer graded them and made a single offer. "The buyer said what they were worth and that was that." You take what you want from the store until the money is gone. Trappers would use it all up. Money was no good in the bush. In the springtime, maybe the trapper would keep some money to go to The Pas, but not at Christmas. At Christmas they used it all up.

The trappers would either sleep on the floor of the trading post or find a room with one of the Indian families. During the day, they would sit, talk and smoke their pipes. We might have a little homebrew too, if there was some. There was no whiskey in them days, just homebrew. The best was made with raisins. We would sit and talk, that's all. Trappers weren't educated so they didn't have nothing fancy to say. Maybe we would talk about what it's like in the bush, we all knew but we would talk about it anyway. Or maybe we would find out what was happening in different areas of the world, what the furs were like, how much snow, where the caribou were. Maybe there was some news from the south, from Winnipeg. "We would hear it and that was that, maybe we would talk about the news."

No one decorated the tree in Pukatawagan, Joe says. There were no gifts, at least there were none that were formal. There was the continual sharing of tobacco and the "homebrew" but that was all.

A Catholic priest was stationed in Pukatawagan. At midnight Christmas Eve, he would say Mass. Everyone attended, Catholic and non-Catholic alike. The next morning, a second Mass was said at 10:00 A.M. Again everyone attended. When this second Mass was over, so was Christmas.

The traditional dinner which usually follows later in the day was unheard of in the bush. Christmas meant more bannock, more lard, more caribou if available or moose or fish.

The trappers would start to drift away that afternoon. They didn't announce their departure. "When they were ready, they would just go. They didn't explain why they were going. There was nothing to explain. If their business was done, they would go.

They had seen their friends, got some news, supplies, maybe they had a fight, then they would go. Lots were married and they wanted to go home. We would meet again in the next Christmas. That's the way it was. What could we do? There was nothing else. It was a hard life, yes, but a good life. It's beautiful country, that high rock country. Especially the summer. Clear blue open water. Nobody bothers you. Nobody's your boss. You see your friends at Christmas. That's all. That's all you need."

Joe Boiley died Sept. 3rd, 1980 at St. Paul's Residence. He was buried in The Pas.

Boose, Gordon

On August 24, 1916 Gordon Boose was born in St. James, Winnipeg, Manitoba. His parents were Ralph Seamor Boose of Essex, Ontario and Selma Marguerite Neglar of Grauden, Germany. In 1913, Ralph Boose was a crane engineer and a carman with the Canadian National Railways. Ralph and Selma had resided at Paint River, Ontario; The Pas, Manitoba; Winnipeg, Manitoba; and Windsor, Ontario. They had four children who were Norman, Harold, Mabel and Wesely.

Norman worked at the Sheritt Gordon Mine and also served in the Royal Canadian Navy. Presently he is an assessor in Windsor, Ontario. He married June Sharpe of The Pas and they have six children.

Harold served in the Canadian Army and was wounded on the Beach of Normandy. He worked as a caretaker at a school in Harrow, Ontario and was an elder in the Harrow Baptist Church. His wife was Ruby Ferris and they have three children.

Mabel married Bernard Bridgen who was an automobile mechanic. They have three children and are presently living in Windsor, Ontario. Mabel graduated as a Registered Nurse.

Wesely married Jean Wilcox and they have two children. Wesely served in the Royal Canadian Navy and presently he is an engineer with second class papers at the St. Clair College in Windsor.

The father, Ralph Boose, resided in The Pas from 1930 to 1942. He left to become a verger at All Saints Church in Windsor, Ontario. He passed away in 1970.

Selma Boose died at The Pas in 1939.

Gordon Boose attended The Pas Collegiate and later worked at Western Grocers, The Pas Lumber Company and for Chrysler Canada Limited. He left The Pas in 1942.

In 1945, Gordon married Emma Young in Vancouver, British Columbia where they lived, moving later to Melville, Saskatchewan and then to Windsor, Ontario. They have two children.

Ralph Frank is married with two children and

teaches grade eight at a local school. He is an elder in the Presbyterian Church.

Edward Bruce is married with two children and is employed by Chrysler Corporation.

During Gordon's stay in The Pas, he has vivid memories of conditions caused by the depression. At one time, he was a member of the Pacific Coast Rangers. He was employed by the Federal Government in 1942 and 1943 on Priority War Work. He taught Sunday School for fifteen years and presently is the Secretary of the Official Board of the United Church.

An incident that he remembers, happened one fine summer day in 1935. There was a group sun bathing near The Pas Bridge on the Saskatchewan River, when a girl in the water screamed "Helen is drowning." Gordon being the closest to the steep river bank, dove in and found her under water. He got her back to the waiting hands of her friends on the bank. He was so exhausted, he slid back into the water but managed to float down stream to where he got out. Afraid to tell about it, for fear of being refused permission to swim in the river, he did not tell his parents. They eventually heard of it and with his father they met Judge Ridyard who said "That was a mighty fine thing you did, saving Helen Yakasavage's life." The river can be a very dangerous water to swim in unless you are an experienced, strong swimmer.

Boose, June Rose

June Rose Sharpe was born on June 30, 1922 at Minnedosa, Man.

My great grandparents came to Canada in 1851 from England with their five children. (Two had died). They settled in Brantford, Ont. Their names were John Brereton Sharpe and his wife was Martha Hand. Martha Hand was a sister of Jemima Hand, Mother of Thomas Hardy — English novelist and poet. Martha died in 1859, the day their eleventh child was born.

My grandfather Edward Hand Sharpe was born 1855 and died in 1941. He was married to Charlotte Fisher who passed away in 1911. They left Ontario in 1879 and settled in the Franklin district of Man.

My Mother, Ethel Mary Rose, was an adopted child. Her recorded name was Edith Parker, born Sept. 24, 1891, I think in Winnipeg.

My Father, Edward Brereton Sharpe, was born Sept. 24, 1888 at Franklin, Man. He was a carpenter. Both my parents were brought up in the Franklin district of Minnedosa. They were married in Calgary, Alberta in 1910. They returned to live in Minnedosa until Dad's quest for building contracts took him north. He began work at Flin Flon and The Pas

between 1925 and 27. The family moved into the house on Constant Ave. in the summer of 1928.

I had two brothers — Lloyd Brereton Sharpe, born 1913 at Calgary, and George Edward Sharpe, born in Minnesoda 1920.

George attended U. of M. after graduating from The Pas High School. He worked summers at Sherrit Gordon Mines. He left university in his second year to join the R.C.A.F. He was Flight Officer, a pilot, and in England joined a R.A.F. Lancaster Bomber crew and was killed with the crew over Germany in Jan. 1944. He was buried in a military grave.

Lloyd graduated with a B.S. degree from the U. of M. in 1937 after finishing his schooling in The Pas and some interruptions of working at the Flin Flon Mines Assay office. He married Mary Chase of Flin Flon. She was a Nova Scotian and had graduated from Acadian College. They adopted two children — Susan E. born in 1947 and Bill E. born in 1949. Susan married Ted Randal in Loretta, Ont. and Bill lives in Edmonton, Alta. Lloyd was employed by the Dept. of Labour when he retired and lives in Ottawa.

Our family lived in The Pas from 1928 to 1941 when the last member, Mother, left for Winnipeg. Dad was Managing Director of The Pas Construction Co., successor to The Pas Canoe Co. Ltd. until it went bankrupt in 1930. After that happened Dad travelled to locations where contracts were available. His last job was for Jawsey Island Gold Mines Ltd. as surface construction foreman. He and Bob Henderson were drowned in a canoeing accident at God's Lake, Oct. 2, 1935. He was buried in The Pas Cemetery, June 1936.

Mother died after a lengthy illness in Windsor, Ont. in 1972. Her cremated remains were placed in father's grave at The Pas by my brother Lloyd and his son, Bill in 1973.

My school years began and ended in The Pas. Raising a family has brought me much happiness. I married Norman Alfred Boose in The Pas in 1938. We lived in The Pas from 38 to 39, at Kississing in 39 to 41, in Winnipeg from 41 to 45 and from 1945 to the present in Windsor, Ont. Our children were:

Donna Mae born in 1938.

Carol and Sheryl twins born 1943 in Winnipeg. Sheryl lived only 1 day.

Gerald Norman born 1948 at Windsor, Ont. Alan George born 1955 at Windsor, Ont.

Christine Selma born 1960 at Windsor, Ont.

Margaret Mary (Peggy) born 1965 at Windsor, Ont.

We have six grandchildren:

Donna married Bill Weltyk. They have 1 girl and two boys. They live in Chicago, Ill.

Carol is divorced from Jack Asherly. She lives in

our family home with her son Mathew — 10 yrs. at present.

Gerry married Margo Renaud. He is O.P.P. Officer. They live in Oakville and have two boys.

Alan works for the C.N.R. in Windsor.

Christine married Ian Davies. She attends university and Ian is with a radio station.

Peggy is still in school.

Social life in the town and area as far as our family was concerned, involved the church, the school, the rink and dance halls and outdoor attractions. Everyone had to participate to make their own good times. Riverboat outings and picnics at the lovely lakes in the area were always a pleasure. I enjoyed my days in The Pas and look forward to being at the "Homecoming 82" celebration.

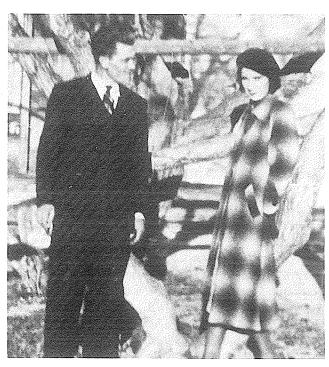
Brauneis, Agnes (Hughes) submitted by Agnes Brauneis (Hughes)

Agnes Hughes was born in Floradale School district #1173 on February 7, 1909, near Minnetonas.

Her father was Thomas Hughes of a Welsh family.

Mother was Clara Hughes (Willmer) of English descent from Lancashire.

Agnes Hughes arrived in The Pas March 5, 1934. It was a quiet period, these were the years of the great depression called the "Dirty Thirties". Her sister Anna came soon after to seek employment, another sister Marian stayed home with her mother. Anna and Agnes sent money home from their small wages to



Bill Brauneis and Agnes Hughes at Big Eddy Church 1936.

help keep the mother and sister, their father having passed away.

Much of their purchasing was done from Eaton's Catalogue in a effort to economize. Boys had more difficulty in getting work than girls, some of them went to the "Relief Camp" at Young's Point, where they worked in the bush and other jobs for their board and some tobacco. When boys and girls went out together it was "Dutch Treat" each paid for themselves.

There were very few cars in those days. There was no highway, just a trail to Clearwater Lake to Mile 17 thru the bush. Picnics were held at Mile 25 where you had to go by train, at that time, there were only a few log cabins there, now it is a very fine resort and picnic area.

Brauneis, William

Bill Brauneis was born in Vienna, Austria on August 20, 1902.

His father was a cabinet maker, his mother was a dress maker.

Bill came to Canada in May 1928 and arrived in The Pas in 1929.

His early life and schooling began in Vienna where he attended Agriculture and Horticulture College. His first occupation was landscape gardening in



William Brauneis and His Sister Karoline Brauneis in Vienna, Austria.



William Brauneis Passport Photo.

Vienna. He worked at Baron Rothschilds Gardens in Vienna and later had a market garden of his own, seventeen acres, which he operated for three and a half years before coming to Canada. Immigrants were wanted to settle on farms, people came by boat loads to homestead.

Bill planned on gardening here but at that time decided to go trapping and fishing. After a few years he decided to go into business for himself, so he rented a shop, behind the old blacksmith shop, from Jack Eagle. This was beside The Pas River on La Rose Avenue, part of it still stands there. He made fish boxes for the fishing industry, they were used for packing fish for shipment.

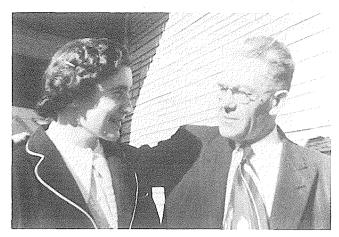
Bill later, built out to La Rose Avenue after the blacksmith shop was moved away. It was at this time he opened his shop for "Woodworks and Machine Service". At this time this building is owned and operated as "Gil's Marine".

After The Pas Lumber Co., closed down at Fingerville, we had a portable mill at Root Lake making lumber for the fish box business which was booming at that time. We had a camp at the lake and employed natives and others also horses to do the work, this was in the forties. Bill also had a market garden on the north side of the Sask. River where Umperville now stands, he sold produce to the Western Grocers, also managed a green-house on 7th Street for Fred Kerr.

Bill had married Agnes Hughes in 1937. In 1938 he built a house beside the shop on the corner of LaRose and First Street, where Agnes is still living at this time.

In 1939 Frieda was born, 1942 a second daughter arrived, named Clara. In 1958 Frieda was accidently killed while riding her bicycle on the highway with a friend. Clara now lives in Radium Hot Springs, B.C. where she and her husband George Gibson operate their own Motel and Cabins.

In 1950 Bill decided to farm and took over the old Gibson and Sons Ranch that St. Godard had operated, 12 miles up river in the Saskeram area. He hired



William and Agnes Brauneis 1957.

men and equipment to do the work, he had over a thousand acres of hay land leased. Had a good crop of flax which he got off but it was froze. We had hogs and a herd of hereford cattle. Highwater in the Saskeram in 54-55 forced us to leave that area and Bill moved onto land in the "Pasquia Land Settlement Project", he sold out the year before he died in 1971.

Bill had one sister, Karoline, she was married to Paul Loebel. In 1948 Bill's mother and his sister with her husband emigrated to Canada. Paul Loebel was an architect and drew up the blue prints for the present Westminster United Church in The Pas, the Parish Hall, addition to the Catholic Residence, the Presbyterian Church in Cranberry Portage and the Catholic Church in Swan River. He did this while working for Hudson Bay Mining in Flin Flon. Mr. Loebel did not charge for these services, his life had been saved during the second world war when he took refuge in a church during the bombing of Vienna, he felt this was his way of giving thanks to God for saving his life. A devoted Jew he worked for many denominations. Paul Loebel, after living in The Pas, worked for H.B.M. & S. for fourteen years, he died in Flin Flon in 1965 of a heart attack.

Brauner, Elza Antoinette

Elza Sabbe was born at Dahlton Saskatchewan.

My parents Alois and Marguarite Sabbe, my father arrived from Belium in 1912 and my mother in 1919.

My father worked for the H.B. Railway from 1912 to 1916 he then took a homestead at Dahlton Saskatchewan in early 1917. My mother arrived in 1919 and farmed until 1927. From Dahlton they moved to a farm at Mckagere Sask. and lived there until 1932 when they moved to The Pas.

My brothers and sisters are Marie Matthews of Van. B.C. Godelieve Harmsen Streltor, Ill., U.S.A.

Maurice Sabbe deceased in 1937. Alma Moule, The Pas, Elyse Frankline Sabbe Vancouver B.C., Germaine Fraser Sabbe Vancouver B.C.

My parents lived in The Pas from 1932 until 1963 when my mother died father passed away in 1972, most of their relatives live in Belgium. After arriving in The Pas father worked at various jobs, market gardening and as a butcher.

I attended school in McKague and Sacred Heart School The Pas. I completed Grade 8 at Stobart School at Duck Lake Sask., Took high school at The Pas Collegiate and graduated in 1939. I graduated from Sacred Heart Business School in 1940. I worked during my high school years for Mr. and Mrs. Fred Kerr and Mr. and Mrs. John Weldon. Worked as secretary for Transport Ltd. and Arrow-Airways in 1940 — In 1941 they moved their office to Winnipeg. I continued to work for Transport Ltd. under Mr. Herman McKinnon and Syd Gudgeon until mid 1943 then I moved to Winnipeg and took a course in telegraphy sponsored by the C.N.R. and worked for them in the Telegram department on corner of Portage and Main, Winnipeg until June 1944 at which time I was laid off. I then worked for three months for law firm by the name of Shinbane and Dorfanan, Paris block Winnipeg. In the fall of 1944 I accepted a position in the personnel department of H.B.M.S. Flin Flon. Mr. Bud Jolin was also working there at that time, I worked there until the spring of 1946.

After arriving at The Pas with my parents in 1932. I belonged to The Sacred Heart Chair and the Sodalite of The Children of Mary.

I was secretary to the adjudicator Mr. Tom Barrie for the week of the Music Festival in May 1939, we did a lot of dancing, skating, swimming and enjoyed the physical exercise classes under the able direction of Nellie Adamchuk. Enjoyed summer and winter sports, played one season for the Rogues Softball team in Flin Flon. Enjoyed a family reunion in 1960.

The Saskatchewan River flooded its banks a couple of times and I recall The Pas celebrating its 50th Anniversary.

I was married to Sgt. Carl J. Brauner of the Canadian Army — 5th Armoured Division on Nov. 24, 1945 in Flin Flon, Manitoba. After our marriage Carl was employed at H.B.M.S. we lived in Flin Flon until March 1954 then we moved to Streetor Illinois, U.S.A. Two sons were born in Flin Flon Robert and John.

Robert is a Warrant Officer 3 with the criminal investigation department of the United States Army, and he and his wife are presently stationed in Germany.

John was in the U.S. Airforce for six years,

aircraft maintenance division. He is presently employed by Orlando Utilities and he and his wife live in Orlando.

Breaker, Wilfred (Bill) E.

Wilfred (Bill) E. Breaker worked for Tomlinson Construction building the airport at Clearwater Lake.

Bill married Muriel Ellen Woodward at The Pas in 1942. A son William was born at The Pas in 1943.

Wilfred joined the R.C.A.F. and was posted to Newfoundland until the end of the war when he returned to The Pas, purchased a house on Cook Ave. for his family and took a position as diesel engineer at The Pas power plant until 1953, at which time they moved to Thunder Bay, Ontario. Here, a second son, Reginald, was born in 1953.

Bridle, George, E.

Father James and mother, Minnie were born in Monmouthshire, England and James came to Canada in 1904 and Minnie in 1905.

Father was a livestock man and worked in Portage la Prairie where he and mother were married. Later they moved to Brandon then finally settled in Souris, Manitoba. Father worked for the C.P.R. in the three places mentioned.

My brothers' names were James, Thomas Henry, and Alfred who died in 1911. Henry (Harry) is a Minister of the Anglican Church. My father died in 1952 and mother in 1958.

I received all my schooling in Souris. In 1923 I was a C.P.R. Commercial telegraph messenger etc. and joined the Royal Bank in 1925 and stayed with the bank until my retirement in 1968. I arrived in The Pas on June 4th, 1929. The social life at that time was very good.

I was married on July 6, 1936 to May Evelyn Bagshaw in Christ Church.

I had worked at Flin Flon as well as here and after our marriage I worked in Winnipeg, Minto, Glenboro and finished in Winnipeg.

I was involved with the church, service clubs, Chamber of Commerce, Hospital Board etc.

Brown, Anna Belle

Anna Landels was born in St. Anthony's Hospital on November 10, 1931.

Her father, Henry Havelock (Harry) Landels was born at Cook's Brook Halifax County, Nova Scotia.

Her mother, Florence Granger, was born in Glasgow, Scotland, she arrived in Canada in 1925. She was a children's nurse and among other institutions she worked at Tuxedo Children's Hospital, Winnipeg.

Her father came west from Nova Scotia at the age of 17. He worked on the Trans-Canada railroad, took

up a homestead near Isbay, Alberta, about 1905 where he raised and broke horses for sale to other settlers. He left Alberta when the bottom dropped out of the horse market and was working for "Carter Hall Co." as a carpenter foreman on construction in Winnipeg when he met Florence Granger and they were married at St. Vital United Church, Winnipeg in 1927. About a year later Harry went to Churchill where he worked on the port and the grain elevator. While there he heard of the fertile land west of The Pas and decided he wanted to go back farming. While Harry was in Churchill he bought a small house on Bignell Avenue in The Pas. Mrs. Landels arrived during the summer of 1929 and moved out to the homestead in the Carrot Valley in the spring of 1932 when Anna was seven months old.

Their family consisted of James Douglas, Joyce Mae Northcott, John Reynolds, Ethel Doreen Sanchez of Torrence, California, Anna Belle Brown, Comox, B.C.

Anna's father died in 19 in The Pas. Her mother still resides in St. Paul's Residence, The Pas.

In the early years on the homestead we were quite isolated. At first our neighbors were four bachelors, Mr. Dumont, Mr. Richards, Gordon Mitchell and Harry White. Further away lived Mr. and Mrs. John Jaeger and Mr. and Mrs. Joe Zukowich. Mr. Richards was quite plump and had a long flowing white beard which totally convinced Joyce, Jim and myself that he was Santa Claus. We felt very fortunate in having Santa Claus as a neighbor.

Anna started school at the age of eight until that time we did not have a school. It was the usual country school, grade 1 to 8, one room teacherage at the back. Often our teachers had just completed grade 12 and were not much older than the grade 8 boys.

After high school I trained as a nurse, I have only been back to The Pas on visits. Social life consisted of Sunday visiting until the school was built when we had dances, Christmas concerts and summer picnics. For us kids the big event was July 1st because we all got to go into The Pas, usually there was a small circus and sport events. The day after July 1, haying started and we did not see the town again until after harvest.

The most interesting event that Anna recalls was the big flood of 1948. We were lucky I suppose because the river broke its banks at Les Magey's place about two miles above us and while the fields were under water, our home was dry. Harry bought a twelve foot, square stern canoe with an outboard motor and for the rest of the summer, this was our transportation. Our cattle had found refuge on big island but feed was scarce there so Joyce and myself

were drafted to herd the cows off the island and over to the river bank. First we had to persuade the cows to leave dry land which they were not fussy about and once in the water to keep moving till we reached our destination. The water was waist high and we managed not too badly except we would cross an old burnt out muskeg hole when we would find ourselves over our heads and forced to swim and worst of all make the cows swim as well. Happily the trek ended without us losing a single cow.

In 1957 Anna married Donald A. Brown and resided in Ontario, British Columbia, Alberta and the Yukon. Anna and Donald had three boys, Donald James, Douglas, and Eric.

Mr. and Mrs. J. C. Brown

J. C. "Jack" Brown arrived in The Pas from Viscount, Saskatchewan, in February, 1928. He came to work in the Post Office, then located on the southeast corner of 2nd Street and Edwards Avenue, under the late R. H. Bagshaw, Post Master. At that time it was almost impossible to get accommodation, so Jack bought a Toronto couch and slept in the Post Office. Mrs. Brown arrived a month later and they were able to rent a suite in the Herald Block. Each suite provided its own heating system, in the hall were two toilets and a cold water tap.

In May, 1929, the Town purchased land from the Indian Department and the Browns' had the first lot on the corner of Hogan and Stewart. Electricity was provided by this time and water was supplied by the Town by means of a water wagon with Tommy Gill and his helpers.

Mr. Brown served all through the first World War and was not discharged until September, 1919. He then went out to Ontario and later came West. He was married in 1929 to Laura Whelpton and they were parents of two girls and three boys.

He re-enlisted for the second World War and was in the service for four years. He was sent to Kiska with the United States troops on the Island of Kiska but was later sent back to England where he arrived on "D" day.

At the end of the War when the Civil Service appointments were being made, the Browns returned to The Pas. Jack took over the post of Postmaster from Fred Duke, who had served as Postmaster after the death of Mr. Bagshaw.

Mr. Brown was very active in Westminster United Church, the Canadian Legion and the Rotary Club. He retired in 1960 and from then on, he and Laura spent the winters in Florida and the summers at their cottage at Clearwater Lake. He passed away on December 1st, 1975, in Florida and Laura now resides in Lion's Manor, Winnipeg.

After Jack's death, Mrs. Brown and the family presented Jack's collection of Hat Badges gathered during the War, to the Royal Canadian Legion, Branch #19, The Pas.

Brown, Judy Shirley Ann

My father Michael Bialkoski was born at Ashville, Manitoba in 1903. My mother, Annie, was born at Ethelbert, Manitoba in 1917.

When moving to The Pas my parents farmed up the Saskatchewan River in the area now known as Saskeram, after being flooded out in 1948 they moved to town, living at 109 Seventh St. E. Father worked as a labourer for the town and also as a camp cook. Mother worked in the laundry department at St. Anthony's Hospital.

Mother died in February 1975 and Father in November 1978.

Uncle Stanley Bialkoski was a business man in The Pas from the 1930's to the present. He operated a taxi business, Convenience Store, Rooming House and one of the early refreshment stands at Clearwater Lake, before the road was built to the lake.

I was born in The Pas, at St. Anthony's hospital June 9th, 1950. My sister, Jeanette, was born September 22nd, 1952.

My schooling at The Pas was at the old "Red Brick" school, the Kelsey School, the Red Brick Annex, The Pas Collegiate, and the Margaret Barbour Collegiate. I remember in approximately 1960 the integration of Indian students into our school system, which was quite bewildering for both them and us for a while, but good friends came out of the change.

While attending school I worked several seasons for Joe and Juda Boschler at the Dutch Drive-In, after this I also worked at Hill's Corner Store. To the kids in our part of town this was **The Place** to work. I will always remember Sue and Marv Hill with fondness, and I am thankful for the learning experience they provided many of us with who worked there.

When leaving school in 1968 I went to work for the Manitoba Telephone System as a long distance operator. Over the course of seven years I worked my way through the ranks and became a staff supervisor. Through this experience many friendships were formed, that have carried on, although many of us have travelled far since we first met. The opportunity of working on Northern AM Radio was a pioneering experience that has all but disappeared with the advent of long distance service in the north.

After several years with Man. Telephone I felt it was time for a change and enrolled at Keewatin Community College for a course in accounting, after

graduating I was employed at Northgate Motors until 1975 when my husband was transferred to Dauphin.

On June 6th, 1973 I married Larry D. Brown at The Pas in Our Lady of the Sacred Heart Cathedral. Father L. Poirier married us and we discovered he had baptised me at the age of five days.

Larry is a native of Flin Flon and works for the Manitoba Telephone System.

We lived in The Pas until 1977, when we moved to Dauphin, as Larry was transferred with M.T.S. While living in Dauphin we were blessed with two beautiful children, our chosen son, Greg Eric, was born October 27, 1978 and came to us November 9th. Our daughter, Erin Tyler, was born Jan. 19/79.

In 1979 we were transferred to Oakbank, Man. We now live in Winnipeg and Larry commutes to Oakbank.

I remember life in The Pas during the 50's as a happy time, I am not sure of the year, but I remember the installation of the water and sewer on Seventh Street, the mountains of mud provided endless fun for the neighbourhood kids and endless grief for our parents.

One event that stands out in my mind was the 50th anniversary of The Pas in 1962 when I was only twelve years old. The Trappers Festival was an annual event that was always anticipated with excitement.

Social life in The Pas was always very informal, only in recent years have the more formal events been introduced to the town, the "large family" attitude of the town was always a positive part of The Pas.

The Bruderer Family

John and Rosa Lena Bruderer arrived in Canada from Switzerland in 1925. They spent a year in Alberta and then moved to The Pas where John practised his trade as a butcher, until his retirement. John and Rosa had three children, Max, Rosa and Hans.

Hans Bruderer was born at The Pas in 1926, received his education here and was self employed as a rancher and bus operator.

On June 7, 1950 he married Ethel Mary McIntosh who was born at Bowsman, Man. on October 25, 1924. Ethel had moved to The Pas in 1946 and trained as a nurse at St. Anthonys Hospital. She worked at the hospital for about 15 years. She passed away in Gillam on February 7, 1972, where she and Hans were in business at that time. Hans still resides in Gillam.

The Brydges Family

The Brydges family in 1919 arrived in The Pas from Winnipeg, Man. At that time there were only

wooden sidewalks and plenty of vacant lots which now has been cleared and developed.

Captain Edward Webster Brydges was born in Hamilton, Ont. on May 21, 1863.

Kennina Brydges (nee McKenzie Leitch) was born in Bruce County Kincardine, Ont. on March 10, 1869.

They were married in Winnipeg, Man. on Nov. 25, 1886, officiating clergyman was Rev. S. Langford.

They had nine children, four died shortly after they were born. the surviving children were: Edna Catherine, Ethel, Evelyn May, Webster Earl, and Edwin Kenneth.

Edna Catherine was born in Rat Portage (Kenora) Ont. on Dec. 30, 1893. She was married in Winnipeg to Robert Graham a mining prospector from The Pas. They owned and lived on the property on the river which now belongs to the Greek Orthodox Church. They had two boys, Ward and Kenneth, and a baby girl who was stillborn. Ward died in his thirties and Ken moved to Los Angeles, Califonia and is now a prosperous business man of Los Angeles. He was married in Winnipeg, they had two girls and a boy. They are now divorced and his ex wife has remarried.

Ethel was born in Rat Portage (Kenora) Ont. on Aug. 29, 1896. She was married in Winnipeg, Man. to Harold Kramer a hotel manager. A few years later they divorced and she married G. A. Reid who died in 1978.

Evelyn May was born in Rat Portage (Kenora) Ont. on Nov. 10 1903. In Winnipeg on May 20, 1926 she married Frederick William Constable. In 1929 they moved to Cranberry Portage as Mr. Constable was foreman for the Federal Govt. Public Works Projects in this constituency. In 1939 they moved to Flin Flon where Mr. Constable was employed by the H.B.M.S. Mining Company as a rigger. In 1950 they started a tourist lodge at Cranberry Portage which was operated by Evelyn with Fred driving back and forth from Flin Flon on his weekends and holidays. They have one daughter, Kennina Ivale who was born in Winnipeg on Sept. 9, 1934. She was married to Donald R. Gibbon in Flin Flon on August 17, 1957. They have three boys, Randy, Shawn, Robert and a girl Debra Lee. Debra married Alexander William Skoreiko in Flin Flon on July 29, 1978.

Webster Earl was born in Portage La Prairie, Man. on Nov. 6, 1907. In 1921, 1922, 1923 he won the Boys Dog Races in The Pas. In 1923 he went to Banff with his dog team and was in the motion picture "White Fang". In 1924 with his racing dogs he won the famous Quebec Dog Races which were held at the same time as the winter carnival. In 1930 and 1931 he won The Pas Dog Derby, non stop

200 mile races. He moved to Lake Placid, New York and started a dog kennel business. Later he moved back to The Pas with what dogs he had left. He enlisted in World War Two and was wounded twice in Holland. He worked in Flin Flon and northern Manitoba on construction jobs then moved to British Columbia continuing his construction work all over the Province for fifteen years. Returned to Flin Flon making his home with his sister Evelyn.

Edwin Kenneth was born in Portage La Prairie, Man. on July 2, 1911. In The Pas he married Ann Framingham, they had six children Neil, Shirley, Gary, Dale, Dorothy and Ethel. Kenneth and family lived for several years in Flin Flon then moved to Churchill, Man. He was employed with the Federal Govt. and died on Jan. 20, 1964.

Mrs. Kennina Brydges (nee McKenzie Leitch) emigrated to Winnipeg at the age of twelve with her family in 1874, the year of the grasshopper plague. In jolting Red River carts over the Dawson Trail it took them two weeks to travel to Winnipeg, Man. Winnipeg was a small settlement outside the walls of Fort Garry. When Winnipeg celebrated their 100th anniversary she was invited to the city's celebration banquet and presented with a brooch commemorating the occasion as one of the old timers of the city. Her parents originally came from the Highlands of Scotland.

At the age of fifty two Capt. Brydges went overseas in 1915 with the 78th Infantry Battalion and saw action through most of the big battles in France, including the seige of Vimy Ridge and Passchandale. He deducted 10 yrs. from his actual age to enlist. When he was nineteen years old he was in charge of an oil drilling rig in Petrolia, Ont. In 1883 he moved to Winnipeg Man. where he met his future wife. For a year he homesteaded at Shoal Lake and operated a sawmill at Strathclair, Man. In 1884 using his own team of horses he served as a teamster in the Riel Rebellion. He recalled "We were the second outfit to move in, the first were caught by the Indians and they took all their supplies and horses." After the Riel Rebellion he returned to Winnipeg to marry and the couple moved to Rat Portage (Kenora) Ont. in 1886.

For the next sixteen years he acquired a fleet of passenger, freight, and ferry boats also lumber barges. The C.N.R. moved in and offered him two hundred and fifty thousand shares of C.N.R. stock along with a monthly sum of two hundred dollars, a free pass on the railroad for him and his family for the rest of his life. At that time his credit was worth a million dollars and he turned the offer down. Eventually he had to give up and he moved in 1903 to Selkirk, Man. There he operated passenger freight and lumber barges. In 1909 he moved to Portage La

Prairie, Man. as he was the shipping superintendent of the Gypsum Co. at the north end of Lake Manitoba.

He sold out his interests in Selkirk to enlist. He returned to Canada in 1918. In 1919 he and the family moved to The Pas, Man. to operate the Opasquai (Gateway Hotel) for two years, later his wife operated a bakery. In 1929 during the construction of the Flin Flon railroad he bought a boat and moved it to Cranberry Portage to freight to Flin Flon for three years. He retired from business and he and his wife lived with their widowed daughter Mrs. R. Graham. They spent part of the winter travelling in the Southern States and spent the summer months with their daughter Evelyn at Cranberry Portage. They also made trips to Churchill, Man. to visit their daughter Ethel and son Kenneth and family.

On Nov. 25, 1946 he and his wife at the home of Mrs. R. Graham celebrated their diamond wedding anniversary, the first such event to be recorded in Northern Manitoba, which was well attended by many friends and relatives. Congratulating letters and telegrams were received from all over the world, one from the King and Queen of England, as well as the Governor Generals of Canada, Ontario, and Manitoba.

His parents originally came from England. He died in his sleep on March 4, 1948 at the age of eighty three, he was in good health up to that time but age and time took its toll. He always predicted that The Pas would grow to be a city.

Budd, Henry (Reverend)

Reverend Henry Budd, born Sakacewescam, exemplified the ideal of nineteenth century Anglican missionaries seeking to change the religion and culture of Indian peoples in the Hudson's Bay Territories. Trained at the Native Indian School Establishment at Red River, and ordained as the first native minister in the Church of England in North America, Budd so thoroughly "identified with English habits", according to his supervisors, that he warranted a raise in salary to accommodate the expenses of the Victorian life-style. Yet the key to Budd's effectiveness as a Christian missionary to the Cree peoples of northern Manitoba and Saskatchewan was probably his own Indian identity, his familiarity with native languages and customs, and his genuine concern for the social as well as spiritual well-being of his own people.

Little is known of the 8 year old boy from Norway House whom John West described as "the son of a deceased Indian and a half-caste woman." He was one of two children West brought to Red River when he assumed duties as the first Hudson's Bay Company chaplain in the Hudson's Bay Territories. Sakacewescam and Withewacapo, the son of a York Factory Indian, formed the nucleus of West's first mission school at the Settlement. By 1822, both boys had received sufficient Christian instruction to be baptized and given Christian names, Henry Budd after the rector of White Rothing, Essex, and James Hope. Only after baptism was Budd reunited with his mother and younger sister, Sarah, who came to settle near Red River.

From the outset, Budd proved himself to be a superior student with a quickness of apprehension and the ability to read well and to answer complex questions of Christian doctrine. Just as quickly, Budd began to acquire the middle class Victorian attitudes and values to which he was exposed. It was the fact that he retained these values, in spite of his "nativeness", which elevated him as an exceptional student in the eyes of his instructors and the Society.

Henry Budd left the Red River school in 1828, and went to the Lower Church District (St. Andrew's) the following year to aid his mother and his brother's widow on their farm near the Church. Between 1832 and 1834, he was employed as a Hudson's Bay Company tripper, an arduous profession which he left to resume farming at the Grand Rapids below Red River Settlement. In 1836 he married Betsy Work, the daughter of an H.B.C. officer in New Caledonia, and in 1837 he replaced Peter Garrioch as schoolmaster of the Upper Church (St. John's). By 1840 he was the prime candidate for the position of native catechist and schoolmaster at the proposed Cumberland Mission.

In June 1840, with supplies of tobacco, ammunition and flour, Budd embarked for Cumberland House with his wife and mother, under instructions to "collect some children for instruction and speak to the Indians on the subject of our missions." Notwithstanding Budd's missionary zeal, the new mission had a difficult inception. The hostility of the Cumberland House traders forced Budd to relocate at The Pas, where a lack of receptiveness by the Swampy Cree Indians and a shortage of meat supplies further complicated his work. He befriended the leader of the Whitefish River band, and found mission adherents within the band, but other leaders in the area such as Louis Constant, refused most of Budd's evangelistic efforts.

During the embryonic stages of Christ Church mission, Budd was required to possess skills and abilities far beyond those of a preacher. He had to assist the Indians in building houses, establishing farms, raising cattle and crops, and providing a food supply for a sedentary life. His 100-pound annual

stipend and own possessions went to assist in the building of a house and schoolroom.

The growth of the mission was slow. By 1842 Budd had 32 day scholars, all that the scarcity of supplies would enable him to support. Forty-two adults were then attending services and preparing for baptism. By 1845, three buildings had been erected, a house for the Budds and the family of a newly-arrived resident minister, Reverend James Hunter, a structure housing the kitchen and the girls' quarters, and a schoolroom where the boys were lodged and the services held.

The arrival of Hunter meant a reduction in Budd's preaching responsibilities and an increase in his supervision of secular tasks. He became Hunter's interpreter and messenger, visiting outstations, preparing scriptural translations in the Cree language, and delivering the occasional sermon to the congregation he had collected. He was joined by another Cree catechist from the Red River school, James Settee.

Budd's worth in the missionary field continued to receive increased recognition. On December 22, 1850, Budd successfully completed further studies at Red River and was ordained a Deacon of the Church of England. While at the Settlement, he gained popularity as a speaker before both White and Indian congregatons. From the largely mixed-blood Middlechurch District came promises of supplies, clothing and money for his evangelical work of the mission, while Hunter tutored him in Latin and Greek in preparation for priesthood. He was also given responsibility for the establishment and visitation of several new outstations, and the training of the native agent, Philip Macdonald, as a school teacher for the district. His most successful work was in establishing a station at Nepowewin in August, 1852, across from Fort a la Corne at the junction of the North and South Saskatchewan. In recognition for his studies and missionary endeavours. Budd was ordained to the priesthood by the Bishop of Rupert's Land in July, 1852.

Returning to The Pas after ordination, Budd continued the missionary practices he had learned at Red River and from Reverend Hunter. He maintained an optimistic attitude toward the Christian experience of his charges by strengthening them through an emphasis upon family devotions. He selected interesting scriptures and hymns, and encouraged sincerity by baptizing or confirming only those who had taken formal instruction and an examination in Christian scripture and doctrine. As a priest he was also inclined to refuse communion in an attempt to control deviant behaviour in the community. In addition to these ecclesiastical concerns, he held regular day

schools, and taught even the older people to read and write in Cree syllabics.

Budd's close relationship with his charges was strengthened at Christmas when he continued the practice of distributing flour, permican and grease to every family, and at New Year's, when the people were received into his home for tea and cakes. When possible he worked with the people during laying time and visited the fisheries to conduct prayers. Family worship was shared with any who came for that purpose.

Still Budd was kept under the supervision of a European missionary. In June, 1856, Reverend Henry George and his wife arrived at The Pas, and Budd diverted his efforts to training George in the Cree language and the management of inland missions, and to translating sermons so that George could address his congregation. Then in May of 1857, he sent Budd to re-establish the Nepowewin station in order to strengthen food supplies to The Pas, breaking Budd's effective relationship with The Pas congregation.

Budd's ten years at the Nepowewin were full of hardship and tragedy. Working with his young daughter and son, Henry, Budd developed a mission school near the Fort and an itinerant ministry to the Plains Cree of the region, but found the independent Plains people much less receptive to this work than the Woodlands Cree of the immediate vicinity. Survival was a constant problem at Budd's mission where meat had to be purchased from the Plains and the economic base of the mission was tenuous at best. Personal tragedies further complicated his life, with the loss of a son, John West, in 1857, and the loss of his wife, Betsy; eldest son, Henry, and daughter, Christina, in 1864. Injuries he received in a fall from a horse in 1865, loneliness and increasingly ill health continued to burden him.

In spite of these difficulties, the Nepowewin mission did expand. Conversions increased to 98 families by 1864. As Budd's relationship with the H.B.C. improved, he held services at Fort a la Corne, and drew on the supplies and communications networks of a string of forts on his itinerant ventures into the plains. By 1867, the farm at Nepowewin was going "far to maintain the mission", and the spiritual progress of the settlement was deemed satisfactory. Budd was then recalled to The Pas, leaving Nepowewin in the hands of a native catechist from English River, John Sinclair.

At the station which had prospered under Hunter's and Budd's guidance, the mission farm was now suffering from soil exhaustion, many of the Indians' homes had burned, and those still standing were in a severe state of disrepair. Consequently Budd's remaining years at The Pas were devoted to reviving the village. Progress was slow, but by 1870 he had managed to rescue the station from ruin. Having been granted the independent status of the first permanent parish north of Red River, the mission now had to supply its own beef, pork, ham and bacon, as well as cereal crops. So successful was it that by 1872 the village owned 30 head of cattle and could occasionally trade surplus produce to the H.B.C. The revival of prosperity led to an increase in population, which in turn led to an expansion of farming and the spread of the villagers up river to Big Eddy. At the same time the desire for self-improvement among the inhabitants received Budd's encouragement, and there was a significant development in the independence of the population with the creation of a loose form of church organization and government.

From The Pas, Budd continued a surveillance of the outstations, undaunted by the further loss of two of his sons at Red River and a continued deteriorization of his own health. The Cumberland House school had collapsed after the departure of Reverend Thomas Cook but the community continued to practice Christian observances reinforced by Budd's visits to administer sacred rites. The Indians at Cumberland had hoped for a permanent agricultural settlement, but it was not until 1875, after much urging by Budd, that the Society finally sponsored a native minister, Reverend B. McKenzie, at Cumberland. Moose Lake, also under Budd's supervision, experienced an improvement in conversions by 1872, but did not become a separate mission in his lifetime. Nepowewin continued to be of greatest concern to the aging minister, who replaced the unsatisfactory catechist, Sinclair, with an old Christian native from Devon, John Umphreville.

To his death, Rev. Henry Budd remained concerned for the future of the native communities he had nurtured. Failing health and the loss of another son in 1874 further disabled him and curtailed his work. Finally in the spring of 1875, he contracted influenza and passed away on Friday, April 2.

Tributes to Budd were evident throughout Rupert's Land. Archdeacon Cowley, who set Budd's affairs in order after his death and arranged to support the education of his two youngest children, girls aged 12 and 19, had the following words of praise:

He was an excellent manager. His place was a very pattern of neatness and order. He was provident and economical — never starving but possessed of means to effect whatever his hands found to do. I had great confidence in Mr. Budd's ability to manage rightly the business devolving upon him in the secular affairs of the Station. As to his spirituality of mind, devotion

to the cause of Christ, and his Holy Church, his reports abundantly testify.

The greatest tribute, however, came from an elderly Christian Indian who reflected that "sorry does not express what we felt. My own father died some years ago, but when Mr. Budd died, I felt for the first time what it meant to be an orphan."

Bunn, Lorne

Lorne Bunn was born at Ochre River, Manitoba on January 13, 1902.

His father was Samuel Bunn who was born in Windsor, Ontario in 1852 and died in 1939.

Mother was Christina Bunn (Campbell) who was born in Essex, Ontario about 1870 and she died in March, 1903.

The children were Lorne and daughter Ila (Watts).

Samuel Bunn was a steam engineer. He came west to the Brandon area to work, later homesteaded at Ochre River where he remained for ten years. Worked at the Red Deer saw mill for seven years. He moved the family to Mafeking about 1909 where they lived until 1912 when they moved to The Pas. Worked for the Finger Lumber Company as a steam engineer, he also worked at a saw mill at Ruby Lake near Hudson Bay, Saskatchewan.

Lorne Bunn received his early schooling at Ochre River, Mafeking and The Pas.

While quite young he worked in the Machine shop at the Finger saw mill firing an upright boiler pumping water and later became a welder and machinist. Steam engineers were not plentiful in those days, and as a result Oscar Finger put Lorne in charge of the boilers on the river boat for a trip up the Saskatchewan River with some officials of the Finger Lumber Company from Minneapolis, Minnesota. Oscar told Lorne to stay down in the boiler room and keep out of sight because he was so young and had no steam operator's papers. This experience helped him in his work in later years.

On August 17, 1923 Lorne married Winnifred Roma Watts at Prince Albert, Saskatchewan by Canon Strong of the Anglican Church.

The Finger Lumber Company was sold in 1920 to The Pas Lumber Company that had previously operated it.

Lorne commenced working for the C.N.R. in 1926 he was employed at many types of work but finally was put in charge of maintenance of water tanks and coal installations on the H.B. line with his own trackcar to travel with. These track-cars of all types had poor traction because of the shape of the track and the wheel, a very small part of the wheel touched the rail. To overcome this Lorne welded a

rim of one quarter inch round iron on the face of the steel tire, positioned so that it would increase the surface of the wheel on the rail, with this extra traction the cars could start off better and could travel thru a few inches of snow. This innovation was used extensively by all railroads after that. It was a rough job to keep water available for the trains in the winter time. At the Deer River Mile where water lines had been laid on permafrost, they were froze solid, the American Army was moving men and equipment north in 1943 and Lorne had to weld pipes of different sizes together to make water available to trains thru a surface pipe that had to be drained after use in winter.

In his spare time Lorne prospected and still has some claims he keeps current. He worked on an oil drilling rig in the Pasquia Hills along the Man River at one time. Oil was not discovered at that time.

The marriage of Lorne and Winnie resulted in seven children: Ray Lorne, born July 30, 1924 and married Ruth White, became a draughts man and diesel mechanic, residing at Oxbow, Saskatchewan, Fredrik Hugh, born October 8, 1925, married Beth Clark, Ronald Ralph, born Sept. 17, 1927, married Erma Essar of Winnipegosis, Bernard Allan, born June 12, 1929, married Lois Essar of Winnipegosis, Winnifred Dorine, born March 7, 1931, married John Cran, James Gregory, born January 21, 1934, married Sylvia Semchuk, Carol Ila, born February 20, 1938, married Bob Warner.

All the children had their education in The Pas. The family was active in sports, soccer, skating, bowling, etc.

Bunn, Winnie, Roma (Watts)

Winnie Roma Watts was born in Emo, Ontario on April 13, 1902.

Her father was Fredrick James Watts who operated a hardware store at Stratton, Ontario.

Her mother was born Doretta Henrietta Offeney. Fredrick Watts farmed in the Watson area of Saskatchewan before moving to The Pas in 1911. He worked as a carpenter on building construction. Later he worked for years as a carpenter for the C.N.R.

Fredrick Watts moved his family to The Pas in 1912. The family comprised of Winnifred, George, Millie, Fredrick Jr., Dorothy, Lavina (Lovie), Ernest Francis, and Gordon Robert.

The older children received some education in Saskatchewan and all completed their schooling in The Pas.

The Watts home was a meeting place for gatherings of different occasions by many people of the district.

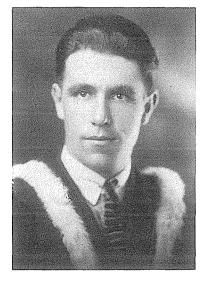
Pleasures were self made and there was a wonderful community spirit.

Bunting, William Lloyd

William Lloyd Bunting, Jr. was born in Swan River, Manitoba on April 12, 1906.

The Bunting family moved to The Pas in the fall of 1909.

Lloyd took all his public and high school in The Pas. In the fall of 1922 he entered the University of Manitoba in Winnipeg and obtained his degree in Civil Engineering — graduating cum laude in 1928. After graduation, he was employed by the Manitoba Department of Highways in Southern Manitoba, Newdale and The Pas areas.



W. L. Bunting 1928.

In 1934, Lloyd was appointed the first Town Engineer of Flin Flon, Manitoba, a position he held for 2½ years. In February of 1939, he joined Ducks Unlimited as a Field Engineer, and became successively Saskatchewan Engineer, Saskatchewan Manager, and then Chief Engineer with Head Office in Winnipeg, leaving in the spring of 1951.

While with Ducks Unlimited he surveyed the original cross sections for the Bracken Dam at The Pas which controls the Saskeram Project. He also did surveys of Root Lake and Rockey Lake. These were winter surveys. In May 1939 he did a survey of Gordon Lake. These were winter surveys. In May 1939 he did a survey of Gordon Lake in Northern Alberta. The names used by Lloyd for identification of the lakes and bays in this survey are now officially used on the maps of the area.

From 1951 to 1957, Lloyd was Area Engineer with Defence Construction. From 1957 until his retirement in 1971, he was employed as Engineer in charge of Structural Design by City Hydro, now Winnipeg Hydro.

Lloyd married Mary Edith Brown in Regina, Saskatchewan, December 6, 1947, and they resided in Winnipeg since that time. They did not have a family.

Lloyd died May 12, 1981, in Victoria, B.C. while on vacation. A Memorial Service was held May 22, 1981 in Winnipeg. His ashes were spread north of Simon House Lake.

Mary Edith Bunting (nee Brown)

Mary Edith Brown was born December 31, 1911, in Wolseley, Saskatchewan, eldest daughter of John and Eliza Merrifield Brown. She lived in Wolseley until entering nurses training at Regina General Hospital, graduating with an RN in 1933. She nursed in Wolseley and Regina, later becoming a Public Health nurse with the City of Regina.

Mary's father, John Brown, was born in County Down, Ireland, and her mother was born in Chelsea, Quebec, of an Irish mother and English father, descendant of a United Empire Loyalist family which came to Canada many years ago.

Lloyd has one sister, Nora M. Bourke (Mrs. D. E.) who lives at 104 David Street, New Castle, N.B. EIV 1B6).

Bunting, Lloyd

Lloyd Bunting was born in 1905. My father, W. H. Bunting arrived in The Pas in 1909. The family arrived in The Pas on Nov. 23, 1910.



W. H. Bunting and Mrs. Winona Bunting.

Father was having a store building erected and it was practically completed when we arrived. We stayed at the Opasquia (Gateway) run by Hy and Mrs. Johnson. I can remember Mrs. Johnson as she threatened to put a tin ear on me one time. I guess I got into some mischief. While I was only $4\frac{1}{2}$ years old at the

time, I can remember them loading our stuff into the box car at Swan River. The sleigh ride from the old station through the forest, to the hotel, it was all spruce trees south of Fischer Avenue and Third Street.

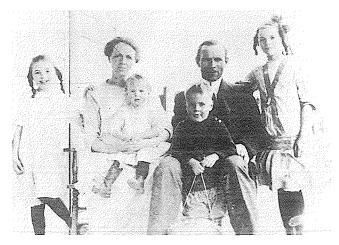
I remember seeing Dave (Caribou) Smith in his dad's store, later to be Brown & Moore's Hardware — two doors north of the Gateway Drugs.

I am sure my father served on the first town council in 1912 — he served for many years on the board of school trustees. He took an active interest in baseball. He was a charter member of the Masonic Lodge in The Pas. Mother and dad belonged to the Anglican Church and mother belonged to the W.A. During the first world war the ladies of the patriotic circle met at our house to make up gifts for the local boys overseas.

Dad gave up the store business about 1934. He then worked for the Manitoba Govt. Liquor Commission as manager in The Pas until 1944 when he retired. He died in 1962, mother died in 1957, both are buried in the cemetery in The Pas.

Mr. and Mrs. D. C. Burton

David C. and Jennie, his wife, and three children, Doris, Jessie, and Jack arrived in The Pas in November of 1911, on the same train as Charles Hill. They came north from Portage La Prairie, Manitoba. Mr. Burton came to work in the Armstrong Trading Company, a general store located on the corner of what is now 1st Street and Edwards Avenue. The first night in town was spent in the Opasquia Hotel which was owned at that time by Mr. and Mrs. Hiram Johnson. The next day they were able to move to a house situated on Devon Island, formerly occupied by R. H. Bagshaw and family. Life for Mrs. Burton must have been extremely lonesome as there was no early closing of stores in that day. She and her family were alone every evening — no friends, neighbors or



Burton Family 1914.

telephone. My earliest recollection is of sitting around the stove in the evenings and singing hymns together.

The following year, the Burtons were able to rent a house just behind the Royal Bank at the corner of 2nd Street and Edwards Avenue. The house had been built by T. H. P. Lamb who had intended to move his family from Moose Lake to The Pas, but when the house was completed Mrs. Lamb and family decided they could not leave their beloved Moose Lake. Anna, the youngest of the Burton family was born in this house on May 23rd, 1912, the year that The Pas was incorporated as a Town in Manitoba. In a few years our family acquired a piano and from then on our home was always a gathering place on Sunday nights for people of all ages, having a good old sing song then later a lunch. We spent many happy hours in this fashion.

Mr. Burton was a member of the Board of School Trustees and mother was active in the Presbyterian, then later the United Church. She sang in the choir and I can remember her working on Rotary luncheons in the church at the corner of Ross Avenue and 2nd Street. Incidentally, they had none of the modern conveniences in those days. Mrs. Burton worked on the Social Welfare for the Town, she helped prepare layettes for many expected babies and also home care for the mothers and babies.

Mr. Burton passed way in 1952 and Mrs. Burton in 1957. Both are buried at Eriksdale, Manitoba.

Doris, the eldest of the family still resides in The Pas. Jessie, Jack and Anna all live in Calgary, Alberta.

Cameron, Dorothy E.

Dorothy Cameron was born Dorothy Watts at Watson, Saskatchewan in 1909. She was educated in The Pas, Manitoba, later graduated as a nurse in the first class to be held in St. Anthony's Hospital, The Pas.



Dorothy and Allen Cameron, Children: Alana and Carolee.



First Graduate Nurses St. Anthony's Hospital. Dorothy Watts, The Pas; Doris Foster, Cranberry Portage; Olive Simmons. Ethelbert.

Dorothy married Allan Cameron of Emerson, Manitoba in Christ Church, The Pas in 1933. They lived in Flin Flon until 1942, then were transferred to Lloydminster until 1946 when Allan was appointed manager of the Beaver Lumber Co. at Arcola, Sask. After a short return to The Pas the Camerons lived in Flin Flon until 1952 when they returned to The Pas where Allan worked with Lamb Air Co.

The family consisted of two daughters: Alana (Troop) born in The Pas in 1944 now living in LeRoy, Sask. Caralee (Despins) born in Arcola, Sask. in 1947.

Dorothy worked at St. Anthony's Hospital, and in 1966 when the Keewatin Community College opened she accepted a position as nurse which she retained until her retirement in 1974.

Al Cameron passed away February 15, 1967.

Dorothy has been active as secretary of The Pas Golden Group.

Carlton, Carl

Born in Flin Flon in 1938, Carl's parents were Alfred Lynn and Ethel Bernice Carlton of Carlaville, Manitoba.

Alfred was employed by the Hudson Bay Mining and Smelting Co. in Flin Flon from 1936 to 1947, and later farmed and operated a draying business in The Pas area from 1947 to 1963. The family, after living

in Flin Flon, built a house on 7th street in The Pas. Ethel was active in the United Church Womens Unit and the family was active in church affairs. Carl had one brother, Donald Garfield, who died in June 1960 at the age of sixteen. Alfred Lynn Carlton passed away in December 1966 at The Pas and Ethel Bernice at Minitonas in march 1978.

Carl received primary grades 1 and 2 in Flin Flon and the balance of his education at The Pas public school and the collegiate. At that time he was active in the United Church Young Peoples group. He worked for Midwest Diamond Drilling from 1957 to 1961 and then with the Dept. of Natural Resources of the Manitoba government.

In August 1964 he married Helen Simpson in the Westminster United Church, The Pas. The minister, the Rev. Ron Johnstone, was assisted by a cousin of the bride, Ethel Howie. Carl and Helen resided in various places after their marriage — Thompson, Garland, Minitonas, Selkirk and Portage La Prairie. Their three children in 1982 were — Lynn Carlton, 16 yrs., Lee, 12 yrs., Scott, 10 yrs.

Carlton, Helen submitted by Helen Carlson

Born Helen Simpson, in St. Anthony's Hospital, The Pas, July 15, 1938. My father was Edwin John Simpson, who arrived in The Pas from Scotland in 1922. My mother came with him and also her mother, Helen Philip. My mother's name was Jessie and I was named after my grandmother, Helen Philip.

Ed Simpson, my father, was a stationary engineer and worked for the town of The Pas at the powerhouse. He was a member of the Masonic Lodge and was active with soccer club and the curling club. My parents were members of the United Church. Edwin John Simpson died in November 1945. Jessie Simpson died in Jan. 1969 at Garland, Man. Grandmother Philip passed away in November 1954.

I attended The Pas public school and the collegiate. I was a member of Brownies under Mrs. Agar and Mrs. Lougheed, and the Girl Guides with Mrs. Gans. I sang with the United Church junior and senior choirs with choir leader, Mickey Reed (Kerr), and Mr. Martinson, also I taught sunday school and was a member of the curling club and the bowling association. I worked part time in the office of the arena while I was in high school. After finishing my education I worked in the Royal bank for nine years. Bill Chapman was the manager at that time.

I married Carl Carlton in 1964 and we had four children. See history of Carl Carlton.

Carroll, Edmund Lee

Lee Carroll's Father, Edmund, was born at County Armagh, Ireland on June 10, 1886. He was the

youngest of nine, raised by older brothers and sisters after the death of the parents early in 1889. He was employed and trained by his oldest brother Edward in 'Carroll Furniture Co., Dublin'.

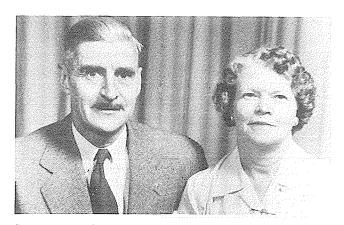
Edmund Lee came to Canada in 1906. He was employed by Cochrane Dunlop Hardware Co. in Toronto and Winnipeg. He took Ministerial training at Wesley College and was sent to preach in Swan River in 1909, here he met Nurse Louise Rundle.

Edmund resigned the Ministry and moved to Le Pas, N.W.T., in the fall of 1910. He began Ed. Carroll Hardware in June 1911 on the site of the present Kerr's Furs. One of the stocked items of the time were coffins. He built a new hardware and furniture store in 1914 at 140 Fischer Ave.; which was later used as a second hand store and recently as a food outlet. He married Louise Rundle in 1915 and had two sons: Lee in 1917 and Jack in 1921. Edmund was active in farming, the Board of Trade Assn. and in conference pertaining to the 'Union of Churches' (United Church). He built the first summer cabin in 1923 at Clearwater Lake (now Ridyards).

Eric Mansfeld Carpenter

Eric was born in England on July 24, 1901. He came to Canada in 1920, residing in Milestone, Saskatchewan where he operated the first power plant to provide electricity for the town. In the early 1920's, he met and married Elen Marie Lee who was born in Milestone, then a part of the North-West Territories, and grew up in the farming area. Their children, all born in Saskatchewan, are:

Lee Graydon, 1925 — married with two children and now living in Pittsburg, Penn. Robin Edgar, 1926 — married with two children and now living at Clearwater Lodge, The Pas. Mary Theresa, 1928 — single and now living in Vancouver, B.C. Laura, 1929 — married and now living on a farm at Pathlow, Sask. Elizabeth, 1942 — married with two children and now living in Rosemere, Quebec.



Eric and Elen Carpenter 1954.



Elizabeth Carpenter — Hugo Mortsell and Laura Carpenter (Smith) June 15, 1944.

In the early 1930's, Eric, Elen and family moved to Saskatoon and later to Yorkton, Sask. where Eric was inspector for the Sask. Power Commission. While in Yorkton, he often went to Clearwater Lake with fishing buddies and they stayed at Jimmy Moore's Camp, the present Clearwater Lodge, and the only tourist camp on the lake at that time. The camp consisted of a frame building used as the main dining and lounging area as well as four cabins. The log cabin, which still exists today, was one of the original buildings on Pioneer Bay. It was lived in and enlarged by Major Charles who was the engineer during the construction of the Hudson Bay Railway. Major Charles returned to Clearwater Lodge in 1975 along with a film crew to make up a portion of a film on his experiences in the North. Eric became very interested in this area. In 1949, he, Elen and Elizabeth (then the only child living at home) bought Jimmy Moore's Camp and moved to Clearwater Lake where they operated it under the new name of Carpenter's Camp. Jimmy Moore was the only previous owner of this camp, and it has been in the Carpenter family ever since. As well as looking after the four cabins they had bought, Eric also rented four more cabins from Jimmy. These cabins were located farther along the lake shore and in order to service them, Elen and her help had to load the bedding and cleaning supplies into a boat and travel by water to the cabins. Washing day was a big event that took the combined efforts of all as there was not only personal laundry but also forty to fifty sheets to do. The water was hauled from the lake in a barrel on a two-wheeled cart and then transferred by pail into a barrel mounted on rocks with a fire burning beneath to heat the water. The actual washing took place in a gaspowered washing machine located outside among the trees. After drying on the lines, the sheets were ironed the next day on the kitchen table using sad irons heated on a huge, wood-burning cookstove in

the kitchen. Needless to say, it made for a hard, hot job in the summer. During this time, their son's wife, Mary, helped with this chore and finally suggested heating the irons on a gas stove covered with a frying pan and this considerably reduced the temperature in the kitchen on ironing days! This same cookstove was used when making meals for up to 28 customers; the only convenience was a hand-pump to pump water from the lake into the kitchen. There were no freezing facilities, so the customers' fish was stored in underground bins packed in moss and ice. Meat was sent out on the train and Eric picked it up at the Atikameg siding (where Spruce Products is now located). Over the years, they enlarged their operation to include seven cabins. Then in 1955, fire destroyed the main lodge, laundry equipment, an outboard motor shed containing the motors, as well as three large boats. Eric always maintained that the fire had been started by someone because they were away that evening and the lodge, laundry equipment and motor shed were in three separate locations on the property. A worse shock followed when he went into The Pas to his insurance agent. His insurance policy had expired in June which was his busiest time and he had forgotten to renew it, nor was it automatically renewed by the insurance company the way it is today. So with money borrowed from various friends, they built a new two-story main lodge which also provided a fully winterized home for them. As well, he set up a diesel plant to provide electricity and eventually constructed an eighth cabin. Eric and Elen operated their successful business under the name of Clearwater Lodge and here they lived until poor health forced them to retire in 1969. They built a new home across the road from Clearwater Lodge where they enjoyed many years. Eric passed away in January of 1978; Elen still lives in their home.

Robin Edgar Carpenter

Robin was born at Milestone, Sask. on November 19, 1926. He received his education in Saskatoon and Yorkton, Sask., returning to Milestone in 1941 to work on his uncle's farm and road outfit. Robin was in the Navy from 1944 to 1946, and in January of 1948 he drove a tractor for Transport Ltd. hauling freight from Flin Flon to Brochet. It was a harrowing job with large cracks, ice heaves and open water to contend with. In the summer, he returned to Milestone and married a local school teacher, Mary Agnes Stephenson, born in Lang, Saskatchewan and raised in the farming area. They had two daughters, Katherine and Jean, both born in Regina. In 1954 they decided to move to Clearwater Lake where they worked with Robin's parents at Clearwater Lodge until the fire in 1955. They then moved to The Pas

Airport and Robin was employed with Aerofuel Ltd. until buying Clearwater Lodge in 1969. During the early years, the Airport was a small community including a T.B. sanitorium, so many families organized all types of entertainment for both adults and children. There was curling, skating, baseball, square-dancing as well as church and Sunday school to mention a few. Mary taught school in The Pas from 1965 until 1970, and their girls went into The Pas for school. In 1957, Kathy's first year of school, there was no school bus — the children went on the Airport bus which transported anyone to and from The Pas. After school, the children had to walk from the Red Brick School to the Union Supply Store (where the Toronto-Dominion Bank is now located) to get on the bus for home. Mary and Robin are still living at and operating Clearwater Lodge. Katherine Marie was born in 1951 and married Douglas Sangster in 1971. They live in the Clearwater Lake area and are coowners of Hot & Cold Sales in The Pas. Jean Louise was born in 1953 and took registered nurse training in Winnipeg, returning to The Pas to work. She married Lawrence Melko in 1974; they have three sons -Gary, 1975; Roger, 1977; Boyd, 1979. They reside south of The Pas and Lawrence is employed by the Dept. of Highways.

Cavanagh, Patrick J. B.A., M.I., M.C.F.P.

submitted by Blanche Chauncey

I was born in The Pas, Man. in February 1930 of Maritime stock (NB & NS). The family lived in The Pas while my father worked for The Pas Lumber Co. They moved back to the Maritimes and I attended public schools in Dartmouth and Parrsboro, Nova Scotia.

I graduated from Mount Allison University with a B.A. in Biology and Chemistry. Following this I worked for over two years with the drug and food lab in Ottawa doing hormone assays on mice and rats.

I met my wife Doris at work and we were married in 1954. Doris had a B.S.A. with honors at U.B.C. That fall I entered Dalhousie Medical School, Halifax, and with my wife's help and encouragement I graduated with an M.D. in 1959.

From graduation until coming to Creston, B.C. in January 1968, I practiced in Nova Scotia in the city of Halifax for two years and solo rural practice for seven years. Since arriving in Creston I have been in a group practice doing general practice and anesthesia. I retired from anesthesia nearly two years ago (1980) and am back at my prime interest. I am currently a member of the Canadian Anesthetists Society, The American College of Emergency Physicians and The College of Family Practice (Canada).

Doris and I have five children — two boys, Michael (1957), Jerry (1959) and three girls, Laura (1960), Anne (1962) and Mary (1966). Michael graduates from U. of A. this year (1982) with a B.A. Jerry and Laura are presently attending the same university. Anne graduated from P.C.S.S. in 1979 and Mary is in grade eight.

I have two younger brothers, one a lawyer, the other a banker. My father and stepmother have recently moved from Bathurst, N.B. to London, Ontario.

Involvement in community affairs have always been an enjoyed responsibility for Doris and myself. I was associated with the Central Kootenay Regional Hospital District from 1968 to 1977, as Medical Technical Advisor, then as Vice-Chairman and Chairman of the Hospital Advisory Committee.

My main interest in medicine is caring for people. In our group we differ in many respects in our approach to the practice of medicine. Our association as partners provides each with regular and predicatable time off for involvement in family, community and recreational living, plus the necessary encouragement and time for post-graduate study.

Charles, John Leslie

John Leslie Charles was born December 15th, 1892 in Weybridge, England. He attended Edward VI Royal Grammar School in Guildford, Surrey, England. A pupil with Hardy Company Contractors, Woking, England. He emigrated to Canada March, 1910 directly to Edmonton and entered service with the Grand Trunk Pacific Ply Engineering department engaged in surveys and construction on the Prairies and mountains towards Prince Rupert, B.C. In the Spring of 1913 he was transferred to be transitman with L. E. Silcox locating the route for Hudson Bay Railway to Nelson.

John Charles was granted leave of absence to enlist in the Armed Forces October, 1915. He was commissioned Lieutenant in 144 Bn-Winnipeg Rifles (Little Black Devils). On arrival in England he was transferred to the Canadian Engineers. He was promoted progressively to rank Major, awarded the Distinguished Service Order. Demobotigated March 1919 at Fort Osborne, Winnipeg. He returned to railway engineering, now Canadian National Railways, on location surveys and construction at a number of areas, including the Hudson Bay Railway and branches to Flin Flon and others. It would appear that from time to time fate involved him in the railway development, northerly of The Pas.

Canada — Atlantic to the Pacific — has been good to John Charles. He says he has much to be thankful for, especially to the Northlands. He looks

back with pleasure being in charge of the location survey to Churchill. Christmas dinner in a tent on the Barrens' south of the Port, 1927. Then there were no buildings on the East side of the river.

The Hudson Bay Post and the Anglican Church were on the West bank, South of the old Fort Prince of Wales. John has written an Autobiography covering events during his life. It was written at the request of the C.N.R., Queen's University and his family. It is not for sale but copies have been presented to the Manitoba Provincial Archives, libraries of the University of Manitoba and the University of Winnipeg. Readers would find much of interest, including the pictures.

John Charles was married on May 20th, 1916, to Helena Violet Hamilton, who was born in Hamilton, Ont. The wedding took place in Winnipeg. The couple lived in many places including The Pas. Their daughter, Eira Alice Friesen B.Sc., married Dr. R. F. Friesen M.D., who was practising in Winnipeg. Their son, John Hamilton Charles, Lt. Sgt. R.C.A.F., was killed in action over Cologne, Germany, May 31st, 1942. Buried at Rhieneberg near the German-Holland border.

John Charles lived at The Pas and at Atikameg Lake, from 1934 to 1939. He was assistant to the late Major J. G. McLaughlin, manager of the H.B. Railway during this period. He rejoined the armed forces in September 1939. Joining the Royal Candian Engineers, he recruited and commanded the 20th Field Corps.

After demobilization John Charles was appointed chief engineer, Western Region C.N.R. Thunder Bay to Victoria, B.C.; and as such was responsible for the relocation from Sherridon to Lynn Lake, Sipiwisk to Thompson and Cranberry Portage to Chisel Lake. Also he was over-all supervisor of construction and subsequently the maintenance of Way and B&B.

During the Fall of 1934 John Charles came to a happy arrangement with the late Jimmy Moors whom he first met at Dickers Dike in the Rockies in 1911, to have the use of his property at Atikameg (Clearwater) Lake, opposite Mile 17, H.B. Railway. He improved the shack together with Helena his wife, daughter Eira and son John. They had delightful summers by the Lake. On short notice John Charles left in 1939 to report for service to Fort Osborne in Winnipeg. Jimmy Moors operated the property at Clearwater Lake as a resort for a short time and then sold it to the Carpenters.

Lionel Charbonneau

I was born at Marcelin, Saskatchewan on October 5, 1913. Due to drought and depressed economic conditions on farms at that time, the late 20's, my

family Bruno and Amanda Charbonneau (my father and mother), and my only sister Claire, moved to The Pas. We arrived in the north on November 9, 1928, Dad had come earlier in the summer to purchase a lot and build a house. The property was on Lathlin Avenue close by Smiths Grocery.

Dad found work as a carpenter, one of his first jobs was to move the Avenue Hotel from the present location of Hills Corner Store to the corner of Fourth Street and Fisher Avenue, where it now stands. That was a large undertaking with the equipment available at that time. He then obtained work on construction of St. Anthony's Hospital, until its completion.

In 1931, he opened his own business, known as "Charbonneau's Grocery", this he carried on until just prior to his death in September of 1941.

After completing a business course at Sacred Heart School in The Pas, I was employed by the Bank of Montreal until I joined Dad in the store business in 1932. Due to my father's terminal illness early in 1941, the business was sold to Smith's Grocery, eventually the building itself was sold to Frank Parker.

In 1945, my mother married Archille Beaudry, unfortunately he passed away in 1958. At age of eighty-six, my mother maintains a suite in The Northern View Lodge in The Pas.

After completing a business course, my sister Claire, was employed by the Utility Department of the town as a stenographer, until her marriage to Robert Hutton in 1939. She passed away in August of 1974.

Due to the depression in The Pas in 1939-40, and to supplement my earnings from the store, I accepted part-time work with Mr. Willam Bunting the manager of The Liquor Control Commission, unloading supplies as they arrived. On October 8, 1940 I became a part-time employee and on June 1, 1941 I had the good fortune of being accepted on permanent staff by the commission.

In 1933, I met Emily Presunka from Dauphin, who was a student nurse at St. Anthony Hospital, she completed her three year R.N. course early in 1935 and on July 24, we were married in Sacred Heart Church. A second dwelling had been constructed for us on the large lot on Lathlin Avenue.

We had three children, Dorie was born on October 25, 1936, Audrey on January 10, 1942, and Phyllis on September 6, 1945.

During my years in The Pas, I was greatly involved in the community, such as a member of the town council, The Pas Community Club, The Elks Lodge, from which I became President of the Manitoba Elks Association 1947-49. I was also active in curling and baseball clubs. I was transferred to Neepawa, as manager of the liquor store there in



Charbonneau Family — Lionel and Emily — Darie, Audrey and Phyllis January 1, 1952.

January 1952, and remained there until my appointment as manager of the liquor store at Brandon, retiring on October 31, 1978, after thirty-eight years of service.

In 1957, after receiving her teacher's certificate, Dorie married Stanley Turner, they now reside at Brooks, Alberta. They have a family of four. Two of them are married, Stan and Dorie are both teaching school in Brooks.

Audrey, after completing a stenographers' course, was employed by Trader's Finance Company and by the Bank of Nova Scotia. In 1962, she married Stuart Scott, presently manager of the Royal Bank (Garden City Branch) in Winnipeg.

They have three children, Audrey is employed by the Winnipeg Library.

Phyllis, after completing a Laboratory and X-Ray course, was employed by the Manitoba Government for twelve years. In 1970, she married Alan Hirata, a design draftsman, presently employed by an engineering firm in Winnipeg. They have two children, Phyllis is a happy housewife.

In 1977, Emily retired from active nursing at the Brandon General Hospital. We are happily retired in Brandon, and along with our family, recall the many happy years as residents of The Pas.

Ovide Charlebois

Born at Oka the 17th of February, 1862, Bishop Charlebois was the 7th of a family of fourteen childre. Small farmers, his parents worked a farm they did not own. Around the time Ovide was born, they acquired a farm in the next parish, St. Benoit, but soon found out that the land was too poor to make a living for their large family out of it. Hyacinthe Charlebois then decided to leave the shores of the Lake of Two Mountains and become a colonist.

In The Up Country

He chose a piece of land situated about twenty-five miles north of St. Jerome, in territory later to form St. Marguerite parish. It was 1864 and Ovide was but two years old.

But it was poor farming country. The first years had been good, but the land, quickly worn out, produced less and less, and Ovide's father had to sell his farm in St. Marguerite; in the fall of 1878 he settled at L'Assomption, gave practical lessons to the agricultural students and oversaw the college farmwork. Ovide had begun his classical course the previous years.

At L'Assomption College

Never a brilliant scholar, Ovide was possessed of a level head and great good sense; serious and persistent work allowed him to be an above-average pupil in his class.

Of his college life, his second year (Syntaxe) Professor, Canon Auguste Picotte, offers this precious testimony: "One word will describe, in all frankness, what Ovide the student was: a "model" scholar in everything. He was very pious . . .; he was obedience personified, respectful to his professors; he liked study and aimed to succeed. Toward his fellow students, he was good and charitable; he never had enemies."

At times mischievous, Ovide knew what it was to laugh and have fun. When he reached his last year of college, he was beloved and esteemed by all. This was 1882, he was twenty and the time had come for him to choose a career.

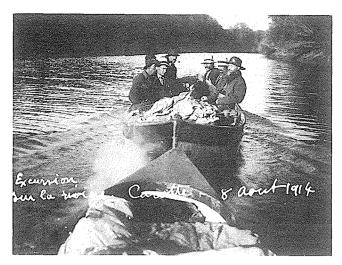
With The Oblates

In a little book given him by a classmate, written by St. Alphonsus Liguori on the religious life, Ovide found his path. Relatively easy was the choice of a congregation: several of the college's brilliant students had already gone to the Oblates of Mary Immaculate where missionary life in the Canadian West fitted marvelously with the aspiration of young Charlebois.

Cumberland's Solitude

The first post his superiors confided to the young missionary was St. Joseph's Mission at Lake Cumberland; lone missionary at this spot, he had to look after neighbouring posts, very often going over one hundred miles to them. The young missionary's isolation at Cumberland was to last sixteen long years, during which he saw his fellow missionaries but occasionally.

Solitude weighed on the young missionary. Of all the miseries of missionary life, we really believe that this was the hardest for his affectionate heart. From the beginning of his stay at Cumberland, he often wept: "I cried a lot on reading your letter," he wrote



Exploration Trip on Carrot River about 1914. Bishop Charlebois with Beard and Black Hat on Right.

his brother William. "Along in my tiny room, I allowed my tears to flow unchecked. You will find them all in the Sacred Heart of Jesus where I am careful to lay them, for the Divine Heart is my refuge in such moments. It is Him also who makes my tears so sweet and delicious. To weep in union with Jesus is verily the greatest happiness here below. I never grasped this truth so thoroughly as at present.

The Object Of My Desires

"Be assured that I am content and happy in my new post. You know that the Indian missions had long been the object of my desires; I thank God for having sent me to them."

Cumberland, September 17, 1889
Through sixteen years in the isolation of Cumberland, Father Ovide Charlebois catechized, visited the sick made numerous trips to Grand Rapids, to Lake Pelican, went as far as Pakitawagan, Nelson House, serving the camps stretched out along the Saskatchewan River, the Churchill, the Bois Brule. He built three churches, covered hundreds of miles by paddle. Everywhere he prayed and had people pray: the word of God fell from the lips of the missionary as precious dew upon these new souls.

What devotedness he showed when he became Principal of the Indian School at Duck Lake from 1903 to 1910. At the beginning of the century, the Indians still understood but little the importance of education. The discipline of a regular house was considered an interference to the liberty of parents and children. Many did not want to send their children to school. How many visits were made to the reserves to enlighten minds and to recruit; sometimes charity went beyond the rules and he came back with a child below the age, even an abandoned baby.

In 1910, he became bishop of the immense Keewatin territory whose population is almost ex-

clusively Indian. Bishop Charlebois no longer knew any limit to his zeal. He wanted to convert to the Catholic faith and save all the souls confided to him. His first act was the pastoral visit, a two thousandmile canoe trip, broken by endless portages.

At this time, the Hudson Bay Eskimos were under Bishop Charlebois' jursdiction; they would remain such until 1925. Preoccupied with this most abandoned section of his flock, already in 1911 he had sent Father Arsene Turquetil to Chesterfield Inlet. He himself was to visit the Eskimos in 1923, after he had opened the missions of Chesterfield and St. Theresa Point.

Like a father to his children, he could not remain indifferent over the physical suffering of the Indians; hospitals and nuns were needed. So he turned beggar to get the necessary money to build hospitals in The Pas and Ile a La Crosse. Every day he stayed at the bishop's residence, he would make it a duty to visit his "children" at St. Anthony's Hospital.

By vocation a missionary of the poor, Bishop Ovide Charlebois loved the Indians not so much because of their privations now and then, but because of their lack of culture and their ignorance of responsibilities in life. Often he expressed his admiration for the particular qualities of the Indians: their total abandonment to Providence and their detachment from riches, for they will give everything they own without worrying about tomorrow. On this point, he himself rivalled them in many circumstances.

He was always able to discern, respect and encourage the legitimate traditions and customs of the Indians, as well as their admirable ingeniousness. The natural riches of their minds showed itself in their ability to survive in the heart of the forest. All the treasure of their heritage is in their secrets for tanning hides, of building canoes, of making harness and fishing nets, of using medicinal plants.

Love shows itself through acts of respect and generosity. Bishop Charlebois knew how to appreciate the fine human and supernatural qualities of his Indians, but like a good father he also knew how to point out their failings as well. This he did with patience and kindness after beginning by accepting them for his own sanctification. Theirs are souls that cost dear, he used to say, because of the sacrifices and devotedness they imposed on missionaries.

For the Indians, he spent himself from morn to night, and often during the night. To understand them better he learned their tongue, so well that it became his own. During his moments of isolation, he loved to sing the Cree hymn "Kisikok Iteimatak" (Let Us Think of Heaven).

True love is recognizable and its attraction is irresistable: so the best testimony is the love and

affection the Indians bore their spiritual Father. They sensed that they were loved by him. Each of his visits was a period of joy surpassing; all one joyful family, they passed around him. After official reception the confidences began: he had a heart for all needs. How many times during his long career did he go to the defense of Indians persecuted by the overreaching of white men!

Before he died he had stipulated in his will: "I have nothing of my own, all that I have was given me for the poor." Bishop Carlebois considered the Indians as his own children: of all he received he never kept anything for himself. He taught them in every way, but always with a jovial good humor. He brought them especially the knowledge and love of the Heart of Jesus and of the Most Blessed Virgin, for Bishop Charlebois was ever a man of God. This was the secret of his generous and selfless love for the poor children of the forest. He loved the Indians so as to lead them TO JESUS THROUGH MARY.

When Bishop Charlebois saw himself named, in 1910, Vicar Apostolic of Keewatin, he received as his allotment a Church which had to be founded, its domain covering the north of Saskatchewan and Manitoba, and extending from the fifty-third parallel up to the Pole. Of all the apostolic vicariates existing at the time, it was certainly the one whose administration and supply promised to be the most difficult.

In the western part of the Vicariate, the relatively numerous missions were far from responding to the needs of the population. The whole immense eastern region still had to be evangelized. In addition, there were the Eskimos of Hudson Bay who had never yet seen a Catholic priest.

And to meet all those needs, the new Vicar Apostolic was able to call on a dozen missionaries, several of them arriving at their old age.

But in this huge virgin forest where the Indians were scattered about, the biggest obstacle was travelling: Travels without limit at the cost of constant dangers and of harassing fatigues. The principal dwelling place of Bishop Charlebois was, in fact, the open road; or rather the forest, for there was never any road and often a path had to be beaten along the portages and in the snow.

The twenty-three years of his episcopate would see him constantly on the go, in pursuit of his flock, founding new missions, visiting them two or three times year. A part of his martyrdom was the relentless travelling. He tells of his episcopal travels with simplicity in a style which reminds us of the Epistles of St. Paul.

Chun, Jack Lloyd

Lloyd Chun, youngest son of the late Mr. and Mrs. Sam Chun, Sr., was born on February 7, 1937.

Having had his basic education in the Pas, he attended the University of Manitoba. He distinguished himself by achieving membership in the Chemical Institute of Canada and has served on the Board of Directors.

He was elected President of the Canadian Society for Chemical and Biochemical Technology in 1978. He is currently employed by the Canadian General Electric Company in Peterborough, Ontario as an electrical installation specialist.

On March 2, 1957, Lloyd married Helen Hayes of St. Johns, Newfoundland. Their children are:

John Lloyd born on September 5, 1959, and is a graduate of McMaster's University and is an accelerated chartered accountant with a firm in Hamilton, ON. Toylene born on January 10, 1961, is now Mrs. George Rae.

Lawana born on November 11, 1962 and is a stenographer in Calgary, Alberta.

Monica born on April, 1964, high school student, Peterborough, ON.



Chun Family 1924 — May, Mrs. Chun Holding Jim, Haw, Toyshim, Jack.

Mah Poy, Toy Win (nee Chun)

Toy Win (Winnie) Mah Poy was born on February 22, 1922, in The Pas, Manitoba. Toy Win graduated from The Pas Collegiate and managed Sam's Confectionary prior to enrolling in the St. Anthony's Hospital School of Nursing. She graduated from St. Anthony's Hospital in August, 1947 and received the Bedside Nursing Award.

On August 28, 1947, Toy Win married Glen Mah Poy of Ponoka, Alberta. Their family consists of 3 children: Corine Lynn Elms (nee May Poy) R.N., B.Sc. in Nursing.

Marsha Jean Lappage (nee Mah Poy) B.A., B.Ed.

Roger Glen, B.Sc., B.Ed.

Glen and Winnie are both active members of the Ponoka Community.

Clarke, Allan Gordon submitted by Beth Bunn

Allan Gordon Clarke was born in Dauphin, Manitoba.

In 1919 he married Florence Osborne who was also raised in Dauphin.

They moved to The Pas in 1930 where Allan was employed by the Canadian National Railway.

The Clarkes had a family of five children:

Laura — married Joffre Brondgust of Vancouver, B.C., where they now reside.

Osborne — married Leda Hornsby of North Battleford, Sask.; they have their home in Saskatoon, Sask.

Lyn — married Dick Palumbo of Lake Placid, New York State; they now live in Chester, Virginia.

Beth — married Hugh Bunn of The Pas; their home is in Snow Lake, MB.

Cal — and wife, Helen, live in Vancouver, B.C. Allan Clarke retired in 1963 and moved to Vancouver the same year; he passed away in 1967.

Florence Clarke passed on in April, 1981.

Clarke, Allan Osborn

Ossie Clarke June 28, 1924 in Dauphin Man.

His father Allan Clarke, born in Dauphin was a conductor on the C.N. Railway. The family, Laura, Lyn, Beth, Cal and Ossie had resided in Dauphin, The Pas and Barrie Ont. They lived in The Pas in 1930.

His Mother was Florence Clarke born in Minitonas, Man. She passed away in 1981, his father died in the 1960's.

Ossie attended school in The Pas and Barrie, Ont. He later worked on Milk delivery in The Pas, as a steelworker with Dominion Bridge Co. and a contractor in Saskatoon. He had also worked as bull cook on Major MacLaughlin's private car while on construction on the Hudson Bay Railway and on Tom Lamb's boat.

In 1946 Ossie married Leda Hornsby in Saskatoon, they had three children Brian, Karen and Kevin.

He was active in sports and enjoyed life in the town.

Clark, Bella

Bella Fenner was born May 15, 1912 in The Pas. Her father Alfred Fenner was a trapper, fisherman and market gardener, he had homesteaded in the area.

Bella's mother was Liza (Quille) Fenner. Bella attended school in Cormorant and in 1931 married Garnet Clark, they had five children; Eillen Turner of Cormorant, Audrey Gareau of Birch River, Shirley DeHoop of The Pas, Judith Millar of Clearwater Lake, Garnet Jr. (Gary) of The Pas.

Clark, Garnet Wellington

Garnet was born at Duval, Saskatchewan on August 13, 1911. He attended school at Duval and The Pas, lived at Herb Lake when the mining industry was booming, the Rex and Bingo gold mines were operating.

In 1931 on July 28, he married Bella (Fenmer) Cark. They homesteaded near Halcrow siding on the Hudson Bay Railway. Seven miles from the rail, there were no roads, but they proved up their land, put up hay and raised cattle, fishing in the winter to supplement their income. They took care of other fishermen's horses in the summer. In 1942 the area was taken over to be included in the Summerberry Marsh. The North line was Frog Creek.

The Clark family moved to Cormorant and Garnet took a job with the Department of Natural Resources and Mines. His father kept the farm up until 1947 when he sold the cattle and went back to Ontario and remarried. He kept horses stables there, one of the horses he took care of belonged to the entertainer Hank Snow. He also worked for the Wampole Co. at Perth, Ontario.

Garnet was a game warden for 14 years. He bought a house in The Pas in 1954, but continued to live in Cormorant until 1956 when he moved to The Pas and worked for the Dept. for 10 years around Cranberry Portage. He retired in 1976 after 34 years with the Department.

There were six children:

Eileen, born June 4, 1932, married Les Turner. Audrey, born May 21, 1935, married Orville Gareau.

Raymond, born February 11, 1937, deceased 1957.

Shirley, born February 5, 1939, married John DeHoop.

Judith, born May 30, 1942, married John Millar. Garnet James, born October 22, 1955.

Garnet's father was Abott Nelson Clark, born in Arden, Ontario on March 18, 1885. He had farmed at Arden at a time when the land was worked with oxen. Garnet's mother, Alma Miller was also born in Arden

on June 18, 1884. The couple farmed at Bannock in Saskatchewan for a time before moving to Cormorant, Manitoba. Here, in partnership with Melvin Eden they put up hay for Southern farmers. They also raised cattle of their own. Their cattle contracted Black-leg one year and Melven Eden sold his share and moved out.

Coupal, Dorothy

Dorothy Griffin was born in Truro, Nova Scotia on October 14, 1909.

Her father Alex Griffin was a photographer operated the Northern Light Studio. After leaving Nova Scotia, they lived in Winnipeg and The Pas.

Dorothy's mother was Dora Griffin. Dorothy had one brother, Norman S. Griffin.

Alex Griffin passed away on May 3, 1945; Dora died March 30, 1980.

Dorothy went to school in Winnipeg completing a stenographic and bookkeeping course. She arrived in The Pas in 1929, found all sports enjoyable.

In 1938 she married Camil D. Coupal; they moved to Flin Flon. They raised two foster children, Therese and Robert Lalonde. The depression was a bad time everywhere.

Camil Coupal was born in Lebret, Saskatchewan. In his early years he worked in banking; later was employed by the Hudson's Bay Company until his retirement in Flin Flon.

Cloutier, Bernard

Bernard was born in Morris, Man., 1918, in a family of four boys, three of whom were carpenters. Bernard built houses in The Pas and operated a shop of his own.

His father was born in St. Marcel, Quebec and passed away in 1953, Bernard's Mother is well and lives in the Kin Kourt a Seniors Citizens Residence in The Pas.

Cloutier, Rita

Rita Pelletier was born on April 23, 1920. Pierre Pelletier born at Fall River Mass. U.S.A. on April 15, 1881 was her father. He was a millwright, and farmer and was employed by the town of The Pas for sometime.

Regina Pelletier, Rita's mother was born on October 27, 1882 at St. Jean Baptiste Manitoba. They were married in 1900.

There were fifteen children in the family, four died in infancy. The oldest brother Louis died in 1979, the youngest Alfred died in June 1977. The remaining family are Alice Thomas, Ida Gagne, Marie Gamach, Yvonne Molyneaux, Annette

Johnstone, Rita Cloutier, Therese McCullough, Rene and Andrew Pelletier.

Pierre and Regina celebrated their 60th wedding anniversary in 1960 with eleven children present. A supper and reception was held in Guy Hall. Numerous friends and relatives attended. Albert LaFontaine, best man at their wedding also attended the celebration. Charles Chartier was master of ceremonies.

Pierre and family moved to The Pas in 1926 where he worked for The Pas Lumber Company and the town of The Pas. He died on October 22, 1967, Regina Cloutier passed away on October 2, 1973.

Rita completed her education in schools at The Pas including a business course. Employment included work at Allard's Store, Grants Meat and Foods, and seventeen years in the purchasing department of The Pas Health Complex.

Rita married Bernard Cloutier in Churchill, Manitoba, in 1942, they had one daughter Paulette, she had her schooling here and eventually became a laboratory technician and worked in Calgary and Winnipeg, returning to The Pas she married Gordon Seebrecht stationed here with the R.C.M.P. They now have two sons.

Cluff, Evelyn

Evelyn Clark was born in Dauphin, August 21, 1927. Her parents were Robert Martin Clark (Bob) born in Glenella, Manitoba in 1901 and Freda Agnes Long born in Bernie, Manitoba in 1904. Bob was an engineer on the C.N.R. Freda was a busy housewife. They had resided at Dauphin, The Pas and Flin Flon. Two of their children, girls, died in infancy.

Bob Clark was very active in minor hockey in Dauphin, The Pas and Flin Flon. He was a great friend and co-worker of Roy Johnson in The Pas. He played for the Port Arthur Bear Cats in the 1920's. He was also a member of the Masonic and Eastern Star Lodges in The Pas. Freda was a member of the Eastern Star Lodge, an excellent housewife and a friend. They lived in The Pas from 1941 to 1965. Bob passed away in May 1979 and Freda in May 1980.

Evelyn went to Dauphin Elementary School and attended The Pas Collegiate, under principals B. Scott Bateman and G. Goodwin. She attended Teachers College in 1946 to 1947. She taught at Swan River for three years, Flin Flon for two years, Island Falls for two years and again at Flin Flon for twelve years. She retired in June, 1981.

In 1951, she had married Garnet Vern Cluff at The Pas. They had four sons.

During her residence in The Pas from 1941 to 1942, she enjoyed the social life, like the Trapper's Festival and the Music Festivals.

Cluff, Garnet Vern

Garnet was born in Bowsman, Manitoba on July 9, 1919. His parents were Frank Richard and Elsie Cluff. Frank was born in Ontario in 1884 and Elsie was born in Trent Bridge, Ontario in 1889. Frank worked at Keddies General Store in The Pas as well as Frechettes Dairy. Their family members were: Irwin Cluff — deceased; Loretta — Mrs. Don Plumtree — Vancouver, British Columbia; Lawrence — Squamish, British Columbia; Kenneth — Waterford, Connecticut U.S.A.; Norman — Detroit, Michigan U.S.A.; Bernard — Flin Flon, Manitoba; and Bernice — Mrs. Al Wray — Innesfail, Alberta.

Frank Cluff passed awway in 1977 at the age of ninety three at Didsbury, Alberta.

Elsie passed away in 1965 at Lacombe, Alberta. Garnet went to school in Bowsman and attended elementary school and junior high at The Pas. His employment was with the Canadian National Railway, Hudson Bay Mining and Smelting at Flin Flon, then at Island Falls and back to Flin Flon in 1967.

In 1951, Garnet married Evelyn Clark. They had four sons. Garnet Robert (Bob) obtained a Masters Degree in Geology at the University of Saskatchewan, Saskatoon. Gary Frank is in his fourth year of education at Brandon University. Bruce Hugh works at the Hudson Bay Mining and Smelting Company. Assay Lab and is taking a Conservation Officers Course and Clark Irwin is at college in Vermillion, Alberta taking his second year of his Conservation Officers Course.

Garnet and Evelyn presently reside at Flin Flon, Manitoba.

The Coad Family History written by Laine Coad

My Paternal Great Grandfather Coad was born in Cornwall, England, around 1815. He was a cobbler by trade, and made shoes for the Welsh Miners, and other people.

In 1845 he and his family left England and came to Canada and took up farming at Oakwood, Ontario, near what is now the city of Lindsay, about sixty miles from Toronto. That was a good farming district, near Niagara Falls. As well as growing grain they raised cattle, sheep and pigs and grew fruit.

My Paternal Grandfather, William John Coad, was born at Oakwood in 1850, one of several children. My father, John Franklin Coad, one of a family of three boys and three girls, was born at Oakwood in 1880, which was five years before the railroad was built across Canada.

My Maternal Grandfather, David Harcus, was born in the Orkney Islands, north of Scotland, in the 1850's. He was a fisherman and fish curer by trade,

and exported cured fish. In the early 1900's he decided to leave there and either go to Australia or Canada. When he left he said he would write and tell them where he was, and that he had found a place. The family were very glad when they got a letter from Canada saying that he had gone to Canada and had found a place at Oakwood, Ontario.

In 1904 Grandfather, Grandmother, three daughters and one son came to Oakwood, Ontario, leaving a married daughter in the Orkney Islands who they never saw again.

My mother was born in 1887 in the Orkney Islands. When she came to Canada she got a job making garments for Timothy Eaton, in his first store in Toronto.

Mother and Dad were married at Oakwood in 1909. My sister, Evelyne, was born there in 1910. I was born there in 1911, and another sister, Jessie May Alberta Coad was born in 1913 in Alberta, and died at three years of age.

In 1910 one of Dad's brothers went west to find land to settle on. He found land at Cereal, Alberta, about half way betwen Saskatoon and Calgary, on what was to be called the Goose Lake Rail line. (I don't know where they got the name. I never saw any Goose Lake any place, nor any other lake for that matter). In 1911 Dad took out three carloads of settlers effects, including horses, cattle, machinery and lumber for floors, and roofs for the sod buildings, which most people started with. There were no trees around there to build with. At that time the rail line was only as far as Alsask, on the Saskatchewan Alberta border, and the stuff was hauled the rest of the way with horses and wagons.

When the rail line got to Cereal, Mother, Evelyne, and I and another of Dad's brothers and my Grandfather Coad went out to Cereal. My Paternal Grandmother was killed in a run away accident going home from church at Oakwood the year I was born.

There were no doctors or dentists at Cereal in those early years but anyone that had to have a tooth pulled could go to the blacksmith shop. He pulled horse's teeth or people's teeth. He would also lend his forceps if a person wanted to pull his own tooth. I remember seeing my father pull his own tooth with these borrowed forceps, when I was very young.

Crops were good for a few years but then it turned dry. In 1915 there were bumper crops. That is how the saying started — "There were two good crops, 1915, and next year." Later it was very dry several years in succession and the people thought it would never rain again so they started moving out. In 1923 we moved out and went east to Saskatchewan. Most of them went north in Alberta.

In 1928, after Evelyne and I finished high school,

Father, Mother, Evelyne and I came to The Pas, at which time I think the boom was over, if there ever was one. We brought a carload of settlers effects, including some horses, some cows, wagons, one hay mower and four harrows. The rest of the farm machinery we sold on time in Saskatchewan, and as a result of the dry spell soon after, and the depression, never got paid for any of it.

In 1929 it was dry on the prairies and the Saskatchewan Government was buying hay for the farmers there. We went up along the Carrot River near mile eight on the present road, and made all the hay we could with a limited amount of machinery. We baled the hay in the fall and winter and shipped hay to Saskatchewan, and some north from here. We eventually acquired land in this area and farmed there ever since.

Evelyne attended Normal School 1929-30. Jobs were scarce everywhere and so were teaching positions. She finally got a job teaching at a new school at Shortdale, between Roblin and Grandview. Wages were \$45.00 per month. Room and board was \$20.00 per month, which left \$25.00 a month for other things such as clothes and train fare, and buying pencils and scribblers for those children who did not have any. She later taught at Fairford, between the lakes, and after that at The Pas for a few years.

During the early thirties it was so dry on the prairies that the Saskatchewan Government paid transportation costs on the railroad for the Saskatchewan farmers to bring in haying equipment and horses to make hay here at The Pas. There were some outfits came in every year for several years. It seemed they would make hay until the snow came and then bale it and load it in box cars on the rail road. It took until about spring to get all the hay shipped out.

At this time there were no roads here at all, except the one to Lakeside Cemetery, and it wasn't much of a road. The people here at The Pas were trying to get the Manitoba Government to put a road in through Mafeking to here. They told us that they could never put a road in from Mafeking on account of Overflowing River which overflowed its banks periodically and would prohibit a road. Also they said it was impossible to put a road across the ten mile bog. However, they did get a road through here in 1939. It was a very tough road over the bog, with soft shoulders and narrow. We were always glad when we were on a trip, to get safely over that part of the road. Now the road over the bog is one of the best parts. And incidently the Overflowing River never overflowed the country like they told us it would do. It was great to have a road out of here. Some of the people born and raised here had never been out of The Pas at all.

I was married in 1939 and we had three children.



Laine and Margaret (Hagon) Coad.

Jessie, Marvin and Isabel. They all took their schooling here.

Evelyne quit teaching here in 1941 and went to Kirkland Lake, Ontario. She took a business course and worked in the mine office in Rouyn and Noranda, Quebec. In 1947 she married Elmer Wilson who was hoist man at the mine. When they retired they moved to North Bay, Ontario, where they still live.

Jessie married Frank Parker, Jr. in 1960. She taught business course and typing at M. B. C. I., and later at K. C. C. Frank also taught business course at K. C. C. until he got a job with Manpower here. In 1975 Frank got a position as head of Manpower in Hay River, N. W. T. and the family moved there that year. Jessie taught business course and typing in Hay River, the first commercial teacher they ever had there.

They moved to Edmonton in 1979 where Frank works for the Alberta Government. Jessie teaches her usual commercial course at Alberta College in Edmonton, and they live in St. Albert a few miles north west of Edmonton.

They have three children, all born in The Pas. Kenneth born in 1961, and is now through University and taking a computer course. Heather and Holly born in 1966, are identical twins and hard to tell apart. Marvin married Olga Woroniuk in Winnipeg. They have four children, Desmin born in 1964, Garth

in 1965, Camille in 1969, and Carmen 1971. Marvin and Olga moved to The Pas in 1964 and have lived here ever since.

Isabel attended St. Johns College in Winnipeg and after graduating taught in Sisler High School in Winnipeg. She married Ed Tymofichuk in 1968. Ed works for Manitoba Hydro. Isabel continued teaching until Ed was transferred to Thompson as area manager in 1972. They have three children, Christopher, born in Thompson in 1972. Ed was transferred to Brandon in 1973 and Karen was born there in 1975. Ed was eventually transferred back to Winnipeg. Susan was born there in 1979. They are now living in Winnipeg on Leeds Avenue.

Farming here has had its ups and downs. When we first started putting up hay along the Carrot River there were a lot of swamps between the Carrot River and The Pas River. About 1938 and 1939 the whole country dried up and a person could drive all over the land, between the two rivers, with a car or truck. This was great for the farmers and haymakers. A lot of hay was stacked where it used to be wet and more land was broken up.

At the same time in 1940, when we were rejoicing over the dry land, Ducks Unlimited were building the present The Pas River bridge. It seems that the Government of Manitoba had given Ducks Unlimited permission to construct this bridge with a system of planks underneath that could be put in like a wall to stop the drainage from the west, which would enable them to flood the farmland between the two rivers. This was supposed to be for ducks.

From 1941 on until 1948 there was not much dry land left in the Carrot River Valley. In the fall of 1947 they seemed to have the water higher than usual and some places it was not far from the Carrot River Road. Flooding privately owned land did not bother Ducks Unlimited at all. They were a powerful outfit with headquarters in New York. The Manitoba Government had no right to make a deal with them at all to flood our country.

In the winter of 1947-48 there was an unusual amount of snow here, and on the prairies, and also in the Rocky Mountains. When the snow melted in the spring of 1948 there was no place for the water to go here except to flood more land. The mountain water does not come until July as a rule but that year it seemed to come in May and the rivers went over their banks and there were thousands of acres flooded around here. This made Ducks Unlimited very happy because they thought the farmers would get out and they could have the whole country. Give them an inch and they would take a mile.

The water stayed from sometime in May until sometime in September. It was late in September

when we could drive to town with a tractor. During the flood we travelled by boat. On July 1st, 1948 the water at our gate by the Carrot River road was six feet deep. I measured it with a pole. We didn't have a square foot of dry land.

After this flood, and during the 1950's, the Prairie Farm Rehabilitation Association (P.F.R.A.) started working on a project to reclaim the farm land.

A dyke was built around one hundred and thirty five thousand acres. Ditches and pumps were put in to pump excess water into the Carrot River and into the Saskatchewan River near town.

Eventually there were ditches and all weather roads put in this project, school busses hauled the students to the consolidated schools in town, hydro and telephone was supplied to the residents and now this is a good farming district.

Now the Ducks Unlimited is on the north side of the Carrot River doing practically the same thing on the beautiful farm land there.

My Mother got cancer in 1947 and went to Vancouver for treatment. She died there in 1948. She is buried in Forest Lawn Cemetery in New Westminster. My Father died in Calgary in 1950 after a major operation, and is buried there.

Marvin has taken the farm over. Margaret and I are now Senior Citizens and live in the Northern View Lodge, more commonly known as the "Highrise", in The Pas. Our window on the west looks out over the Carrot River Valley and at night we can see the lights all over the valley.

Bella Cochrane's Story

Mrs. Bella Cochrane is a gay and smiling great, great grandmother, who accepts her arthritis with stoic calmness, and greets a guest with joy. She was born at Grand Rapids, at the Hudson Bay Post, sometime around 1870. Her name was Bella Pronteau, and she is a sister of the famous Pronteau twins who were among the earliest dog mushers in The Pas.

Bella's father was from St. Boniface. He was a famous mail carrier. He carried mail from Grand Rapids to Pelican Lake, to Selkirk, and to York factory, by dog team, in winter. In summer, he worked on the river boats. He was fireman on the Northcote and the Northwest.

When Bella was about seven years old, her father was called home to St. Boniface. He took his family, and they went by York boat. When the weather was fine and the wind was right, they put up a sail. The rest of the time, there were four men rowing, and one man sounding. Mr. Fiddler owned the boat. He freighted goods from York factory to Grand Rapids and Selkirk.

It took a month to reach the Red River. Although

she was very small at the time, Mrs. Cochrane clearly remembers arriving at the mouth of the river. Barrels, floating on the water, marked the passage. Mrs. Cochrane said, "We were tired and sick from travelling. My daddy said, "There's the Red River." I can still see those barrels marking the entrance. We were so glad to be there. "York boats were not very comfortable. When the weather was very bad, they camped and waited for the wind to go down. Often, they were wet and cold. The only trading post they saw en route was Gimli, where the men stopped for tobacco.

They were away from Grand Rapids for two years. They were in St. Boniface for a year and a half. Then they lived in the McDermott Block in Winnipeg for six months. They returned to Grand Rapids on "The Princess", famous lake boat on which Middleton's men returned from the Battle of Batoche in 1885 and on which Father Charlebois journeyed to Grand Rapids in 1887.

At Grand Rapids, the Pronteau family continued to work for the Hudson's Bay Company. This entitled them to live in a log house. There were hardly any houses at Grand Rapids then. Indians and Metis lived in tents, on a point of land, near the site of the new bridge. The only white people were the Anglican missionaries and teachers, and the Hudson's Bay Company manager.

When Bella Pronteau was old enough, she worked as a nurse-maid for the Haight family. Mr. Haight was post manager. Mr. Lamb Sr. came out to Grand Rapids to teach at the mission. Mrs. Lamb came out to stay with the Pritchards. She met Mr. Lamb, and they were married. Mrs. Cochrane remembers their wedding, at Grand Rapids.

Grand Rapids was an interesting place to live before the turn of the century. It was a sort of clearing house for the fur trade, the fishing industry and anyone traveling to the northern posts.

Bella was a young girl at Grand Rapids, working for the Haight family, when General Middleton brought his troops this way after the Battle of Batoche during the Second Riel Rebellion, in 1885. After the Indians were defeated, the troops were loaded onto river boats. The Northcote was there, badly crippled after the battle, and now turned into a sort of battle ship. The Marquis had been held up with engine trouble during the battle, but was patched up to carry the men. They went to Battleford to receive Poundmaker's surrender, and to Edmonton where they were received as heroes. Eventually, they headed back down river past The Pas, to Grand Rapids, where they marched across the portage and after camping for the night beside the lake, they reloaded on the Colville and the Princess, for the triumphant return to Winnipeg. Mrs. Cochrane says the Indian Women

were very frightened of the soldiers, and ran to hide in the wood. She herself hid by the chimney corner, at the Haight house. However, they all went down to the shore to watch the troops embark next morning. "It was very beautiful," she said. "The mounted police wore their red coats, and the French troops from the east wore black uniforms with red strips down the sides. It was a lovely calm day, and you could hear the music over the water as the bands were playing."

Most of the traffic between Winnipeg and the fur trading North passed through Grand Rapids. The Colville and the "Princess" carried freight and passengers on Lake Winnipeg. At Grand Rapids, freight was loaded onto flat cars on a wooded railway, and hauled around the rapids, either by about eighteen men or by horses. There was no engine to pull the flat cars. The river boat came to High Portage and the freight was re-loaded there. The two boats which Mrs. Cochrane remembers best are the Northcote and the Northwest; but there were others.

Freight intended for the Nelson River area was loaded onto York boats at Grand Rapids, and shipped across the north end of Lake Winnipeg and down the Nelson to Norway House. Since the Nelson was so full of rapids, freight usually went to York factory via the Hayes River.

Mrs. Cochrane was married at Grand Rapids when she was seventeen. Mr. Cochrane was a fisherman from Selkirk. They left Grand Rapids in 1907.

Fishing and the fur trade supported Grand Rapids. The Indians travelled in birchbark canoes, hunting and fishing. They lived in tents and their food was wild meat, bannock and fish. There were plenty of white fish, sturgeon and trout. It was a good game country. They were better off than the Indian people who lived farther inland.

In 1907, when the Cochranes left Grand Rapids, they went by canoe to High Portage. From there, they went in Teddy Stevenson's sail boat to the mouth of Moose Lake. They camped here over night. The next day, some sturgeon fishermen picked them up in a sail boat, and took them to Cormorant. They built a log cabin, and spent the winter fishing for sturgeon at Cormorant. In March, 1908, the last fish swing of the year brought them to The Pas. There was a fish train from Prince Albert, which came within a few miles of The Pas in winter only. The fishermen who brought Mrs. Cochrane from Cormorant caught the last fish train out for that year.

Mr. and Mrs. Cochrane were able to buy a small house near The Pas river, behind the present location of Mr. Hayes' freezer plant. Some Indians had moved across the river that year, and she bought the log house from them.

In 1910, the Cochranes built the comfortable

house on Taylor Avenue, where she now lives with her son Howard, who is a bachelor. She had seven children, and her house has always been gay with laughter.

The land was all bush then, and had to be cleared before the house could be built. Mr. Cochrane made good money sturgeon fishing, when he was young. Later, it was harder. They had a big family. During the war, her daughter Gertrude died. The children came to live with Mrs. Cochrane. Their father was overseas. Even after their father returned, they continued to live with the Cochranes. They were all well educated in The Pas. Douglas joined the navy. Donna and Grace are nurses; Jacqueline married a navy man. She still has a great grandchild living with her.

Mrs. Cochrane is proud of her family. She has eighteen grandchildren, twenty-seven great grandchildren and two great, great grandchildren. They have all done well in school, and can be proud of their place in society.

Colgan Family History

Harold Colgan (Bud) was born October 14, 1921 in The Pas, Manitoba. His parents were Charles and Irene Colgan. Bud's father was born in Port Huron, Ontario 1888. His mother was born in Wynyard, Saskatchewan 1898. They moved to The Pas in 1920 from Prince Albert. Bud has two sisters: Ruth (Mrs. Cliff May) of North Vancouver, B.C. and Hazel (Mrs. Frank Rapin) of New Westminster, B.C. Charles Colgan worked for The Pas Lumber Co. from 1920 to 1927. He hauled freight supplies with four horse teams from The Pas to The Pas Lumber winter camps in Saskatchewan, a distance of more than one hundred miles overnighting at Murphy Cabin and Mountain Cabin. In 1927 Bud's father accepted a job with the Town of The Pas as park



Mr. and Mrs. Charlie Colgan, Devon Park.

caretaker and rink manager. The family moved into a log house on Devon Park. The house had been built in 1845 by the Sir John Richardson expedition which wintered in The Pas during its journey in search of the lost Franklin expedition in the Arctic. The pews in Christ Church were built during the same winter by these men. Unfortunately the house was torn down around 1935, thereby destroying another building of great historical significance to the town and to Canada. Mr. and Mrs. Colgan moved to New Westminster, B.C. in 1946 for health reasons. Mrs. Colgan passed away in 1967 and Mr. Colgan died in 1969.



Grandpa William Colgan — 1926.

Bud started school in 1927 in the annexes to the Red Brick School. His first grade teacher was Miss Vickery. He attended High School in the Red Brick School graduating in 1937. Miss Margaret Barbour was his class teacher in grades 9 to 12.

Social life for young people in the 1920's and 30's centred on the skating rink in winter and swimming in The Pas River and Saskatchewan River in summer. There were few roads and fewer cars, so social life was confined to the town including a very active tennis club, a six hole golf course, many dances in Devon Park Pavilion and always good fishing and hunting. Excellent soccer league in summer and all levels of hockey in winter.

Apart from the activities mentioned above, there was The Pas Dog Derby each winter creating national and international interest in dog racing. Emil St. Godard won the Olympic gold medal for dog racing at Lake Placid, New York in 1932. Occupations were scarce for high school graduates in the mid thirties, the depth of the Great Depression. Bud worked for National Fruit as a warehouseman (18¢ per hour) and as a cost accountant for Western Grocers (\$50.00 per month). During the Second World War Bud served for three years in the Royal Canadian Navy, most on a frigate HMCS Port Colborne. After the war, Bud started work with the Government Liquor Control



Colgan Family — Devon Park — Hazel, Irene, Ruth, Charlie, Harold (Bud).



Joyce and Bud Colgan 1945.



L-R: Ruth Colgan, Bud Colgan, Hazel Colgan.



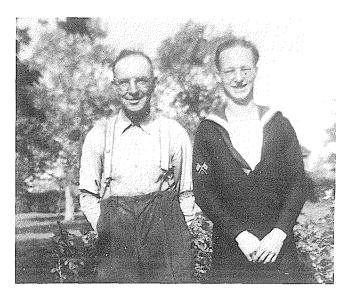
Bud and Joyce Colgan.



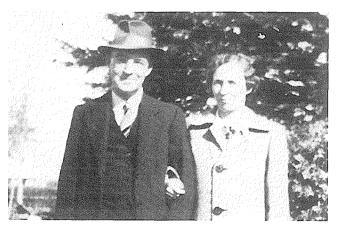
Mr. and Mrs. William Crabb.



L-R: Mrs. Crabb, F. Harkness, Mrs. F. Harkness. Back Row: Gerald Harkness, Mary Harkness, Bryon Harkness, Judy (Colgan) Harkness, Joyce (Crabb) Colgan, Bud Colgan.



Bud Colgan and Father Charlie.



Charlie and Irene Colgan.

Commission. Later on he became manager and now has a total of thirty six years service with that organization. Bud married Joyce Crabb in 1945 at The Pas. Their children are: Judith Lynn — now Mrs. Bryon Harkness of The Pas. Richard Neil and Lee Scott also of The Pas, and Randal Hugh of Edmonton, Alberta.

The Pas has always been the Gateway to the North and the late 1920's saw a bustling community, lively with many comings and goings of prospectors, trappers and construction workers. The north was opening up with construction of the Hudson Bay Railway and the rail lines to the new communities of Flin Flon and Sherridon. The Great Depression struck in 1929 and the thirties brought much unemployment, people on relief and hunger marches on the streets by men carrying signs saying "We can't live on fish alone". However the mainstay of our economy, The Pas Lumber Company kept operating providing employment for many and probably making The Pas more fortunate than other communities suffering through the depression years.

Collette, Maurice Oliver

My parents Bessie Maude Oliver was born in 1887 in Streatham, England and Arthur Joseph Cecil Collette, born in Poona, India moving to Canada in 1917, after living in Minaki, Ontario, and Winnipeg, Manitoba, moved to The Pas in 1924.

While living the The Pas, my father was self employed as a prospector, wood-dealer, promoter and jack of all trades, my mother was a music teacher, teaching piano to numerous students.

My Father passed away in Flin Flon in 1943 and Mother in 1963 at Colwood, B.C.

I was born in St. James, Man. August 11th, 1922 attending school in The Pas Elementary and Collegiate, spending considerable time at the Winton Club rifle range and physical training, under Andy Goldstrand as well as skating and a lot of hunting.

After leaving school, I worked for Mr. R. J. Sumons at Mountain Cabin, Sask., then for Charbonneau's Grocery till I joined the R.C.A.F. in Feb. 1941, serving on high speed rescue craft till July 1945. After that I was employed as a Seaman working on tugs with the C.P.R.; Union Steam and Pacific Cruise Lines until 1952, when I received my Mate's certificate I then worked for a short time again with the C.P.R. and the Dept. of Fisheries vessels, then in 1965 after getting my Master's certificate I worked as Master on the Hudson's Bay Co. tug on Hudson Bay. In July 1966 I joined the Canadian Coast Guard Light Service, working at Lighthouses on Egg Island, Estevan Light, Carmanah Light, Lawyer Island Light, McInnis Island Light, Chrome Island Light, and now Merry Island Light, where I plan to stay until retirement.

In July 1951 I married Frances Mildred Muirhead of Estevan, Sask. in Vancouver, B.C.: We have two children Dinah Shelley and James Monte, living in Revelstoke, B.C.

I have one brother, Ronald Oliver Collette, living at 2701 Camosun Crescent Box 1186 Port McNeill, B.C. also one sister Doris, (Mrs. G. T. Duke) 414-3105 South Main St. Penticton, B.C.

Some of my memories of The Pas are of the Dog Derby when the then famous dog musher Emile St. Godard was competing, also two plane crashes, one west of town killing the pilot and owner of the plane Mr. Carl Sherritt, and a young Johnson boy, son of Mr. Hi Johnson about twelve years old, the other plane crashed in town near the corner of Fourth St. and Taylor Avenue, and blasting of the basement and building the Cambrian Hotel, and riding on the swing span of the bridge when it opened for the old paddle steamers.

Commodore, John Wesly

John Wesly Commodore was born at Verona, Ont. Feb. 3, 1865 and passed away Aug. 1, 1934. He was a clergyman in the Free Methodist Church. On June 8, 1897 he married Martha (Robinson) Blakely, who was born at Moberly, Ont. March 5, 1866. Martha died Feb. 9, 1943.

They moved West to the Roseview District with two children, John and Lily. (Lily died of the flu in 1918.) This area was South of Weyburn, Sask. Three children were born at Roseview; Wilfred (Curly) on July 24, 1903, Alfred (Bill) and Arthur. Arthur died in the flu epidemic of 1918.

In 1914 the family moved to the Canuck District of Sask. and in 1920 moved to The Pas, Man. where John Senior worked for the town. They were very active members of The Pas Corp. of the Salvation Army.



Grandma Commodore with L-R: Alfred, Wilfred (Curly), John.

Commodore, Wilfred Laurier

Wilfred (Curly) Laurier Commodore was born at Roseview, south of Weyburn when it was the North West Territory, on July 24, 1903. His parents were John and Martha Commodore.



Front, L-R: Grandma Commodore, Alfred's first Wife. Back: Alfred and Grandpa Commodore; 3 on right unknown.



Grandpa John Commodore, Lillian Commodore and Husband.

Curly took his schooling at Roseview and Canuck, Sask. He later worked for ranchers in the Southern parts of Sask. and Alberta. He participated in rodeos in these areas for a few years. In 1935 he married Mabel Foster of Onefour, Alberta. In the fall of 1938 they moved to The Pas for two years, but work was hard to find at that time and they moved back to Val Marie in southern Sask., and worked on a



John Commodore Jr., Lillian, Grandpa John, Grandma Martha and Wilfred. Sitting: Arthur and Alfred.



Mabel, Curly (Wilfred) and Beverly Commodore.



Grandma Martha Commodore and Granddaughters.



Commodore Family. Back Row, L-R: Larry, Diane, Tony. Sitting: Theresa, John.



Curly Commodore on "Shorty" in Parade 1970

ranch there until August 1941 when Curly was employed by the Prairie Farm Rehabilitation Assoc. In 1946 he was made manager of the large Val Marie community pasture, and was there until 1964, when they were transferred to The Pas as manager of the pasture there.

They retired from this work in December 1968 and was succeeded at the pasture by James and Mabel Skinner. Curly was employed at K.C.C. as security guard for one year and in 1972 moved to Shaunavon, Sask. where he passed away August 30, 1973.

Wilfred and Mabel had five children:

Martha born Feb. 1936, married Clayton Sanders in July 1957. Their children — Cathy born April 1958, Laurie born July 1959, Bill and Bob born Dec. 1, 1960, Shannon born Feb. 1964 and Darren born April 1970. Martha resides in Rosetown, Sask.

Barbara was born in Jan. 1938. She married Ray LeBel of Val Marie, Sask. in 1956. Their children — Barrie, Raymond, Sharon and Wesley. Barbara and Ray make their home in Nanaimo, B.C. and both work in the hospital there.

Jim, born April 1941, married Lori Schick and live in Pincher Creek, Alberta.

Wayne, born January 1947, married Eleanor Arnold of Shamrock, Sask. Oct. 1970. They have a son Michael, born Nov. 1979 and live in Fort Saskatchewan, Alberta, where Eleanor teaches in the high school and Wayne works in the North Edmonton Elementary System.

Beverly, who took her high school education in The Pas married Danny Krahn in April 1973. They live in Calgary. Beverly works in Medical Records of Calgary General Hospital and Danny is a salesman for Acklands Ltd. They have a son, Christopher.

After "Curly" passed away, Mabel moved to Eastend, Sask. West of Shaunavon. She was Matron of the Seniors Lodge there for two and a half years and now is retired and does exactly as she likes. At the present time she has twelve grandchildren and five great grandchildren.

Hugh Conn

On 31st May this year, 1934, Factor Hugh Conn retired after twenty-three years of conscientious, loyal and efficient service in the Fur Trade Department, of H.B. Co. For the past few years Mr. Conn's health had made it increasingly difficulty for him to carry on his arduous duties, which involved several months of travel each year in the wilds of the North Country, and he finally yielded to the advice of his doctor to retire from the Service.

It is over twenty-three years since Hugh Conn came out (in 1911) to join the staff of the Winnipeg "saleshop," but in August of the same year he transferred to the Fur Trade Department, in which he had served ever since. Stationed at Elk Lake and Cochrane, Ontario, in the early years and then at The Pas, Manitoba, as post manager and later district inspector, Mr. Conn did a great deal of travelling in Northern Ontario, Manitoba and Saskatchewan by canoe and dog team. In 1923 he was appointed general inspector of the Fur Trade, responsible to the Fur Trade Commissioner, and since then has travelled in incredible mileage in the wilderness of Northern Canada from Quebec to the Alaskan boundary and

northwards to the Arctic Islands. His journeys have been so constant and extensive as to place him in the front rank of famous HBC travellers of the older days, and it is doubtful if any of these have outdistanced him, since his travels by northern rivers and lakes, over the barren lands and the Arctic Ocean and Hudson Bay on foot, by canoe, dog team, steamship, schooner and aeroplane exceed 60,000 miles.

Detailed accounts of his trips would fill volumes of the most entertaining reading, and it is to be hoped Hugh Conn will consider committing them to paper as he finds time. He was an absolutely indefatigable traveller, always making light of hardship — of which he had plenty — and disdaining those so-called luxuries and comforts on the trail which one would consider due to a man in his position. Thus he scorned being driven in a cariole and always drove his own dog team. He always kept good dogs, looking after them personally and reaping the benefit in their faithful service.

Hugh Conn kept the same teams of dogs for years and some of these made unique trips. In 1927 his team was shipped by rail from The Pas to Vancouver, thence by the Company's steamer Baychimo through Bering Straits to Bernard Harbour in the Western Arctic. The following winter these dogs were driven across the Arctic to Hudson Bay, down to Churchill and York Factory and finally back to The Pas. Again in 1928 they had another train ride, this time to Edmonton and Waterways, Alberta, thence by steamboat down the Mackenzie river to the Arctic Circle at Fort Good Hope. After freeze-up Mr. Conn drove them the 1,300 odd miles back to the steel, whence they returned by train to The Pas for future use. What dogs have encompassed practically the whole of Canada in more amazing fashion — over 13,000 miles in two years?

The following is the briefest outline of Hugh Conn's travels, mentioning merely the country visited and indicating little of the arduous difficulties and hardships met and overcome:

1911 to 1915 — Journeys by canoe on Upper Ottawa river, Lake Temiskaming and Montreal river. Also by canoe, dog team and snowshoe on the Abitibi, Matagama, Missanabie and Nottaway rivers, besides many other smaller streams.

1915 to 1923 — Extensive travels through Northern Manitoba and Saskatchewan, winter and summer, from the shores of Hudson Bay to the Alberta boundary and north to the 60th parallel.

1923 to 1924 — By canoe, on foot and by dog team completely around the coast of James Bay, extending as far north as Nastapoka river on the east coast of Hudson Bay. Mr. Conn then made a long trip with dogs from Rupert's House on James Bay

through the interior, reaching, by a circuitous route, the headwaters of the rivers flowing into the St. Lawrence, finally coming out at the headwaters of the Ottawa river. There was much privation and hardship on this trip, and at one time there was a chance that men and dogs would not return.

1924 to 1925 — All over the district of Patricia in Northern Ontario.

1925 to 1926 — From Winnipeg to Edmonton and through the Mackenzie basin to the Western Arctic, traversing the northern coastline from the Alaskan boundary in the west to King William Land in the east, touching Victoria Land was Banks Land. This trip was made entirely by water.

1927 to 1928 — Back again to the Western Arctic in the summer of 1927, and during the following winter Hugh Conn made his most famous trip by driving his dogs 3,000 miles to make the Northwest. Passage from west to east and reach civilization before the thaw. Leaving Bernard Harbour in the Western Arctic in November, he proceeded via Coronation Gulf and Bathurst Inlet to Cambridge Bay, and through Queen Maud Sea to King William Land, thence portaging overland to the shores of Hudson Bay at Wager Inlet and by way of Baker Lake, Chesterfield, Churchill and York Factory to The Pas before break-up. In its early stages this trip nearly had finis written to it at Cambridge Bay, Victoria Land. Accompanied by an untried guide during the period of Arctic darkness, Mr. Conn was overtaken by a raging blizzard in Dease Strait, which separates Victoria Land from the mainland. The guide became separated from Mr. Conn and the dogs, and with the impossibility of facing the storm or seeing a thing, there was nothing to do but to halt in the blinding drift and wait for the gale to subside and some visibility to return. The dogs curled up and were soon drifted over, while Mr. Conn, with no shelter of any kind, fought off sleep for sixty-one hours by walking up and down the distance of a few feet alongside the sled, from which he dared not stray for fear of losing it. When the storm finally subsided his hands were badly frostbitten, while the native, who had sat down a short distance off, was also severely frozen and would not have lived much longer had the storm continued.

1928 to 1929 — All Western Arctic posts were again visited in the summer of 1928 and, returning, Fort Good Hope on the Mackenzie river at the Arctic Circle was reached before freeze-up. Here the well tried dog team of the previous year was waiting, having travelled from The Pas by rail to Waterways, Alberta, and thence by steamer to Fort Good Hope. On November 15th, three days after the ice set in the Mackenzie, Mr. Conn set off up the Mackenzie,

Slave and Athabasca rivers inspecting all posts en route and reaching the rail head at the beginning of April.

1929 to 1930 — Setting out from Winnipeg once more, this time on the reorganization of Nelson River district following the coming of the railway to Churchill, all the posts on the west shore of Hudson Bay were visited from Fort Severn in Northern Ontario to Repulse Bay in the extreme north; while another trying journey undertaken by dog team was from Churchill to Baker Lake via Padley, far in the Barren Lands, and return.

1930 to 1931 — In 1930 Hugh Conn covered the entire country from Trout Lake in Ontario to Repulse Bay by schooner and canoe. From Trout Lake he travelled by canoe one hundred miles down the Trout river, thence by portages, small creeks and lakes to the Upper Severn river, thence up the Beaver river to the height of land, which was crossed at the headwaters of Sturgeon river, down the Sturgeon, Shamattawa and Hayes Rivers to York Factory. This constituted another wonderful itinerary, of which we can merely indicate the general route followed.

Since 1931 Hugh Conn has made many more inspection trips throughout Nelson River district in the capacity of district manager. There were arduous trips by dog team up Hudson Bay and across the Barren Lands, trips by schooner, with periods when these small vessels were helplessly ice bound, and long canoe trips up the rivers and lakes to Trout Lake with numberless portages and rapids to negotiate.

Hugh Conn has also seen the advent of the aeroplane as a factor in fur trade transportation, has travelled many miles by this means and even had post outfits flown in where previously slow and difficult canoe transport had been necessary.

It is an experience long to be remembered to spend an evening in Hugh Conn's company and listen to his stories of adventure and of old Company officers and servants, and, while modest to a degree, he is as interesting a raconteur as one can meet. Always popular wherever he went, he has a host of friends throughout the North, and there are few today with so wide a range of acquaintances.

In the summer of 1933 the writer met an elderly American at Great Bear Lake. It was a hobby with him to visit out-of-the-way Canadian haunts each summer. Ascertaining that I was a Company man, he asked me if I knew Hugh Conn who, he said, had outfitted him in 1915 at Cochrane for a canoe trip down the Abitibi. Thus did Hugh Conn impress the people with whom he came in contact.

One can imagine that Hugh Conn will have many rich experiences to ponder in his quiet moments at home in Ireland and that rare yarns will be swapped when some other Company man on furlough in the old land seeks him out. Everyone with whom he came in contact will long remember Hugh Conn, and all wish him the utmost in health and happiness during his well earned rest.

Cox, Evelyn (Anderson)

Evelyn arrived in The Pas March 6, 1909, at age 5 from Delta, Man.

Her father, Barney Anderson had come to The Pas by boat a year previous. The railway to The Pas had not yet been completed. In February, 1909, Barney met his wife and their three children in Dauphin. The family left Dauphin, via the train, March 5, stopping at the Hudson Bay Crossing overnight before arriving in The Pas.

Evelyn was the third fur queen of The Pas back in 1921 when the three day festival was called the Hudson Bay Dog Derby.

"It was fun. We all had fun," recalls Evelyn. "The year I was queen we had caribou coats all loaned to us from different people who had them. We put rabbit fur around them for a trimming. The queen had a rabbit fur collar, a strip down the front and across the bottom."

Around the waist of the coats were bright colored fringed belts. "Those were ours, but the coats weren't."

"I borrowed my coat from Hugh Conn, the manager of the Hudson Bay store that used to be a two story building on the corner of Fischer and First Street."

Choosing the fur queen then was a little different than methods used today. "In those days they had a committee, a group of town businessmen, and they selected the girls," says Evelyn. "There must've been eight or ten girls the year I was queen. Out of those girls they chose the fur queen and the rest of the girls made up the royal court."

From 1919 to 1922 the girls chosen for the royal court didn't have to sell tickets. In 1923, when Evelyn found herself in the royal court again, the girls were asked to sell tickets in support of the derby.

Evelyn says the dog derby, competitions and festivities of today's Trappers' Festival are far different than what she remembers.

"Bill Winterton won the dog race the year I was queen. I'm not sure if they went to Flin Flon or Sturgeon Landing, but it took them about two days anyway. Some didn't get back until the third day. That was a 200 mile race," recalls Evelyn.

Today the derby is run over three days with roughly 35 miles to cover for each daily lap.

During the war years, the Dog Derby stopped. It

wasn't until Henry Fishman started the Trappers' Dog Derby in 1947 that the festival picked up again.

"It was a convention just for trappers and it just mushroomed into the Trappers' Festival," says Evelyn. "There are a lot of events and what not added now. They did have dog races then, but not a lot of setting traps and bannock baking."

In 1923 Evelyn married Bill Cox. The two of them stayed in The Pas for over 50 years before moving to Victoria, British Columbia in 1965.

"It has grown," says Evelyn of The Pas. "There are business places that have changed hands. It's just hard to say how it has grown."

"It's stretched out KCC (Keewatin Community College) way. We used to call that area The Pas annex. When we were young we used to go snow-shoeing and hiking in there."

"In Rahls Island way, that's all been developed since I left. Offhand, it's hard to recall what's changed."

Evelyn says she returns every year to visit The Pas and meet with old friends. She was in town last month to celebrate the fiftieth anniversary of the Eastern Star, of which she is one of the original charter members.

Coyne, James Patrick

James was born in Swan River, Manitoba on October 23, 1926.

His father was John Coyne born in Birtle, Manitoba and his mother was Theresa born in Badaxe, Michigan U.S.A. and moved to Canada around 1900. John Coyne was a blacksmith and had a shop in the Fingerville area of The Pas. John and Theresa lived in The Pas from 1927 to 1941. They had lived in Swan River and God's Lake and retired in Flin Flon. Theresa passed away in 1949 and John died in 1955.

James attended the Sacred Heart School in The Pas where he earned a general proficiency gold medal in 1933 and he also attended The Pas Collegiate where he won the Governor General's Medal in 1938. He worked for the National Fruit Company from 1938 to 1940. From 1940 to 1965 he was in the R.C.A.F. He was a fighter pilot overseas for five years and was awarded the Distinguished Flying Cross. Arleen, Vivian, Marita and Anita (twins) were his four sisters and Wayne, Robert and Kenneth were his three brothers.

James married in Warrington, England in 1944. He has lived in various places in Ontario but has maintained a summer home at Pioneer Bay at Clearwater Lake since 1958. His family consists of John, Malcolm, Patrick, David, Robert, Paul, James and Michael.

David attended Keewatin Community College

and won the Lieutenant Governor's Medal in 1973. He graduated from the Carlton University in 1980 with a Master of Science Degree.

David has a summer home at Pioneer Bay at Clearwater Lake.

Crabb, Byron Thomas

Byron Crabb was born on Feb. 21/1922 at Benito, Manitoba.

His father, William Crabb, was a Railroader; his mother, Maud Crabb nee Johnson. The family had resided in Swan River, Kenville, Benito, and The Pas.

Byron's brother and sisters were: Gifford Crabb (deceased), Marjorie Glidden, Irene Robertson, Winnie Heaps, Lillian Morrow, Mary McLeod, Joyce Colgan.

The family arrived in The Pas in 1936. William Crabb passed away May 1st, 1972 and Maud Crabb, Nov. 17, 1979.

Byron attended school in Benito and The Pas; his first employment was in Harvey's Foods in The Pas and is presently a driver examiner with the Manitoba Government in Winnipeg. He had served with the R.C.A.F. which he joined in 1941.

He married Loraine Downey and they resided in Winnipeg raising three children: Mrs. Pat Maloney, Mrs. Sharon Sarna, Douglas Crabb.

They have five grandchildren.

During his residence in The Pas, Byron belonged to the "Glee Club", the "Winton Club" and the Princess Pats Cadet Corps.

Crabtree, Alice

I was born Alice Rivalin in The Pas on August 13—1915. My parents were Mr. and Mrs. August Rivalin who came to Canada from France in 1903 and to The Pas in 1911. I had two brothers Emile and Paul and one sister Beth, later married to Malcolm McLeod.

Dad worked for the Finger saw mill in summer and trapped in winter when he first came to the town. Later he drove an ox for Simon Bacon, delivering goods in the town. He eventually operated his own transfer business. We had lived in two houses till Dad built the two story house on the North West corner of Third street and LaRose Ave. That was our first experience with running water, electricity and an inside toilet; it sure was a thrill. Dad finally built a house on Ross Ave., where he and Mother spent their last years.

I received all my schooling at the Sacred Heart School, The Pas, learning both French and English. I received a certificate of proficiency in the 20th century book-keeping course, a professional diploma of Perrault's Stenographic Institute, and diploma for expertise in natural touch and speed typewriting in both 1931 and 1932. I also took piano lessons at Sacred Heart where the Nuns taught in the Convent after school hours. My brother Emile and I played piano and duets at the Guy Hall Concerts. Then Mother switched us to Mrs. Jankow for piano lessons and I studied with her for several years and received a diploma of advanced senior of the London Conservatory of Music and participated in all of her recitals.

We enjoyed skating on Halcrow Lake until the rink was built. I played soft-ball on the Transport Ltd. team in 1932. Picnics at Clearwater Lake was a pleasure in summer, driving there on the narrow gravelled road or going on the train on Sundays and Holidays.

My first job was at the Lido Theatre in 1931, while still at school, selling tickets for a couple of hours in the evening. I worked there full time for six years and then worked as money-order clerk at the Post Office for two years. I was married in Winnipeg on February 20th 1945 to Frank L. Crabtree of the U.S. Airforce. We resided at Salina, Kansas for some time and moved around as my husband was posted, spending three years overseas in Scotland and England. We have resided in Albuquerque, New Mexico since November 1955. We have two sons, Dwight who is married, has two children and Frank L. Jr. single, both living in Albuquerque and one daughter, married with two children, living in Miami, Florida.

Mother passed away on September 1st, 1962 and Dad on January 26th, 1964.

Crerar, Mary Scott

Mary Scott Edwards was born in London, England on December 18, 1918. Her father, David Johnson Edwards, was born in North Hampton, England and her mother, Elizabeth Scott Bessie, was born in New Castle on Tyne, England. They arrived in Canada May, 1919, and took up farming at Maymont, Saskatchewan.

David Edwards visited The Pas in 1911 expecting to get work on the Hudson Bay Railway, but wages were twenty-five cents an hour and there was no work. David moved to The Pas with his family in 1927. They lived across from Mike's Confectionery and then had a shack near The Pas River until it was flooded. They then moved to Patrick Avenue near St. Godard's, then moved the shack from the River to 524 Bignell and added on to it. Mary lived there till she left school in 1937.

David Edwards passed away on September 3, 1939 and Elizabeth Edwards died on August 19, 1943.

Mary attended schools in Maymont, Tantalon and Biggar in 1925. When the family arrived in 1927 she attended The Pas School with Miss Ann Ridyard as her teacher and finally graduated from Grade eleven. While in school she belonged to the Mission Band and choir. Activities included skating. Elsie Ridyard and Eva Madill helped her learn to skate while Mr. Coghill, a police chief, provided music by playing records. At Dog Derby days, school was let out to see the start of the races, some of the braver boys played hookey afterwards. Summer holidays called for camping at various lakes in the area. Mary enjoyed the free show the Elks used to provide, the Glee Club concerts and the Minstrel shows.

Mary was married on July 11, 1939, to Stewart Crerar at Gurney Gold Mine and lived there and at Flin Flon. Their children were Norman, Betty, Marjorie, David, Bobby, Myfawny, Dorothy, Ivy, Raymond and Marilyn.

Norman Crerar was captain of a team that paddled from Rocky Mountain House to Expo — 67 in 101 days a distance of 3,000 miles. They were one of ten teams to make the trip.

Betty married Bob Tayer and has three children; they live in Burlington, B.C.

Marjorie, a steamstress, married Clark Brewer who is an engineer at Dawson Creek, B.C. They have four children.

David is a pilot for Pacific Western Airways. He married Alison McIntyre of Calgary; they have three boys.

Bob is a free lance writer and photographer and is married to Katayoon Changiyi. They have three girls; they lived in Greece for five years. Children can speak four languages.

Myfawny is a nurse and is married to Ron McIntosh, Sudbury, Ontario. They have one boy.

Dorothy, a stenographer, and is married to James Wasylenko; lived at Fort St. James, B.C. and have one boy and one girl.

Ivy, is a teacher and married to Glen Hudson of Calgary.

Raymond married Joanne Carmichael from P.E.I. They live in Calgary.

Marilyn is a housewife and is married Larry Ray. Lives in Worsley on a homestead.

Mary Scott Crerar recalls Bignell Avenue as a swamp. While living on that avenue, those residents put their water barrels on the railway track to be filled and had to carry it in pails to their houses. Then there was the old ice wagon with iron wheels which the horses had to pull. They always got stuck on Bignell Avenue. The driver used to beat the horses till our neighbor, Mrs. Calhoun berated the driver. After that the horses had a better time. The trains passing

through The Pas carried machinery for the mines in the north and grain to Churchill. The empty grain cars while parked in the freight yards were cleaned of the residue of grain that remained on the floor. It was sold to chicken owners. The opening and closing of the bridge to let the boats and booms of log go through was an experience of excitement. Wild berries were plentiful on Rahls Island and there were farmers raising vegetables also.

In the 30's all children in the schools were inoculated for various diseases. A nurse painted your arm with iodine and Dr. Stephanson injected the serum. Mary's father worked on the extra gangs on the H. B. Railway for 25ϕ an hour. The economy was in bad shape at that time.

Crerar, Stewart A.

Stewart Crerar was born on March 14, 1908 at Winnipegosis, Manitoba. He farmed in his youth and in 1929 found him in Flin Flon hauling steel to construct the hydro power line from Flin Flon to Island Falls power dam. Some precarious trips were made over the lakes in the Spring break-up season. During the depression of the thirties, he trapped and cut fire wood for a living.

While working at Gurney Gold Mine in 1939, he married Mary Scott Edwards who was also working there. He spent a year at a mine at Savunt Lake, Ontario, then returned to Flin Flon and was employed by H.B.M. & Smelting until 1972.

Stewart Crerar was very active in local and provincial Elk Lodge programs. He took a great interest in community affairs.

Davidson, James Terry

James Terry Davidson was born February 7, 1916 at Prince Albert, Saskatchewan.

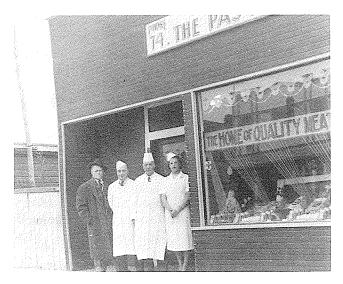
Father was Edward Davidson, born 1876 in Dunbarton Shire, Scotland. He died at The Pas in 1958.

Mother was Katherine Terry, born in Dunbarton Shire, Scotland in 1878. She died in 1936 at The Pas.

Edward Davidson Sr. was a butcher by trade, he arrived in The Pas in the spring of 1924. He operated a butcher shop for the Pat Burns Company on the present site of Bruderer's building, on the north west corner of 2nd Street and Patrick Avenue.

Edward and Katherine's family consisted of six children: William — deceased, Mary (La Combe) deceased, Robert — Prince Albert, Saskatchewan, Edward Jr. — The Pas, Isabel (Labutt) P.A. Saskatchewan, James Terry (Jim).

Edward Sr. assisted in organizing soccer teams and laying out the playing field between the Catholic Church properties and Devon Park which had been filled in. In previous years this area had been part of



The Pas Meat Market — Frank Houghton, Eddie Davidson, Edward Davidson Sr. 1942-43.

the Saskatchewan River when Devon Park was an island. The low area next to the present approach to the bridge had been built up with fill consisting of rubbish and garbage and then covered with clay.

The boundary lines of the soccer field were laid out with sawdust from the mill, this being the least expensive material, it was Jim's job to haul the sawdust and lay out the lines before every game. Swimming in the river was a main pastime for boys and young men in the early days. The lumber company log control booms made very good boundaries for the swimmers. Conditions on the river have changed over the years in regards to water flow and currents. The island now situated west of the mouth of The Pas River was just a very small sand bar when Jim was young. The river carries great amounts of silt and deposits it where there is a back current or eddy or where the water slows down or spreads out.

Being eight years of age when he arrived in The Pas, Jim received most of his education here and after leaving school worked for Keddy & Fowler in the store, and for National Fruit.

Jim married Muriel Hamilton in 1940, they moved to Winnipeg in 1944 where Jim worked for McDonald Aircraft.

His railroad career started with the C.N.R. at Kamsack and he worked north and south out of The Pas. He retired in January, 1978 while on the Lynn Lake run.

Railroading has changed a good deal over the years, according to Jim. Originally a train was "Madeup" with the cars placed in the order they were to be set off, with the first cars to be set off next to the engine. Communications being what they were, hand signals or lanterns, this made instructions from the brakeman to the engineer easier to read.

With the advent of radio communications and diesel locomotives, the system changed perceptibly. Communication is possible from anywhere on the train.

Jim and Muriel had two children: Darryl married lives on Rahls Island, Eleanor (Delamore) lives in Kamloops, B.C.

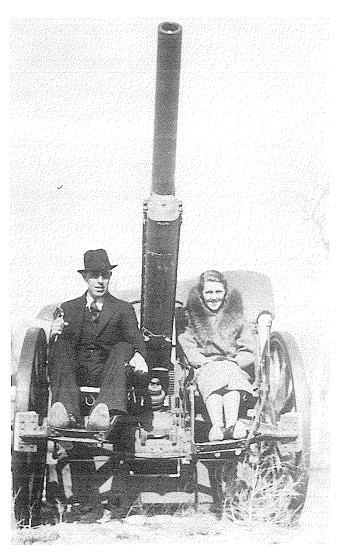
Davidson, Muriel Esther (nee Hamilton)

Muriel was born at Gilbert Plains, Manitoba on April 27, 1912.

Her father was William John Hamilton, born at Dunville, Ontario in 1871, he died in 1958 at the age of 87 years of age.

Her mother was Emma Esther Hamilton, nee Corbert, born at Walkerton, Ontario in 1879 and passed away in 1959. Both parents are buried at Gilbert Plains.

William Hamilton was a farmer and trader, he hauled fish from Winnipegosis to Gilbert Plains to market. He transported goods to the lake areas where



Harris Hamilton and Muriel (Hamilton) Davidson 1937-38. Cannon in Devon Park.

he traded for fish with the native and white fishermen. Commercial fishing was a very important industry on all Manitoba lakes, in the early days all lakes were very heavily stocked with many species of fish.

Muriel received her education in Gilbert Plains. She had five brothers and one sister, they were:

Lawrence, resides in Flin Flon, John passed away in Cochrane, Ontario, Harris died at Atikokan in 1952, Beulah resides in Vancouver, B.C., Arnold a retired pastor — Pentecostal Assn. of Canada and Ray a hardware merchant, Atikokan, Ontario.

Muriel arrived in The Pas in 1935, lived with her aunt Mrs. Geo Anderson. Muriel married James Terry Davidson in The Pas in 1940. She operated kindergarten class in their own home on LaRose Ave. from 1953 to 1959. From 1970 to 1977 she taught English language at Keewatin Community College at The Pas. Muriel is very active in church work and other organizations including The Pas Golden Age Group.

De Courcy, Blanche Alice

Blanche de Meulles was born at Lake Lle L Orleans, Quebec; April 18, 1903.

Her father, Joseph de Meulles, born in Quebec, was a carpenter by trade. He and his son Joe Jr., worked on the Catholic Church; the son erected the cross on the church steeple. They also worked on construction of the Red Brick school and the old Court House building.

Blanche's mother was Melina Le Tourneau. The family had lived in Kapuskasing, Ontario and Saskatchewan. Besides Blanche, the children were: Joseph, Elzear, Omar, Remi, Tuller, Louise, Melina, Ezilia, Gertrude. The family arrived in The Pas in 1913 and spent most of their remaining years here. Melina de Meulles passed away on March 13, 1930 and Joseph Sr., in 1943.

Blanche attended grade school in The Pas and at the age of 13 was employed as a waitress in the M. C. Cafe. Social life was limited. She married Joseph de Courcy in The Pas in 1920, lived with Joseph's folks for the first year, then moved to Herb Lake, then Carrot River and later to Washington.

Blanche and Joseph had three sons: Philip E., Joseph O. and Norman. The latter is now deceased.

Dembinsky, Frank David

I was born on Aug. 5, 1921 in The Pas, Man. My father, Benjamin Dembinsky, was born in Cornwall, Ont., in 1885. Mother Anna Dembinsky was born in Dorna, Austria, 1886. She arrived in Canada in 1900.

I believe my parents first lived in what was known as the old annex until 1921, then in the Hudson Block on Fischer Ave., until 1930. From 1930-38, they lived in the Old Orok House on Fischer and First. Then at 231 La Rose Ave.

My brother, Sonny Dembinsky, was born in Montreal in 1908 and died in Flin Flon in 1970, lived all his life in The Pas and Flin Flon. He had two children, both born in Flin Flon — Michael of Winnipeg and Stephen of Miami, Florida.

My sister Vera — born in Montreal in 1914, married Harry Trager who was mayor and councillor in The Pas for many years. They had two children born in The Pas. Marsha Phonim and Ester Eadie.

My father arrived in The Pas in 1914, he very seldom left the town and never left the province of Manitoba. He was a merchant, he had been active in fur trading in the Churchill area of Hudson Bay and had posts at Nelson House — Norway House, Herb Lake, and Cedar Lake. I remember my father telling me that when he first came to The Pas, he was invited to dinner at the house of the Hudson Bay Chief Factor Mr. Halcrow, whose house still stands in part near Halcrow Lake. The Halcrows were the first family in those days in The Pas and my father always remembered them for their kindness to him; a stranger from Eastern Canada.

Father was active in town politics, and with one exception, was on the council or was mayor for thirty years. I remember one incident, in 1956, when I was Mayor of Flin Flon and he was Mayor of The Pas; there was a Chamber of Commerce meeting in Snow Lake. They had made place mats representing all the towns participating in the meeting and where they would normally have the name, The Pas, they had put Ben's Town instead. I think that describes my father's feeling for a town that he liked so very much and where he lived most of his life.

Father died in September 1960. Mother passed away in February 1978.

I spent the first 18 years of my life in The Pas, graduating from The Pas High School. I was in the Canadian Airforce from 1940 to 1945.

The Pas comes back to my memory as ice, snow and horse drawn sleighs in the winter and the Saskatchewan and The Pas rivers in the summer. I recall the old ore barges on the side of The Pas river which once carried the ore from Mandy Mine through the Barrel Narrows, the Saskatchewan and Athapap to Sturgeon Landing and down the river to The Pas. I remember the last days of the Ross Navigation Co., Sternwheelers, the "Tobin" and the "Nipawin".

If I was to sum up my life in The Pas, I would say, on balance, it was a good place to grow up in. I find it very noticeable that the people from Northern Manitoba, although they may have spent only a short time there, always seem to mention the fact that they came from there.

After my return home from the R.C.A.F. in 1945, I managed our family business in Flin Flon. I was Vice-President of Home Smith Corporation, New York City; President of Gestar Development, Toronto, Ontario; and President of Genstar Properties, San Diego, California.

I was married in Chatham, New Brunswick, to Greta Evelyn Teed on January 26, 1945. We resided in Flin Flon and we had four daughters all born in Flin

Davelyn Eyolfson lives in Lundar, Manitoba; has three children — Kris (15), Aaron (13), Johan (9).

Judith Beggs lives in Summerland, B.C.; has three children — Quinn (13), Jennifer (10), Sam (4).

Karen Stein lives in Israel; has three daughters— Ivria (11), Bat-Sheva (9), Sigal (3).

Lisa Shahar lives in Israel; has two sons — Atsmon (7), and Roll (3).

I was a member of Flin Flon Council from 1954 to 1956 and held the position of Mayor from 1956 to 1960.

Joseph De Meulles by Joseph DeMeulles

594 Eyre Blvd., Timmins, Ontario, P4N 421,

March 14, 1982.

My name is Joseph DeMeulles and I live at the above address and have been away from The Pas since 1944. My father Elzear DeMeulles arrived at The Pas aged 12, with his parents Joseph and Melina DeMeulles from Gleichen, Alberta, in late 1912. The family resided in The Pas from 1912 till 1923, and from 1928 to 1944.

Father: Elzear DeMeulles born Isle d'Orleans, Quebec, January 19, 1900, deceased October 19, 1972.

Mother: nee Elizabeth Arseneault, born Rogersville, N.B. January 19, 1906, and resides Apt. 10, 225 Lee Avenue, Timmins, Ontario.

Parents met in Kapuskasing, Ontario in 1924, married in 1925, moved to Jonquiere, Quebec, where I was born August 25, 1926. The family returned to The Pas in 1928 and we resided at 105 Crossley. We had been living at 63 Crossley for 6 or 7 years when we left for Kapuskasing, finally settling in Timmins, Ontario.

Four children resulted from this union. Myself, Joseph, was aged 2 when father and mother returned to The Pas in 1928. The other two sons and the daughter were born in The Pas. Albert (Abbie) on August 24, 1929, Irene, March 31, 1931, and finally Leo, August 23, 1936.

Albert has the distinction of being the first Caucasian born in the newly completed Hospital Saint Antoine. He now resides at 29 Signal, Kanata, Ontario, H2L 1B8, and has 3 children.

Irene married J. McLean, has 3 children and lives at 604-7171 Beresford, Burnaby, B.C., V4E 3Z8.

Leo has 3 daughters and makes his home in Calgary, Alberta, at 112 Foritina Rd., S.E., T2A 2B6. Leo has recently retired from the Army after having served for 24 years. He served with NATO and with U.N. peace keeping force in Cyprus,

Grandfather and grandmother Joseph and Melina DeMeulles and the family went to Gleichen, Alberta, around 1905 and arrived to make their home at The Pas in the fall of 1912. Grandfather Joseph became great friends with Bishop Charlebois and often accompanied him on trips in his vast diocese. As a matter of fact, on the first few nights at The Pas, the family had used the original church as sleeping quarters. Grandfather Joseph De Meulles worked as a carpenter and he worked on the present day Cathedral R.C. and also on the Hospital Saint Antoine.

Joseph DeMeulles passed away in his 80th year on March 20, 1942 and was laid to rest at The Pas cemetery. His wife Melina predeceased him on March 13, 1930, and was also buried at The Pas.

When my father Elzear DeMeulles, my mother and myself arrived in 1928, Elzear DeMeulles sold Rawleigh products and travelled by dog sled to such places as Sherridon and Flin Flon. Rail links to these places did not yet exist.

In 1929 he was hired on with the town of The Pas and worked for it till he left in 1944. In the middle 30's he became the water man and delivered water door to door by horse team and wagon. In those days homes with running water were scarce indeed.

My early schooling was at the Roman Catholic Separate School and then on to The Pas Collegiate. After school hours and on Saturdays I clerked and delivered grocery orders on my bike. The wages were \$3.00 a week. The Air Cadets Sqn. #303 was also one of my great interests. In the spring of 1944 I left school to go muskrat trapping and got my quota. I then delivered bread and pastries for Godin's Bakery till we left The Pas in July 1944. I then consequently entered the army.

Some of the highlights in my early days at The Pas were hell raising at Hallowe'en, the raiding of neighbours' vegetable gardens when our families had gardens of their own, and then going down by the Saskatchewan River and eating the loot added with cooked river crabs. Upon the arrival of the American troops, when the U.S. entered the war, the Sundays were spent at the service centre. One of the greatest lessons of my early life was one Sunday at the service centre. Some of us noticed the disgusted look on some of the Americans' faces as one of their negro troops was dancing with some of our local girls. When I approached them and told them that they were now in Canada and that we did not approve of segregation, I was reminded that we treated our Native people in like manner. A thought which had never entered my mind.

After discharge from the army, I spent a year in Toronto before coming to Timmins where my parents resided. I gained employment with an aggressive grocer with a vision. I remained employed with this man for nearly 20 years. There, I went through phases from meat cutting to location manager. It was at this place that I met Charlotte MacMaster, fell in love and married her. We were married July 19, 1950 and on July 25, 1951 we were blessed with a brilliant son. As I often tell my wife, our two national origins mix nicely. Our son Richard (Ric) has his mother's brains because I still have mine. Ric went on to the University of Windsor from which he earned a Major Honours B.A. in History, a Minor B.A. in Literature and an Honours B.A. in Social Work. He is at the district Workmen's Compensation Board in Sudbury, Ontario, as a rehabilitation counsellor. Richard has also followed in my footsteps and married a Scottish Canadian girl, Bonnie MacDougal.

When Adam Deminick of The Pas was Grand Exalted Ruler of the B.P.O. Elks and visited our Lodge in 1967, I was in my third term as Ruler of Timmins Lodge #427, and went on to be District Deputy.

My wife Charlotte and I went into business together in 1966. I had a Coronary in 1969 and my wife had one in 1972, so we were forced to slow down. We then decided to abandon the business in 1973.

I still continue to be active in the affairs of Branch 88 Royal Canadian Legion, having completed 10 consecutive years on the Executive Council, one as president, and a very successful year. I conceived a project which enabled us to raise enough money to burn the Branch's \$30,000.00 mortgage.

In February 1976, I had open heart surgery. Although the operation was successful, it never restored me fully and so my activities are quite limited.

Deminick, Paul

Paul Deminick was born in The Pas on January 14, 1926. His eldest brother, John, an Air Force Veteran, suffered severe burns in a plane crash in England in 1943 — he returned to Canada in 1945 and lived in The Pas until his death in 1972 on March 31. Paul has two sisters. Teeny Keyser resides in The Pas and Florence Chornobay residing in Norway House, a second brother had died at age 15 in 1944.

Bill and Metro Kaplanchuk of The Pas are also Paul's relatives.

He attended collegiate in The Pas, worked for the local The Pas Sawmill and some casual labor jobs before joining the army. After the war he worked for Northern Motors and Canadian Pacific Airways. He joined the Post Office in 1950 and took over as Postmaster in 1960, succeeding J. C. Brown.

In 1963 he was promoted to Postmaster at Fort Francis, Ontario. In 1965 as Postmaster at Medicine Hat, Alberta. In 1975 he was made Manager of the Alberta District, Mail Collection and Delivery Unit, Edmonton, Alberta. He retired in 1980 and moved to Lethbridge, Alberta.

In 1951, Paul had married Ethel Nahnybida, who was born in Aaran, Saskatchewan. Their children, Randy, Delbert and Angela were born at The Pas. Natalie was born in Fort Francis, Ontario, and Paul Samuel was born in Medicine Hat, Alberta.

Paul was active in sports and social events in the community.

His parents, Sam and Dora Deminick originated in the Ukraine. Sam arrived in The Pas in the Spring of 1924; Dora came in 1925. Sam was an edgerman with The Pas Lumber Company for thirty-five years. He passed away in 1959; Dora passed on in 1967.

Despins, Andrew Robert

Andrew was born at Marcelin, Saskatchewan on August 6, 1917.

For family details see Leon Joseph Despins' history.

Andrew had his schooling at Marcelin and at The Pas. He arrived here with his parents and family in 1928. After leaving school, he worked as a baker and on the railroad. After the Second World War, he was a Meteorological technician and resided at various times at The Pas Airport, Norman Wells, North West Territories, Fort Nelson, British Columbia before retiring to Vernon, British Columbia, where he is presently retired since 1973.

In 1949, Andrew married Muriel Daphne Cercombe at Swan River. Her home town was Bowsman, Manitoba. They had two children, Judith and Philip.

Despins, Aurore Alberta (Dussault)

Aurore was born on April 27, 1912 in Prince Albert, Sask.

Father was Amedee Dussault, born December 8, 1876 in Tris Rivieres, Que. He died on December 30, 1958.

Mother was Clara Gobeil, born April 12, 1886 in Acadia New Brunswick. She died at age 57 on October 18, 1943.

Amedee Dussault was a stationary engineer for

institutions and worked in Prince Albert penitentiary. He had worked in the U.S.A. previous to coming to Canada.

Aurore had her schooling in Prince Albert, Sask. She was working as a furrier for W. Woolman in P.A. when she was offered a job as a furrier in The Pas by J. R. Kerr. Aurore was ready for a change, so accepted the challenge, left her family and home and came to The Pas. She worked for J. R. Kerr and later also for Fred Kerr.

Aurore married Leo Despins Aug. 19, 1935. In addition to caring for a family of 9 children and her work as a furrier, Aurore was very involved in the church and the C.W.L., in which she is a 30 year member. She also earned her 5 year award for her work with the 4-H Club where she shared her talent as a seamstress. Aurore is presently an active member in the Golden Age Group.

Aurore's energy and enthusiasm for life is an inspiration to her family. Over the years she has kept up a regular correspondence with the Dussaults and

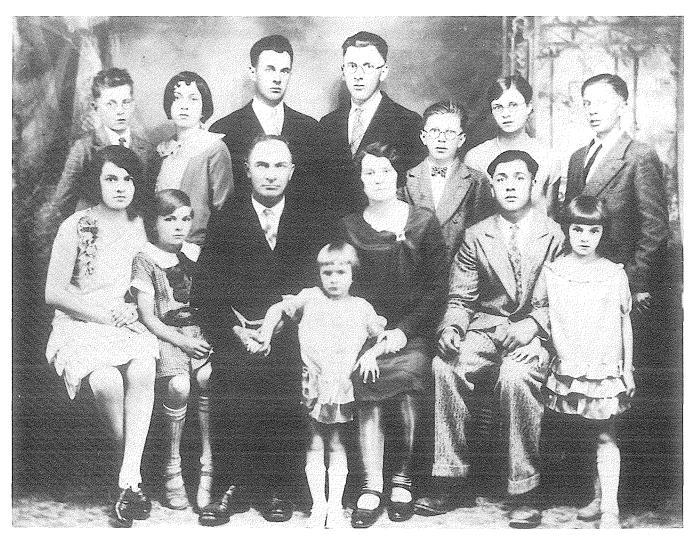
the Despins and is a unifying force in the family. Her efforts have resulted in The Pas being a favorite meeting place of relatives from all over Canada. During the recent Homecoming week in The Pas Aurore and Leo has 53 friends and relatives come to visit. The grandchildren also love to visit and know they'll always find a well stocked cookie jar!

Despins, Mr. and Mrs. J. Cas. submitted by Mrs. Lucille Porter

Mr. and Mrs. J. Cas. Despins moved to The Pas from Marcelin, Sask. in 1928 with their twelve children, 6 boys and 6 girls. Leo, Lucille, Yvonne, Bille, Adele, Pete, Emile, Hector, Andrew, Laurette, Bernadette (Bernie) and Evelyn (Lynn).

Mr. Despins was born in Batiscan, P.Q. Oct. 31st, 1881 and died Sept. 16th, 1973 in Coquitlam, B.C. Mrs. Despins was born in Maria, Gaspe on May 23rd, 1887 and passed away Dec. 13th, 1978.

Mr. Despins worked for The Hudson Bay Rail-



Despins Family 1928. Back Row, L-R: Andrew, Adele, Leo, Bill, Yvonne, Emile. Front: Lucille, Laurette, Mr. Despins, Evelyn, Mrs. Despins, Hector, Pete, Bernie.



Mr. and Mrs. J. A. Despins 50th Wedding Anniversary, July 10, 1955

way with the B. & B. gang, until his retirement in 1946, when they moved to Victoria, B.C.

In 1955 they returned to The Pas to celebrate their 50th wedding anniversary. Nine of their children were present at the celebration, as well as several Grandchildren. Their 60th anniversary was celebrated in Victoria, B.C. At that time they had 38 grandchildren and 12 great grandchildren. Their 65th anniversary was celebrated at Foyer Maillard, Coquitlam, where they spent their last few years.

The first thing Mrs. Despins did on arrival at The Pas in 1928 was buy a piano, as the children were all musical, and this would help to keep the family at home. Many happy hours were spent making music and having sing songs, as they also had 2 violins, a guitar and an autoharp. Leo still has that piano and it is often used at family gatherings.

No one had any money during the depression, so the social activities were mostly house parties, dances, and picnicking in the summer at Pike and Clearwater Lakes.



Mr. and Mrs. J. A. Despins at Goodacre Towers 1955 Victoria, B.C. Picture by Ralph deTremaudan.

The older boys got work on The Hudson Bay Line, and even worked on the Churchill elevator. Pete drove a delivery truck for Keddie and Fowler and Lucille worked at deTremaudan's General store, as well as other places in town.

In 1938 Hector and his partner Leland Abbott, both in their twenties, worked a trapline out of The Pas. They had read where some were bicycling to the World's Fair in New York, and others were walking a great distance, so they decided to attempt the trip by dog team. After extensive preparation, they left The Pas Nov. 28, spent the Christmas Holidays in Winnipeg, travelling south with diminishing snow depths, they had to set the sleigh on air-filled tires, making the pulling much easier. Needless to say New Yorkers frequently gazed in amazement at the colorful travellers. They arrived at the Fair on time. They had achieved their goal.

Four of the boys, Bill, Pete, Emile and Andrew went to war for the duration. By then most of the family were married. Leo married Aurore Dussault. Yvonne was married to Tom Ewens, Adele married Ralph deTremaudan, Lucille was married to Franklin Porter, and lived in Winnipeg. Bill married Verna Goodman, Pete was married to Simonne Bonin of Edmonton before going overseas. Bernie married Angus MacMillan in Toronto. Laurette married Albert Hall of Winnipeg. Hector was married to Grace Campbell and Andrew married Muriel Sircombe after the war. Lynn married Harold Goranson. Yvonne and Laurette are deceased, as well as Verna Despins, Tom Ewens and Franklin Porter.

Leo worked on the Hudson Bay Railway until his retirement. In 1978 he and his wife Aurore celebrated their 43rd wedding anniversary. Their nine children and 24 grandchildren all attended, along with several relatives including sisters Lucille, Bernie and Lynn and brother Hector. Aurores 7 sisters and 2 brothers were also present for this happy occasion.



Sitting: Leo and Aurore Despins — 43rd Wedding Aniversary Aug. 5, 1978. Standing: Angela, Leola, George, Rollie, Donald, Vivian, Claude, Valerie, Marie.



Leo and Aurore Despins and Family, 43rd Wedding Anniversary.

Now we come to July 1982 and this special celebration for The Pas, and a perfect time to have another family reunion. Family members present were, Lucille from Victoria, Bernie from Toronto, Pete and Simonne accompanied by their son Raymond his wife Fay and their two children from Edmonton, Andrew and Muriel from Vernon B.C. and Hector from Thompson, Man.

The many happy memories garnered on this occasion, will remain with all of us for a long time.

Despins, Leon Joseph

Leon was born April 29, 1906 at Marcelin, Sask. Father was Joseph Casimir Despins, born 1881 in Batiscan, Que. He died in 1973 in Maellardville, B.C.

Mother was Beatrice (Porlier), born May 23, 1887 in Maria, Quebec. She died December 13, 1978 in Maellardville, B.C.

Joseph Casimir Despins was a carpenter brick layer and general tradesman. He arrived in The Pas February 1928 and the family arrived in June after school was out. They left Sask. at the time of a drought and arrived in The Pas during a big flood! Joseph worked with the B & B gang on the Hudson Bay Railway. He built a house on arrival ready for the family to occupy.

Joseph and Beatrice had thirteen children: Leon — The Pas, Man., Lucille — Victoria, B.C., Yvonne — deceased, William — Vancouver, B.C., Adele — Victoria, B.C., Gilbert — Edmonton, Alta., Emile — Victoria, B.C., Hector — Thomp-

son, Man., George — deceased, Laurette — deceased, Andrew — Vernon, B.C., Bernadette — Toronto, Ont., Evelyn — The Pas, Man.

Leo had a truck and hauled hay off the Saskeram meadows and worked on the construction of the #10 highway through the bog in the 30's.

Leo married Aurore Dussault in 1935. He was working for The Pas Lumber Co. at that time. They lived in a small house on Patrick Ave. across from his father's house. In 1945 they outgrew this house and moved to the large house at the north end of Patrick where they reside to this day.

After 12 years with the lumber co., Leo became a trainman with the H.B. Railway, later known as the C.N.R. He travelled on a run from The Pas to Churchill and return, a trip which took a week to complete. He witnessed many changes over the years — e.g. — transition from steam engine to diesel. During the 60's Leo worked as a baggageman on the Churchill and Thompson trains. Inco was opening up and passenger trains were loaded with people moving in and out. Some of those coming out were quite "bushed" and had to be restrained!

A baggageman's responsibilities were not just baggage—large amounts of money, liquor and valuables were moved, even a prisoner with escort. Most sidings had a sectionman and family who depended on the train for all necessities. The baggageman would be one of their few outside contacts. Leo's job with C.N. lasted for 28 years. He retired in 1970.

Leo is an avid fisherman and bird hunter. For years the big fish eluded him but in 1964 he caught a

34 lb. trout in Clearwater Lake. This fish won 3rd prize in the Trout Festival. This was one big fish that didn't get away!

Leo is a member of the Knights of Columbus. Since his retirement he also keeps busy with gardening and playing the violin. He is an active member in the Golden Age Group.

Leo and Aurore's family consisted of:

Leola, born on June 14, 1936. In 1957 Leola was crowned Fur Queen at the Trappers' Festival. Later that year she married William Aitkenhead whom she had met while working at the Royal Bank. They eventually settled in Winnipeg where they remained for many years. They recently moved from Thunder Bay to Waterloo. Bill has a senior position with the Royal Bank in Kitchener. Bill and Leola have 5 children — Michelle, Mark, Jill, Kevin, and Valerie.

Rolande, born Oct. 20, 1937. Rollie set out in a career as a lab and x-ray technician. Her work took her from Kenora, Ont. to White Rock, B.C. While in Vancouver she met and married Roland Bernard, a carpenter in construction. They made their home there for 16 years. They presently have a farm in St. Jules de Cascapaedia, Quebec. They have 3 children — Phillip, Chantale, and Shaun.

Donald, born Dec. 8, 1939. Donald left The Pas to join The Royal Canadian Air Force. He married Rosalind Cairns while stationed in Portage La Prairie. His career took him throughout Canada and western Europe. Don and Ros have 3 children — Donna, Kenneth, and Karen. Donald is an air traffic controller and is stationed at CFB Gagetown. He was promoted to Warrant Officer in Sept. 1980.

Vivianne, born Dec. 31, 1940. Viv was working at Godin's Bakery in The Pas when she met a baker from Flin Flon, Reinhard Penner. They married and lived for a time in Flin Flon. Then they moved to Minnedosa, Man. where they operate their own bakery. Viv and Reinhard have 5 children — Brenda, Susan, Randy, Carrie, and Wendi.

Valerie, born Aug. 27, 1942. Val was working at the Royal Bank when she met Wayne Brown, a Man. Hydro employee. During the early years of their marriage Wayne's job with hydro took them through many rural Man. towns. They lived in Thompson for several years then headed west to B.C. in 1966. They moved several times with B.C. Hydro from Hudson Hope and the Bennett dam to Williams Lake and to their present home in Qualicum Beach, B.C. Wayne and Val are both avid curlers and are very involved in community projects. They have 2 children — Lance and Cindy.

The 4 youngest children have made their homes in The Pas.

Claude, born March 9, 1945. Claude met and

married Carolee Cameron, also of The Pas. Claude is employed by C.N. as a locomotive engineer. Carolee is an accounting clerk employed by the Man. Government. They have 2 children — Curtis and Cherise. Claude and Carolee are active in Minor Hockey.

George, born Dec. 14, 1946. George graduated from high school in The Pas, then went on to complete a course in Mechanical Technology in Wpg. He returned to The Pas and married Louise Rivalin, his high school girl friend. George is employed by Man-For. He worked there during its construction period, and continued on in the operation of the plant. Louise is an elementary school teacher. They have 2 children — Keith and Gregory.

Marie, born Feb. 21, 1949. Upon graduating from high school, Marie worked for a year for Kelsey School Div. She then married Chris Wadelius of The Pas. Chris is a journeyman electrician employed by a local contractor. They have 2 children — Darcie and Glenn.

Angela, born Sept. 25, 1954. Angela is married to Kevin Wadelius. They lived in Flin Flon for several years during which time Angela worked at H.B.M. & S. and later took up part time employment elsewhere. Kevin is employed by C.N. in the Car Dept. as a carman and was transferred to The Pas in Aug. 1981. Kevin and Angela have 2 children — Deneene and Garrett.

Leo and Aurore have 9 children, 26 living grand-children, and 1 great grandchild.

Despins, Rauol Ray

Rauol Ray Despins celebrated his 90th birthday on Oct. 10, 1982 at the Empire Hall in Winnipeg.

Entertainment was provided by the family. Born in Batiscan, Quebec in 1892, lived in Marcelin, Sask. for a time settling in Elie, Man.

He married Anntonette Aquin on April 3, 1921. They have seven children, 30 grandchildren and 30 great grandchildren.

His nephew, Leo Despins, resides in The Pas.

Dorion, Arthur

I was born in The Pas Reserve on May 15, 1908. I played Soccer for 30 years and enjoyed sports when I was young.

I went to school at McKay School to grade eight and I was supposed to continue school in Edmonton but muskrats were a good price so I went trapping. I have always wished I had stayed at school. I travelled around some, threshed and worked on the farms at Prince Albert and Brandon. Then I worked for The Pas Lumber Company for 19 years, helped build houses on the reserve. I worked on the Nelson River

Hydro Project and Spruce Products Ltd. I quit work when I got my old-age pension.

An experience I had while trapping which almost cost me my life. It was spring and I was in The Pas Mountains (Pasquia Hills) when I cut my upper arm and got blood poison. It was break-up time, I could not move for about twenty days; my arm swelled terribly.

My grandfather, Joshia Young, was a medicine man, people called him "Doc". When I finally got down to The Pas he looked at it and said, "it is bad". Friends advised me to see the doctors in the town, I did, they said it is too late to save this man, take him to the reserve to die. Grandfather said that is all I want to hear. He got some birch-bark from the east side of a young tree and made a poultice and a tea.

The Rev. Fraser used to come and pray for me he did not want me to die. Mrs. Jacob Bignell brought an eleastic bandage to hold the swelling down. My brother laid on a bed beside me, he would not give up. Finally the swelling broke letting all the poison out, my grandpa was happy, I was well again. I sat in the sun and my arm healed. Very soon I was calling for the square dancers and enjoying life.

Arthur Dorion died in 1981. Refer to tape in Historical Society Files.

Doroshenko, John

John was born in the Eastern part of the Ukraine, 1899. His father Lorrian Doroshenko was born at Troyan, Ukraine and his mother was born in the same place and came to Canada in 1909. They lived at Kemarno about twenty-five miles south of Arborg, Manitoba. John's father had travelled to the States in 1905 and then homesteaded near Malontou, Manitoba. The couple lived there until they passed away.

John was brought up at Malontou and went to school in Tuelon after having received some education in the Ukraine. He had six brothers and one sister. One brother, Fred, a barber, came to The Pas in 1911. John decided to visit Fred in 1927. He took a course in barbering and never left the town. He married Matilda Bagan in 1928. Tilly had come to work for Harvey Weber, The Pas. It was a boom year, the rail line to Flin Flon was started, the Station and Hospital was started in 1927 and finished. The first Royal Bank building, a rooming house and the Cambrian Hotel were built. Homesteading was increasing on the banks of the Saskatchewan River. Hunting and wildlife was enjoyed.

John and Tilly had one daughter, Gladys.

The first barber shop was on Second Street in the Fairway building. In 1951 they built the store on the corner of Fourth Street and Fischer Avenue operating the barber shop and confectionery.

de Trémaudan Mrs. Bertha

I, Bertha Gusbin was born on April 28th, 1896. My Father was Edouard Gusbin born at Zelima Servais, Brussels, Belgium, he was a Wholesaler in textiles, the firm was started by my Grandfather in 1847. I have a brother Edmond and Alfred in Belgium and a sister Martha (Gusbin) Jankow.

I attended elementary school in Brussels and from 1907 till 1913 in boarding school Lycée for girls at Resche, near the French border. I was self-employed for years teaching music. In the Spring of 1922 I returned to Belgium, but my sister insisted that I come back as she was going trapping with her husband. The adventure tempted me and I came back for the New Year. I enjoyed the life in the wilderness around Moose Lake. After two years we moved back to The Pas and started to give music lessons, I on the violin and Mme. Jankow on the piano. We also played for the theatre owned by J. Wanless. There were many French Canadians in The Pas at that time, and we were invited to their numerous parties. We were also asked to play at all the concerts. Parties and dances were held on the top floor of the Community building.

Life in The Pas at that time was exciting, but rough, water was sold by the bucket, the toilets were outside! There was electricity and the theatre was operating. My brother Edmond Gusbin came to Canada and after living with a Belgium family on the Prairie he then moved to The Pas in 1913 taking a homestead on the Carrot River. He enlisted in the Belgium army in 1914, after the war he took a homestead on Rall's Island. I married Marcel Manez in April 1927, lived above Grants store until I could buy a small home on Lathlin Ave. I raised two children, Marie-José born February, 1928 and Rolande, born April, 1929.

I was teaching violin and started a pupils orchestra. In 1936 I became interested in business, I had a year of training at home before the war (1914) and I started to import 'berets'. I found it easy to buy through my relatives in Belgium and I got Mr. de Tremaudan, who was a salesman, to do the selling. Soon we formed an association, and, with the name 'Societe d'Importation', we established a business that we kept until 1967. We finally became big importers of Indian Seed Beads in Canada, selling to the Indian Affairs Department, The Hudson Bay Co. and other merchants.

In 1940 I married D,T de Tremaudan and we moved to Victoria, B.C., in 1943. We carried on our business until 1967 when we retired and sold the business which is still operating under the name of 'Orion'. My hobby now is writing; I belong to the Canadian Authors Assn., I have a book of poems and

a book of stories of the North which is at the publishers 'Editions du Blé in St. Boniface, in French.

de Tremaudan submitted by Ralph and Adele de Tremaudan

Emigrating from France in 1893, and growing up from boys of 10 and 11, under the rugged conditions of the prairies mud hut homes, food shortages etc., August and Desire de Tremaudan find themselves in a place called Le Pas now The Pas, in the year 1911, where August had founded the town's first Newspaper (Hudson Bay Herald), had coaxed his brother Desire to join him in this venture, and a real estate business which was booming at the time, a few years later things went flat and August and his family left for greener pastures in California where he became a criminal lawyer of note. Desire and his wife staved on, he had married Yvonne Beauchemin of Gentilly, Ouebec after a correspondence courtship, Yvonne was born in 1883 and was a teacher at the time she married, coming to what was known in the east as the wild west as a bride in 1909, small in stature and pretty, she was also very large in spirit, willpower and determination, she mastered English in no time and became fluent in native Cree, working in the stores with her husband, she found time for social work and politics, she became a friend of John Bracken's M.L.A. for The Pas and Premier at that time. She died of cancer in 1938 and buried in the Catholic cemetery east of town along the Saskatchewan river that she loved so much for it reminded her of her home town on the St. Lawrence.

Desire and Yvonne had three children, a daughter in 1910 who died in a few months, two sons, Raoul (Ralph) born Aug. 4th, 1913 and Andrew Ovide on Aug. 10th, 1915, both in The Pas. Desire de Tremaudan was a compassionate man. During his years in The Pas 1911-43 was active as a business man in retail stores, wholesale and importing, his efforts were directed towards the native population for whom he had admiration and respect, he abhorred their plight and considered them a conquered but proud and strong people who were wronged and exploited by the rest of us, this compassion and understanding emerged in a strong patronage by the Indians of the many reserves and indian communities through the land, at his retirement at eighty six, he was still importing and supplying them with beads for their handicraft works.

He was also much involved in community affairs Instigating the formation of a Knight of Columbus council, and being their first Grand Knight in 1928. Organized the Catholic Boy's Scout troop, played a role in Provincial politics, Mine promotions and developments ruined his retail business in 1930, went

into importing and mail order business, remarried and moved to Victoria, B.C. and is still living at the age of ninety nine at the time Aug. 8, 1982.

The two sons Ralph and Andre grew up in The Pas taking their primary education at the Sacred Heart school, with college years in Gravelbourg, Sask.

For Ralph the 1920's and 30's were exciting years growing into manhood, the 20's were boom years, (many a tall story could be told here). However he met up with Adele Despins who came from a musical family of six Boys and Six Girls. Ralph and Adele were married on Sept. 15th, 1937 by Rev. George Marchand in the Sacred Heart Cathedral, and have one son Danny, who was born at St. Anthony's Hospital on July 10th, 1939 the day of his maternal grandparents Mr. and Mrs. J. C. Despins's wedding anniversary, and first grandson made for happiness all around. In adulthood while working in The Pas, Danny met Audrey Hill a young lady telephone operator from McGregor Man. They married on May 6th, 1967 in Portage La Prairie and lived there several years, they were blessed with two daughters, Shelly and Cindy, in 1978 they moved to Fort Saskatchewan, where they now reside.

Ralph and Adele were active in many phases of community life as Grandnight, District Deputy of the knights of Columbus, member of the public school board, coaching Hockey including The Pas Huskies, member of the Rotary Club, Trappers Festival and back room politics, and over the years worked at every kind of job, from dog team delivery boy, through sales rep, railroading, mining, clerking of all kinds, ending in 1956 as bulk Agent for British American Oil kept Ralph busy. Meanwhile, besides keeping the home fires burning Adele was busy with the C.W.L. Catholic Women's League, Amature Nites plucking a first prize on the way, as a member of the Royal Purple, secretary of the mixed bowling league, member of the Ladies league, committee work in the Trappers Festival programes and providing moral support and plenty of physical help in Ralph's activities were fulfilling.

Andre Ovide the second of Desire and Yvonne's sons went through the growing up as his older brother, he joined the Canadian Army early in the 2nd World War, during this time he met Kathryn Decker an American girl, after the war and married they spent some time in B.C., returning to The Pas for a while then moving to the U.S. where they lived for quite a few years. In 1956 they returned to The Pas and are still there and residing on their acreage on the Carrot River west of town. They have five sons and two daughters.

A railroad siding north of The Pas on the Hudson

Bay Line must have been named after August, who in the early years had written a book entitled the Hudson Bay Road. The street named Tremaudan could have been named after Desire who had a home at the corner of 7th Street and Cathedral Ave. back in 1917. In the spring of 1956, the adventureous nature of Ralph and Adele urged them to the B.C. coast after 25 years between Vancouver and Victoria they are now retired in Victoria.

Dickens, Charles

My parents and I arrived in The Pas on November 23rd, 1923 from Winnipeg. My father, Mr. Charles S. Dickens had been up previously, looked over and bought a Plumbing & Heating business from M. A. T. Englebretson, which was located in the building which is now occupied by Kerr's Furs. On one side was The Bank of Commerce and the other was the offices and fur buying business of Robert Sudack. Co. Managed by Bob Kerr.

In the spring of 1927 my father was joined by Reggie Bagshaw the eldest son of R. H. Bagshaw the Post Master at the time. They formed what was known as The Charles S. Dickens Co. Ltd. Plumbing, Heating, and Electric Wiring.

Reggie passed away in early 1928 but the Company still operated under the same name. Later in 1928 we moved the back part of the building to 440 Fischer Ave. We remodelled the building with a suite upstairs and a separate workshop on the side of the lot. This was approximately where Gateway Bakery now stands, next to the Hudson Block.

We remained there until April 1936, when we moved the business to Flin Flon and operated there until 1941.

In 1930, we along with Mr. M. G. Brown and Mr. Hutchinson, one of the local druggists purchased 3 log cabins in Cranberry Portage after the fire in 1929. Mr. Brown arranged the tearing down and shipping of the cabins. The Station agent in Cranberry accepted them for delivery to mile 17 Hudson Bay Railway. There was no Railway Siding at Mile 17, (Pioneer Bay) at that time, the nearest one being at Orok, Mile 14, so after some discussion between Mr. Furneaux, Station Agent at The Pas, and Major McLaughlin, District Superintendent of the Hudson Bay Railway, it was decided that it would be more economical for the Railway to put in a Siding at Mile 17, than to haul the cottages by team and dray, from Mile 14, and run the possibility of losing parts of the cottages, and then having to reimburse the owners for such loss.

Since that time, the Siding has been used for the loading of fish, cordwood and is now used exten-

sively by Spruce Products for the loading of their products.

We still own our Lot at Pioneer Bay and in the past two years have town down the old cabin and built a new one. The cottage purchased by C. B. Hutchinson was torn down a number of years ago, and the new one is owned by Mrs. Doris Allen. The last of the original cottages from Cranberry, belonging to M. G. Brown, is sitll standing and now belongs to Mr. Fred Kowalachuk of The Pas.

Doering, Mrs. Jessie J.

Mrs. Doerings father Peter Thack was born in Austria in 1912, her mother Anna Thack — nee Mushinski was born at Ethelbert, Manitoba. Peter Thack was a lumber mill foreman.

Jessie had two sisters and one brother — Emily, Helen and Bruce. Peter Thack died in 1958.

Jessie attended high school in The Pas, she worked for the Manitoba Telephone System, in 1952 she married William C. Doering, they lived at Edmonton, Regina, Calgary and Winnipeg as well as The Pas. They had two children Joanne J. and William P. Doering.

Douglas, Robert John (Jack) by Marion Jessie (Douglas) Gans

Robert John (Jack) Douglas was born in Cambrey, Ontario in 1860. He married Susanne Euphemia in Ontario in 1905. Jack passed away in Benito in 1925. Susanne passed away in The Pas in 1947 at the age of 70 years.

Robert John Douglas was a grain buyer in the farmers elevator in Benito. Previously he was with the North West Mounted Police and travelled to The Pas in the Carrot River area while on a mission in connection with the North West Rebellion. He also served in the Boer War after buying himself out of the North West Mounted Police. The family lived in many places; Fairfax, Pipestone, Arcola and Benito, Manitoba and Quill Lake, Sask. Of his many occupations one was 25 years as bookkeeper for Ogilvie Flour Mills in Winnipeg for which he received a gold watch.

Robert John Douglas had four children by a previous marriage and Susanne had two children by a previous marriage. The children of Susanne and Robert John are Athol Greg, Marion Jessie, Robert Bruce, Catherine Bernice, Evelyn Jean and William Ralph Oxby.

Mrs. Susanne Douglas arrived in The Pas in 1934 with two children Catherine and Jean. Marion having arrived in October 1928.

I was born in Reston, Manitoba, March 11, 1909 and moved to Fairfax, Manitoba at the age of four. Most of my schooling was taken in Benito and at an

early age employed by the Telephone System there. At the age of 17 I was asked by Mr. Peach, Superintendent of the Manitoba Telephone System of the area to transfer to The Pas to instruct long distance to the operators who were employed by the town of The Pas in the old power house building. The operators at that time were May Anderson, Ethel Lovell, Gladys Cohen and Pearl Sands. Additional staff consisting of Ada Woods, Rose McAuley, Martha McAuley and Lorette Talbot made up the original telephone staff in the new office. The new telephone building situated on 3rd St. was completed in 1928 and would offer long distance to The Pas which was the first Toll office North of 53. I accepted the challenge although my mother objected to my coming to the wild and woolly north. My first experience was to sleep in the Telphone Office on a cot as no available Hotel room could be found. Later I received board and room in the home of Mr. and Mrs. Fred Watts on Patrick Avenue.

I took an active part in the activities in The Pas such as curling, teaching Sunday School in the Anglican Church, where Mr. R. H. Bagshaw was Superintendent, played basket ball and soft ball. In 1929 I was involved in the Dog Derby as a Queen Candidate representing the Manitoba Telephone System. I had no idea what this would entail but soon found out that I would be travelling further north. The Court consisted of Queen Babs McCormick of Flin Flon, Mrs. Pat Taylor of Canadian Airways, The Pas, Alexis Schell, a school teacher from Nipawin and myself. Mrs. Ma Bell of Flin Flon was our chaperone.

After the functions in The Pas we travelled by train to Cranberry Portage and then from there to Flin Flon by snowmobile. Emil St. Godard was the Champion Dog Musher at this time. One of the memorable experiences was our plane ride in an open cockpit plane, piloted by War Ace, Roy Brown. We (the Queen and Court) were given the pleasure of touring the H.B.M. & S. Mine in Flin Flon and going 450 feet underground.

On December 2, 1937, I was married to Leslie Edmon Gans in Sudbury, Ontario where Les was employed by Inco until August 1939. We returned to The Pas and for a time Les was employed by The Pas Lumber Co. before moving to Sherridon and working for the Sherritt Gordon Mines until 1943. We returned to The Pas in September 1943 and Les was employed by the CNR as Trainman and Conductor until he passed away suddenly while on duty in September 1954.

We had three children; Marlene Leslie, born October 14, 1938 in Sudbury, Ontario; Edmond John born July 30, 1940 in The Pas; and Helen Joan born January 11, 1942 in Sherridon, Manitoba.

After my husband's sudden death I tried several occupations, one of which was in Rice's Bakery. Through the kindness of many townspeople, I was once again employed by the Manitoba Telephone System and eventually back to my former position as Chief Operator at the same old desk and same old letter opener but a much larger staff. With history repeating itself after 20 years I once again had on my staff Lorrie Guymer (Hutton).

In 1958 the Telephone building had been enlarged to accommodate the dial system which was being introduced in The Pas. This increased the efficiency of local service as well as handling all the long distance north of 53 as far as Churchill and beyond. The Staff in The Pas at one time had reached 100 operators including five Group Chief Operators, Supervisors and desk clerk and staffed a five-position Radio Telephone Console.

In May 1973 I retired from the Manitoba Telephone System and found myself doing volunteer work with the Girl Guides which had been part of my life previously, at one time as Commissioner of The Pas area. I also enjoy volunteer work with the St. Anthony's Hospital Auxiliary and have kept my interest in the Rebeccah Lodge.

I have taken a keen interest in my family's welfare over the years. Marlene was employed by the Manitoba Telephone System where she was a Supervisor and also employed in St. Anthony's Hospital. She married Orest Strocel in 1958 in The Pas and they have five children, Richard Neil, Tammy Shannon, Ginger Tracey, Noell and Stirling who are now living in Sturgis, Sask. with the exception of Richard who has recently joined the Canadian Forces and is currently stationed in Cornwallis, Nova Scotia.

Edmond John was married in 1959 to Delores Kobelsky of Porcupine, Sask. They had three children, Cynthia Leigh, Debra Anne and Leslie Bernard. Edmond was employed by the CNR as Trainman and was accidentally killed in a highway accident at the early age of 29 in 1969. Eddie was very talented musically and involved in many music recitals. Little Leslie was accidently killed after leaving school. The vehicle and person responsible still remains a mystery.

Helen Joan took a nurses training course in St. Boniface Hospital after completing her High School in The Pas. While in Winnipeg Helen met and married Ivan Bruce Cox in 1965. They have two children, Valerie Leigh and Kyle Wesley. They now reside in The Pas where Helen is employed at St. Anthony's Hospital and Ivan employed by Kelsey School Division.

Dube, Lucien

Lucien was born September 11, 1907 at Sandy Bay, Quebec.

His father was Michel Dube of Sandy Bay, Quebec and his mother was Philomene Dube of the same area. They were farming people.



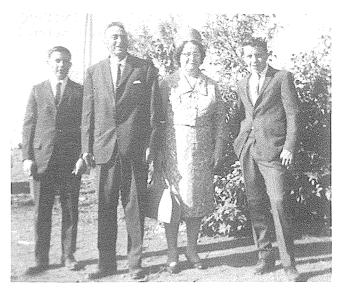
Martha with Debbie and Lucien Dube with Raymond.



Dube Family — Leon, Mary, Sister Sophie, Michael Father, Philomen Mother, Lucien, Carmel, Gabe. Missing: Angeline.



Four generations — Great-Grandmother Jean Martin, Grandmother Martha (Martin) Dube, Mother Georgette (Dube) Martin, Daughter Andrea Martin.



Lucien and Martha Dube — sons: left, Roney; right, Bernard.



Michael Dube, Sophie, Philomen, Martha, Lucien.

After moving west, the family lived at Perigord, Saskatchewan. The children of Michel and Philomene were Sophie, Carmel, Elie, Angeline, Gabriel, Leon and Marie Blanche. The eldest girl became a nun and resides in Alberta. The youngest boy was overseas in the second World War.

Michele Dube passed away in July 1958 and Philomene, in January 1975.

Lucien was three years of age when he moved west with his father and mother where he started farming at Perigord. Times were economically bad and after ten years he was forced to give up his farm during the depresson. At that time, 1942, he moved to The Pas with his wife and six children.

In 1932 Lucien had married Martha, Claudine Martin and this union was blessed with eleven children: Georgette of Melville Sask., Andrea of Nanaimo B.C., Lucienne, Victoria B.C., Norbert, The Pas, Man., Jeannette, Kemptville, Ont., Alice, The Pas, Man., Andrew, The Pas, Man., Bernard,



Standing, L-R: Elie, Angeline, Gabe, Leon, Carmel, Michael, Mary Blanche. Sitting: Lucien and Mother Philomen.



Lucien Dube Family. L-R: Roney, Andy, Norman, Georgette, Claudette, Norbert. Sitting: Lucien, Martha, Allison.

Courtenay, B.C., Ronald, Courtenay, B.C. and Claudette, Courtenay, B.C.

On moving to The Pas, Lucien hauled wood during the winter and trapped rats in the Spring. He was a game warden for a few years and then worked for The Pas Lumber Co. until it closed after which he was employed by Guy Hill Indian School for 18 years.

Lucien and Martha lived on Ralls Island, three miles East of town which was as far as cars could go at that time, cars did not run in winter as streets and roads were not cleaned off except logging roads. There were very few roads north of The Pas.

Lucien was a member of the Knights of Columbus for some years.

Dube, Marthe Claudine

Mrs. Dube was born Marthe Claudine Martin at Fletwode, Sask. on February 13, 1910. Her father, Gustave Martin of Lyon France, arrived in Canada at

the age of 19 in 1891. He became a farmer and rancher. Her mother was Jeanne Martin, coming to Canada in 1909.

Gustave and Jeanne had five children: Marthe, Emile, Gabriel, Helene and Lucie. Helene died at the tender age of 2 years old. Gustave died on May 7, 1940, Jeanne passed away on December 14, 1975. She had been a widow for 35 years.

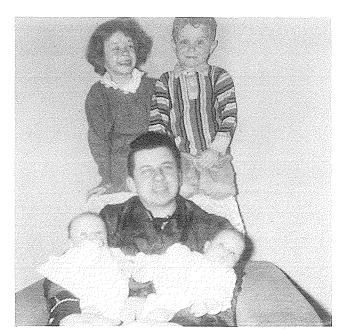
Marthe Dube attended school for eleven years and later became a seamstress by trade. She was employed by St. Anthony's Hosital in The Pas for a few years then worked at Guy Hill School for 18 years with her husband until they retired. She had married Lucien Dube in 1932. They had eleven children and the main activity was with the family, neighbors and church work with the Catholic Women's League.

Ducharme, Heather

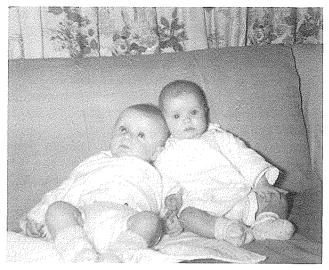
Heather South was born in St. Anthony's Hospital on November 2, 1952.

Her Father, John South was born in Prince Albert, Sask.; her Mother was Doreen Laing from Kerrobert, Sask. The family lived in The Pas from 1952 to 1967, when they moved to Thompson and later lived in Vancouver and Labrador City, Newfoundland, presently living in Saskatoon.

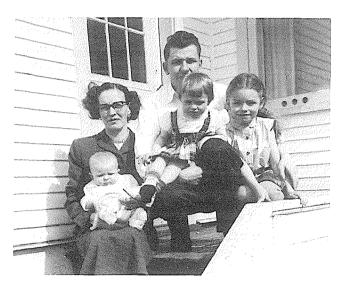
One brother Roderick and his wife Claudette are presently on a two year world tour. Her brother Donald lives in Calgary and is employed by Dome Petroleum Co. as an engineer in the land acquisition department. Donald's twin sister Debra, married to Dan Rose from Labrador City, they live in Wabush, a suburb of Labrador City. The Father, John South is



Heather and Rod with John South Holding Donald and Debra.



South Twins — Donald and Debra, Born St. Anthony's Dec. 31, 1959.



John and Doreen South with Heather and Roderick and Diane Cryderman.



Doreen South with Donald and Granny Jean Laing with

site manager for Key Lake Mining Corp. in Saskatchewan. He had worked for the C.N.R. in The Pas and Mrs. South worked in The Pas Town office.

Heather attended school in the Red Brick School and recalls the metal tube that was the fire escape and teacher, Mary Duncan; also attended in the annex to the school and recalls the cow bell that summoned them to classes. Heather and brother Rod took music lessons from the Sisters in the Convent. Many of the persons that Heather attended school with, included the Grant Triplets, Norma Sawatsky, Lois Walker, Brenda Moreton, the Hiatts and Bagshaws. She recalls many happy hours spent playing at different games in the area and a highlight was a visit to McFarlanes' farm in the Carrot River Valley.



Heather (South) Ducharme — Figure Skating Carnival 1967.

On April 13, 1974 Heather married Roger Ducharme of Neelin, Man., in Brandon; they spent six months on a honeymoon in Europe before returning to live in Brandon; Roger is a fourth level electrical apprentice.

Heather is a Registered Nurse, having graduated from Brandon General Hospital School of Nursing; she has worked in the Emergency Department and presently is in the Operating room.

Dunn, Alexander John

Alexander John Dunn (Sandy) was born in Prince Albert, Saskatchewan on October 26, 1921. His parents were Rose Street from Guildford, Surrey, England, and Alexander Dunn from Edinburgh, Scotland. They arrived in Canada in 1921.

Sandy's father worked as a labourer, sawmill Sawyer, stevedore, utility operator and Park attendant. The family lived in Prince Albert, Saskatchewan; Bowsman, Manitoba; The Pas, Manitoba and Victoria, B.C.

Sandy had one brother named Frank.

Sandy's father was an "Old Contemptible" and came up from India in his kilts to the front in France in 1914.

The parents died in 1960 and 1965.

Sandy attended The Pas Public School. He remembers some teachers, such as: Misses Duncan, Thompson and Leggett. He also remembers cleaning blackboard brushes on the cordwood piles brought into the school yard by Mr. Rivalin for the school furnace. Sliding down the fire escapes, playing with alleys in the school yard, and sports days and field trips.

Sandy's first job was as a delivery boy and store clerk for Howlands Grocery. Later a Drugstore Clerk at Hutchinson's Northland Drugs. He also had newspaper routes, while going to school delivering the Northern Mail and Winnipeg Free Press. He became a machinist apprentice at Sherritt Gordon Mines.

Sandy enjoyed Boy Scout Activities, swimming in The Pas River and Saskatchewan River, and skating at the Arena.

In 1942 Sandy married Jane Forsyth in Sherridon, Manitoba.

They lived in Sherridon, Fort William, Ont., Geraldton, Ontario, Nipigon, Ontario and now Sarasota, Florida.

They had two children, Alexander Derek, born in Sherridon, and Susan Margaret, born in Port Arthur, Ontario.

Derek now owns a Photography Studio in Montreal. Sue is married and lives in Sarasota, Florida.

Dunn, Jane

Jane Dunn, nee Forsyth, was born on May 23, 1922 in Rainy River, Ontario. Jane's parents were, Jane McKessock from Aberdeen, Scotland, and William Forsyth from Aberdour, Scotland. They arrived in Canada, and were married in Rainy River, Ontario about 1918-1919. They were Farmers.

The family moved to The Pas in 1927-1928, where William worked on the construction of the

Hospital and later the Post Office. He also worked for C.N.R.

Another daughter, Sandra Anne, now deceased, was born in The Pas.

The exact date of William's death is not known but, it is believed to be in 1949. His wife Jane died in Sault Ste. Marie in 1967, while residing with her daughter Sandra.

Jane's first schooling took place in a church annex downtown (near the Anglican Church?), while the new school annexes were being finished. Then she went to the new school annexes and also went to T.P.C.I. The teachers she remembers are: Misses Bannerman, Davies, Reid, Thompson, Duncan, Leggett, Coad, Gammey, Brandon; and Messrs. John Wilson and Hugh Logie, and principal Mr. Brown. Jessie Davies taught Jane in her dancing class. Jessie's father owned the bakery.

The depression forced Jane to drop out of High School. She then went to work cleaning houses and baby-sitting for various local families, such as the Herman MacKinnons, Rev. Armstrong, and Emil Rivalin.

Jane's parents took her everywhere — Rhal's Island picnics on the paddlewheeler, Masonic dances, dances in the Adanac Hall, the silent movies at the Crystal Gardens, and the sound movies in the new Plaza Theatre!

Jane was married at Sherridon to Sandy Dunn on March 1, 1942.

Dupas, Amay John

Amay John Dupas was born April 9, 1919 in The Pas, Manitoba. His mother was Eulalic Dupas (nee Paul) and his father was Theodore Dupas. Both had spent their entire lives in The Pas. His brothers and sisters were: Raymond Dupas of Richmond, B.C., Armand Dupas of The Pas, Gerry Dupas of Richmond, B.C., Anita of Regina, Saskatchewan, and Lucille of Calgary, Alberta.

Amay completed grade eleven in The Pas and then at the age of 21, moved to Duparquet, Quebec for employment with the Beatric Gold Mine. While in Duparquet he met Antoinette Marzi. They were married July 11, 1942. They made their home in Duparquet for 13 years. They then moved to Manitowadge, Ontario, Penticton, B.C. and Wenner Lake, Ontario.

They now reside in Joutel, Quebec. They had two children: Lloyd Raymond who is married to Brenda (nee Saari). They have one son, Justin. Gerald John Dupas is married to Nancy (nee Fontier). They have two children, Sharon and Danny.

Dupas, Armand P.

Armand P. Dupas was born on April 4, 1912 at St. Jean, Manitoba.

Armand's father, Theodore Dupas, was a clerk and later became a merchant. He conducted businesses at various times at Cumberland House, Cranberry Portage and Moose Lake. At Wanless he operated commercial fishing camps on Rocky Lake and Clearwater Lake. In Moose Lake he operated a poolroom and store and supplied the commercial fishermen with nets and equipment.

Theo Dupas was an expert dog musher and worked closely with Walter Goyne, the famous racer. Together they had numerous dogs and competed in many dog races.

Armand arrived at The Pas at the age of three months. He was educated in The Pas and lived at the various places where his father was in business. Part of his first employment was with his uncle, Alphonse Dupas, building the "Harvey House" which still stands on Cook Avenue. Alphonse was a construction foreman.

Armand worked for The Pas Lumber Co. for some time. He married Florence Clarke in 1943. Having enlisted with the Royal Winnipeg Rifles, "The Little Black Devils" and after being discharged



Mr. and Mrs. Theo Dupas.



Sitting: Felix, Paul father and Theo Phil. Standing: Mrs. Theo Dupas, Mrs. Ben Frechette, Mrs. George Dupas, Mrs. Jack Pellitier, Mrs. Henry Langlois, Mrs. Jack Bacon, Mrs. Joe Joyal, Mr. David Paul.



Mr. and Mrs. Peter Pellitier 60th Wedding Anniversary Guy Hall — Standing: Alphonse, Andrew, Rene, Louie, Alice, Ida, Marion, Rita, Annette, Yvonne, Theresa.



Florence and Armand Dupas — 1977.



Romeo, Lucille (Dupas) Lawson, Armand, Anita (Dupas) Smith, Raymond and Amay Dupas.

he took employment with the Department of Highways as grader operator and was soon promoted to Maintenance foreman. He worked for the department for 31 years and retired in 1977 at the age of 65. Armand and Florence reside at 922 Constant Avenue and spend their summers at their cottage at Clearwater Lake.

Dupas, Florence Beatrice (nee Clarke)

Florence Beatrice Dupas was born on July 22, 1924, at Dauphin, Manitoba.

Her father was Leonard Clarke born at Macklisfield, England; he was buried at The Pas, Manitoba. Her mother was Annie Clarke (nee Andrewsik) at this writing (1981) is still living in Winnipeg, Manitoba.

Leonard Clarke worked for the C.N.R. Shops at The Pas, in 1931.

Florence was educated in Dauphin and arrived in The Pas, in 1937. Her first job was with Charlie Chartier in a fruit store, she was employed at various times at the Union Supply Store with Harry Sklov, the Dial Electric Store, Wagner's Jewellery, The Hudson's Bay Company and at the Opasquia School. She married Armand P. Dupas in 1943, January 1st.

Dupas, Leo J.

Ancestors of the Dupas family arrived on the North American Continent from France in the early 16th century. They settled on a large island very close to the shores of Montreal named L'Ile Dupas to this day.

In 1723 one of our Forebears was commissioned by Louis the 14th of France to dispense land to new arrivals on our shores until its abolishment in 1812. Sometime in 1830 the Dupas' migrated to Northampton, Mass.

My grandfather, Joseph (Joe) Dupas, moved from Mass., U.S.A. to St. Jean., Man. on or about 1850. He had 9 sons and 7 daughters.

My father, George, fourth son of Joseph, was born Jan. 16, 1879. He married Vilina Paul in 1902 in St. Jean, Man. He and his brother, Theodore Dupas of The Pas, built the first home and trading post at Cranberry Portage in 1919 and made the Portage wide enough for two-horse team wagons. In 1920, my dad and I found gold on 1st Cranberry Lake, we staked two claims however, bad times came and all was lost. We moved back to The Pas when the railroad came through in 1921.

George and Vilina Dupas had five children — Emil; born St. Jean 1903, died, The Pas 1920; Blanch; born 1905 at St. Boniface, married Wes Eagle of The Pas; Leo; born 1907, married Stella Mayhew of Flin Flon; May; born 1917 at The Pas, married Ross Beads in 1936 at The Pas.

It was in 1911 that George and Vilina moved their family from St. Jean to Radville, Sask. In April of 1914, we moved to The Pas. Here we had many relatives, to name a few; Jack Bacon, Joe Joyal, Henry Langlois and many others.

Leo enlisted in 1939 and was disabled overseas in 1944 and was returned to Canada in Oct. 18th, 1944. When I gathered up my wife and two boys, George and Lloyd and moved to Vancouver and have lived here since that time, Leo Dupas.

Edwards, Marion Elva

Marion Williamson was born at Moose Factory Ont., March 27, 1926. We moved back to The Pas from Moose Factory when I was three years old, having lived here previously. We lived at 70 Fischer Ave. in the early 30's and my parents lived there until they moved to Victoria in 1963. I attended public school and The Pas Collegiate Institute, graduating in 1953. I took piano lessons from Mrs. Grace Weir and the sisters at the Sacred Heart Convent. I attended Sunday School at the United Church.

My first job was with the Royal Bank as clerk in 1943. In 1955 I moved to Churchill to work for the Defence Research Board. In 1958 I transferred to Esquimault BC with the Defence Research Board. I am presently working at The British Columbia Institute of Technology in Burnaby BC. I married John (Jack) Edwards in The Pas on Sept. 16, 1961. We had two children — Glynis Joan born May 3, 1963 and Tanis Marguerite born June 1, 1965.

We had a lot of fun growing up in The Pas, dances, parties, skating and curling and later The Trappers Festival.

The Pas was a musically oriented town. The Pas Musical Festival was an important event. We were active in the Ladies and Men's Glee Clubs. There were many fine musicians in The Pas.

I was involved in the Musical Festivals the Junior & Senior choirs at Westminster United Church, the Sunday School where I also taught for many years. The ladies Glee Club, the Ice Worm group at the Trappers Festival and the Ladies Curling Club. I was Miss The Pas at the 1950 Festival. While in High School I was Ledger-Keeper in the High School Bank, we took deposits of quarters etc and issued Savings Certificates when the students had saved \$4.

I remember the opening of #10 highway South in 1939, the train from Winnipeg arrived three days a week. During Spring break up on the Saskatchewan River the Sandbar which eventually became an island was not even visible as it was under water. The David N. Winton Paddlewheel boat used to tow the booms of logs to the Mill. Saturday afternoon movies cost 5¢ for candy. At first there were few gardens in town Mother remembers the produce coming on the train.

My father was Lawrence (Larry) Williamson, born in Londonderry Northern Ireland he was an accountant. He arrived in The Pas in 1921, worked for the Hudson Bay Co., the Manitoba Provincial Government and the Town of The Pas.

Mother, Florence (Floss) Armstrong was born in Carnduff SK August 27, 1894. I had two brothers, William Bruce Williamson and John Patrick Williamson and one sister Tanis Ruth Lacharite all born in The Pas. Father Larry passed away in Victoria June 5, 1973. Mother still resides in Victoria BC.

My grandfather William Armstrong arrived in The Pas in 1907, Mother came in 1909 at age 15, shortly afterwards her brother and sisters arrived; Eva (Armstrong) Thornton, Jenny (Armstrong) Lamb, Belle Armstrong and Elsworth Armstrong. My Aunt Eva Thornton was queen of The Pas Derby in 1919. My mother Floss was a princess the same year.

Professor J. H. Ellis

Joseph Henry Ellis arrived in Canada from Warwickshire, England, in the early years of the Century and soon became a strong supporter of his adopted land. His early experience on a Glenboro farm followed by work on the Dominion Experimental Farm at Brandon, and enrolment in the Manitoba Agricultural College, started him on a lifetime career in research, teaching and extension work, with particular emphasis on soil science, embracing the related fields of geomorphology, ecology, crop production, land-use and conservation.

From conducting the pioneer agronomic experiments in the Department of Field Husbandry at the Manitoba Agricultural College with which the author was involved as student-assistant, and on graduation, as Experimentalist, his activities in soil and crop management led to field and laboratory studies of Manitoba soils, and to the formation of the Soil Science Department of The University of Manitoba which he developed and served as Department Head until statutory retirement from the University in 1955.

Early in his career a close voluntary liaison was established between the soils departments of the Universities of Manitoba, Saskatchewan and Alberta which led to mutual co-operation and co-ordination of soil survey work in the western provinces, to the involvement of the Federal Department of Agriculture in soil survey activities, to the formation of the Canadian Society of Soil Science, and to the recognition of soil science as an accepted scientific discipline in Canadian universities.

Following his retirement from The University of Manitoba he was employed as a consultant in the Department of Mines and Natural Resources and the Department of Agriculture. Serving in this capacity he continued to contribute to Manitoba agriculture through his extensive knowledge, boundless energy and sincere philosophy of life.

Dr. Ellis received a B.S.A. degree from The University of Manitoba, a MSc. degree from The University of Minnesota and was honored by a Doctorate from The University of Manitoba. He is a

Charter Member and Fellow of the Agricultural Institute of Canada, a Fellow of the Canadian Society of Soil Science, a Fellow of the Appraisal Institute of Canada, a member of long standing in the British Society of Soil Science and the American Society of Soil Science and of the American Society of Soil Science and of the American Society of Agronomy.

It is against this background that "Evolution, Development and Activities of the Ministry of Agriculture in Manitoba" was researched and written.

Joseph Henry Ellis, B.S.A., M.Sc., D.Sc., F.I.A., F.A.I.C., F.C.S.S.S., C.M., O.C., O.B.H.

Born February 11, 1890

Died December 6, 1973

Scholarship:

Diploma, Correspondence School of Scientific Farming of Western Canada Limited, Brandon, April 4, 1913.

Baccalaureatum Scientiae in Agriculture, B.S.A. University of Manitoba, Fort Garry, 1918

Master of Science, M.Sc. University of Minnesota, Minneapolis, June 13, 1927

Doctor of Science, D.Sc. University of Manitoba, Fort Garry, May 23, 1969

Fellows:

Fellow of the Appraisal Institute of Canada, F.I.A.

February 28, 1941

Fellow of the Agricultural Institute of Canada, F.A.I.C.

July 27, 1950

Fellow of the Canadian Society of Soil Science, F.C.S.S.S.

June 18, 1963

Honours:

- 1) Sigma Xi Elected to Minnesota Chapter, 1927
- 2) Canadian Society of Soil Science Presentation, "in recognition of his outstanding contribution to Soil Science", Fifth Annual meeting, Winnipeg, June 1959
- 3) Centennial Medal, One Hundred Anniversary of the Confederation of Canada; C.M., July 1, 1967
- 4) The Order of the Crocus, Centennial Award of Honour; Manitoba Centennial Corporation, O.C., October 18, 1967
- 5) Honourary Life Membership in the Manitoba Institute of Agrologists, January 15, 1969
- 6) Order of the Buffalo Hunt, Manitoba's Highest Civilian Award; "for his outstanding contribution to the province and to agriculture, O.B.H., June 22, 1971
- 7) J. H. Ellis Building, Official Naming; University of Manitoba, Fort Garry, April 25, 1975

8) Induction to the Manitoba Agricultural Hall of Fame Inc., Austin, Manitoba

Scientific Societies:

- 1) Member of the International Society of Soil Science, since 1927
- 2) Member and Emeritus member of the American Society of Agronomy, since 1925
- 3) Member of the American Soil Survey Association 1925-36 which then became the Soil Science Society of America, member and then Emeritus member since 1937
- 4) Member and then Life member of the Scientific Club of Winnipeg, since 1931
- 5) Member of the British Society of Soil Science, since 1949
- 6) Charter Member of the Soil Section of the Canadian Society of Technical Agriculturalists, 1931. The former became the Canadian Society of Soil Science in 1954 (see fellows). The latter became the Agricultural Institute of Canada in 1945 (see Fellows) and subsequently Charter Member of the Manitoba Institute of Agrologists, 1951 (see Honours)

Profession:

Agrologist, Manitoba Agricultural College and University of Manitoba, Fort Garry, 1918-1927

Founder, Professor and Head, Soil Science Department, University of Manitoba, Fort Garry, 1927-1955

Director of the Manitoba Soil Survey, University of Manitoba, Fort Garry, 1927-1955

Agricultural Consultant to the Manitoba Government, 1956-1970

Professor Joseph H. Ellis

Suddenly on December 6, 1973 at the Victoria Hospital, Professor Joseph H. Ellis aged 83 years, late of 952 North Drive, beloved husband of Beatrice Ellis passed away.

Professor Ellis was born in Coventry, Warwickshire, England on February 11, 1890. He came to Canada as a young man and enrolled in the new Manitoba Agricultural College in Fort Garry in 1913 and graduated with his BSA in 1918. Professor Ellis commenced work with the department of Soil Science. His work with Soil Survey, Soil Fertility and Soil Management began during this period and had continued through the ensuing years. He was responsible for a soil survey of unused lands in Manitoba in 1926 and this was the start of a continuing succession of soil surveys covering all agricultural portions of Manitoba, including the Pas area. Throughout these years Dr. Ellis had been a dedicated teacher and a promoter of research in Soil Science. He also showed

a dedication to soil conservation and proper land use. The hundreds of graduates who studied under him and those who worked with him have always held him in genuine respect, receiving inspiration and help, not only from his enthusiastic teaching of his subject, but from his boundless energy and positive philosophy of life.

Dr. Ellis received his BSA from the University of Manitoba, his M.Sc. from the University of Minnesota and was honoured by a Doctorate from Agriculture Institute of Canada and a Member of long standing in the International Society of Soil Science. Dr. Ellis had been a prolific writer and has many publications to his credit, culminating with the publication entitled "Evolution, Development and Activities of the Ministry of Agriculture in Manitoba."

Predeceased by one daughter Elnora in 1954 Dr. Ellis is survived by his wife Beatrice two sons James of Saskatoon, Sask., Hugh of Ottawa, Ontario, three daughters, Mrs. J. M. Mactavish (Jane), Mrs. Don MacDonald (Connie) both of Winnipeg and Marjorie at home, twelve grandchildren, one brother Mr. Sam Ellis of Gresley, England.

Funeral service will be held at 3:30 p.m. Saturday, December 8, 1973 at the Clark-Leatherdale Funeral Home, 232 Kennedy St. with Rev. D. Frame and Rev. H. G. MacDonald officiating, followed by interment in Brookside Cemetery. Pallbearers will be four grandsons and two nephews. In lieu of flowers donations may be made to the Manitoba Heart Foundation, 700 Bannatyne Ave.

Pallbearers will be: Hugh MacDonald, Bruce MacDonald, Rob MacTavish, Don MacTavish, Gilbert Walton and Henry Brereton.

Espey Bill

My name is Bill Espey. My Father Roy and Mother Sarah came to the Pas in 1923 after being married at Saskatoon that year. Roy was born in Ontario 1893 and Sarah was born in Scotland in 1896. My Father was first employed at The Pas by The Pas Lumber Co. as a mechanic but worked at various jobs in the mill as well as in the logging camps for this company. They bought a house located at 125 Patrick Ave. where I was born on March 19th, 1924. A sister Kathleen was born July 27th, 1925 and another sister Jean born Jan. 10th, 1927 at this same address. The house was torn down and replaced in 1929 where Mom and Dad continued to live until 1956 when they moved to Vancouver Island. My Dad left the Pas Lumber Co. in 1929 and started The Pas Motors garage with Frank Bickle. They supplied the town with the first Fire truck, a Ford model A type. About 1932 he bought an old log warehouse on 1st St. and started Northern Motors garage. In 1946 he sold this garage and built a new garage, Imperial Motors on Fischer Ave. in 1947.

I left school in Grade 12 in 1942 and worked for one year in the Hudson Bay Railway freight sheds at Churchill. In 1943 I joined the staff at the Liquor store in The Pas where I worked until 1947. At that time I went to work in the garage with my Father until 1952 when I joined the Customs and Excise Division at The Pas with Edgar 'Shorty' Gamache. I worked 3 months each year at Churchill, during the shipping seasons for the next 5 years and spending the balance of those years in the Customs office at The Pas. In 1957 I left Customs and came to B.C. where I worked at Nanaimo for one year as a mechanic in a garage. At this time Customs contacted me and I rejoined the service at Chemainus, B.C., a small shipping Port south of Nanaimo on Vancouver Island. I remained at work at this seaport until 1975 as officer in charge at which time the Custom house was closed at Chemainus and I was transferred to Customs at Nanaimo. I commuted to work until 1979 when I officially retired in 1980 to my present home in Chemainus.

I was married in 1948 to Sylvia Atkins who was employed at The Pas as a telephone operator. Her Father Gordon 'Shorty' Atkins came to The Pas in 1957 when he purchased Lyons Canoe and Toboggan shop. He has since passed away but Sylvia's Mother Marjorie still resides in The Pas.

Sylvia and I had three children, Doreen and Kevin born at The Pas, and Dennis born at Chemainus. Doreen is married, lives in Victoria, B.C. and has two daughters (our grandchildren) Julia and Sarah. Kevin was accidently killed in 1970 at age 18, a few days before he was to enter University. The newspaper 'Victoria Colonist' is quoted as saying that 'Kevin was one of the Provinces best athletes as he excelled at Golf, Basketball, Hockey, Baseball and Bowling'. He was one of the top golfers in the Province at that time, having a scratch handicap and to this date his best round of 63 at Mount Brenton Golf Course has not been exceeded. Dennis attends school in Vancouver where he pursues computer technology.

My sister Kathleen graduated from Grade 12 at The Pas and worked several years for the Toronto-Dominion Bank there. She married George Soutar who spent two stints at The Pas as a Student Minister with the Presbyterian Church. They were married in 1947 at Toronto where George was Ordained as a Minister in the United Church. They were posted to Larder Lake, Ontario in 1949 and moved to Victoria, B.C., when George joined the Navy as Chaplain and subsequently served in the Korean area. In 1954 he left the service and they moved to Sault St. Marie as

he became the Minister of the United Church there. In 1962 they moved to Burlington, Ontario as George became the Minister at Hamilton Centenary United Church in Hamilton. He passed away suddenly December of 1979 and Kathleen still lives at Burlington. They have one son Ian who was born at Larder Lake, Ontario and is now married and lives on Saltspring Island, B.C. My sister Jean graduated from Grade 12 at The Pas and worked at the Mining Recording Office at The Pas for about 2 years. She joined the Navy and was posted to various Naval bases in Canada from the East to West coast. She married Royedon Pait of the U.S. Navy and they lived at several Naval Bases in the United States from Georgia to California. Royedon retired from the Navy about 1960 and they bought their first permanent home in Seattle, Washington where he was employed with I.B.M. Inc. They moved to several locations with I.B.M. as he was a technician in electronics. Finally they moved to Denver, Colorado. Royedon was accidentally killed there in 1977. Jean still lives in Denver. She has a son Royedon Jr. who attends University in California. A daughter Colleen remains at home with Jean although she plans to marry this year.

In 1974 my Mother passed away at Chemainus. My Father lives at Victoria B.C. having moved there in 1974. He is presently 88 years old and in good health. In 1980 he went to Manitoba to attend his brothers 90th birthday at Rivers. In 1981 he went to Rivers again and attended a School District re-union for the Cardale School District. A book has been published about the commencement of that school district and its continued growth. Roy Espey is listed as one of the first pupils to attend a one room school at Cardale in 1901.

While the so-called 'dirty thirty' years were tough ones I fondly recall my school years at The Pas during that time. The Pas Lumber Co. was the main industry and after travelling to many parts of Canada I do feel that many places were actually not as well off as we were during the depression. Certainly The Pas was the 'Gateway' to the 'Friendly North' as everyone seemed to help one another. I recall that we had good teachers, Mary Duncan, Margaret Barbour, Miss B. Gamey, George Goodwin and Scott Bateman. We had a good hospital with the best doctors. I believe that the opening of the No.10 highway in 1939 brought about a new era. The next change was the closing of the Mill, The Pas Lumber Co. Many things have changed in The Pas since then but 1982 should bring about a re-union of many old Pioneers, school chums and good friends to illustrate what is really meant by the 'Friendly North'.

Fehr, Nancy

Nancy, nee Premachuk, was born at The Pas on April 21, 1934; her parents were Gregory and Margaret Premachuk. They were both hotel keepers and lived at The Pas; their children were: Peter, now a doctor in Ottawa. Eva, a sister, formerly a nurse in Edmonton. Pearl Vanada, B.C. Fred, deceased. Stella Campbell, The Pas.

Gregory passed away June 21, 1952. Margaret died June 21, 1976.

Nancy graduated from Grade 12 in 1952 from The Pas Collegiate. That year was an exceptional year for students graduating from Grade 12. Five girls graduated, three of which became teachers, one, a social worker, and one, a nurse. Seventeen boys graduated, many of which went to University to become engineers, lawyers, dentists etc. Nancy attained teachers training school in Winnipeg and attained a Bachelor of Arts degree at the University of Manitoba. She taught school in Winnipeg and is teaching in Calgary.

In 1956 Nancy married Harold Fehr of Altona, Manitoba who was also a teacher. They resided in Winnipeg for awhile and have been living in Calgary for the past fifteen years. They have two children, Candace, 19 years old, presently working at the Cancer Clinic at Foothills Hospital, Calgary. James is thirteen years and is musically talented on saxophone and also in arts. He also plays hockey.

Finger Family History

George Washington was born in the U.S.A. on February 10, 1815, and died in 1912.

Isabel Russell was born in the U.S.A. on May 19, 1824 and died in 1891.

Daughter Emma Eliza Law was born in U.S.A. on August 30, 1855 and died April 3, 1921.

Emma Eliza Law married Herman Finger on Oct. 19, 1878. Herman Finger was born April 13, 1856, in Germany and died on Nov. 26, 1929. He became Master Mason in New London, Wisconsin U.S.A. on May 5, 1887.

Children — Mabel Winifred born May 23, 1880, died June 9, 1938. Orley Herman born March 27, 1883, died Oct. 23, 1954. Eva Emma born May 2, 1885. Oscar George born Sept. 9, 1887, died Jan. 20, 1945. Viola Laura born June 15, 1892, died April 2, 1940. Effie Grace born June 25, 1894, died Jan. 5, 1950. Harold Orvin born May 3, 1896, died in 1964.

Orley Finger married Nellie Bruce December 18, 1910. Nellie died 1959.

Children — Lottie Jean born Jan. 12, 1912, died Sept. 1961. Bruce Herman born Aug. 13, 1913. Emma Elizabeth and Helen Mary born April 16, 1920, died April 27, 1962.

Eva Emma Finger married Angus Gilbert Mc-Cormack April 25, 1906.

Children — Christina Emma born Dec. 28, 1906. Effie Laura born Jan. 20, 1908. Eva May born July 4, 1912. Gilbert Angus born May 22, 1918.

Oscar George Finger married Annie Rygh, Dec. 21, 1925.

Child — Orell Gladys born August 3, 1927.

Viola Laura Finger stayed unmarried.

Effie Grace Finger married Harvey Lehman Weber on Jan. 2, 1918, Harvey died Nov. 9, 1977.

Children — Harvey Ross Weber born March 27, 1922. Robert Gerald Weber born Nov. 30, 1925, died July 8, 1965.

Harold Orvin Finger married Viola Wideman Jan. 1, 1916, Viola died April, 1968.

Children — Davis Edwin born March 25, 1917. Clifford Wayne born Jan. 17, 1920. Geraldine Daryl born Nov. 22, 1922, died Oct. 1953.

Mabel Winifred Finger married Malcolm George McKinnon, Malcolm died September, 1917.

Children — Herman Finger born Dec. 13, 1903, died March 24, 1967. Mabel Florence born Feb. 16, 1907, died Aug. 26, 1957. Emma Law (Pat) born Aug. 30, 1910, died May 4, 1972.

Mabel Finger McKinnon married A. Y. Phillips April 21, 1927, A.Y. died March 1968.

Mabel Finger's Family (McKinnon)

Herman Finger McKinnon married Florence Hazel Johnston Nov. 9, 1929.

Children — Effie Lorren born May 2, 1931. Malcolm Keith born March 22, 1935.

Emma Law McKinnon (Pat) married William Shaw Sept. 23, 1933, Will Shaw died Nov. 5, 1969, Pat died May 4, 1972.

Child — William Malcolm Shaw born May 19, 1936.

Mabel Florence McKinnon married Andrew Paterson Sept. 7, 1935, Andy died February, 1970.

Child — Patricia Mabel born March 21, 1942 (Patsy Mae).

Orley Finger's Family

Lottie Jean Finger married Tom Robinson in 1940.

Child — Sharon born January 19, 1942.

Bruce Herman Finger married Margaret McMillan about 1943.

Child — Bruce Allen born August 26, 1945.

Emma Elizabeth Finger married George Smith date unknown, no family.

Helen Mary Finger married Arthur Norman Reekie date unknown.

Children — Valerie Reekie born March, 1946. Frank born in 1948. Irene born August, 1958.

Eva Emma Finger and Angus Gilbert McCormack's Family

Christina Emma McCormack married Wm. D. Wright June 17, 1941, no children.

Effie Laura McCormack, not married.

Eva May McCormack married Bryon R. Mahon in 1958, no children.

Gilbert Angus McCormack married Faye Bowlier in 1947.

Children — Douglas Richard, James Stewart and Robert.

Oscar Finger's Family

Orell Gladys married Jack B. Madsen in 1959, no children, Jack died before 1967.

Effie Grace Finger and Harvey Weber's Family Harvey Ross Weber married Mabel.

Children — Marjorie Grace born April 29, 1944, Marjorie married, 1 child. Brenda Joyce born about 1946.

Robert Mark Weber married Melba Kennedy, May 3, 1952, Bob died in an air crash, July 8, 1965.

Children — Robert Mark Weber born Jan. 1, 1953. Barry David Weber born Dec. 26, 1953. Tannis born Feb. 16, 1957 (Tannis Melba). Colin George born Nov. 21, 1959.

Harold Orvin Finger's Family

Davis Edwin Finger married (Mae) Zulamae Boyd.

Children — Janet Lea born 1940. Boyd Davis born August 7, 1944. Clifford Wayne Finger, married, one child in 1944. Geraldine Daryl Finger married William Perks. Child — Jerrylin born June 12, 1942.

Herman Finger McKinnon's Family

Malcolm Keith McKinnon married Alice Joyce Forster April 5, 1958.

Children — Carri Janeen born May 27, 1962. Kristin Duare born April 17, 1964. Kyle Malcolm born Oct. 11, 1966. Ryan Baird born Sept. 9, 1969.

Effie Lorren McKinnon married William Cheshire McMillan Oct. 12, 1968.

Mabel Florence McKinnon and Andrew Paterson's Family

Patricia Mabel married Kenneth Tait Feb. 4, 1961.

Children — Teresa Lynn born April 17, 1962. Gordon born Oct. 12, 1963.

Emma Law (Pat) McKinnon and William Shaw's Family

William Malcolm Shaw married Donna Ostwald March 5, 1959.

November 26, 1929

Founder of The Pas and the Finger Lumber Company succumbs to heart attack after illness of one

week — Remained active up to last sickness. Was first mayor of The Pas.

(by Canadian Press)

WINNIPEG, Man., Nov. 26 — Herman Finger, pioneer lumberman of northern Manitoba and one of the most picturesque figures in that picturesque Canadian industry, died at his home here, 353 Maplewood Avenue, at 5 o'clock this morning. He was in his 74th year. Death came to him after a brief illness.

Between 1910 and 1919, when Mr. Finger sold his extensive northern interests to The Pas Lumber Company, he was the outstanding figure of northern Manitoba, always driving forward its interest in both provincial and federal government circles.

Active Life

Until the last few days of his life, Mr. Finger remained active. Retired from active participation in the lumber business in 1920 when the deal with The Pas Lumber Company was finally completed, he spent his summers on the farm of his son Oscar at Broadview, Sask., and his winters in his Winnipeg home. He retained his interest in northern Manitoba, however, and had watched mining and railway development in The Pas area keenly.

A heart attack which came about a week ago was the cause of death.

He gradually weakened under the strain, and the heart failed to rally. Doctors had pronounced the case as hopeless four days ago. Members of his immediate family, including Mrs. H. L. Weber, of The Pas, were at the bedside when Mr. Finger died this morning.

Founder of The Pas

Herman Finger, was the organizer and the founder of The Pas, and whatever the future of the north may be his name will stand as the great pioneer business man who carved out the north's first town and laid the foundations of the northland lumber industry.

Vision and driving force were the characteristics of Mr. Finger throughout his active life, and his personality never failed him in his dealings with governments and corporations from whom he sought concessions for his new town on the banks of the Saskatchewan river, north of 53.

Born in Wisconsin

Born in Milwaukee, Wisconsin, 74 years ago, Mr. Finger went into the lumber business as a youth. This early call held him throughout his life. As a lad in Wisconsin he found the lumber business in the United States in its heyday and his quick grasp of the essentials of the industry brought him a partnership in the Gerry Lumber company, at Eagle River, Wisconsin. It was in 1888 that he first became a part

mill owner, but in 1890 he realized the industry in the northern United States was ending.

He saw in Canada his great opportunity, but his experience in those days in the United States had given him strong connections with American Lumber interests and a keen insight into the American market which served him in good stead for the pioneer industry he was to form in the Dominion.

Moved to Port Arthur

In 1890 he sold his Wisconsin interests and moved to Port Arthur, Ontario, where he founded the Pidgeon River Lumber company. In 1907 he sold his interests in this business and came to northern Canada where he spent two years cruising timber areas in four western provinces.

It was said of him, that when he completed this survey, he knew every valuable available timber berth in the north from Manitoba to the Pacific Coast. It was this cruise which resulted in the founding of The Pas. He selected his mill site here and determined to organize a town to surround his own business. The area on which The Pas now stands was property of the Indian Department then, and included an Indian reservation.

Moved Reserve

Mr. Finger brought the necessary pressure upon Ottawa to limit the reserve on this side of the Saskatchewan, to survey a townsite and to put it up for sale. To secure this concession, it was necessary to guarantee purchase of a great portion of the site himself and in that first auction sale, Herman Finger bought in his big groups of lots out of his own personal funds.

Half the Battle

Formation of a town here was only half the battle. There was no railway connections to the south, and a railway was vital, not only to the town but to the Finger Lumber Company, then in process of incorporation.

Mr. Finger took this problem to McKenzie and Mann, famed railway builders of that day, who held a charter for a route to Nelson on Hudson Bay. There have been many stories told of that conference in Winnipeg between the two hard railway men and the northern lumber king, but when the conference was over and Mr. Finger emerged he had the railway "in his pocket". Construction of that line from Hudson Bay Junction to The Pas started shortly afterwards, and The Pas from that time forwards, was on the railway and the business map of western Canada.

His Guarantee

It is stated that Mr. Finger guaranteed the railway men seventeen cars of lumber weekly as the original freight haul from the Finger Lumber Company, and that he "sold" The Pas to them as the great northern city of the future.

Following his timber cruise of the north, Mr. Finger had purchased many berths and the mill had been completed and started operations in 1910.

Mr. Finger drove through the incorporation of the Town of The Pas and was its first Mayor in 1912, the first year of its status as a town.

A New Problem

When the province of Manitoba spread out beyond the postage stamp stage and extended her boundaries northward and eastward to become a Maritime province, The Pas, before that time within the Northwest Territories, found itself a part of the new province.

Mr. Finger made a memorable journey to Winnipeg to see that the rights of the only large settlement in new territory were safeguarded by the Roblin Government, and he brought back the famous agreement which so materially aided The Pas in those early days.

Share in Subsidy

Mr. Finger's contenton was that The Pas had no share in, and no responsibility for Manitoba's public debt incurred before The Pas was part of the province, and that if it was to assume any of that province's responsibilities it should share in the added subsidy being paid the province by the federal government, as a result of the inclusion of the new territory within the province.

As a result of the conference the Roblin government agreed to give The Pas a subsidy and the first \$100,000 of this was paid in cash. The balance was to be paid in annual installments of \$25,000 and the provincial government agreed to back the bonds of The Pas for installation of its sewer and water and light and power plants.

A Modern Town

That agreement established the town as a modern community and it resulted in light and power and water equipment before a succeeding Liberal government cancelled it.

Mr. Finger served five years as Mayor of The Pas. He was Mayor from 1912 to 1916. In 1923, after he had been away for years; he was urged to return to contest the provincial election of that year on the Liberal ticket. He spent only a few days campaigning here in a four-cornered contest and was unsuccessful. That was his last visit to the north.

It was just over a week ago that he was stricken with a heart attack. Physicians said his heart had worn out and expressed the belief three days ago that Mr. Finger could not rally.

Mrs. Finger Dies

Mrs. Finger, who had shared the pioneering ad-

ventures of her husband in both the United States and Canada, predeceased him in 1922. Mrs. Finger's death also occurred at the family home in Winnipeg.

Mr. Finger's last active business connection with The Pas was served in 1919 when he sold the Finger Lumber company to the Winton Interests of Minneapolis, who, with their associates formed The Pas Lumber Company. The reported price in that transaction was a million and a half dollars.

Funeral in Winnipeg

The funeral will be held in Winnipeg on Friday, from the Finger home on Maplewood Avenue. The Masonic order will be strongly represented. Mr. Finger became a Mason in Wisconsin, many years ago, and always maintained an active membershop in that brotherhood. Mr. Finger will be buried in Elmwood cemetery.

News of his death this morning spread over The Pas, where Mr. Finger has hundreds of staunch friends. Known across Canada and in the central States as one of the most picturesque figures in the lumber industry, and as the first man to devote his energies to opening up the northland, word of his death was received here with keen regret. Scores of messages went to representatives of the family in Winnipeg.

Mr. Finger is survived by four daughters and three sons: Mrs. A. C. McCormack, Port Arthur; Mrs. Harvey Weber, The Pas; Miss Viola Finger, Winnipeg; and Mrs. A. Y. Phillips, Winnipeg; Orley Finger, Warroad, Minn., Oscar Finger, Broadview, Sask., and Harold Finger, Welland, Ont.

Mayor B. M. Stitt Pays Tribute

"Northern Manitoba has lost a good friend in the death of Herman Finger," Mayor B. M. Stitt said this morning. "He was the father of The Pas, and perhaps the greatest driving force the north country ever possessed. News of his death will be received with deep regret by the pioneers who know him here. I consider that I have lost a personal friend."

Frechette, Marcel

Marcel Frechette, son of Nazaire and Augustine Frechette, was employed in the family dairy, and with his brother, John, operated the business after the father suffered a stroke in 1957.

In 1945 Marcel married Doreen LaFleur. They were blessed with a lovely family of six girls and four boys.

The eldest girl, Marilyn is married to Garry Halliday. He is employed by Manitoba Hydro and have their home in Winnipeg. They have one son and one daughter.

The eldest son, Gerald, is married to Sheila Phillips. They have two sons. They make their home in

The Pas where Gerald is part owner in a car dealership and garage. Sheila is employed by Legal Aid in The Pas.

Diane is married to Robert Carnegie who is a partner in a service station and a self serve gas bar in The Pas. They have two daughters. Diane is employed at Keewatin Community College.

Jamie is living at home. He was employed at the dairy until operations there were curtailed in 1981. He is presently taking part in a Government sponsored work program.

Valerie is married to James Lindsay who is an electrician with the C. N. R. in The Pas. Valerie is employed at a local bank. They have two sons.

Daniel, lives in Jasper, Alberta and is employed by the C. N. R.

Suzanne is not married and is living in Kelowna, B. C. A reduction in staff at the White Truck Centre recently left her unemployed.

Angela married Chris McGuire, a heavy equipment operator, and Angela is employed by an oil exploration co.

Judy, the youngest daughter, is married to Vernon Gale Jr. employed in the paper division of Manitoba Forest Products Pulp Mill. Judy is hostess in the dining operation of Wescana Inn.

Marcel Jr. (Marcie) the youngest boy, is still attending school in The Pas.

The family is thankful and very proud to have come through these trying and tempting times without any problems.

Frechette, Nazaire

Nazaire was born on March 15th, 1887 at St. Nicolas, a small parish outside Quebec City.

Augustine Demers was born March 30th, 1887 also in St. Nicholas, Quebec. Nazaire and Augustine's parents came to Canada from France earlier in the 1800's. They were both farm families. Nazaire was quite handy at carpentry so he worked at this when work was available. Augustine became a school teacher and taught for six years.

In 1911 Nazaire and his brother Ben went West and settled in Winnipeg where they worked at Carpentry building stairs in some of the larger buildings in Winnipeg at the time. During his spare time Nazaire built two houses in St. Boniface. In 1916 he went back to Quebec to marry Augustine. They returned to Winnipeg but in the meantime Ben had come to The Pas. He 'phoned Nazaire to come here because the government were giving good deals on land.

They came to The Pas by train. Ben, who had been here for some time had got some land and a few cattle. He talked Nazaire into going there to help put



Mr. and Mrs. Nazaire Frechette — Photo Submitted Valerie Lindsay.

up his barn. He took his last fourteen dollars to buy lumber to build a shelter. The shelter was what we would consider today a good wood shelter. They stayed on the Carrot River for just less than a year when they moved to town and lived in a house on first street. Nazaire got work with Finger Lumber. He decided he would get a couple of cows and sell milk for extra money. The cows were pasturing in town



Frechette's \$14.00 House in the St. Francois Settlement at Mile 16 Carrot Valley Road.

and it soon became apparent that he would have to move closer to the edge of town. He got a place on LaRose Ave. next to Joe Joyals and set up his cows behind there near the river.

Two cows were not enough so he rented ten from Mr. Gaillon. He had to quit at the sawmill because his cows now were a full time job. In the early 1920's he moved his cows and family across Halcrow Lake to the present family home which stands between 13th and 14th streets. There was room to expand here and he got a lease for some land and began to expand. Nazaire would have to build a house, a barn and a place to bottle his milk. He could not afford to buy the lumber so he got a timber permit on Rahl's Island and with some help he cut logs and hauled them home. He then bought a portable sawmill and started sawing lumber. He sawed enough for his house, barn and other buildings he would need. All this lumber was tamarack.

The milk business kept growing so Nazaire decided they needed more cows. He bought a carload of cows from a firm in Winnipeg. Arrangements were made to have them tested for T.B. and other diseases before taking delivery. This was done and the results were clear, so they were shipped to The Pas. 30 days after they were received, a government vet. arrived to make a re-test. This test indicated that all were reac-



Frechette's Dairy Cows.



Frechette's Dairy Barns.

tors and had to be destroyed. Had it not been for the fact that Nazaire had purchased life insurance in earlier years and could now use this as collateral, he would have been bankrupt.

In 1927 he began building the family home at 13th and Halcrow. This was built of the tamarack he had sawed himself. This was all finished by himself except the interior plaster and brick work. His dairy operation grew to 100 cows and some 100 pigs. He built a new processing plant and installed the first milk pasteurizer in the North. He expanded to Flin Flon where he bottled and sold milk door to door for several years. He employed up to 15 people year round since he farmed and cut all his own feed. In the winter these people cut wood for fuel to run his steam boiler. His life's work was one that required complete involvement for 365 days a year, but he and Augustine loved their work even with the long hours and no time off.



Frechette's Creamery Building and Delivery Wagon.

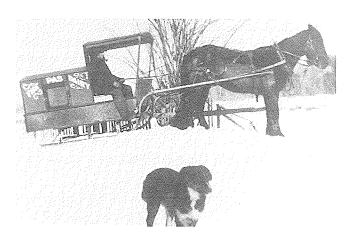


Frechette's Dairy Wagon in Front of Loucks Store opposite McLeods Store on Edwards Ave.

In 1955 Nazaire had several minor strokes and felt that he and Augustine should retire to an easier life. The herd of cows had been sold since enough production was available from other dairy farmers in the area. He decided he would sell the dairy opera-



Settlement and Parrish Started Approximately Mile 16 West on 283. Church was started — 1914. Mr. and Mrs. Nazaire Frechette and other settlers moved in. All were flooded out.



The Pas Dairy Delivery 1920's.

tion and keep the grain farm operation. The dairy was sold to the two sons in 1955. They in turn built a new plant in 1957.

In 1957 Nazaire and Augustine went on a winter vacation to San Diego where their oldest daughter Germaine lived. While there, Nazaire suffered a stroke from which he never recovered and was brought home to The Pas where he was bed-ridden for two years until his death on Dec. 23rd, 1959. During these two years he was cared for by Augustine and the family at home.

Augustine, now 95 is well and alert but because

of a broken leg suffered in June 1981 is now a resident of St. Paul's Residence.

Their family consisted of nine children, seven girls and two boys. Mrs. G. R. Garand (Germaine) San Diego (deceased 1981); Mrs. F. Beach (Rollande) retired, Victoria, B.C.; Annette (died at 14 months); Mrs. R. L. Garand (Juliette) The Pas; Marcel, The Pas; John, The Pas; Mrs. K. P. Mulvihill (Fernande) Regina, Sask.; Mrs. V. Bernstrom (Jeanette) The Pas; Mrs. S. R. Dufour (Lucille) Belgium.

Frechette, Nazaire

Nazaire Frechette came from Quebec in 1916. He had acquired a grazing lease near the Saskeram Lake and two cows; one produced about six quarts of milk a day.

Nazaire bought \$14 worth of lumber in The Pas and implored his young wife Augustine to stay in town while he journeyed to the area of his lease holding to build a house and begin his dairy farm. She would be safe in The Pas with other people, he thought.

But Augustine would have no part of it. "You're the only one I know and the only one I love, I'm going with you," was her determined reply to the idea.

Now Augustine Frechette laughs slightly and

shakes her head in wonder at the things she and her husband did during those early years.

You could see the sun shine through the cracks in the \$14 house. "In the winter everything froze, including our alarm clock," she says. "We just had a small cook stove you know."

Even then a living couldn't be made on six quarts of milk a day, so Nazaire leased eight more cows from Adrien Gaillon and the Frechettes moved out of their \$14 house to warmer quarters on LaRose Ave. The Saskeram land had been flooded anyway.

The following year Nazaire was able to buy 10 of his own cows which he pastured all over town.

All the milking was done by hand of course. Augustine helped out when necessary; when she wasn't raising her nine children, keeping the books for her husband and tending to the room and board the hired help were given along with their wages. Eight of the Frechette children are still alive, four of whom still live in The Pas.

There were no refrigerators so Nazaire built a kind of basket he would put the milk into and lower into the well just above the water line. Also, because there were no refrigerators, the milk had to be delivered daily to the townfolk.

At first Nazaire used a hand cart he had made himself for deliveries. Later Augustine remembers they used horses. They had a beautiful team of greys for awhile and at one time a nice black team was used.

By 1924 the townspeople were tiring of the smell and sight of dairy cattle amongst them. The Frechettes would have to move south along the old horse trail to the present location of the dairy. The log cabin at the sight would later be used by the seven or eight men who worked at the dairy.

A new barn was built that would one day house a maximum of 105 cows. The present brick house was built in 1930.

On several occasions the big dairy companies approached Nazaire wanting to buy the dairy but he wanted to keep it for his sons. He would not sell.

Augustine remembers one of the toughest, most depressing times was during the depression when Nazaire went to Winnipeg to buy a car load of cattle. They had all been checked for tuberculosis in the city, he was told. Later, after bringing them all home to The Pas, a government inspector found every one was infected. They all had to be returned and the Frechettes talked of selling out.

The war years were also very hard, Augustine says. "It was a terrible time, we just couldn't get any help." It was all Nazaire could do to keep Marcell at home. He was of age and wanted to go and they

wanted him, she says but Nazaire told them if Marcell goes the dairy would close, so they let him stay.

All the cattle were sold in 1952 and Frechette's Dairy became a processor. Marcell and his brother John bought the plant from their father in 1955.

"We pretty well gave it to them," Augustine remembers.

The boys resold it in 1963 to Modern Dairies; Marcell remains even today as general manager while John is the plant superintendent.

Nazaire wouldn't recognize his dairy today. It's hard to believe it all started with a \$14 house in the Saskeram.

Moreover, today it is no longer quarts. It is litres, and bright, fancy, eye catching cartons and membership in an association that was founded to keep a quality check on dairy products, uniform, from Texas to The Pas, and east to Quebec.

Friesen, J. A.

"In 1915 I was hired as a doctor to look after the men working on the Hudson Bay Railway. I had to walk 350 miles to a place called "Cach 35" on the Limstone River. We built a cabin and put up a tent, which was the hospital. We got all our supplies from a cabin that was built and stocked before we arrived.

I was accompanied by a third year medical student by the name of McKinley. We took care of the men's medical needs that summer and part of the fall.

I am now past 92 years of age and have trouble remembering some of the details. We had a guide who was said to be a nephew of Mark Twain."

The above letter was received in March 1982 and Mr. Friesen was seeking information about some of the people and events of that period of time. He is a resident of Chula Vista, California and his letter is postmarked in San Diego. He enclosed the accompanying photo.

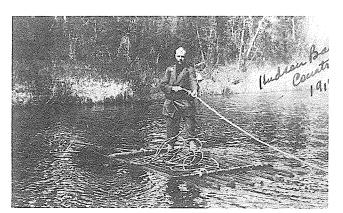
Friesen, J. A. submitted by J. A. Friesen, Chula Vista Cal.

In 1915 a fourth year medical student (he never graduated as a doctor) arrived in The Pas on his way to build a hospital on the Limestone River, from which medical aid would be available to men working on the construction of the Hudson Bay Railway. J. A. Friesen was born at Altona, Man. and we assume that he attended school in Altona and University in Winnipeg, Man. A friend in his youth was Paul Hiebert, a well known writer. His travelling companion was a third year medical student, a Mr. McKinley, who claimed to be related to a U.S. President named McKinley.

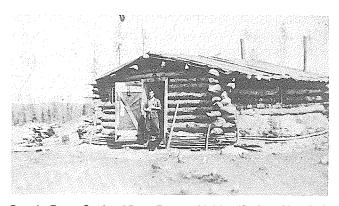
In order to reach their destination on the Limestone River, they had to walk the 350 miles. They had



L-R: McKinley and Friesen enroute to Cache 35 on the Limestone River — Walking the Route of the H.B.R. 1915.

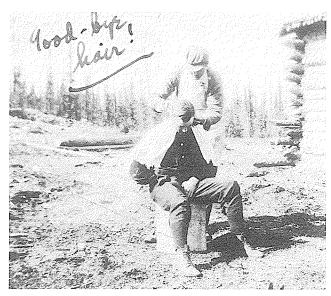


McKinley — Nephew of President of U.S.A. Crossing a River Enroute to Cache 35 — Field Hospital for Construction Crew.



Supply Base Cache 35 — Person Unidentified — Hospital Was Nearby.

a guide named Clements who was a nephew of "Mark Twain", the author. They encountered much wet weather, saw a great number of wild animals, moose and bear, but had no trouble. An interesting and thrilling experience they had was crossing the Nelson River at the rapids.



Outdoor Barber — Limestone River May 1915.



Limestone River Hospital — Friesen and McKinley Medical Students Built — 1915 — J. A. Friesen in Canoe.

Arriving at the Limestone River they found that there was a supply cache numbered "35". It was maintained by a man who stayed there the year round in the log cabin. He said that the temperature the previous winter had reached 81° below. They were supplied from this cache, by government orders, everything they needed, all canned goods, example "Blue Nose butter, canned.

Friesen and McKinley built a log cabin, complete with mosquito bar (netting) to keep the mosquitos out. The mosquitos and "no see em" flies were a pest. The weather was bad, terrific thunder storms. The workers on the railway had trouble with bears eating the bread from their clay ovens. Diet at the log cabin hospital consisted to a great extent on speckled trout from a nearby pool.

The two men spent the summer of 1915, at that outpost and in the fall returned to The Pas, and recall a meal at a newly constructed hotel, that they really



Friesen and McKinley — Back to Civilization — Only 200 Miles to Go September, 1915.



J. A. Friesen's Store in Gretna Louisiana Years Later.

enjoyed. Friesen also recalls encountering people addicted to "epsom salts" and getting a high out of it. He said he marvelled at the beautiful Northern Lights (Aurora Borealis).

After leaving the north, Friesen engaged in the construction business in New Orleans, Louisiana, U.S. He sold out but the business is still operating. At 93, he has been happily married for 60 years.

He also recalls in 1915 the best selling book was "The Sky Pilot" by author Ralph Connors.

Gair, Jean Olive

Jean Geoffrey was born August 22, 1914 at Wilmar, Sask. She grew up and went to school in Winnipeg. Jean married William R. Gair in Winnipeg in 1943. They resided mostly in the Carrot River Valley near The Pas. They had two children Jean Sylva and Kenneth William.

Jean's father was Adam Geoffrey born in England, her mother, Helen Jean (Mutter) Gair was born in Scotland. They had four children, Jean, Mabel, Lindsay and Lois. Father died in 1945 and mother died in 1967.

Gair, John Ross

John Gair was born in Canada; he was a farmer in the Portage La Prairie area and was also a mechanic.

John married Jessie Cook of MacGregor, Man. and they had one son, Kenneth Bayard Gair.

Mr. John Gair died August 25, 1962. Jessie Gair still resides in MacGregor.

He farmed in The Carrot Valley from 1946 until his death.

Gair, William Randolph

"Bill" Gair was born in the Portage La Prairie District on April 13, 1897. He grew up on the Portage Plains, attended Mount Pleasant School and Portage Collegiate. He served in World Wars I and II in the Lord Strathcona Horse Artillery. He farmed in the Portage area and the Pasquia Settlement at The Pas. In 1943 he married Jean Olive Geoffrey. They lived in the Carrot Valley west of The Pas. He was employed by the Provincial Government as Land Inspector from 1944 to 1947. He then returned to farming.

Bill and Jean had two children. Jean Sylva (Jeannie) La Jambe, living in the Carrot Valley.

Bill's grandparents were early settlers in the Portage La Prairie area. His father was Kenneth William Gair, born at Blythe, Ontario. His mother, Margaret (McIntosh) Gair was also born at Blythe, Ontario. Their family consisted of "Bill", Kenneth, Dave and John.

The Gleasons

Starr Catlin (Steve) Gleason (1889-1969) was born in Chattaqua County, New York of a large family.

Although it is believed that ancestors of the Starr, Catlin and Gleason families immigrated to England from Ireland, the earliest records locate Starr ancestors in Ashford, England in 1563. Records also show of their arrival in the United States in 1633. They were a part of the group that formed the Massachusetts Bay colony across the bay from the Mayflower settlers. A branch of the Massachusetts Bay colony



S. C. Gleason with A Day's Bag.

moved to Chattaqua County, New York, where Steve Gleason was born.

As a young man Steve worked as a "boomer" switchman. Years later in The Pas he met Mac Macdonald, the owner of Macdonald's Tobacco Store which was located where the Bank of Montreal parking lot is now, who had also been a "boomer" in the U.S. They exchanged many tall tales of their boomer experiences.

Steve came to Canada and joined the Canadian Army (5th Howitzer Battery), serving overseas in World War I. He became a naturalized citizen after the war and joined the C.N.R. in 1919. He moved to The Pas with his wife Louise (nee Lucier) and four children in 1928.

Steve later became a switchforeman for the C.N.R. and retired in 1953. He had an ardent interest in hunting and fishing, regularly acting as a guide. Steve passed away in 1969 and as he requested was buried in Open Meadows, Chattaqua County, New York near his birthplace.

The eldest daughter of Louise and Steve Gleason, Mary Louise, took all her schooling in The Pas up to the end of high school. She left The Pas when she joined the Air Force in World War 2. Mary Louise married George Barker while they were both in the armed services. George, whose grandfather Halcrow had been the first Hudson Bay factor in The Pas had also taken most of his schooling here in The Pas. They have one daughter, Leah, and are currently living in Winnipeg.

Esther May, the other daughter, married Wilfred Gliddon whose father had been manager of the Wood Valance hardware store, which was located where Jack Johnson's Travel Agency now stands. The hardware store burned in the late summer of 1939 and caused much excitement and danger due to exploding fuel and ammunition.



Mary Louise, Bob, Al and Esther Gleason.

Wilf was in the Air Force during WW II while Esther worked at the Royal Bank in The Pas as an accountant. Wilf also worked for the Royal Bank from which he retired in August 1981. He had served as manager in Winnipeg as well as several communities in Northwestern Ontario the latest being Thunder Bay. They have four children: James, Robert, Allyn and David; the eldest James was born on V-J day in Ottawa. Esther and Wilf are currently spending winters in Victoria, B.C. and summers in Northwestern Ontario.

Robert James, the eldest son, also took all his formal schooling in The Pas. He joined the Navy in 1943, and after WW II he worked for C.N. Telegraph as a lineman. Bob and his wife Theresa (nee Wladyka of Watrous, Sask.) moved to Edmonton in 1950 where he joined the Postal Service. He and Theresa have nine children: six boys — Allan, Richard, Steven, Doug, Danny, and Tim; three girls — Barbara, Patricia and Roberta. Bob has a keen interest in harness racing and participates actively in breeding and racing pacers, he also enjoys hunting and fishing. Bob will retire from the Postal Service Dec. 31, 1982.

The other son, Allan Wallace, is the only one of the Gleason children still residing in The Pas. He took all his formal education in The Pas, graduating from T.P.C.I. (now M.B.C.I.) in 1945. After working in a couple of positions with northern mining companies as a rodman and magnetometer operator he joined the C.N.R. as a brakeman in 1949. Allan married Heather (nee Liddle) of Sioux Lookout, Ont. in 1956 and they have three children: Robert, Ronald and Elizabeth who are all currently living in The Pas.

Allan is a longtime member of the B.P.O. Elks Branch #135 of The Pas and is an associate member of the Royal Canadian Legion Branch #19 of The Pas.

A very significant event in the Gleason history was The Pas Homecoming '82, it was the first gettogether of the Gleason brothers, sisters and all spouses. They shared many reminiscences — the homes they had lived in, built by their father, Steve; the oldest house over 50 years old and still being used now — the fact that the post office box (743) that they had received mail in when they were kids was still under the Gleason name (Allan's). They shared memories of skating on Halcrow Lake from 8th street to Frechettes Dairy, the old drafty skating arena, swimming in The Pas River from the old dock, the "Red Brick" School with its funnel fire escape, the many teachers who had taught all four of them, in particular Margaret Barbour, to whom M.B.C.I. is dedicated. A very memorable reunion for George (Mary Louise's husband) was with John 'Nellie' Nelson, a close school friend, who George had tried to contact for many years.

Allan is still employed with the C.N.R., Heather is actively employed in nursing and they share interests in golfing, curling and cross country skiing.

Graveline, Joseph

Joseph Graveline was born at Aubigny, Manitoba, and his birth would be registered at St. Agathe, Manitoba on May 26, 1913.

Joe travelled to The Pas in 1936 but returned to Deerhorn to farm. He worked at trapping and various jobs including a time with Weston Bakeries, Winnipeg, in the years 1952 to 53. He worked in St. Anthony's Hospital in 1955 and 1956. He took a course in upholstering in Winnipeg and has continued at this work ever since.

Dolly Gleason's First Christmas in The Pas, 1917

from The Pas Herald, Dec. 22, 1976 by Gerald Flood

Dolly Gleason was born in 1901. She was the oldest of three children born to Lorne and Katherine Ball. Her grandmother suggested the name, shortly after Dolly was born. I was so tiny, my grandmother thought I was a doll.

Her father was a taxidermist and decorator. He concentrated on taxidermy in the winter and decorating in the summer.

"My father was quite a roamer," says Dolly. He didn't like to stay in one place too long. By the time I was 16, I had lived in Sydney, Nova Scotia, (where she was born.) Fort Frances, Ontario, Jacksonville, Florida, back to Fort Frances and then up here to The Pas.

Dolly remembers her first Christmas in The Pas, because more than anything else, she didn't want to



Lorne Ball's Homestead Ralls Island.

be here. "Not then, I didn't". Later when I had a family, I started to like it. But in 1917, when we got off the train, I bawled and bawled, it was so small.

Dolly enjoys comparing her first Christmas in The Pas with her only Christmas in Jacksonville.

I lived in Jacksonville in 1915. I can't remember why we went there. I guess my father wanted to try it. Jacksonville was a big place. It was warm year round as I recall and it was quite pretty. I didn't miss the winter or the snow until Christmas.

Sand everywhere, there was sand. Some people had grass but they had to bring it in. The houses were built on stilts, high enough that we kids could crawl under the house. Behind our house, was a stream. The water was as black as night and full of snakes. Water snakes, they were black like the water and when they open their mouths you can see them they're all red inside.

We would play with little lizards. I guess they were chameleons. If we put them on something brown, they turned brown, something green, they turned green. We would play games to see how many colours they could change to. I bet I wouldn't touch one, if I had one today.

Christmas wasn't really Christmas there. There was no snow and no spruce trees. It was the south, you know and oh they were real southerners in Jacksonville. The kids didn't understand what I meant by Christmas; they didn't make much of it there. I thought they were stupid because they didn't know about Christmas trees. They thought I was telling them fairy stories.

There was, Dolly says, so little of what she considered a traditional Christmas that as December 25th drew near, she started to feel desperate. I didn't know what to do. We had a big oak tree next to the house. I climbed up it with a saw and cut off a branch. Then I got a pail, filled it with sand and stood the tree up in that. It wouldn't stay up and mother helped me prop it up in the living room. My mother loved Christmas, I guess that's why she didn't get angry with me for cutting up that oak tree. We had our

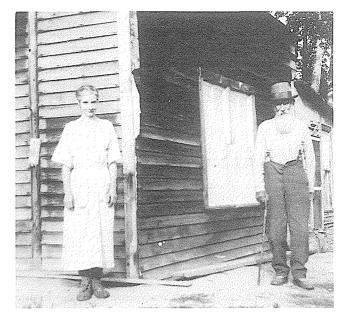
decorations with us so we trimmed that oak branch. It was just a little bit of green and tinsel but what a difference it made. It felt like Christmas then, all it takes is a tree.

The lady next door liked it so much, she asked if she could have a branch too. Dolly laughed, "I wonder if we started a trend." It wasn't long after Christmas that the Ball family packed up and left Florida, returning to Fort Frances.

Less than two years later, her father decided to move the family to The Pas. "My father thought there would be lots of opportunities for a taxidermist in the North, but as it turned out, no one wanted to buy any animals here."

The trip from Fort Frances took seven days by rail. "Seven days, can you believe that?" We sat all day and night. Sometimes the train was moving so slowly that you could jump off and walk beside it. Oh, and it was so rowdy. There were some young people in one of the other cars. Once, when the train stopped in town, they robbed a store. The things that went on, on those excursion trains. "You just wouldn't believe," she suggests. I remember we stopped overnight in Winnipeg. We stayed in a hotel and slept in a decent bed. Let me tell you, that was wonderful.

In Winnipeg the family boarded another train, this one headed North. Dolly had no idea what The



Sarah Ball and Mr. Anderson.

Pas would be like, no one in her family knew, but she wanted a lot more than she found. I started to cry when I saw the town. It was just a little place in the middle of no where. There was one main street with a couple of less important streets running off it. When it rained, everything turned to mud. You had to wear good high boots because you would sink in the mud, right up to here, she said, pointing to a spot a few



Lorne Ball Taxidermist.

inches above her ankle. "Oh, it was awful." Then in the winter, the snow would pile up. They ploughed the main street, but think that was all. There were just paths through the snow. It was so different than today. I don't think there could have been more than three hundred people here. There were dogs everywhere, more dogs than people. But I guess they needed those dogs. Our house was on Third Street. It was a funny house, shaped like a square box. But, you know, most of the houses were built like that. There were five rooms, two bedrooms upstairs and a living room, a dining room, and a small kitchen downstairs.

That Christmas I got a tree. It was so easy, the bush came right into Town so we only had a very short walk. We took it home and decorated it just the same as you would today. We had tinsel and balls but no lights. In those days we used candles. You had to be very careful where you placed them, otherwise they started fires. We didn't light them often, but when we did they were beautiful. More beautiful than lights. The shadows would dance on the walls.

Dolly recalls that preparing for Christmas that year was made more difficult by the fact that a war was on. Many of the young men in Town had enlisted and fear or longing for loved ones, detracted from the usual festive spirit.

The two stores, Bunting and Dembinsky's were in short supply of everything but the bare essentials. "I don't know what we would have done without catalogues. There just wasn't anything in Town to buy."

The nights were cold, colder than Dolly was used to. The cold would creep into the house overnight as the fires burned down. That Christmas, her first in The Pas and her last at home, (married the next fall) her father was up early, lighting the big coal stove in the living room, while her mother started another fire in the kitchen. Presents, which until now had been kept hidden, were brought out and placed under the tree.

"Not many, mind you, we didn't get very many presents in those days." We would get mostly games. When I was younger, it was dolls, little girls can never get enough dolls. But then, I was 10 and it was games or clothes. After presents, it was time for breakfast.

Some of the fathers made the children eat first, then open presents, but my father never minded. Breakfast was a hot cereal after which it was time to dress and walk to church. In the afternoon, mother would make Christmas Dinner. Dinner was the same, a turkey usually with dressing and some vegetables. But of course, the stove was a wood stove, a big black wood stove in the kitchen.

In the evening, we went to church again, not my father just mother, me and my brother Harvey and my sister Daisy. My mother was very religious, she tried to teach us to treat Christmas as a sacred day. A day spent with the family.

I wish I could remember more. There are other ladies here (St. Paul's) who could tell you a better story than I. I'll tell you this though, that Christmas was the best thing that happened to me, that first year in The Pas.

Gamache Family

In 1920 William Solyme Gamache, with three of his sons, Emile, Wilfred, and Napoleon arrived in The Pas from Big River, Sask. The lumber mill in Big River had burned and the Gamaches were assured of employment with The Pas Lumber Company.

William purchased a house on Patrick Avenue and the following year brought his wife, Emma Servais and young son Edgar to complete the family. They had rented a box car and with all their worldly goods, including a cow, horse, cat and Edgar's pet dog Carlo, arrived in due time to join the rest of the family. Yvonne, an only daughter, married to Henry Gagne, a filer at the mill, had also come to The Pas.

In 1924 Ernest, the eldest son, moved with his family from Valleyfield, Quebec, to The Pas. He also settled on Patrick Ave. and also was employed by The Pas Lumber Co. Later he was employed by the Catholic church as a carpenter and built the church and rectory at Cross Lake, Man. Before his retirement he was employed as stationary engineer at St. Anthony's Hospital. He had ten children, Rene, Leo, Leona, Ovide, Jeanine, Roland, Rolande, Julie, Therese, and George.

Emile always remained a batchelor. He saw service in France during World War I.

Ovide, another brother and a bachelor made the Supreme Sacrifice in France during the same War.

Edgar continued his schooling and graduated from the Commercial Course at the Sacred Heart School. During High School he also apprenticed for projectionist under Henry Gagne at the Lido Theatre. Homework, plus work at the theatre in a small (8x10) metal lined projection room with remuneration at \$6.00 (six) dollars a week made a very busy if not too profitable a life.

Mickey Isman was theatre owner. Mrs. Dan Austin was the pianist who thrilled us with accompanying music to the Incas or Rose Marie in the Indian Love Call. It was often very cold in the pit, but she was always faithful.

In 1927 Edgar was employed by the Hudson Bay Railway and sent on a survey party to Churchill. That winter he was employed as desk clerk at the Opasquia Hotel. In 1928 he worked at the Government Liquor Control Commission. However, in 1929 he joined the Canadian Customs and Excise where he served for 41 years, retiring as Collector.

Being musically inclined, he was over the years a member of The Pas Band, Melody Kids Orchestra, Crystal Gardens New Family Orchestra and Elks Male Choir under the direction of Jack McTaggart.

He was a Charter member of the Knights of Columbus and attended the 50th anniversary of 1978.

He was also a life member of Elks Lodge #135. In 1936 he married Gladys Hughes, R.N. and they have one child — Elisabeth (Betsy).

Napoleon married Marie Pelletier. He was an excellent skater and played hockey. Their children are Raymond, Gerald, Lorraine, Jeannette, Robert and Louise.

Wilfred married Alice Lafontaine. He worked in Gillam and the Dew Line as a steward. Latterly he joined the Canadian National Railway but was unfortunate enough to break his heels in a accident so was forced to retire.

Gamache, Alice

My husband was the late Alfred Hilliar Gamache. He was born October 23, 1905 at St. Jean de Baptist, a little town 48 miles south of Winnipeg.

My father Phillias LaFontaine came from Quebec and my mother Marie Boujour was born in France. They were married in St. Mary's Cathedral in Winnipeg on November 25th, 1893 and came to The Pas December 12, 1912. Mother came to Canada at the age of 23.

My mother ran a Boarding House and fed the mill hands who worked at The Pas Lumber Company as well as the railroaders. I use to accompany my mother as she was mid-wife to many of the early settlers. Mother died from a heart attack on April 30th, 1956 at the age of 91.

Our parents had a family of 9 children all are deceased excepting my sister, Mrs. Ida Rainville. They arrived December 12, 1912, The Pas.

My dad worked on the dredge with Tom Paquette also fished her sturgeon at Moose Lake with Jack Bacon's father.

I attended school in the old hospital; then we moved to the old convent and finishing off at the Separate School. We were taught by the Grey Nuns. We generally bring our lunch or eat at the convent, walking to school, no sidewalks just a path.

I was married in 1922 at the age of 17 years and we lived with my mother-in-law for three years on Lathlin Avenue.

We used well water supplied by the town. It was horse drawn and delivered by pailfull for drinking only. Huge blocks of ice from the Saskatchewan River were also delivered for our ice-box. We burned wood to keep warm in the winter and used gas or coal-oil lamps.

The only board-walks were built from the mill down Second Street to Edwards and Fischer Avenues.

Our family were members of the Canadian Legion and the Sacred Heart Catholic Church.

My uncle, Gedion Lafontaine was the first watchmaker in The Pas.

Gareau, Alex

My name is Alex Gareau. I was born in Glen Gerry County Ont., on Sept. 1, 1892. I was the oldest of my 4 brothers and 5 sisters.

At the age of seven I attended a red school house about ¾ of a mile from home.

In 1907 I attended a French school which was 20 miles east of Montreal for 2 years.

In the fall of 1909 I went to work in a lumber camp in Tupper lake New York, where I made 35 dollars a month.

In the spring of 1910 I moved to Winnipeg and started work in a sawmill at Lake DeBonnet for 35 dollars a month.

In the fall of 1910 I left the sawmill in DeBonnet



Alex Gareau and Brother.

and moved to Heartly Manitoba, where I worked for farmers thrashing.

I was making \$2.50 a day, I was done after 10 days because of poor crop.

After thrashing in Heartly Manitoba I moved to Yorkton Sask. I thrashed grain there for 26 days at \$2.50 a day.

After thrashing I moved to Prince Albert Sask. and worked in the P.A. lumber company for 40 dollars a month.

In 1912 I started work on a dairy farm in Prince Alberta and made 50 dollars a month. Stayed there til spring of 1914.

After leaving the dairy farm I moved to Ester Sask and worked for farmers until the spring of 1916, when I bought a quarter section of land for \$4,000. I had a real good crop of flax that year.

On January 17, 1917 I married Mary Russell. Mary died of the flu on November 11, 1918. I was left with a little girl, she was 5 months old. Her name is Mary Kennedy, she now lives in Dearborne Mich. and has two lovely girls.

Very poor crops in 1917, 1918, and 1919. In the fall of 1919, Oct. 8, it froze so hard that people were diggin their potatoes with a pick axe.

In the spring of 1920 I sold my quarter section of land for \$4,000. On May 3, 1920 I married Irene Russell (cousin of my first wife). I bought a half section of land for \$3,600.

In 1929 we had 3 feet of snow on the 15, 16, and 17th of October. Sold wheat the same year for 18 cents a bushel.

In the spring of 1930 sold wheat for 22 cents a bushel, barley for 15 cents, oats were 10 cents a bushel.

Also in 1929 I sold 6 pigs for \$4.00 each and they weighed over 200 lbs. Eggs were 5 cents a dozen. Good cows sold for 1 cent a pound.

In 1944 our barn burnt down and we lost 179 pigs. Stayed in Prince Albert til 1947, when I sold my half section of land for \$11,000 dollars.

I moved to The Pas and built my farm on the north side of the Carrot River, 19 miles west of The Pas. I had leased 600 acres for \$130 dollars a year.

I had moved my 5 horses and 46 cows from Prince Albert on the train.

In the spring of 1948 there was a flood in the Valley, in some places there was as much as 6 feet of water. We were not hurt by it because of a dyke that protected us.

In 1950 they built the dyke in the valley and it took till 1953.

In 1955 it flooded again and I lost 35 cattle, they were just gone, we also lost about 200 bushels of potatoes in the basement.



Louis Gareau and His Team.

After the flood in 1955 we bought a house in town situated on 18 Patrick. Spring of 1956 I bought 80 acres 3½ miles in the Carrot Valley, where I built the house which is still in use.

In 1963 I sold 2 acres to my son Orville, sold 3 acres to my son-in-law, John Lemoal and my son Antoine Gareau also bought 1 acre and built a house.

In 1967 I retired from farming and sold the farm to my son Louis Gareau.

My wife and I moved to Campbell River B.C. on the island, but found it was too wet for us. We moved back to The Pas in 1971 where we have lived ever since and are now living in the top half of the house I built in 1959. We have 10 boys, Arthur who farms in The Pas, Bert in Calgary, Orville in The Pas, Henry in Campbell River, B.C., Harvey, High River, Alberta, Antoine, Calgary, Alberta, Morris, The Pas, Louis in The Pas, Man., Gordon, Calgary, Alberta, Johnny, Campbell River, B.C. We also have six girls: Mary in Dearborne, Mich., Laura, High River, Alberta, Gladys, Kamloops, B.C., Diane, High River, Alberta, Norren, Calgary, Alberta, Emily, The Pas, Man. We have 60 grandchildren and 41 great grandchildren.

Godin, Louis

In 1910, Louis Godin left his native St. Raymond, Quebec with his two oldest sons, Paul and Oliver and came to Big River, Sask. This was a lively lumber town with a large saw mill owned by an American company. There was also a brick yard in the town where Paul worked for a while, but he soon left for Duluth, Minn. where he remained until his death in 1971. Mr. Godin built a large house and bakery combined on company land and was the only bakery in town, where Oliver helped him. In 1911, he

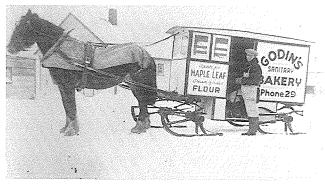
returned to Quebec to bring the rest of his family to Big River. Around 1919 there was a large forest fire around Big River, burning all the timber lands leased by the mill, so they had to close down.

Mr. Godin bought a farm near the town and moved there, leaving the bakery to his son Oliver, who expanded into a general store, oil agency etc. He bought a lot of land from the mill company and at one time owned most of the town site. He remained in Big River in his successful business until he retired to Trois Rivieres, Quebec in 1945.

In 1922, another son, Tony, came to The Pas to work in the mill. The Nichols bakery was for sale, so he had his father come and look it over. Mr. Godin bought the machinery and also a house on the corner of Patrick Ave. and First St. He moved all the equipment from the bakery which was located on the site of the present Bishop's house, next door to the house he had purchased on Patrick Ave. Tony and Edmond started working in the "Godin Bakery". Edmond was to remain in the business until he sold out in 1962. He still resides in The Pas.

Mr. Godin had a large herd of cattle on his farm in Big River, so as soon as he and his family were settled in The Pas, he bought a butcher shop from his son-in-law and his father, the Bachands. In this way, he was able to dispose of his cattle which were being cared for on the Big River farm by another son, Wilfred. Eventually, the butcher shop was sold to Mr. Schmidt and Mr. Riddoch. After the butcher shop was sold, Tony and Wilfred started a grocery store on the corner of Cross and Second. In 1928, Tony left for Detroit, Mich. and Wilfred who had married Yvette Pouliot, returned to Big River, Sask. He worked in his brother Oliver's store for a while, then started a bakery of his own which he operated until his death in 1961.

In 1929 the new brick bakery was built. The two youngest sons, Edmond and Louis operated the business. In 1939, Louis left for Winnipeg where he had a confectionary-lunch counter. In mid-1940, he moved to Windsor, Ont. where he worked during the war as



Edmond Godin 1939



Mr. and Mrs. Louis Godin.

a switchman for the C.P.R. In 1946, he opened his own real estate office which he operated until he retired to Plattsburgh, N.Y. in 1969.

Mr. and Mrs. Godin remained in The Pas until 1945 when they returned to their native St. Raymond, Quebec. Mr. Godin passed away in 1949 when he was a few months short of 88 years of age. Mrs. Godin passed away in 1950.

Goldstrand, Andrew

Family history of Andrew Martin Edwin Goldstrand. Born February 13, 1902 in Landskrona, Sweden, to Olaf Johan Goldstrand and Anna Goldstrand (nee Nelson), who were both born in Landskrona, Sweden where they lived until their deaths: mother in 1921 and father in 1950. Father was a labourer and Mother a housewife. Mother moved to Chicago, Illinois, U.S.A., in 1894 and returned in 1900. Father moved to Fargo, N. D. in 1903, where he was employed in the building of the U.S.A. Railroad that ran across the mountains to the West Coast. He returned to Sweden in 1908. My parents had four other children, two sisters; Ebba and Edith, and two brothers; Karl in Sweden and a brother Gus, born in 1909, who came to Canada in 1928 and to The Pas in 1936 and then to Flin Flon where he was employed with the H.B.M.S. until his retirement in 1975, and resides there today.

I received all my education in Sweden, after which I worked in a factory at 13½ years old. I was a blacksmith apprentice for 3½ years, but gave that up when I refused to go to the country and learn how to

shoe horses. After the first World War employment was almost nil and jobs were hard to find, so I joined the Merchant Marines, sailed for three years as a stoker to earn money to take steam engineering. Came back to Sweden in December 1923 and sailed for Canada May 1, 1942. I arrived in Benito, Manitoba on May 15. I was first employed with a sawmill in Arran, Saskatchewan, sorting lumber for .30¢ an hour, a 10 hour day. In September 1924, a friend and I worked on a farm at Regina, where I learned to stook grain and to speak English. In October we went south to Ogama, Saskatchewan, 15 miles from the Montana border, where we threshed grain and helped harvesting. I then went to Bowsman, Manitoba and worked in a lumber camp for the winter, also worked with a saw mill at Novra, piled lumber at Caverley's till mid April 1926.

On May 1, 1926, I married Mabel Gustafson of Alpine, Manitoba, we resided in Bowsman until 1932. I was employed by T.A. Burroughs Lumber Co., piling lumber on contract. Because of the depression and low water in the river, the mill could not operate, there was no work so we moved to the farm at Alpine. There I worked at odd jobs for \$1.00 per day until 1934, when I secured employment with the Pas Lumber Co. I arrived in The Pas, March 9, 1931, and started working in the planing mill on a 10 hour day and .25¢ hour wage, then on May 2, of the same year, I began piling lumber on contract and salaries doubled. I roomed at Fingerville Fruit Store (Alouette Hotel) which was owned and operated by Mr. Sam Kowalchuk. Room and board was \$18.00 per month and you got one bottle of beer when you paid your rent.

My family arrived in The Pas, May 9, 1924. I was employed by The Pas Lumber Co. till the fall of 1937, at which time, The Pas Lumber Company employees organized the Winton Community Club. The old boarding house, which was located where the Jack Johnson residence on First Street is located today, was converted into a recreation centre. I was appointed Instructor and General Manager. The Centre had a gymnasium, 40 x 70 feet and a 12 foot ceiling, a library with approximately 2,000 books and a suite where we resided. In 1938 I organized a shooting range, which was affiliated with Dominion Marksman. Club membership to Community Club was \$1.00, for employees and families only. Later it became a Community Centre with a membership of \$6.00. The population of The Pas, at that time was approximately 2,700. At the club I instructed physical training, calisthenics, tumbling, vaulting, and a little wrestling. It was used for children and adult classes, school dances and public dances. The school had their own orchestra and there was never any liquor allowed. Mr. Scott Bateman was principal of the High School at that time. In 1940 I formed the home guard and worked with this until 1945.

In 1940 there were five boys who joined the Canadian Forces and after two months, three were appointed Physical Instructors. In the same year the Club won the Manitoba Marksman Award. I worked in this capacity until December 1, 1945 at which time I joined The Pas Police Force as a Police Constable; I served as a constable until October 1948, when I was appointed Chief of Police, which position I held until 1953. I was also License Inspector and Fire Chief. As Fire Chief, I obtained the first modern fire truck in 1950. This was a big occasion for The Pas, when I drove it home from Winnipeg, stopping in Dauphin, Grandview, Roblin and Swan River and The Pas demonstrating it. It has a water tank with the capacity of 500 gallons and 500 gallons per minute pump. In 1951, the Elks Club donated a Resuscutator to the Fire Hall.

In 1945, there was a Police Chief and two constables, new members to the force worked the nite shift, 9:00 P.M. to 7:00 A.M., all alone. Your only transportation was one bicycle, when an arrest was made you were permitted to hire a taxi. This worked fine except in rainy conditions and with muddy streets as the taxi would drive away and you would have to get your customer to the Court House on foot. In the winter they were put in jail for their own safety.

In 1953 I resigned and went with the Provincial Government as Superintendent of the jail, also Deputy Sheriff and Bailiff. We resided in an apartment which was in the court house. I remained here until the fall of 1969, when I retired and now reside at 1135 Halcrow Avenue.

During my early years as superintendent, there were only two employees. I worked day shift and the other man, night shift. There were three cells for overnite lock up, ten cells for prisoners that were sentenced (they served sentences up to two years here). Prisoners were often transferred to Dauphin or Headingly by car. Attendance in the jail was stable until the natives (men) were permitted in the beer parlours, then it increased by 50%. Later when women were allowed another 30% increase resulted and as juvenile population increased there were times that 82 persons would be in jail.

The Magistrate in 1945 was Mr. Jack Ridyard and was one of the best Magistrates to my knowledge. He was a Juvenile Judge and County Court Clerk with only a grade ten education. He was great at lecturing Juveniles and got results. Very few, perhaps two or three were ever sent to the Portage Home for boys at this time.

During my years as Chief of Police and Superin-

tendent, I always had first class co-operation with the R.C.M.P.

We had three sons, all educated in The Pas. Roland Andrew, began his hockey career in The Pas, Junior Hockey in Flin Flon, also with the Portage Terriers. He went overseas with the first Canadian Hockey team, the Wembley Lions, played in Scotland for one year then coached in Switzerland for one year. He began employment with the Hudson Bay Railway in 1952, and is presently with the Canadian National Railway, Engineering Department in The Pas. Married wife Helen and has two daughters, Kelly and Lori.

Douglas Milton, worked as a butcher apprentice in The Pas and Flin Flon. He joined the Canadian Navy in 1950 until 1970 when he returned to The Pas, where he is now employed by Manfor, Maintenance Department. Married wife, Ruby, has three children; two sons, Douglas and Karl and one daughter, Kathy.

George Gordon was employed by Carroll Hardware, Fishmen's Men's Wear, then took a business course in Winnipeg in 1954. After finishing, he was employed by the Mid-West Company. He transferred to Toronto in 1957, where he is presently employed with Gelantin Davis Co. Married wife Marj and has two children; a son, Eric and a daughter, Glynnis.

My social and business affairs in The Pas included being a member of the B.P.O. Elks, Rotarian for a number of years, involved in the Boy Scout movement, a member of The Pas Huskie organization and a member of the United Church.

Goldstrand, Mabel Constance (nee Gustafson)

The history of Mabel Constance Goldstrand began when she was born on January 5, 1905 in Alpine, Manitoba. She received all her elementary schooling in Alpine and further education in Benito, Manitoba.

On May 1, 1926, she married Andrew Milton Goldstrand, and moved to The Pas in 1934. From 1952 to 1969, she was employed as Matron in The Pas Provincial Jail.

Her social affairs in The Pas include, honorary member of the Royal Purple and a member of the United Church and also a member of the United Church Women's Group.

Mabel presently resides at 1135 Halcrow Avenue in The Pas.

Grant, Audrey M.

Audrey M. Grant, nee Tate was born September 17, 1915 at Oak River, Manitoba.

Her father was Norman S. Tate born at Mill-brook, Ontario, and her mother was Annie Tate who

was born at Oak River, Manitoba. Mr. Tate was a civil engineer and Mrs. Tate was a teacher.

Her parents had resided at Millbrook, Ontario, Oak River, Manitoba, Winnipeg and Rorketon, The Pas, Ashern, Whitehorse and Dawson.

The Tate family members consisted of Sheila Alcock, Ross and Keith Tate, Norma Morris and Audrey Grant.

Sheila served as a nurse with the army overseas, Keith served with the Air Force overseas and was a prisoner of war for sometime.

The Tate family lived in The Pas from 1930 to 1937. Mr. Tate worked as a civil engineer during his stay in The Pas.

Norman S. Tate passed away on February 24, 1962 while Annie J. Tate is 93 years of age at this time.

Audrey attended school at The Pas for sometime before she terminated her local education on her doctor's advice. Later she took a business course and worked for a collection agency before and after her marriage. Activities during her stay in the area included school functions, participation in C.G.I.T. group and church work. She recalls the morning the Tate family arrived in The Pas, her brother Keith broke out with measles and the family was quarantined until they all got over them.

Sheila received the Governor General's medal for honors in school. Norman, Audrey's father had been working in Churchill when he was brought down by gas car to the hospital with a severe case of stomach ulcers.

In 1946 Audrey married George Windsor Grant in Winnipeg, Manitoba.

Conditions in the early days were rough, the depression was hard on all members of a family and pleasures were limited to dancing, curling and skating.

Grant, George Windsor

George was born in Hamilton, Ontario, and arrived in Winnipeg in 1920 where he attended school. George joined the Canadian Army in 1939 as a private. He served in Canada, United Kingdom, Italy, France, Germany and Holland until 1945. He received a commission in 1943 and was decorated by the Dutch Government, received the Bronze Lion, was mentioned in dispatches and received the Oak Leaf for services.

George started work with the Treasury Department in 1945, transferred to the Post Office in 1948 as a letter carrier. He was promoted to Postal Officer in 1965 and retired in 1978.

In 1980, he resumed employment as a Security Guard.

The Grants

Both Emanuel (Ed) Grant and his wife Mathilde were of Norwegian stock, arriving with their parents in the early 1900's to farm in the Prince Albert area of Saskatchewan. Both were employed in Prinve Albert when they met and they married there in January, 1911.

They had five children by the time they came to The Pas in 1920, where Mr. Grant was employed as foreman on the "green chain" at The Pas Lumber Company.

Housing was scarce in the early days and they lived for some months in a tiny two-roomed house until the "company houses" which are still in use on First Street East, were finished.



The Grant Family — Front, L-R: Edna, Alice, Mother Mathilde, Linda. Back, L-R: Ingvar, Father Edward and Arvide (Swedie).

After several years with the lumber company, Mr. Grant purchased property on Second Street, where St. Paul's residence is now located, and left to open a general store and rooming house. It became a centre for all the Scandinavians who came North in search of their fortune in a new land. They all received a welcome and in many cases a grub-stake.

Following several years in the store/cafe/rooming house, the family moved to 158 Second Street, purchasing the house built in 1911 by T. H. P. Lamb, father of the late Tom Lamb and grandfather of Greg, Don, Connie et al. This was the family home for over forty years and became affectionately known as "The Big House". Ed Grant made many changes and improvements to the property during that time and the first break in the family came when he passed away suddenly at the age of 86 in December, 1975, just one week before he and his wife were to celebrate their 65th Wedding Anniversary.

Many family gatherings were held over the years, the last one being in August, 1975, when more than 70 family members spanning 5 generations came from the four Western provinces of Canada.

In 1980 the property was sold and Mrs. Grant, aged 95, went to Winnipeg to live with her daughter Alice Cullum and her husband Matt.

Alice, the eldest of the family, later assisted by her sister Edna, operated a hairdressing business at the Second Street address and after her marriage to Matt Cullum at 124 Edwards Avenue, where they built a house. This house was later sold to Dr. Gerry Harwood, who had his home and dental offices there. Matt Cullum was manager of the Monarch Lumber Co. in The Pas (later Revelstoke) and in 1947 they moved to Dauphin. In 1952 they moved to Winnipeg where they still reside. They have two sons, Gary in Kenora, Ontario, who has 3 children, and Brant in Ft. McMurray, Alberta, who also has 3 children.

Linda, the second daughter, took teacher training and taught for two years at Pikwitonei, Mi 214 on the Hudson Bay Rly. In 1935 she married D. H. "Bert" Nelson and lived in Winnipeg and then Regina. Bert joined the R.C. Navy in 1939, serving overseas for most of the war years. After the war he remained in the service, eventually retiring to Victoria where they now live. The Nelsons have 4 children; Dorothea, who has two sons, David who has two children, Gwenyth who has four, and Bill who has two. All the Nelson family live in B.C.

Arvid, the older son, began work in a meat market on his 17th birthday, and in 1936 purchased his own business which had been operated by Harry Robinson and then Emil Abraham. Apart from a stint in the Army, when he was forced to close due to a shortage of help, Arvid is proud of the fact that he has been in business for over 45 years, which is a record for a business in The Pas under one owner.

Arvid married Dorothy Bagg of The Pas and they raised six children, 4 girls and 2 boys. The older girls live in Alberta — Judy in Jasper and Louise in Ft. McMurray. Arthur teaches school in Carberry, Manitoba. The other three, who are triplets, live in The Pas — David works with Dad in the store, Sally and Leslie are both married and have young families. They have 15 grandchildren.

Ingvar, the second son, went to work at National Fruit (now Scott National) from High School. After several years in the Army, he and his wife, the former Ida Laurie, of The Pas, went to Moose Jaw for National. They had three children, two daughters, both now married, and a son, Lynda, has 3 children and lives in Kelowna, B.C. Carole, who also has 3 children, lives in Calgary. Their son Robert, is a student at the University of Manitoba. Over the years, various moves took them to Cranbrook, B.C., Calgary,

Edmonton, and Dawson Creek, B.C. In 1967 they returned to The Pas, where Ingvar joined his brother to form Grants Meats & Groceries. Ingvar passed away in 1979 and Ida, his wife, runs the business with Arvid.

Edna, worked with Alice in the hairdressing business for a number of years, married Sverre (Ole) Fedje, a native of Norway. They raised their family in The Pas and have 2 sons and a daughter. Wayne is in the R.C.M.P. in Edmonton and is married and has 2 daughters. Arne is an industrial electrician in Fernie, B.C. and has 2 children. Alice, their daughter, lives in Winnipeg.

Alice Fedje has been a victim of cerebral palsy since birth. As a young child she began keeping scrap books of the life of The Pas and has a great number of clippings and pictures which form a veritable history of all phases of The Pas for the past several decades.

All the members of the Grant family, who incidentally, didn't speak English till they went to school in The Pas, received their education in the old red brick school, each in turn passing through the classes of Mary Duncan and then Margaret Barbour, who later became a family friend.

Social life in the very early days was spent with fellow workers from "the Mill", and their families. In Summer, a barge would be crowded with men, women and children and the Lumber Company stern-wheeler would propel it to Rahls Island for picnics; and train excursions to Mile 17 at Clearwater were enjoyed long before there was a road to the lake. Many a Saturday night was spent in singsongs and dancing in the various homes, when the Grant family was part of the Scandinavian Community.

Politics played a big part in the life of the Grant family. Ed Grant worked supporting John Bracken in the very early days and later was an early worker in the C.C.F. (later the N.D.P.). The Grant home was campaign centre in The Pas Constituency for years and many were the leaders from William Ivens to T. C. Douglas, Stanley Knowles, Hon. Ed Schreyer and present Premier Howard Pawley who were welcomed on their visits to the North Country. Mr. Grant was very proud when he was presented with a plaque honouring his contribution to the N.D.P. in The Pas.

Members of the family have always taken part in the community activities — Church, service clubs, Legion, etc., as well as sports groups. Arvid and Ingvar were active in hockey and baseball in their youth and later in golf and curling. The whole family have been curlers at some time or other. Now the young ones curl and the older ones bowl. There have been many trophies won in many sports and proudly displayed.

Grant, Ida (and Ingvar)

I was born Ida Lawrie in Benito, Man. My father was Gavin Lawrie, born in Ontario in 1896 and moved West to the Swan River Valley in 1908. He married Isabel May Keller, who was born in England in 1898 and came to Canada in 1913. They were married in 1915 and lived in Benito and Pelly, Sask., before moving to Root Lake in 1929 where Dad was Section Foreman for the C.N.R., moving to The Pas in 1938.

My sister, Maude, married Frank Dunn of The Pas in 1938 and they now reside in Fort Saskatchewan, Alberta.

Sister Maisie married Donald Grant of Winnipeg while they were both in the Canadian Army in 1943. They lived in Ottawa, Ont.

Brother Martin married Norma Christianson of The Pas while he was in the Air Force in 1942. They now live in Hudson Bay, Sask., where he is with the C. N. R.

When the Lawrie family moved to The Pas, we all attended school in the annex of the Red Brick School, eventually going into the Red Brick School, I graduated in 1937.

In 1938, I married Ingvar Grant in The Pas. We lived here until Ing. joined the Army. At that time, he worked for Scott National Fruit Co. After the war he was sent to Moose Jaw, Sask., with Scott National, then to Cranbrook, B.C., to Edmonton, Calgary and Dawson Creek. In 1967, we moved back to The Pas where Ingvar joined his brother Arvid in Grant's Meat and Food Store and they eventually expanded to the business it is today.

We have three children — Elynda, Carole and Robert. Elynda is married and lives in Kelowna, B.C. Carole is married and lives in Calgary, Alta. Robert lives in Winnipeg and is attending the University of Manitoba.

My father died in 1964 and my mother resides in St. Paul's Residence The Pas.

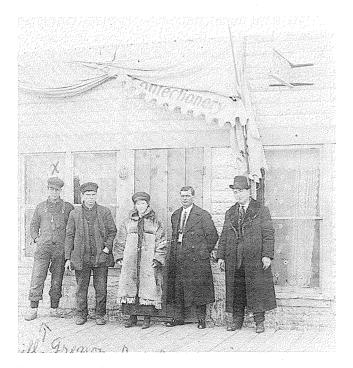
Ingvar died in 1979, so now I am the partner in the store with Arvid. Ingvar was always active in all sports, especially golf and curling in later years. I've always enjoyed curling and keep active in the Royal Canadian Legion and Auxiliary where I have 31 years membership. After living in large cities and small ones in Western Canada over the years it is good to be back home in The Pas where I hope to stay.

Grayson, Leone Mrs. Leone Grayson

Leone Hayes was born at Bowsman River, Manitoba. My parents were some of the original ones who came to The Pas in March 1912. They had both been born in Ontario and came to Manitoba in 1898.

William Hayes took up a homestead and farmed in Bowsman and Minitonas areas. They then moved to Mafeking where father fished commercially on Lake Winnipegosis and worked in lumber mills in the summer months. He also worked on the C.N. Railway, where the line was being built to The Pas. So it was in March 1912 we moved to The Pas. He worked for the Hudson Bay Railway for a time and also fished commercially on Clearwater Lake.

Dad and my mother Florence bought a lot on Taylor Avenue and built a house, but only lived in it a short time. Word had come out of the North of a gold strike on Beaver Lake, which was quite a bit farther North. Our family, Mother, Father, two brothers, Orval and Derland and myself moved in June 1914 to what was called Old Beaver City. We lived there for four years and when World War one was over we moved to Sturgeon Landing living there for eleven years. We always had to go to The Pas for our supplies. Travelling across country on ice in winter and by boat in summer. Travelling on the Lakes and down the Saskatchewan River from Cumberland House to The Pas. We had our own motor Launch "the Hazel" and a small barge for hauling the large quantities of equipment and necessities that were needed for running a business. We had a fur trading and General Store and also a boarding house to accommodate travellers going north or south. We always had five or six teams of horses to do the hauling in Winter. In 1926 the first "Bombardier" was built and used by my husband, William Grayson, to haul mail and supplies to Sturgeon Landing and on



Bill Greason — Dog Derby Winner 1919-20-21.

to Flin Flon for the first builders there. Later "Lynn" tractors were used, preceding the Railroad which was completed in December, 1927.

My parents moved back to The Pas in 1930. They only lived there for 18 months, then moved to Vancouver; my two brothers moved west also but I stayed with my husband, moving up to Sherridon for two years. We moved to Flin Flon in 1934 and then on the Island Falls Power Station on the Churchill River, where we lived for $24\frac{1}{2}$ years.

I started my schooling in an old frame school house on La Rose Avenue. My teacher was a Mr. Anderson. We were latter transferred to a new building on first Street. The teacher was Jean McLachlan. The Anglican Church later acquired this building and used it for their Parish Hall. In the winter of 1918-19 I went to the "Red Brick School" where Miss Mary Duncan was my teacher. The flu was very bad that winter and there were many weeks when school was closed.

Our family always tried to get to The Pas for Dog Derby times. My Dad, William Hayes, was in the first one in 1916. He came in third behind his brother John Hayes and Albert Campbell. My cousin, Bill Winterton, was the winner of the first 200 mile nonstop race in 1921. He was driving some of his own dogs and the balance were Charlie Morgan's. My husband Billy Grayson, drove the same dogs the next two years, 1922 and 1923, two hundred miles nonstop, winning both years and giving Charlie Morgan possession of the "Grant Rice — Walter Goyne Silver Cup". Bill Grayson had also run the five hundred mile overland race from Winnipeg to St. Paul, Minnesota in 1916. A very gruelling race, but it was over a period of one week; roads were very bad and it stormed continuously.

I have been living in Flin Flon now for 22 years. My parents are both dead, my two brothers are still living in British Columbia; they come with their families for occasional visits. They find many changes in The Pas and area.

Grayson, William

William Grayson was born at Portage la Prairie. His family moved to the Swan River Valley in 1901, to a homestead and farm. He came to The Pas first in 1910 and worked for a while on the building of the Hudson Bay Railway. Later he came back and fished commercially on Clearwater Lake also on Beaver and Sturgeon Lakes.

William had a boat building shop on the bank of The Pas River when he built many canoes, boats and dog toboggans. He was interested in racing dogs, and drove two years for Charlie Morgan, also for Shorty Russick. When he moved to Island Falls in 1934, he worked for Churchill River Power Company, building dozens of Canoes and other type boats. After he retired he came to Flin Flon to live. He was buried there.

William married Leone Hayes. Two daughters grew up at Island Falls. One is married and has 4 children, all grown up, and two married with a small great-son for Leone. One daughter lives at home.

Greasley, Gervin L.

I was raised at Ilford, Man. until I was school age, went to elementary school in Flin Flon and junior and high school in The Pas, graduating in 1952. I then attended the University of Winnipeg called United College in those days.

In 1956, I joined the Canadian Institute for the Blind as Assistant Business Manager. Moving from there to Gulf Oil (British American Oil at that time) in 1958. I spent a number of years in the Marketing Section. In 1964, I was the Executive Officer of the Manitoba Travel and Convention Association (The Golden Boys). From there I became the Public Relations Director of a Major International Manufacturing Co., then moved to my present company in 1970, starting as Secretary Manager, then Executive Director, and currently, Executive Vice-President of the Winnipeg Construction Association.

My mother passed away in Cranberry Portage in 1980 and Father is retired in Vancouver, B.C. At the time he left Northern Manitoba, he was yard foreman for the C.N.R. at Churchill.

I married a Winnipeg girl named Marian in 1958, whom I had met in The Pas. We have two sons, Ronald, graduating with honors this April, Bachelor of Commerce (Sports Administration) from Laurentian University, and Gordon, this fall entering fourth year Bachelor of Science, Forestry Management at Lakehead University.

I have a brother Bob who has been working for sometime with H.B.M. & S. at Snow Lake as an industrial mechanic, and is currently in the process of moving to an opening in Nipawin, Sask. His daughter, Geven and former wife Carole are living in The Pas.

Biography:

Gervin L. Greasley,

99 Erlandson Drive, Winnipeg, Manitoba

Business Involvement:

1971/82 — Winnipeg Construction Association, Executive Vice-President.

1979/82 — Canadian Institute of Heating and Plumbing: Regional Co-ordinator.

1965/70 — Public Relations Director, major international manufacturer.

1968/65 — Marketing.

Business Activities:

Member — Management Consultative Committee, Department of Labour and Manpower.

Member — Asbestos Committee, Department of Labour and Manpower.

Member — Government Liaison Committee, Canadian Construction Association.

Member — (Founding), National Construction Public Relations Council.

Director — Institute of Association Executives.

Director — Meeting Planners International.

Member — Winnipeg Press Club.

Member — Winnipeg Chamber of Commerce.

Community Involvements:

Former Director, Winnipeg Junior Chamber of Commerce.

Past President, Institute of Association Executives (Manitoba).

Former Director, Canadian Little League Baseball. Former Director, Manitoba Track & Field Association.

Former Director, Pop Warner Football Association. Past President, Kirkfield Community Club.

Past President, Canadian Ski Association (Manitoba).

Former Director, Canadian Water Ski Association. Former Regional Chairman, Boy Scouts of Canada. Member, Optimist Club of Assiniboia.

Former ski editor, Winnipeg Tribune 1964/80.

Ski writer, Winnipeg Free Pres, 1981/82.

Former Executive Officer, Manitoba Travel and Convention Association.

Alex A. and Peggy Green and Family

In October, 1952, Alex A. Green arrived in The Pas from Fort Frances, Ont. to take up his duties with C.N. Telecommunications. His wife Peggy and their infant children Malcolm Duncan and Barbara Joan, and newborn Margaret Ann, arrived in The Pas on December, 1952 to make their new home. The following 28 years were spent living on LaRose Avenue.

Alex Green established a potato business on his farm, Mile 5 Carrot River Road, and has been a moose hunter and guide of repute for many years in the area. He took an early retirement from CNT in 1979.

Peggy Green worked actively on the Trappers' Festival Executive for a number of years. She was also a C.N. Telecommunications employee and from 1968 to 1980 was Clerk of Court and Magistrate.

Malcolm Green, B. of Ed. (Sask.) married Denise Dube of The Pas, later moving to Prince Albert, Sask. and to Saskatoon with their three daughters,

Lisa, Krista and Michelle. Barbara Green and her husband, Ronald S. Brezinski (Sioux Lookout, Ont.) and their sons Brenan and Kyle have built their home on the Carrot River, Mile 5. Margaret Ann Green, and husband John Tod (West Hawk Lake, Man.) a Geological Engineer, are in Nigeria, West Africa and have also spent a year posted in Ghana, W. Africa.

Alex and Peggy Green moved to B.C. in 1980 and in 1981 settled in their home-town of Prince Albert, Sask., living on an acreage where Alex continues his interest in gardening. Their cottage at Clearwater Lake, and family and friends continues to make them frequent visitors to The Pas.

Gudgeon, George Sydney submitted by Florence Gudgeon

Born July 31st, 1901 in Eastham, England.

He arrived in The Pas at 12 years of age, to join an older and only brother, William. He arrived, wearing his Eastham School uniform, very much out of place in The Pas. His brother immediately took him to The Hudson Bay Store, bought him overalls and told him to get a job, which he did, as ticket taker, for Jack Wanless, in the first Lyric Theatre, at \$2.50 per week.

One day after his 13th birthday, World War I was declared. His brother, being a member of The British Territorials, immediately reported to Army Headquarters in Winnipeg, where he transferred to the Royal Canadian Engineers. He was killed in action in 1918.

Syd Gudgeon was left to board with an English couple and delivered groceries for a short time. He started work as an apprentice to Mr. Engerbretson, first electrician and plumber in The Pas. He moved in with Mr. Engerbretson and helped with the plumbing and electrical wiring of The Community Building in 1916.

He joined the Ross Navigation Co. in 1917 and took a correspondence course and received his 2nd class papers in engineering. He was sent to Sturgeon Landing, Sask. to weigh and check Mandy Mine ore that was shipped by barge to The Pas.

His boss and manager, Harvey L. Weber, noticed his excellent accounting and penmanship, called him to The Pas and told him to keep books. He moved in with Capt. H. H. Ross and Harvey Weber.

He was a self taught accountant and during the years, he was known as one of the best accountants in the north. After 33 years with one company, he resigned and became an employee of Sherrit Gordon Mines, at Sherridon, Man. and later at Lynn Lake, Man.

In June 1967 he and his wife, Florence, moved to Vancouver Island, B.C. He spent his retiring years,

watching T.V. and weather permitting, he walked to the docks of The Anacortes Ferries, to admire the boats and yachts in harbor. He asked that his ashes be scattered over the Pacific Ocean. His ashes were scattered from the B.C. Ferry at Active Pass, Nov. 1975.

He was survived by his wife, Florence, whom he married in 1931, a son, and daughter. He loved the sea and lived to see his only son, Clarke, become a Commander in the Royal Canadian Navy.

Gudgeon, Mrs. Florence Stella, nee Poirier

Mrs. F. S. Gudgeon was born on January 15, 1909 at Star City, Saskatchewan.

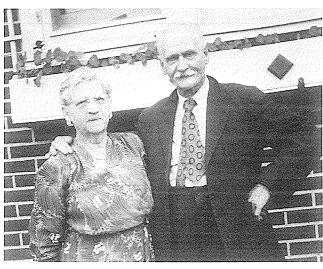
Her father Jean Mastae Porier was a carpenter by trade. He built many of the buildings in The Pas in the early 1900's.

Her mother was Marie Porier, nee Cardinole, who was born in Pelly, Saskatchewan in 1887.

Florence had her schooling in The Pas completing a course in Commercial Business and Bookkeeping. After working for a year for C.N. Telegraph's she was promoted to bookkeeper, finally resigned to get married and as a married woman was not allowed to work for the C.N. It was a policy at that time to make positions available to single females.

Florence married Sydney Gudgeon who was a clerk and accountant for Jack Wanless at the time. Later he worked on the Community Building and in 1917 joined the Ross Navigation Company as engineer on the steamboats: "Minosin", "Nipawin", "Brisbane", "La Fleur", "O Hell", and "Tobin".

Sydney worked for Sherritt Gordon Mining after Ross Navigation closed down until he retired in 1966. They moved to Vancouver Island, B.C. in 1967 where Sydney passed away in 1975. His body was



J. M. Poirier — Builder of Church of The Redeemer Big Eddy with his sister — Mrs. Olympia Taylor.

cremated and the ashes scattered from a ferry between Victoria and Vancouver.

Florence returned to The Pas and at this time resides in the Kin Kourt Senior Citizens Residence.

Gusbin, Berthe

My sister, Mrs. Jankow and I came to The Pas, where my brother was living, in November 1920, directly from Brussels, Belgium, our home, where we had received a good musical education. We were well received in The Pas and started to teach music, I the violin, my sister the piano. In 1943 we left for Victoria B.C. after over twenty years of teaching.

We introduced the yearly examinations in The Pas for the London (England) College of Music, who did delegate an adjudicator. We produced wonderful pupils who were successful in obtaining their A.L.C.M. Diplomas. Amongst them were Rollande Frechette and Robert Hutton on violin, Lydia Doroshenko on piano. One of the bright pupils of Mrs. Jankow was Leonard Takosky who is now Director of Music in the St. Michaels University School in Victoria.

I started teaching as B. Gusbin and in 1927 was married and taught under the name B. Manez.

In 1937 I started importing Basque Berets which were very popular among the native Canadians and with Mr. de Tremaudan we expanded this to include silks from Japan and beads for Indian beadwork from Italy and Czechoslovakia we formed a Company calling it Societe d'Importation.

In 1940 I married Mr. D. F. de Tremaudan of The Pas and in 1943 we moved to Victoria, B.C. As of this writing Mr. de Tremaudan is still living in Victoria at the age of 99 years.

Esther Mary Margarite Guymer (Lee)

Guymer, Esther Mary Margarite (Lee) was born in Neepawa, Manitoba March 4, 1908 to Charles Edward and Elizabeth Lee. She came to the Pas with her parents and younger sister Edith Evelyne. Charles Lee had several occupations when in The Pas as trapper, taxidermist, prospector and carpenter. Esther attended public school in The Pas and later was employed by Moses Shklov who owned and operated a General Store located at that time on the corner of Edwards Ave. and Second Street. In later years she was employed by J. R. Kerr, Fur Buyer, who was the father of Fred Kerr of Kerr's Furs. Esther made several trips up the Hudson Bay Line buying raw furs from Indians and trappers at different stops along the line. This was enjoyable and interesting. The furs were displayed on the floor of the largest store or trading post in that particular stop on the Hudson Bay Line (the Old Muskeg run). The Trappers in that area

brought their furs which were to be bid upon. The Buyer would then bid by writing a price on a piece of paper and enclose it in a sealed envelope. The highest bidder bought the furs.

In 1927 and again in 1928 Esther was involved in the Dog Derby. In 1927 she was first Princess when Adrienne Bonin was Queen. In 1928 Esther was Queen of The Pas Dog Derby which was also the year that the last 200 mile non-stop race was run. Mrs. Fred Woodward was the Chaperone for the Queen and her Court that year. The Queen and Court drove around town in a decorated sleigh pulled by a team of horses and the girls wore skirts and jackets made of white imitation fur and tam and moccasins were all in white. In those days the sponsors were Blue Ribbon Co., McCormicks and Paulins Cookies and Chocolate Companies. The Queen was presented with a wrist watch and a silver fox fur from the Dog Derby Committee. Esther married Harry Guymer on October 14, 1929 and they moved to Flin Flon in February, 1930. They lived on Main Street before any sidewalks were built. Harry at age 75 still enjoys Prospecting for the Hudson Bay Mining and Smelting Co. in Flin Flon. They spend the summer at their cottage at Beaver Lake, Sask. and enjoy trips to Texas during the winter. They have one daughter, Joyce Corrine, who was born in The Pas in the Guymer Funeral Home on August 10, 1930.

A Synoptic History of the Guymer Family — The Pas, Manitoba

Daniel Herbert Guymer was born in Doncaster, England October 27th, 1879. He was the eldest in a family of four sons and three daughters. His father was an Insurance Underwriter of modest means. "Herb, as he was better known, after a period of service in the British Marines as a Gunnery Officer (having served in the Crimean War and the Chinese Boxer Rebellion) suffered a serious shrapnel wound and Malaria and was invalided home and promptly bought out of service by his father. After a period of convalesence, marriage and training in the Investment field, he and his younger brother Lawrence Edmund, emigrated to Canada settling on a homestead at Silver Stream, Sask. in April, 1909.

It was on St. Patrick's Day, 1905 that Herbert married, Violet Irene Poynter. Their first child Harry was born in Manchester, England on June 27th, 1907. The second child, Frank was born December 15th, 1908. It was because of his growing family that Violet and the boys were to remain in England until the Guymer brothers could establish a home for them in Canada.

After a period of farming and after the arrival of Violet and the boys, Herbert and Lawrence took up

residence in Barrows Junction where the Guymer brothers were employed by a Logging Company. They were later transferred to The Pas where they engaged in construction of housing for the Finger Lumber Company. Most of these houses were along First Street and many of the buildings still stand today. Other contracts included the laying of sewer lines along Edwards Avenue and building the first recognized school house, which later became the Anglican Church Parish Hall.

Quick to grasp an opportunity, Herbert and Lawrence bought a derelict team of horses and after doctoring them back to health began a local delivery and draying business. This team aptly named (Nip and Tuck) formed the bases of an eventual lucrative business. In due time this enterprise flourished and expanded until in a few short years their business letter-head contained the following notations:

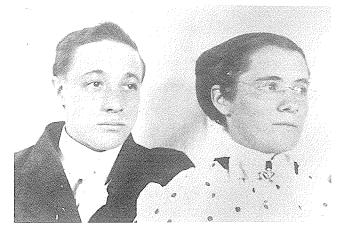
Guymers Bros.

"Draying and Transfering in all its Branches — Warehouse and Storage Rooms, Residence, Office and Chapel opposite C.N.R. depot across the tracks. All shipments consigned in our care receive prompt attention. Undertakers, Draymen and Contractors. Agents for Imperial Oil Company. Telephone No. 17, Box 10, The Pas, Manitoba,"

The complex of Stable, Warehouse and Funeral Establishment occupied half a city block. The Guymer brothers were exceedingly active in community affairs. Local talent plays in the Dreamland Theatre found them taking roles. "Herb" was recognized as an active member and refree in the local soccer movement of which Lawrence was a player. The late Frank Bickle often recalled interesting incidents of the time as he too was a founding member and player.

Of true British stock, the out-break of World War One must have been an emotional struggle within





Lawrence and Emma Guymer.



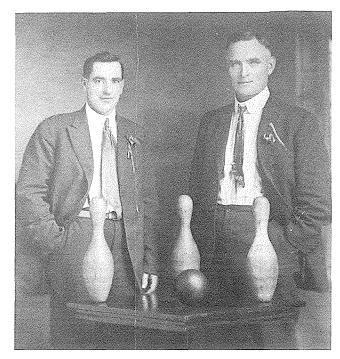
Lawrence Guymer.



Grampa Fleming.

each of their hearts to serve home and country alike. It was eventually decided that Lawrence should enlist which he did in late 1916. While training with the Lord Strathcona Horse Regiment in Winnipeg he contracted pnuemonia and died December 26th, 1917.

Lawrence married Emma Jane Fleming in 1912. Emma was the daughter of the local Police Chief. They had two daughters, Laura and Emma Jane. The daughter Emma Jane was named after the mother who died in childbirth at the age of 24 on April 17th,



Grampa Fleming and Fred Bulloch.



Mr. J. H. Fleming.

1915. With the death of their father the two girls were raised by their grandparents in Winnipegosis.

The influenza epidemic of 1918-1919 claimed the life of Herbert who died on November 13, 1918, leaving Violet with five children, three boys and two girls; Harry, Frank, Wilfred, Lily and Lorrie, between the ages of 11 months and 11 years.

The additional burden of caring for a young family seemed trivial compared to the involvement of business operations confronting her. The English way of life was that "A woman's place is in the home" so Violet was not involved in the business functions while her husband was living. However, thanks to the wealth of friends and their influence and the undaunted spirit of Violet the "Business as Usual" was

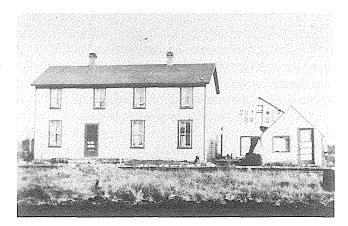
proudly displayed. She was encouraged by the Councillors of the Town to complete an Embalmers Course in Winnipeg, which she did and received her Funeral Director and Embalmer licence. For many years she was the only lady licensed Embalmer in Canada. She found it necessary to engage a Bookkeeper and Stable foreman. These positions were initially filled by R. B. Porteous and George Boiteau who served faithfully and well for many years. Johnnie Searle and Norman McFadden also subsequently held these positions and though they always referred to her as "Mrs. Guymer" she invariably referred to them as "My Boys".

Many and unusual stories could be told of her experiences when frozen bodies were shipped in from the north or the decaying and putrified bodies sent from a northern community when refrigeration was not heard of for this purpose. Violet worked in the morgue for the most part unassisted but as her son, Wilfred, grew older he helped his mother out. At one time after supper Violet asked Wilfred to go out to the morgue to start on a body, but instead of finding work he found a new bicycle. He was gone for most of the evening. Her compassion and also her sense of humour were priceless and qualities which are remembered still. She is also remembered for realizing that her strength and courage are attributed to asking the Lord for her daily needs. According to her daughter, Lorrie, Violet, Irene Guymer was a mother who merits the Bible verse from Proverbs 31:38 "Her children rise up and call her blessed".

Business recession (the depression) and severe opposition and growing family responsibilities in many ways contributed to the inevitable reduction in business generally. The boat M. S. Brisbin which was for a time owned by the Guymer Transfer and Forwarding Co. was leased to Capt. Wilson and J. Quigley but later lost. Several of the accumulated teams of horses were disposed of and trucks acquired



J. H. Fleming.



Guymer Bros. House — Office and Morgue.



Lawrence Guymers Funeral.

instead. The office building in town, located adjacent to where Rice's Bakery now stands became a monthly source of income. The home at 711 Bignell Avenue was renovated to accommodate all businesses — in short there was a consolidation of all ventures under one roof.

The three sons, all of whom found other vocations had by this time ventured into other fields and married and left home taking up residence in Flin Flon.

The businesses were eventually sold and Violet ventured into other interests. During World War II she was employed by the C.N.R. as cook. She was ever active in community affairs and a strong supporter of her church. She was an active member of the Rebekah Lodge and the Order of Eastern Star in both of which she held responsible offices. A highly respected member of society, she never declined the invitations to participate or be involved in affairs of human interest.

Violet Irene Guymer passed away after a lengthy illness on September 4th, 1955 at the age of 70 years, just having received one old age pension cheque.



Emma and Laura Guymer.

In retrospect many thoughts occur to one who reminisces: She always sang so sweetly as she busied herself about her domestic chores. The sound of her voice still rings merrily in my ears as I recall those happy days. It is sad indeed that the only remaining tribute to such a remarkable lady, one who had contributed so much to the development of a town she so dearly loved, is a tomb-stone at Lakeside cemetery. Of the Guymer children, suffice it to say that each in their own individual way have been successful in life, unequivocally attributed to the strict but warmhearted manner in which they were brought up. They were:

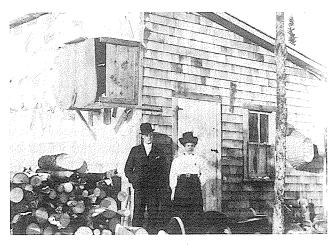
Harry, Frank, Wilfred, Lily and Lorrie. All married with families and residing variously. Harry, Frank and Lily in Flin Flon. Wilfred in Owen Sound, Ontario and Lorrie in The Pas, (apparently the only one to remain loyal to traditional ties).

The children of Daniel Herbert and Violet Irene Guymer are: Harry married Esther Mary Margarite Lee, eldest daughter of Charles and Elizabeth Lee on October 14th, 1929 in The Pas. Harry and Esther have lived in Flin Flon for 52 years where Harry has been employed by the Hudson Bay Mining and Smelting Co. since 1927. He is a member of the "27 club". They have one daughter, Joyce Corrine, born August 10, 1930 in the Guymer Funeral Home in The Pas. She is now married to Wilbert Wray Henderson of Boissevain. They also reside in Flin Flon and have five children.

Frank married Evelyn Maude McIntosh, second daughter of John (Jack) and Maude McIntosh on May 23, 1931 in The Pas. Evelyn and Frank have lived in Flin Flon for 50 years where Frank had been employed by the Hudson Bay Mining and Smelting Co. they had two children, Donald Herbert, born December 2, 1935 and Lawrence James born April 16, 1938.

Wilfred, who was born in The Pas on May 31, 1914, received his Instructions and apprenticeship as an Embalmer under Mr. Gardiner of Gardiner's Funeral Home in Winnipeg. Upon his application for his examinations it was found that he was too young for a licence. He went to Flin Flon as an apprentice for the Guymer's Funeral Home but eventually was employed by the Hudson Bay Mining and Smelting Co. While in Flin Flon he met and married Irene Mabel Doris Marten, the daughter of Percy Robert and Ethel Emily Marten of Flin Flon on April 24, 1937. They have four children, Myrna Irene, Wesley Robert, Vernice Ethel and Calvin Brant. Wilfred joined the R.C.A.F. as a Gunner in World War II and later returned to The Pas where he was employed by the Manitoba Government as Game Warden for 21 years. He also worked for the Federal Government in the North West Territories for 4½ years. After the passing away of his wife, Irene, Wilfred was married to Mary Tiessen, in Winnipeg on September 3, 1966. They are now enjoying retirement in Chatsworth, Ontario.

Lily married Joseph Louis Allard in The Pas, August 5, 1939. They had one son, Vernon Joseph born May 31, 1943. "Joe" was part owner of the Allard's General Store in The Pas until he passed away in January 1945. Lily is a Registered Nurse having graduated from St. Anthony's Hospital in The Pas in 1939. She pursued the same occupation for several years before marrying Harry William Murray in Flin Flon. They have two children Donald Sheldon and Loralyn Marie. They adopted Selma Stella Murray whose father was John Murray, a brother to Harry. John, his wife and one small baby boy were buried in a landslide in Prince Rupert, B.C. Currently Lil' is employed as Supervisor in the Operating Room in the Flin Flon General Hospital. She is now married to George Schuman and is looking forward to retirement this year.



Mr. and Mrs. Guymer at Herb Lake.

Lorrie married Robert John Alexander Newstead, son of Robert Edward and Maggie May Newstead in Toronto on June 19, 1943. They had three children, Barbara Mae, Elizabeth Louise, and Nancy Irene. "Bob" was a Sgt. in the Radio Section of the R.C.A.F. in World War II, and after the war Bob and Lorrie lived in Toronto for eight years where their children were born. The family took up residence in The Pas where Lorrie was employed by the Manitoba Telephone System. "Bob" passed away on September 19, 1970 after a lengthy illness. On March 6, 1976 Lorrie married Robert Arthur Hutton in The Pas. They enjoy retirement at Clearwater Lake and fortunate to spend the winter months in Florida.

The Pas' Lady Undertaker submitted by Wilfred Guymer and Lorrie (Guymer) Hutton

Having five children to care for by day, she worked at night in the small morgue behind the house. One winter evening she left for the morgue at 10:00 p.m. to prepare a body that had come in from a northern community for embalming. The large corpse was frozen stiff and had to be lifted from a "rough box" onto the operating table.

Being a small woman, she lifted the load using her back. Starting for the table with the body on her back she slipped and fell. The heavy corpse crashed down on her, pinning her to the floor. Struggle as she might, she couldn't extricate herself and no one could hear her cries for help, and so she stayed until morning when she was discovered and freed.

This is one of the unusual stories her five children recall of their mother Violet Irene Guymer (1885-1955). She came to The Pas in 1910 with her husband, Daniel, and his brother Lawrence. The two men bought a team of horses and went into the draying and freighting business. No one is sure how the men got into undertaking.

One of the children, Wilfred, who often helped his mother and later took up the trade himself, suspects that his father was called out to transport a body, and the practice grew into a sideline and finally a fulltime undertaking business.

Lawrence died in training camp when the war began. In 1918 Daniel died in the flu epidemic that swept the world during the war years, taking more lives than the actual fighting.

Violet was left alone with five young children in an age when government welfare or support were unknown.

The town council of the day approached her and asked if she would continue with the undertaking business. She consented and that same year, at age 33, went to Winnipeg for a six month embalmers'

apprenticeship. She returned to The Pas the only licensed woman embalmer in Canada, a position she held for twenty years.

As well as caring for her children and embalming at night she continued to oversee the freighting and draying business. The rail line ended at The Pas. People and goods carrying on north went by sleigh and horse team in the winter and by boat in the summer.

Her company with 27 teams handled a part of this traffic plus contracts to transport mail to and from the station and post office, and the liquor delivery contract.

Those who worked for her said she was strong but compassionate. If she saw a teamster abusing a horse, she would order him off the rig and drive the team home herself.

For summer freighting she purchased the HMS Brisbin, and plied the river in the then lucrative river-freighting trade. She did not, however, work without opposition. The owner of the competing Ross Transportation Company asked her to sell out to him. When she said no he vowed to, "Run her out of town". Undaunted she continued and the business prospered.

As the only embalmer in the north she served The Pas and most other outlying communities. During the flu epidemic, a daughter of a coffin builder recalls, the priest would come from visiting the sick in the hospital with measurements of those who weren't going to make it. Even the kitchen came to be used as a place for making boxes.

Violet worked in the morgue for the most part unassisted, but as her son Wilfred grew older he helped his mother out. He remembers the decaying and putrified bodies received from the north he and his mother had to work with. He also remembers how one night after supper his mother asked him to go out to the morgue to start on a job, but instead of finding work he found a new bicycle.

Another time Violet Guymer was leaning down when the hand of a corpse slipped off the operating table and tapped her on the shoulder. Jerking upright, she whispered in a tight voice to her assistant, "I'm not afraid. Are you?"

In the depression she took in boarders to supplement her family's dwindling income. Her children remember her as a religious woman who when burdened would gather them around herself and appeal to a higher power.

Her daughter, Lorrie (Newstead) Hutton of The Pas, in later life wrote a moving testament to her mother's strength and courage when she nominated her for Canada's Loveliest Grandmother. Active in the community she was a Worthy Matron of the

Order of Eastern Stars and Noble Grand of the Rebeccahs. After she sold the business in 1937 she became chairman of The Pas' Welfare board.

The sale of the business during the depression years did not leave her much to live on. In 1943 and again in 1949 she worked as a cook in northern bush camps.

In 1955 she died of lung cancer. She is survived by her five children: Harry and Frank Guymer and Lily (Allard) Schuman of Flin Flon, Wilfred Guymer of Owen Sound, Ontario, and Lorrie (Newstead) Hutton of The Pas.

According to daughter, Lorrie, Violet Guymer was a mother who merits the Bible verse from Proverbs 31:28, "Her children arise up and call her blessed."

Hader, Kathleen

Kathleen's father Philip de Couray is a well known mountain climber and has been featured in several papers with articles and pictures of his climbing and hiking abilities at the age of 61 years.

Her Mother Betty de Couray operates the Department of Licensing in their district, for the State of Washington. She is an experienced business Woman. Kathleen works part-time with her Mother as does her sister-in-law, Rose de Couray. Thomas B. de Couray and Rose live in Haquiam, Washington with their two daughters.

Kathleen finds time to do some fashion modeling, refinishing antique furniture and gardening, her main joy is caring for their five and a half year old daughter Angela. Her Husband, an electric meter technician enjoys making stain glass windows and tiffany lamp shades.

Kathleen says their house has so many stained glass windows it resembles a church. Her uncle Joseph de Couray is an expert Wood Carver and has had many exhibits in local art shows.

Hagon Family History

Harry Hagon was born June 1883 in Leicester, England. He grew up there along with two older brothers. In April 1911 he emigrated to Canada and got work with the Grand Trunk Railway. Later on he worked for the Canadian National as inspector with the boarding car department. For a time he lived in Winnipeg and was in charge of a warehouse of food supplies for the railway during the First World War years. After the war he travelled to different parts of Canada for the railway and was away from home a good part of the time. He lived in and around Winnipeg until 1926 when he came to The Pas to work on the Hudson Bay Railway. The railway to Churchill had been started previous to the First World War, but



The Hagon Family — Mr. and Mrs. Harry Hagon, Margaret and Maurice.

had been abandoned. Now it was to be finished. He inspected the camps that boarded the men who were building the railway. In 1927 Harry moved his family to The Pas. For several years they lived at 320-4th Street. By the mid 1930's the railway employed him for about six months out of the year. He decided to try some bookkeeping or accounting. He worked for Wm. Lyons who built canoes, toboggans, etc. until 1939.

In April of that year he and George Drinnan started a draying business called Drinnan's Transfer. He continued as bookkeeper until the 1950's. Then he did some part time bookkeeping for Carroll's Hardware. He retired at the age of eighty. Harry passed away in June 1967 at 84 years.

Edith Ethel Chesterton was born January 1884 in Leicester, England. She was the youngest of a family of six. Ethel as she was known to all grew up and worked in a garment factory in Leicester. She had known Harry Hagon serveral years before he came to Canada. In April 1913 she came to Canada and Ethel and Harry were married in Winnipeg May 3, 1913. They were the only ones from each family to emigrate. Harry's father visited the family in Canada for six weeks in the early 1920's. By this time the family had moved to St. Charles about 15 miles out of Winnipeg. There were two children born to them — Margaret and Maurice. Harry and Ethel made a six month visit to England in 1949. Ethel passed away in August 1970. They are both buried in The Pas.

Margaret Hagon was born July, 1915 in Winnipeg. She started her schooling in St. Charles near Assiniboia Downs as it is now known. On arrival in The Pas in 1927 she was in Grade 5, and completed the rest of her schooling at the Red Brick School on 2nd Street. In December 1936 she married George Drinnan who worked for Guymer Transfer at the time.

George started his own draying business in 1939 in partnership with Harry Hagon as bookkeeper.

Two boys were born to Margaret and George — Edward George (Ted) — March 1941, James Harry (Jim) March 1944. Their sons also attended the Red Brick School, annexes to the school, and later the Margaret Barbour Collegiate after it was built. Today it is known as the Mary Duncan School. George Drinnan passed away in November 1957. Ted helped to carry on the business until the fall of 1978. Jim left school in the early 1960's and continued to help Ted, transporting mail in town and to Flin Flon until 1971 when he decided to move to Calgary.

Margaret was active in the Church, being treasurer for several years when the present church was built on Edwards Avenue. She also has been a member of the Order of the Royal Purple since 1945. In 1969 she married Laine Coad.

Ted Drinnan married Carol Lucas of Swan River in 1962. They have four daughters — Carrie Lynn, Delores Anne, Wendy Susan, and Barbara May. They all attended school in The Pas until the family moved to Medicine Hat, Alberta in 1978.

Jim married Blanche Leclerc in 1969 in The Pas. In 1971 they moved to Calgary where they now reside. They have one son — Eric George.

Maurice Hagon was born December 1919 in Winnipeg. He attended St. Charles school until the family moved to The Pas in 1927. The rest of his schooling was at the Red Brick School. He worked for a time with the C.N. Telegraphs. He joined the Air Force in 1941 and was stationed in Gander, Newfoundland. He was overseas for the last year of the war, thus having a chance to meet some of the family's relatives. After his arrival home he worked for a time with Drinnan Transfer, then was employed with the Government Liquor Control Commission. During the war years Maurice married Alice Poy. They reside in The Pas. Their four children all attended schools in The Pas. They are — Maureen, born 1941, married 1968 lives with husband John Emslie in Okotoks, Alberta. They have one son and one daugh-

Darrell, born 1944, married 1969 lives with wife Marilyn in Kelowna, B.C. They have one son and one daughter.

Richard, born 1946, married 1977 resides with wife Margaret and one son in Calgary.

Timothy, born 1956, married Bernadette Lavich in 1980 and live in The Pas.

Maurice has been and still is an active member of the B.P.O. Elks for many years.

Halcrow Family

Gideon Halcrow was born and raised in the Orkney Islands off the north coast of Scotland.

As a young man in the early 1800's, he and many other men his age on the island were recruited by the Hudson's Bay Company to work in their outposts in what is now northern Manitoba and Saskatchewan, with the fur trade flourishing at this time.

A Cairn stove used as some of the ballast in their boat when crossing the Atlantic is still in possession of the Halcrow family here today.

For many years Gideon was employed by the Hudson's Bay Co. at the fur trading post of Cumberland House, Saskatchewan. He married his wife Margaret, while at Cumberland House, and some of their older children were born there, one of them being their son Horace.

Between 1860 and 1880 Gideon was transferred to the newer trading post at The Pas as factor, a position he held until his retirement.

After a short time here at The Pas, he and his family had lumber brought from Prince Albert by barge. This lumber came down the Saskatchewan River and then into Halcrow Lake, and was unloaded from the barge on the shore of the lake, at the site where he would build his home — the first frame house in The Pas.

This home (now the home of Mr. and Mrs. H. Clark, 819 Halcrow Avenue) was large enough for the family of 16, and was surrounded by verandas and acres of dense trees and foliage.

Today in 1981 these acres once owned by Gideon Halcrow are the areas known as Halcrow and Constant Avenues.

Fourteen children were born to Gideon and Margaret Halcrow: — Horace, Gideon Jr., John (died in infancy), John II, Angus, Alexander, Richard, George, Gertrude, Margaret, Joanne, Viola, Elizabeth and Henrietta (died at age 14).

Of this original family the only member now living is Viola, Mrs. Bill Pilgrim, of Syracuse, New York.

Gertrude married Frank Barker, from England, and lived in Flin Flon and The Pas until her death. She has one son, George, living in Winnipeg, and sons Bill and Tom are deceased.

Joanne married Grantland Rice, was widowed

young, then married Arthur Jan, the trapper and prospector. They had one daughter, Margaret.

The Jan family owned and operated a trading post at Pelican Narrows, Saskatchewan for many years.

Elizabeth married J. Gordon, a prospector. Their home was at the site of the present day Carnegie's Service Station. The Gordons were godparents to Mr. George Bagshaw who was named "George William Gordon" in honor of the Gordon family. Fifty three years later, Mr. George Bagshaw's son, Ted, would be godfather to Mrs. Gordon's grandniece, Jacqueline Halcrow.

Margaret married A. Hooker and they lived in The Pas, and built the house that is now the home of Mr. and Mrs. Alex Russell of Halcrow Avenue.

Horace Halcrow, at the time of his marriage to Laura Heurd of Warroad, Minnesota, built the house now owned by Mrs. A. Cameron near the Opasquia School.

The Halcrow brothers had a business of a Pool Hall and also a fur trading post in The Pas, and one in Churchill.

Horace travelled all over northern Manitoba organizing electoral districts for the Provincial and Federal Governments. He was an ardent worker for the Conservative Party. He travelled from The Pas to Churchill by dog team in winter, and by canoe (also to Churchill and area) in summer on his job. Of later years he went with Tom Lamb by plane, while working in remote settlements for the Government.

Many folks have said there has always been Halcrow families as Parish members or on the Vestry of Christ Church (Anglican) since its early beginnings. Jack Halcrow is presently a member of Christ Church Vestry.

Gideon Sr. and then his son Horace served on early Town councils and Gideon was a member of the first School Board in The Pas.

The only remaining descendents of Gideon living in The Pas today are Jack Halcrow, a grandson, of 841 Halcrow Avenue and his family.

His 'fe, Isobel, is a granddaughter of the late Donald 'cliffe, one of the first homesteaders at Waskada anitoba. Their four children, Lori Jane (born 1961), Harley John (born 1963), Jacqueline Louise (born 1964), and Suzanne Isobel (born 1969) have all been born and raised in The Pas. Another grandchild, Mrs. Tim Finucane, nee Margaret Halcrow, daughter of the late Alex Halcrow, lives in Gillam, Manitoba with her husband and children.

Halliday, George Henry

George Halliday was born at Hamiota, Manitoba on October 25, 1907.

His father George Henry Halliday was born in London England in the year 1872. He died at 88 years of age in 1960 at the Eventide Home, which was located on Patrick Avenue in The Pas. Mrs. Halliday, nee Wiesse was born near Vienna in Austria, she died in 1943.

George Halliday Senior was a brick layer and plasterer and filed on a lease where George junior later farmed. They lived on the north side of the Carrot River where they had their garden and put up high quality hay on the Saskeram area for their horses. They bought oats for their horses in town until George junior began raising crops of grain as well as garden vegetables on the farm. At that time on the south side of the Carrot River the land being lower was wetter than the land in the Saskeram. The dyking project in the fifties made the south side of the river arable. George senior arrived in The Pas in 1912 and living in town in the winter went up the Sask. and Carrot Rivers in the summers to the farm by boat.

After the second World War, George jr., took over the farm and lived on the south side of the Carrot and farmed extensively. Floods caused havoc until the dykes were built in the fifties. Dyking out the rivers and pumping out runoff and rainfall waters made farming profitable in the Valley.

George jr. was active in sports and community work. He played on the Fire Hall ball team and did much work on the Farmers' Organization and was instrumental in obtaining plans for the construction of the Valley Community Hall, having obtained plans for the building from a contractor and canoe builder William Lyons.

A man with great community spirit George was a member of Anglican Christ Church in The Pas.

Much of the land on both sides of the Carrot River was settled by people from Quebec in the very early years, and they built a school in the area, it was located on what is now river lot #52 presently owned by Alfred Hiatt. It was burned own. It was constructed by volunteer labour of the farmers with help from Barney Campbell and some carpenters from town. Campbell had been in charge of work on #10 highway south by crews of men on relief programs. Much of the work being done by hand labour.

Halliday, Julia, nee Feddon

Julia Halliday, nee Feddon was born at Solford, Manchester England.

Her father was Richard Feddon born in 1878 in Glasgow, Scotland. He died at the age of 69 in 1947. He had been a machine operator in a wallpaper factory and was eventually promoted to travelling salesman for the company.

Julia's mother, Annie Feddon, nee Austin was

born in Yorkshire in 1879 and moved with the family to Scotland, when Julia was ten years old. Annie died in 1948 at the age of 69.

Julia emigrated to Canada in 1950, landed at Halifax and travelled to Regina. She had previously married in Scotland in 1936 and divorced her first husband in 1949. On April 19, 1962 she married George Halliday.

An active member of the Anglican Church in The Pas. At times she reported for the local papers, "The Northern Mail" and "The Pas Herald".

Harmsen, Godelieve

My parents Alois and Margeurite Sabbe arrived from Belgium, father in 1912 and mother in May 1919.

Father worked for the railroad from 1912 to 1916 when he took a homestead at Dahlton Sask. in 1917. After mother arrived in 1919 they farmed at Dahlton until 1927, they moved from there to McKague, Sask. where they farmed till they moved to The Pas in 1932. They lived here the balance of their lives. Mother passed away in June 1963 and father in August 1972.

I attended grade school in McKague Sacred Heart School in The Pas and graduated from The Pas Collegiate in 1941. During my school years I worked for Mrs. John Waldron and Mrs. William Smith of Smith's Grocery. After graduation I worked for the Royal Bank from 1942 until 1945.

I married Sgt. John Harmsen of the U.S. Army in the Bishops Palace Chapel at The Pas on January 8, 1944. We moved to Steator Illinois U.S.A. on November 30, 1945.

I sang in the choir of the Sacred Heart Church and belonged to the Sodality for the Children of Mary, affiliated with the Sacred Heart Church of The Pas.

I have happy memories of ice skating, hiking, skiing, swimming, and dancing etc.

Harvey, William Henry

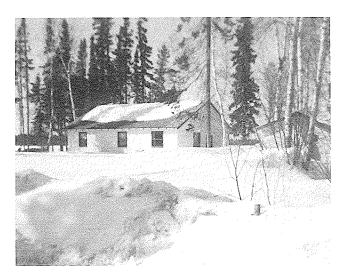
William Harvey was born on September 21, 1895 in Waterloo, Ontario.

His father was Henry Ward Harvey of Waterloo, Ontario, and was a miller by trade. He is buried at Rapid City, Manitoba. Bill's father was of United Empire Loyalist Stock.

His mother was Annie Otis Johnston from England and is buried at Waterloo, Ontario.

Bill Harvey came to The Pas in July 1926. He was employed by Western Grocers and was transferred from the Brandon Branch to The Pas Branch.

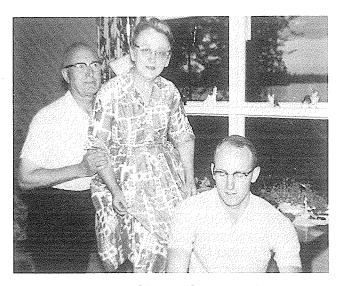
On September 17, 1930, he married Olive Leona Murray of Neepawa, Manitoba. They had one son, Murray, born February 26, 1939. In 1939, Mr.



W. H. Harvey Cottage Clearwater Lake.

Harvey bought Rupert Grocery located in The Rupert House and operated it until 1952, at which time, he built a new store on Fischer Avenue and named it Harvey's Foods. He continued in business until 1972 when he sold to Frank MacLaughlin and Adam Sus.

Bill was a member of The Board of Trade, which was later changed to the Chamber of Commerce. He was on the School Board for several terms and Chairman for two terms. When the Horticultural Society was formed, he was a charter member and served a term as president. Bill had been a member of The Pas Rotary Club since 1943 and President for one term, 1963-1964 and has 18 years of perfect attendance. He was on the Board of Directors of St. Anthony's Hospital during the planning and building of the new wing in 1971. Bill was an active member of The Red Cross Society and Chairman of the blood donor services for four years. In Sports, curling was the favourite for all three Harveys, they participated in



Harvey Family, William, Olive and Son Murray.

other sports such as tennis, skating and bowling. Murray played hockey and enjoyed water skiing after they bought the cottage at Clearwater Lake.

Olive served on The Pas Music Festival for many years, being president for ten years, was a member of the Ladies' Hospital Auxiliary and also a life member of Devon Rebekah Lodge.

The Harvey's were active in Westminster United Church. Bill started as treasurer of the Sunday School in September 1926, treasurer and clerk of session and treasurer of Northland Presbytery for seven years until June 1976. Olive was in the choir for 20 years and Sunday School Superintendent of the Junior Department for 20 years. Was a member of and served a term as president and social convenor of the United Church Women.

Murray was a member of the Young Peoples Group of the United Church and on the executive of the Collegiate Student Council. On graduation he received the Governor-Generals medal and The Pas Lumber Co. bursary of \$1,000.00. Murray attended Brandon College for one year where he acquired his second Arts degree, then he attended University of Manitoba where he graduated with a degree in commerce with honors and completed his arts course. Murray is now director of Personnel for the Alberta Government Services. Murray married Karen Ann Doern, August 9, 1963. They have three children; Heather Ann, born November 23, 1966; Murray Blair, born March 12, 1971 and Darrell Lyden Bruce, born May 8, 1978.

Harvey, Olive Leona

Olive Harvey, nee Murray was born in Neepawa, Manitoba on June 22, 1900.

Her father was Melvin Miles Warren Murray who was buried at Neepawa, Manitoba.

Her mother was Helen Galloway Robertson and she is also buried at Neepawa.

Harvey, Harriette

Harriette Quesnell was born on November 14-1900 at Manigotogan Man. which is on the East side of Lake Winnipeg. Her father was a trader and operated a store at Manigotogan. He was born at Lachine Quebec in 1857, and passed away in 1932. He is buried where he carried on his business for so many years.

Harriette's Mother was born Mary Meade in Winnipeg and was buried there at 81 years of age. The Quesnel family consisted of twelve children; Arthur deceased, William, George, John, Roland, Oswald, Napoleon, Mary, Harriette, Corrine, Josephene and Grace Lea.

In 1922 Harriette was married to Robert Harvey,

whose father originated in Ireland. They moved to Victoria Beach Man. where Robert was employed by the Provincial Department of Forestry. They also lived and worked at Birch River and Norway House before being transfered to The Pas in 1928. Robert worked between The Pas and Cormorant Lake for many years. Robert passed away in 1957.

Robert and Harriette had three children; Jeannette (Veeder) Williams, living in Winnipeg, there were six Veeder children; Robert Jr. deceased, and Murray living in The Pas.

Harriette still resides in The Pas.

Murray Harvey

Murray was born in The Pas in 1931, took his schooling, and saw the community develop over the years. In 1959 he married Lorraine Cudmore and they lived and worked in Flin Flon and in Grande Prairie Alberta before returning to The Pas. He is publisher of The Opasquia Times a bi-weekly paper, a past president of The Pas Chamber of Commerce he is currently chairman of The Manitoba Forestry complex at The Pas.

Lorraine and Murray have a daughter Lesley and a son Robert.

Hayes, Albert Reginald

Albert Reginald Hayes was born June 15, 1910 in Shoal Lake, Manitoba. His parents were Reginald Arthur Hayes, from England, and Ada (Drandridge) Hayes.

His father worked as a butcher. The family lived in Shoal Lake, Tisdale, and The Pas. They had one child. Uncle Ernest Dandridge lived with the family until his death.

The Hayes moved to The Pas where they lived on Taylor Ave. Mr. Hayes was head butcher at Bert's Quick Freeze and Locker Plant. The assistant manager was Angus Millar. Other employees were Osk Mercer, Art Dupius, and Gwen (Pocock) Staple.

Mrs. Ada Hayes died on April 26, 1954 at St. Anthony's Hospital, The Pas. Mr. Reginald Hayes died on July 23, 1960 at St. Anthony's Hospital in The Pas.

Albert (Bert) Hayes attended school in Shoal Lake and Yorkton. Bert worked as a mechanic in a garage in Yorkton, and for Christie Funeral Home in Yorkton. He spent one year in the army. He then worked in a garage in Russell, Manitoba and a garage and funeral home (Rae's) in Portage la Prairie, Manitoba until moving to The Pas in 1946.

Bert and his family arrived in The Pas on January 30, 1946. He joined the Elks Club and The Royal Canadian Legion. Bert was an avid hunter, so was delighted with his area.

The year of the valley flood he worked on the barges with game branch men bringing to safety people and their livestock. The barges were unloaded where the Freshwater Fish warehouse now stands. The cattle and horses, pigs etc. had a big feed on many gardens in the area. The men worked day and night until people and livestock were safe.

Bert and his wife Edna Irene (Jan. 4, 1937), had two girls. Janet Christine born October 5, 1944, and Sandra Lynn born October 2, 1947. Janet married David Jones, son of Gilbert and Mable Jones. Sandra married Lyall Gardiner, son of Ronald and Helen Gardiner of Clearwater, Manitoba.

Bert bought the Atkinson Funeral Home in The Pas. The Funeral Home building belonged to the town of The Pas. It had been a notorious "Rooming House" and many of the old timers who came in from the north to attend funerals had great stories to tell about what went on before Hayes' time. Larry Williamson was anxious to sell to Bert so that the town could collect taxes again. They had taken it over for upaid taxes and so Bert got a good deal. The family lived upstairs, so literally lived with the business 24 hours a day. They sold the business to Del and Ian Gunn on July 1, 1968.

Hayes, Edna

Edna Irene (Gunn) Hayes was born May 19, 1910 in Saltcoats, Saskatchewan. Her father, Peter Gunn, was born in Wick, Carthness, Scotland on February 9, 1859. He was the first homesteader in the Perley district, Saltcoats, Saskatchewan. Edna's mother was Mary Jane (Stevenson) Gunn. She was born on March 30, 1871 in Kirkwall, Orkney, Scotland.

Peter and Mary Jane were farmers. They had nine children of which four survive; Agnes Stewart now in Vancouver, David Gunn, now in Baron, Calif., Sinclair Gunn in Saskatoon, Saskatchewan, and Edna Hayes now in The Pas.

Peter worked as a carpenter in Scotland. He worked for his passage to New York. He worked in New York as a carpenter where he helped build Thos. Edison's first Shop. When he had enough money to go to Winnipeg, he filed for a homestead. He worked on Winnipeg's first City Hall etc. until he had enough money to buy a team and farm equipment. He drove his team and wagon to Saltcoats area, where he was a farmer.

Peter Gunn died on August 20, 1931. Mary Jane Gunn died on January 22, 1962.

Edna Gunn attended grade 1 at Pearley School and then completed school in town. She became a teacher and taught in Ashdown School in Foam Lake for 2 years. After her father's death in 1931 her mother sold the farm and they moved to Yorkton.

Edna taught school at Kinbrae near Bredenbury, Saskatchewan in the era known as the "dirty thirties". She was paid the gov't grant which was one dollar (\$1.00) per teaching day, less four per cent (4%) super annuation. The school board paid her board of fifteen dollars per month. Edna stayed there for one and a half years. She then worked in a Ladies Dress shop in Yorkton until she married Bert Hayes on January 4, 1937.

Edna Hayes arrived in The Pas with her one and a half year old daughter Janet at four a.m. on February 13, 1946 via C.N.R. Bert had arrived two weeks earlier and was there to meet them. At the Yorkton station Edna was introduced to Lloyd Keyser. Lloyd was going to The Pas on the same train, where he was transferred with Beaver Lumber. Bert took Lloyd to the Cambrian Hotel.

The Hayes lived upstairs from the funeral home in The Pas.

There was no ambulance service in the early days of The Pas. Edna recalls the first call from Dr. Brandt. He had a very ill patient across the tracks who needed emergency surgery. There was no ambulance, so Bert took the hearse (which he had just bought).

Haynes, Kenneth

Ken Haynes was born in Cabri, Saskatchewan in 1916, to Clarence William Haynes and Florence Maude Haynes, (nee Staddon). He was the oldest of six children. His paternal grandfather was Albert Haynes, and his maternal grandfather was Charles Staddon. His father Clarence, had two brothers, Russel and Bert and a sister Laura.

The family farm was located about twelve miles from Empress Alberta, but inside the Saskatchewan border. Ken and his brothers and sisters went to a country school at Mayfield S.D. He obtained his grade ten there. The final grade had to be taken by correspondence.

Times were very hard and there were many years of dust and drought. The Haynes family moved in 1935 to Balzac, Alberta, the first station north of Calgary. About 1939 they bought a farm near Airdrie Alberta. Ken worked for Oliver Ingraham during 1939 and 1940.

He joined the RCAF in Calgary in 1941, which was when World War Two was on. He was first sent to St. Thomas, Ontario, for a six month Aero Engine course. Then stationed at No. 8, Repair Depot Stevenson Field, Winnipeg. He was there until 1945 when he received his discharge in September. The following year 1946 he and Shirley Kerr were married, Sept. 11, the wedding taking place in Winnipeg where they had met when Ken was stationed there.

They made their home in Calgary for three years, moving in 1949 to Red Deer, Alberta and in 1952 to The Pas.

Ken worked for the C.N.R. for several years and then opened his own barber shop at 148 Fisher in 1956. Later he opened a larger one in the Cambrian Hotel which was on the corner of Edwards and Third (1970). When the hotel burned down in 1974 he had moved to another location at 216-2nd Street.

Ken like his father-in-law before him, Fred Kerr, has become known for the lovely strawberries he grows in the summer time.

Ken and Shirly have five children all of whom grew up and went to school in The Pas, Larry, Douglas, Glen, Sheila and Ian.

Haynes, Shirley (nee Kerr)

Shirley Haynes (nee Kerr) was born October 16, 1926 at The Pas, Manitoba (Hudson Block).

My grandfather, John Richard Kerr, came up to The Pas buying fur around 1913, from Ontario where he had done some fur-buying at Newboro. His wife and family moved out to Winnipeg, living first on Edmonton Street which was a residential area at that time. The family later moved to The Pas, but before they did, J. R. Kerr travelled up to The Pas many times, and was one of the first people to stay at Polly and Hy Johnson's hotel (now the Gateway Hotel).

In 1916 he built a sturdy log cottage, with a large screened in veranda running nearly all the way around the cottage, up at the Narrows at Cormorant Lake. The cottage still stands on this lovely rocky peninsula. For many summers, Mr. Kerr would bring his wife and youngest daughter, Maude, along with friends from Winnipeg and The Pas, by train to Cormorant, then make the boat trip across from the "steel" to the beautiful spot where the cottage was, between 'little' Cormorant and 'big' Cormorant. From a pump house down by the lake on one of the rocky levels, water was pumped up to the cottage. The people who came spent a refreshing and unique



Robert Kerr on Far Left.



Fred Kerr and Trapper.

holiday with Mr. and Mrs. J. R. Kerr, enjoying the fresh air, the mosquitoes (mosquito bars were used over the beds at night), the fishing, the canoeing, the restful atmosphere either out in the six-sided open-air gazebo near a rocky lakeshore, or out on the veranda in a rocking chair or on one of Arthur Adolfson's homemade couches.

Arthur was later a son-in-law of J. R. Kerr, having married Maude, the younger daughter, in the late twenties.

Among those from The Pas who holidayed at Cormorant in those early days were Mrs. Masterson, Mrs. Rundle (Jack Carroll's grandmother), Brita Lindsay (now Jaeger), Mr. Frank Hogan and family, Fred Beatty. Mr. Hogan was the first game warden at The Pas.

Upon receiving his discharge, following the First World War, my father, Frederic H. Kerr, homesteaded in the Bowsman area for a short while. Sometimes he would buy some fur from a local trapper with this area, coming up also to Cormorant when he could. Both J. R. Kerr and his son Fred were interested in hunting, fishing and gardening, so it was natural that they would get to know Alf Fenner, at Cormorant, sometimes providing him with seeds and shrubs to plant in his garden there.

Fred came up to The Pas regularly, since his father was gradually building up a fur trading business—J. R. Kerr, Raw Furs. This small building was at first located on Fischer Avenue in the "200" block. Later, Indian handicrafts and artifacts were sold. Fred Kerr also spent some time in Winnipeg where the family home was until the mid-twenties. In 1925 he maried Helen Frances Cairns, a childhood sweetheart. Helen, my mother, came up to Winnipeg as a child from Wilmar, Minnesota, with her family and she and Fred went to the same school, the old

Isbister. She attended the University of Manitoba, graduating in 1922 with Honors (Bachelor of Arts) and taught school for two years in Winnipeg before her marriage to Fred H. Kerr.

Fred and Helen spent their honeymoon at another log cottage which J. R. Kerr had built up at the portage near the creek, between Clearwater and Cormorant Lakes. This cottage was a wedding gift.

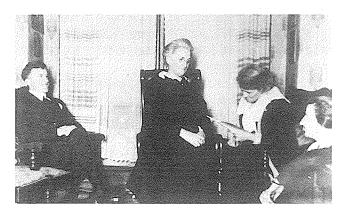
Fred had been raising cattle on his homestead near Bowsman, following the war and the completion of his education at Wesley College in Winnipeg. He bought cattle in the summer and shipped it to Winnipeg. Eventually he had a butcher shop at Bowsman and shipped on a large scale, to The Pas, farm produce and beef, pork, poultry, dairy butter, etc., to fill orders.

The business of Fred Kerr, Wholesale Fruit and Produce, was begun in The Pas, with many ups and downs as the late twenties were tough years, which led to the depression years which followed in the thirties. Fred and Helen Kerr made their home in The Pas from the time of their marriage to the end of their lives in 1977 and 1978 respectively. Among some of the business records of that early venture into making a living for a growing family, are long lists of "Debts Outstanding Collectable".

I was the first child, born in 1926, in the Hudson Block on Fischer Avenue (Shirley Doris Kerr). A year or so later we moved to a house on Seventh Street, on the north-east corner of Cathedral and



Fred Kerr Buying Furs.



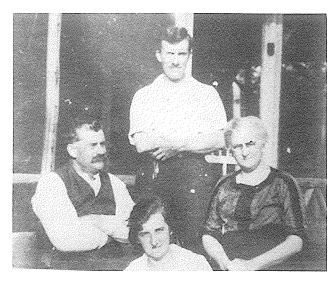
F. Kerr — Grandma Kerr and Aunt Maude.

Seventh (the house is no longer there) where my brother was born in 1930 (John Arthur Kerr). This area was drastically different then with board sidewalks, large deep ditches on either side of the road which were filled with water all spring, empty lots covered with virgin bush where we children played hide-and-go-seek running through the trees on the little beaten paths we had made, deep ruts up on our end of Seventh Street after it had rained, moss berries and little red cranberries almost seeming to grow right out of the moss at the other side of our 'back' garden, the muffled back and forth sighing sounds of The Pas Lumber Mill about a mile away, intermingled with the howling and yapping of tied-up husky dogs. On summer nights we children went to sleep to these sounds.

My grandfather, J. R. Kerr, died in 1935 at the age of 64. The following year, my sister, Marion Irene Kerr, was born (1936). My father, who had continued with the Produce Business, plus market gardening on land he owned in the Carrot Valley and the raising and selling of plants in greenhouses, now took over the fur business that had formerly been J. R. Kerr's. It meant travelling up the "North line" during the winters (what a lot of anecdotes he had to tell of those days!) He outfitted many a trapper and took a keen interest in their welfare. Besides grading and buying fur, he had a weekly radio broadcast carried on CKDM, Dauphin, with messages and fur market reports for the trappers, plus emphasis on proper handling of pelts and advice on trapping only when pelt quality was at its best.

Our family moved from 251 Seventh Street downtown to 148 Fischer in the early spring of '42. This house had been built in 1929 for J. R. Kerr.

My father, Fred Kerr, always maintained land in the Carrot Valley. He sold the land on the north side of the river, at the "Boom Camp", to Sid Wilton who had worked for him for some years in the market garden business. In turn, he bought quite a number of



Top: Fred Kerr. Centre: J. R. Kerr, Mrs. J. R. Kerr. Front: Maude Kerr.

acres along the south side of the river. Years later, when he had more time, he developed part of it into a park area, where many groups as well as individuals gathered for picnics. Strawberries flourished there, and birds by the hundreds were safe and happy there.

The retail fur business, which now went by the name of Kerr's Furs, was sold to Bernie and Ann Rickborn in 1969. Fred Kerr retired in 1970.

My brother and sister and I all attended the schools here in The Pas. My brother and I went to the long annex buildings alongside the Red Brick School for our elementary years, then completed our grade twelve in the Red Brick and graduated, I in 1944, he in 1948. My sister attended high school in the building which is now the Mary Duncan Elementary. When I was in grade four and five, my principal was Mary Duncan, when I attended TPCI (The Pas Collegiate Institute), my principal was Scott Bateman, and all through high school, Margaret Barbour was my English, History and Latin teacher.

I was married in 1946 to Ken Haynes, a year after his discharge from the RCAF. We lived in Alberta until 1952, when we moved up to The Pas with two young sons, four and a half, and two years old. (Larry and Douglas). Three more children were born in The Pas, Glen, 1954, Sheila Marion, 1958, and Ian Frederick, 1962.

Fred Kerr, who was born in 1899, died in The Pas, February 11, 1977. Helen Kerr (nee Cairns) born in 1902, died in The Pas, Nov. 4, 1978. They celebrated a happy Golden Wedding Anniversary on July 21st, 1975.

Ken Haynes has been a barber for many years since we came back here in 1952. We have lived in the same house, 230 Ross Ave. and raised our five children there. I was on the Pas Public Library Board

at one time for three years, and later began working in the library as an assistant on October 31, 1975. I'm still there.

Head, Alfred R. Alfred R. Head

Alfred Head was born November 15, 1915. My father Thomas Head who was a trapper and voyageur in the early years, was born at Kinistino, Sask. He settled in The Pas and married Lizzette Marcellais, who had been born in The Pas. Mrs. Thomas Head was born in 1879 and died in The Pas in 1955 at the age of 76. Thomas had died at an early age and Lizzette remarried James (Caribou) Smith who came from Montana, U.S.A. He freighted in the north country with horses and dog teams for some years, then settled in Cranberry Portage where he ran a draying business, he died in 1954 age 95 years.

My mother died in 1955 at 76 years of age. My brother and sisters were Arthur, John, Edward, Louise, Alfred R. Thomas, Joseph, William and Margaret, Arthur, Edward and Louise served overseas in the first world war. Arthur worked for the game branch at The Pas. Edward was a game guardian for Tom Lamb at Moose Lake. Joseph commercial fished in the north country all his life. I went to school at the red brick school until we moved to Sturgeon Landing where I attended Residential School for some years. My first job was a commercial fisherman, then a shaft miner at Elbow Lake, that was in 1938. I was a special constable, guide and interpreter for the R.C.M.P. for northern Manitoba. I worked for a time for Hudson Bay Mining and Smelting Co. I joined the Canadian Army and saw service in the Mediterranean Theatre and in northwest Europe. After my service in the armed forces, I travelled from Ontario to the Yukon as a diamond drill operator. I went back to school at the age of fifty to learn a different trade and became an instructor in woodwork and carpentry at Keewatin Community College in The Pas. I was elected to become the leader of the Metis people until my retirement.

My parents had left The Pas to follow the boom years at Sturgeon Landing and Flin Flon and settled in Cranberry Portage. When I returned to The Pas in 1968 the most noticeable change was the size of the island in the Saskatchewan River, west of the junction with the Pasquia River, it had built up greatly since 1926.

I lived in The Pas twelve years, during this time Churchill Forest Industries was built, the Cambrian Hotel had burned down and now a Senior Citizens home is on the spot. I had married Margaret Wyckstandt in Cranberry Portage in 1935, and we have lived in various places, such as Cranberry Portage, Flin Flon, Wanless, Churchill, Andaco Mines, B.C. and The Pas. Our children were Irma, Patricia, Marie Rose, Alfred, Lillian, Leona and Gwendolyn. Six of my brothers joined the armed forces, three in the first World War and three in the second. Only two did not go overseas. My daughters and son live and work in various place in Canada.

My parents' house was one of the first to be built on Head Avenue in The Pas. My father died when I was quite young. I used to watch the steamboats on the river and the mule team trains that used to haul freight for the lumber company. I recall the first airplane that landed on the river and the trains that used to take people to picnics at Clearwater Lake. I will never forget Miss Vickery, my school teacher at the red brick school house. My uncle Louis Marcellais worked in Tremaudens store for years. I used to freeload on candies there.

My activities over the years included: Director of The Pas Friendship Centre, Board member and vice-president of the Manitoba Metis Federation, board member of the Native Clan, member of Norman Steering Committee on Detox Centre, member of the Knights of Columbus, member of the Royal Canadian Legion, The Pas, first president of Cranberry Portage Canadian Legion, vice-president Metis Confederacy of Manitoba, and member of board of Human Rights Commission. I am the only living son of the old Thomas Head family.

Head, Margaret

Mrs. Margaret Head was born in The Pas, Manitoba on May 15th, 1917.

Father was Triphon (Tom) Wyckstandt. He was born in Brussels, Belgium, 1885. He came to Canada, 1912, arrived in The Pas with the railroad and went through to the Hudson Bay line.

Mother, Harriet Louissa Wyckstandt (nee Buck) was born in Moose Lake and went to school, also was raised in The Pas. Married father in 1916.

They bought a Restaurant Confectionary in The Pas. It was situated between old Carols Hardware Store which is the Second Hand Store now and Kelsey Garage, it burnt in later years.

Father worked for The Pas Lumber Company it was Finger Lumber Company I believe. Then went trapping with my grandfather Matthew Buck at Reed Lake, it became his career. Then he moved to Burntwood River where they had a Trading Post bought fur.

Then in the Forties they bought some land and a little farm in Wanless. Mother stayed there and father trapped at Bakers Narrows to Sherridan in winter, guiding and gardening in summer.

Sister Mary Nabess lived in Cormorant, she had nine children which passed away.

Brother Leonard Wyckstandt worked out at Lynn Lake as a cook. Then took male nursing and worked at that for the last years of his life. He died at 37 years of age.

Parents lived in The Pas for several years then moved out to the country. But always did all business with the Merchant in The Pas.

Lawyers and there medical was always centered at The Pas as they lived in Wanless the last few years of their lives.

Father passed away in a fire in one of his cabins in 1958. My mother passed away in the summer of 1956 of natural death.

I was born in The Pas and lived there till I was 3 years old and then only went there about twice a year from Reed Lake where my mother cooked and sewed and did laundry for fisherman and trappers, while father trapped. Then I was old enough to go to school, as there was no school there I had to go to the Catholic Convent in The Pas. I went to the Sacred Heart school for several years.

When I left school I went to live and work for my parents they were then running a trading post in Burntwood River, so I helped in the Store and trapped sometime with dad driving his dogs for him.

I got married in Cranberry Portage to Alfred Robert Head in 1935 in St. Martyrs Church, step son of James Smith (Caribou). He was a dray man. We lived in Cranberry Portage for 3 years then moved to Flin Flon and lived there through the war years and moved to Wanless, Churchill, Cranberry Portage, Flin Flon and then The Pas for 10 years.

Living in The Pas, I was on the Board for the Friendship Center and did a lot of volunteer work before leaving Flin Flon. So I got into it in The Pas. Worked with Metis Women also the Manitoba Metis Federation Crisis Center, Native Communications which is a Cree speaking radio program and was involved in the starting of it. Also was on the Committee for getting the Rosaire House into operation, it took 3 years before succeeding and other areas.

I married Alfred Robert Head in Cranberry Portage in 1935. We lived here for 10 years.

Our childrens' names are Irma Louissa, Eva Patricia, Marie Rose, Alfred Triphon, Lillian Theresa, Leona Frances and Gwendolyn Elisa.

Our oldest daughter has 9 children, went back to school to take chef cooking, second oldest secretary northern affairs director, now Housing Director for the Metis Federation for C.M.H.C. housing mother of 5, the third lived in Ottawa, mother of 5 also cooks in Hotel Diner. Son, Alfie a surveyor for the last 15 years in the city of Prince George and has three children. Lillina mother of 5 children works in the Metis Credit Union in Winnipeg. Leona is a Ste-

nographer for an architect firm in Edmonton. Gwendolyn Elisa mother of 2 lived in Leaf Rapids and works in the Parts Department as a telex operator for Rutan Mines, Sherritt Gordon Mines.

I did a lot of volunteer work with Social work, visiting Jail and Hospital a visitor for a year, St. Pauls, was on a lot of Board Committees to promote a better town and social life for people.

As a child when I was in the Convent we had a sliding hill beind where Devon Park is now. The nuns used to take us to Devon Park to see the dog races. St. Godard I remember was racing and to see the Queens at the Pavilion they had there then. Also I remember big boats going by on the river where there was 5 or 6 men turning the bridge in the middle so it would open for the boats to go through.

I also remember the Frechette girls coming to spend the night at the Convent when there was something like a concert because it was too far for them to go home.

Herald Oulette used to bring his sister Margaret to school by dog team.

We were allowed weekends to visit by invitation to different places. I went home with Irene Godin to see her father's bakery. Godins bakery, this was in 1928. I also got to know Gene Pilote who was conductor on the Hudson Bay Line train and his daughter went to school with us in the Convent. So I used to visit Gennie. When I was going back to school after holiday travel by boat to Herb Lake, to mile 81 where they had a log building as a rooming house which was run by Ida Rainville. She would look after us till we got the train to The Pas Olive Lafontaine and I got back to the Convent. There was also an old Hospital behind Guy Hall, my sister stayed there. It was for older girls. I remember looking out Sacred Heart School window and a man plowing his land where St. Anthonys is now. The Sisters used to take me to Tragers Store it was called, behind Dembinsky's where I used to get my clothing. Dad always dealt there. I went with father to Roger Chartrands dad's place to sell his furs and at Kerr's furs. There was a Hudson Bay Store mother used to go when I was little to buy our clothes and blankets and she used to buy maple sugar in block and buffalo meat dried in the Bay Store.

Helen Aunly Heatherington Herman

Helen Aunly Heatherington Herman was born January 16, 1931 in Swan River, Manitoba, the sixth child of Edward Heatherington born at Burks Falls, Ontario in 1894 and Jennie Heatherington (nee Madill) at North Bay, Ontario in 1900. My parents moved from Ontario to Swan River where they

homesteaded in 1920. Most of my brothers and sister were born there.

They moved to the Pas in 1932 where Dad worked on the Hudson Bay Railway. Later he did carpenter work and odd jobs when work was scarce. During the late thirties and early forties we lived on the land at Mile 20 on the Carrot River road that was allotted to the World War I veterans. After the flood in 1948 my Dad worked at everything from wood cutting to trapping.

All my brothers and us girls took our schooling and spent our teen years in The Pas. Roy Heatherington retired from the INCO mine at Thompson to Rossburn, Manitoba. Dick Heathrington and Allan Heatherington now reside in Vancouver, B.C. Fred Heatherington lives in Squamish, B.C., Amy Hanna in Kelowna, B.C., and John Heatherington in Edmonton, AB. Roy, Dick, and Fred all served in the second World War with Dick and Fred spending several years of overseas service.

Both my parents have passed away — Jennie in 1970 and Edward in 1980.

My early school years were spent in the Annex at Red Brick School with Junior and Senior High spent in the Red Brick School. A couple of years the first month of the school year we younger children attended the Carrot Valley school, a four mile walk, until the potatoes were harvested.

Some of my childhood memories include what seemed a long trek from Seventh St. down to Devon Park with a picnic lunch for a day at the wading pool and games around the old sun dial and bandstand. Also there were Saturday matinees for five cents at the Lido Theatre. The theatre was used for many social events requiring a stage, such as school plays, Remembrance Day Services, and the Music Festival which was on the most important spring events. The horse drawn milk wagons from Frechette's Dairy was a child's delight, as we often got a ride around the block and on a hot summer day the milkman would chip ice for all the kids to cool off with.

Everyone in the district remembers the flood of 1948. Cattle were pastured in the old golf course down on First St. and every other vacant lot with grass.

My first job was with the Manitoba Telephone System in September 1947 and after two years I was transferred to Dauphin, Manitoba. In 1952 I married Wayne Mitchell and had two daughters, Patricia (Mrs. Dennis Wiens) and Dianne (Mrs. Larry Krys). I returned to The Pas in 1958, was re-employed by M.T.S. till 1969 when I married Otto Herman and had one son Garry. We lived in town for seven years, then built on our farm where we now reside in the Carrot River Valley.

Otto Herman

Otto Herman born June 11, 1931 at Stoughton, Saskatchewan, only child of Johann George Herrmann born September 1, 1906 in Sulzdorf, Germany and Klara Rose Herrmann (nee Arweiler) born August 30, 1896 in Stallborf, Germany.

My father being one of three boys born to a farmer in Sulzdorf, West Germany found life changing after my Grandfather's death. The European custom being that farms go to the eldest son and the other boys must take up another trade. Work already being scarce in Germany, my father heard of bountiful Canada and decided to immigrate. Landing in Halifax in 1927 headed west working for a farmer in Benson, Saskatchewan. For the next three years life was good. With the money his family gave him before coming to Canada and the wages he was able to save he bought a half section of his own at Stoughton, Saskatchewan for \$7,000.00. He sent for his fiancee and they were married upon her arrival in 1929 at Benson, Saskatchewan.

In 1930 the drought started and for the next three years they never harvested as much grain as they planted in the spring. Then the grasshoppers hit. What didn't dry up the grasshoppers ate. The dust blew so hard the farmers had to shovel out the seed drills before starting work the next day. It was so dry the dirt drifted like snow banks in winter. Thru all this my mother worked and prayed. The straw that broke the camel's back was when my mother planted onion sets at night hoping the grasshoppers wouldn't eat them but in the morning the onions were eaten out of the ground. She said we had to move. Now the problem was to sell this half section. The land we paid \$7,000.00 for three years ago was sold for \$400.00.

My father heard of a quarter section of land for rent with house at Star City, Saskatchewan so we moved. This was our home for the next two years. The widow that owned the land decided to sell and she wanted \$2,500.00 and having no money left we had no choice but to move again.

After riding the freight train to The Pas he set out to look at the most fertile land he had ever seen now called Saskram and Pasquia Project. He got a fellow with a boat to cross him to the other side at the mouth of the Carrot River for 25ϕ . He proceeded to walk along the Saskatchewan River. The only bush in those days was along the river bank, the rest was all open hay land. He wanted land here but is was already leased all the way to the Flemming farm. Fourteen miles past this was heavier bush and small hay meadows, so he decided to go west on the north side of the Carrot River and leased the first available farm eighteen miles from town.

We moved from Star City, Sask. with a hay rack on a high steel wheel wagon in July 1936, following The Pas Lumber Co. winter road trail along the Sepanik Channel and Carrot River. This turned out to be quite a trip as we had all our belongings loaded on this hay rack with four horses pulling the wagon and their two colts tied behind. My father drove the horses and Mother drove the cattle behind. Being only five years old I alternated riding with Dad or walking with Mother and the cattle. Everything went fine as far as Carrot River as we had a road to travel on, averaging fifteen miles a day. Then things got rougher, the road ended and we just had a bush trail to follow. Our biggest problem being swamp holes along this trail, also windfalls of Black Poplar some being two feet in diameter. As the trail was only twenty feet wide you had to cut these trees with a swede saw and move them as the wagon could not climb over them. The swamp holes were something else again. With this heavy loaded wagon it would get stuck in these slew holes. Then you would have to unload half the load to lighten the wagon in order to get it out. Then cross with half the load to high dry ground, unload, and go back empty to pick up what was left behind and bring it up to the high ground, add the original half of the load and proceed with a full load again. These swamps were many and not knowing what was ahead you might to half a mile and perform the same procedure over again. Sometimes if luck was with us we could travel four or five miles before bogging down again. Additional hardships were that the creeks from Opasquia Hills into Carrot River which The Pas Lumber Co. filled in for the winter road were washed out and had to be bridged.

Then there were the flies and mosquitoes, deer flies, and bulldogs. In midday the flies were so bad the cattle went in all directions through the bush to get away from them making it almost impossible to herd them behind the wagon. If you were fortunate you could make three or four miles a day. The mosquitoes were so bad at night that we could not tie up the cattle and they would wander back a mile or so making it an extra chore in the morning to round them up and bring them back ready to start a new day's travel.

One day after being tired of riding on the wagon I got off to walk with my mother who was herding the cattle. After walking in the hot son and being only five I was ready to ride again. I had to run past the two colts tied behind the wagon to get back on the wagon. I startled one of them and he kicked me knocking me unconscious for forty-eight hours. Since we were away from the river we did not have too much water to bathe and clean up the gash on my head. My mother

thought I was dead. I still carry the scar on my forehead.

Finally after six weeks of hardships we came out of the bush at Mile 20 where the Duke Lindal farm is today. There was hay three feet tall as far as you could see. Mother wanted to stop here but it was already under lease so we had to come down to Mile 6 where Mac Profit is today. Crossing the Carrot River by ferry owned by Stan Marcenuik we proceeded on the north side of the river going west to Mile 18. The land was fertile and grazing was plentiful for the cattle. This became our home in The Pas. Our family never regretted the hardships we went through to get to The Pas.

My mother, Klara Herman passed away November 2, 1977 and my father, George Herman passed away May 21, 1981.

Schooling in early years was a problem. As there was no school in the valley most of the rural children took correspondence lessons till a school was built around 1940 at Mile 15 on the John Jaeger farm. This was a one room school with many happy memories.

Our social life consisted of ballgames and Saturday nite dances in the U.K. Labour Temple on Crossley Ave. Also the occasional barn dance at the Bob Seidal farm.

I worked for transport Ltd. in Wekusko at Mile 81 on the Hudson Bay line helping to load material on trucks which were barged across Herb Lake for the Snow Lake Mine. At that time there was only eight or nine miles of road from Wekusko to Herb Lake, then six miles of road from Herb Lake to Snow Lake Mine. I also worked on freight haul from Flin Flon to Reindeer Lake, south End Lake, Brochet and Pelican Narrows taking supplies for the Hudson Bay Stores and returning with fish. The round trip would take twenty-four hours a day for ten days to two weeks.

In 1949 and 1950 I worked for Department of Natural Resources under Ray Bloomquist in the Summerberry Marsh, building dams and dykes for muskrat marshes.

I remember the flood of 1948 when the landing barge came up the Carrot River to the wash out at Mile 18 (opposite my father's farm) and cross the valley picking up stranded livestock and taking them into town to unload them on the docks at the end of Larose Avenue. It was quite a sight to see cows wandering down main street.

In 1951 Orville Gareau and I freighted with our own caterpillars from Sherridon to south Indian hauling freight for Hudson's Bay Co. and on return trip hauling fish for Booth Fisheries.

In 1951 and 1952 I went farming west of the Mile 22 Bridge on Carrot River road and on land not under water in the flood of 1948. Broke 150 acres and

harvest only one crop and was flooded out by the building of the dyke in 1953 as this land was outside the dyke area. The only compensation was the promise of new land when available. About 10 years later I was able to start farming again.

Having had considerable experience operating caterpillars, I was employed by Charlie Chartier working on the early stages of the dyke for the Opasquia Project. In 1954 I started working with Ralph McLean Const. still working on dyke and roads in Opasquia Project. This eventually lead to my buying half interest in one machine with Ralph Mclean. This partnership continued for seven years when I eventually bought the complete machine and started Otto Herman Const. Ltd. I was also a partner with Bill Fulmore in North Point Const. until 1974 at which time I returned to farming where I now live in the Carrot River Valley.

In 1951 I married Lucienne Masserey in Prince Albert, Sask. At this time we were living on a farm 22 miles west of The Pas. We had six daughters Carol (Mrs. Art Gray), Eileen (Mrs. Bob Parker), Violet (Mrs. Jim Profit), Charlotte (Mrs. Myles Scott), Paula (Mrs. Wilf Cudmore Jr.), and Tracey. My first wife died in 1968 and I later married Helen Heatherington-Mitchell and had one son Garry all of The Pas, Manitoba.

Hill, Charles, Wilson information supplied by Mrs. Kathleen Hill

Charles W. Hill was born in Monmouthshire, England on September 17th, 1887. He arrived in The Pas on November 12th, 1911 and worked in the Armstrong Trading Company's store, in the Hardware Department. He also served as an Engineer on the "Ranger", a patrol boat owned by the Federal Government.

When the First World War broke out in 1914, Charles returned to England and joined the Royal Navy. Later he was put on machine work. After Charles was discharged he came back to the North and began a business of his own, lathe work, together with plumbing, heating and electrical work. He married Kathleen Garbutt, in The Pas, on February 4th, 1926. Kathleen was an English girl, who came to Canada and The Pas to visit her parents, Mr. and Mrs. Wm. Garbutt. Mr. Garbutt was a prospector through the North and had many interests in the Elbow Lake area. Mr. Hill was very musical, a first rate organist and was organist in Christ Anglican Church for many years.

The building in which Mr. and Mrs. Hill lived was on a half-lot situated on the north side of the present location of the Beaver Lumber Company. Burt's Drug Store was located on the other side. In

1927 the building owned by Mr. Hill was moved to Lots 154 and 156 on Edwards Avenue, and later another section was added to the original building, over a full sized basement.

Mr. Hill passed away in St. Anthony's hospital at The Pas, on Aug. 4th, 1971, at the age of 84.

Hilton, Francis Melford

Melford was born on July 16, 1911 at Shady Grove, Iowa, U.S.A.

His father was Ellis Hilton; he arrived in The Pas in 1929 and worked for the C.N.R. He was killed in the shops here in 1946 of September.

His mother Margaret Hilton (Cloutier) was born at Beechburg, near Ottawa, Ontario. She died in Ludner, B.C., both are buried at The Pas.

His brothers and sisters were: Orval, Elliot Edward (Ted), Wallace, Ivan, Mabel, Iris, Warren, Elgen, Earl, McKenzie.

All the children had their education at The Pas.

Hilton, Adelaide Coram (Wilson)

I was born on August 23, 1916 in The Pas. My father was John Wilson of St. John N.B. he was born on May 22, 1882.

My mother was Cyrella Wilson (Sinclair) she was born in 1885.

My brothers and sisters were: Cyrella, Gladys, Helen, Kathleen (Robertson), Leslie, Stillman, Wilmot, Ray.

My parents arrived in The Pas in the spring of 1915. Father was a boat captain and worked at this in New Brunswick, Kenora Ont., and on the Sask. River for The Pas Lumber Company, T.H.P. Lamb and on Government boats. During the winter seasons he repaired the boats and equipment and was assisted in this work by his family.

Father died on April 24, 1946 and mother died on May 31, 1975. They are both buried at The Pas.

I married Francis Melford Hilton on September 30, 1939, our children were: Lynne and David (twins), Viona, Dorothy, Jack, Jim, and Betty-Ann.

Melford worked for the C.N.R. In 1974, he passed away and is buried at The Pas.

In the early days things were quite difficult, we lived at first on Mission Island, now called Devon Park, the river used to flow between this area and the north end of what is now Edwards Ave. At one time there was a float bridge from the island to the mainland. There were a few houses on the island. The low area where the water used to flow, has been filled in, and a trailer park is being built there now by the Kinsman's Service Club and the Town of The Pas.

Hogan, Mrs. Marian Jonina

Marian Jonina Jackson was born in Van., B.C. on Feb. 11, 1920.

Her father was Engolf Jackson born in Victoria, B.C. of Icelandic parents. He was a pile driver contractor and operated and lived all his life in the Vancouver area. He passed away in 1930.

Her mother was Ena Jackson. She emigrated to Canada prior to World War I. Ena Jackson died in 1961.

Marian had two sisters — Nina Grigor of Penticton, B.C. and Alice Wickham of Vancouver, B.C.

A cousin of Marian's named Ib Riis while serving on a ship in Norway during World War II, when Norway was occupied by the Germans, launched a dinghy with a single sail over the side of the ship, and sailed to Iceland. He later became an officer in the Royal Navy Intelligence Branch.

Hogan, Patrick Edward

Patrick Edward Hogan was born in The Pas on August 23rd, 1916. His father's name was Francis Joseph Hogan, born in Prince Edward Island. He was Game Warden for Northern Manitoba from 1911 to 1926 at which time he moved the family to Vancouver, B.C. where he was buried in 1943. A street in The Pas, Man. is named after him.

Patrick's Mother was Sarah Anne Hogan, nee Ahearn, born in Prince Edward Island and passed away in Vancouver, B.C. in 1953.

Patrick had two sisters, Mary Frances Duguay, deceased, and Mary Marjorie Campbell of North Vancouver, B.C. The most interesting relative was probably the late Bishop Leo Nelligan, who served as Chief Catholic Padre of the Canadian Armed Forces during World War II.

Patrick completed Grade 3 at the Catholic Elementary School in The Pas and thereafter through matriculation at Vancouver, B.C. and obtained a Bachelor of Law Degree from the University of B.C. He left The Pas as a child but earned a few dollars from J. R. Kerr, Raw Fur Buyer, for mainly keeping out of his way. Patrick recalls a full social life including summer holidays at Cormorant Lake and winter festivities revolved around the Dog Derby usually won at that time by Emile St. Godard. Most memorable event was when the house across the street from our home on Taylor Ave. blew up in the middle of the night and the resulting fire threatened our home. Also recall as a young kid, standing in a crowd on the main street when live turkeys were thrown to the crowd from the roof of de Tremaudan's Store at the Christmas period. Conditions in the town during the early years is best exemplified by a fond recollection of the warm affection felt for family friends and associates.

Patrick was married in Vancouver in July of 1941 to Marian Jonina Jackson. After marriage, while in the R.C.A.F., they lived at Patricia Bay, B.C., Centralia, Ont., Presqu'ile Point, Ontario, Montreal, Que. and settled in North Vancouver at 1083 Lodge Road. They have four children.

Patrick Terence is developing a refrigeration and air conditioning business in San Jose, California. He is forty years of age.

Timothy Sean, age 36, is developing a reputation as a Key Grip in the moviemaking industry in Canada.

Anne Kathleen MacDonald served five years as a C.P. Air Stewardess.

Nina Margaret Beeser is deeply preoccupied with the raising of Quarter Horses.

Patrick is presently practising law in partnership with Donald Graham Webber whose parents also came from P.E.I.

Elaine Margaret Holmes (nee Bagshaw)

Elaine was born in Flin Flon, Manitoba, November 7, 1939. Her parents were George William Bagshaw of The Pas and Joyce Annie Bagshaw (nee Hollett of Swan River).

Elaine's father was manager of the Government Liquor Control commission in The Pas, now retired. Elaine was one of a family of nine. Her brothers and sisters are — David Reginald, Glen Edward, Robert George, Joan May, John Douglas, Ellen Joyce, Ronald William, and Beverly Ann. The family moved from Flin Flon to The Pas in 1948 when Elaine was 9 years of age. She completed Grade 12 at The Pas Collegiate Institute in 1957, then entered nurses' training at Grace Hospital, Winnipeg. In 1960 she graduated as a Registered Nurse.

June 9, 1962 Elaine married Gordon Ephraim Holmes in The Pas. That fall they moved to Winnipeg, later to Dryden, Ontario, then Minto, Manitoba, and back to Winnipeg. At present they reside in Boissevain, Man. Their two children are — Heather Lynne born February 22, 1963 and Brian Gordon born March 25, 1965.

Gordon Ephraim Holmes was born May 16, 1935 at Langruth, Manitoba. He was employed with the Royal Bank of Canada and came to The Pas branch as Accountant in October, 1959. In 1962 Gordon and Elaine Bagshaw were married and moved to Winnipeg.

Hone, Jack

Jack Hone was born 1901, July 20 at Britton, Ontario. He passed away November 5, 1976.

His father was William Hone of Ontario. His mother was born June Gilmer.

Jack Hone was married to Louise Bestard in 1925.

Jack worked as a telegraph operator in Manitoba and Saskatchewan for seven years. Later he obtained a pilots license and formed a private company, carrying freight and passengers. That was the birth of "Arrow Airways" in 1931 at Flin Flon and Channing. Bases were also established at The Pas, Wabowden and Cold Lake (Sherridan).

In 1939, Jack Hone joined the Canadian Airforce, and developed a very colorful career in the service. He received an award, "The Airforce Cross", twice for meritorious service.

After the war, Mr. Hone taught at the Navigation Air School at Rivers, Manitoba. Shortly after he returned to The Pas.

During his flying days in Northern Manitoba Jack flew men and equipment into isolated lakes on prospecting explorations. He had made many dangerous flights, mercy flights, emergencies, was the pilot on the first plane to Churchill in 1929. When a cat tractor train, carrying supplies to the H.B.M.& S. power supply station at Island Falls broke through the ice on a lake. Jack flew in divers to bring supplies to the surface, and then the supplies had to be delivered to Island Falls — a terrific undertaking in temperatures well below freezing.

Hone, Mrs. Louise — Nee Louise Bestard

Louise was born at Harding, Manitoba near Brandon.

Her father was William Bestard, he was born at Exator, Ontario, he was a farmer.

Her mother Mrs. Lydian Bestard nee Lydian Bossenberry was born in the U.S.A. and was raised in Ontario.

Louise took her early education at Harding and earned her teaching certificate through normal school training at Brandon College.

In 1925 Louise with her sister Lil and a cousin went to Herb Lake for a visit and to see the country, there she met Jack Hone who had a store and trading post in that center that was active in mining and exploration at that time. Jack and Louise were married in 1926. They lived in Flin Flon while Jack had an air transport company, after he joined the Canadian Airforce Louise lived near the bases where Jack was stationed in Canada. When Jack went overseas she returned to Manitoba.

After the war years they worked together at one point operating Hones Sporting Store in The Pas.

Howie, William presented by Mrs. Ceone Johnson

William Howie was born in Port Glasgow, Scotland on May 9th, 1900. After the First World War he came to Canada in 1923, as a farm immigrant and found himself at Sintaluta and Abernathy, Sask., where he worked on farms. Later he went to Winnipeg and from there to The Pas. He soon acquired a job with the mill and later became Captain of the Winton Soccer team.

On September 16, 1930, he married Ethel, daughter of Margaret and Sam Lovell. They had four children:

William Lovell born July 11, 1931, Sheila Margaret born April 10, 1935, John Samuel born February 19, 1940, and Gordon McMillan born August 22, 1947.

Bill worked for a short time as a plumber for Charlie Hill and along with Reg. Bagshaw did the work on the R. C. residence. In 1927, he started working for the town in the power plant and when he left to become a lay minister for the United Church in 1957, he had served the town for thirty years.

The family was stationed in Alberta on a four point charge at Waskatenau, Smoky Lake, Radway and Warspite.

Bill served overseas during the Second World War and was on loan to the British Navy. At this time the family moved to Dartmouth, Nova Scotia where they lived for four years.

Their son William married June Walker from Victoria, British Columbia in 1953. He was ordained as a minister in 1956 and was in charge of Mission boats on the West Coast for five years. He then went into the naval service as a Chaplain and served on different ships. He is now stationed at Esquimalt, British Columbia. Bill and June have five children:

Margaret Ann born in 1956, Carol Bernice born, 1957, William Ian in 1958, Robert James born in 1960, and Patricia Mary in 1964.

Sheila received her R.N. training at Grace Hospital in Winnipeg and was married to Dr. John Sunley in 1959. They live in Lamont, Alberta where John is the Medical Superintendent of the Archer Memorial Hospital. They have one son, William John Sterling born in 1962, who will enter University in the fall of 1980.

John married Carol Anne Flaska from Waskatenau, Alberta and they farm at Lamont where John has also been teaching English and directing the School Band. John and Carol have two children:

Heather Margaret born in 1966, and Scott Charles Lovell in 1969.

Gordon married Kathleen Jeffries in 1969 and they live in Prince Rupert, British Columbia where Gordon is the Deputy Administrator for the city. They have two children:

Sebastian Bill in 1974, and Sarah Amy in 1978. Bill suffered a fatal heart attack on December 27, 1960. After Bill's death, Ethel was asked to carry on his work, which she did in the same area until 1965 when she moved to Milo, Alberta. She continued to work as a lay minister for the United Church until her retirement in 1975 when she moved to Lamont to be near the family and her mother who is in a Nursing Home there.

Hrabowich, Casimir

Casimir Hrabowich (Charlie), was born on a farm near the old Post Office of Galicia, near Pulp River which is East of Pine River, on October 21st, 1923. His Father was Roman Hrabowich and his Mother was Anenklia Warbiske; they came to Canada from Poland in 1904. Charlie had two brothers Peter and John. The family moved to The Pas in the 1930's.

Charlie attended school in The Pas, his first employment was with The Pas Lumber Co., trimming timber in the bush at fifty five cents an hour. Later he operated a caterpillar tractor hauling equipment for the company, often travelling on very treacherous ice on the rivers. He also yarded timber to be decked on the river banks, and later hauled huge trains of 18 to 22 sleighs, with 16 foot bunks, carrying many thousands of board feet of timber, with a rubber-tired Euclid tractor on iced roads, a distance of 70 miles from Red Earth and Shoal Lake, Sask., to the mill at The Pas. Logging operations were also carried on East to Moose Lake.

Driving the logs down the river in the Spring was a dangerous but exciting job. A wanigan with cook house on it was towed up the river with the men and it followed the drive down the river from camp to camp feeding the men. This operation was carried on up the Carrott and Saskatchewan Rivers. The logs were decked on the river bank and after the ice went out in the Spring the decks had to be broken and rolled into the river to be floated down to the mill. A boom camp was set up at the mouth of the Birch River where the logs were gathered into a boom to be hauled out onto the Saskatchewan River under control by the steam boats the 'David N. Winton', the 'Alice Mattes' or later the 'Donald D'.

Charlie recalls when Tom Paquette was engineer on the 'David N', Tom would not let the men in his engine room with their boots on, he kept the room and equipment spotless. Charlie worked on the boats at times and had many experiences on the boats, driving the logs and breaking the booms. Charlie worked for the Town of The Pas for twelve years and

received a plaque for his service to the figure skating club.

On September 22nd, 1957 Charlie married Doreen Thompson, she was born in Dauphin and grew up in Duck Bay and Winnipegosis. Her Father was James Mathew Thompson and her Mother was Phillice Pelletier, both of Winnipegosis and Duck Bay. Doreen had three brothers, Raymond, Gordon and Lloyd. Her Elementary schooling was received in Duck Bay and High School in Winnipeg. Doreen worked in Winnipeg and at the Sanitorium at Clearwater Lake. After a three day honeymoon she spent the next month picking potatoes in the garden. She worked at a few different jobs and in 1972 she accepted the position of executive assistant to the Minister of Northern Affairs, Ron McBryde and continued in that capacity for the next four years. At Scott Bateman Junior High School she worked as a Teacher's aide, tutoring students that required special

In 1978 Charlie and Doreen bought a service station at Cowan and operated it for three years. Moving back to The Pas in 1981, Doreen had a concession with Manfor Complex for a time and Charlie has resumed work with the Town utilities. They reside on Rahls Island where their main interest is gardening.

The Hrabowichs raised five children: 'Dede' was born in The Pas and she had her schooling here, she is now in Toronto. James lives in Edmonton and is employed by a construction company. Phyllis resides in Edmonton and works for a wholesale distributing Co. Barry is in Victoria, B.C. and is on construction work. Candy lives in Swan River and works in a food establishment.

Hrabowich, Peter

Peter Hrabowich was born on the farm at Pulp River, Manitoba on February 10th, 1922; he moved to The Pas in the thirties with his parents. They had a house at 47 Patrick Ave., in town and a farm at Rahl Island.

Peter had his schooling at The Pas, he engaged in trapping and fishing and clearing the land originally owned by his parents; and he has carried on a good mixed farming operation since 1944.

Charlie and Doreen have constructed a dwelling on the same land. John Hrabowich lives in The Pas also.

Hughes, Robert W.

Robert W. Hughes, affectionately known as "Doc" came to The Pas from Seeley's Bay, Ontario, in 1912 to be in charge of the outpost hospital during the construction of the Manitou bridge, H. B. Rail-

way. During W.W.I. the hospital was closed. "Doc" then signed on as First Aid man at The Pas Lumber Company camps. In later years he joined the local police force.

Jennie Hughes came north in 1915 with her two daughters, Gladys and Margaret. A son, David, had joined his father earlier. Their first home was in a suite above Burt's drug store on Edwards Avenue.

Mrs. Hughes practised as a midwife, was a member of the Ladies' Auxiliary Canadian Legion, a devoted member of the United Church and Rebekah.

Transportation at this time was by horses or dog teams. The roads were dirt and the sidewalks wooden. On a small tower behind Henry Fishman's Store was a huge loud bell. This was rung every night at 9 P.M. as a curfew and all children were required to head for home.

In a small schoolroom on Larose Avenue, Miss Mary Duncan, a great educator and disciplinarian held forth. She spent the rest of her life in The Pas giving her all and expecting as much from her pupils.

The warmth and friendliness of the Indian people was much appreciated, especially when we lived at Manitou where there were no other white families.

There was much fun and enjoyment especially in outings such as The Pas Lumber Company picnics where such events as pie eating contest, and tug of war. Often these picnics were held at Big Eddy so we were transported by barges, a real outing!

Another rare treat was when Captain Verne Walker took us up river to get a boom of logs. These were towed behind his boat to just beyond the Saskatchewan River bridge, where they were released for use by The Pas Lumber Company.

"The Nipawin" was a very smart stern wheeler carrying freight and passengers to such points as Sturgeon Landing and Cumberland House. Moonlight cruises were offered and became very popular.

Devon Park offered much to the townspeople, the only park within the town and still the only beauty spot of its type. The sunsets make a setting of indescribable beauty with the Indian reservations, the swift flowing Saskatchewan and the bridge across the same, in the foreground.

Tennis became very popular and fine courts and a handsome club house drew many people who enjoyed the social hour as well.

Later a band stand was erected and very talented Town Band entertained on Sundays and holidays.

Many families came with their picnic baskets to enjoy the beauty of the whole setting. Later a dance pavilion was built and much enjoyed.

Two Sunday walks for the young people were to the Wireless 3 miles up the Hudson Bay Railway and south east on a narrow sidewalk "past the Sinclair House".

David joined the Canadian Army in World War One and served several years. He married in Moose Jaw and had five children. He worked for the C.N.R. and retired in Burnaby, B.C. where he died in 1967.

Gladys went to Pikwetonei, H.B. Railway to teach on a permit. The following year she taught at Picnic Ridge near Ashern followed by terms at several districts around Dauphin, namely Melton and Spruce Creek, also one term in The Pas Public School. She graduated as a nurse from St. Anthony's Hospital in 1934 and continued in her profession until her retirement from The Pas Clinic. In 1945 she was awarded a special Thanks by the Knight Commander and the Chapter of the Commandery in Canada of St. John of Jerusalem for her work in Home Nursing and Civil Defense. In 1936 she married Edgar Gamache, Canadian Customs and Excise and they have one daughter, Elisabeth (Betsy) and two granddaughters, Deirdre and Svea.

Margaret worked for Drs. Phin and Porter as a dental assistant and in 1930 she married Jack R. Kerr. They had one son, Beverly Hughes. They left The Pas in 1935 and lived in Calgary and Winnipeg. Margaret worked at the Medical Arts, Winnipeg for a period of 30 years. In retirement, she is busy with church work at Knox United and is a member of the St. Agnes Guild, Children's Hospital, Winnipeg. Their son, Beverly and wife have four children, they live in Calgary.

Hutton

The first contact the Huttons had with The Pas was in the early years of this century, before the railroad was built into The Pas. William Hutton, a steamboat engineer for the Hudson's Bay Company, worked up and down the Saskatchewan River from Grand Rapids to Battleford. One time he walked along the right-of-way from Hudson Bay Junction to The Pas and made his way from there to Cumberland House where he prepared the boilers of one of the Company's steamers in readiness for its summer operation on the river. His last boat was the S.S. Saskatchewan. The arrival of the railroad to The Pas changed all former freighting patterns and most of the H.B.Co. boats were retired.

William came from Scotland in 1892. He had served his apprenticeship on the railroad there and came to Canada expecting to get on with the C.P.R. Instead, he spent some time on the Wm. Guild farm at Kemnay, Man. and later took out a homestead near Elphinstone, Man. It was but a short way from here to Winnipegosis where steamboats were operating on the lake and it was not long before he was steam

engineering again. It was from here he made his way to the Saskatchewan River and the Hudson's Bay Co. boats.

When the work on the Saskatchewan petered out he went to work for Armstrong's at Winnipegosis, steamboating on the lake in the summer, and operating trading post at Waterhen (Skownan) in the winter. It was at Waterhen that he met Honora Adam who was teaching school. In February 1909 they were married.

The Hudson's Bay Co. had offered William the job of managing their transportation department out of Ile a la Crosse and Prince Albert. In March 1909 he left with his bride to make their home at Ile a la Crosse. Here he was responsible for the distribution of supplies and trade goods to the Company posts of the upper Churchill River including Patuanak, Buffalo Narrows, Portage La Loche and Ile a la Crosse. Some of the goods were taken over Methy Portage to the Clearwater River and on to the McKenzie River system. During the winter months he managed an outpost at Canoe Lake for the H.B.Co.

It was during their stay at Ile a la Crosse that their first son Robert Arthur (Bert) was born.

About 1911 the railroad was built into Big River and again the freight transportation pattern was changed and William was again out of his favorite kind of work. As he had made out well at trading at Canoe Lake the Company offered him a full time job of trading and sent him to take over the post at Red Earth (about 90 miles West of The Pas) as manager.

Access to Red Earth was via the Carrot River from The Pas, and, in August of 1912, William with his wife and son made their way to their new home. They stopped off for about a month at The Pas accumulating trading goods and making arrangements with the Ross Navigation Co. to move them by steamboat to Red Earth. From that time on The Pas has always been **hometown** or **home** for the Huttons. William remained as post manager at Red Earth for fifteen years during which time three more sons were born to them. Leslie in 1912. Alistair in 1915 and Edsel in 1919.

Schooling for William's boys was always a problem and an expense and, as each of them came of school age, homes had to be found for them in The Pas where they could board during the school year. Some of the homes the boys boarded at were Wm. Burt's, Ted Fowler's, E. H. Stevenson's, Wm. Martin's (CNR night-watchman), F. W. Anderson's, Verne Walker's and Andrew Johnson's (home of Art, Rick and Jack).

Alistair, the third boy, couldn't fight off the effects of two bouts of measles and pneumonia. He passed away in January 1927 at the age of twelve. In

1927 William was transferred to Wabowden, Man. to take over as manager from Jim Cran. In the fall of 1928 he was transferred to The Pas' store. Here, in The Pas, he built a small home at 338 Patrick Ave. and this was **home** for about twenty years when the house was sold to Walter Sobkow after the war. In 1929 he was transferred to Montizambert in Ontario and later to Grahamn, Ont. where his family joined him. Bert attended U of M that year.

In 1930 the depression was beginning to set in and the H.B.Co. decided to close thirteen of their posts in Ontario William's included. Since he was close to pensionable age they asked him to retire with full pension. After retirement he bought a Red & White store in Winnipeg. With the depression really settling in business became so poor that he sold out and moved back to his house in The Pas. With no help from "Dad" and no summer earnings to go toward tuition Bert dropped out of U and came with the family to The Pas.

It seems strange that, after searching for work in Winnipeg for almost a year, Bert was offered two jobs within an hour of getting off the train at The Pas. Art Johnson was working for Henry Fishman's Men's Wear and was looking for a replacement for himself while he took a month's holiday. After talking to Mr. Fishman and being accepted Bert stepped out of the store to see Ted Fowler of Keddie & Fowler beckoning him from across the street. Here he got his second offer of a job when he was told they needed someone to manage Miller's Confectionery on Edwards Avenue for them. They had taken over this store on Mr. Miller's retirement. Bert and Edna Pressey ran this store for almost a year when Keddie & Fowler sold it to Harold Howland who later moved it to the corner of Gordon & 7th St. After this deal went through Bert was out of a job. The depression had really settled in with bread-lines and protest marches on Fischer Ave. In order to augment what food they could purchase many people were fishing with wire baskets on the end of long poles along the banks of the Saskatchewan from the foot of Fischer Ave. all the way down to below the bridge. Hard times were ahead for almost everyone. Eric Keddie, however, did offer Bert a "consolation" job as his helper at bookkeeping for Keddie & Fowler at the magnificent salary of \$8.00 a week. This was such poor pay, even for those times, that Bert never told anyone how much (little) he was earning. In 1934 Bert spent the summer managing the airport at Flin Flon for Arrow Airways but in the fall he was back in The Pas where Mr. Fowler asked him to go back to work for Keddie & Fowler again. This time his pay was increased 25% to \$10.00 a

In the meantime William tried his hand at pro-

specting in the Herb Lake-Snow Lake area and dabbled in a marble quarry at Mile 39 Hudson Bay Railway which showed promise but never did get off the ground. Leslie and Edsel had finished school with Leslie working at Wood Vallance and Edsel in the Dominion Bank.

In 1935 the Hudson's Bay Company abandoned Red Earth Post and William and Bert decided to take it over and trade with the Indians who were mostly trappers in those days. This turned out to be a worthwhile project and they continued to trade for almost thirty years when they sold the business to R. S. Clancy.

The years at Red Earth make another story too long to tell here. In 1939 Bert married Claire Charbonneau of The Pas. In 1941 Leslie passed away and a year later Sgt/Pilot Edsel Hutton was lost overseas piloting a Wellington bomber over the North Sea. William passed away in 1958 just short of his eightyninth birthday.

In 1941 a son, Claude, was born to Bert and Claire and in 1942 they had a baby daughter Roberta (Bobbie). Fourteen years later in 1956, another daughter Tanis was born.

As did William, Bert and Claire had problems with education for their children so they set up a home in the town of Carrot River, Sask. about forty-seven miles West of Red Earth and Claire and the children lived there with Bert visiting home irregularly as the roads and weather permitted. In 1956 he got his flying license and a plane and was able to commute almost daily.

During the years in Carrot River Claire was active in the C.W.L., the Boy Scouts and was a member of the ladies bridge club. Bert was active in Rotary, Elks and Knights of Columbus as well as serving on the school board, town council, Boy Scouts, and Church Choir. At some time or other he was chairman or president of most of these organizations. He was also a member of the Carrot River & District Board of Trade and was very involved in promoting a Carrot River-The Pas highway. He, along with Oscar Bigelow and Rex Haughtaling of Carrot River and John Bodnar, Frank Bickle and Wilf Cudmore of The Pas were the main organizers of several motorcades between The Pas and Carrot River to bring to the attention of both provincial governments the need for a highway between the two towns. It took some years for these activities to bear fruit but there is now a road and a certain amount of agitation to have the road paved.

Finally, after selling the business at Red Earth, it was **home again** to The Pas. In 1967 Claire, Bert and Tanis (Claude and Roberta had married and left home) moved to The Pas when they bought the B & E

Sporting Goods and Stationery from Bert and Edna Hayes. They changed the name to Hutton's Sporting Goods and Stationery. In 1971 they sold out to Roy Carter and, shortly after, Bert went to work for Art Johnson's Men's Wear in The Pas and remained there till he retired in 1979.

In 1974 Claire passed away and two years later Bert married Lorrie Newstead (nee Guymer). They live in retirement now at Clearwater Lake and have a winter home in Florida. Honora, Bert's mother, as of the time of this writing, is ninety-five of age, is in reasonably good health and with a good memory. She enjoys conversations on almost any topic as well as cards. She lives in Lion's Manor in Winnipeg.

Some of Bert's earliest memories of The Pas include the names of some of his friends of that time. Jackie Burton, Nathan and Harry Shklov, Riah Hughes and Marjorie Keddie. He also recalls being awakened by a siren on the morning of November 11th, 1918 announcing the signing of armistice after World War I, and being so frightened by the sound that he wouldn't get up till he had been assured that the noise did not come from some great monster. That same day, late in the afternoon, he was playing with Nathan and Harry outside of Shklov's store and on the corner of second St. and Edwards Ave. when they came around the corner onto Edwards and there, in front of the Opasquai Hotel, was a huge figure of the Kaiser mounted on a sleigh (it must have been at least twelve feet tall). This about scared the wits out of them and sure sent them scurrying home in a hurry. Later that night the figure was burned while hanging from a gallows in front of a huge crowd out to celebrate the end of four years of war.

Another story of that time was of the Spanish Influenza epidemic. Bert was boarding at Burt's and they, having the drug store, would have him deliver medicines to nearby homes. He would go to the front door and knock real hard and when he heard the door being opened he would drop the parcel on the step and run real hard away from there in order to avoid being infected by this flu bug which killed off so many people in 1918.

The Huttons have deep roots in The Pas as you have just read. Lorrie was born in The Pas and has spent most of her life here. Now, in retirement, they enjoy visits from their children and grandchildren (15 of them) as well as having many dear friends. They thank God for having been part of the story of The Pas.

Hutton

William, born Scotland 1869, died 1958. Married Honora Adam at Waterhen 1909. They had four boys. Robert Arthur (Bert) born Ile a la Crosse, Sask. 1911. Albert Leslie, born Ste Rose Du Lac, 1912, died

1941. William Alistair, born Red Earth 1915, died 1927. Edsel Raymond, born The Pas 1919. Died overseas 1942.

Bert Hutton married Claire Charbonneau of The Pas in 1939 and they had three children. Claude William, born Flin Flon 1941. Married Judith Adams of Toronto and they have three children. Claude is an optometrist in Saskatoon. Roberta Ann, born The Pas 1942. Married Robert Ruda of Carrot River, Sask. They have two boys. Robert is with the Bank of Nova Scotia and they live near Saskatoon. Tanis Jean, born Carrot River 1956. Married to Craig Asselstine and they have two boys. Craig is Park Warden at Birds Hill Park near Winnipeg.

Hutton, Lorrie (nee Guymer)

I was born in The Pas on December 29, 1917 at the Bagshaw residence. Mrs. Bagshaw was a mid-wife to many women who came to the Bagshaw home for confinement at child birth. According to my mother (Mrs. Violet Irene Guymer) if I had been a boy, my name would have been Lawrence, after my uncle who had passed away three days previously on December 26, 1917.

My early memories are very pleasant ones, of my birthday parties with sleigh rides drawn by our horses and coming home for homemade buns and hot chocolate. Even though mother was a widow and business woman she always had time for these special treats which means so much to children.

My sister Lily and I had a playhouse made from an old piano box and was the source of many happy hours of fun. We were never allowed to go up town during the summer holidays by ourselves especially during the depression years as there were too many people just walking the streets. Most of our time then, was spent in finding our own amusement at home.

When I was six years of age my mother took me with her to visit relatives in England. The rest of the family couldn't understand why I had been chosen to go, more than likely it was because being the youngest in a family of five, I could travel free on the train and half fare on the ship. It took nine days to cross the Atlantic Ocean and mother and Mrs. Kelsey both were sea sick most of the trip and I would come back with glowing reports of the food we had had for the meal — much to their disgust.

The Chautauqua coming to town was looked forward to with great excitement. One summer though I remember wanting to sleep out in a tent in the vacant lot at the back of our place on Bignell Ave. and 7th Street. The next morning one of my new shoes had disappeared — probably taken by a dog. Since they were just recently purchased, mother said she could

not afford another pair of shoes as well as a ticket to the Chautauqua so I would not be able to go that year. A kindly Christian gentleman hearing of this gave me a gift of a ticket. I will long remember this Christian act of kindness.

Early in the years at The Pas Lumber Co. a person earned 15 cents for piling up a large boxed wagon full of stove-length wood. My brother Wilfred and I often went down to the Mill on Saturdays to pile the wood. For some reason I got the 5 cents and he got the dime.

Mr. and Mrs. Tom Riddoch and daughter Betty (Mrs. Riddoch was formerly Grace Bagshaw) followed the steel on the Hudson Bay line and built stores to trade with the Indians or service the various people living in these areas. I spent each summer from 1932 to 1937 at these points with them. Some of the places where the Riddochs had stores were Mile 137 (Wabowden), Mile 349, Mile 412 (Herchmer) and Churchill. At first the Riddoch Store was across the Churchill River from the grain elevator but eventually it was moved to the townsite behind the Hudson Bay Store. In Churchill a lot of the trading was done with the Eskimo and matches were used to represent the dollar. These were exciting summers for me, as I enjoyed the North and especially Grace, Tom and Betty Riddoch.

All my schooling was taken in the red brick school in The Pas, and it was a deep disappointment to me when it was demolished. When a person sees buildings in England and Europe which are hundreds of years old still standing and the red brick school just over 50 years old — one wonders why it could not have been preserved. I can still remember my Grade I teacher, Miss Sutherland, and the perfume she wore. Fond memories I have of my Grade IV teacher, Gladys Hughes now Gladys Gamache, she often threatened to tell our mothers when Addie Wilson (Hilton) and I acted up. We shared a double desk in those days. I recall Miss Margaret Barbour instructing us in Latin, Miss B. Gamey teaching prose and poetry, Mr. G. Marcoux having little success in making us bilingual in 1 short year. Our Grade XII Graduation Class consisted of nine students — they were Charlie McBratney, Kathleen McKinney, Florence Robertson, Lily Guymer, Sheila Tate, Fred Beachkowski (Beach), Norman Venables, Bryan Young and Lorrie Guymer. The last three mentioned namely Norman, Bryan and I went from Grade I to Grade XII together.

After graduating I went to Churchill with the Riddochs again (by this time Tom had passed away) and stayed there until Christmas. During the 1930's people did not ask you where you were working but IF you were working and I was happy to be employed by the Manitoba Telephone System as an operator in

the spring of 1937. I started with a salary of \$56.00 a month but with the reduction of staff each year and eventually working most of the time on night duty from 10:00 p.m. to 8:00 a.m. six nights a week for \$46.00 a month decided to go to Winnipeg and take a Business Course at the Dominion Business College. I stayed at the home of Mr. and Mrs. J. G. Cowan who was at that time Assistant Deputy Minister of Mines and Resources. I did babysitting and light household duties in exchange for board and room.

My first position in Winnipeg was with the Canadian General Electric Co. It was while in Winnipeg during the war that I met Robert John Newstead who was a Radio Technician in the Air Force and we were married at his home in Toronto in June 1943. After Bob's Medical discharge from the Air Force we lived in Toronto where our three daughters were born, Barbara, Betty and Nancy. After eight years Bob had a recurrence of his Medical problem and while he was hospitalized, I returned to The Pas to care for my mother whom the Doctors had predicted had only a few months to live. She passed away in The Pas September 1955 and I stayed on in The Pas where I felt better about raising my children. Eventually Bob joined us in The Pas and I was again employed by the Manitoba Telephone System as an operator and later in the Commercial Dept. as a Service Representative, in 1958 when dial system was introduced in The Pas.

After a lengthy illness Bob passed away in 1970 and I remarried in March 1976 to Bert Hutton whom I had frequently heard about and knew of him since I was 14 years of age as he was employed at that time at Keddie and Fowlers Grocery Store where the family dealt. He has since mentioned that I always caused some annoyance running into the store just at 6 o'clock for a loaf of bread or some such item of food after they had cashed up for the day.

In January 1978, after 21 years, I retired from the Manitoba Telephone System to enjoy full time homemaking and spending time with our grandchildren. Between Bert and I we have 15 in all to date.

The following is a resume of my daughters (Newstead girls).

Barbara born 1945, the oldest daughter attended Prairie Bible Institute in Three Hills, Alberta for three years and is now married to a Classmate David Birtles. They live in Wainwright, Alta. on a farm and have three daughters.

Elizabeth (Betty) born 1948 took Commercial Art in Brandon and at time of writing is employed by Wardair in Winnipeg. She is married to Roy Lycar, a teacher in Westdale and they have three children (two boys and a girl).

Nancy born 1952 took the Stenography Course at

K.C.C. in The Pas. She is married to Elias Shewchuk and they have two boys. After living in Kelowna where her husband attended the Okanagan Bible School for two years, they now reside in the farming area of The Pas.

God has been good to us and we want to give him all the praise and the Glory.

Charles William Knock Illsley by C. W. K. Illsley

Charles William Knock Illsley, Born November 28, 1898 at Stowe Park, England. Father, Charles Walter Dawson Illsley; Mother, Emma Ann. Father was a signalman on the Great Eastern Railway. Mother was a language teacher, she could read, write and speak six different languages.

We later moved to a small village called Rings End where my sister, Emma (nicknamed Queenie) and I went to school.

We immigrated to Canada in April, 1912 and resided in Prince Albert, Saskatchewan. Father opened a grocery store there. He later became truant officer for the school division, as the odd old time resident around The Pas can testify too.

I finished my schooling in Prince Albert. Father passed away October, 1937 and Mother in August, 1946.

I started to work as a fireman on the C.N.R. in 1915. In July of that year I made my first trip to Le Pas with a worktrain made up of flatcars of steel, boxcars of ties and the work crew. We went about 17 miles up the Bay Line to leave the train. We spent the night in Le Pas and could hardly sleep for dogs howling. I swear there must have been a dog tied to every tree.

I enlisted in W.W. I in June, 1916 at Prince Albert. I took my basic training in Moose Jaw, Sask. in the 210 Battalion. I left for overseas in December 1916. I was transferred to the 5th Battalion in France in February, 1917; in March, 1917 I was transferred again, this time to the 50th Battalion.

I was wounded at Vimy Ringe, France and regained consciousness in a hospital in Peterbrough, England. It was just five miles from Rings End where I had grown up. I spent four months in hospital and one month of convalescence at Bramshatt Camp, then back to France and the front line again. I was slightly wounded at the Battle of Bourlon Wood, was out of the front line for three days only.

At the end of the war I spent seven months on guard duty at the River Rhine. I arrived home July, 1919. I joined the Great War Veterans Association in July 1919.

Things were not so good for a veteran after W.W. I, I was unable to get back on the C.N.R.

In November, 1919, a Prince Albert company

bought the sawmill here and sent a crew up here to do repair work. I came with this crew and have made my home here ever since.

Christmas Eve of that year, the company's boarding house burnt down and we had to move to Sam Kowalchuk's place. He had a confectionary store and boarding house were the Alouette Hotel is today.

I worked at the sawmill in the summer as a fireman and later an engineer. I trapped with Allen McDonald in the winter for the first four years. Our trapline was in the area of what is now Flin Flon.

I then went to the logging camp in the winter, on the steam log haulers. In 1927, I left the sawmill for a while and went diamond drilling at what is now Flin Flon.

In 1929, I then returned to the sawmill and logging camps till they shutdown in 1932, due to the depression. I married the former Emma Lafontaine and we had three sons: George, Winnipeg; William, who died in a fire in The Pas in 1954; Ronald, Edmonton.

I went to work for Boyle Brothers Diamond Drilling and drilled at Bruno Lake, Moak Lake, Snow Lake and at Lynn Lake.

We were drilling at Lynn Lake at the outbreak of W.W. II. They closed the operation down in June, 1940. The crew of six went directly to Winnipeg to join the army. One of the crew, Alec Swanson could not pass the physical because of his eye sight. They stuck three of us in the Royal Canadian Engineers. I don't remember where the other two went to. We did our basic training at Camp Borden, Ontario, left for overseas in October, 1940. Served one year in England as Sergeant in charge of a bomb disposal crew.

Served with the 8th Army at Gibraltar and in Africa. Joined the Division of Canadian Forces at Algiers for the invasion of Sicily along with the 8th Army, continued through Italy with the 8th Army. The Canadian Division was then moved out to Holland and continued on into Germany to war's end. I arrived back home September, 1945.

I went back to Boyle Brothers Diamond Drilling for the next two years. We drilled at Mystery Lake and Cook Lake where Thompson is today.

I then went to work with the Provincial Government in the mine recording branch and the jail as a guard.

My second wife, the former Emily Lowery (nee Larter of Swan River) had three daughters from her first marriage: Darlene, Green Lake, Sask.; Winnifred, The Pas; Carol, Chase, B.C. We had four daughters: Rosemary, Saskatoon; Joy, The Pas; Roberta, Nipawin; Heather, Winnipegosis; and two sons: Charles, Jr. and John, both of The Pas.

There are 25 grandchildren and 5 great grand-

children. All 12 of our children grew up and got their education in The Pas.

I have been a member of the Royal Canadian Legion since I first joined the Great War Veterans Association in July, 1919. In 1966 I was made a Life Member. In July, 1982 I will have 63 years of active service. My wife is a very active member of the Ladies Auxiliary, she has 25 years as a member. All

surviving children are members of either the Legion Branch or the Ladies Auxiliary.

Some of my early memories of The Pas and area: The telephone was only in service from 8:00 a.m. to 8:00 p.m., their office was in the old Hydro Plant on Edwards Avenue across from Christ Church. The post office was in part of Fisher's Drugstore on the corner of Edwards and Second Street. The fire hose reel was housed in half of Fishman's store and the fire alarm bell stood on a trestle at the back of the store.

Devon Park was an island. Dances were held on the second floor of the community building. There was a wireless station about two miles north of the Bay Line.

The law enforcement consisted of Town Policeman Mr. Flemming; Sergeant Grennan; Manitoba Provincial Policeman George Coghill; Harold Wells, George Jones and Magistrate Frank Wales.

The local newspaper was owned and operated by Harry Munro.

The Mayor B. M. Stitt; Indian Agent, J. W. Waddy; the undertaker, Mrs. Guymer.

Mr. Hemings the owner of the Lyric Theatre which was on Fischer Avener where the pool hall is today.

Mr. Commodore with the honey wagon.

Mr. Landry with the water and ice wagon.

Mr. Hazelwood who was in charge of construction on the Hudson Bay Railway.

Mr. Harry Tipping and Mr. Irish Rivalin with the dray service.

I have watched many changes take place in my 63 years as a resident of The Pas. The growth of the town from a shack town to a very modern town and the reclaimed farming land in the surrounding area are two of the most outstanding changes in this area, in my belief.

Ingram

George and Elizabeth Ingram — both born in Scotland. George on July 16, 1889 and Elizabeth on December 6, 1890.

George came to Canada prior to the First World War but when war broke out he joined the 19th Battery, C.F.A. and served in France. Following his discharge (overseas), he married Elizabeth McIntyre. They came back to Canada in 1919.

Occupations: George had worked on farms in Canada and following his discharge from the army, he joined the Provincial Police. Elizabeth had run a small grocery store in Glasgow, Scotland.

They lived in Winnipeg, Birtle and Minnedosa in Manitoba and then Weyburn, Saskatchewan, before moving to The Pas.

They had three daughters:

Tina (April 8, 1920) in Winnipeg.

Kathleen (November 30, 1923) in Minnedosa.

Betty (March 20, 1928) in Weyburn.

George and Elizabeth moved to The Pas in February 1929.

George was a Constable and later Chief of Police for the Town of The Pas.

Elizabeth died January 15, 1965 and George on January 12, 1978.

Schooling:

Tina — took all her schooling at T.P.C.I. — took nurses' training at St. Anthony's Hospital, The Pas.

Kathleen — took all her schooling at T.P.C.I. — began nurses' training at St. Anthony's but due to ill health was forced to quit.

Betty — took all her schooling at T.P.C.I.

Occupations:

Tina — worked in Lampman, Sask. Hospital — worked in Dr. Brandt's office in The Pas — continued her nursing career in Ontario — retired Spring '81.

Kathleen — worked in the telephone office in The Pas — worked in the Royal Bank in The Pas — in later years when her family was grown, she worked in the post office in Churchill and then in New Westminster.

Betty — worked in the Town Office in The Pas — began work for the Prov. of Manitoba 1965.

Mrs. Ingram belonged to the Women's Institute in the early days. She was also active in the Westminster United Church, the Red Cross and during the war she collected for the " 25ϕ -A-Month-Club", an organization that sent cigarettes to the local boys overseas. Mr. Ingram was a Life Member of the Royal Canadian Legion and Mrs. Ingram, a Life Member of the Ladies Auxilliary of the Royal Canadian Legion.

Marriages:

Tina — December 25, 1943 — The Pas to Al Joynes, (with the R.A.F.).

Kathleen — December 30, 1947 — Flin Flon to Rollie Langlois, The Pas.

Betty — May 22, 1948 — Flin Flon to Bob Madill, The Pas.

Residences after marriage:

Tina moved to England following the Second World War, returned to live at the Clearwater Lake

Airport, later moved to Barwick, Ont., now resides in Fort Frances, Ontario.

Kathleen — lived in The Pas, moved to Churchill in 1950, Rollie was transferred to Vancouver, B.C., now retired and live in New Westminster.

Betty — still lives in the Pas.

Children's Names:

Tina — had 3 children (all born in The Pas); Donna (November 19, 1944), Jim (October 18, 1948) and Diane (September 6, 1950).

Kathleen — 5 children (1 born in The Pas and 4 in Churchill); Margaret (January 1, 1950) — the New Year Baby that year, George (August 21, 1951), Kathy (February 4, 1954), Rollie (February 22, 1955), Marion (October 20, 1956).

Betty — had 2 daughters, both born in The Pas; Judy (August 4, 1949) and Shirley (April 7, 1952). **Interesting Facts:**

In the early days the police force also served as fire fighters. In June 1941, when fire destroyed Wood Vallance Hardware and Keddie & Fowler's grocery store (On Fischer Avenue where the King Koin Lauderette and Jack P. Johnson Agencies Ltd., now stand), George was shot through the arm by an exploding bullet in the hardware store warehouse.

During the Second World War, Kathleen served as secretary of the Blood Donors Clinic — which were held every week in The Pas.

Children Info:

Betty's daughters grew up in the Pas.

Judy attended M.B.C.I. and then worked in the Royal Bank in The Pas. She married Don Parkinson on January 31, 1970. They have two daughters both born in The Pas — Jennifer (May 15, 1973) and Dayna (December 12, 1975).

Shirley attended M.B.C.I., worked at Lambair Ltd., in The Pas. She married Don Murphy on October 12, 1972 — they have lived in Ottawa, Neepawa and now Winnipeg. They have two sons — Scott (June 25, 1974) and Paul (February 20, 1979).

Jackson, William J. R. C. Jackson

William J. Jackson arrived in The Pas in the fall of 1910 and was the first CNR Section Foreman there. While thus employed he was also Extra Gang Foreman completing construction of the railway from Hudson Bay Junction, Saskatchewan, to The Pas. During this time a Mr. Olgivie was acting as Relief Foreman at The Pas. He continued in this capacity until his retirement in 1932 when he moved to White Fox, Saskatchewan, where he died in April of 1941.

The family arrived in The Pas from Tenby, Manitoba, in September, 1911. His wife was Elizabeth; sons were William, Robert, Thomas and Leonard;

daughters were Jane, Hannah, Margaret and Irene. A son, Albert, was born in The Pas. There were also two older children, John of Detroit, Michigan and Ellen (Mrs. Robert Henry) of Riding Mountain, Manitoba.

Three of the family survived: Mrs. Hannah Backstrom of Kinistino, Saskatchewan, Robert of Sherwood Park, Alta., and Leonard at Fenelon Falls, Ontario.

When moving to The Pas, they bought eleven cows and one horse. Some of the cows were later sold and became part of the first Frechette's Dairy. The horse was sold to the Indian Department.

Robert worked for the CNR in The Pas from October, 1913, when he started as a Telegraph Messenger, later in different positions in the Freight Dept. until his retirement as Senior Clerk in 1967. He moved to Alberta in September, 1976.

In September, 1924, he married May Morrish and they had five children: Ruth, Isabel, Robert, Morris (Bud) and Marjorie.

Ruth worked about three years in The Pas Post Office while Mr. R. H. Bagshaw was Postmaster also with Mr. Fred Duke. She also worked two years at the National Fruit Co. She was married to Ruben C. Maxwell and now lives in Timmins, Ontario.

Isabel graduated as a Registered Nurse at the Winnipeg General Hospital in 1948 and was Matron of the hospital in Sherridon about three years. She is married to Carl Pangrass of Sherridon and now resides in Edmonton, Alberta.

Robert, Jr. worked at the National Fruit Company for about eight years. He married Ann Koshel. They are now owners of Bob's Grocery and the A & B Grocery Mart in The Pas.

Morris was in the Canadian Navy for six years. He married Lenore McClelland of Flin Flon. He is now with the Hudson Bay Mining & Smelting Company in Flin Flon, Manitoba.

Marjorie graduated as a Registered Nurse at the University of Alberta Hospital, Edmonton, in 1959, and served there in various positions. She married Leo Zelent of Edmonton and now lives in an acreage near Sherwood Park, Alberta.

R. C. Jackson c/o Leo Zelent R.R.2 Sherwood Park, Alta. T8A 3K2

Jaeger, Jonathan Edward

Jonathan Edward Jaeger was born at Voligria, Russia on September 23, 1893.

He arrived in Canada in 1894 with his mother. His father was Edward Christopher Jaeger who had preceded his wife to Canada and had filed on a homestead. Later he sold the homestead to buy a house and went to work for the C.N.R. in Edmonton. Moving to Winnipeg later, work was very hard to find, he cut fire wood with a swede saw for one dollar a cord. The family then moved to Morden, Manitoba.

John's mother Amelia, maiden name was Konig, helped the family income by washing linen for the hospital for \$1.00 per day. Times were very hard and the family moved to a homestead in Fenwood district near Yorkton, Saskatchewan.

Jonathan was the oldest of his family, there were eight in all that lived in Canada, Pauline, deceased, David of North Battleford, Saskatchewan, Martha, deceased, Henry in B.C., Ida, deceased, John Albert and Bertha of Calgary, Alberta.

It was here that John started his education. It was a time when able bodied boys were taken out of school every spring and fall to work on the farm, in fact their schooling suffered greatly because their help was required on the farm.

At that time agriculture was in its infancy, there would be only one threshing outfit in a district. Each farmer would put his grain sheaves up in double row stacks so that the threshing machine could drive in between them and be fed from both sides. Sometimes the machine did not get around to a farm until after the snow came and it was a tremendous job to keep the machinery going in the sub zero weather. There was also a tie up on weekends as there was a law which imposed a fine for working on Sunday. So a family that held Saturday as their sacred day, lost two days on the weekend. This law was not in effect very long. There were labor problems, which eventually led to mechanization of farming operations.

John worked at various types of work in different locations, including blacksmithing and a period at the Buda Motor Company Plant at Harvey, Illinois. He arrived in The Pas in 1927 and worked for two years on fire patrol for the C.N.R., the old steam engines belched sparks out their chimneys and sometimes started bush fires. He did some mechanical work on the rail motor cars used by section men and construction crews, called "jiggers". This work took him up the "Bay Line" to Wabowden and points north.

In 1929 John married Lenora Kunz. At that time John and Lenora settled on a river lot 50 & 52, west of The Pas in the Carrot River Valley, his brother William settled on lot 54, these locations were approximately fifteen miles west of town. Still living on the banks of the Carrot River where they originally settled they have seen many changes. Mrs. Jaeger is very active in the greenhouse and gardens that they have.

In the early days the soil was difficult to cultivate in this area because of a great depth of moss or peat. Laying to a depth of two to three feet, when it was ploughed with a breaking plough the furrows that were turned over were so tough and spongy that an ordinary disc would not cut them, most of the peat had to be burned off before it could be worked up with the clay soil beneath in order to induce growth.

A school, the Carrot Valley School was built on "lot 52", on three acres of land that was donated for that use, by the Jaegers. A building committee was formed to supervise the construction. Carpenters Vic Amery and John Johnson were hired to work with volunteer labor to erect the building. John Jaeger had a saw mill at that time and supplied the 13,000 feet of lumber for the building. A Mr. Moffat was superintendent of rural schools for the district at that time. Bob Harvey, from the forestry department and Barney Campbell had to go to Winnipeg to see a Mr. Schultz of the department of education to obtain payment for the lumber on Mr. Jaegers behalf. Scott Bateman was school superintendent for the district later.

Entertainment consisted of concerts and dances in the schoolhouse and a trip to town about twice a year for the ladies.

The flood of 1948 caused havoc in the district but did not reach their house. Feed hay and grass was covered by a slime from the river residue and the cattle survived by eating the leaves, buds and small twigs and bark off the maple trees which John cut down so the cattle could get at the foliage. He said they actually seemed to relish the bark, only the maple trees seemed to appeal to them. Records indicate that the first flood of the area occurred in 1902. The whole area had previously been occupied by a community of French people including the Saskeram.

There were four children in Jonathan's family:

James, of Prince George, B.C., Mona Nickle of Wabowden, Lorrie Hiat of The Pas, Jonathan Edward in Regina, Saskatchewan.

There are ten grandchildren and four great grandchildren.

Jaeger, Lenora

Lenora Jaeger was born Lenora Kunz on December 22, 1910 at Rhame, North Dakota, U.S.A.

Her father was Phillip Kunz born near the Volga River in Russia.

Mother was Carolina Wacher, she was also Russian by birth.

Phillip and Carolina moved to Canada in 1913 and farmed near an inland post office named Moldewood.

There were four children in their family Lenora, Clara, James and Benjamin.

Mr. and Mrs. John Emil Johanson and Family

Father was born in Sweden near a small village called Starkesmark Nannasby in 1908.

He came to Canada to homestead with an uncle in the Theodore area northeast of Yorkton, Saskatchewan. He was nineteen years of age and having grown up in the mountains and forests of northern Sweden did not find the flat open country much to his liking.

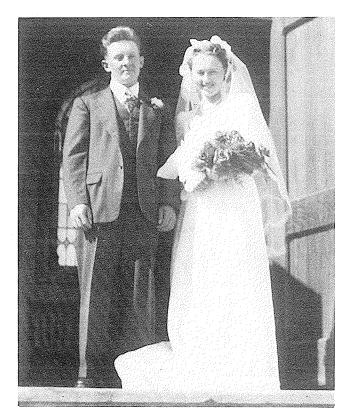
Homesteading was tough and money scarce. In order to augment their income he and his uncle went north to Green Bush in the Hudson Bay junction area for several winters, returning to the homestead in the spring.



Emil and Beatrice (Beresford) Johanson — married The Pas 1918.



L-R: Phyllis, Edwin, Donald Johanson.



Edwin and Phyllis (Zakrison) Johanson.

There was a lot of activity in the Hudson Bay junction area. The Hudson's Bay Railway was under construction and had reached The Pas, but had not yet crossed the Saskatchewan River.

In coming out of the bush in the spring of 1912 he and a cousin decided to see The Pas before returning to the homestead. The Pas at that time was bustling with development. It was at the end of the steel which would eventually reach Hudson's Bay and an inland sea port. The bridge was under construction and the town was booming. It was to be a second Chicago.

He and his cousin decided to stay and work. They felt more at home in the bush. They worked on several local buildings, one still standing today is now the Gateway Hotel. Eventually father's work involved him with the town of The Pas. The water and filter plant was constructed and sewer and water system put in. The town developed its own diesel electrical generating plant as well as their telephones and fire fighting system. Father was involved in all these municipal developments.



Johanson Family — L-R: Edwin, Dorothy, John Martin (Bud), Thelma (Walder), Aileen (young), Mother Beatrice, Father Emil.

The great war of 1914-18 came along. The Railway Bridge had crossed the river and end of steel had only reached a few miles north. All were shut down because of the war. The Finger Lumber Mill had been built on the south side of the river instead of the north as originally planned because of the delay in the bridge crossing the river.

Mother and father met in The Pas during the war first and were married in the Anglican Church by Rev. Frazer.

Mother was born in Stoke on Trent Staffordshire, England and had come to Canada to work for a mining engineer in the development of what is now Hudson Bay Mining & Smelting of Flin Flon. Her stories of travel by canoe in summer and dogs in winter from The Pas to Mandy mine were always exciting.

Mother and father bought a small house close to the river in Fingerville which is now 33 Head Avenue, where our family of two boys and three girls grew up all receiving their early education and training in The Pas.



Flood 1948 Johanson's house centre — 33 Head Ave. Far Right Roy Johnson's house.

Father retired at age 72 in good health having worked for the town of The Pas for 47 years. He passed away in July, 1974 and is buried at Lakeside cemetery as is mother who died in Feb. of 1978.

Except for myself and brother John Martin (Bud) the girls have all left The Pas. Mrs. Thelma Walker resides in Windsor, Ontario. Mrs. Dorothy Lee Gullienx in Kelowna, B.C. and Aileen Young in Penticton, B.C.

Both mother and father took their religion seriously and their lives were an example. Life revolved around the family, church and community



L-R: Ed. Johanson, Bert Johnson, Charlie Illsley.



John (Bud), Beatrice and Emil Johanson July, 1963.

and-school. Earning a living and raising a family were also very important, all these things took up most of the time.

The community was made up of many nationalities and there was respect and family helpfulness among all regardless of color creed or religion. When I look back and see where, how and what they had to start with and what they were able to accomplish in their life time, I can't help but feel a deep sense of appreciation.

Mr. and Mrs. Andrew Johnson

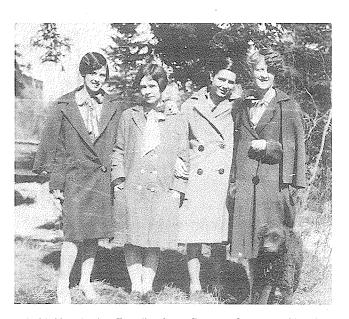
Andrew Johnson was born in Branneby, near Kville in Sweden on August 13, 1876 and emigrated to Duluth, Minnesota in 1898. He later moved to Canada in 1900, working for Red Deer Lumber Company at Barrows, Manitoba. He met Hilda Ingara Johnson in Hudson Bay Junction in 1909. Hilda was

born in Baustad, Dommes, Helgaland, Norway, on April 22nd, 1883. Andrew worked as a Millwright and Carpenter and moved to The Pas in 1910, where he was employed during the summer in building the Finger Lumber Company. In 1911 the family moved to The Pas where he worked for the Finger Lumber Company (it later became The Pas Lumber Company). There were four children born to them, Arthur was born in Barrows, and Ruth, Reinhold (Rick), and Jack were born in The Pas.

Andrew took an interest in Town affairs and was a member of the School Board in 1912, and during the time he was a member, the Red Brick School was built in 1916. Their four children attended the Red Brick School during their early years. He was also a member of the Oddfellows Lodge. Andrew passed away July, 1958.

Hilda was busy with her home and family. She found time to belong to the Rebecca Lodge, of which she became the Noble Grand. She was also a keen bridge player and a faithful church worker. When The Pas Lumber Company Boarding House closed down, her family at that time were pretty well grown up. She helped out by having as many as 20 men at one time eating at her home. She loved to work, was a very good cook, and really enjoyed cooking for a crowd. Hilda passed away in June, 1948.

As the family grew up, they all took employment in town. Arthur began working for Fishman's Men's Wear in July of 1926 and married Ceone McKenzie in 1934. There were two children in their family. Arthur joined the Royal Canadian Navy in 1944 as a Supply Assistant and spent over two years in the service. While he was overseas and on the "Ontario", that ship was commissioned. Most of his time was spent



Ivale McKenzie, Ivy Rundle, Anna Burton, Geone McKenzie.

in Halifax, Ireland and Scotland. On his return in 1946, he rejoined Fishman's Men's Wear until in 1952 he and his family moved to Red Deer, Alberta, then on to Innisfail, Alberta. He returned to The Pas in 1959 to open his own Men's Wear Store.

Ruth, a Stenographer, worked for Mr. Frank Bickle, then for Western Grocers. She married Robert J. McKay, a printer in the local newspaper office at The Pas and resided here, later moving to Saskatoon where they made their permanent home. They had two children. After being widowed, Ruth apprenticed in the printing trade to become a Computer Typewriter Operator, working for a Saskatchewan farm newspaper, the Western Producer, at Saskatoon. Over the years Ruth has become vitally concerned and involved in the welfare and a better way of life for the mentally handicapped.

Rick began working for Fishman's Men's Wear, and then on to Sherridon where he spent some time before joining the Royal Canadian Air Force in 1941. He spent 24 years in the service. He was a pilot and was stationed in England, West Africa, and across Canada during Peacetime. He married Allene Isabel Goedike, of Toronto, in Flint, Michigan. Allene was a Nursing Sister in the Air Force. There were three children in that family. On his return from the service, Rick settled in The Pas and took employment with the Indian Affairs Department, and has since retired and continues to make his home in The Pas.

For a short time after Jack got out of school, he worked for the Canadian National Railway. He joined the Royal Canadian Navy, as a Stoker, when he was seventeen. Most of his time in the Navy was spent on Motor Torpedo Boats. He was in the service for three years. Jack returned to The Pas and went into the Insurance business, later adding to that Real Estate and a Travel Agency. He married Blanche Soura, of Bowsman, Manitoba, in December, 1951, and there were two children in that family.

Johnson, Verna Blanche

Blanche was born Blanche Saura on May 21, 1922 at Bowsman, Manitoba. Her father was Irven John Saura, born in Harrisville, Michigan. He was a barber by trade and later began farming. Her mother was born Ellen Morgan Walker at Trowbridge, Ontario. The Saura family resided in Bowsman, farmed in the Lavender District and later lived in Swan River. There were three children in the family besides Blanche; Wilfred C. Saura, Leta M. and Vera M. Saura. Irvin Saura died in 1958 on December 21st, Ellen Saura passed away on March 20, 1967.

Blanche grew up in the Bowsman area, attended school in the Lavender School District and completed her education at Bowsman High School. Having moved to The Pas in 1944, she worked for Keddie and Fawlers Store. On December 6, 1951 she married Jack P. Johnson and has remained a resident of The Pas since that time. Jack and Blanche have a son John Brian and a daughter Brenda Lynn Johnson.

Blanche has been an active member in curling, golf and bowling clubs in the town.

Home Coming '82

In the month of July, in the year '82,
We are having a Home Coming for all of you.
Notices will be sent out far and near,
And we sure hope that you will be here!
So pack up your car, tent trailer and all,
And head north to The Pas. You will have a ball.
Where the sun always shines and the road never ends,

You will meet old school pals, neighbors and friends.

When you meet up with Joe, Sally or John; Please don't ask "Where has all your hair gone?" And if they are carrying a little extra round the middle,

It's alright as long as they feel fine and fit as a fiddle.

Where the days are long and the nights will be too, And no one gets to bed till well after two. With chatting and dancing and plenty of laughter, You will have the rest of the summer to rest up after.

Blanche Johnson

The David N. Winton

As my mind wanders back o'er the years of the past,

I think of the David N. rounding the bend at last. That is one fond memory we old timers hold dear, As up the river the old paddle wheel came near.

Whenever the bridge, to the men, came in sight, You would hear the toot of the whistle, be it day or night.

At the bank of the river people gathered in number, As these were the logs for "The Pas Lumber".

Too bad, when its use served us no more, It was left for its last days to sink by the shore. But we have fond memories of the David N. Winton,

If nothing more, than this poem to be written.

Blanche Johnson

Johnson, Jack H.

Jack Johnson, son of Polly and the late Hiram Johnson, resides at Clearwater Lake on the Original

Johnson property where Jack provides company and security for his mother.

Jack's wife Mae, nee Short, was born in Newcastle, England. Mae and Jack have three sons Harold, John and Patrick.

The Johnsons produce beautifully finished items from California Redwood, such as tables, clocks and numerous other very decorative pieces. Their handicraft is displayed in many local establishments, and are in demand far and wide.

Johnson, Hiram

Hiram Johnson was born near Ottawa in the vicinity of the Rideau Canal, where his father Thomas Johnson farmed.

Hiram married Polly Fawcett in Winnipeg in 1908, they moved to The Pas in 1910. Eight children blessed this marriage. The three surviving are, Rita McKinley of Winnipeg, Mona Minis of Bakers Narrows and Jack H. Johnson of Clearwater Lake, MB.

Hiram Johnson was an enterprising, energetic adventurous person, willing to speculate on the fortunes of business and had a firm belief in the future of the North. One of his first projects was to construct the "Opasquia Hotel" now named the Gateway. Unable to obtain financial backing locally for this project, he travelled to Prince Albert, Sask. and without any funds or collateral, he obtained the necessary building materials from Bells Lumber Co. of that city. The original part of that hotel is still in use at the time of this writing, 1982.

Mr. Johnson became involved in transportation in the North. Freighting with what was called "Cat Swings", that consisted of crawler tractors hauling trains of huge sleighs loaded with merchandise for outposts where roads did not exist, and also carrying their own fuel supply, bunk cabins and cookhouse. These trains made their own roads over frozen lakes and muskegs and the rocky pre-cambrian shield. Meals had to be prepared as the train rolled and pitched over the rough terrain. Polly and her daughters made many miles, keeping food available for the crew in the cold winter weather. It was a hard precarious life. Hi Johnson was an ambitious man and had many unique experiences that were unusual even in a land and era that was exceptionally rough to say the least. He played an important role in the development of the North. Mr. Johnson passed away in The Pas in 1975. Polly Johnson was born at Rat Portage, now Kenora, Ontario, daughter of Mr. and Mrs. Charlie Fawcett. They came from Nottingham England where the family was engaged in the fancy lace manufacturing business. In the early 1800's they moved to Fort Frances, Ont.

In 1929 Polly and Hi, with two of their children,

travelled by canoe from The Pas to Gods Lake, a distance of 750 miles by the water route. Starting on June 23rd, the trip was completed in August, a very hard experience at that time of the year.

Mrs. Johnson resides in her cottage on Clearwater Lake where she and her husband built many years ago. Nearby Jack and his wife Mae have their home. Polly is in her nineties and has excellent memories of the early days in the North. She enjoys company and is an excellent conversationalist.

Johnson, Jack P.

Jack was born February 23, 1925 at 136 Paul Avenue, The Pas, Manitoba.

His father was Andrew Johnson, who was born in Sweden, August 13, 1876.

His mother was Hilda Ingara born in Norway, April 22, 1883.

Andrew Johnson was a millwright and carpenter and worked at Barrows before moving to The Pas in 1910. Jack's mother assisted the family income by running a boarding house. There were three other children in the family besides Jack, Arthur, Ruth, Reinhold (Rick).

Jack's mother passed away in 1948 and his father died in 1958.

Jack attended school in The Pas from 1931 to 1942. In 1943 he joined the Navy in Saskatoon and sailed on torpedo boats and served overseas, and took part in the "D" Day operation. After the war he took additional education in Brandon.

Jack's first employment was with the C.N.R. after which he started an insurance business and brokerage, later expanding into a travel agency as well.

Jack married Verna Blanche Soura of Bowsman in The Pas by the Rev. A. Harvey December 6, 1951. They have enjoyed life in The Pas since that time. We occupied a dwelling in "The Herald Block" 214 Fischer Ave., then 705 Taylor Ave., and at present 269 First Street East.

Jack and Blanche have two children, John Brian and Brenda Lynn.

Jack's activities in community life included membership in the Masonic Lodge and Shrine, Elks and Legion since 1946, Rotary 1951. Director on the Hospital Board, Member of Westminster United Church, thirty year member in The Pas "A-A" Group. He was also active in the Curling Club and Golf Club and for ten years a director or chairman of the Kelsey School Board. During his time on the school board the town population practically doubled and school attendance increased accordingly. Being chairman for part of the expansion period Jack was

involved in the Margaret Barbour Collegiate addition, including the Winton indoor swimming pool, being the first school division in Manitoba to have an indoor pool. Additions were made to Opasquia and Kelsey Elementary schools and Mary Duncan school was rebuilt after it had been destroyed by fire in November 1970. The Junior High School was built and the school board had the honor of naming it after Scott Bateman who had been a principal here when Jack went to school, he had a great impact on many students and he was a great influence in Jack's life. Bateman was a great assistance to the school board in its negotiating with the powers that be in Winnipeg.

The town of The Pas was honored by the visit of Queen Elizabeth, Prince Philip and Princess Anne in July 1970.

Jack and Blanche had the honor of being host and hostess while they were here in The Pas and it was very exciting and enjoyable for them.

Jack has been a member of Rotary for thirty years and enjoyed it, this organization has done many things for the betterment of our community and Jack has been happy to have been a part of it.

Joyal, Joseph Romain

Joseph was born in Lorette, Manitoba on December 4th, 1883 to Jean Baptiste Joyal and Julienne Millette. He was one of a family of eleven boys and two girls.

Shortly after Joseph's birth the Joyal family moved to St. Boniface, Manitoba. His Father Jean Baptiste was on the police force and later employed for three years as provincial constable. Also was in the insurance business and served as councillor for the city of St. Boniface.



Mr. and Mrs. Joe Joyal.

On May 5th, 1908, Joseph married Helene Paul. Helene was one of eight girls and one boy. Her parents Felix Paul and Phylomene Cournoyer made their home at St. Jean Baptiste (presently St. Jean). She was born there on April 8th, 1886.

Joseph, prior to taking up the barbering profession was employed as a bricklayer. He barbered in Winnipeg for a few years before moving with his wife and daughter Antoinette to The Pas, in 1912.

Besides Antoinette (Mrs. Gustave Lauze) they raised a family of two girls; Irene (Mrs. Clem Boyer), Jeanne (Mrs. Fred Langner) and three boys Claude, John and Fernand. Joe (as he was known) barbered in The Pas until retirement at age 75. He owned and operated a pool hall and barber shop in partnership with Harvey LeBlanc. Later after the hall had burnt down, opened up his own shop between McDonalds Tobacco Store and Sam Sklov's General Store.

On April 12, 1916 Joe's brother Alfred came to The Pas to work as a Pharmacist at the Gateway Drugs, for Dr. Sinclair. His wife and two children joined him in July of that year. However, Alfred's stay in The Pas was short lived due to the Flu epidemic. After a very short illness he passed away and is buried in the Lakeside Cemetery.

Joe was a life member of the B.P.O. Elks and the Knights of Columbus. He passed away in The Pas on April 29, 1966. His wife thirteen years later on January 12, 1979.

The D. E. Kennedy Family

Daniel Edward Kennedy was born in 1890 in Chapeau, Quebec, a country village on Allumette Island in the Ottawa river opposite Pembroke, Ontario. Allumette Island was the most westerly point which Samuel de Champlain, the father of New France reached in his explorations of the new land. Of highland Scottish ancestry, the Kennedy family had first settled in Glengarry county in Ontario but moved with a number of other families to Allumette Island in 1840.

There were ten children in the Kennedy family and all but one lived to old age. Two of them Ed and his brother, Alan came West after working for several years in logging and lumbering in Northern Ontario. They came out first on the harvest excursions and worked on threshing crews in Alberta, returning East for work in the winter. They had, however, staked homesteads near Provost, Alberta and intended eventually to become farmers. In the fall of 1912, they learned of the possibilities of work at Prince Albert, Sask. in a large operation of the Winton brothers of Minneapolis, Minnesota.

Both Ed and Alan were hired on as foremen and began a lifelong association with the Wintons and

their logging operations. They were hired by Jim McDonald, the logging superintendent of the Prince Albert Lumber Co.

In Prince Albert, Ed Kennedy met Mable McDonald. She also belonged to a family of ten children of highland Scottish ancestry and came from Melford in Cape Breton Nova Scotia. She spoke Gaelic and all her life retained her love of Scottish music and her skill in Scottish cooking and baking. Mabel was the sister of Jim and Jack McDonald and it was through them that she met her future husband. It was from the home of Jim and Lily McDonald that Mabel McDonald was married to Ed Kennedy at Sacred Heart Cathedral, Prince Albert in 1916.

After a disastrous forest fire largely wiped out the timber leases in the Prince Albert area, the Wintons moved to The Pas where they bought out the Finger Lumber Company.

Ed and Mabel Kennedy came to The Pas in 1920. For a few months they lived in the old Herald block while they waited for their new home on First street to be finished. While they lived in three homes in The Pas over the next forty-three years, all of them were on First street where most of the families of employees of The Pas Lumber Co. lived.

In 1930 Ed Kennedy succeeded his brother-inlaw, Jim McDonald as logging superintendent, a position he held until his retirement in 1958. During those years the logging operations became highly mechanized and the logging camps were greatly improved as living places for the men who lived in them. In his final years with the company, Ed Kennedy was also involved in assessing new years of operation in British Columbia to replace the timber leases in Saskatchewan and Manitoba which had provided the logs for the big mill on the Saskatchewan river in The Pas.

On his retirement, Ed Kennedy began working with his son, Jack in the Gulf Oil bulk dealership. He died unexpectedly on Nov. 30, 1964 in Winnipeg. On his gravestone in the Catholic cemetery in The Pas, his family have placed this inscription: A man for all seasons; Brave father, warm friend.

Mable Kennedy had died eleven years earlier leaving a great gap in her husband's life. She had been active in the community; a director of the Women's Institute in The Pas; a charter member of the Catholic Women's League and active in all the endeavours of her parish of the Cathedral of Our Lady of the Sacred Heart.

Ed and Mabel Kennedy had four children: Janet, Kenneth, Edward and John Vincent. Janet now lives in Winnipeg where she is the Director of Public Health Nursing for the Province of Manitoba. Kenneth lived all his life in The Pas and died on Feb. 26, 1979. Edward, a Roman Catholic Priest in the Redemptorist order spent some years in Eastern Canada. He was for thirteen years the Director of the Catholic Information Centre in Edmonton and for six years an alderman on Edmonton city council. He is now pastor of St. Joseph's Church in Grande Prairie. Jack Kennedy has been in business for many years in The Pas. He served as a member and chairman of the Public School board during the years of expansion in The Pas. He also served on town council and was Mayor of The Pas for three years. In 1958 he married Caroline Shemanski of The Pas, a teacher in The Pas schools. They have six children: Edward studying law at Osgoode Hall in Toronto; Gerard at the University of Alberta in Edmonton; Joan at the University of Manitoba and Donald at the University of Winnipeg; Maureen and Susan in The Pas. For many years Jack and Caroline Kennedy have lived in their original home built by Herman Finger in 1912 as a residence for his family and later occupied by managers of The Pas Lumber company until its closing.

Keddie, Eric T. Em. T. Keddie

I was born in England in 1894. We were a family of nine boys and two girls.

In 1904 we embarked on the S.S. Sardinian from Glasgow to Montreal; where we boarded the train for Winnipeg. Our journey continued on to Lake Winnipegosis crossing the lake on the North West Fish Co. boat to High Portage; and, from that place we loaded our baggage on to a wagon to take us to Cedar Lake. The S.S. (cannot remember name) belonging to Capt. Ross was available to take us on to Cumberland House.

We lived at Cumberland with my Mother's uncle, W. D. T. Jones and, at once, had to greatly increase



Mr. and Mrs. Keddie, Mr. and Mrs. C. S. Dickens.

the size of his house. At this time Uncle Will was fur trading in opposition to the Hudson's Bay Company. He bought furs in Cumberland and took them to Prince Albert by a long and arduous canoe trip.

The following spring my youngest brother, (Billy). W. E. was born. I mention this as Billy was the first white child born at Cumberland.

I went to work for my uncle Charlie Jones when I was only twelve years of age. He operated a store at Sifton, Manitoba, going from Cumberland to The Pas by canoe and on to the Hudson Bay Junction by hand-car. This hand-car carried the mail from the Junction to The Pas; and from the 'Junction' I took the train to Sifton.

At sixteen years I got a job on a survey party working on a line between Manitoba and Saskatchewan. Mr. E. W. Robinson was the surveyor-incharge. We foot-slogged on the survey line and staked points on what was to be, in a few years time, the beginning of Flin Flon. We set out on this one trip on the twenty-fourth of May and got back to Cumberland on the twenty-seventh of October.

The Northern wilderness country we travelled through is what is known as the permafrost territory. Apart from the odd partridge and a few fish, no other kinds of food were available. I recall so vividly it was a case of pack, pack, pack and on that trip we came close to starvation. We had caches of food hidden for the return trip but such had been eaten by bears or wolverines and, in consequence, it was a long and hungry way home. During that five months on the survey line we never saw another living soul. One lake, near Flin Flon was named 'Lake Douglas' after my brother, who was one of the team on that working party.

In early spring of 1916 I went with my brother, Victor and my Uncle Will to enlist. Victor and I joined the 43rd Battallion, Cameron Highlanders. My uncle was too old for active service but was appointed interpreter at a prisoner war camp. I went overseas and to France with my batallion in 1917.

Victor, who was too young for active service in 1917 joined me in the trenches of 'Flander Fields' in 1918 and was killed-in-action the very first night. We greatly prise the 'Memorial medal' received from the War office, London, in due recognition of my brother's sacrifice. I was never happier than to march alongside my fellow-soldiers into the town of Mons, France, on Armistice day, 11th November 1918.

Following my service for my King and Canada I got back to The Pas in March 1919 and was lucky to get a ride to Cumberland with Norbert Shaboyer.

After a most happy and unforgettable reunion with family and friends; I was offered a job as fireranger. I took the job and employed William Fos-

seneuve as we were to cover the territory between Manitoba and Saskatchewan boundary lines.

As I had been badly 'gassed' in the battle zones on the Continent a long stint of rugged outdoor life helped me tremendously.

In 1920 my parents moved to The Pas. Just at that time I took work with the H.B.C. fur-Company sent to Moose Lake. At that isolated hamlet my friendship, a warm and close association, with the T. Lamb family started. Later on I was given the job with Western Grocers at The Pas which led to a salesmanship with the Imperial Tobacco Co. My brother, Donald, was in partnership with E. E. Fowler of the Keddie and Fowler Grocers at the Pas. Most pathetically, Donald died suddenly in 1928 and I took his place with his firm.

Now, at eighty-five years I am a Life Member of the Royal Canadian Legion, The Pas Branch. Also, for many years I was an alderman on the town council, a trustee of The Pas school board and an active communicant of Christ (Anglican) Church.

I married Eileen Cole in 1934 and we have two happily married children, Philip at Guelph and Kathleen at Regina. The children completed pre-university schooling at The Pas.

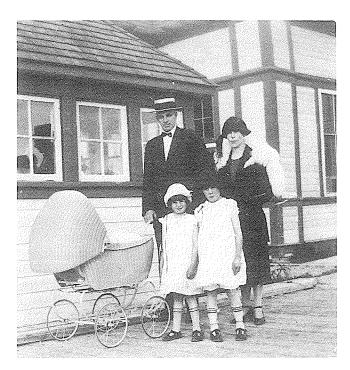
Kerwin — Ball Families

Norman H. Kerwin, February 9, 1930 — Taylor Avenue, The Pas

Born — Mr. James E. Kerwin, Prince Edward Island, 1889-1948 and Dolly Kerwin, Nova Scotia, 1901-1980.

Jim travelled west on the "Harvest Trains" from Prince Edward Island and worked on the threshing crews in the early 1900's in Southern Manitoba. In 1912 he worked his way North to The Pas on the construction of the C.N.R. telegraph line; where he commenced work on the then new Diesel power plant. From 1914 until his death in 1948 he was employed by The Town of The Pas as a diesel plant operator. In August 1918 Jim and Dolly Ball were married in The Pas. Dolly arrived in The Pas in 1917 with her parents Lorne and Sarah Ball. Lorne Ball had been attracted to this area as he was a Taxidermist and felt that the abundance of wild game in the area would complement his trade. However, the need for a Taxidermist was nil and Lorne hired on with The Pas Lumber Company. Later in 1928 he moved to Rall's Island to homestead a farm with Mr. Anderson the second homestead on the Island after Charlie Rall. He, Charlie Rall and others (unidentified) built the first bridge over the Rall Creek (See Photo).

The Ball family consisted of two daughters and one son. Daisy, Dolly and Harvey. Harvey Ball married Helen Wilson and later moved to British Colum-



Mr. and Mrs. Jim Kerwin.

bia. They had three children Gerry, Leslie and Bruce. Daisy married H. Perry and moved to the States. All three Harvey, Daisy and Dolly are now deceased.

Jim and Dolly were both active in Local organizations and events such as The Dog Derbys and the Masonic Picnics at Clearwater Lake (See Photos).

Jim was an original member of The Pas Masonic Lodge in 1919; was Grand Master in 1926 and made a Life Member in 1940.

Jim and Dolly first lived on Cook Avenue and later purchased a home at 429 Taylor Avenue. Their family consisted of two daughters and two sons. Elsie the eldest became an R.N. and married Neil Jonasson from Winnipeg and had three children — David, Norman and Elizabeth. Elsie still resides in Winnipeg.

Pearl the second married Alex King and had four children (See King History).

Earl died at age of one year.

Norman married Claudia Dickey from Crandall, Manitoba and returned to The Pas in 1959 as a Public Health Inspector. They now live on Rall's Island Road. They had four sons. Two (twin boys) Donald and Dale were born in the St. Anthony's Hospital, The Pas. The older boys Ken and Jim were born in Portage La Prairie where Norman worked for the Department of Health. Both older boys married girls from The Pas, Ken married Dorothy Wotherspoon and have two children Jennifer and James. They live in Calgary where Ken is a Geological Engineer.

Jim married Pat Cameron of The Pas and now live

in Winnipeg where Jim works as a refrigeration and air conditioning technician.

Donald and Dale work and live in The Pas.

Keyser, Lloyd Robert

Lloyd was born at Foam Lake, Sk., on May 18, 1919; the second of three sons of Robert A. Keyser who was born at Keyser's Corner, Ontario, Canada and Ida Maria Berg, who was born in Sweden. There was also one daughter in the family. Robert and Ida spent their lives in Saskatchewan.

Lloyd attended high school in Strasbourg, Sask., graduating from grade 12. He joined the Beaver Lumber Co., in 1939 and except for 4½ years in the R.C.A.F. in World War Two, he stayed with the Beaver for forty years. He arrived in The Pas in 1946 as manager of their store and expanded it's business until it employed a staff of 12 persons over a span of 33 years. In 1950, Lloyd married Teeny Deminick, daughter of Samuel and Dora Deminick. They have one son, Robert Gregory, born June 13, 1956.

Lloyd recalls motor cavalcades over the frozen roads, lakes and rivers to outlying points such as; Flin Flon, Carrot River, Hudson, Bay, and Melfort, Sask., to promote highways from these centres to The Pas.

Kibble, Carnalie 1864-1922

Carnalie Cuillerier was born in France in 1864. Carnalie was the daughter of Panteleon Cuillerier, of Sudbury, Ontario.

Carnalie was married and widowed twice. Of her first marriage to Moise L'Emery Beausejour two daughters were born, Anna, May 7, 1896 and Marie, June 1902. Mr. L'Emery Beausejour passed away when the girls were very little. Her second marriage to Jean Kibble though happy too, was brief. Both her husbands were involved in the mining profession. One a recorder and the other a geologist.

Anna married Dr. S. Stephansson of The Pas on November 13th, 1920, in the Chapel of St. Anthony's Hospital. Of this union two sons were born, Norman Stephan and Arnold Emery. Norman loved to spend time with his grandmother. During his early years he spoke more French than English. He liked her fresh homemade bread and strawberry jam. Arnold was too young to remember this lovely lady. Marie married the late J. Wigmore, a telegrapher. They had a little daughter Loreen Adele. Mrs. Kibble never saw her granddaughter though she would have been extremely happy and proud of Loreen. Loreen trained at St. Boniface Hospital and received her R.N. Later she met and married Eric Hayne of Medicine Hat. They were blessed with a millionaires family — one son Christopher Alexander and a daughter Christine Alexandra.

Mrs. Jean Kibble was widowed in Kapuskasing, Ontario and while she was left well provided for, she also knew that somehow, somewhere she had to make a future for her two daughters and herself. She had two brothers who farmed in the Vegreville, Alberta area. They were anxious that she come and purchase land, but Carnalie was realistic, and knew she could not farm herself, nor pay to have it farmed for her.

This all happened at the same time that the town of The Pas was booming in 1911. Carnalie came north and opened up a dining room in The Pas. Her business flourished, she was loved by all she served her fine French cooking to, one of which was Dr. Stephansson and this is where Anna and Dr. Stephansson met.

Mrs. Kibble was only 58 years old when she passed away March 8, 1922. She was buried from The Pas Cathedral on March 10, 1922, with Reverend Father George Marchand saying the "Requiem Mass".

Alexander King

I was born in Forres Morayshire, Scotland, on June 7, 1917. My parents were Isabel and William King, both born in Scotland and moved to Canada in 1925. They were farmers and lived in Dewberry, Alberta and Courtenay, British Columbia. Both of my parents passed away in 1967, my father in June and mother in November. They have never lived in The Pas.

I have four sisters and two brothers. Peggy lives in Saskatoon, Saskatchewan, Betty in Victoria, British Columbia, Elsi in Marwayne, Alberta, and Audrey in Salvang, California in the United States. Both of my brothers live in British Columbia, George in Cumberland and Bill in Campbell River.

I attended school at a country point, namely Deer Lake in the Dewberry district of Alberta. I left school at the age of fourteen, having completed grade nine. After leaving school, I was employed at farming until I joined the army in 1942.

I was married on December 16, 1945 at camp Shilo, Manitoba, to Pearl Kerwin, daughter of James and Dolly Kerwin of The Pas. We were both in the army at that time. After we were discharged from the army in 1946, we moved to Dewberry, Alberta for one year before moving to the Pas in 1947.

We have four children, our oldest son James was born in Lloydminster, Saskatchewan, and now is a pilot with Pacific Western Airlines. The rest of the children were born in The Pas. Earl is now a supervisor with a paving contractor in Vancouver, British Columbia, and lives in Maple Ridge British Columbia. Russell lives in The Pas and presently works at

the Wascana Inn. Louise lives in Winnipeg and works as a secretary for an insurance company.

Karl Klemm

Karl Klemm was born on January 14, 1899 in Mariampole, Lithuania.

Karl Klemm had one brother resident in Canada, Emil Klemm of Winnipeg.

Karl Klemm and his wife, Meta, were the first of his family to arrive in The Pas.

In 1926, Karl emigrated to Canada landing at Quebec City in June, moving directly to Bruno, Saskatchewan. His first occupation in Canada was farming. Upon his arrival in The Pas in 1929, he was employed by The Pas Lumber Company and continued for 27 years until the company ceased operations. Subsequent to this he worked as a carpenter until retirement.

On March 27, 1929, Karl and Meta Klemm arrived in The Pas and established their home at 220 Patrick Ave. where they still reside.

On March 27, 1928, Karl Klemm married Meta Bennert in Bruno, Saskatchewan. After marriage they lived on a farm near Bruno. Karl and Meta Klemm had one son, Daniel, born November 8, 1932 at 220 Patrick Ave. in The Pas.

Dan Klemm received his education at The Pas Public and The Pas High Schools, before attending the University of Manitoba and graduating in Civil







Klemm — Three Generations — Eric — Grandfather, Karl — Son, Dan — Grandson.

Engineering. In 1958, Dan Klemm married Corinne Loboz and reside in Winnipeg with their four children, Carole, Jocelyn, Eric and Valerie.

For Karl Klemm's occupations in The Pas, see Item II.

Conditions existing in The Pas in early days could only be described as difficult and became worse as economic conditions deteriorated in the 1930's.

Klemm, Meta

Meta Bennert was born in Lithuania on February 12, 1904. She emigrated to Canada in 1928 and the same year she married Karl Klemm at Bruno Sask. on March 27. She was a dressmaker and furrier and was employed for many years at this work in The Pas, at one time being employed by Kerrs Furs.

Meta has a sister in Flin Flon, Anna Archer and a brother Julius Bennert living in Sao Paulo, Brazil.

Meta and Karl had one son Dan Klemm. Accompanying picture is Eric, Karl's father, Karl and son Dan, three generations.

Kobar, Anne (nee Puhach)

Anne Kobar was born at Glenella, Manitoba, on May 23, 1928.

Her parents were John and Irene Puhach. They were born in Western Ukraine, and arrived in Canada in 1909. They were married at Glenella, Manitoba, in 1912 where they farmed until John's death in 1972.

Anne received her education in Glenella, Man. and enrolled in a business course in Winnipeg. After graduating she worked for the Unemployment Insurance Corporation in Winnipeg and The Pas for seven years as a stenographer. She was a member of the Order of The Royal Purple and associated with the Westminster United Church, The Pas.

Anne's mother is still living at this time.

Kobar, William Bartum

Bart Kobar was born in The Pas, Manitoba, on October 29, 1923.

His father was Peter Kobar born in Sokul, Ukraine, October 14, 1897. He arrived in Canada in 1908 and came to The Pas in 1910. Peter was a fisherman, trapper and prospector.

Bart's mother was Gertrude Gislason. She was born on Hecla Island December 31, 1897. Peter and Gertrude were married in 1919 and settled at Herb Lake and raised their family there. Bart had one brother, Jack, and two sisters, Anne and June.

Peter Kobar died January 7, 1957. Prospecting had resulted in the Kobars selling the Osborne Lake mining property to Hudson Bay Mining and Smelting Company in 1954.

Bart Kobar took his schooling to Grade Eleven at Herb Lake and followed his father's occupation of fishing and trapping until he became a diamond drill operator and worked at mining and prospecting. His drilling, prospecting and contracting took him across Canada, the U.S.A. and a short time in South America.

On June 17, 1955 Bart married Anne Puhach in the United Church at McCreary, Manitoba. He bought a hotel and resided for two years at Oak River, Manitoba.

In June, 1958 he bought out Lenniville Hardware Store which is still operating at this time in The Pas.

Bart and Anne had four children:

Thomas P. born August 14, 1956 at Hamiota, Manitoba.

Diane L. born December 17, 1958 at The Pas. John born April 13, 1961, at The Pas.

Peter born January 26, 1970, at The Pas.

Bart was a member of the Elks Lodge, the Masonic Lodge, served on the Chamber of Commerce and on the Town Council for 2 years.

An interesting though dangerous job assigned to Bart at one time was having to blast a number of derailed oil and gasoline cars off of the track in the bog in order to clear the right of way so that the rails could be repaired and get the trains running again. Definitely a job for an expert with explosives.

Koshel Family

Mike Koshel was born in Poland in 1903. He married Sophie Romanchuk, and two sons were born in his native land, Harry and Ben.

In 1928 Mike arrived in Canada and filed on a homestead at Mullingar, Sask., a district North of North Battleford. Being established on the farm, he sent for the family in 1932. At that time he was farming about 150 acres on which they raised cereal grains and livestock.

Sophie always had a large garden which she took great pride in. The balance of the Koshel children were born in Sask., Russel, Anne and Walter.

In the early Spring of 1946 Mike heard of some new land being available in Manitoba near The Pas. He came to what is now the Carrot River Valley. He found the soil here very fertile with no stones, in comparison to his stony acres in Sask. It was April, 1946 when Mike moved his family, household furnishings, six cows, 50 sheep, a few horses and some farm equipment in a box car to The Pas. This trip took 4 to 5 days.

On arrival at The Pas they took up residence on the newly purchased land which is the river lot where Sophie still lives. In 1947, following their arrival, there was a flood. The animals were herded from the valley to the airport where the members of the family had to care for them.

Mike and Sophie had seen many changes since moving to The Pas. One big improvement was the road to town which is now a blacktop highway, it follows along the river where most of the original farms were settled. Mike farmed on both sides of the Carrot River he cultivated 200 acres on the North side of the river growing wheat, barley and oats. They also had herds of 200 sheep 50 head of cattle and their horses on the Saskeram. In the early days Mike farmed with his horses. The livestock and equipment was moved across the river on privately owned barges borrowed from the neighbors. Koshels generally used Gareau's barge at mile 22 or Berezowicki's at mile 13. Farming methods changed drastically, and larger equipment was required to get the work done more quickly. To work more easily on soft or wet land a John Deere crawler tractor was purchased in 1950.

Mike Koshel passed away in March 1980. Sophie still resides on the farm and continues to keep a wonderful garden. Walter purchased the farm from his father in 1970.

Walter married Joy Harkness on May 21st, 1966, they have three children, Randy, Monte and Marcia.



Mary (Keats) Harkness and Gerald Harkness — Square Dance Dress.



Moving Gerald Harkness house from Grandview to The Pas — 1959.

Joy's parents are Gerald and Mary Harkness, Gerald was born at Grand View and Mary was born at Dauphin, they moved from Grand View to The Pas in 1956.



Tom and Clara Keats and Grandchildren 1948.



L-R: Walter and Joy Koshel with children, Monte, Marcia, Randy, Mary Harkness and her mother Mrs. Keats, Gerry and his mother Mrs. F Harkness, Judy and Byron Harkness and Children, Dana and Cara June 30, 1979.

Ben Koshel resides in The Pas.

Harry and his wife, Shirley Loxterkamp, moved to The Pas from Calgary in 1973, they have three children, Micheal, Paul and David.

Russel married Jacqueline Bereau, they have seven children Donny, Barbara, Lyle, Janet, Allan, Lorraine, and Billie. They live in Prince George, B.C.

Anne married Robert Jackson, they operate a retail food business in The Pas. They have three children, Glenda MacKay, Clarence and Wayne.

King Trapper Trains for Ninth Title

Walter Koshel, eight times King Trapper of The Pas, leans back in his easy chair and demonstrates one of the simpler skills that has earned him the title more times than anyone else ever has.

Through cupped hands, in short breathy spurts, he lets out an eerie, pained cry into the living room delighting his three young children though they have already heard it uncountable times. It's the love call of a female moose and he says it really works . . . not only in attracting moose but in earning him points in the King Trapper contest held each February at the Northern Manitoba Trapper's Festival.

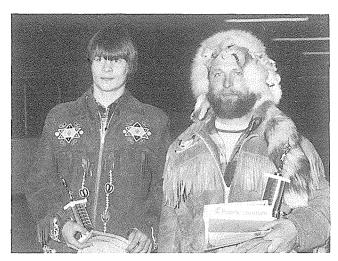
Walter Koshel, farmer, trapper extraordinaire, husband and father, is one of the reasons why the Trapper's Festival is unique. His skills may seem eccentric to a southern Canadian but in reality they're stock-in-trade for a successful trapper, hunter and woodsman.

The Festival may also seem unusual but it's a genuine collective and joyous expression of the same customs and habits that have kept northerners alive in the bush for generations. Oh, they may not be in as much practical demand today but the tradition is still some distance yet from pure sentiment.

The Northern Manitoba Trapper's Festival was initiated in 1948 for all the usual good reasons — to celebrate a heritage and to beat the winter blues — but it has had staying power in this small community, attracting participants and spectators from Alaska to Minnesota and snowy points in between. "It's the biggest and oldest of its kind," says Festival Director Sue Lambert of the five day event that engulfs the town. "The Pas doubles in population."

The really big draw is the World Championship Dog Race — registered and copyrighted as the only one of its kind — and its singular feature is the "mass start" of dogs. According to Lambert, the twenty odd teams each composed of nine feverish yapping dogs kicking up snow on the river bank as they strain to start is an exhilarating sight unseen just about anywhere in the world. In 1979 the winner covered the 105 mile course in a little over seven and a half hours.

The Trapper King contest remains the showcase for most of the skills that characterize the Trapper's Festival. To gain the title Walter Koshel had to participate in 19 separate events that demonstrate the whole range of skills needed for the successful trapper; moose calling being the least strenuous of them. There's pole climbing (shinnying up twenty-three feet of smooth wood like a bear), log sawing, wood-splitting, canoe packing, muskrat skinning, bannock baking, tea-boiling (building a fire, melting snow and boiling it in record time), snow shoe races, flour packing (he walked a twenty foot course with 780 pounds of flour on his back) and, of course, trap setting.



Walter Koshel — King Trapper and Son Randy Junior King Trapper — Festival 1982.

Not only does Koshel run a trapline between bouts of farming but he is a former long distance runner, general athlete and one time physical education instructor. It helps.

And he loves it. His boyish, tanned face glows with pleasure at the idea of one day moving into full-time trapping. "There isn't anything more beautiful," he says of the outdoor life raising his voice so he can be heard in the kitchen. "It's my little holiday from my wife."

Meanwhile there's next year's Festival to be concerned about and, yes, he does practice for it. Above the din of the tractor in the summer he can be heard honking to the geese over the fields. Goose calling is yet another specialty that makes him so consistently King Trapper.

Kramer, Adrienne A.

Adrienne A. Bonin was born at St. Anne de Chene, Manitoba on March 10, 1907 and moved to The Pas with her parents in 1916.

Her father, Frank Bonin, was born at Fall River, Massachusetts in 1865 and her mother, Alexina Pariseau, was born in Montreal, Quebec, in 1865. Frank Bonin was a hotel operator. The family had resided in St. Boniface, St. Anne and finally The Pas, where Frank died in 1935 and Alexina had predeceased him in 1930.

Adrienne had five brothers and three sisters, Louis, Arthur, Napoleon, James and Edward, Rosina, Regina and May. Her sister, May, became the wife of Leon Dion, a co-discoverer of the mine at Flin Flon. Adrienne's grandfather Honore Parieau was a Professor at the University of Montreal; he travelled through northern Manitoba in the 1850's and visited The Pas during that period.

Adrienne attended Parochial School in The Pas and was active in church affairs. Having arrived in

The Pas at an early age, social life was limited at that time. Highlights of events were the Dog Derby, later, The Trappers Festival, the season when the lumber-jacks came to town from the lumber camps, the season when the trappers returned with their furs and when the prospectors discovered new mineral deposits and the rush for claim staking.

In 1930 Adrienne married Harold A. Kramer in Flin Flon. Immediately after marriage, the couple left for Platterville, Wisconsin where Harold attended mining school. They returned to Flin Flon after the year of schooling and set up residence in Flin Flon where Harold was employed as an engineer by Hudson Bay Mining & Smelting Company from 1931 to 1948. They worked at Snow Lake for one year (1949) and then returned to Flin Flon where they stayed until 1953. Then they moved to Kankakee, Illinois to work for a mining and drilling Company. Harold worked in many places in U.S.A. and South America. Their children were Adrienne Llowyne and Carole Marie.

Krivda, Walter Vladamir

Walter Vladamir Krivda was born February, 24th, 1932 in The Pas Manitoba.

My father's full name was Ivan Ivanovitch Fidosovitch Kostenkoff-Krivda, known as John Krivda. He was born on the Barony at Zelenoi Rog near Kiev in the Ukraine in 1896.

He arrived in The Pas in 1914 and worked on the Port Nelson Railway Route being built at that time. This was later abandoned and the spur pushed on to Churchill.

He had some land interests with his cousins, the Dupley family, at Gilbert Plains Manitoba, but finally settled in The Pas.

He began working for the David Winton Lumber Company in town about 1924 and continued till the company closed in the summer of 1956. He spent most of the 30's in the company's winter logging camps up river as a timber skidder. Horses were then mostly used in bush work. The company cut hay for the horses, kept pigs and grew large gardens to feed its men there. At that time there were over 60 horses in the company barn just east of town.

He died of an apparent heart attack at The Pas Hospital on Sept. 29, 1969.

My mother is Ann Shumski-Zabinski, born at Ethelbert Manitoba. Her grandparents had initially arrived in the 1880's and settled in the Sifton area near Dauphin, Manitoba. They were thus, in the first wave of Ukrainians who came to Manitoba due to the very oppressive conditions in the Austro-Hungarian Empire. They arrived in Manitoba a full two decades before the final collapse of that empire at the end of World War 1.

My parents were married in The Pas in 1927 and made their home here for over 50 years.

They walked to and from their church wedding on First Street on a November afternoon, there were no taxis in town then. Only the doctor and irish Rivilan had a car.

I've only one brother, Arnold Krivda an engineer at the Pine Falls Paper Plant.

My father's grandfather's name was Oolas Krivda. He lived to be 106 and a relation of his lived to be 112. Many interesting stories are told about Oolas that are still current in the family.

The Pas was a colourful and eventful place in the 40's and 50's. There was a daily newspaper. Trains spewing steam and filling the frosty nights with long steamy howls passed through town to Flin Flon and many points north terminating to Churchill.

Hunters and trappers were visible in the streets. Moccasins and buckskins were frequent. The seemingly endless numbers of dog teams all decked out with bells and toboggans filled to the very top with kids, wife, and grub stake on the way to the rattrapping grounds in March. These all passed down 3rd Street from uptown and then onto Crossley Avenue and down a road, now gone, that ran through the front door of the Grub Box.

The trappers went onto Grace Lake (then called Regina Lake), onto Montreal Lake and Oxford Lake and so to the rat marshes east of The Pas. This was a yearly event and the business men, Indians, and whites, eagerly looked forward to this each spring. Dogs were the means of transportation. The head dog of the team often had a paper flower or red ribbon in his collar and his collar bells were louder than the bells of his mates, and he knew it! The harnesses were often done up in collar ribbon.

I was born at The Pas, at home on Crossley Avenue in 1932. I am told spring came very early that year and that rain fell, and the snow went early.

I was first sent to school to the West Annex for grade 1. This was on the Harvey House side of the Red Brick School. This annex of classrooms covered with cedar shingles was demolished in the late 50's and the mate to it, on the west side, was demolished earlier. Both buildings were solid structures with much cedar used in their construction. Each classroom was heated by its own woodstove and coal stove. If it were not the fashion to spoil and knock down old buildings they would be valuable today.

Being a timid boy, and speaking no English, the school did very little for me and so I was moved by my parents to the separate school, north of the hospital here, where French and English were spoken.

This school was run by the Sisters of The Presentation of Mary.

After four years in the Red Brick School, I finished grade 12, June 1952, that was a large class according to Miss. Barbour; there were 18 grade 12 students that year.

The following week by my own arrangements I got a job in Ottawa at the Entomological Research Institute.

The following year I attended United College in Winnipeg, now the University of Winnipeg, later I attended the University of Ottawa. In August, 1954, I went to teach school at Gillam, Mile 326 Hudson Bay Railway.

I arrived to find the school an old abandoned Hudson Bay Store. It was a big building with high ceilings and iron supports. The teachers living quarters were upstairs over the school. In the basement was a coal and wood furnace that gave uncertain heat.

There were 9 grades with 13 students in grade 1 alone. I was the only teacher and this was my first school. It involved also being one's own cook, laundry man, school janitor, fireman (day and night) and also teacher!

Gillam in those days consisted of one street with a Catholic Church at one end next to the theater and a cemetery on the hill at the other end of the street. Everything moved between these two points. The beanery was next to the station and the business part of town was across the street to the beanery. Wolves would wander around the school at night leaving their large footprints in newly fallen snow. They could be heard howling in packs on moonlit nights out near MacDonalds farm.

The following year I taught high school amongst the Icelanders at Riverton near Hecla Island, seeing about 50 students per day. They were a pleasure to teach because they were hungry for education. It is still a mystery to me how well those blonde haired and blue-eyed Icelandic children were behaved. Their homework was always done and I never saw a child spanked by a parent. The families were very large and happy, with three generations living side by side along the lake. Here the wild iris were 3 feet high, they crowded the lakes shoreline as far as the eye could see!

The following year I taught school at Virden Manitoba. The oil boom was on and a very different cross section of people populated the town. This was reflected in the grade 10 and 11 classes that I taught. There was a vast difference as compared to Riverton.

In 1961 I became the first Park Naturalist at Riding Mountain National Park, with headquarters at Wasagaming. I spent four years in this capacity and then transferred to Prince Albert National Park with offices at Waskesiu. Here I organized the interpretive program for the park that is still in use there.

A certain amount of basic research work was done in collecting specimens and documenting the plant and animal life of the park. Meeting the public, giving lectures, showing films, laying out nature trails and labelling various plant species were some of the duties involved. It was a very happy atmosphere with all staff working together.

The following year I joined the staff of the Canadian Wildlife Service in Edmonton. I did various laboratory projects. Various collections of plant specimens were identified with work in connection with big game browsing habits, which shrubs were eaten in winter by moose for example.

A particularly interesting piece of work carried out was the sorting out which lichens were eaten by barren caribou in the Arctic. A lot of specimen material was received in the Federal Building, when the Wildlife Service Department occupied the 7th floor of the building in Edmonton. During my years stay in Edmonton the whole division moved to more spacious quarters of Spark Street. It has continued here ever since.

With the building of the Northern Manitoba Vocation Center at The Pas with Jack Carrol's good governmental backing, new opportunities became available at home, this is of course Keewatin Community College.

I returned from Edmonton to become supervisor of Extension Services at the Vocation Center. This was the start of the evening class program which I organized and administered for 5 years. This program is still in full swing and continues to meet a community need.

Fourteen years ago the town was going through a new series of growing pains; often courses requested by the public can now be provided as more teachers in town can be found to teach required subjects. With the growth of the town and an increase in population this has now all changed for the better. The possibility of the first off campus courses were considered during the principalship of Gaston Joseph of Trinidad in 1972. I flew to Churchill for meetings with the schools there and the town administrator.

Over the years at K.C.C. I have taught various courses of related subjects touching on virtually everything.

Currently I'm teaching the Adult Basic Education area after College. This prepares the students who have been away from school for some years to return to a college environment to upgrade their schooling and then enter the subject area or profession of their choice.

Soon it will be 15 years since the college has come to town.

La Charite, Tanis Ruth

I was born in The Pas, Feb. 5th 1929. I have one sister, Marion, whose married name is Mrs. J. P. Edwards, also two brothers, William Bruce Williamson and John Patrick Williamson.

I attended school in The Pas Elementary and high schools, working in the Lido Theatre in later school years, and the Dominion Bank of Canada from 1948 to 1952.

In 1951 I married Raymond William LaCharite, we remained in The Pas and Raymond was employed as Locomotive Engineer with the Canadian National Railways.

We have four children: Jay-Patrick, Kimberley-Rae, Reid Buckannan, and Hollis Marion.

Social life consisted of Skating, School Dances, inter-school curling, Baseball and Hockey. During the Second World War our activities were around Bond Drives and collecting scrap metal.

In later years as a young mother I was involved with the Figure Skating Club to assist my children, as well as the Curling Club and United Church Young Peoples.

We are now living at #3-2020 White Birch Road, Sidney, B.C.

My father Lawrence Williamson was born in Landonderry, Northern Ireland in 1893: During World War 1, he enlisted with the Scottish Highlanders and become a Lieutenant. After the war he moved to Canada and lived in The Pas from 1922 to 1963, except for short periods in Moose Factory, Ont. and Churchill, Man. While living in The Pas father was employed as Secretary-Treasurer for the Town of The Pas.

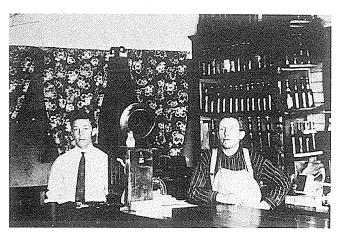
My mother was born in Carndiff, Sask. (Florence May Armstrong) she came to The Pas in 1909, married in Winnipeg 1925 and lived in The Pas till 1963, employed as Buyer-Clerk with the Hudson Bay Co.

Father died in 1972 and Mother is still living in Victoria, B.C.

The Albert LaFontaine Story

Mr. Albert La Fontaine came to Moose Lake with his parents in September, 1903. He was nine years old. The family then lived on a farm at St. Jean in southern Manitoba. They decided to spend the winter fishing at Bacon Island on Moose Lake. They came North on Lake Winnipegosis, on the steam ship "Manitou". It took two days and a night to reach High Portage. They were towing Mr. Bacon's sail boat behind the "Manitou".

At High Portage, they loaded the sail boat onto a wagon and 18 Indians pushed and hauled it over the 18-mile portage to Cedar Lake. The sail boat was



Mr. Albert LaFontain and His Father.

loaded with fishing tackle. They sailed across Cedar Lake and up the river to Moose Lake.

Albert's father was a nephew of Mr. Romeo Bacon, whom people called "Old Man Bacon" to distinguish him from his sons. He lived at The Pas but had a winter fish camp on Bacon's Island. This was where Albert came with his father and mother, his sister Ida, who later was Mrs. Rainville, and his brother Arthur, who died in 1912.

After a winter of fishing, the family had to move off Bacon Island before break-up. Mr. Coffee of Coffee Fisheries, came to haul the fish by horse and sleigh over the ice to Winnipegosis.

In the spring of 1904, the La Fontaine family came to The Pas from Moose Lake on the stern wheeler, "Saskatchewan". They stayed with the Bacon family in The Pas for a few days, then went up the river to Cumberland Lake, where they spent the summer fishing for sturgeon. They used big black tarred nets, and drove 10 or 12 posts into the bed of the stream at the narrows, to fasten their nets. They



Wedding of Albert LaFontaine to Meline deMeulles May 25, 1915 The Pas.

filled a York boat with sturgeon every day but Sunday. Father Boissin was the priest at Cumberland. Mr. Jones was the teacher. Albert said he went to school a couple of days.

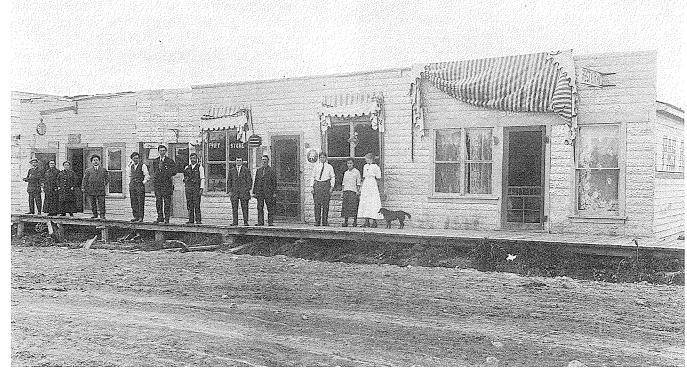
Father Charlebois visited the church. He was stationed at Duck Lake, but he still visited Cumberland and The Pas. Albert's father helped Father Charlebois place the bell tower on the church at Cumberland. The tower had been separate from the church; but the good priest, who was ever the carpenter, decided it would look better on top of the church. So they put it there.

In 1904, Mr. La Fontaine was called back to St. Jean, where his father had died. The family had a large farm, and they needed help. They decided to go down with the fish boat to High Portage. The Cumberland had been built that summer at Prince Albert. It was just a big hull, without decks or super-structure. They put a partition across the boat. Ice and fish were packed into one end of the boat, and the La Fontaine family moved into the other. The boat was deep. There was no air, down in the hold. The smell of fish was strong. The waters were rough. It was cold and raining. The whole family was sea sick. They thought they would die, before they reached High Portage. Here, the fish were transferred into carts to cross the portage. Lumber had been brought over the portage, and the Cumberland was finished here. Meanwhile, the La Fontaine family transferred to a lake boat.

The family spent the next eight years at the farm and in St. Jean. They returned by train to The Pas in 1912. It was the spring of the year. The road bed was very soft, and the train just crept along. Often, it went off the rails and had to be lifted back on. It took a whole day to go from Hudson Bay Junction to Turnberry. The passengers walked behind, stopped to pick flowers, or rode when it pleased them. If a good stretch of road lay ahead, they would be warned by the crew that the train would be speeding up. Then, they would all climb aboard.

Albert, began working in The Pas at the Western Trading Store. He was 18. There was a big flood that year. The river was very high. It was possible to go to Cumberland overland by canoe, which was only about fifty miles. The regular river route is about 100 miles. This flood lasted a long time. In 1916, the government brought some Quebec settlers to Mile 15; but they had to leave because of high water.

The Bacon family had four trading posts in 1912. They were at Grand Rapids, High Portage, Cedar Lake and Moose Lake. Romeo Bacon had died in 1911, but his sons ran the posts. They were Louis, Jack and Simon. They also ran the Western Trading Store in The Pas, where Albert began working in



Mrs. LaFontaine's Boarding House — Albert LaFontaine's Fruit Store and Ice Cream Parlor and Bob Long's Restaurant — 1913.



Interior Albert LaFontaine's Confectionary 1913.

1912. They were a gay lot, and full of big plans. The Hudson Bay Herald in 1912 tells of Simon Bacon's new excursion boat, the Shamrock, which was used to take people on picnics, and for passenger service on the river.

1912 was an exciting year in The Pas. We became a part of the province, and gained the right to vote. Elections were hotly fought, and taken very seriously. Population was still mostly Indian. There were probably 150 white families. Mr. Carrierre, who had the most votes for Council, had 85 votes. Mr. Charlie Rall wore shoes (moccasin rubbers) for the occasion, but took them off again as soon as he had voted.

Dr. Orak was the Conservative candidate in the provincial election. His Liberal opposition disappeared a few days before the election, and the doctor won by acclamation. This was a very important election, as the Manitoba Legislature was evenly split and Mr. Roblin needed another conservative to maintain his majority. So there was great jubilation when the Liberal disappeared.

In 1912, Albert's mother opened a boarding house in The Pas. The town was full of transients. Dozens of buildings were being built, the sawmill was going full swing, and the Hudson Bay Road had been started. Plans were underway for sewers, sidewalks, telephone and electric lights. Mrs. La Fontaine had a good business. In 1913, the family decided to expand their business. There was a vacant place next door to the boarding house. They opened an ice cream parlour. Albert quit his job with Western Trading, and helped his father in the new business. They had plenty of difficulties. Their supplies for the new business were burned on the railway. Although the railway company paid for the supplies, it took months to collect the money and obtain new supplies. In the meantime they had no soft drinks, no candies, nothing but ice cream.

During this time, Albert's chief joy was baseball. Until the outbreak of war, there were three teams in The Pas, and competition was keen. Some of the men he played with were Ouelette, Pelletier, Lendreville, Bill Hughes, Phil Wolf. There were many more. Some who went overseas did not come back.

In 1915, Albert was married. In 1916, he sold the ice cream parlour and opened a butcher shop, the Fingerville Meat Market. He did very well in this business until he got the flu in 1919. Many people were dying. Albert was unconscious for days. His son died, and he did not even know. His father and the priest, having given him up, sold the butcher shop, cleared off his debts and put the money in the bank. When Albert finally recovered he had no business. He went to work for Mr. Ben Dembinsky as a

travelling trader. He took supplies to trading posts, took stock, and brought in furs travelling by dog team and canoe to Sturgeon Landing. In winter, Harry Tipping would meet him at Sturgeon Landing with horses.

In 1923, he worked for a while for Mr. de Tremaudan, then went to work for Transport Ltd. at Herb Lake, where Albert's parents were operating a stopping place. They had a contract to haul from the Bingo Mine and the Rex, to Wekusko. The Diamond Queen was in Herb Lake at that time.

Bishop Charlebois used to come out about once a month. He usually stayed with Albert's parents. He would hold mass in La Fontaines' Store.

The mines at Herb Lake closed in 1927; and in 1928, Albert went back to work for Dembinsky's store, where he remained until retirement. He now works at St. Anthony's hospital.

The LaFontaines

When Pierre La Fontaine of Trois Rivieres, Quebec, set off with his family to join the Red River Settlement, in the hope of inhabiting the immense, barren western prairie, he silently saluted a distant cousin, Sir Louis Hipolite La Fontaine, who at one time had rubbed elbows with great Statesmen at the Confederation table — this incentive gave him the courage to embark on an unparallel adventure in the history of Canada — a journey filled with many drawbacks, surmounted by paralyzing cold in winter, ruinous floods in spring and insect plagues in summer. The trek took nearly eight months by oxcart. On arrival at the fork of the Assiniboine and Red Rivers, the colony had already grown to a sizeable proportion but the clash of the Metis who spoke French and the English speaking of Eastern Canada, which had come in the Riel uprising was still going on, and it proved to be a cruel and hagride chapter in the settlement of the Canadian West. Yet, out of this conflict was born the fifth Province in the Dominion of Canada, Manitoba, and with it the La Fontaine family flourished.

Pierre and his family had settled finally in a place, later to be known as St. Jean Baptiste. Most of his children chose to remain in the area, but two of the boys decided to seek their fortunes further afield and they slowly headed northward.

Philias, who had attained a measure of steam engineering training and his brother, Gideon who had become an expert watchmaker were to meet later in The Pas.

Meanwhile, Philias had married Marie Beaujour, and in 1903 when Albert was 9 years old, he had "hired" on with "Old Man Bacon," a trapper and

fisherman, to run a fish camp on Cedar and Moose Lake that winter.

The family left St. Jean Baptiste near Winnipeg by train to the end of the rails at Winnipegosis. While there a Mr. Langlois (who later moved to The Pas) built a York boat, equipped with oars and sails to transport them and gear to their destination, which was the Moose Lake settlement. The boat was launched one early morning and they "hit" out across Lake Winnipegosis to High Portage many miles away. High Portage is in the area between Grand Rapids and Cedar Lake Post called Easterville. The terrain is probably all changed today, what with damming and flooding. From there the boat was set up on wheels and pulled by 18 men across the four mile portage into Cedar Lake.

The La Fontaines sailed across the 30 mile lake to the Cedar Lake Trading Post operated by "Ole Man Bacon", then on to Moose Lake Settlement where they met Mr. T. H. P. Lamb, his wife, and two sons, Eric and Tom (then only 5). The late Tom Lamb is our regional hero of bush pilot fame, and the founder of Lambair, still operating in this area. Young Albert La Fontaine and Tom Lamb became fast friends, which the friendship lasted throughout their lives, and their paths crossed a good many times in a good many northern areas.

After arriving at the Moose Lake Settlement, they moved to "Bacon Island" on Moose Lake and constructed camps, barns, and storage sheds. That winter fish was plentiful and the catch was good. The fish was packed in 100 pound boxes. A string of 50 horse teams arrived to haul the fish across the lake to the railroad. The teams were unable to return before the thaw, so the remainder of the catch had to be hauled to the shore to rot. The going rate for fish at that time was 2 cents per pound, but 2 cents at that time could be compared to 2 dollars now.

The La Fontaines made their way to Cedar Lake, waited for breakup and travelled by steamboat to The Pas then to Cumberland House to fish on Sturgeon Lake for a Captain Coffee, in order to earn their fare back home.

They came north again in 1912, after the boundaries of Manitoba were extended to all areas north to the 60th parallel. This time, in addition to Albert, Philias and Marie La Fontaine with their two daughters, Alice and Ida, left St. Jean Baptiste by train, and came all the way to The Pas to make their new home.

Albert was then 18 years of age and took a job as clerk in Louis Bacon's store. His father Philias became a steam engineer for the Finger Lumber Company and his mother Marie, opened the first "Board and Room" establishment on Main Street next to

Bacon's store, which was later known as "Ben Dembinsky's" and again later as Harry Trager's Dept. Store.

In 1914 Albert operated The Pas' first Confectionary Store and Ice Cream Parlor also on Main Street, and at that time Albert also excelled in baseball.

In 1915 Albert married Melina de Meulles whose father was a building contractor. In 1916 Albert built the Fingerville Meat Market which in later years became Bruderer's Meat Market opposite Allard's Store on 2nd street.

In 1919 after armistice and the terrible year of the "flu" Albert became manager of the grocery and hardware departments for Oscar Hyman and Ben Dembinsky of The Western Trading Company.

By this time his uncle Gideon had established himself in The Pas as a watchmaker and jeweller and became very prominent in that field.

As agent for Western Trading Company, Albert became a fur trader, travelling to many Northern areas by canoe in summer, dog teams in winter. He travelled to Pukatawagan and Burntwood settlement, now Island Falls with as many as 42 portages by canoe in summer, as far as Grandville Lake and South Indian Trading Post.

In 1923 Philias, Albert's father purchased a piece of land at Wekusko (mile 81) along the Hudson Bay Railway, 12 miles from the shores of Herb Lake, where just across this lake, two gold mines were now in operation following a rush of prospectors and exploration men staking claims.

Albert La Fontaine at this time was still associated with Western Trading Company but he followed his father to Wekusko in the hope of getting established in a business in the wake of the "Gold Rush," but the boom was shortlived, and the mines closed. Albert returned in 1927 to carry on with the Western Trading Co. His sister Ida, Mrs. J. Rainville, operated a stopping place at Wekusko until 1966.

In 1936 Albert again took leave of absence from The Western Trading Co. to open a store at Herb Lake. The Laguna Gold Mines had re-opened the old Rex and Bingo Gold mines, but this venture was not successful — the mines closed as quickly as they had opened and Albert again returned to The Pas.

In 1940 Albert accepted the position of manager for the producers and consumers Co-op Store in conjunction with The Pas' first Credit Union — this business thrived and expanded during most of World War II but due to drastic quotas and restrictions and rationing and the sale of rented properties, the Charter was given up.

Meanwhile Albert's family was growing. His son Arthur was now married to Eleanor Roberge of Bowsman and his daughter Olive was married to Erik Wadelius and residing in Sherridon. This was when Arthur joined the airforce and later served overseas for over 2 years. Prior to enlistment he was employed as travelling representative for the Western Grocers.

In May, 1947, Arthur returned to his job with the Western Grocers but later took a position as paymaster for The Pas Lumber Company Limited. He served as a school trustee for a couple years, was defeated in the race for position of Town Councillor. For many years he was a popular baseball pitcher, with The Pas All-Stars team until his accident, a car-train collision which ended his athletic career.

He and his wife and family of two girls and four boys moved to Churchill in 1956 where Arthur was employed by the Department of Transport.

In 1957, they moved back to The Pas and Arthur took employment on the Mid Canada until the Fall of 1958. This kind of work kept him from his family too much. The Pas at that time could not offer him suitable employment, so he accepted employment from Winnipeg Supply & Fuel Co. Ltd., as office manager at their new Thompson firm. He was able to build his home there 21 years ago where he and his wife and family still reside. For several years, Arthur was a member of the Town Planning Commission.

While living at The Pas, Arthur like his father before him, was always active in community affairs. The trappers festival for instance was always of great interest to Arthur and it is with pride and looks back on the theme song, "When the Ice Worm Nest Again," and takes credit for its origin along with "Fife" Langlois, Norma Booth, Mona Symington (Fisher), Joyce Colgan, Marion Williamson, and Jean Carroll. Likewise his father Albert always took pride in remembering the old "Dog Derby," days with Emile St. Godard, Earl Bridges, Shorty Russick and many others.

To sum up, the La Fontaines, pioneered into Manitoba, spearheaded by Pierre and family during the Red River Expedition while the Riel uprising was still active, in fact, Philias, Pierre's son saw duty under General Middleton.

The family settled at St. Jean Baptiste where Philias married then later moved to The Pas which was then a frontier town. Old Philias was 91 when he died in 1956. The name La Fontaine, rested with Albert who remained an only son. Albert died in 1977 and was laid to rest in Lakeside cemetery near his old father. He has left the task of carrying on the La Fontaine name to his only son, Arthur, who now has four sons but yet no grandson to carry the name.

One son Gilles has taken employment with his brother-in-law, Gene Hrabarchuk in The Pas and has returned to the place of his birth where his ancestors set foot some 76 years ago. His sister Adrienne Hrabarchuk (nee La Fontaine) also resides in The Pas with her husband Gene, three sons and one daughter and it appears that some of the old roots will sprout again.

Olive Wadelius (nee La Fontaine) also resides at The Pas where she and husband Erik raised a family of three boys. They retired in 1978 and have chosen The Pas to enjoy their leisure.

Arthur has three boys in Thompson, Marcel, Remi and Louis and a daughter, Elaine. Remi and Louis are presently employed by the International Nickel Company and they plan on making it their life's work. We all return to The Pas each summer to our cottage on Clearwater Lake and it makes us happy to think that all of us were born at The Pas and we always look forward to returning.

The youngest of Albert La Fontaine's family is Jeanette Roberge now living on a farm in Bowsman, Manitoba. She was a member of The Pas Glee Club and for many years she too took part in The Trappers Festival. Today she still plays piano and the organ accompanying for music festivals, weddings, funerals etc.

The Arthur La Fontaine family is quite active in community activities too.

LaFontaine, Albert, Joseph, Pierre

Pioneer story of Albert Joseph Pierre LaFontaine, of The Pas, Manitoba, north of 53, in 1912.

"I Albert and my father Philias and my mother Marie and my two sisters Ida and Alice, left the homestead in St. Jean Baptiste 47 miles south of Winnipeg and moved to the town of The Pas to make our new home on Oct. 15, 1912.

I was 18 years of age and started to work as a clerk in Louis Bacon's Store; my father was a steam engineer for the Finger Lumber Co. and my mother opened the first Room and Board house on Main Street, next to Bacon's Store, now Harry Trager's Dept. Store in 1914. I operated the first Confectionary Store and Ice Cream Parlor on Main Street, and I played baseball in a 3 team league. Namely, The Finger Lumber Co. team, The Town Team, and the French team, The Maroons.

It all ended the day the First World War was declared on August 4th, 1914.

In 1915, on May 25th, I married Melina De-Meulles of The Pas and raised seven children of which four are still living. They are: Olive Wadelius of The Pas, Art LaFontaine of Thompson, Germaine LaFontaine of Portage La Prairie and Jeanette Roberge of Bowsman, Man.

In 1916, Sept. 15th, I built the Fingerville Meat Market, today Bruderes Meat, but in 1918 after Ar-

mistice November 11th, the awful influenza took us by surprise and we were sick a long time.

Our oldest boy died of it and my business had to be sold, as I was not able to work for almost 6 months after

On July 2nd, 1919, I accepted a position with the partners Oscar Hyman and Ben Dembisky of The Western Trading Co. as manager of grocery and hardware Department Store and agent to travel to four trading posts in the north — summer by canoe and paddles and dog teams in winter to Pukatawagan and Burntwood Settlement, now Island Falls, with 42 portages by canoe in summer and as far as Grandville Lake and South Indian Trading post. Stayed with that company until 1940 when I accepted the position of manager for the producers and Consumers Co-op store and the first Credit Union of The Pas and did real well during all the years of the Second World War and hard conditions and restrictions of quotas, rations, etc. Then when the properties we were renting were sold we had to move the Charters to Flin Flon. My family did not want to move from The Pas. So I had to look for something else. I did work at St. Anthony Hospital as store keeper, and receiver of all merchandise coming in, and when the St. Paul's Residence was opened, transferred there as store keeper and first man to care for all male patients of the second floor in 1965.

On May 25th we celebrated our Golden Jubilee and 53 solid years in this beautiful town of The Pas, before moving to the new town of Thompson in June, 1965.

My beloved wife died suddenly in June, 1970 — The Pas cemeteries are resting places of my late father, mother, my wife, and her father and mother, and three of my sons. May their souls rest in peace!

During our first visit to this north in 1903 and 1904 we had to learn to live like the Indians, off the land, fish, moose meat, deer meat, partridges, rabbits, muskrats, beaver and bear meat and more fish, as we were always living in camps amongst Indians and away from towns, and during that time I learned to speak the Cree Indian language, enough to get by — and today see what our Indians in the whole north have accomplished in education, managementship and better living conditions and still improving those standards of course with our government's great help.

And all this happened during the last 60 years in The Pas and north, and today I have four of my children with me or near me, thirteen grandchildren near me, and ten great grandchildren around me to help me share my love for them and to make life easier for all of us, especially to celebrate this Diamond Jubilee of The Town of The Pas, which stood alone — at the bridge, on the great Saskatchewan

River in 1912. I have also dozens of cousins, nephews and nieces, all over the provinces and the United States.

I may mention some of the families who were here also in the early days as follows: The Laroses, The St. Goddards, The Bacons, The Munros, The Joyals, The Frechettes, Tom Paquette, The Rainvilles, The Laroses, The Fishmans, The Langlois, The Bagshaws, The Lambs, The Readers, Shorty Russick, The Carpiks, The Premachuks, The Sheluks, The Armstrongs, The Johnsons, two families, the Bob Jacksons, The Emile and Paul Rivalin, The Kennedys, and later the Lapointes, Gamaches, The Despins, The Godins, The De Meulles, Sam Waller, The De Tremaudans, etc., etc.

Albert J. LaFontaine now lives in Thompson Manitoba, he is 78 years old.

La Fontaine, Eleanor (Roberge)

Born Eleanor Roberge in 1914 at Prince Albert Saskatchewan. Married Arthur La Fontaine in The Pas in 1938.

Her father was Phillias Roberge, born at Belcourt North Dakota.

Mother was Rose Alma Roberge (Gagne) was born in Quebec.

Their family consisted of: Emma, Phillip, Eleanor, Lucille, Rose, Yvonne, Sidney, Collin, Adeline, Agnes, Maurice, Annette, Robert (deceased).

All the boys and one girl served in the armed forces.

Phillias Roberge was a millwright, he built a sawmill at Granview, also one at Bowsman and the first Planer at The Pas for the Finger Lumber Company.

Eleanor followed her husband as he moved as employment dictated. Social activities including dancing at 25 cents per person, card games, 1st of July sports day, The Pas Dog Derby, picnics at the lake etc.

Events of interest, Carl Sherritt killed along with Hi Johnson's son when their plane crashed near The Pas River.

Captain Stevenson was killed in a plane crash on La Rose Avenue in 1927.

The family resulting from the union of Arthur and Eleanor La Fontaine were: Marcel, Adrienne, Elaine, Remi, Gillis, Louis.

Lagimodiere, Amedie

Amedie Alfonze Joseph Lagimodiere was born on April 7, 1914 at Abberville, Manitoba; his parents were Elzar and Marie (nee Lambert) Lagimodiere, both born in Canada. My father was a farmer and mother a homemaker. They resided at St. Laurent,



L-R: Maurice, Amedie, Annette Mulhall, Merve, Juda Bochsler, Oscar Franceour, Joe Bochsler. Sitting: Mrs. Amedie Lagimodiere, Mrs. Oscar Franceour.

Loretta and Abberville, Manitoba. They had eight children, Bernadette, Harve (Harvey), Leonard, Delima, Gerard, Colin, Amedie and Maria.

After they retired, my parents moved to The Pas in the spring of 1940. Father died in December, 1944 while I was serving with the Armed Services in Italy. I received a telegram one month after his death. My mother died in August, 1963 at the age of 96.

I attended school in Abberville and completed grade 6. I came to The Pas with my parents in 1940, married Marie Therese Lucienne (Molly) Francoeur on October 16, 1947 and have resided in the area ever since. I farmed on Rall's Island and worked at some carpentry jobs. We raised six children:

Marie Jane, born November 7, 1948. Joseph William Dennis, June 14, 1950. David Ronald Joseph, September 3, 1953. Annette Joyce, June 26, 1955. Elaine Marie, September 12, 1959. Marlene Alvina Marie, July 24, 1962.

The Lagimodiere family are direct descendants of the first white woman of the prairies. She was Marie Ann Gaboury who was the grandmother of Louis Riel.

Lagimodiere, Maurice

Maurice Lagimodiere was born near Deerhorn, Man. on Sept. 13, 1931, son of Harvey and Neva Lagimodiere. He received his education at Sacred Heart School in The Pas and the local Collegiate Institute. Moe worked for a while on his father's farm, located in the South East corner of what is now the Pasquia Land Project. He then started to work at Western Grocers Wholesale outlet in The Pas. In 1963 he was made General Manager of The Pas operations of the company, a position he has served

the company in for the past twenty years as of February, 1983.

In September, 1952 Moe married Violet King who was born at The Pas in 1934. Violet's parents are Richard and Dorothy (Puttick) King, residing in Kin Kourt Residence The Pas at this time. Violet completed her education at The Pas Collegiate Institute.

Maurice and Violet have six children: Mrs. Maureen Murray resides in Winnipeg. Judy is a nurse in The Pas. Valerie is employed at Carrol Motors. Leslie works at McIvors Law office. Greg has yet to complete his education and Mark is continuing at school.

Lagimodiere, Molly

Lagimodiere, Marie Therése Lucienne (Molly) nee Francoeur born at Pontiex, Saskatchewan, on October 28, 1927. Her parents were Arsien Francoeur and Flegiana Lavacier, born in Bedford Maine, U.S.A. They had resided in Trois Rivières, Quebec, Grande Prairie, Alberta, and Pontiex, Saskatchewan.

I have three brothers, Oscar, Roland and Arthur, all living in The Pas. I came to The Pas as an infant with my parents in 1927. I attended Sacred Heart School in The Pas and after marriage I took care of my children.

My father worked for the Department of Highways in Alberta and retired in The Pas. He passed away in 1982; Mother had died in May, 1968.

Lagimodiere, Dennis

Joseph William Dennis Lagimodiere was born June 14, 1950 in St. Anthony's Hospital, The Pas. His father was Amedie and his mother Molly Lagimodiere.

Dennis has one brother and four sisters. He attended school in The Pas and started working as an equipment operator for the Department of Highways in 1967 and has been employed by Manitoba Forestry Industries as a Heavy Equipment Operator since 1969.

On February 1st, 1969 Dennis married Ruth Jean Helstrom, born in Melfort Sask. March 5, 1950. Ruth and Dennis have three children, Darrin William born February 29, 1972 adopted March 29, 1972; Denn Jean born March 22, 1973 and Michael Patrick born November 12, 1975.

Ruth Jean Lagimodiere (nee Helstrom) born March 5, 1950 at Melfort, Sask. Her parents, Alvin Ray and Hazel Jean Helstrom (nee Ganton) were both born in Saskatchewan. Ray and Hazel farm in the Carrot River Valley, The Pas.

Ruth has five brothers and four sisters — William Ray, Robert Vernon, Wayne Kenneth, Byron Warren, Garth James, Linda Jay, Gail Maureen, Beverly

Ann and Arlene Margaret. Ruth attended school at Carrot River Sask. and finished her education at Margaret Barbour Collegiate and completed a stenographic course at the Keewatin Community College and later an accounting course at the same institution. She is presently an administrative clerk at Canada Employment Centre The Pas. Her activities in Westminter United Church led to voluntary teaching in the Religious Guidance Program for The Kelsey School Division.

Lagimodiere, Neva

Neva Graveline was born at Aubigny, Manitoba, on October 25th, 1910. Her father, Isaie Graveline, was born in Quebec in 1881 and passed away in 1950.

Her mother was Elizabeth Pelland born in Quebec, 1886 and passed away on October 1st, 1937.

The Gravelines had farmed at Aubigny and Deerhorn, Manitoba before moving to The Pas in 1934.

Neva received her education at Aubigny. She married Hervé Lagimodiere in 1928. They were in The Pas at first, then moved to Pine Bluff, forty miles downstream on the Saskatchewan River.

Neva resides in Kin Kourt Senior's Residence in The Pas and is active in the Catholic Womens League and other church work.

Lagimodiere, Allen T.

Allen Lagimodiere, son of Harvey and Neva Lagimodiere was born at Eriksdale, MB. He attended school in The Pas and after completing his education he was employed by the C.N.R. Al finally engaged in the agriculture industry, running a successful farming operation combining grain and cattle production in the Carrot River Valley.

In 1953 Allen married Donalda Laidlaw of Bowsman, MB. Her parents were Charles and Ruth (Taylor) Laidlaw of Bowsman. Allen and Donny have six children; Karen, married to Harry Andersen of Red Deer, Alta., Alan Dean, attending Veterinary College in Saskatoon Sask., Brenda, married to Rodney Berezowecki of The Pas, Gary Charles, The Pas, Garth James, The Pas and Hal Micheal who is attending school in The Pas.

Hervé Lagimodiere and Family

Hervé was born at St. Laurent, Manitoba August 12, 1901 and was raised at Abbeville near Deerhorn, Manitoba. He married Neva Graveline in 1928 and they settled in Abbeville where Hervé made a living farming, trapping and fishing. By 1934, however, the depression was having its affect on this lifestyle and with a family of four, Hervé now longed for better things. That year, his Uncle Bob Lambert returned to Abbeville from the Muskrat Marshes at The Pas and

brought back stories of the abundant muskrat harvest and the high fur prices.

Lured on by visions of a richer more abundant way of life, Hervé and Neva headed for The Pas that September; a journey which was no easy feat as it took several days by train. The family remained in The Pas while Hervé travelled to the muskrat marshes east of The Pas at Pine Bluff where he spent several months trapping with his Uncle Bob. Trapping was as good as he had been led to believe and as a result of an abundant harvest, decided to make his home at Pine Bluff where several other families had settled.

After the birth of her fifth child, Ronald, in November of 1934, Neva and the family were moved to Pine Bluff by dog team, a distance of 40 miles on winter trails. In spite of some hardships, life at Pine Bluff was fairly good and with a large garden, plentiful wild game and a few cows to provide fresh milk, the family was quite independent and contended. Hervé continued trapping and fishing until 1939 when he was offered a position with the Manitoba Game Branch as a conversation officer.

In the meantime, however, the children were getting older and despite efforts by the Bishop to establish a school at Pine Bluff, it was never possible to retain a teacher for long. By 1942, it became obvious that the family would have to be moved to The Pas if the children were to receive any education. That fall, their eldest son Louis was boarded at the de Roche residence on La Rose Avenue and the Dupas house on the Rhalls Island Road was bought.

The family moved to their new residence in the spring of 1943. The forty mile journey being made by horse team and sleigh took two days. This meant a one night stopover at a trappers cabin at Raven's Nest Lake. Although the family was now closer to school, it still meant a healthy walk to and from school as there were no school buses in those days. Indeed, the Rhalls Island road was not even ploughed out during the winter and by spring, there were usually fairly high snow drifts to walk through on the trail to town.

Hervé was officially transferred that summer and assigned to the area now known as the Pasquia reclamation project. As the old timers will remember, this area was a magnificent marsh in those days before PFRA diked and drained the area in the early 1950's. The only arable land at that time was situated in strips along the Carrot and Pasquia Rivers and there were only a few ranchers in the valley.

Hervé fell in love with this land and leased a large tract of pasture and hay land along the Pasquia river hoping that some of his sons would inherit his love of farming. Between his free time from his regular job and the help of his older sons, he developed his lease and increased his cattle herd and also acquired sev-

eral horses. By 1946, it became more difficult to look after the Rhalls Island home in addition to the growing enterprise along the Pasquia River. By now, Hervé and Neva had a family of four boys and four girls, the younger ones being three little girls who were having a tough time making the long trek back and forth to school from the Rhalls Island road.

The decision was finally made that it would be better to move the family into town where it would be easier on Neva and the younger children and Hervé and the boys could concentrate on the Pasquia River holding. Hervé bought the house at 80 Patrick Avenue and the family moved in that summer. Farming, however, was not easy, timber wolves started molesting the cattle, killing some calves and tearing several pounds of flesh from the hind quarters of others. At one time, there were as many as fifteen calves brought to a central compound for treatment because they had had large chunks torn from them. Then came the flood of 1948 and everything was covered in several feet of water. The cattle and horses had to be rounded up and shipped south where pasture was available. The following year, ducks in the millions ate all the crops. Eventually, as a result of these setbacks. Hervé's ill health and the boys lack of interest in that lifestyle, the cattle and horses were diposed of and the lease improvement sold to the Patterson brothers. After a lengthy illness, Hervé passed away January 31, 1953.

Neva continued living at 80 Patrick Avenue until Albert got married in August 1974 and she found herself alone. Undaunted she packed her bags and went to Ottawa to visit her friend Marie Lambert, where she spent a year working in a private school. On her return she lived in an apartment, in what had at one time been the Eventide home, until she was able to get a suite in Kin Court where she still resides.

Hervé and Neva had a total of twelve children, Louis — Dauphin, Annette (Mrs. Bill Mulhall) — Lac du Bonnet, Moe and Allen — The Pas, Ron — Saskatchewan, Lin (Mrs. B. Vandal) — Winnipeg — deceased 1976, Muriel (Mrs. Wayne Armstrong) — The Pas, Betty (Mrs. Ed Anderson) — The Pas, Judith — deceased 1946, Albert and Norbert (Twins) and Brian — The Pas. In addition, Neva now has 43 grandchildren and 8 great-grandchildren.

The Lamb Family prepared by Hilda M. Herbert

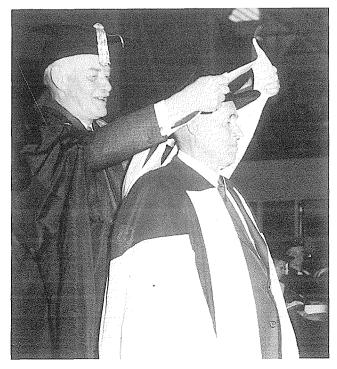
Thomas Henry Peacock Lamb was born in Leeds, Yorkshire, on May 27, 1870. Caroline Alice Marks was born at Portsmouth, Hampshire, on July 20, 1876. Along with many young English persons of their age they migrated to Canada, a new land clamoring for immigrants. They met and were married in



Lamb Family, L-R: Connie, Doug, Jack, Mom, Dennie, Donald, Greg.

1896 at Grand Rapids, where Mr. Lamb was school teacher and Miss Marks had a position as mother's helper and governess to the young family of the Rev. and Mrs. C. J. Pritchard.

Here their first two sons, Eric and Tom, were born. A transfer to The Pas (Opasquai in those days?) followed, and here in 1900 Horace ("Laddie") was born. The next move was to Moose Lake in 1901, a bold move, leaving the security of a paid position to embark on a fur trading business in compettion with the formidable Hudson's Bay Company. Coupled with the hardships to be met were the isolation and loneliness of the place. They found the Indians very



Hugh Sanderson — President of University Of Manitoba Honoring Tom Lamb — May 22, 1969.

primitive, but always they were their friends, and in the following years an Indian or a Metis midwife ushered into the world eight more children, all of whom survived and lived long healthy lives.

Living was not easy for this English family. Much of their food had to come from the land. Moose, ducks, geese and partridges, rabbits, also, were plentiful, as were many species of good northern fish and a wide variety of wild berries, which were preserved in quantity. Other staples had to be brought in, and many times the more perishable ones, butter, eggs, oranges and apples, would run short, in spite of the cool cellar beneath the log house. In later years, beef, pork and eggs, were home-produced. Only the most basic of medical supplies were on hand, and vet Mrs. Lamb raised her healthy family. Fortunately, contagious diseases were virtually unknown in the early days, and the children grew up to be careful of guns and axes, and actually accidents were few, which one might consider a reflection of the responsibility of most young people of that age as compared to a later time.

By 1912 there were eight children, and the log house, two miles "across the portage" from the reserve, had become two small for the family, and in that year a large comfortable home was built on the edge of the reserve, by the lake, and incidentally on the site previously occupied by the old North-West Company, and by 1918 the children numbered eleven.

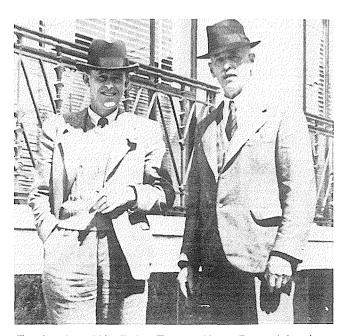
Mr. Lamb was a man of unusual drive and energy and a good business man. His fairness in dealing with the native people and his farsightedness paid off, and



Tom and Jean Lamb.

the family prospered. By now the homesite included a large barn for the teams of horses used to bring in trade goods and to transport frozen fish and furs to The Pas, a granary, blacksmith's shop, cow barns, piggery, chicken-house, and of course an ice-house. In the summer great stacks of hay were put up to provide for the animals in the long winters. Summer transportation was by the Saskatchewan and Summerberry Rivers and in succession, "the Avis," "the Premier" and "the LaFleur" plied the rivers. Before these boats, though, was the "dispatch," Mr. Lamb's first steamboat, but which met an early end in a storm on the lake. The propeller from this boat is now in the museum in The Pas, the gift of Tom Lamb. After the move to the new location, safe docks were built, but mainly the boats and barges were moored in Moose Creek, two miles from the post, safe from the storms which would sweep down the lake. In the early days freight was brought by scows on the river from Prince Albert, and in the winter fish were hauled by teams to Mafeking, the end of the railway. After the railway reached The Pas in 1910 supplies were bought in Winnipeg and later from supply houses in The Pas.

As the older boys reached their teens they took an active part in the business. Their formal schooling was sketchy, the three R's being taught at home until in 1910, Mr. C. T. Mitchell was engaged to teach in the one-room log school and here the elder children were enrolled, having to walk or ride the two miles through the forest. In 1913, Miss. E. E. J. Cookes, lately of Manchester, England, was engaged to teach the children and the next year the "Public School" was built. Fortunately, this late enrolment in school was offset by a good home environment. Books were



Tom Lamb and His Father Thomas Henry Peacock Lamb.

regularly added to the family library, along with magazines and newspapers from the Old Country. No radios or television distract them and both parents encouraged the children to read. Miss Cookes, rest her soul, taught them their Church of England Catechism, and their Mother read the Bible to them.

During World War I, Mr. Lamb bought farm lands at Valparaiso, Saskatchewan, and here Tom and Laddie learned a new way of life. Eric remained to man the river boats, but shortly he entered the Canadian Army, part of his service being in Siberia, keeping an eye on "The Reds". In the winters the boys returned to help with the fish haul.

The girls, in time, moved to Winnipeg, Lenore as a bride and the others to work in offices in the city. In 1925, Mr. Lamb bought a home for the family in Winnipeg, where he spent part of his time, Tom now having left farming for his beloved north and was back in the business, which his father sold to him in 1927. Later in that year Mr. Lamb bought a hardware store in Tisdale and moved his family there.

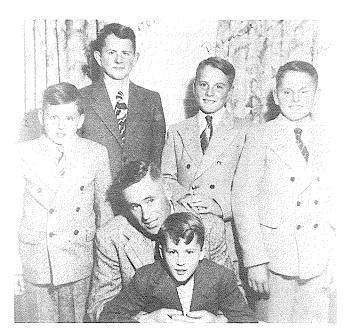
Tom operated the Moose Lake business for years, adding to his interests the muskrat ranch on the Summerberry River and later founding Lambair, all his six sons becoming pilots and members of the firm. Heart surgery forced Tom to retire from commercial flying, so he turned his energies to starting a cattle ranch, all pure-bred Herefords, on the shores of Moose Creek and both ranches flourished until the hydro dam at Grand Rapids flooded both areas, ending these operations. In the meantime Lamb's Store had been sold to Tom's son-in-law, Jock McAree and his wife Carol. The business continued to expand. In December, 1969, a disastrous fire destroyed the house, but a new larger one was quickly built, with private living quarters on the ground floor, and the upper level laid out for a motel, as much traffic from outside had developed and there is no other accommodation for the travelling public. A road, open summer and winter, now connects the post with The Pas, and cars and trucks now cover the distance in a couple of hours, as compared with the two or three days by teams in the early days. By air it is a twentyminute flight.

In time Jock retired and now his son Greg and his wife Eva operate the business, the fourth generation of the family on this spot. One wonders if their young son Shane will be the fifth in the long line?

Mr. Lamb soon became involved in town affairs and for five yers was Mayor of Tisdale. He retired in 1938 and sold the business to Bert and Bob. He and Mrs. Lamb lived in Victoria for four years, but with failing health he moved back to Tisdale, where he died in 1943, Mrs. Lamb continuing to live here until her death in 1955. Along with their parents, Eric and



L-R: Carol, Sheila, Jennie (Mother) Skippy.



L-R: Doug, Don, Dennis, Jack. Sitting: Father Tom and Connie.

Laddie are buried in Tisdale, but Tom, who died in Hawaii, was cremated and his ashes reverently scattered from one of the Lambair planes, with youngest son Connie as pilot, over his favorite hunting and camping spots in the Moose Lake area, the same rite being performed for his wife Jennie a year later. Of the rest of the family, Lenore (Mrs. Crane) and Dot (Mrs. Bogle) live in Calgary, Hilda (Mrs. Herbert) in Prince George, Billie (Mrs. Down), Bert, Bob and Donald in Tisdale, and Carol (Mrs. Hoffos) in Ottawa.

At the last family re-union, in 1967, a family tree was complied by Hilda, who has endeavored to record the marriages, births and deaths in the family, and her scroll now shows as living descendants, 8 children, 36 grandchildren, 94 great-grandchildren

and 24 great-great-grandchildren, total of 162, mostly all living in Canada but a few in the United States and Great Britain.

During their long and active lives Mr. and Mrs. Lamb, like all of their generation, saw many changes and one might suggest that of these transportation and communications played the greatest part, followed closely by the endless number of conveniences of the electric age which have taken much of the drudgery out of daily tasks and added so much to modern entertainment. Both of these areas are reflected in the lives of the people at Moose Lake. Good and quick transportation has brought medical services which were never dreamed of in the days of the early settlers. Were they to come back, they would not recognize the reserve — not one log house or birch bark canoe. Every family has a comfortable semi-modern home and mostly well furnished, with telephones and television sets. The eating habits of the people are a far cry from the moose meat and fish diets of those of the turn of the century; cellowrapped packaged foods have replaced the sacks of basic items weighed out over the counter and no longer are fresh fruits a luxury. Infant mortality has been greatly reduced and the population of Moose Lake reserve and the Metis settlement has risen from about 300 to over a thousand.

Most of their contemporaries are gone, but the window in the Church of Saint John, Anglican, at Moose Lake, placed in their memory by the family will remind future generations of this early couple. Tom, who had an enduring love of the north, had placed in the Provincial Archives in Winnipeg an account of the times he had witnessed, and Billie, in her book "Dew Upon the Grass", tells a warm an



Sheila Lamb.



Carol (Lamb) McAree and Daughter Bunnie.



Thomas Lamb.

intimate story of the Lamb Family. Much more could be written about the early days, the people who came and went, some almost forgotten and those who left an imprint on the lives of others.

Last summer Bob, with his wife Hazel, took Dot, Hilda and Billie to Moose Lake, over the new road, on a beautiful August day, when the wind ruffled the tall swamp grass and the lakes and creeks shone in the sun. The road was full of contrasts and memories of the old winter road and of course they visited "the old place", the site of the first trading post. Sadly, the forest is taking over and closing in on what had been a large clearing, trees growing around the old cellar and the well and the garden overgrown with willows, only the two roads leading to the creek and the hay meadows being left. Just a slight ridge around the cellar marked the foundations of the old home. But happily a move is on foot, instigated by Bob, to take out a few of the trees around the cellar and the well and to erect a cairn of local stones to mark the spot where an enterprising young couple made a home in the wilderness, and where future generations of the family might return and be reminded of their roots.

Thomas Lamb 1898-1969

A short record of the life of her brother, Tom, prepared by Hilda M. Herbert, September 1, 1980.

Tom, the second son of T. H. P. Lamb and his wife, Caroline Alice (nee Marks) was born at Grand Rapids, Manitoba, on June 29, 1898. As an infant he lived at Grand Rapids and then Opasquai (now The Pas) until 1901, when his parents moved to Moose Lake, where they started a furtrading store, and where his five sisters and three younger brothers were born, Eric having been born at Grand Rapids and Laddie at The Pas.



Tom and Jennie Lamb.

The environment in which he spent his childhood and later his teen years suited Tom's free spirit and venturesome temperament. His years of schooling were short, for want of a teacher in the earlier years, so that much of his "book learning" he received at home from his parents. From his baby days all through his life he was full of vitality, interested in everything around him. He enjoyed people and no matter where he was or in what circumstances, he found life challenging. There could never have been a dull day for him and his long life was a story of adventure and achievement.

His earlier years he spent, as did the other members of the family, as part of a family team. His father was a man of great drive and a tireless person, with an inner strength which enabled him to cope with life in a land far from his native England, and the boys grew up learning all there was to learn in order to survive in the north. They knew how to hunt and fish, to trap and to prepare furs, to handle a canoe and a dog-team and to drive the teams of horses over miles of frozen lakes and swamps transporting furs and frozen fish to

the railhead. They learned how to survive amid the dangers and hardships that were part of their way of life. They learned, while in their early teens, how to operate their father's motor and steam boats on the river, how to dismantle a faulty motor and get it running again. They knew and understood the Indian people among whom they lived, and knowing the country and the people they were a part of it all.

Eric and Laddie found a different way of life, Eric always working on other boats on the river, after he returned from the war, the Great War of 1914-1918, and Laddie took to farming in Saskatchewan, as did Eric later on. But the North was Tom's. One of his earlier undertakings was to journey to Southend, on Reindeer Lake, where he built a barge for a northern freighter. His next was a contract to cut and deliver hundreds of cords of cordwood for the mine being opened at Flin Flon, and here with his wife Jennie and tiny daughter Sheila, he spent the summer of 1926 and part of 1927, returning that year to Moose Lake, when he bought out his father's business. Those were not very prosperous years, but Tom went at it with a will and managed to keep going. He knew the potential of the north and was always a bit interested in what lay buried under the rocks and the swamps, and did stake claims in different areas when he could spare a little time from the trading post.

With his knowledge of the north and his love of it, Tom became a dedicated conservationist, and although he was an excellent shot and enjoyed getting his share of game and birds, he always advocated a policy of not taking too much, a favorite saying of his being "leave some for next year."

The Depression Years were trying times, but Tom weathered them and kept going. In time, caterpillar tractors took the place of horses and larger shipments of frozen fish could be moved in less time on "the tractor swing" hauling sleighs, with cabooses for the men on off-shifts. During World War II, with food shortages, the demand for fish was heavy and about this time Tom turned his thoughts to another larger lake which had never been fished commercially and which he knew abounded in fish but was a long way from the railway. This was South Indian Lake, part of the Churchill River waterway. In return for two years' fishing rights on the lake Tom undertook to put in a winter road capable of supporting heavy tractor swings, from Wabowden into South Indian Lake, a distance of one hundred and fifty miles, in many places over swamps that did not freeze deeply enough for such heavy loads. In these areas corduroy roads were laid down and in many areas trees had to be felled or trails widened. On different islands in the lake log cabins were built to accommodate the fishermen. All in all, it was a big undertaking.

As early as 1932 Tom got started on a project that he had had in mind for some time and which was dear to his heart. This was to develop an area where the muskrat and the moose and beaver could be protected and in time harvested. For this purpose he asked for and received a long-term lease on a 54,000 acres swampy island some ten miles from the post and bounded by the Saskatchewan and Summerberry Rivers. Trapping here had never been particularly good, but Tom saw the potential and visualized what was later referred to as The Rat Ranch. Here he built dams to raise the water in certain areas and cut waterways into others to regulate the depth of the water. It was all spade and shovel work in mosquito country, in smelly swamp water much of the time. But he pushed on and after a while it began to shape up. The muskrats and the beaver began to increase and the moose population was noticeably greater. At strategic points log cabins were erected and "No Hunting" signs posted. At one place which was called The Warehouse, probably because it was headquarters for the operation, a larger cabin was built, and each year Tom and Jennie and their nine children spent a few relaxing and fun-filled days there. At the end of the first year a rat count was made and Tom saw that his dream had come true and all the hard work and frustrations were worth while. He selected his best trappers and assigned certain areas to each, some living in cabins and some in tents for the spring trapping. No figures are available but it is well known that the returns were more than gratifying, and maybe just as gratifying to Tom was seeing the Provincial Government following his example and developing other trapping areas.

In the year 1935 Tom was feeling the need for quicker transportation, and so, at the age of thirtyseven, he took flying lessons. He soon had his pilot's license and bought his first plane, a beautiful fourseater Cessna. What a convenience it was and before long he had a charter service license and had more work than he could handle, as well as his own, and at the same time look after the post and muskrat ranch, so more help was engaged, including a licensed air mechanic. As he did with all his possessions, Tom loved to share his new plane with others, many a free ride being enjoyed by his family and friends, and one trip stands out in memory. In the fall of 1937 his parents were enjoying a visit to Winnipeg, when his father had a serious heart attack and was confined to hospital for three weeks. When he was finally discharged, Tom flew to Winnipeg, picked up his parents and flew them to their home in Tisdale, Saskatchewan, saving his weakened father a long train ride, and of course while in Tisdale other members of the family were treated to rides in the new

plane. Unfortunately, some three or four years later this first plane was "washed out" near Cumberland House, when for some reason he failed to gain sufficient altitude and landed in the trees, but thankfully no one was hurt and his three passengers were put up at Cumberland House while Tom paddled down the river to The Pas. And, so, temporarily, his flying was over, but in 1945, he was into it again when he bought his first Norsemen, the long-lasting and hard-working BHS, then a Moth and from time to time other planes. In the meantime, his sons were growing into teen-agers, and one by one they took lessons and got their pilot's licenses, all six of them, and Lambair grew and grew. But his flying days came to a halt when in 1955 he underwent heart surgery, and on medical grounds his commercial license was cancelled, though he was granted a private license and continued to take short trips, very often with Jennie at his side.

And, so he was more or less grounded, even though his health was good, and it was about this time that he was able to start an operation which was perhaps one of the great loves of his life. Across from Moose Creek, some two miles from the post, were miles of swamp hay, bounded on all sides with water, Moose Lake to the north, the Summerberry to the south, with Sturgeon Creek on its east side and Moose Creek on its west. What a cattle ranch it would make! With a long-term lease in his pocket and with money to spend on it, he got his ranch started. Only pure-bred Herefords with prize bulls were brought in, barns and feeding sheds erected, land broken and grass and oats seeded, and a comfortable modern ranch house put up, complete with modern plumbing and electricity. How he loved it all, something really productive and an outlet for the drive which never forsook him.

By now his son-in-law "Jock" McAree and daughter Carol were running the trading post, so Tom and Jennie divided their time between their home in The Pas and the ranch, while not away on one of their many trips to various parts of the world. In all, they circled the globe three times, along with many other trips. On one of these trips, while in Australia he got wind of a plane which in the war had been shot down over New Guinea and though fully serviceable was for sale. He bought it and wrote to me that he knew he could have flown it home but Jennie wouldn't let him! Lambair was expanding and many of their planes could tell exciting stories. One which had bullet holes to show for it had been in one of the wars in the Congo, in Africa, and this one Greg, the eldest of the brothers, along with another pilot and a mechanic, flew home, via Brazil for re-fuelling and then up the east coast of North America. Another was flown from Norway and still another from Afghanistan, in this case Jackie being one of the pilots — all serviceable planes but struck off from the various Air Forces. To write about all the exploits and experiences of the pilots engaged by Lambair would be an undertaking on its own. Their motto "Tell us where you want to go" has always been the story of this northern airline. Bases were at The Pas, Thompson, and Churchill, but in time Thompson became the centre of operations. One is safe in saying that very few square miles from Winnipeg to beyond the Arctic Circle have not seen a Lambair plane overhead. Endless loads of mining equipment of all kinds and other supplies have been set down in many bleak spots that someday could be bustling mining towns, freight of all kinds transported and passengers of wide-ranging occupations and interests have looked down from Lambair planes on a cold and uninviting country, and many have been the mercy flights from far-ranging areas. As this is being written, one trip comes to mind. Tom was in the South Indian-Wabowden area and not expected back for a few days, but suddenly the big Norseman flew in, flying low over the house and office, low enough to show one of the skis hanging loose. Immediately firefighting equipment and Dr. Crawford were rushed out to the base at Grace Lake. It was a tense moment as the landing on the frozen lake was made, on one ski, and the plane skillfully brought to a stop. He had flown in to bring a woman with a broken ankle to the hospital. She was strapped to a stretcher and from her place on the floor called up to Tom to ask what that noise was (the flapping ski). Giving her his famous smile he shouted back that the wind always made that noise! If the poor soul had only known that between her and eternity was the grace of God and a seasoned bush pilot! There must be endless stories of close shaves down the years, planes going through the ice, sudden storms, both summer and winter, including the dreaded "white-outs" and motor trouble. Another one I remember was when the late Irwin Crane was flying for Tom, the first Norseman again. The motor blew a cylinder and he had to put down on a small lake in from Wabowden. From there his radio transmissions were too weak to reach anyone, so he just waited and when the search plane came in he was reading a pocket book. Title of the book? "The End of the Trail"!

Tom had adjusted to being out of active flying himself and was enjoying his muskrat and cattle ranches when Manitoba Hydro changed his way of life again. The hydro dam at Grand Rapids was put in, filling its large reservoir and gradually backing up and flooding miles and miles of swamp and timber lands. Finally it reached the Moose Lake area, creep-

ing into the cattle ranch and also the muskrat ranch. All the hay meadows and the oat fields were flooded and the ranch gone. The fine herd of Herefords, about a thousand in all, were all shipped out and sold, the ranch buildings moved, the cosy ranch house to the shore of Grace Lake near the air base, tractors and other machinery taken out and sold and Tom's dream gone. But he didn't take it sitting down. An expensive and hard-fought suit against the Province of Manitoba and Manitoba Hydro went in his favor with a heavy assessment in damages against the Province. But dollars could never compensate him for all he had lost.

Somewhere along the line the business at Moose Lake was sold to Jock and Carol, who operated it well and they prospered. Just a few weeks before Tom's death in 1969, fire destroyed the house at Moose Lake, but in short order planes and planes loaded with lumber and all things necessary to build a larger and more up-to-date home were flown out, and Tom was able to be present at the dance held in the newly-erected house before the partitions were put in. To-day it is a combination of a comfortable home and modern motel, overlooking the lake. Now there is a new store, as modern as tomorrow, put up in 1980 — a far cry from the log store T. H. P. had put up across the portage in 1901.

Tom certainly was one of Manitoba's favorite sons. He fully deserved being awarded the prestigious Golden Boy Award, given to those "Who helped make Manitoba a better place in which to live" as is inscribed on the plaque. And in May, 1969, he was the recipient of an Honorary Doctor of Laws Degree from the University of Manitoba — this to the little boy who was deprived of proper schooling those years ago. How happy and proud all his family and friends were to see him receive these honors. Truly, he did make Manitoba a better place in which to live. In many ways he was a good-will ambassador for his province, and writing this brings to mind another undertaking of his.

In the fall of 1946 the Argentinian Ambassador to Canada wrote him from Ottawa, asking if he could provide them with fifty live beaver and deliver them to Argentina. It was late in the season, on towards the end of September, with freeze-up a few weeks away, and much red-tape was encountered. Permission to export live beaver was not readily granted, for fear they would multiply and become a challenge to the fur industry of Canada, but after a while the necessary license was obtained, Tom's passport obtained, the necessary permit from the Foreign Exchange board for taking funds out of Canada (this was just after the war) secured, and endless other details. Then securing the little animals was a challenge;

metal cages had to be found for taking them alive and unhurt, then cages made for transporting them, food arranged for, and so on. Who but Tom would have undertaken it? Finally the little fellows were on the train bound for Montreal, but only thirty in number. as the ice was forming on the little lakes where they were caught. Jennie and Greg went with him as far as Montreal. Here Tom and Greg took a taxi out into the country and found willows to cut for feed, and then Tom and his little charges were on their way. He had to change planes at Miami and found to his consternation that he couldn't travel with them from there on. Miami was hot and he had to get a water hose to play on them to keep them cool. He got to Rio de Jeneiro before they did and had a few anxious hours until they arrived safe and sound. Then it was necessary to fly around with officials to spot a suitable lake in which to turn them out. One looked very promising but it turned out to be in Chile, but finally they were released and he had to say good-bye to them. He wondered if the change in seasons on the other side of the equator would affect their mating habits, but in due time a telegram arrived saying that re-production had taken place. What a public relations man he would be with the people he met in Argentina.

To tell the story of Tom Lamb would necessitate a full-length biography, not this short account of a life that span seventy-one years.

His death was a shock to all. He and Jennie were holidaying in Hawaii, having spent Christmas there, when in the early hours of December 29, 1969, a fatal heart attack ended it all. Dear Tom, he was gifted with a zest for life. On a street in Waikiki one sees his name and address in the concrete — he just couldn't pass up the chance when he saw the wet concrete!

His ashes were flown back to his beloved north. On the same day three memorial services were held for him, one in Christ Church, The Pas, one in the Church of the Redeemer, across the river, and one in St. Johns Church at Moose Lake. Plane loads of dignitaries and friends flew in, from far and near, to pay their last respects, while across the river and at Moose Lake his Indian friends, many of whom he had known all his life, gathered in grief to sing and pray for him. Later, on a lovely spring day, Connie, his youngest son, flew over several of his Dad's favorite hunting and camping spots, the Anglican Minister committing his ashes, at each spot indicated by Connie. And now his mortal remains are part of the land he loved, and one can say —

"Home is the sailor, home from the sea, And the hunter is home from the hill."

Jennie, his beloved and loving wife, survived him by less than two years. Connie, true to his promise to his Mother, retraced his flying pattern, with her ashes, The Minister committing them as before.

Tom Lamb Awarded 1977 Roll of Honour

He was known as, "the Babe Ruth of the bush pilots"; or "Mr. North" — the founder of Canada's oldest airline. Neither title can adequately summarize Tom Lamb, one of Canada's most famous northern aviation pioneers, a productive individualist, practicing humanitarian and a community minded businessman with a multiplicity of skills.

Tom Lamb was born in 1898 at Grand Rapids on the northern tip of Lake Winnipeg. At the age of two, his family headed out from The Pas on a river barge and eventually arrived at isolated Moose Lake where he received the equivalent of a formal education from his missionary schoolmaster father.

Tom's flying career began in 1931 when he bought a Stinson aircraft, primarily to fly fish out of the north, saving a product that would otherwise spoil.

He formally incorporated "Lambair" in 1935 and by 1959 owned nine aircraft that logged 1,500,000 miles. Today, "Lambair" employs over fifty pilots to operate twenty fixed wing aircraft and four helicopters.

Over the decades, Tom Lamb personally flew hundreds of mercy flights and airlift medical evacuations, the majority of which were humanitarian acts without any monetary gain.

He was ideally suited to integrate aviation into the northern life-style with his proven successful records as a lumberman, fisherman, trapper, trader, tractortrain freighter, road builder and cattle rancher.

The University of Manitoba awarded Tom Lamb an honorary degree in 1969 in recognition of his contribution to northern development, just eight months before he passed away while vacationing in Hawaii.

MacDonald also pointed out that the "bush pilot" statues at "Tom Lamb Field", The Pas, Manitoba and at Edmonton Industrial Airport were made to honor Tom Lamb as these airports were formerly the "gateways to the north" for bush pilots and Arctic flying.

In the presentation speech, MacDonald compared Tom Lamb to Will Rogers for his homespun type of humor and the fact that he was "loved by all" and a particular friend of the Indian people of northern Manitoba whom he lived and worked with and spoke to them in their own tongue.

He also stated that he thought it appropriate that Connie was the son available to receive the award as his sense of humour was more like Tom's than the other sons.

Lambert, Luke Bernard

Luke was born in St. Boniface, Manitoba, on April 16, 1907. His father Alfred Lambert was born at St. Jean Baptiste. Luke's grandparents came from Quebec; they were farmers. Luke's father died at St. Laurent, Man. in October, 1930. Luke's mother was Philemine Chartrand and was born in St. Laurent. Her parents were storekeepers in that town. Alfred and Philemine are both buried at St. Laurent cemetery.

Luke had two brothers, Douglas lives in Portage La Prairie and Adelard resides at 121 Lipton Street, Winnipeg. Luke worked for farmers at Portage La Prairie threshing etc. He arrived in The Pas in March 1932 to trap muskrats and continue here and at Pine Bluff for 13 years.

In 1945 he settled permanently in the area, trapping, commercial fishing and guiding. He recalls the excellent sturgeon fishing on the Saskatchewan River, averaging 45 to 50 pounds dressed weight. He was a qualified guide for forty years. He was the owner of Luke's Taxi and operated the "Hop-in Cafe" at 201 Crossley Avenue.

Luke first married at St. Ambrose in 1925. His second married to Florence Meilleur at The Pas was in 1940. They had 6 daughters and 2 sons:

Annette lives in Winnipeg.
Julliette lives in Winnipeg.
Lucille, Mrs. Doug. Taylor lives in The Pas.
Amie — deceased.
Jerry lives in Winnipeg.
Rita lives in Winnipeg.
Rose lives in Winnipeg.
Angie lives in Winnipeg.
All eight children were born in The Pas.



L-R: Amie, Annette, Lucille, Gerry, Julie, Rita, Florence Mother Holding Angie, Luke Father holding Rose.

Luke presently resides with his daughter, Lucille, and her husband. Douglas Taylor. They were married on December 28, 1966 and have 3 daughters, Sherry, Debbie and Renee. Doug's parents, Garfield and Rose Taylor were married in Yorkton, Saskatchewan in 1939; Gar's grandparents were Mr. and Mrs. Farkes of Ottham, Saskatchewan who settled there about 1882. Rose's great grandparents Mr. and Mrs. Gyuriesko settled in the same area south of Yorkton. Gar worked for the C.N. Rlv. as an expressman on the trains and Rose taught school in the thirties when salaries were \$350.00 per year. They lived in various places where Gar's work took him, Flin Flon, Kelvington, and The Pas. Being an excellent square dance caller Gar organized clubs for adults and teenagers at each place, the last, with Ross Framingham at The Pas. Gar and Rose retired in 1977 and in 1982 moved to their cottage at Denore Beach. They have a mobile home in a beautiful park near Weslaco, Texas where they spend their winters. The Taylor's other son Blake married Joan Kobelski, nee Hamilton.

Joan brought 3 children to this marriage, Bernard, Clinton and Melissa Kobelski and she and Blake now have little "Brandy Rose Taylor".

Luke Lambert is enjoying his retirement and his grandchildren. He continues to be active and still doing some hunting.

Lee, May (nee Chun)

The Cantonese, being the adventurous type, heard about the gold discovery in British Columbia (Geen-Sun meaning "Golden Mountain) and as a result many came over as laborers to help build the trans-continental railway which was built by the Canadian Pacific Railway Company.

My father, Chun Sang, better known as Sam Chun, Sr., arrived in Vancouver in 1894. He was the youngest of six boys in his family. Our parents were a matched couple by their parents in November, 1907, and were given a title (Pon-Pie) after the marriage arrangements have been completed. This was the custom at that time and all the family records were kept in a vault in the Chun household.

Mother was accompanied by dad's relative from Hong Kong and arrived in White Rock, B.C. on July 18, 1908. There was a huge wedding banquet in Langdon, B.C. where dad owned a general store. To be able to bring a wife over from China, one must have a business and be able to pay a head-tax of one thousand dollars.

My parents moved to Calgary where my brother, Jack, was born on April 10, 1912. Then dad came to The Pas where he took over and operated the "Hotel De Pas". He sent for mother and Jack and they arrived in August, 1914. Mother remembered walk-



Chun Sang (Sam Chun) 1931.

ing through a trail from the old Canadian National Railway station on Seventh Street to the hotel.

The hotel was located on the east side of Fischer Avenue between Third and Fourth Streets. It was a two-storey white framed building. There was a dining-room and kitchen on the main floor. The icehouse was built separately behind the structure. In the winter it was packed with blocks of ice which was cut from the Saskatchewan River. Each block of ice was covered with sawdust for insulation. This kept the meat frozen.

Coal oil lamps were used until the town installed a Mirrlees generator operating on 240 horsepower. The power house was located on the north end of Edwards Avenue where the present The Pas Library is located. Only business establishments used the electricity. As the town grew a second generator was purchased in 1928 (information from the Town Office). Households were then wired to use electricity. The wringer-type washing machine came on the market shortly. It helped ease the washing chores.

The town supplied drinking water, two pails per day for each family. The waterman would haul the water which was stored in a huge wooden vat with a spout on the end. A team of horses was used to do the draying.

Then there was the ice-man who made his daily rounds. A block of ice about 18 inches square would be 25 cents. He used a large ice-tong to bring the ice in and then placed it in the top compartment of the wooden ice-box where a lid opens upwards. As the ice melted there was a pipe which drains into a pan below the ice-box. This pan was emptied at the end of the day.

Homes and stores were heated by an upright Quebec heater or a long Franklin heater. Logs were placed in continually to keep the place warm. The floors were general cold as I well remember the chilbains which we used to get. Hot water bottles were popular to warm up the beds.

A cord of wood about 3 feet high and 7 feet long was hauled in from the bush. Permits were issued and a designated area was allotted to each wood-cutter. Some would be caught and fined for going out of bounds. Indians on the reserve didn't require a permit and they were able to sell their logs a dollar cheaper. A cord of tamarack would sell for \$5.00. It was the best wood for burning as it gave off good heat. Then there were the jack pines, poplar and spruce which were the cheaper wood. A wood-cutter was hired to cut the logs into foot or yard lengths. It was a familiar sound to hear the "chug, chug, chug," of the engine and then the sawing of the logs. These foot-lengths were split and piled for drying. Slabs from the sawmill made fine kindling to help start the fires. Later coal from Drumheller, Alberta, was freighted in at \$15.00 per ton.

In the early twenties, our parents moved from the hotel to a one-storey building on the west side of Fischer Avenue and Third where dad continued in the rental business under the name of "Sam's". In 1925 he changed his business over to the Royal Cafe. He also owned the White Lunch next door to the Poolroom and Barber Shop. Dad was a good Samaritan to many who required major operations; he even paid for their fare to Winnipeg.

During the depression dad went in a dog-sled with Bob Long to try his luck in the fur-trade. In 1930 he went to Churchill to run the laundry for the Harbour's Board. My sister, Toyshim, started the confectionary store in 1933 and the business was carried on by the rest of the members of the family until Sam was able to manage the store at the age of sixteen.

We were all educated in The Pas School. My sisters and I used to take an active part in the Maypole Dance and Celebrations every spring. These were held in the larger pavilion at Devon's Park. Being the smallest, I completed the pyramid in gymnastics. When I was nine years old, there was an epidemic of diphtheria. In those days there were no innoculations against any contagious diseases. I remember a large red quaranteen card was posted in front of our house. It was put up for measles, chicken pox and whooping cough. A white card meant there was a death in the family.

In grade eight there was a silver and bronze medal given for General Proficiency. I won the bronze. After I graduated from grade eleven, I took a stenographer's course at the Sacred Heart Business College. I worked for W. J. Young and J. R. Kerr's. I also worked for Winnipeg General Hospital in the main office.

I made my first trip to Winnipeg in 1934 and was quite fascinated with the tall buildings and the variety of stores on Portage Avenue with their lovely displays and decorations. I didn't think much of the noisy streetcars. Luckily they are all removed and replaced by bus services.

May I also add I am the first Chinese baby born in The Pas, in fact north of Winnipeg. During my visit to Winnipeg in 1934, I met Winnie Mar who is the second baby girl to be born and now a senior citizen.

In the early days, there were the silent movies shown at the Lyric Theatre on Fischer Avenue. The Chautauqua's came up every summer with their booths of novelties and live entertainment. In sports there was skating, hockey, curling and bowling.

Places of worship were the Sacred Heart Catholic Church, Christ Church, Anglican, the Presbyterian Church, and Salvation Army. The Salvation Army Band drew a crowd with their open-air worship. We attended Sunday School and were members of the Mission Band and Canadian Girls in Training at the Presbyterian Church later becoming the Westminster United Church.



Haw McDonald with Loyd 1939.

Other members of the family (living) are: Mrs. T. Haw McDonald, retired, Victoria, B.C. Mrs. Toy Win Mah Poy, R.N., Ponoka, AB. J. Jim Chun, aircraft mechanic, Toronto, ON. Mrs. Toy Lan Louie, R.N., Vancouver, B.C. J. Sam Chun, Storekeeper, The Pas, MB. Toy Lene Chun, Secretary, Vancouver, B.C. J. Lynn Chun, Telex Operator, Vancouver, B.C. Lloyd Chun, Chemical Engineer, Peterborough, ON.

Mother passed away on April 15, 1980 at the age of 90. Dad passed away in 1940, age 67. He was a member of The Pas Masonic Lodge and was buried with full Masonic Honors.

Landels, James Douglas

James Landels was born January 9, 1929 at St. Boniface Hospital, Winnipeg. His Father Henry

(Harry) H. Landels was born December 12, 1882 in Muskadobit Harbour, Nova Scotia. Florence Grainger, his Mother was born July 29, 1894 in Scotland. They met in Winnipeg when Harry was horse trading and Florence worked in St. Boniface Hospital. They were married on January 23, 1927 and moved to The Pas in 1932 with their son James. Harry worked on construction in Churchill, helped build the terminal elevator there. In 1935 went farming in the Carrot Valley at The Pas. That is where they raised the rest of the family. James, of The Pas, Anna Brown of Edmonton, Joyce Northcott of The Pas, Jack Landels of Calgary, Doreen Sanchez of Torrence, California.

James took his education by mailed in correspondence for three years, then in 1940 a school was built in the Valley. All the children attended that school, it was located on land owned by John Jaeger. Jim worked on construction and helped his Father on the farm. In 1954 he married Helen Engdahl and worked in Alberta for a few years before returning to the Valley to farm with his Father.

Jim and Helen had five children, Carol Ann Drake, The Pas. Darrell Landels, The Pas. Robert Landels, Carrott Valley, West, The Pas. Sharon Senyk, The Pas and Mark Landels at home. Jim's Father Harry, passed away in 1972 after being sick for a short time. Jim's Mother Florence lived in the Kin Kourt for a few years and presently resides in St. Pauls Residence.

Langlois, Evangeline

Evangeline Paul was born in St. Jean Baptiste, Man., on April 1st, 1895. Her parents, Felix Paul and Philomene Cournoyer were farm people and came to Manitoba from Montreal. They resided in St. Jean Baptiste before moving to The Pas in 1911 and Philomene passed away soon after they arrived and was buried in Lakeside cemetery. Felix remained in The Pas and worked with his son-in-law, Jack Bacon, in the pool room which Jack owned. Felix passed on four years later and was buried in the cemetery beside the Saskatchewan river. Their children's married names were: Leona Pelletier, Regina Pelletier, Evelina Dupas, Elaine Joyal, Evelie Dupas, Rose De Lima Bacon, Marie Anne Frechette, David Paul and Evangeline Langlois. Two children, Armidose and Joseph, passed away as babies.

Evangeline went to a school in the country near St. Jean Baptiste. Grades were not used at that time and education progress was indicated by advancing from Book One to Book Two and so on. She arrived in The Pas in 1913 and the following year was married to Henry Langlois, in the Convent Chapel at The Pas



Mr. and Mrs. Henry Langlois.

and has resided here ever since. Their children were: Horace, Maurice, Gerard, Roland, Leo and Leola Beaumont.

In World War Two, Gerard (Gerry) was in the R.C.A.F. and Roland was in the navy.

Evangeline found social life limited to movies and the dances in the Crystal Gardens, now the Legion Hall, and socializing with family and friends, enjoying the Dog Derbies. Henry Langlois trained racing dogs for Mr. Morgan, a dog musher.

Langlois, Gerry L.

Gerry was born and raised in The Pas, and had his schooling locally.

He joined the R.C.A.F. and served a tour of operations in Burma and was attached to the 31st Squadron of the Royal Air Force, Transport Command. He hired on as fireman with the C.N. Railroad and was later promoted to engineer.

Gerry married Kay Sheluk in 1948 and they raised three children, daughters Leslie and Andrea and son Brian.

He retired in 1978 and is enjoying retirement travelling and fishing and relaxing at their cottage at Clearwater Lake north of The Pas.



Back Row, L-R: Marge and Darryl Peterson, Kay and Jerry Langlois, Betty and Eddie Sheluk, Richard King. Centre Row: Brian Langlois, Greg Peterson, Andrea Langlois, Andrew Sheluk, Leslie Langlois, Valerie King. Front: Sandra Peterson, Naomi King, Grant King.

Langlois, Henry

Alphonse Langlois, Henry's father came from Crookston, North Dakota, and he and his wife, Marie Cartier, travelled down the Red River on a raft to Winnipeg and then settled in St. Laurent, Manitoba, where Henry was born in 1890. Henry's father was a cabinet maker and a boat builder. He later lived in Winnipegosis and passed away in the early nineteen hundreds. His wife, Marie, also passed away in Winnipegosis and was over ninety years old at the time.

Henry Langlois had very little schooling and worked with his father on fishing boats on Lake Winnipegosis. His brothers and sisters were — Peter, Armidose, Charles, Virginia Bacon and Marie Louise Beven of Minneapolis, Minnesota.

After moving to The Pas, Henry was employed in the curling rink for eighteen years as ice-maker. He was also a carpenter and boat-builder and worked with Bill Lyons building boats, toboggans and sleighs. He also fished and trapped in The Pas area. He married Evangeline Paul in 1914.

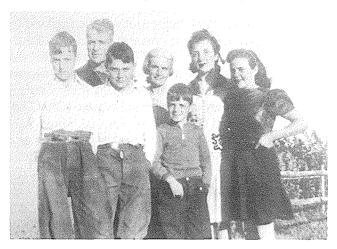
Langlois, Roland Joseph

Born in The Pas on October 19, 1921.

Father's name was Henry Langlois; he was a carpenter by trade; he was born in St. Laurent, Manitoba.

Mother's name was Evangeline Paul; she was born in St. Jean, Manitoba.

There were six children in the Langlois family; Maurice, Horace, Gerard, Leo, Roland and Leola (Beaumont). Henry and Evangeline lived in The Pas all their married life, since 1913. Henry's parents migrated from Crookston, Minnesota, U.S.A., in



Louis Lapointe Family — L-R, Back: Louis and Orea. Front: John Louis (Curly), Roland (Sabo), Bernard (Tino) Lorette, Rachelle (Sue) (Mrs. Adam Karpick).



Turkey Pens on Louis Lapointe's farm ½ mi. West.



Curly Lapointe in cart delivering garden produce. Presbyterian Church — Later United — corner 2nd St. and Ross Ave. Red Brick school in background.

the late 1800's. They travelled to Lake Manitoba via raft on the Red River and settled at St. Laurent on Lake Manitoba.

Roland received his education at The Pas Public School and Collegiate. He worked as a clerk in Keddie and Fawlers General Store and for the Department of National Defence, a Federal Government Department. He worked there for fourteen years and eleven years with the Federal Department of Public Works.



1948 Flood washing soil off Lapointe's farm — background Gardewine farm (now Seidel's place) Bank of The Pas River.

In 1947, Roland married Kathleen Jean Ingram at Flin Flon. At various times they had lived in The Pas until 1950; in Churchill until October 1974 when they moved to New Westminster, British Columbia where they presently reside.

Roland's father passed away in 1972. Evangeline presently resides in The Pas.

While living in Churchill, Roland and Kathleen worked with the Girl Guides, Boy Scouts and Cubs for 17 years. They were blessed with five children; George, Margaret, Kathleen, Roland and Marion.

Lapointe, Louis

Louis Lapointe was born August, 1889 in St. Méthode d'Adstock in the Frontenac County in Quebec. His wife Orea (nee Vachon) was born in November, 1897, in St. Ludger in the Beauce County in Quebec and passed away June, 1982 in The Pas.

Louis and Orea met and were married in October, 1922, in St. Méthode d'Adstock. They began their married life with an instant family. Louis had two children from a previous marriage. Leonard who was born November, 1912, St. Agathe in Quebec and died November, 1981 in Red Deer, Alberta and is buried along side of his wife, (Hess) Hester Hinaline, in Flin Flon, Manitoba. And daughter, Noella McPherson who was born in Leeds, Quebec in December, 1913, and now residing in Parksville, B.C. They also raised Orea's younger sister Annette Grant (born August, 1910) and is now residing in Cornwall, Ontario.

Around 1923, they started farming in Inverness, Megantic County, Quebec. It was in Inverness that their oldest daughter Lorette was born in September, 1923. In early 1925 they moved to Delmas, Saskatchewan where Louis was managing a large grain farm. It was in Delmas that their next daughter Rachelle "Sue" was born in October, 1925. From Delmas they moved to The Pas in 1926 where they resided on La Rose Avenue and on 7th Street. Louis did carpentry

work and helped build the Catholic Bishop's Palace, The Western Groceries and numerous other houses and buildings. It was in The Pas that Jean Louis "Curly" was born in May, 1927 and Roland "Sabo" was born in December, 1928. They moved from The Pas to Sherridan, Manitoba in 1930 where Louis worked for the Sherritt-Gordon Mines and in June, 1932, Bernard "Teno" was born.

In around 1935, the Lapointe family moved back to The Pas and bought a farm one mile west of town. Louis continued carpentry work to pay for the farm. He worked for Central Manitoba Mines Company and did a lot of work up north in such places as Knee Lake, God's Lake and Island Lake building head frames and in Flin Flon building the Company Staff houses.

After the farm was paid for, the Lapointes went into market gardening and later into raising and selling turkeys and chickens. Delivery in those days was very limited. It started with a wheel barrel, then a hand wagon, a bike, a two-wheel horse-drawn cart, a four-wheel horse wagon, and eventually a 1929 Dodge. Louis bought an additional farm in 1942 and his son, Jean Louis, bought it in 1951. In 1948 the flood caused a set back to all farmers west of The Pas. The Lapointes set up camp on Gordon Avenue and the chickens were kept in the hay loft of the barn and the baby chicks were kept on the second floor of the farm house.

During this time the Lapointe children all made lives of their own. Lorette worked for Booth Fisheries and then moved to Red Rock, Ontario, where she worked for the St. Lawrence Pulp and Paper Company (now Domtar). Then she was later transferred to their head office in the Sun-Life Building in Montreal where she worked as a confidential secretary for several years. Due to illness she took an early retirement and returned to The Pas and died in September, 1975.

Rachelle worked at the Western Groceries and later moved to Toronto and worked for one year at Michie and Co. She moved back to The Pas and helped with the raising of the turkeys. In September, 1950, she married Adam "Hook" Karpick who worked for many years at The Pas Lumber Co. and is presently employed at the C.N. They have two children Lonnie and Leslie.

Jean Louis worked at many jobs throughout The Pas. He married Goldie Viola Waldner in February, 1951. They bought Louis' second farm on Rahl's Island and worked for Tom Lamb at Moose Lake to pay for it. They had no family and Curly lost his wife in November, 1980. He is presently still farming on Rahl's Island.

Roland in his early years, worked for the Depart-

ment of Highways and helped survey the road to Flin Flon. He later joined the Princess Pat Light Infantry Second Battalion and went off to war twice (1951 and 1953) in Korea serving as a Para-Trooper and Sniper. When he returned he met his wife Elizabeth Peters in Vancouver and they were married in June 1955. They had no family and now lives in Victoria where Sabo works for British Columbia Forestry Product as a general foreman and his wife works in accounting for B.C. Telephones.

Bernard has always worked for the C.N.R. He has worked in The Pas, Churchill, Edmonton and Victoria. He met his wife Claire Montgomery in Edmonton. They were married in Victoria in August, 1954 and had three children, Bernice, Charles and Charlene. He is presently retired from the C.N.R. and is also living in Victoria.

Louis and Orea farmed until 1957 when they decided to sell the farm and retire in Town on Edwards Avenue. Orea, discontent with retirement, went to work at St. Anthony's Hospital in the laundry room. They later built a new house on Paul Avenue and eventually sold the house and moved into St. Paul's Residence in 1977. Louis is still a resident there.

The Larose Family

One of the earliest families who contributed so much to the needs of the people of the northland 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 no place to boil the kettle except in the upturned 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 year's 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, 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.

Lavoie, Norma

Norma Lavoie, nee Shipley, was born at The Pas on March 26, 1931.

Her father was George Shipley a locomotive foreman with the Canadian National Railway.

Her mother was Nan Shipley, an authoress. Among her writings was "Whistle on The Wind".

The Shipley family arrived in The Pas in 1929 and departed about 1935. They resided at Rivers and Russell in Manitoba and at Sioux Lookout in Ontario where George was employed.

Having left The Pas at the age of four, Norma attended school at Rivers, Sioux Lookout and a private girls school in Winnipeg. In 1968, she married Rene Lavoie in Thompson, Manitoba and subsequently lived in Churchill and Winnipeg.

Lawson, Adam (Ab)

Ab Lawson's father was Walter Lawson and his mother was Jean Muri, both were raised in Edinburgh Scotland. Walter was a stock man and specialized in dairy cattle in Scotland. Their children were: Jessie, John, Walter, Adam, Margaret, Duncan. Jean and Mary died at Rapid City.

Walter Lawson arrived in Brandon in 1878, afterwards moving to Rapid City. In 1902 he brought Aberdeen Angus cattle from Scotland having bought a farm near Minnedosa.

Indians were everywhere, were friendly and moved freely over the farmers' fields. The women and children were concerned about their presence, but there were no incidents. Wolves abounded, news travelled slowly, people were isolated. Wood for fuel was hauled 60 miles from the Riding Mountains.

Walter died while herding cattle at Rivers Man-



itoba. Jean Lawson, his wife died there a few years later.

Adam (Ab) Lawson born October 11, 1899 in Edinburgh, Scotland. After coming to Canada, was educated at Minnedosa Manitoba. Adam farmed until he was 24 years of age, at which time he took employment with the Canadian National Railways.

Social life at that time was pretty well what you made it. Good old country hoe-downs, square dancing, card playing, baseball, rodeos, etc.

On June 12, 1929 he married Violet Andrews who had been a school teacher at Setting Lake. They were married in The Pas where Ab had been working for a few years. Their offspring were: Marjorie, William, James and David.

Activities in the district consisted of logging by river, driving for The Pas Lumber Company, haying in the Carrot Valley, trapping and fishing. Social events centered around the Court House Building, commonly called the "Community Building". Crystal Gardens a dance hall was located where the Canadian Legion Building now stands.

Ab worked on the H.B. Railway out of Gillam for some time. Caribou were plentiful in the early days, huge herds moved with the feeding seasons. Timber wolves moved along right inside the herds and feed on the young and the weak.

Adam died on October 3, 1980 and is buried at The Pas.

Lawson, Violet (Andrews)

Born Nov. 17, 1906.

Father was Albert Andrews of Pinkerton Ont., he was a farmer, carpenter and stone mason, and was of English descent.

Mother was Olive Kerfoot of Barrie Ont. and was of Irish descent.

Albert and Olive lived in North Dakota before moving to Crystal City Man. Olive died in 1923 and Albert in 1943, both were buried at Crystal City.

Violet's sister was run over by an oxcart in the early years, but survived the ordeal and lived to a ripe old age.

Violet arrived in The Pas in 1927 and went to Setting Lake as a teacher of the school that was opened there in 1926. This location is near Wabowden Man. The previous teacher had been Cyrella Wilson daughter of Captain Wilson who worked on river boats on the Saskatchewan River.

Violet married Adam Lawson at Pilot Mound Man. in 1929, and in 1980 were residing in The Pas.

Family History

Thelma M. Leadbeater (nee Porteous) 29 Tewsley Place, Weston, Ontario. M9P 1N6.

Born at The Pas, Manitoba — St. Anthony's Hospital May 14th, 1926.

Father — Robert Burns Porteous

Mother — Florence E. Bagshaw

No other brothers or sisters.

Grandfather, R. H. Bagshaw arrived in The Pas as Postmaster in 1901.

Attended Public and High School in The Pas. Graduated from Grade 12 at The Pas Collegiate in 1944. Attended Success Business College in Winnipeg.

During High School I worked as a Social and Personal Reporter for the Northern Mail with Anne Taylor while her husband was overseas.

After graduation from Success Business College, worked for Mr. J. A. Campbell in his Law Office during the summer of 1945 and then worked for the Hudson's Bay House, Fur Trade Department in Winnipeg.

Married Lloyd Philip Leadbeater on April 17th, 1947 at Christ Church, The Pas and moved to take up residence in Kingston, Ontario. Husband is currently employed as Operations Manager with Trans Northern Pipelines Inc. in Toronto, Ontario.

Two Children:

Lloyd Wayne Leadbeater, born Kingston, Ontario May 23rd, 1950. Presently employed as General Manager of franchise dealing in gourmet cookware, and living in Toronto, Ontario.

Gregory Allan Leadbeater, born Kingston, Ontario January 29th, 1955. Presently employed with Campbell Soup Co. as District Manager for Maritime Provinces in canned and frozen goods and living in Halifax, Nova Scotia.

Leduc, Mary Laura

Mary Laura Leduc, born nineteen hundred three, September nineteenth in Chippewa Falls, Wisconsin.

My parents, Phillip and Julia Gailloux both born in Quebec. Moved to Chippewa as children, met and married there. Came back to Canada in nineteen hundred and five. Phillip always worked in lumber. They lived in Prince Albert, Saskatchewan. Nineteen nineteen, they went back to the States. Were there two years then back to Canada.

Settled in The Pas in nineteen twenty-one. There were seven children. The two older boys died in the war, 1918. My oldest sister, Lillian was married in Prince Albert and lived in The Pas. Florence, Ruth and I were married in The Pas. The youngest brother, Albert married and moved to Port Alberni. My father, Phillip was the foreman of the Planer mill. Father died nineteen thirty-nine and Mother died nineteen sixty-three.

I went to school in Prince Albert to grade eight. Then went to Chippewa Falls, passed nine and tenth grades.

Back in The Pas, nineteen twenty-one, took two years Commercial course. There was no grade twelve being taught at that time. I wanted to be a teacher, but with three children younger than I to be taught, I settled for business course. I worked a brief time in a bank and sold tickets at the Lyric Theatre. School kept me quite busy and also interested in any event locally at the time. Dog Derby was especially exciting and there was skating.

I was married to Leodor (Buster) Leduc in nineteen twenty-three at the Sacred Heart Cathedral. It had just been recently finished.

We went to Duluth intending to live there. His folks were there. But just to years later we were back in The Pas where we lived, worked and enjoyed ourselves for forty-eight years.

We had three children. Wilfred, born nineteen twenty-six and died nineteen sixty-six, was buried in Tha Pas. Also a little girl Beatrice. Denise now lives in Maple Ridge, B.C.

My sister, Florence was Dog Derby Queen at The Pas nineteen twenty-five. I worked in a store. Played bridge, curled and bowled as well as helped with bazaars and banquets. I worked at every election, Federal, Provincial and local. Worked for Social Welfare and Red Cross.

My husband, Leodor Joseph (Buster) Leduc born 1901 in Hull, Quebec. Lucian and Robertine Leduc both born in Quebec, his parents. Mr. Leduc was a contractor. They lived a short while in Duluth then back to Canada in 1914 to live in The Pas with their folks. There were three boys and two girls. Only Leodor and Donat lived in The Pas with their folks.

They went back to Duluth 1922. Leodor was back in 1923 to marry. We were going to live in Duluth but there was no work. So back to The Pas where we lived till 1971.

Leodor played the drums in every orchestra or band that was in The Pas. He drove horses for quite a few years and did freighting. Lastly he worked for the C.N.R. till he retired.

In 1971 we moved to B.C. In 1973 we celebrated our fiftieth wedding anniversary. Leodore passed away in 1977.

Lee, Norman May Lee

Norman (Kwock Dow) arrived in Vancouver, B.C. on the S.S. Empress of Asia in 1922 on September 25th. He came as a student sponsored by his father, Lee Wing Bun, at the age of twelve.

Norman attended Somerset School from 1922 to 1925 and then a year at Cecil Rhodes both in Winnipeg, Manitoba. He took flying lessons under "Konnie" Johansson and Joe Laxdal at the Winnipeg Flying Club. He received his pilot's license on May 7th, 1933. He had 100 solo hours to his credit, flying a D.H. Moth 60.

Both he and his friend, Jimmy Smith, went to Nanking, China in 1935 and while studying mandarin, he contacted malaria and was advised by the late Dr. Roy Mar to return to Canada to go into business which he did and was self-employed under the name of Commercial Produce. He and May Chun of The Pas, Manitoba were married in 1944. In 1947 he opened the Chinese Gift Shop importing directly from Hong Kong.

During Norman's early days in Winnipeg he was active in many projects canvassing for funds for the Red Cross, Institute for the Blind and our own Chinese Community activities. He was also one of the major supporters of the Winnipeg Police Athlete Association and as a salesman for Manitoba, Norman has been known to volunteer his services at various information booths during Winnipeg Boat Shows. He helped organize the Chinese Pavilion at Folklorama and has travelled to Winnipeg to work in the pavilion. Norman also became interested in the Manitoba Wildlife Association where he was given the title as Goodwill Ambassador of the Manitoba Wildlife Federation since 1967. On numerous occasions he has been asked by government agencies to take officials or important visitors from outside the province out fishing.

His personal belief in spreading sportmanship and conversation awareness was evidenced when he achieved his personal goal of signing up over 1,100 members to The Pas Wildlife Federation in 1977, thus attaining the largest membership in Manitoba.

Norman's community involvement include years with the Northern Manitoba Trapper's Festival and the Manitoba Wildlife Federation, local fishing derbies, the fish derby for the physically handicapped, Life Week and volunteer classroom work also the Junior Rifle Association.

In 1979, Norman was presented with the Good Citizenship Award by Lieutenant Governor F. L. (Bud) Jobin which was sponsored by the Tourist and Convention Association. He also received the Honorary King Trapper plaque at the director's reception.

Negri Edna Leicester (nee Johnson)

Born May 30, 1924 at The Pas Manitoba. **Parents**

Veronica Mary Johnson (nee Poirier), born March 12, 1895 at Crystal City, Manitoba. Edwin Charles Johnson, born May 14, 1890 at Portage La Prairie, Manitoba. They were married May 2, 1922 at The Pas Manitoba. They also had one son, Walter Vernon Johnson who now resides in Vancouver, B.C. His birthdate is March 17, 1923.

My Mother moved to The Pas in 1910 (approx.) and lived there until her death on January 5, 1961. My Father moved to The Pas in 1911 (approx.) and lived there until his death in 1969. He was the Manager-operator of communications for the C.N.R. Telegraphs for 37 years.

My brother and I went to Sacred Heart Convent for our elementary education, then attended The Pas Collegiate Institute for grades 7 to 12 inclusive.

I went into nursing at the Misericordia General Hospital, Winnipeg in 1942, and completed my training and received my R.N. in 1945...nursing in Winnipeg and The Pas until my marriage to Dr. Joseph Leicester in 1947. We were married in Sacred Heart Cathedral at The Pas.

We resided in Snow Lake, Man. for 1½ years, then moved to The Pas for 15 years. Dr. Len Jacobs, Dr. Clint Crawford and my husband built The Pas Medical Clinic on Fisher Ave. in 1954 or 1955, which was sold to Dr. Stu. Carrie in 1963. We lived in Winnipeg for four years while my husband continued specialty training in Orthopedic Surgery. Then we moved to Kelowna, B.C. and have resided here ever since.

We have four daughters . . . all born in The Pas at St. Anthony's Hospital . . . Sharon Marie, April 5, 1949 . . . Maureen Joan, April 21, 1952 . . . Colleen Roberta, July 30, 1955 and Janice Eileen, May 8, 1960. Our older girls all received their primary education in The Pas. The three eldest are married and live in the Vancouver area . . . Janice is in fourth year

at Simon Fraser University . . . Education. During my married life in The Pas, I was active in the hospital auxilliary and was the accompanist for The Pas Ladies Glee Club for 15 years . . . also enjoyed working with The Pas Musical Festival.

Alice Lindal (nee Harpe)

Alice Lindal was born September 28, 1920. Her parents were Wesley and Sarah Harpe who were born and lived in Ontario. In 1920 they came to Manitoba and lived in Thicket Portage for a few months then moved to Pikwitonei. Her father trapped for a few years previous to hiring on with the Canadian National Railways at the coaldock and pumpman until his retirement.

There were eleven children in the family, most of them being born at home with no Doctor in attendance. Their names were Sarah, Nellie, Wesley, Henry, Albert, William, Donald, Raymond, Bernice and Clarence.

Alice's father passed away on Christmas Day in 1962 at Pikwitonei. In 1963 her mother moved to The Pas and lived in Kincourt. She passed away in 1980 at Victoria, B.C. Alice received her schooling and lived all of her early life in the north.

Lindal Family History

Emil Lindal was born February 4, 1915 at Lundar, Manitoba. His parents were John Lindal who was born 1890 in Reykjavik, Iceland. His mother Sofia was also born in 1890. They were farmers settling first in North Dakota, U.S.A., then moved to Lundar, Manitoba.

Emil's brothers and sisters were Olever, Thorstein, Asgeir, Daniel, William, Laura, Helga, Frank, George, Ellen, Bertha, John, Emil, Laupey, Thora and Einar. Most of them moved to various areas in the United States and Canada. Two brothers still live at Lundar.

Emil's mother passed away in 1946, his father in 1963.

Emil received his elementary schooling at Lundar. For two winters he commercial fished with his brother Asgeir, and lived at the farm in the summers.

In 1930 Emil was able to get work summer commercial fishing on Lake Winnipeg at \$35.00 per month. He worked at that job for two months. The boat he worked on got the second highest limit of fish, so he received a bonus of \$10.00 per month for that. With the extra money he bought a one-way ticket to Churchill. He trapped and commercial fished, also worked as a miner in various mines in the north.

In 1939 Emil married Alice Harpe who was born in Parry Sound, Ontario. Her parents had moved to

Pikwitonei (Mile 214, H.B. Railway) in 1921. Emil and Alice lived at Ilford, (Mile 286, H.B. Railway) moving to The Pas in 1947 due to their children having to attend school. Their children were Bernice, Lloyd, Donald, Kenneth, Loretta, Joan, James and Patricia.

In 1960 Emil bought a farm in the Carrot River Valley and farmed. He also commercial fished on God's Lake and various other lakes in the north until 1968. He also operated a winter tractor freighting operation in the north from 1948 until 1974.

Conditions were not very good in the valley in 1948. The entire farming area, also Rall's Island was under water. So Emil worked on a barge helping farmers rescue their livestock etc. It was very sad to see the mess the flood made. A dike was built in 1950 and times started to change for the better.

Emil's involvement in social and business affairs in town was very little as all his work was in the north and on the farm.

The Lindsay Family

George Lindsay was born in Arrylshire, Scotland, in 1884, on December 29th, and came to Canada in 1905. As a youth in Scotland, he was apprenticed as a bookkeeper in John Dewar's Distillers in Perth. At the age of sixteen he joined the Black Watch regiment and later transferred to the Army Service Corps in Dublin and on the west coast of Ireland.

He came to Canada in 1905 with his brother James, and worked a short time in Quebec before coming west to Manitoba where he and his brother were employed in construction with the Great Northern Railway. In 1906 he joined the Royal North West Mounted Police in Regina, and served on detachment at Moosomin, Strasbourg, Govan, Esterhazy and Nokomis in Saskatchewan.

In 1909, on December 24th, he married Brita Berglund of Stockholm, Sask. who was born in Offerdals, Sweden, August 25, 1886 and emigrated with her parents to Canada in 1888, Stockholm, Saskatchewan. While they were living in Nokomis, Saskatchewan his last place of service in R.N.W.M.P., their first child, a daughter, Brita, was born on May 24, 1911. After leaving the police in 1912, he took his wife and baby daughter, to homestead in the Meyronne District, 80 miles from the nearest railroad. En route to the homestead the party narrowly escaped disaster when they were caught on the open prairie on the fringe of the great cyclone which struck Regina that year. Their second child, a son, Donald was born in the Assiniboia Hospital on September 6th, 1916.

After leaving Meyronne, they lived in Stockholm



Lindsay Family.

for a year before moving to a farm six miles north of Broadview, Saskatchewan, farming there for ten years before coming north to settle in The Pas in April 1928. Two more children were born in Broadview, a boy and a girl, Alan July 30, 1921 and Ethel August 7, 1923. Ethel was nearly four years old when we came to The Pas. A few days after landing in The Pas, he obtained work with the Dominion Construction Company working with them until the railway to Flin Flon, Manitoba, was completed. Later he was employed on the Town police force here, and afterwards was appointed by the province as assistant gaoler at The Pas where he served for over twenty years.

A staunch churchman for many years he was ordained an elder in Knox Presbyterian Church, The Pas, in 1947. His wife worked along with him, teaching Sunday School for several years. One of her students, Billy Klempa, became a minister. Mr. Lindsay passed away on March 13th, 1955, and Mrs. Lindsay on August 9th, 1976. She lived to see a fourth generation.

Fifty-two years ago on April 17th, 1928, we arrived at the old station, opposite where Hill's Corner Store now stands. The Pas was boomig that year. Tarpaper shacks and tents were a common sight. In 1930, the Depression set in and there were 400 men on the 'breadline' a sight I hope never see again. Riots began, and it was then that Mr. Lindsay was appointed as a special policeman and later became an Assistant Gaoler.

To add a bit more of my personal family history, I married William Jaeger in 1935, and we homesteaded in the Carrot Valley here at mile 15. Our first child, Brita Margaret, was born prematurely on May 19th, 1936, due to the fact that one of our horses kicked me and broke my jaw, and as we were thirty miles from town at the time, I didn't get to a doctor until eight



Brita Jaeger and Her Mother Mrs. George Lindsay.

hours later. However, both baby and I survived the ordeal. Terrence (Terry) wasn't born until September 4th, 1949, and Dwight Kenneth on April 8th, 1953.

Our daughter, Margaret, married Jim Bodnar, who is now co-owner of Carnegie Service on January 26th, 1957. Three children were born to them. Elaine Delores, on February 17th, 1958, Anita Dawn on Septembr 30th, 1962 and Bradley James on September 12th, 1964. Elaine married Darryl Sorochuk, son of Mr. and Mrs. Sorochuk of Porcupine Plains, on July 30th, 1977. A baby girl, Morgan Camille, was born to them on July 26th, 1979, a great-granddaughter for me.

Our son, Terry, married Denyse Arsenault, daughter of Simon and Dorothy Arsenault, of The Pas, on August 27th, 1971. Their first child, a boy, Keith Alexander was born on September 23rd, 1974 and a second boy, Simon Richard on February 3rd, 1977.

Dwight married Carol Nolen, daughter of Cliff and Betty Nolen of Bowsman, Manitoba on March 17th, 1973. A baby daughter, Samantha Lynn was born to them on June 28th, 1976. Dwight, Carol and their daughter all perished when their trailer caught fire and burned on August 6th, 1977. As in all families, we have had our share of sorrow as well as happiness.

My brother, Donald, married Irene Grant in 1940. They had five children, the eldest, Anne, followed a few years later by the arrival of the twins, John and Robert, then later, Ellen and James. Donald remarried again in December 1974 to Bernice Koop of Battleford, Saskatchwan. Don retired in 1979 from the C.N.R. and is still farming in the Carrot River Valley.

My other brother, Alan, married Anne Dingham in 1945. They have seven children, Inez, Joanne, Patricia, Ronald, David, Enid and Judy. Alan and his wife reside in Channing, Manitoba, also some of the children, Judy still being at home, reside in Channing and Flin Flon.

My sister, met and married John Rowthorn in Port Arthur (it is now called Thunder Bay). They lived in The Pas for a few years, finally ending up in Innisfail, Alberta, where they reside at the present time. Five children were born to them. Karen, Jon, Robert, Patricia and Joanne, and all have married and live in different parts of Alberta and B.C.

Many changes have taken place in the last fifty years, and the town has changed so much, it would be difficult for an old-timer to recognize it, except that a number of older buildings are still standing and in use. All four children married after coming to The Pas.

We had a flood in 1948, which brought about the building of dikes and a dam across The Pas. Opasquia River, by the P.F.R.A. There was no highway into The Pas until 1939, the railway being the only way in or out and the road was a very welcome change. There were only five motor vehicles in The Pas in 1928, so very few people rode anywhere. There was only one taxi. Since then, telephones in the country, also hydro have changed things for rural living. The Red Brick School was the only school, containing both Elementary and High School students. Now we have several and the population has increased approximately to 9000 from 3000 though we were told that there was a floating population of about 10,000, that is people moving or passing through The Pas to work up north of here, during the boom.

I am now a great grandmother.

Lindsay, Donald, Alexander

Donald Alexander Lindsay was born in Assiniboia, Saskatchewan in 1916 on September 6th to George and Brita Lindsay (nee Berglund). Dad arrived in Canada from Scotland in 1906, mother came to Canada with her parents from Sweden in 1888.

Mothers parents pioneered on a homestead south of Stockholm, Saskatchewan at the top of the Qu'Appelle Valley. Dad had served in the British army in England and Ireland prior to coming to Canada. After arriving here he worked for a short time in Quebec, then came west to work on the Grand Trunk Railway in southwest Manitoba. Later he joined the Royal Northwest Mounted Police, trained at Regina and served on detachment at Moosomin, Esterhazy, Govan and Nokomis, all in Saskatchewan.

He met and married Brita Buglund in Esterhazy on Christmas Eve in 1909. Their oldest daughter



L-R: Mrs. Geo. Lindsay — Brita's Grandmother — Brita and Her Daughter Margaret (Bodnar).

Brita (Jaeger) was born at Nokomis in 1911. In 1913 he left the Police Force to homestead in the Myronne district in southwest Saskatchewan. Donald was born in Assiniboia in 1916. From there they moved to Broadview in about 1918 where Allan of Flin Flon was born in 1921 and Ethel of Iňnisfail, Alta., (Rowthorne) was born in 1923. They farmed there until moving to The Pas in April of 1928.

Here he worked on construction of Flin Flon Railway with Dominion Construction Company, worked for a short time as town Policeman in The Pas, then went to prison service where he served till his retirement in 1950. Following his retirement he contracted cancer and died in Feb. of 1955, at the age of 70 years. Mrs. Lindsay continued to live on in The Pas till her death at the age of 89 in August of 1976.

My earliest recollections were of living on the farm north of Broadview and starting school there. I was in grade seven when starting school here in The Pas in May of 1928 in Miss Duncan's room at The Red Brick School, the only public school in The Pas at the time. The population was increasing rapidly and Miss Duncan had 64 pupils in one room. Some of the pupils had ordinary kitchen chairs at the back of the

room. I completed grade eight in 1929 before my 13th birthday. I then apprenticed to a shoe maker, then on to a series of jobs as janitor, farm labourer, cordwood cutter, then as a dogger and setter in a saw mill. In 1935 I started working for Northern Mail as a messenger boy, a printer and reporter.

In 1940 I married Irene Grant, moved to Prince Albert and worked in a Common Wealth air training school as an Aircraft Mechanic. We came back to The Pas in 1944 and I worked as an electrician for Charlie Hill, then back to the print shop for another five years as shop foreman. I started farming in 1949, also did some trapping. In 1957 I started working as an electrician at Canadian National Railway, remaining there until my retirement in October of 1979, continuing to farm all the time as well.

The Pas was booming when we arrived in 1928. Hotels were renting space in the hallways for a cot, if they ran out of cots they would rent space on the floor for a bed-roll. We spent our first night here at The Rupert House. When getting up in the morning we had to step over sleeping men in the hallways to get to the bathroom.

We rented a shack that was under construction and moved in before the roof was on. The first night it rained heavily so mother and three children took refuge under the kitchen table with its oilcloth cover along with a bag of flour and whatever other possessions we could crowd under the table to keep dry. The carpenters roofed the building the next day. Before winter we moved to Larose Avenue, one door down from Louis Bacons two bit flap house where a weary traveller could put his bedroll on the floor and sleep for two bits a night. The other side of Larose Avenue was known as Millionaire row because many of the town's wealthy people lived there. With the exception of Irish Rivalin's and a few others almost all of the buildings on the west side of Larose Avenue were houses of prostitution or bootleggers, in fact the lane behind Larose Avenue was known as alcohol alley. The residents of these places had colorful nick names such as Cut Throat Rosie, Webb Fingered Alice, Moose Jaw Kid, T.B. Rose, and many others. Owners of some of these establishments owned some of the first automobiles in The Pas and on Sundays they would drive slowly around town with some of their painted "Ladies". There was one gentleman who would come forth each day from one establishment, dressed to the utmost, derby hat, black pinstripe suit, grey spats, patent leather shoes, a gold headed cane and a very obvious red necktie with a large diamond stick-pin. He could be seen talking to strangers on the streets and occasionally pointing his cane in the direction of the "house".

One of the big events of the fall were The Pas

lumber camp, any employees leaving for the bush. As soon as there was enough snow for sleighing the men that were going to the bush would load pack-sacks and blankets on some of the large logging sleighs making up a train heading west up the Carrot River to the bush in the neighborhood of Shoal Lake, Red Earth and Carrot River. Twenty-five men or more with their gear would alternate between walking and riding on the sleighs which were drawn by four horses. The last sleigh would be towing a large roller to pack the trail. The roller was drawn back and forth along the trail all winter after each snow storm and all winter long that trail would be almost like a paved highway.

As the thirty's came in the mill boss's acquired autos. D. D. Rosenberry, The Pas Lumber Company boss started driving his Model B Ford to inspect the camps. He was a very fast driver for those times often travelling over 50 miles per hour on that snow road. Farmers were just beginning to settle along the south side of the Carrot River and when the snow got deep they would break a trail out to the lumber company road and use it. One day Laine Coad was just pulling onto the road with a load of baled hay when D.D.'s car came speeding along and by the time the car had come to a stop it was about 150 yards out into the snow. Coad had to unhook from his load and pull D.D.'s car back to the road occupied by a somewhat shaken driver. In the spring just before break-up the men from the bush returned and for about a week the bootlegging business showed a marked increase.

Another big event of the spring occurring right after breakup was the launching of the river boats, The Nipawin and The Tobin, passenger and freight belonging to the Ross Navigation Company. Their headquarters were at the bottom of First Street near the mouth of The Pas river. They later moved uptown and changed their name to Transport Limited with offices and warehouse between Canadian National warehouse spur and Kobars Hardware, now a part of McLeods parking lot.

The big event of the mid winter season was the dog derby. The races would leave The Pas at 10 A.M., go to Flin Flon and return generally arriving back in The Pas shortly after noon the following day having covered two hundred miles in anywhere from twenty-four to thirty-two hours.

Our oldest girl Anne Louise now Mrs. Len Olson was born in Prince Albert. Then Donald Robert and Alexander John, twins born in The Pas in 1945, both farming in the valley now. Ellen Irene (Plante) was born in 1950 here in The Pas. My first wife and I were separated in 1960 and in 1973 we were divorced and I remarried that same year to the former Elizabeth Bernice Koop of North Battleford, Saskatchewan.

I've been a member of The Pas district farmers association since its beginning and am now a member of The Pas Farmers Co-operative Association.

Loucks

by Betsy Nizol (Nee Loucks)

Parents Names Date and Place of Birth
Menzo Loucks Spring Valley Minnesota, USA

Dec. 24, 1887

Mary Loucks Ethelbert, Manitoba

(Nee Pachkowski) — March 7, 1907

Married — Oct. 1st 1930.

Parents Occupation and History —

Menzo C. Loucks. Well known in The Pas where he had made his home since 1927, Menzo C. Loucks, 62 year old clerk at Snow Lake died July 30th while fishing on the lakeshore, as a result of diabetes from which he suffered since 1933.

The late Mr. Loucks came to The Pas in 1927 from Wadena, Sask., to ranch three miles from town. He was married in 1930 and three years later moved into The Pas. He operated a grocery store for nine years, and, during the war, was employed as railway timekeeper, and later on the provincial government's Summerberry muskrat ranch. For the past several years he has been employed at Snow Lake.

Surviving is his widow and five children: Eddie, 17 and David, 16, employed at Snow Lake, and three daughters at home: Betsy 14, Joyce 11 and Addie, aged two.

Funeral services were conducted by Rev. N. K. Campbell in Westminster United Church August 4th and burial followed at Lakeside cemetery.

Brother and Sisters

Eddie — Married — Georgina — 4 children — Della, Jo-Ann, Laura and Melanie. Austin MB.

David — Married — Alice — 2 children — Keith and Kristine. Pine Falls, MB.

Joyce Olson (Nee Loucks) — Married — Wayne — 4 children — Lars, Lorie, Claudia and John. Fort McMurray, Alta.

Addie Claudia Sutherland (Nee Loucks) — Married — Don — 2 children — Leane and Danny. Toronto, Ont.

(Myself) Betsy Nizol (Nee Loucks) — Married — Louis — 4 children — Andrew, David, Mark and Wendy Lou. St. Norbert, MB.

Dad passed away — August, 1948.

Mom passed away, January, 1951.

Numerous incidents happened after the death of our parents and would be too detailed and lengthy to discuss

Myself, I grew up and was educated in The Pas. My first job was as a telephone operator for the Manitoba Telephone System. I left The Pas seeking a home for my sisters and I with Dad's Sister in California, but not having the proper work visa I came back to Canada and hired on with the MTS in Winnipeg. I then transfered with MTS back to The Pas until my sister Joyce was through school and working for the MTS. My baby sister, Addie Claudia and I went back to Winnipeg and I was married that same year in November, 1953.

Addie Claudia lived with us until she graduated Grade 12 at the St. Norbert Collegiate in St. Norbert, Mb.

Two exciting events of my particular childhood in The Pas was,

- 1. One year I won the Wanless shield for singing in the Musical Festival.
- 2. Another year I won a Trophy cup in a Drawing contest for the North.

The shield itself has my name on it, but they never did get around to putting my name on the cup. Last time I saw it, it was in my grade 8 classroom at the Catholic Separate School there in The Pas.

Enclosed find a picture of the Loucks family put together by my brother Ed for our Loucks family reunion at Austin MB. 2 years ago. Our home was located 12th St. Cordon Av. on Halcrow Lake. Since then the Lake has been drained and the house was moved away.

Also enclosed is a picture taken about 1947 in front of the Roman Catholic church. It would probably bring back some memories to those people in the picture. I would like it back if you have no use for it. (I am the second person in the 3rd row on the left.)

I understand my brother David and sister Joyce already sent you some information and I was informed if I could thing of something I should do the same. I believe I may be the only one with the obituary so thought I'd better get this in to you before the deadline of March 31, 1981.

Thanking you sincerely, Betsy Nizol

P.S. My son David is getting married Sat. July 10. I hope to attend the first two days of the event anyway.

My brother David already sent in my \$25 for the "Homecoming 82" anniversary book.

Loucks, Menzo

Menzo Loucks arrived in The Pas in 1928. He married Mary Pachbowski on October 1, 1930.

Mary worked on the farm of Mr. Fred Kerr in the Carrot River Valley. Menso operated a confectionary store on Edwards Avenue for about six years. Later he worked for C.N.R. and Britannica Mine in Snow Lake.

Menzo and Mary have five children, Edward, David, Bessie, Joyce and Claudia.



Menzo Loucks died in Snow Lake on July 30, 1949. Mary Loucks died in January, 1951.

Edward Loucks born in The Pas, on September 11, 1931. He had most of his earlier schooling in The Pas. He worked after school at Harvey Foods. He was first employed in The Royal Bank at The Pas, later he worked as a brake man for C.N.R. He married Georgina Dash on August 27, 1955. With this good woman behind him he went back to school and graduated from college.

Edward became a United Church Minister. He has since had pastoral charges at Arden, Franklin, Portage la Prairie and Swift Current.

At the present time he has the charge at Sydney Austin, Manitoba. Ed and Georgina have four daughters, Della, Jo Anne, Laura and Melanie.

David Loucks was born in The Pas on November 14, 1932. He graduated from The Pas Collegiate Institute in 1950. He worked after school at Fred

Kerr's Furs. He worked in Snow Lake as a power line patrol man. On one of the patrols he met his future wife in Sherridon.

David then worked in the electrical shop and decided to become an electrician.

He married Alice Johnson on October 7, 1957. He became a Journeyman electrician in 1960. David has lived in Winnipeg, Island Falls, Sask., and Snow Lake.

David is presently employed by Abitibi-Price in Pine Falls Manitoba. He has two children, Keith now attending University of Manitoba and Kristine in grade twelve.

Bessie Loucks was born in The Pas, on August 17, 1934. Her first job was with Manitoba Telephone System as an operator. She was then transferred from The Pas to Winnipeg.

Bessie married Louis Nizol on November 27,

1954. They have four children, Andrew, David, Mark and Wendy Lou.

The family has resided at St. Norbert for the greatest part of their married life. Betsy is still employed at Manitoba Telephone System.

Joyce Loucks was born at The Pas on December 23, 1937. Her first job was also as an operator for the Manitoba Telephone System in The Pas, later she transferred to Winnipeg. Joyce married Wayne Olson on December 24, 1950. They have lived in Saskatoon and Elfros, Saskatchewan.

The Olsons presently live in Fort McMurray, Alberta. They have four children, Lars, Lori, Jonathan and Claudia. Joyce is enjoying being a homemaker.

Claudia Loucks was born in The Pas on March 13, 1947. She left The Pas at an early age and took her schooling in Winnipeg. Claudia married Donald Sutherland on October 9, 1965.

The Sutherlands have lived in Winnipeg, St. Catherines and presently reside in Whitby, Ontario. They have two Children, Leana and Danny.

Lovell, Samuel, Swift presented by Mrs. Ceone Johnson

Mr. Samuel Swift Lovell was born in Weston Super Mare, England on January 21st, 1887. As a young boy he came to Canada with his family who



Samuel and Margaret Lovell and Children — Ethel and Willie 1912.

settled in the Port Arthur Area. His schooling was attained at Kingston, Ontario.

In 1907 he married Margaret Lyon who came to Canada in 1906. She was born at Cullen, Scotland on April 11, 1889. They were married in Port Arthur, Ontario on Nov. 26, 1907 and then moved to Winnipeg where Sam worked as an interior decorator for the T. Eaton Company.

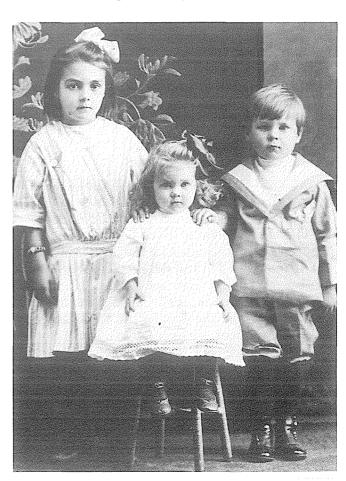
Two children were born while they lived in Winnipeg, Samuel William on January 17th, 1909 and Ethel on August 23rd, 1910.

During the summer of 1912, Margaret went to The Pas to visit her sister, Mrs. Harry Munro, and it was not long before her husband followed and set up his business of painting and decorating.

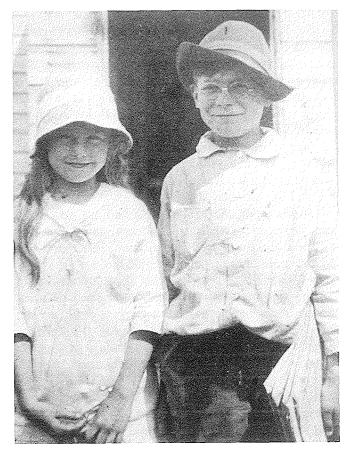
They were interested in the affairs of the town. Sam played soccer and played on the Great War Veteran's team after serving overseas with the 238th Battalion (Forestry). Sam belonged to Rotary, Curling Club, Canadian Legion and the Board of Trade.

Margaret worked hard during the war years for the Red Cross, I.O.D.E., was President of the Auxiliary to the Canadian Legion for many years and was Postmistress in North Star, L.O.B.A.

Another daughter, Daisy Helen, was born March



Daisy Munro, Ethel Lovell, Willie Lovell 1912 The Pas.



Ethel and Willie Lovell Delivering The Pas Herald for Their Uncle Harry Munro.

28, 1922. Both she and Margaret were very enthusiastic curlers.

William Lovell drowned in Clearwater Lake on July 25, 1926.

In 1932 Sam Lovell became the Indian agent and did much to promote ways for the Indians to help themselves by lumbering, fishing, muskrat farming and encouraged them to seek higher education. He



Bill Howie.



Ethel Howie.

served in this capacity until his death on October 14, 1947 after a heart attack.

There is a plaque in the Church of the Redeemer at Big Eddy in memory of Sam, placed there by the Indians. A service was also held in the Indian Church on the morning of the funeral which was held in the United Church with ministers from the Anglican and United Churches officiating.

Ethel married William Howie on September 16, 1930 and they continued to live in The Pas until January, 1957.



L-R: Gordon, John, Mother Ethel, Sheila and Father Bill Howie.

Daisy Helen served with the Wrens during the Second World War. After the War on October 21, 1950 she married Wally Walton and they have one son, Kenneth who resides in Slave Lake, Alberta. The Waltons live in Picture Butte, Alberta, when not down south in Arizona.



Daisy Lovell Walton.



Mrs. Margaret Lovell Age 93 in 1982.

In 1959, Margaret left The Pas to reside with her daughter and son-in-law, Ethel and Bill Howie. She is now in a Nursing Home in Lamont, Alberta and at the age of ninety one still gets around with the help of a walker.

Many interesting stories have been told by Sam and Margaret of the early days in The Pas. They were hard years but happy ones.

Lucien, Harry Z.

Harry was born on September 5th, 1884 at Zeleroy Rog Russia. His Mother was Maria and his Father, Efrim. Harry had two brothers and three sisters, one being Christina. One nephew still resides in Russia. The Mother died in 1910, predeceased by her husband.

At an early age Harry worked for a German farmer. Threshing was done by 4-5 horses hitched side by side, walking in a circle over the grain. One of the things he did was to remove the straw, and later handled the bags of grain which were huge, 200# in weight. At this time he was 14 years old and received 30 rubles per season. The rest of the time he stayed home looking after his brothers and sisters as his Mother was sick. When he was 16 he was apprenticed to the village tailor.

Harry arrived in Winnipeg in 1910 and worked in a garment factory for the Tessler Bros. He also worked in a second-hand shop doing alterations. Later he worked on the railway line between Sudbury, Nakina, Cochrane and Winnipeg. Then he returned to Russia but came back to Canada, arriving in The Pas in 1914. He went to work on the Hudson Bay line to Port Nelson. He worked there four summers. Part of the work was clearing brush for the railway line. Later he worked at the 'Arcade', a general store in The Pas, corner of Edwards Ave. and 2nd St. He resided on the corner of Fischer and First where the Esso garage is presently located, doing tailoring. Later he built a shop on Edwards Ave., next to the Lido Theatre. The concrete for the basement was mixed on the street and moved by wheelbarrow. He had this store until 1950.

In his tailor shop Harry also had dry goods. In time he began fur trading out of town, going by canoe to Shoal Lake and Red Earth, Sask. His eldest son Mike, about 12 then, accompanied him for the Treaty Day trips. One of the obstacles encountered during Spring trading were the log booms on the Carrot River. This meant making a portage with all the goods, or taking a chance on going through the booms very cautiously. Winter trading was done by dogsled. They traded with trappers right at their camps on the way to Cedar and Moose Lakes. On one trip that was particularly difficult a young lad had come with him. They were travelling along a creek that had steep banks. Come night time they left the sleigh on the creek and climbed the bank breaking trail for the six dogs. The cabin they spent the night in was one that was used by the natives for skinning Muskrats. This meant there was a large hole in the roof. When the rats were skinned, the men would throw the carcases up on the roof for safe keeping. They cleared the snow and made a fire. In the morning when they awoke, the dogs were covered with snow and they couldn't be found for a while.

The trading done at Moose Lake eventually led to the establishment of a Trading Post in 1940. Later a cat and sleigh were purchased to haul the supplies by cat swing during the winter months. Mrs. Lucien and Michael helped to operate the post. There were many times they were alone at Moose Lake and had some frightening experiences because of a restless population. One night they were on the big river close to Pine Bluff. They were next to a large Island with lots of bullrushes. The men were very tired and decided to spend the night there. Harry made a hut by tying the tops of the bullrushes and making a floor. Another time on the way to Cedar Lake the canoe hit a deadhead (a partly submerged log) in the vicinity of Frying Pan, so called because of a large depression, or slough with a small creek running out of it. They salvaged as much freight as they could. Consequently, the willows on the bank were covered with various colorful prints. The canoe was repaired using pitch and lard. Social activities of the time included

shows, and plays at the Ukrainian Hall. The two eldest children participated in the plays, one of which Harry had written.

With their first two children, Harry and his wife tented one summer at Clearwater Lake, mile 25. They had to go by train. There were just a few cottages there at that time. Mike, the eldest caught garter snakes and chased girls. Another activity during that period was Cranberry picking down the Saskatchewan River. They used an open boat with an engine in the middle. July 1st meant rides on the paddlewheel 'David N. Winton'.

The Pas had a band of 18 members, the band master being Father Band. The Band-stand in Devon Park, which Harry helped build, stood for about 40 years. Members of the band included: Peter Thack, drum major, Harry played the Claronet; Albert Lafontaine key Trombone.

One event that Harry recalls was the plane crash in which Hi Johnson's son Walter (Ginky) was involved on Easter Sunday. Harry, Frank Takoski, Sherrit's grandfather and Hi Johnson were standing on the corner of 1st and Larose (Hi's residence) when Sherrit asked his grandfather to go for a plane ride. He replied, 'No thanks sonny, my feet stay on the ground'. Sherrit then asked 16 year old Walter who accepted. The plane took off with the boy fastened in the seat belt, but the pilot didn't fasten himself in. When the pilot turned the plane over in a manoeuver he fell out onto the frozen Halcrow Lake. The plane continued flying upside down and crashed into the willows near the Saskatchewan River. Harry and Frank made their way to the plane crash where the boy was still strapped in. Harry lifted the plane wing while the boy was released from his harness. Unfortunately, he succumbed some time later in hospital.

Harry married Rose Poliwka who came from Saskatchewan and was working in The Pas. They remained in The Pas. They had four children: Michael, Frances, Edmund (Jimmy) and Teeny. Michael finished his schooling in The Pas and stayed helping to support the family. He delivered milk for Frechettes in an open horsedrawn van. He also assisted in caring for the family cow, named 'Milanyka' meaning 'small' in Ukrainian. Incidentally this was the start of a herd of cattle at Moose Lake which was another of their ventures there. Supplies were hauled usually by a 19 ft. canoe, which was loaded to the hilt. The trip would take about 14 hours if there was no trouble, i.e. hitting a sand bar, broken pins or motor trouble. Mike soon learned to be a 'Jack of all trades'. He also did some trapping.

Frances took her secretarial training in The Pas at the Sacred Heart Business School run by the Nuns. She works at the Lido Theatre as an usher. Later she worked in Victoria, Hamilton, Edmonton and Churchill. She is presently living in Aberdeen, Maryland, U.S.A. and has two children.

Jimmy, in his teen years worked at Saiko's General Store, later with Charlie Hill in his machine shop on Edwards Ave. Later he joined the C.N.R. to work as a fireman and then a hostler. Later he started a restaurant business and then into construction. Presently he is living in Vancouver and has two children.

Teeny, after finishing school worked at the hospital for a couple of years. She then worked at M.T.S. for 10 years. She started working for the Provincial Government in 1971 and is still employed there in 1982.

MacKenzie, George C.

George C. MacKenzie was born June 30, 1900 in Seafoam, Nova Scotia, Canada.

His father Alexander MacKenzie was born in Nova Scotia and his mother, Flora Elizabeth Murray was also born in Nova Scotia. His father farmed in Benito, Manitoba when they moved there in 1906. They remained there until their deaths.

Brother, Edgar F. MacKenzie, sister, Julia I. MacKenzie, two half brothers, John and Murray MacKenzie and two half sisters Florence and Catherine MacKenzie was the extent of the family.

His mother and father did not live in The Pas at anytime.

His mother died in 1914 and his father died in 1943.

Attended school at Benito and after finishing high school went to Yorkton where he received teaching credits. While teaching school he attained scholastic credits by taking extra mural studies and attended universities in Saskatchewan.

He took odd jobs during school vacations. While teaching school he became ill, losing partial use of his lower limbs. He went to Eventide Home, The Pas, where he stayed at intervals until the Home closed and then was transferred to St. Pauls' Residence where he remained until his death October 23, 1980.

He was fond of travelling and although his illness prevented him from seeing countries he had planned to visit he was able to travel extensively in Canada and the United States.

He enjoyed good music which gave him much pleasure during his confinement.

He was interested and kept well informed about world affairs and heads of staff.

He was a dedicated teacher and his greatest ambition was to help students with their education and often spent hours after a regular work day helping pupils with learning problems.

Cousin, Keighler McKay, Toronto, Ontario, a

first world hero, lawyer, then a judge and finally Lieutenant Governor of Ontario.

His uncle Daniel H. Murray was a medical doctor in Halifax, uncle Murdock M. Murray, Presbyterian Minister, uncle Ebenezer Murray, school principal. His sister, Julia MacKenzie, registered nurse, supervisory staff of Hollywood Presbyterian Hospital, Hollywood California, U.S.A.

After finishing high school at Benito my brother and I went separate ways to complete our education which caused us to be apart for a period of time and for this reason I am not able to supply all the facts about his employment and educational program.

Madill, Anne (Dey) submitted by Kenneth Dey

Anne Madill was born on October 8, 1916, in The Pas. Her father, Mike Madill, arrived in The Pas in 1915 and was the manager of the Monarch Lumber Co. for some time and later was employed by The Pas Lumber Co. Mike passed away in The Pas in 1958. There were seven children in the Madill family.

Anne attended school in The Pas, her first marriage, to Les Sinclair, brought her four children — Chloe, who is now Mrs. R. Wilson, Victoria, B.C. James Sinclair residing on Rahl's Island road in The Pas, Jack Sinclair, also of Rahl's Island and Judy who lives in Winnipeg.

On November 16, 1963, Anne married Kenneth Dey and they moved to Grand Rapids, Manitoba, where she and Ken lived until illness overtook her and she moved to St. Pauls Residence, The Pas, for medical help.

Clan MacKay in the West

In the annals of the Canadian West, certain family names appear again and again as rendering notable services to the pioneers. Outstanding among these are the Christies, the Sinclairs and the McKays. Both of the last-named families figure in the activities of that oldest fur trading organization, the Hudson's Bay Company, as far back as the eighteenth century and on into the two centuries succeeding. The McKay family served the Great Company with distinction for one hundred and thirty years.

The first of the McKays on record to be so employed was named John — "formerly of the City of Montreal," as he described himself in his contract with the Company. He had originally traded for the North West Company and came from Sturgeon Lake to Osnaburgh House to join the English organization in 1790. From there he was sent to Albany on Hudson Bay, and subsequently served in the Rainy River district, at Nipigon, Osnaburgh, Martin Fall and Brandon House, where he died in 1810.

An episode that occurred during his stay at Bran-

don House serves to show the perils of fur-trade life in those times. Let John McKay tell it in his own words:

"This day, as I was riding in the Plains, an Indian wanted to shoot me just as I came up to him. I jumped off the Horse before he could get the Coat off his Gun and presented a Pistol to his Breast. I was too nigh for his Gun to be of any Service to him. I gave him 2 or 3 hearty Clinks, which softened his Head a little, and rode off. When at a distance, I heard his Gun go off. The Canadian who saw us both says he fired at me, but I rather think his Wife took the Gun from him and fired it off, to prevent him from doing mischief, for she was so frightened that I really pitied the poor Woman. This man is a N.W.T. Indian; I never had the least dealings with him in my life. Yesterday he wanted a Gun in debt, which I refused to give, this perhaps has vexed him." "Clinks" suggest metal, so it is probably the Indian gentleman's head was literally and not figuratively softened.

Two of John's sons, William and John Richards, also served in the fur trade with distinction. William joined the Company about the time of his father's death and traded at various posts in what are now the provinces of Ontario and Quebec. John Richards, the younger brother, was sent from Albany to England in 1800, apparently to be educated, and returned eight years later. He joined his father the following year at Brandon House and in 1814 was sent to Qu'Appelle. After the Company's men left that fort in the spring of 1815, it was burned by the Nor'westers. The ensuing events can best be told in the words of his senior officer, James Sutherland, whose report is found in the Selkirk Papers at the Public Archives in Ottawa:

In the fall of 1815 I sent John Richards McKay to Qu'Appelle with 15 men and an assortment of goods, they arrived there sometime in the beginning of October, previous to their arrival all the houses they had occupied the preceding year were burnt to the ground and otherwise destroyed. This act was supposed to have been done by the servants of the N.W.Co., but no proof could be got to confirm this supposition farther than that the N.W.Co.'s interpreter named Dl. Murray who had passed the summer there with a few men informed Mr. McKay that he had himself cut down the stockades as they intercepted the view from the N.W. House.

Mr. McKay and men immediately commenced building houses and erected stockades on the old foundation. They got up a temporary store and part of their stockades when Alexander McDonell partner of N.W.Co. arrived with a great parade of 40 or 50 Canadians, Freemen and Half-Breeds forming two distinct companies. McDonell led one of these consisting of Canadians with colours flying. The other

company were half-breeds headed by Cuthbert Grant, a Half-Breed who has been regularly educated at Canada and has acted for several years as Clerk and still continues to act as such, to the N.W.Co. This tribe had another flag hoisted, of what nation I know not. It is red with a figure of 8 placed horizontally in the middle of it and is said to be a present from the N.W.Co. along with some swords and a few pairs of pistols to these deluded young men the Half Breeds as a recompense for their exertions against the Colony, Spring 1815, and as an incentive to encourage them to further mischief this ensuing season.

McDonell sent a message to McKay telling him to desist from building as he was determined no house should be erected on that spot, it being in front of his fort. As this threat had not the desired effect (McKay's people went still on with their work) Alexander Fraser a half Breed and Clerk to the N.W.Co. who had also received an excellent education in Canada, came to McKay and ordered him in peremptory manner to depart from that place immediately with all his men and property, adding that the country round Red River belonged to the Half Breeds and they were determined none of the Hudson's Bay Company's servants should remain on it as they only came there to procure provisions for the support of the Colony. He also said that no Colony should exist in this country as long as there was a heart in his breast.

McKay gave evasive answers and said he could not then remove as he had neither carts nor horses to remove the property. Fraser replied that carts and horses would be furnished by the N.W.Co. if they would remove off quietly. McKay then said he would not comply with such an order until he had consulted his men. Fraser on hearing this got in a violent passion and told McKay that he would give them that night to prepare themselves for the journey and that if they were not off early next morning he and his countrymen would kill every one of them and sweep the earth with their dead bodies and leave their carcasses for the wolves to eat.

McKay returned to his men and told them the story. They were all unanimous to remain and sell their lives as dear as possible. At the same time an Indian chief who was at the house with 8 or 9 of his young men, offered their services to assist our people and live or die with them. This was accepted of and ammunition and guns were given to the men and Indians and every preparation made for defence.

On the ensuing night no person went to sleep. In the dawning of the morning a great bustle was observed in the N.W. fort and before the sun appeared a messenger was sent to McKay to know whether he intended to remove or not. All our men said they were determined to remain whatever might be the result. As soon as this was known at the N.W. House, the Half Breeds flag was hoisted, a great number of men assembled in arms before the gates of the N.W. House, one of the Colony Field pieces was put in the block house, the other in the gates and both pointed at our people and lighted matches were seen ready to fire them off. By this time the sun had risen and objects became distinct, and the N.W.Co.'s people to their great disappointment observed that several Indians were intermixed among our people.

This made them pause a little and they sent word to the Indians to depart, otherwise they would be killed along with the English. This the Indians paid no attention to but still stood firm. When the N.W.Co. saw that menaces had no effect they tried what seduction would do and sent one of their own Indians to ours with fine stories saying that McDonell wanted to see them and intended to give them presents of Rum, etc., etc. But all would not do, they would not be deceived.

When A. McDonell saw this he thought it dangerous to commence hostilities as it would be the means of bringing on an Indian war. He therefore sent for McKay to meet him between the houses, which he did. He then wished to make McKay promise that no part of the provisions procured at that place would be given to the Colonizers. This McKay could not agree to. They however arranged matters so that our people were to be permitted to go on with their buildings until I arrived, then all differences were to be settled . . . This was the state of affairs as I found it on the 8th of December.

The West saw some stormy and even tragic times before the amalgamation of the rival companies in 1821.

McKay probably was with the Hudson's Bay men when they were captured by the Nor'westers on their way down the Assiniboine the following spring. Next spring, however, he was at Fort Hibernia in the Swan River district, and later he built the post at Beaver Creek, fifteen miles from the old post at Fort Qu'Appelle. At the time of the union in 1821 he was in charge at Brandon House. Chief Factor John McDonald described him at that time as "very active and much beloved by the Indians of this Quarter."

In 1824 he retired to Red River, but seven years later he re-entered the service. Subsequently he served at Portage la Prairie, Fort Ellice (near Beaver Creek), Partridgecrop, Shoal River, Touchwood Hills and Cree Camps. In 1859 he retired altogether from the service.

About the time of the troubles at Fort Qu'Appelle, McKay was married to Harriet, daughter of Chief Factor John Ballenden, without benefit of

clergy. This was the custom in a country where missionaries were unknown. A commissioned officer of the Company generally officiated at such weddings, just as the captain of a ship may do today. In 1820 Rev. John West was sent out to be the Company's chaplain and the marriage was properly solemnized by him the following year.

In the Red River census of 1829, McKay was listed as the father of four sons under sixteen and two daughters under fifteen. In after years wife presented him with three more sons and two more daughters—eleven in all.

John Richard McKay's second son was named William — possibly after his uncle. William, the second, was born in 1818 and joined the Company at the age of nineteen. He saw most of his service in the Swan River district, including twelve years at Fort Ellice. In 1865 he was made a chief trader, and five years later was appointed to the charge of the district at Fort Pelly. In 1873 he was promoted to factor and took charge of the Saskatchewan district at Fort Pitt. He died at Fort Edmonton in 1883.

Like his father, William the second had many children — Mary, Thomas, Katherine, William, George, Henry, Angus, Gilber, James and Joseph.

Mary became the wife of Walter E. Traill, also a Company man and scion of the Traills of Ontario pioneering fame.

Thomas was a well known businessman of Prince Albert and at one time a member of the North West Territories Legislature.

Katherine married Chief Factor Laurence Clarke, one of the best known Company officers of the nineteenth century.

George took clerical orders and became an archdeacon in the Anglican Church. In 1885 he carried a rifle which he used to good purpose in the Look Lake fight when Major (after Sir Sam) Steele harassed Chief Big Bear's fleeing miscreants following the battle of Frenchman's Butte.

Angus spent the whole of his forty-three years of active service with the Company in the Saskatchewan district, being at one time or another in charge of everyone of its numerous posts. He left his last assignment at Lac La Ronge in 1920 for his homestead near Prince Albert, where he has since resided.

James graduated in law in Manitoba, practised for many years at Prince Albert, was elected to the federal parliament and at his death a few years ago was a justice of the Court Appeal for Saskatchewan. Both he and Angus served with distinction as scouts in the Northwest Rebellion of 1885.

All the sons were educated at St. John's College in Winnipeg, although the future archdeacon also spent two years at Cambridge University on the advice, and at the expense, of Bishop Machray, who was impressed by his brilliance as a student.

William Jr. (that is, the third of the name in the line) was by vocation and choice a trader among the Cree, Assiniboine, Saulteaux and Chippewa Indians and the central figure in many a thrilling adventure and exploit among these wild and erstwhile savage tribes. He was my hero and we were intimate friends from the time I reached Battleford in '81 until his death. He took an active part as scout, combatant and interpreter in the stormy events of '85. There is space here only for a brief account of one of the last and boldest of all the many perilous experiences of William McKay. Here it is:

For weeks in the early spring of 1885 rumours that the Crees and Assiniboines were massing at Poundmaker's, thirty miles to the west, had been thick in the air of the old territorial capital. When preparations were completed, reports further alleged, their purpose was to march on Battleford. So insistent were these rumours that the settlers on the homesteads in the vicinity, becoming alarmed, had flocked with their families to the stockaded Mounted Police fort, on the high point between the Battle and Saskatchewan rivers, for safety.

McKay, manager at the time of the Hudson's Bay Company's trading post in the old town of Battleford, was convinced that the rumours were based on actuality. To guard against surprise, he had dispatched a loyal and dependable Indian on a good horse to a point midway between Battleford and the reserve, with instructions to watch the trail leading into town and, if or when the hostiles appeared, to ride in at top speed and report.

The courier had obeyed orders. And now there were no longer rumours but facts. Not only had the Indians marched, they were already gathered about the lieutenant-governor's residence and the Indian office on the high south bank of the Battle overlooking the town, and William decided that the time had come for him to act.

The McKays had bought their furs, come to the rescue when they were in need, been their friends and advisers for generations. They were respected by the red men and had their confidence. Accompanied by the Indian agent and other citizens, William left the police barracks to meet the chiefs and if possible convince them of their folly in taking up arms against the whites; hoping, too, to persuade them to disband and go back peacefully to their reserves. The white men in McKay's party all lived beside the long trail leading from the river up the hill on the south side to the level land above. Here also the stores of the trading organizations were located.

The bridge spanning the Battle had been dis-

mantled to guard against its being swept away with the ice in the spring breakup the timbers were piled on the north bank. Water was flowing over the ice when the party reached it, but an enterprising Indian was using his skiff as a ferry for those wishing to cross. As they approached the river a French halfbreed woman, Mrs. Louis Flammand, came down to the water's edge.

"Go Back!" she shouted. "Don't come across." McKay wanted to know why. "Because the Indians are going to kill you people," was her answer.

"Oh?" questioned McKay. "Well, you might let us know who they are going to kill."

"You, for one. And the Indian agent. And the school principal with you there."

"That settles it," said the Indian agent. "We'll go right back."

"You gentlemen may do as you wish," returned William, "but as for me I left to meet the Indians and I'm going on. Bring the boat over," he called to the ferryman.

Accompanied by Peter Ballendine, like himself a native of the Northwest, McKay reached the ground about the Indian office and there he faced a large and formidable assemblage of painted and befeathered savages with rifles in their hands. The chiefs, Poundmaker, Sweet Grass, Little Pine, Lucky Man and others, with their leading followers — including Fine Day, war chief — sat a little apart. They regarded him with faintly disguised hostility. But he went round, shaking hands with the unamiable chiefs.

"You don't seem particularly pleased to see me," he remarked, following this formality, "but nevertheless I have put out my hand in token of friendship to your leaders. But if any of the rest of you wish to take my hand," he added significantly, "he must come to me."

Poundmaker: "What's the matter heré? The houses seem all deserted."

McKay: "Yes; the whites are all in the barracks. And if you are surprised, you are not alone. To find you here in a body, armed and painted, that is what surprises me. I understood from your agent that you would stay on your reserves, take no part in any outbreak. Yet here you come to town, marching like soldiers going to war."

Poundmaker: "We came to learn about the Duck Lake fight."

McKay: "Well, that to me is a strange explanation. Ballendine, here, went with the agent to the reserves and told you all about it, the fight between the half-breeds and the police. However, since you ask for news, I'll give you some. I knew you were coming down and it was I who warned the whites. That's the reason you see the houses deserted." Poundmaker flushing angrily, with a wave of his hand): "Blood will be spilled all over here!"

McKay: "What? That's strange talk again. When I heard you were coming I hurried back over the river to speak to you for your own good, to advise you not to listen to these Keeskwayowuk — these crazy half-breeds who have taken up arms. Having themselves got into trouble, they now wish to drag you in with them. When I reached the river I was told not to come across; a woman yelled to me that you were going to kill me. And not only me but other — the Indian agent, and the clergyman who takes care of your children at the school. But I came, and I asked no one to come with me. Now I am here."

The Indians heard him in sullen silence. He went on: "Anybody could do it, even a woman. I am alone and unarmed. Men are not needed to kill me."

They began to crowd him. A tall headman, his eyes blazing, leaned forward, launching against him a sizzling tirade of abuse, shaking his clawlike fist in the trader's face.

"Stand back!" ordered McKay, sternly. "If you wish to speak to me, keep your distance. Don't try to cow me; I'm not to be frightened. If I was I wouldn't be here."

Fine Day, pumping a cartridge into his Winchester, jumped to his feet. An ominous hush fell. The Indian turned and spoke to the young men behind him.

"Ho, skineekeetuk!" he goaded. "You crowed when we were on our way to town to show you were with me, that you backed me up. Why don't you crow now? Is it because you're afraid of what may happen if you do? Why, why don't you crow?"

McKay continued in a level voice: "Though there are hundreds of you here, I repeat: Don't think I'm to be frightened by your guns or threats. But, do you think this looks well when I, a single man, have come to give you good counsel? As for this fellow who thinks himself such a great brave, what I should like better than anything is to meet him when this trouble is over, alone, and there are just the two of us; when he has no young men behind him to whip on to bloodshed! That would be the time for him to jump round, to talk big. Not now.

"Can any Indian say I ever did him a wrong — ever gave him anything but fair treatment? What reason, then, have I to be fearful of anybody?"

Poundmaker: "Oh, this is all wrong, Mukwyanasis — that you were to be killed. All lies!"

Fine Day had good cause to remember McKay; but that is another story. The conciliatory speech of his chief and the disappointing collapse of vocal support for the young men in the presence of actualities left him faltering before the crowning enor-

mity of pressing the trigger, and he dropped morosely into the background.

Once more McKay reverted to the reason for his visit. He told again of the Duck Lake fight; he talked to the simple tribesmen as he would have spoken to unruly children.

"You might succeed in killing a few whites," he told them, "but your success would be short-lived. Don't be so foolish as to think you can beat the whites. For every white man killed hundreds will come, demanding payment in blood, and you who are still alive will be hiding in the woods, afraid to show yourselves in the broad light of day. Forget this madness, go back to your reserves and later when the half-breeds are beaten you will be glad that you live because, in spite of threats against my life, I came to you today with good advice."

McKay did not know when he spoke that on their way to town they had pillaged and burned the homes of settlers who had fled for refuge to the barracks at Battleford. Nor did he know whether or not they were aware of the murders that morning by the Assiniboines of Bernard Tremont and James Payne in the Eagle Hills south of town. In any case, though they listened without interrupting him, they were in no mood at that moment to accept counsels of peace. They were on the warpath, had merely started and had no intention immediately of abandoning it.

Concluding the interview, McKay tempered their hostility for the time being by issuing to them provisions for a meal and returned to the barracks. That night the stores along the hill were broken into and sacked. The wave of insurrection had swept westward and engulfed Battleford, bringing death and destruction in its wake. Weeks were to pass before the last ripple had died away.

William McKay died only a few years ago — in 1931 — at his farm near Prince Albert, aged 79. Of his nine brothers and sisters, only two are alive today. The archdeacon, now ninety, lives in retirement at Sturgis, South Dakota; and Angus, four years younger, at Prince Albert. He is the last of that long line of McKays to serve the Hudson's Bay Company.

McKay, Blake

Blake McKay arrived in The Pas in 1927 with his parents and the rest of the children in the family. His father had arrived previously and was working for the Ross Navigation Co.

Blake recalls the teams lined up at the old station. I thought The Pas was quite a large place, having come from Bowsman. The Avenue Hotel was located on Gordon Ave. across from the old station on Seventh St. When Irish Rivalin moved it to Fourth St. with horses it was quite a feat.

We had a house on Bignell and Seventh when we arrived, but it was not completed, so we spent the first three weeks in The Pas in a tent on the property now occupied by the Westminster United Church. When the weather turned cold we moved in with our cousins for awhile. Bignell St. was just a trail through the bush. We used to do chores for the ladies who lived in the area, and received our spending money for the work. In our teens we raised dogs and used them to haul fire wood from a fire killed area where KCC now stands. The town barn was located where the Rosaire House is now. There were eight to ten teams kept there. We enjoyed playing in the hayloft.

The trail to Fred Maynes homestead and the old culvert was a popular route for the boys and girls who grew up in the town at that time. We were known as the Seventh St. gang and we used to go out and visit old Fred and Rosie Maynes and Mark Courage, a retired sailor who used to live with them. The Maynes had their homestead on the west side of Grace Lake where they kept cattle and grew vegetables and some grain. People passing through there now on skiis or skidoos have no idea of the history of the place.

Fred's sister Rosie was always waiting for us with homemade buns and cocoa. They were pensioners from Nova Scotia and did not have much money. When we had a little extra money we would buy Fred some tobacco, snuff for Mark and candy for Rosie. Remnants of the old house still remain there and stones pulled from the field were used for a fence. They used to haul hay from Rahls Island across Grace Lake in the winter for their few cattle. They also had a little store in the Hudson Block at one time. The Maynes were wonderful people. They befriended every kid who went out there to visit.

The "Seventh Street Gang" built a cabin near the old cement culvert and enjoyed it until they outgrew the pleasure of it and they burned it down.

Madrigga, Andrew

Andy Madrigga was born on January 22, 1915 at Prince Albert SK. He was four years of age when he arrived in The Pas with his parents. He attended Sacred Heart School in The Pas and later the Red Brick School.

Andrew married Jennie Yarema in The Pas on February 12, 1937. He worked for The Pas Lumber Co. as a garage Mechanic and for the CNR in the car shops, as well he maintained the original family homestead in the Carrot Valley. His brothers and sisters were — Mike born Nov. 8, 1908 at Winnipeg. William (Bill) born Mar. 18, 1910 at Waldo, BC. Nellie born Dec. 25, 1911 at Saskatoon. Lena born

Mar. 2, 1918 at Prince Albert deceased Oct. 27, 1970. Philip Jr. born July 16, 1920 at The Pas. Annie born May 6, 1924 at The Pas. Harry born Nov. 28, 1925 at The Pas. Victoria (Vicky) born May 24, 1928 at The Pas. John born Aug. 7, 1930 at The Pas deceased. William, Nellie, Philip Jr., Annie and Harry still reside in The Pas.

Andrew Jr. and Jennie had five children. Andrew Jr., Fred, Linda, Jane and David.

Andrew Senior's father was Philip Madrigga born 1880 in the Ukraine, he arrived in Canada in 1905, he married Ana Welyezko who was born 1890 in the Ukraine and arrived in Canada in 1904. Philip and Anna were married in Winnipeg on February 19, 1907. Philip was employed by The Grand Trunk Railway they moved around a bit before settling in The Pas, living at Winnipeg, Waldo, BC, Saskatoon, Prince Albert, Big River and Wynyard to Sask. and Merritt, BC.

Gerald W. Malaher

Gerald was born on October 3, 1903 in Shifnal Shropshire, England. His parents were Reverend W. E. and Edith Louise Malaher. Reverend Malaher was a clergyman of the Church of England. They had never lived in Canada.

Gerald had two brothers, John and Basil, both of whom were members of the early Barr Colony 1903.

Gerald attended English public schools in Canada. He was educated at St. John's College in Winnipeg and majored in Forestry at the University of New Brunswick, in 1931. He had apprenticed in farming at Dauphin, Manitoba, in 1921 and from May 1922 to May 1924, he was farm instructor at McKay Indian Residential School at Big Eddy, north of The Pas, west of Big Eddy Settlement. Leaving the school he joined a survey party on exploratory surveying as far north as Reindeer Lake, travelling three thousand miles by canoe.

In 1933, Gerald married Margaret Wade, in her home town of Ottawa, Ontario. The couple lived at Sandilands Forest Reserve where Gerald was employed by the Forestry Department at the Sandilands Headquarters, and later had his headquarters at Whiteshell Forest Reserve.

1942 saw the Malahers return to The Pas as supervisor of Game and Fisheries for Northern Manitoba. He was appointed director of the Wild Life Branch in 1946 and moved to Winnipeg. He held this position until he retired on October 31, 1967.

The Malahers had two children, Patricia Kathleen and David Gerald.

Early activities in The Pas included the operation

of The Pas Lumber Company and the coming and going of the loggers to the camps on the rivers of The Pas and Carrot.

The original one hundred mile dog race to the lumber company's camps on the Carrot River and return and the ringing of the church bell by the winner, when he came in on a Sunday morning and there was no one there to meet him. The stern wheel boats on the river were interesting.

Gerald was on the Dog Derby Sports committee of 1924. The couple later were active in Christ Church, Rotary Club, Curling and Badminton.

Mrs. Margaret Millicent Malaher

Margaret was born on January 31, 1907 in Ottawa, Ontario. Her father was H. Gerald Wade, her mother was Mary Millicent Willson, both were born in Canada. Gerald Wade was a business manager, he and Mrs. Wade had lived in Ottawa, Montreal, Toronto and Winnipeg. Margaret was an only child.

An uncle of Margaret's was founder of a stationery company, "Willson Stationery" that carried on their national business for many years. Another relative was founder of "Stephens Paints", also a national company. Both companies were absorbed by larger companies.

Gerald Wade died in October of 1953 and Mary Millicent passed away in February of 1963.

Margaret Malaher attended private school and public school in Winnipeg, boarding school in Toronto. She received her B.A. at the University of Manitoba, her M.A. at McGill University of Montreal, also a degree in social work at McGill.

She married in Ottawa on February 2, 1933, to Gerald William Malaher. They lived at the Headquarters of Sandilands Forest Reserve, where Mr. Malaher was employed. They later lived at Whiteshell Forest Reserve in Marchand, Manitoba until they moved to The Pas in 1942.

They found The Pas had a stratified society, a bit slow to accept newcomers. The couple were in Christ Church organization work, Margaret reactivated the first Company Girl Guides and assisted in the purchase of the Don Ross property at Mile 17, for a camp for the guides.

The Malahers had two children, Patricia Kathleen, who is now Mrs. David Holman of 27 Orrell Avenue, Islington, Ontario M9A 1K1. She is a teacher in Islington.

David Gerald lives at 36 Queenston Street, Winnipeg, Manitoba R3N 0W5 and is "Vice-President of Operations" at Bristol Aerospace Winnipeg.

London College Diplomas Won by Local Students January 1934 Pupils of Mesdames Jankow and Manez in Concert

Diplomas from the London College of Music were presented to the students of Mrs. M. Jankow and Mrs. B. Manez by Mayor C. R. Neely at the concert given by the students in the Lido Theatre Sunday night.

The mayor in his address pointed out this was the second time local students had been presented with certificates from London and that credit was due the parents for their foresight in arranging for the training of their children. He also said that it reflected most creditably upon their teachers.

The mayor said, that, apart from being an accomplishment, a thorough knowledge of music might be the means whereby a livelihood could be gained in years to come. It was gratifying to observe, he said, the interest taken in music. The Pas being fortunate in having such an abundance of talent.

The mayor congratulated the teachers and pupils on the excellence and variety of the evening's program, Mr. Bert Hutton acted as chairman. Opening the program "Cupid's Appeal" was played by the senior orchestra following which "Aloha Ho" was given by the senior and junior orchestra ensemble. Miss Myrtle Watts in a piano solo played "Youth and Gaiety" by Schmoll. A violin solo "Merrily Dancing" was played by Irma Balfour, accompanist Lydia Doroshanko. Kathleen Ingram in a piano solo played "The First Arbustus." "Ronde Villageoise" was played in a violin solo by Rita Brault, accompanist Ellen Austin.

"The Spinning Wheel" was played as a piano duet by Ella Martin and Doris Anderson. A piano solo "La Donna E Mobile" was played by Ella Martin. Helen Lyon played "Romaine" as a violin solo, accompanist Alice Rivalin. "New Trapeze" was given as a piano solo by Elsie Kerwin. "Meditation in D" was delivered as a violin solo by Mable Boose accompanied by Muriel Woodward. Christine Ingram played "The Dreamer" as a piano solo. "The Drum Major" was given by Bernadette Despins as a piano solo. Elizabeth Rivalin played "Curious Story" by Heller as a piano solo.

Following the first part of the musical program a play entitled "The Life of Ludwig Von Beethoven" was portrayed by eight youthful artists. In the first Act, Frank Chakow represented Father Beethoven, a



L-R: Paul Rivalin, unknown, Rollande Frechette, Lydia Dorshenko, Therese Allard, Frank Chaiko, Mrs. Manez and Daughter.



Back, L-R: Emile Rivalin, Ivy McLeod, Ellen Austin, Mrs. Jankow, Piano Teacher, Charlotte Karloske, Daisy Norgrove, Anna Burton, Muriel Woodward. Centre: Chrissie Karloske, Ivale McKenzie, Irene Joyal, Miss Gusbin, Violin Teacher, Hilda Russell, Ceone McKenzie, Flora Kerr, Katie Ilchynski. Front: Alice Rivalin, Jack Walker, Rollande Frechette, Frank Chaiko, ?, Emmet Taylor, ?.



Music Class at The Pas — Mrs. Jankow and Miss Gusbin.

rough, gruff man in middle life. Therese Allard took the part of Mother Beethoven, a plain, kindly woman many years younger than her husband. Marie Jose Manez acted the part of Little Beethoven, a child of six. Douglas Fraser took on the role of Pfeiffer, a musical director. Therese Allard also took the role of Beethoven at eighteen.

In the second Act, Lydia Doroshanko took the part of Wolfgang Amadeus Mozart, the great composer. Rolande Frechette acted for Frau Mozart, the composer's wife. Paul Rivalin represented Abbe Stadler; a priest, fond of music, while Olga Doroshanko acted the part of a guest.

Beginning the second part of the musical program "La Zengana" by Bohm was played as a violin quartette by Mrs. B. Manez, Miss R. Frechette, Ronald Collette and Bert Hutton. They were accompanied by Mrs. M. Jankow. "The Mill" by Jensen was given as a piano solo by Douglas Fraser. Paul Rivalin played "Hungarian Sketch" by Horvath as a violin solo, accompanist Alice Rivalin. "Simple Aveu" by Thome was played on the piano by Lydia Doroshanko. Max Shieff delivered "Chant Sans Paroles" as a violin solo accompanied by Therese Allard. Rolande Frechette played "Concerto by Sertz as a violin solo, accompanist Mrs. M. Jankow.

"Impromptu" by Schubert was given as a piano solo by Ellen Austin. Therese Allard played "Bolero" by Rovina on the piano. "Romance" by Vieuxtemps was played as a violin solo by Bert Hutton accompanied by Alice Rivalin. Alice Rivalin played "Polonaise" by Chopin as a piano solo.

The concert closed with the senior orchestra playing the Overture "William Tell" by Rossini and the singing of the National Anthem.

Madam Manez,

The Pas,

Manitoba.

Dear Madam Manez:

I have been directed to thank you and your Orchestra for the active part which you took in connection with the King's Silver Jubilee celebrations held in The Pas on May 6th.

It is a pleasure for me to record our appreciation of your kind services and your orchestra, and I shall be pleased if you will extend to your orchestra our very best thanks.

Yours very truly, TOWN OF THE PAS. C. R. NEELY. MAYOR.

Manton, Richard G.

Richard G. Manton was born on July 20, 1905 in Birmingham, England. His parents' names were

Richard and Caroline (nee Moore). The family came to Canada about 1905. His father was a farmer. In Canada they lived in Toronto, Ontario and Waterfield, Saskatchewan.

Richard has three brothers; William, Gordon and David. He also had one sister named Myrtle. Myrtle died during the 1918-1919 flu that took so many lives. Their mother died in 1915 and father about 1945.

Richard completed grade 7 at Waterfield school. He worked after school for area farmers, and until he was nearly sixteen. After that he worked in sawmills. He worked in various mills in Hudson Bay and Tisdale area. When he was almost twenty Richard applied and got a job in The Pas working for The Pas Lumber Company. He worked for the company for the next sixteen years. It was summer when he started by working as a spare man and riding the carriage and then moved up to head sawyer. He was head sawyer for the next nine or ten years. This was what they called the short side and was considered to be the fastest in Canada, if not the continent, at that time. The first few years when the big mill shut down due to severe weather Richard worked in small mills wherever he could. For two winters he worked near Rocky Mountain House, Alberta for T. A. Burrows, Lt. Governor of Manitoba. During his last winter there Richard was riding a carriage which ran away. He suffered his worst accident in about fifty years in the logging business. He broke his arm.

Richard joined the IOOF Lodge soon after coming to The Pas. Social life at that time consisted mainly of dancing, movies, picnics, golfing, and playing bridge as well as other card games.

In 1941 The Pas was very much a frontier town. There were no other towns of any size north of The Pas, not even Churchill.

Richard married Mabel Thompson in 1937 in the little Anglican Church in The Pas. Reverend Green was the minister. They lived in a house owned by The Pas Lumber Company on 1st Street, on the 2nd block from the mill. They lived there for the first four years of marriage. One daughter, Sharon, was born in The Pas.

The family moved to Kelowna, B.C. in 1941. Richard worked for S. M. Simpson (now Crown-Zellerbach) and won a gold watch for twenty-five years of accident free service. They had another daughter, Lynn, born in Kelowna.

Manton, Hazel

Mabel Thompson was born in Taro, Ontario on April 8, 1904. Her father died when she was only two years old. Her mother then came back to Manitoba, where she later remarried.

She had one sister, and one half-brother. Her brother and step father are no longer living.

Her mother passed away in 1936, and Mabel moved to The Pas to keep house for her step father, also in 1936.

She married Richard G. Manton on August 1, 1937.

She died on September 22, 1981.

Marion, Joseph

Mr. Joseph Marion was born on July 19, 1871 at Pawtucket Rhode Island, U.S.A. He passed away in The Pas, 1950.

Mrs. Louise Anna Marion, nee St. Godard, was born on May 9th, 1881 at St. Jean Baptiste, Manitoba; deceased January 17, 1934. Joseph and Louise were married at St. Jean Baptiste in 1896 and moved to The Pas in 1912 bringing with them three daughters, Hilda, Aurelia and Leah.

The first set of white twins to be born in The Pas were their daughters Bertha and Helena. Native people from The Pas Reserve and Big Eddy Reserve came to see them and to bring them gifts. The sixth daughter, Irene, was born in 1914.

They resided on Devon Island, now Devon Park, and the flood of 1914 swept their house into the River. They then built a house on corner of Patrick and Second Street across from Allard's Store.

The children were taught at the Catholic School, called the Separate School at that time, and also at the public school with the wonderful teachers Mary Duncan and Margaret Barbour.

Hilda passed away in Flin Flon and the other girls live in various places in Canada and the U.S.A.

Aurelia Maltman and Bertha Plough reside in



Helen and Bertha Marion first twins born in The Pas — Sept. 6, 1912 — Courtesy Bertha Plough.

Fort Lauderdale, Florida, Leah Jackson in Kelowna, B.C. Irene Caldwell lives in Kailua, Hawaii and Helena Barr in Vancouver, B.C. The Girls have had reunions in Portland, Oregon and Vancouver, B.C.

Social life consisted of family get-togethers and picnics. The lumber company sports days, soft drinks and ice cream was supplied and everyone brought a picnic basket.

Martin, Fredrick James

Fred Martin Sr. was born in Essex England on March 18, 1898.

Fred's father was William Henry Martin of Irish descent, born on April 25th, approximately 1870. He



Millie and Fred Martin.



L-R: Brian Hasker, Darrel Martin, Mother Millie, Robert, Fred Jr. 1940's.

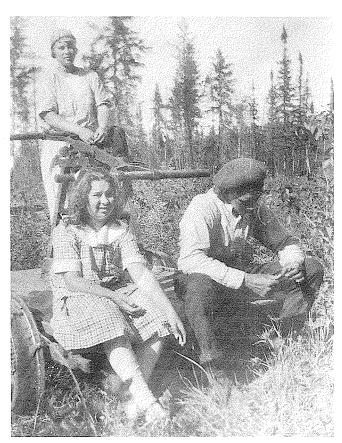
was a book and card gilt edger, a profession very important at that time, started by William's father in 1854.

William arrived in Canada in 1913, performed various types of work which included services for The Pas Lumber Company.

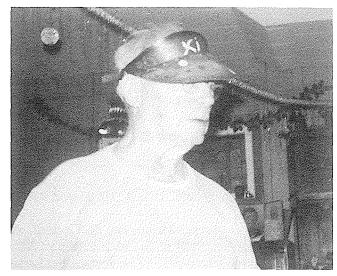
Fred's mother, Emily Amelia Martin was of English descent, was active in the Anglican Church. William died in 1955, Emily in 1940.

Children of William and Emily: Fredrick James — married Millicent Watts; Emily — married Williams; Nellie — married Sawkins; William Jr.; Gertrude — 1st marriage, Tether, 2nd marriage, Smith; Dorothy — married Mansley; Edwin; Irene — married Chayko.

Fred was 14 years of age in 1912 when he arrived in Canada and lived with his sister Mrs. Emily Williams at Tyndall, Manitoba, where he attended school. Later he attended Telegraphy school in Spokane, Washington and subsequently worked as telegraph operator at Fort Wright, Washington. Ephrata, Kingsgate Idaho and Ione. He also worked at the Davenport Hotel in Spokane. After a few moves in the U.S.A. Fred returned north to Big River, Saskatchewan where he worked for the Ladder Lake Lumber Company there, from 1916 to 1918. This company was a subsidiary of The Prince Albert



Standing: Millie Watts. Sitting: Lavina and Fred Watts Jr.



Fred Martin.



Back Row: Mrs. Harry Smith holding Beverly, Millie Martin Holding Debbie, Mamie Watts, Alice Smith and Brenda Martin. Centre: Iris and Darrell Martin. Front: Cameron and Clinton.

Lumber Company which was the Company that bought out the Fingerville Lumber Company in 1919 and became The Pas Lumber Company. Fred moved with the Company to The Pas and for three years worked as a lumber checker under the first manager of The Pas Lumber Company, Al Mattes. A friend of Fred's from Minneapolis, Minn., who also worked for the company, Jim Stricker recommended Fred for a job in the company office. Having been accepted for the job, he was in charge of sales, inventories, invoicing of lumber to points as far distant as Kentucky in the U.S.A. for 10 years. He was in charge of all office operations from 1935 to 1958 when he company closed down. Fred was in control of selling all the company assets through 1959.

Later he worked for S. W. Reid at office work for a few months and for Hiram Johnson at Ilford, checking books. He worked for Rollie Garand's Plumbing & Heating at bookkeeping, for John Bodnar at Co-op fisheries in company with Wil B. Thorvaldson, his personal bookkeeping service included work for



Standing, L-R: Fred, Millie, Aunt Nell, Aunt Em. Sitting: Uncle Will and Cameron.

Watts Bros. Construction. In 1925 Fred had married Millicent Watts.

Four sons blessed the union of Fred and Millie: Fredrick Reginald — married Patricia Dodds, 2 children Brenda and Beverly. Remarried, Mary who had one child by a former marriage, Jeanette. Three more children Jennifer, Rick and Gerald. Darrell Wallace — married Iris Martin, children are Debbie and Clinton. Robert Earnest — married Georgette Dube, children are Andrea and Gregory, Cameron Gary Martin.

The Martins

Darrell Wallace Martin born on March 13, 1928 in the town of The Pas.

My father's name is Frederick James Martin and my mother's name is Millicent Emmeline (nee

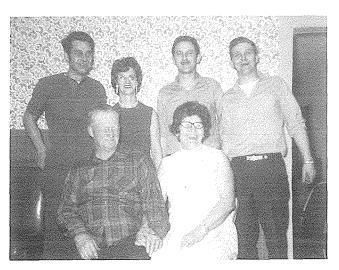


Standing: Harry and Margaret Smith with Their Daughter, Iris and Her Husband Darrell Martin. Sitting: Darrell's Daughter Debra and Her Husband Brian Anderson and Their Two Children Scot and Brenda.

Watts). He was born in England and came to Canada in 1912. Mother was born in Stratton, Ont. in 1905. Dad spent most of his working career in the lumbering industry with The Pas Lumber Co., working here in The Pas; Reserve, Sask.; Big River and Carrot River, Sask.

I have three brothers: Fred, living in Vancouver; Robert in Melville and Cameron at home.

In my early years in The Pas we lived on Cook Ave. very close to the school and hospital. The hospital, at that time, had a six foot board fence around their property and they grew a lovely garden every year where the parking lot and St. Paul's Residence are now. Living so close to the school had one advantage, that if you slept in you could always make it to school on time.

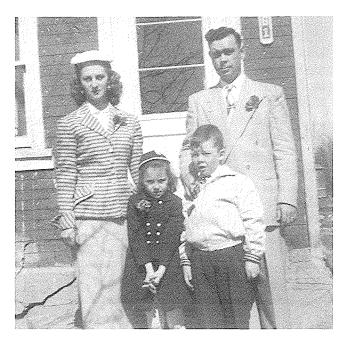


Harry and Margaret Smith and Their 4 Children — Ernest, Iris, Earl (Bud) and Theodore (Ted).

There was a group of us scouts who were chosen to go to Winnipeg to assist in the parade when the King and Queen were here on their official visit in 1939. During the winters most of my spare time was spent skating either at the rink or skating parties on Halcrow Lake. Curling was another winter sport which most of us kids enjoyed after school.

During the war years the American Army was posted out at the Clearwater Lake Airport and big name movie stars were sent in to entertain them periodically. Joe Louis, the heavyweight prizefighter was also here and we kept very busy after his show signing autographs. This was all held at the Elk's Hall. There were regular Saturday night dances held at the Elk's Hall and other halls when old time music bands were available which was quite regularly.

In the summer of 1944 I worked for Anthony Lumber Co. at Cormorant Lake, returning to school in the fall. The summer of 1945 I fired a clamshell in the gravel pits at Mile 256 and 351 for the Hudson



Iris and Darrell Martin and Their Two Children, Debra and Clinton.

Bay Railway, again returning to school and in the fall. In 1946 I was employed at the same work and remained in Gillam that fall to work in the Hudson Bay Railway roundhouse. About December of 1946 I transferred to Wabowden as an engine watchman. The spring of 1947 I was transferred to The Pas in the Store Dept. of the Hudson Bay Railway. The C.N.R. started hiring locomotive fireman in July of 1947, so I transferred to that department on July 4, 1947. I was promoted to locomotive engineer in 1952 and have been employed as such to this date. I was one of those

L-R: Clinton Martin and His Wife Nina — Darrell and Iris Martin, Parents of Clinton; Harry and Margaret Smith, Iris Martin's Parents; Sitting Harry's Father Sid Martin (94 years) and His wife Holding Paulette, Clinton's Daughter — 5 Generations of Smiths and Martins.

selected to handle the Queen's train on her tour in the north in 1970.

It was on one of my skating nights that I met Iris Smith. Iris moved to The Pas from the town of Hudson Bay Junction in 1946. She worked at Keddie and Fowler as well as Gateway Drugs before our marriage on July 2, 1949. We had three children: Clinton of Lloydminster, Debra Anderson of Kimberly B.C. and Kelly who was taken from us in infancy. We have been blessed with seven grand-children: Paulette, Tammy, Lavonne, Shane and Danielle Martin; and Brenda and Scott Anderson.

We have been active members of the historical Christ Church here in The Pas since our marriage and we have made it a point to be active in municipal and provincial politics.

I am involved with A.F. & A.M. #124; Pre-Cambrian Chapter #17 R.A.M., Flin Flon; Mount Carmel Preceptory #44, Neepawa, M.B.; A.A.O.N.M.S. Khartum Temple, Winnipeg; The Pas Shrine Club; and B.P.O.E. #135, The Pas.

Both Iris and I belong to O.E.S. #24 (Eastern Star) which Iris has been a member of for 24 years and is a Past Matron. She has taught and helped with Sunday School for the past 26 years and has been superintendant for 10 years. The last few years we have been bit by the ski bug that came north and are enjoying skiing as our main winter sport.

Iris's Mom and Dad, Harry and Margaret Smith of Hudson Bay Sask. were pioneers of that town. They lived in Flin Flon after they were married and Iris was born there in 1932. Harry worked for the smelter and it was that year the big strike was on, even the women manned the lines in those days



Millie and Fred Martin.



Back: Cameron. Front: Clinton, Brenda, Beverly.

carrying clubs, just daring the "scabs" as they were called to cross the picket lines. They left Flin Flon and went back to Hudson Bay Junction (as it was called then) to take up farming. The dirty thirties were lean years and farming was poor so when Harry had the chance to hire on the railroad, he did so. In 1946 he was transferred to The Pas as a machinist, the family followed, consisting of Iris and three brothers: Ernie, Bud and Ted. Iris went to work at Keddie & Fowlers and Ernie with the C.N. Bud and Ted completed their schooling here in The Pas.

Harry quit the C.N. in 1961 as he was losing his hearing from the compressors in the shop. He bought a gas station 52 miles west on the Hudson Bay road and he and Margaret went into business. They built up an active hunting and fishing lodge as well as selling gas, meals, beds, etc. They were there for eleven years and then their health began to fail so they were forced to sell. Since that time they have lived back in Hudson Bay where they are retired but not retiring. Harry has been bringing some of his wood projects to show and sell at the Trappers' Festival craft show.

Matura, Emma Jane

Emma (Fleming) (Guymer) Matura was born in The Pas on April 17, 1915. Her mother Emma (Fleming) Guymer, died shortly after she gave birth to her daughter.

Emma Jane's father Laurence Edmund Guymer arrived in Canada from England in 1909 and after farming in the Tisdale district of Saskatchewan he moved to The Pas with his brother Herbert. At first

they constructed houses for the Finger Lumber Co. as well as other buildings. They then started a transfer business and opened a funeral home and undertaking business.

In 1912 Laurence had married Emma Fleming, daughter of The Pas police chief. Laurence and Emma had two children, Emma Jane and Laura. Laurence joined the services in Nov. 1917, he contacted pneumonia while in barracks in Winnipeg and passed away in hospital in that city.

After her father's death Emma Jane went to Winnipegosis to live with her grandparents the J. H. Flemings who had moved there from The Pas. She received her schooling there.

Emma Jane married Howard McAuley Marcroft in July 1935, he was a Conservation Officer. They had two children Lenore and Mae. Lenore married David Crocket and they reside in Thompson. Mae is employed in Brandon. Howard McAuley was drowned at Selkirk Aug. 1950.

Emma Jane remarried in Thompson on July 22, 1971, to Rudolph Matura who was a carpenter by trade. The Maturas settled in The Pas in 1974.

Melko, Micheal

I was born July 22, 1906, in Veluka Beluna Village in the Ukraine to Vasil and Anna Melko, Ukrainian farmers. I had a younger brother and sister who both died in early childhood, and a brother Peter who lived in the Ukraine until his death in 1976. My father lived until the age of 84 and my mother was 82 when she died.

I obtained a grade 8 education in the Ukraine and then worked in a co-op store before coming to Canada in 1928. On April 6, I arrived in Halifax and travelled by train to Edmonton where I worked for a farmer for three weeks before coming to The Pas. Unable to find work here, I went to Tisdale, Saskatchewan where I spent the summer working on the extra gang.

That fall I worked around Prince Albert helping with threshing at harvest time and then worked until spring in a logging camp near Nipawin. There, in five months of work, I earned a total of \$150.00.

During the summer of 1929, I was virtually unemployed except for some part time work in a brewery. With the depression coming, some type of employment was essential, but for the majority of the time I just "bummed around" Saskatchewan and Alberta doing some harvesting in the fall and part time brewery work in Prince Albert in the winter as well.

During that time a group of we young people from the Ukraine, got together and formed a theatre group to help keep ourselves occupied. We put on mainly Ukrainian plays, and made all the props, scenery, costumes, etc. ourselves. I performed as many as 75 times on the stage in those years.

During the spring of 1931, I travelled across Saskatchewan on the freight train and eventually arrived in The Pas in May just as the demonstration protesting lack of work was being held. I willingly joined in with the marches and demonstrations until a group of 20 provincial police with clubs were sent in to break up the protesters. Many were arrested and eventually deported, but some of us were given a free meal, and with assistance to board the train, told to go back where we had come from.

I then returned to Saskatchewan and Alberta to once again look for work. Three of us rented a farmhouse near Wellington, Alberta and spent the summer making home brew and going to dances with the farmer's daughters. That fall I made \$40.00 at harvest time but was unable to collect it until the following spring when I had a confrontation with my employer on the street in town.

On one of my travels, I met a young 17 year old Canadian boy near Wakaw, Saskatchewan. I found him in a boxcar with no money and virtually starving. He hadn't eaten for over two days, so after sharing my bread and kubasa, I showed him some of the tricks I had learned about "bumming" for money or even stealing chickens or vegetables to survive, and making the most of community events such as church celebrations to get a meal.

Many young men I met wouldn't have a penny to their name, but I always managed to keep a few cents tucked away. We slept in boxcars as we were not allowed into the hotels even if we had the money to pay.

Eventually I returned to Prince Albert to work in the sawmill scaling logs until 1935 when I came to The Pas to work in The Pas Lumber Co. For the next 23 years, I worked as a trimmer man and edger man, and eventually as foreman of the planer mill. During the winter we would work in Reserve, Saskatchewan and return home in the spring.

On November 6, 1941, I married May Sus and we had four children: Bill, Judy, Lawrence and Jane. For entertainment we would attend dances at the Labour Temple. I also returned to acting in occasional plays, and helped in building the old skating rink.

In 1958 when The Pas Lumber Co. shutdown (just two years before I would have earned a gold watch) I worked for seven months on construction on the addition to the Telephone Building, and in November, I began my career with the Kelsey School Division as Custodian. I initially worked in The Pas Collegiate Institute, and later transferred to the new

MBCI site where I was Head Custodian until my retirement in March, 1975.

During that time I had many confrontations with students and teachers alike, and remember well helping teach young teachers, new to the profession, how to handle their discipline problems.

Since my retirement in 1975, I have remained in The Pas with my wife and find there are never enough hours to get all my projects done. We have a summer cottage at Clearwater Lake and occasionally travel to Kamloops or Toronto during the winter to visit our children.

Melko, Mary (nee Sus)

I was born October 10, 1920 in Rakow-Las, Poland to Samuel and Daria Sus. My father came to Canada for the third and final time in March 1928. My mother, brother Nick, sister Alice and I followed the next year.

We arrived in Halifax on June 6, 1929 by ship and boarded the train going west. I remember sitting on the train wearing my Ukrainian outfit, with my arm on the open window sill, when a man on the platform in Toronto handed me an enormous chocolate bar. At eight years of age, I shared with my family the first chocolate bar I had ever had.

Our tickets were made out to Portage la Prairie as that was where my father worked for a farmer. When we reached Winnipeg the agent there asked my mother to pay \$5.00 more to get us to The Pas as my father had moved in the meantime, and was employed with The Pas Lumber Co. at the sawmill.

We arrived in The Pas at 7:00 A.M., Tuesday, June 11, 1929. My father had walked from the Lumber Mill to meet us, as he had just finished working night shift. He then took us to Deminick's boarding house for breakfast.

Our original home that father built had two small bedrooms and one larger livingroom-kitchen which comfortably housed our family of five as well as a boarder. That section of Patrick Avenue had no running water, no sidewalks and no street lights on 4th Street. Water deliveries were made twice a week by a horse drawn wagon with a wooden tank from which two men would carry two, five gallon pails of water for five cents, and fill barrels for use until the next delivery. After several years, we had a well dug which supplied our water needs until 1958.

Although one could buy a loaf of bread (not sliced) for as low as 3ϕ , or two for 5ϕ , Mother baked our own. Flour was bought in 100 lb. weight and the cotton print flour bags were used for making aprons and such.

Our milk supply came in glass bottles delivered

in horse drawn wagons which invariably got stuck in the mud after heavy rains.

My father worked for The Pas Lumber Co. until the depression when the mill closed. We went on relief until he was offered a job with the CNR on the Hudson Bay Line where he worked for 22 years; 12 of which were as foreman.

I recall some anxious days when his citizenship paper, essential to keep his job, arrived only a week before the deadline. Failure to receive them would have meant deportation.

I remember him playing the violin at Labour Temple Christmas parties, and occasionally playing the part of Santa Claus as well. He retired after 22 years with the CNR and remained in The Pas until his death on April 9, 1973.

After my two younger brothers, Adam and Frank were born, my father had an addition built onto our house using some of the old lumber from the old hospital which had been torn down. At that time, we kept chickens and two milk cows in our yard. We sold milk at 12 quarts for \$1.00 which we children would deliver.

Our schooling took place at the old Red Brick School and annex. In the evenings and Saturday afternoons, we also attended classes at the Labour Temple Hall: Ukrainian classes, music lessons and Ukrainian dancing.

I played the mandolin in the string orchestra which performed at various music festivals as well as concerts put on at the Labour Temple. We also took part in the official opening of Highway No. 10 South. Many of us younger children knew little of the historical importance of the event, only that we were asked to play. In later years, I was in charge of the youngest group of the orchestra, and I also taught some youngsters Ukrainian dancing.

Several Sundays during the summer, we enjoyed a special outing to Clearwater Lake. Twenty-five cents secured a round trip seat on the wooden benches lining the back of Rivalin's Transfer truck. Often as many as three of these trucks full of joyful holidayers would head out for a day of swimming, picnicking and playing games at Pioneer Bay.

Other entertainment consisted of dances at Labor Temple, socials, plays, concerts and an occasional outing to Grace Lake for fun skating and a wiener roast.

I completed Grade 8 and then was employed as Domestic Help at various places starting at Frank and Mary Takoski's who owned Flin Flon Dry Cleaners. Here I earned a good wage of \$15.00 a month with room and board.

On November 6, 1941, I married Mike Melko. Before building our present home on Patrick Avenue,

we rented a small house on Paul Avenue. The homes were heated by wood and we also used wood burning cook stoves.

When our children were all in school, to help with education costs, I once again did various types of domestic work in the afternoons; a different home each day of the week. In 1959, I held two jobs: I worked in the Cambrian Hotel kitchen during the day and spent from 7:00 P.M. to 1:00 A.M. at the Dutch Drive Inn. From the \$200.00, I earned, I was able to afford the luxury of a fridge.

Later I worked in the dietary department of St. Anthony's hospital for 14 years from April 2, 1962 until May 30, 1976.

Children of Mike and Mary Melko

William Jerry was born April 3, 1942. Bill graduated from Grade 12 in The Pas and received his degree in Civil Engineering at the University of Manitoba in 1965. He then worked for Mannix Construction in Calgary and later Australia. He also worked in Michigan and Churchill Falls, Labrador before taking Law at York University in Toronto. In 1978, he was called to the Bar and now works as a partner in the law firm of Lane and Breck who are employed by the Lords of London Insurance Co. On May 20, 1967, he married Elaine Cash of Humbolt, Saskatchewan.

Judy Ann was born July 13, 1943. Judy completed Grade 11 in The Pas and then completed a business course at Success Business College in Winnipeg. Following this she worked in Calgary and Regina and eventually returned to The Pas where she now works for the Department of Agriculture.

Lawrence Garry was born January 19, 1945. Lawrence completed his grade 11 in The Pas and after working on the construction of the Grand Rapids Power Station, he completed a Heavy Duty Mechanics Course at M.I.T. in Winnipeg in 1964. He worked in Winnipeg and The Pas before beginning his apprenticeship with Mannix Construction in Calgary. Here he received his Journeyman papers in 1969. His work with construction companies took him to Whitehorse, Yukon Territories, Hay River and Fort Simpson, N.W.T., as well as various parts of Northern Alberta. In 1974 he married Jean Carpenter and they have three children: Gary — born 1975, Roger — born 1977, and Boyd in 1979. Since his return to The Pas in 1973 Lawrence has worked as a mechanic for the Department of Highways.

Loretta Jane was born February 27, 1947. Jane completed Grade 12 in The Pas and graduated from a Business Course at M.I.T. in Winnipeg in 1966. She worked in Calgary, and then Edmonton after marrying Brian Eden on August 9, 1967. They have two children: Janet born 1973 and Melissa born in 1974.

They live in Kamloops, B.C. where Brian manages the local curling club and Jane manages a Block and Tackle restaurant.

Melnick, Emily

Emily Thack was born October 17, 1924 in The Pas.

Her father Peter Thack was born in Galicia, Austria and moved to Canada in 1913. He worked for The Pas Lumber Co. for over thirty years.

Her mother Annie Mushinski was born at Ethelbert, Man. She worked for The Pas Lumber Co. at the boarding house on First Street. Peter and Annie spent their lives in The Pas. Peter died in 1960. Annie still lives in The Pas with a son, Bruce Thack who works for the C.N.R. Two daughters, Helen Early lives in The Pas and Jessie Doering resides in Selkirk.

Emily completed her high school education in The Pas and a business course in Winnipeg and worked for The Pas Lumber Co. for five years.

Emily married Harry Melnick in 1948 and lived in Lynn Lake for the next 29 years; their four children were born there. We saw the town grow to a modern community. They then moved to Fort Sask. where they still reside.

Emily has recollections of bad weather and hard times in the early years and recalls the pleasures of the old Chautauqua Show. She has an aunt in The Pas, Maggie Kozik.

Melnick, Harry

Harry Melnick was born in The Pas on July 25, 1924.

His father Mike Melnick was born in Russia and came to Canada in 1914. He worked for The Pas Lumber Co., his wife Mary Trohuliak, who was born in Fishing River, worked in The Pas Lumber Co. boarding house on first street. They spent their married lives in The Pas, Mary passed away in Winnipeg in 1935 and Mike died in Vancouver in 1979.

Harry completed his elementary schooling in The Pas Collegiate and his first employment was loading railroad ties into boxcars in 1939 at the age of 15.

He was eventually pressure plant superintendent at Sherritt Gordon Mines in Lynn Lake. At present with Sherritt Gordon at Fort Saskatchewan, Alta. Working as shift supervisor in their Pasner Plant. Have been with Sherritt for 35 years. Pioneered in Lynn Lake from the time it was a bush community of 28 families in 1947 to a modern town of 3500 in 1975.

In 1948 Harry married Emily Thack of The Pas and immediately moved to Lynn Lake.

Harry's son Ken 28, has a B.A. from the University of Man., completed a Natural Resources Course

at Kelsey Institute in Saskatoon. He is employed by Man. Forestry Dept. in Lynn Lake.

Clifford 26 years old has been employed with HBM&S in Flin Flon for 6 years.

Kirk age 24 has a B.A. degree from Brandon University and is studying Water Science at Kelsey Institute in Saskatoon.

A daughter Iris age 22 completed her high school education in Fort Saskatchewan and has been employed with Steel Company of Canada for two years.

Harry has a brother Val Melnyck employed at Parkers Store in The Pas and a sister Phyllis Gerling in Vancouver, his stepmother Mary resides in Vancouver, and there are two aunts living in The Pas; Annie Viflanzoff and Elsie Ladanchuk.

Monro, William MacKenzie

William Monro was born June 5, 1906 at Ethelbert, Manitoba.

His father was Campbell Hamilton Monro born in Walthanston, Essex, England. He was a medical doctor and missionary who came to Canada in 1898. His mother was born Elena Mellisa Maud Eyres at Millbrooke, Ontario, and was a nurse.

Campbell Monro worked as a medical missionary in the Qu'Appelle Valley in Saskatchewan. Later he moved to Ethelbert where he founded the Presbyterian Church Hospital. He graduated from Manitoba Medical School in 1913 and practised in St. James.

William MacKenzie Monro, nicknamed "Mac" had a twin brother, Kenneth Campbell Monro who now resides in Calgary, Alberta. Sir Alexander Mac-Kenzie, world famous explorer was a great great grandfather of Mac and Kenneth. The boys' father, Dr. C. H. Monro died on November 20, 1948 and Mrs. Monro died in 1951.

Mac attended school in St. James, Winnipeg. During the depression, employment was difficult to come by and the boys worked at many different jobs. In 1937, Mac went to work at Moose Lake for Tom Lamb and in 1942 took up residence in The Pas. He married Dorothy Armstrong Adams in Winnipeg in 1944 and they continued to live in The Pas. Their marriage was blessed with two daughters, Margaret and Barbara Ann.

Margaret graduated as a registered nurse from Winnipeg General Hospital and now lives in Winnipeg with her husband, Rev. Robert W. Orr, who is a pastor in the Baptist Church. They have four children.

Barbara Ann married Robert Parker and lives in The Pas, and their family consists of three children.

Another of Mac's famed ancestors was Sir Hector Monro, a distinguished Scottish soldier of yester year. There is a story about one of the "George" Kings of England sending for Sir Hector and his regiment because the King wanted to see what the Scot looked like. The O.C. and his men arrived at St. James Palace and put on a show for his majesty. The King was so pleased that he gave all the troops something like \$5.00 each, but the Scots were so proud that they handed it all back to the gatekeeper on the way out.

Editor's Note: We have a very very difficult time trying to visualize the picture of a whole regiment of Scots turning back a quantity of money because of prrride.

Mac was employed as a Secretary Treasurer and Accountant of the School Division. He had been a past Master of the Masonic Lodge #124, A.F. and A.M.

Moran, Odie

Train conductor, O. J. (Odie) Moran is responsible for the overall operation of the train and comfort of his passengers. He says on any given day he may have to be a policeman, mechanic, peacemaker, friend, tourist guide and once even a midwife. 'The baby came on a trip into The Pas. A couple got on that were coming to the hospital in The Pas to have their baby. Past Wabowden, where there is a Nursing Station, the husband comes up to me and says 'We're having a baby.' 'I say, Well congratulations'. He says, 'No, I mean we're having a baby right now.' Sure enough, the woman is in labour and we're miles from Wabowden, The Pas, or any road.' 'I knew nothing about delivering a baby except the little I'd read and seen on T.V. The only women around were two young girls of fifteen.' "Together we got some clean sheets, the stretcher out of the baggage car and laid the woman on it. The Mother was wearing jeans, of all things, which I had to cut off with a large kitchen knife." "When she gave the last push and the child came out all slippery, I was going to pick it up and slap it to start it breathing, like they do on T.V., but as soon as it dropped on the stretcher, it turned its little face and started to cry." "I cut the cord with a serrated steak knife and tied it with heavy baggage string. Later I found out that the cord need'nt be cut for several hours." "We reached The Pas twenty minutes later. I saw the child, an eight-pound boy and his mother in the hospital the next day. Both were healthy". "When I got home my wife thought I was drunk, I was so hyper, so high. To see the beginning of a life — it's the greatest thing that's ever happened to me."

On a typical Tuesday, Moran's 'phone rings at 4:00 a.m. It is the railroad calling to see if he will take a two-day trip to Thompson and back. Similar calls

will come on Friday for another Thompson trip and on Sunday for a two-day trip to Hudson Bay, Saskatchewan. He is paid by the mile and can decline to take a trip, in which case another conductor will be called. In summer he says he usually works four days a week and in winter, six. By 6:00 a.m. Tuesday he is at The Pas CNR station, checking with the passenger train's previous crew, up from Winnipeg, to see if there have been any problems during the night. He walks through the train to make sure it has been cleaned out, fresh drinking water put on board and that the air conditioners and heaters are working. He wakes sleeping passengers if their overhead "hat check" shows they are to get off at The Pas. In his journal Odie Moran records which train cards are to be dropped off on the way to Thompson. Then he takes the "train-meeting orders" to the engineers and the two of them double check the list to see which oncoming trains they will be meeting and where. As The Pas passengers get on, he directs them to seats. At 7:30 a.m. the Churchill-bound train pulls out of The Pas. Once under way, he walks through the train collecting tickets. The train will reach Thompson at 2:00 p.m. where he will leave it, spend the night and work the return train to The Pas the next morning.

Says Odie "I enjoy meeting people and talking to them. Often they are interested in the operation of a train or the country we're going through. They'll want to know the names of lakes we're passing". "We get people on the train to the hospital. We had eight stretched out on the floor of the baggage car, all with food poisoning, heading to the hospital. All we could do was give them a little water when they asked and try to comfort them," Friday nights in the bar car he finds the worst. "people get drunk and start fighting. I have to go in and try to settle things down. Or there are smokers in the non-smoking section. It's important to be a diplomat at all times."

"Good PR and compassion are necessary in this job", says Odie. "There are young people who get on the train scared because they are leaving home for the first time alone. I try to sit with them for a while and talk." "There are often minor repairs to be made. An air conditioner will break down and we have to try to fix it. In winter we keep a constant check on the steam to make sure heat is coming through." "The train will stop to pick up anyone who flags us down or wants to be dropped off. In winter trappers will ask to be dropped off at a certain mileage post. A few days or weeks later we will pick them up with a load of furs." "On the trip down from Churchill once in a while you will get a Polar Bear going to a Southern Zoo. The cages never look strong enough."

When the train reaches Thompson, Moran leaves

it and checks with the local operator to report his arrival and the size of the train. "I then get out of my 'monkey suit' (Conductor's uniform), he says, and have a shower." He joins the crew members for something to eat at a Thompson restaurant. They may take in a show or return to the employees' hostel to read or watch TV. In the morning Moran works the 7:00 a.m. train back to The Pas.

At home in The Pas on his time off, he likes to take his four-wheel drive out and do some hunting or fishing. He makes time for his duties as President of The Pas Friendship Centre. There are also speeches to prepare for meetings of the Toastmasters Club of which he is a member. The club is devoted to developing better public speaking abilities among its members.

Does Odie Moran take the train when he goes on vacation? No, he says, he takes his first love, the airplane, usually to a sun spot. Last year it was Cuba and Mexico, during February.

Morran, George A.

My nickname has always been Stubbie, I was born in Grandview Man. on the eleventh day of the eleventh month in the year 1911 at eleven o'clock and weighed eleven pounds.

My father was George Perry Morran, he was born at Holland Ontario on April 24th, 1877. He farmed at Grandview Man., there were many Morrans who took up homesteads there and the school district was called Moranville, all were related in some way.

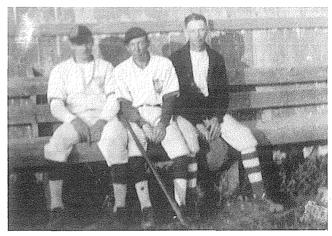
My mother's maiden name was Violet



George (Stubby) Morran — 1929.

McFarlane, she was born in North Dakota U.S.A. on February 22, 1888. My parents were married in 1907 and farmed until 1924 when a few crop failures forced them to move to Kenville Man. In the fall of 1925 the family moved back to Grandview and the next spring sold all of the farming equipment except a team of horses and my pony and we moved to Bowsman where father worked for the T. A. Burrows sawmill. I attended school for one year and in the Spring of 1927, being in grade eight, I left school and went to work in the lath mill, and as a young boy I soon found out what hard work was.

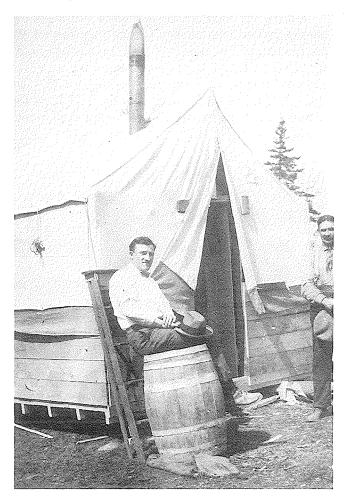
My father met Fred Kerr of The Pas and hired on with him to work at Kerr's fruit and produce business in The Pas. It was 1928 in January when we landed in the town with a team of horses and my pony, we both worked for Mr. Kerr, I doing the light delivery work. When the depression hit in the thirties we were out of work, Dad sold the team and was employed at carpenter work when he fell off a ladder and broke his back, he never worked again.



L-R: Stubby Morran, Pat Johnson, Al Ball — 1929.



Stubby Moran's Father and Mother — George Perry and Violet Morran.



Bill Woodcock on Barrel — George P. Morran on right — Stubby and his father live here on Fisher Ave. 6 months — 1928.



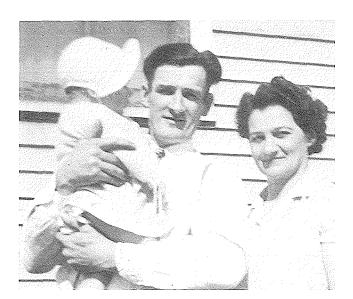
George Perry and Violet Moran's 50th Wedding Anniversary — L-R: Beulah, Velma, Stubby, Arlie, Audrey 1957.

Mother passed away in 1964 at the age of 76, and father died in 1965 at 87 years of age.

The brick school I attended at Grandview with my two oldest sisters still stands on the West side of my father's homestead. After arriving in The Pas I played baseball for a number of teams, among them,



George Perry Morran on Hector Pocock's Farm The Pas — 1938.



Stubby and Marie with Marlene 1947.



Stubby and Marie, Grandson Ward, Daughter-in-Law Florence, Edward and Marlene Morran — Victoria B.C. 1960.

the Jack Wanless Lyric theatre team and Harry Olinski Avenue Hotel team, it was a very good class of ball. I earned the title of local "Babe Ruth" having hit two home runs, a triple and a single in four times at bat, the two home runs coming in one inning.

I worked for Smith's Grocery, the Cambrian Hotel and Transport Ltd. Wages were 30¢ per hour which seemed like a very good rate at that time.

In 1933 I married Marie Abraham, we had three children, two girls and one boy. Our oldest girl was drowned in a mishap at Beaver Lake Sask. in 1944, her name was Frances, she was ten years old at that time. Our youngest daughter Marlene was not a healthy girl, she passed away at thirty-five years of age in 1981. Our Son Edward joined the navy when he was 18 years old, he retired at forty three, after serving for 25 years. He is married with three children and lives in Victoria, B.C.



Marie with Frances.



Smith's Store — Lathlin and Settee — on the ground Jack Williams, driving — Stubby Morran, Standing on truck — Emile Despins — 1930.

During the depression Marie and I worked in the market garden, she cooked for ten men for \$15.00 per month and I worked in the garden and hay fields for \$1.00 a day, we were never hungry but we never had any money. 1937 saw me working for The Pas Lumber Co. in 1941 I started with the C.N.R. in the locomotive shops transferring to the car department in 1942, retiring in 1976 at 65 years of age.



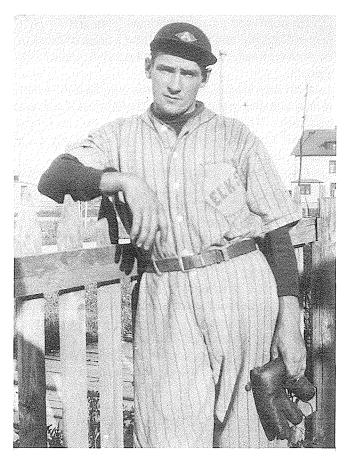
Stubby Morran and Hector Pocock going duck hunting on CNR 3-wheeljigger — notice retrieving dog.



Rhythm Pal's Orchestra — L-R: Ralph Strand, Ross Framingham, Norman Robinson, Jerry Shannon. Sitting: Stubby Morran, Harry Lozinski 1951.



Rhythm Pals playing at Ukrainian Hall (Labor Temple).



George (Stubby) Morran — 1930.



George A. and Marie Morran — Retirement Party 1976 after 36 years with C.N. Rail.

I always liked The Pas and I will never forget the horse drawn wagons, the board sidewalks, the paddle-wheel river boats of Ross Navigation Co., dancing on the decks on the way up river to a picnic, great days. The Dominion Construction Co. was building the rail line to Flin Flon in 1929. The dozen cars in the town were almost isolated until the highway

South was completed in 1939. The building boom of 1928, which saw the hospital, Lido theatre, Cambrian Hotel, C.N.R. Station and the original Royal Bank buildings constructed, was followed by the great depression which brought ruin and hardship to a great many people.

I have three sisters living in The Pas, Mrs. Beulah Buchannon, Mrs. Velma Pocock and Mrs. Audrey Paquette, and one sister Arlie Boiteau living in Flin Flon

Morran, Marie

I was born in Ste. Rose Du Lac, Man. on April 20th, 1912. My father's name was Eugene Nicolas Abraham, he was born in France in 1861. He arrived in Ste. Rose in 1893 to visit a brother Emile, and remained there to farm. His first wife died in 1898 and Eugene remarried in 1899 to Hyacinthe Lecomte who was born in Brittany France in 1883. I had nine brothers and sisters, Leo, Raymond, Josephine, Emile, Maurice, Cleothilde, Jeanne, Eugene and Therese.

I received my schooling at Ste. Rose and worked there till 1931 when I moved to The Pas to work for Harvey Webber, he was then with the Ross Navigation Co. In 1933 I married George Morran, we have resided in The Pas since that time.

Mulhall Family

William Mulhall was born in Thief River Falls, Minnesota, U.S.A.

Sarah was born in Dalhousie, New Brunswick, Canada.

They arrived in The Pas in 1926. William worked for The Pas Lumber Co. He passed away in April, 1953.

Sarah Mulhall died in July, 1966. William and Sarah had six children.

Theresa married Raymond Fitzpatrick. They resided in Marquis, Sask. in 1946 for one and a half years, then moved to The Pas. Raymond Fitzpatrick arrived in The Pas in 1945. He worked for Transport Ltd. and later with the Manitoba Govt. Air Division as Aircraft Engineer. Raymond's parents were William Fitzpatrick, born in Iowa, U.S.A. and May Fitzpatrick, born in Vinton, Quebec.

Theresa and Raymond had four children — David, Murray, Lynne and Brant.

Michael Mulhall, now deceased, served in the R.C.A.F. in the Second World War.

Norah Patenaude resides in Kelowna, B.C.

William Mulhall lives in Lac Du Bonnet, Man.

Patricia lives in St. Hubert, Sask.

Mary lives in Saskatoon, Sask.

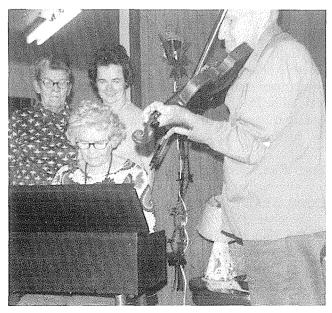
All children attended Sacred Heart School and High School in The Pas.

McFarlane, Earl

Earl McFarlane was born in the County of Burleigh in North Dakota Territory, U.S.A. in the fall of 1894. When Earl was quite young his parents moved from U.S.A. to Cypress River in south Manitoba. Earl's father, Joseph walked the 200 miles from Cypress River into what was called the Northland at that time; today it is the Grandview district. With 35 cents in his pocket he was welcomed and fed at every homesteader's place along the route. He was two weeks on this trip and after filing on a homestead at Grandview he returned to Cypress River to prepare for the journey to the new homestead.



Earl and Verna McFarlane 1970.



L-R: Beulah Buchannan, Marlene Moran, Verna McFarlane at piano, Earl on violin.

He borrowed a team of horses from Arthur Bennett of Dauphin and with them and a team of oxen on two covered wagons moved the family to Grandview district.

Earl attended the old Morranville School which is now situated in the Crossley Museum, five and one half miles North of Grandview. Earl was an ardent baseball fan and player, taking part in many local tournaments.

One of the highlites of Earl's later years was attending the 75th homecoming anniversary where he met many of his baseball buddies.

In 1920, he married Verna Wilson who was born in Klokay, Minnesota, U.S.A. and had come as a child with her parents to Grandview. Her father was a millwright and worked for the T. A. Burrows Mill.

After their marriage, Verna and Earl lived in the Morranville District and Earl cut wood and trapped in the Duck Mountains. They moved to Bowsman around 1930 where Earl worked for the T. A. Burrows Mill. In 1936 they moved to The Pas where Earl had a dairy farm which was located about where the Kelsey School is now, on Stewart Street.



Earl and Verna McFarlane, Stubby Morran, Art Latimer.

They worked for the late Fred Kerr for awhile before buying a farm $3\frac{1}{2}$ miles west on the Carrot River Road where they had a market garden and Earl trapped in his spare time.

On retiring they moved into Kin Kourt, a senior citizens' residence. Earl died in 1976 and Verna continued living there until 1982 when she moved into St. Paul's Residence. Earl and Verna loved music, Earl played the violin and Verna, the piano. They entertained at many special occasions. They had one son, Ervin, who was born at Grandview. Ervin married Vina Hanson of The Pas and they now live in Brandon, Manitoba. They have two children, a son Terry and a daughter, Mrs. Nita Kabaluk.

Morrish Clarence

My parents were both born in St. John's, N.B. where they grew up, were married and started to raise their family; three girls, May, Mrs. Robert Jackson, now living in Sherwood Park, Alberta; Mrs. Wilson of The Pas and Edith, Mrs. Charles Johnson of Big River, Sask.

In about 1910, enticed by the call of 'go West young man', they moved to Big River, Sask., where they lived on a homestead for a number of years. Father did some commercial fishing and later worked for the Big River Lumber Co. until 1921, when we moved to The Pas.

While in Big River three boys were added to the family, an older brother Charlie, younger brother William and myself.

Father worked in The Pas for The Pas Lumber Co. with the exception of two years when he was janitor of the Red Brick School. When with the Pas Lumber he worked in the planing mill and in latter years as night watchman. I remember as a young teenager I used to go with my Dad when he made the rounds as night watchman; he had to cover the planing mill, saw mill, lumber yard and other areas including the boarding house, when we went to the kitchen of the boarding house and put on the light, numerous cockroaches would scatter for cover in all directions; nevertheless the large cookies left by the cook Mr. Wes Williamson were still a treat.

Our home in The Pas was at 226 Crossley Ave., now the home of Mr. Ted Chartrand. My father was an avid gardener and grew numerous vegetables for our own use. We also had two cows for our milk supply and the surplus milk was sold at the price of eleven quarts for a dollar. Helping to look after these cows and the garden kept my brothers and I busy during the summer months. We also had a mountainous pile of wood in the back yard, some of which we cut ourselves in winter time and numerous loads of green slabs bought from the mill when the sawmill was operating in the summer months. We had a well for our water supply, which also served as a refrigerator in the warm weather; perishable food would be lowered in a large pail about twenty feet, just above the water level, the temperature there would be about the same as a modern refrigerator. I have many fond memories of this home although it was non-modern, we were always comfortable and happy.

My Mother died in 1938 and Father in 1949; my brother Charlie was drowned in the Spring of 1966 when he went through the ice at Reader Lake after taking some trappers to their trapping grounds for the spring rat trapping, which was a Manitoba Government project to help the local trappers. Charlie was working for the Dept. of Water Resources at the time.

My brother Bill now lives in Winnipeg where he works for the Dept. of Municipal affairs; he worked in The Pas for a number of years for the Local Government District of Consol. Many residents of The Pas will remember Bill and his wife Denise who was the leader of The Pas Glee Club and one of the trio known as the three D's who took a large part in the Trappers Festival stage shows for several years.

My sister May worked in The Pas for a number of years as telegraph operator with the C.N. Railway. Sister Alberta worked in a grocery store operated by Mr. deTremaudan; this store was located on Fischer Ave., close to where Jack P. Johnson Insurance is now located. Sister Edith was married shortly after leaving school and moved back to Big River, Sask. where she still resides. I was born in Big River, Sask. April 15: came to The Pas when only six years old and attended school which was the only school at that time. Some of my teachers while attending school were Miss Martin and Miss Robinson in the elementary grades and Miss Mary Duncan and Miss Margaret Barbour in Junior and Senior High; two of our present schools are named after these very dedicated teachers. After leaving school I worked for a short time for Carroll's Hardware, which was located on Fischer Avenue where the Griffin Cash and Carry now operate; after that I worked for Burns and Co., which later changed their name to Scott National Co. I worked for this company in the warehouse, office, and as salesman and became branch manager in 1950, holding this position until 1965 when I moved to Saskatoon. While working as country salesman, I covered Snow Lake, Lynn Lake, Thompson, and I have many fond memories of doing business with the people of the North. Travelling at that time was mostly by train. Bombardier and small aircraft before the railroads were built into Lynn Lake and Thompson, later we had the Trans Air, who operated with DC 3S and Viscounts.

I was married in 1939 to Evelyn Lewis, we were blessed with three children, Gary, Donald and Janice. We lived in The Pas all of our married life with the exception of a short period during the second world war when my wife lived in Nova Scotia with some of her relatives and I was in the Royal Canadian Navy working out of Halifax aboard the H.M.C.S. Winnipeg on convoy escort. We also lived in Saskatoon from 1965 to 1974; during this time my son Gary and I operated a service station for about two years after which Gary moved back to the Pas and I went back to work for the Scott National Co. until returning to The Pas in 1974. My wife passed away in March 1981; son Gary and his wife Florence live in The Pas with their family of six, Son Donald and his

wife Katherine also live in The Pas and Janice is still at home with me at 350 Larose Ave. The Pas.

We were members of Westminster United Church and my wife spent considerable time working with the Ladies Auxiliary. Also as a long time member of the Pas Rotary Club, The Royal Canadian Legion, the Masonic Lodge and a recent member of the Shrine Club our social life centred around activities of these organizations as well as playing cards with family and friends. We also were members of the Dance Club and the Square Dance Club which held regular dances during the winter months.

I was a member of the Pas School Board for a number of years, during which time the Opasquai and Kelsey Schools were built, also integration of students from the Pas Reserve took place and the schools at Wanless and Carrott River Valley were closed and students were bussed to the schools in town.

Recently I decided to retire from my position as book-keeper at the Grub Box and expect to keep myself busy looking after our home in town and cottage at Clearwater Lake, hoping to get in some fishing that I have missed out on during the past few years when I thought I was too busy to take time for it.

Morrish, Thomas

Thomas Morrish arrived in The Pas from Big River, Sask., in June 1921, and was employed by The Pas Lumber Co. The family arrived in August, wife Eleanor, daughters May, Edith and Alberta, sons, Charles, Clarence and William.

Mrs. Morrish died in The Pas in December, 1928, and Mr. Morrish in January 1949. Charles was accidently drowned while employed with the Game and Fisheries Dept., in April, 1966.

May worked as a telegraph operator in the C.N. Telegraph Office in The Pas from 1922 for about a year, when the late Ed Johnson was Manager. Later in similar positions at offices in Manitoba and Ont. Married Robert Jackson in 1924. In 1942 she worked as operator at Churchill, for two months during the second World War. She now lives near Sherwood Park. Alberta.

Edith married Charles Johnson, now lives in Big River, Sask.

Alberta worked in the D.F. de Tremaudan Store and also as Clerk in the C.N. Telegraphs. Married Earl Wilson and now lives in The Pas.

Clarence who married Evelyn Lewis, was Manager of the National Fruit Co., in The Pas for several years. He was in the Canadian Navy during the Second World War. He returned to The Pas and worked again with the National Fruit Co., there and

in Saskatoon. He is now associated with his son Garry in the "Grub Box Store" in The Pas.

Bill worked in the Town Office for a few years with the late Larry Williamson. He was later the Administrator-Local Government District of Consul in The Pas and is now with the same department in Winnipeg, and lives in St. Boniface. He married Denyse Guyot of St. Boniface, who conducted The Pas Glee Club for several years, and was a member of the "Three D's" with Norma Booth and Joyce Colgan.

Charles was married to Rose Chasse, he was accidently drowned while employed by the Game and Fisheries Dept., in April 1966. Rose now lives in Lethbridge, Alberta.

Hugo Mortsell as told by the Carpenter family

Many people are not aware that Hugo Bay and Park located on the east end of Clearwater Lake are named after a local pioneer, Hugo Mortsell. Hugo lived in a log cabin on the southeast shore of the bay and the remnants can still be seen today. He was a recluse and very little is known of his past and why he immigrated to Canada from his birthplace, Sweden, only to settle in such a remote spot. In talking with Jim Coyne who presently has a cabin at Pioneer Bay, he relates that he remembers seeing Hugo in his canoe out on the lake in the late 1920's. The Bickfords and Batemans recall that Hugo used to bring them strawberries and other fresh garden produce by canoe in the early 1930's. There were no roads here at that time and the few people with cabins at Pioneer Bay travelled out by the train to Atikameg siding (where Spruce Products is now located). Hugo used to walk to this siding and leave his grocery list with the station master and then return to pick up his groceries there the next week. During the late 1940's, we had the pleasure of meeting and working with Hugo as he guided for Eric Carpenter at Clearwater Lodge. One day when Eric went to get him for guiding, Hugo was in the midst of baking bread. The only way he would go was to load up the bowl of rising dough, in his canoe, and bring it over for Elen, Eric's wife, to bake for him. Hugo never liked being away from his cabin for guiding because he was often bothered with bears and was fearful one would break in while he was away. So Eric rigged up an electric fence which surrounded his cabin and garden plot. It was battery-operated and Hugo simply hooked it up when he was away and it worked well. He was never troubled with bears again. Hugo preferred to live the quiet life of a trapper and outdoorsman, although he was highly educated and very well read and held subscriptions to a number of world news magazines.

Guests at Clearwater Lodge often speculated over the past of their unusual guide and we recently came across evidence of Hugo's nature. Elen tells us of the time one of their customers said to Hugo, "Just what is it that you're hiding out from?" Well, Hugo was insensed and when he returned the next day, he handed the same fellow an article he had removed from the May 1956 edition of the Reader's Digest. It was entitled "The Art of Understanding Other People" and at the end of it, Hugo had typed the following note: "Carl, You have much to learn from THE SKUNK, it does not attack humans without provocation, like you do. H. Mortsell." It seems a rather sheepish Carl gave Elen the article and she still has it today. In later years as his health began to fail, Hugo moved into the Eventide Home in The Pas and later to a nursing home in Winnipeg where he died in the early 70's at the age of 94.

Mostat, Dennis E.

Dennis E. Mostat was born August 12, 1941, at Birch River, Manitoba. His father was William Mostat; his mother, Marie Repaye. His father was a farmer and labourer and his mother was a cafe operator and meat cutter. Both were born and raised at Endeavour, Saskatchewan and moved to Birch River to homestead. From there, they moved to Powell River, B.C.

Dennis first came to The Pas in 1956-57. He drove over the notorious "The Bog" highway during the winter. Upon completion of his career training in Winnipeg, he visited his brother in The Pas for a holiday. He subsequently was employed with Bud Moreton at The Dial Electric Co.; working with Claire Amyotte for about five years. He worked with Canada Manpower for a short time, returned to Winnipeg for teacher training, and returned to The Pas to work at Keewatin Community College in 1966.

Before arriving at The Pas he spent two years as a Heavy Equipment Operator helping to build the road south of The Pas and south of Grand Rapids. He also spent the winter of 1957 at Mile 300 on the Hudson Bay Railway on a dragline dredging the ditches for Shakleford Constable (a former superintendent of the Hudson Bay Railroad).

Dennis married Joan Bagshaw in 1962. Dennis and Joan have three sons Kevin, Craig, and Dale. They first lived in an apartment above B and E Sporting Goods (owned by Bert Hayes). They later rented from Harry Landels (then about 80). Interestingly, Dennis had worked with Harry's son Jack in 1957 on the Hudson Bay Railroad. Their next home was rented from Tom Lamb across from the old arena on first street.

Dennis was very active in community life during

his years in The Pas. He served seven years as a Public School Trustee; served a one year term as the chairman of the Town Library Board; served as a member of The Town Recreation Commission; was a member of the Dental Advisory Board for K.C.C.; was on the Provincial Executive of the Manitoba Government Employee's Association; served as a local president of the M.G.E.A.; was a member of the local Kinsmen Club and was their president in 1972-73; and was elected but left Manitoba before he served office as the Regional Vice-President of the Manitoba Association of School Trustees. Also while working for the Manitoba Government he compiled the first The Pas Directory, a booklet for local promotion.

Dennis summarizes his reflection on his 18 years in The Pas as "a most enjoyable time."

He is now employed as Technical Director of Television Services for the Regina Public School Board.

Mulhall, Martha

I was born Martha McCauley April 9, 1911 in Roblin, Manitoba. My parents were Margaret and Vesty McCauley. Dad was born in Lionhead, Ont. and my mother in Minnesota, U.S.A., she coming to Canada as an infant.

My father freighted with horses from The Pas to Sturgeon Landing, fished, and worked as a fireranger for the Forestry department for some time. He also operated the gas car up and down the Hudson Bay Railway, carrying the doctors on their trips to points north of The Pas. Coming to The Pas in the early 1900's my parents had encountered many interesting experiences.

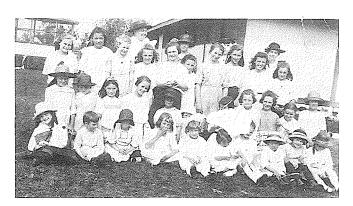
My brothers and sisters were Grant, Barbara, Lawrence and Vivian. My sister, Barbara Young, died in Winnipeg in 1962. My father passed on in



Marie Mulhall, Sis Mulhall, Martha Mulhall.



Teachers and Helpers at Sunday School Picnic Sept. — 1926.



Martha Mulhall and Her Sunday School Class 1922.



Martha Mulhall, Anna Burton, Martha McCauley, Lorna Eagle, Perle Sands, Olga Madill, Marion Douglas.

1954 and my mother in 1975, both in Flin Flon, where we had moved to in 1935.

I attended school with my brothers and sisters in The Pas and had worked in the telephone office for five years. Having come to The Pas as an infant in 1911 I have many fond memories of growing up in the town. I married John Mulhall in Flin Flon and our children were: Sharon Clarkson, Golden, B.C.; Lynn Mulhall, Powell River, B.C.; Kerry Mulhall in Vancouver, B.C. I moved to Vancouver in 1959. My husband, John, having passed away in Winnipeg on December 10, 1958.

Musgrove, George W.

George Musgrove was born in Winnipeg in 1919. Dr. R. G. Musgrove, my father was a dentist born in Stonewall, Man. My mother, Vira Lillian Musgrove, was born in Ontario. I had a brother Robert and a sister Margaret (Peg) Bennet. My parents arrived in The Pas about 1916-17. Father died in 1951. Mother in 1949.

After graduating from High School, I attended California Tech in Los Angeles for a year and a half. I served in the Air Force and when I returned from overseas, I worked at MacDonalds Aircraft Plant in Winnipeg until 1951. Left there for Seattle, Wash. and have resided here since. I worked with the Insurance Industry for a few years then spent ten years with Pitney Bowes Corp. as sales representative.

I went into the boat building business and retired in the fall of 1981.

I married Jo. Hayes in London, Ont. in 1941. We have two children, Brad and Linda.

I arrived in The Pas as an infant in 1919 and lived there until 1939. Life was a great, carefree time then and you could not have asked for a better bunch of kids to grow up with.

Musgrove, Robert Anderson

Robert was born in The Pas on February 2, 1926. His father was a dentist in The Pas in the early years. Robert had one brother George and a sister Margaret. Robert's mother passed away in 1949 and his father in 1951. Robert attended school in The Pas and started working for the Hudson Bay Railway which led to eventual employment with the Canadian National Railway.

Robert was married in 1955 in Seattle Washington to Patricia Kist. After marriage they resided in Victoria B.C., Peace River Alberta, Hay River N.W.T., and at present in Kamloops B.C. where he is supervisor of work equipment.

Their children are Shelley Anne, Bobbi Jane, Richard Allan, Robert Wayne, and Michael James.

After finishing school Robert went into the army at 18 years of age and at the age of 20 I completed my duty with them and worked at odd jobs such as truck driving until Oct. 1948 at which time he began his employment with the H. B. Railway.

McAree, Arthur Allan

I was born in Minnedosa on November 16, 1922, my father was Cecil McAree, he was born in the Westhope district near Minnedosa. His parents came from the Guernsey Islands. The McAree clan still service and operate in Sterling Shire. My mother was Eva Christina LeBouttilier, her parents came from Austria.

My parents farmed on the original McAree homestead until 1932 when they were forced from the farm by the economic times. Father took employment with the Veterans Land Act Project from which he retired in 1965. They had resided in Westhope, then in Minnedosa until 1943 and lived in Brandon where father died in 1967. Mother still makes her home in Brandon.

I have a brother, David Cecil McAree and sisters Mrs. Joan Henry, Mrs. Evelyn Thomas and Mrs. Margaret McLennan.

Three members of the McAree family served in the Second World War.

I attended primary school at Bethany School and also in Minnedosa. I worked as an employee of Jack A. Burgess until I joined the Armed Forces in May 1942, and was discharged January 1946. I arrived in The Pas on St. Patrick's Day of that year. I joined Joseph Schmidt in The City Meat Market and worked

there till Joseph's death. I took over the business but it failed in 1952 as a result of a fire. I went to Moose Lake on a two year contract for Thomas Lamb and we are still involved there.

I had married Carol Lamb in 1948 and we lived on First Street in The Pas until 1952 when we moved to Moose Lake. In 1964 we purchased the Lamb Store enterprise.

Our daughter Martha Dean is a registered nurse at St. Anthonys Hospital.

Gregory manages the store at Moose Lake.

Maureen Brooke is a housewife.

Peter works at Moose Lake Store.

Douglas is still attending school.

In the early years the railways, Spring trapping and The Pas Lumber Company provided most of the economic activities.

My involvement in the community included activities in the Royal Canadian Legion and assisting in the Trappers Festival Organization. I played in a brass band under Bill Codd and with an orchestra with Paul Fee, we enjoyed Saturday night dances at the Elks Hall.

McAree, Carol Jacqueline

Carol Jacqueline Lamb was born on Sept. 16, 1927 at The Pas. Her father was Tom Lamb born at Grand Rapids 1898 and her mother Margaret Jane Armstrong who was born at Fork River in 1902. My parents operated Lambs Store at Moose Lake and Lambair Airways in The Pas. Their lives were spent mostly at Moose Lake and The Pas.

Carol's brothers and sisters were Sheila, Phyllis, Greg, Don, Dennis, Jack Douglas, Conrad.

Tom Lamb passed away in 1969 and Margaret Jane died in 1971.

Carol attended schools at Moose Lake, The Pas and Winnipeg. She worked for a time with Lenneville Hardware in The Pas. In 1948 she married Arthur (Jack) McAree. Their children were Martha, Gregory, Brooke, Peter and Doug.

Carol was a member of the Eastern Star Chapter of The Pas.

McIntosh, Edward Henry (Ted)

Ted McIntosh was born at Big River on July 19th, 1916.

Jack and Maude McIntosh were Ted's parents. They were both born in Canada and had resided in Kenora, Ontario, Big River, Saskatchewan and The Pas, Manitoba. They arrived at The Pas in 1920.

Ted had two sisters and one brother, Irene, Evelyn and Jack. His father was a superintendent for The Pas Lumber Co. He passed away in 1944 and Ted's Mother died in 1961.

Ted's first work consisted of building grain doors for The Pas Lumber Co. and worked for the company for 24 years before moving to British Columbia. He married Helen McLeod in 1940, they had four children, Irene, Evelyn, Kenneth and Neil all born in The Pas.

A big event was the picnic put on by The Pas Lumber Mill on July 1st each year. No one had much money but life was good and this was a good town to raise a family in, Ted recalls. He was involved in all types of sporting events.

Mr. and Mrs. David E. McKenzie submitted by Ceone Johnson

David McKenzie was born in Flint, Michigan, on January 17th, 1881. He moved with his parents at an early age to Kincardine, Ontario. Florence McKenzie was born in Marieville, Quebec, on Feb. 6th, 1883, and moved with her family to Manitoba at an early age.

David and Florence were married at Rainy River, Ontario, where David was employed by the Canadian National Railways, eventually becoming a Locomotive Engineer. Their four children were born in Rainy River.

In 1917 they moved to Elphinstone, Manitoba, where they farmed for 7 years. Farming those years was pretty rough and David went back to railroading, working out of Neepawa and later at Dauphin. The family stayed on the farm and kept it going with hired help. In 1924, David moved to The Pas and in April of that year the family moved there also, where David was working the passenger between The Pas and Hudson Bay Junction and return.

David enjoyed fishing and hunting and also gardening. In the fall of the year, David and Florence would spend a week at a time out in the marshes for geese and ducks. They both took a keen interest in their church, Florence working with the Women's Guild and the Women's Missionary Society, and David with the Church Board, and a term as Envelope Secretary. David passed away in 1934.

Their family, four girls, were Eloise, Lucille, and twins Ivale and Ceone. The two older girls became school teachers, and the twins were Stenographers. They were all interested in music and handicrafts. Eloise married John D. Serle, who was then employed at Western Grocers and later took up railroading. Lucille married Earl McKellar, a school teacher and later was Station Agent at Eriksdale. Ceone married Arthur H. Johnson, at that time a store clerk at The Pas. He later opened a store of his own in The Pas. Ivale passed away at the age of 23.

Florence was a widow for a number of years and later remarried James Michael Arnott, a Bridge and

Building Foreman of the Hudson Bay Railway. They retired in Edmonton, Alberta, where Florence passed away on January 9th, 1965.

McKenzie, John Duncan

John Duncan McKenzie was born February 13, 1909 at Cumberland House, Saskatchewan.

Father was Dougal McKenzie born on Horse Island, Lake Winnipeg of Scot and Indian parentage. Dougal was a trapper. He died at the north end of God's Lake at the age of 87 years.

Mother was Virginia Jordan, her grandfather was from France and her grandmother was a red skin Indian.

Dougal and Virginia McKenzie had eight children:

William.

Roderick.

Margaret — Mrs. Joseph MacCaulay.

Agnes — Mrs. Carriere, Cumberland House, Saskatchewan.

Josephine — Mrs. William Carriere, Dog Musher.

Catherine — Mrs. Mike Dubinak, Flin Flon.

Ethel — Mrs. Nabess.

Donald died at the Prince Albert Sanitorium.

Angus at Denare Beach, Saskatchewan.

John Duncan, had all his schooling at Cumberland House. At outlying points education was hard to come by past grade eight, the teacher with about 47 pupils, would take a limited number of students who had been in grade eight for a whole year, and teach them grade nine, ten and eleven subjects and in this way John got a very good education. Some of the students who were class mates of John were children of Mr. Cotter who was H.B.C. Store, also some of the Asmus children.

John jokingly says he used to get out of his cradle to set snares in the bush. At 19 years of age he married Margaret Buck at Cumberland, that was 1927. Shortly after he went to work for the Nyspissing Mining Company sinking a shaft north of Flin Flon at Terry Lake where there were showings of iron ore, he worked there for 83 days. Testing showed low grade iron ore and work was shut down in the fall. Foreman on that job was a chap named John Beda, on returning to Cumberland House, John and his wife left by canoe with John Beda and moved to The Pas.

John worked for Ross Navigation on the river boats, hauling hay off the Saskeram for the horses they used for freighting and road building, as much as 800 to 1,000 tons of hay were harvested each year. Working on construction of #10 South and Grace Lake road the company had as many as 180 teams working. Many of these horses were kept in the barn

now owned by A. T. Lagimodiere just across The Pas River, at that time owned by Harry Anderson.

On recommendation by Jack Hone, John got a job with Carl Sherritt prospecting north east of Flin Flon. Many men were living in tents along the creek, hoping to get prospecting work with Sherritt at that time in the early 1920's when claim staking was in full swing. Jack Hone had a plane, Pontoon equipped, and would drop John off with supplies for two or three weeks to check out a given area, returning to pick him up at a given time. The main camp was at Sherlett Lake where Philip Sherlett lived with his family on an island. Sherlett had made the initial discovery, but through misadventure his claim had lapsed and Sherritt restaked it. Around 1922 John worked with Robert Brown an experienced prospector and they located a glacier float, a section of rock had moved along on top of "glacial till" away from its original formation, on processing the float they found it was quite highly mineralized and they were instructed to stake the area.

The main anomaly was found to be a little north of where the float was discovered and that is the present site of Lynn Lake Mine. The prospectors used a canoe that came in 3 sections for transporting in a small plane, and was bolted together for use to form a 14 ft. canoe. Prospecting at that time was done mainly in summer. Winter months saw John working on heater boilers or drilling underground.

With his brother Angus, now living at Denare Beach, Saskatchewan, John prospected south east of Denare Beach and staked some claims under contract with Noranda Mining Company. John says they had a seven per cent interest in the claim, but as the contract read that any payment would be made when development started, John pulled out as it was quite evident that development would not be started for some time, if ever.

John Duncan McKenzie's family are: Murray — Photographer, Thompson.

Dougal — Big Eddy.

Athol — Deschambault, Saskatchewan.

Agnes Nabess.

Frank — Thompson.

Donald John — Thompson.

Hester Irene (McKeever) Pinchbeck

Hester Irene McKeever (now Pinchbeck) was born near Dauphin, Manitoba on May 10th, 1914. She was the only child of Jonathan and Edna McKeever. Her mother died in 1916 leaving a twenty-two month old daughter.

Jack McKeever was the second son of a pioneer family of Scots, Irish and Welsh descent who homesteaded in the Portage la Prairie area. His mother Isabella-Jane Rae Greenwood was born in 1863 in the County of Guelph, Ontario. She married James McKeever when she was sixteen years old and as a young bride travelled by ox-cart and portage to Fort Garry. Moving further west they took up a homestead where they farmed near Portage la Prairie for several years, eventually settling in Dauphin. James McKeever ran a livery stable until it was destroyed by fire and with it the loss of a number of trotting horses. He died shortly there after

Mrs. McKeever opened a boarding house which became home to many young brakemen, firemen and engineers on the C.N. Railway. She became "Mother McKeever" to them all and some fourteen young railroaders went Overseas from the boarding house.

Jack McKeever started out as a wiper on the C.N.R. in Dauphin. Seniority on the road was gained quickly in those days so he went to Chicago and wrote up his engineer's papers. He started his life as a locomotive engineer in 1906 and retired with 44 years running rights.

As a young widower he enlisted and served in France with the 13th Light Operating Company during WW 1, which was a narrow gauge rail line. After the war he settled in Winnipeg and resumed work on the railroad. His household consisted of his mother, his small daughter and himself.

In April 1922 the McKeever family moved from Winnipeg to Kamloops, B.C. It was a tremendous change from the austere climate of Manitoba to the milder one of British Columbia. The apple trees were in bloom and the fragrance of lilacs was everywhere.

Shortly after settling down in their new home four railroaders, now middle aged men and contemporaries of Jack, called on "Mother" McKeever. They were some of her boys who had boarded with her years before — and had gone overseas from the boarding house.

The next six years were spent in Kamloops and Irene attended the Stuart Wood School until she passed with honours into high school. She had three exceptional teachers who were to have much influence on her future. Bert Price showed her that a book could be good company, Miss Shawn encouraged her efforts at the drawing board. Miss Crawford kindly impressed on her the fact that half good was not good enough.

Up until this time Irene's father had been a freight engineer running between Kamloops B.C. and Blue River B.C. The opportunity to bid in on passenger service came and so in the summer of 1928 once again McKeevers moved. This time to Regina, Sask. It wasn't a very happy time for Irene. She missed her school friends, the beautiful Riverside Park and the

swimming gang; and she missed the young man she would eventually marry ten years later.

It was a hot, dry and lonesome summer. Fortunately there was a small library a few blocks from where she lived and during the next two months she read her way through that library until school started in September.

Grade 9 at Scott Collegiate in Regina was an interesting time. Irene elected to go on the Commercial Course but did carry English and Literature as extra subjects over the required English and Literature in the Commercial Course. Again she was fortunate enough to have two teachers who took interest in her work. With their encouragement she obtained high marks in shorthand and typing and again passed with honors, and at 16 years of age was a very young, very inexperienced so-called stenographer.

The first job Irene had was with Rutledge Lumber Company as Girl-Friday; telephone answering, typing, some elementary bookkeeping and office janitor. It wasn't much of a job but it did pay \$20.00 a month. After two months Irene quit to go back to school.

Balfour Technical School was opening its doors for the first time. Among the many courses offered was one for Commercial Art. Irene enrolled in that course and enjoyed one term and three months before circumstances forced her to leave school. Jack McKeever had married for the second time when Irene was seventeen and was widowered fourteen months later. And again the family, grandmother, father and daughter moved. This time to The Pas, September 1932.

Their new home was a house on Gordon Avenue near the C.N.R. yards close to Jack's work. He was running between The Pas and Flin Flon on a regular run, and occassionally took a run to Swan River. Later that year he would haul a train to Churchill but that's another story.

The Pas was suffering from the depression as was the rest of the country. Many stores were empty with boarded-up fronts; the big Fingerville Mill was operating only part time; a price war was on and bread was 8 cents a loaf! Keddie's and Allard's were the two more prosperous grocery stores; there were no supermarkets then. Joe Schmidt had a butcher shop and Northland Drug Store contained a very small rental library. Dembinsky's had a general store and while their stock was not large there was an excellent Ladies Wear and Dry Goods department. And there were two theatres, the Lido being fairly new and well patronized. The programme changed twice a week and adult tickets were thirty-five cents.

There was no work for Irene so all that fall she did some commercial art work, designing and illustrating to be exhibited at the Regina Exhibition and World Grain Show the following summer. Balfour Tech had asked her to submit some work which she did, receiving awards for the seven pieces entered, four firsts and three seconds. In November of 1932 she returned to Regina briefly to make the Valedictorian address at the Commencement Exercises at Balfour Tech. She was the first Valedictorian at the new Technical school.

Going to the Post Office to collect the mail was something to do to help put in time. That was how she met Fred Duke who was the postal dispatcher and through him she was introduced into the wonderfully active world of little theatre. And she also met Peter Tangoliss who operated the restaurant in the Cambrian Hotel. Peter's typing left something to be desired, so Irene would type up his menus for something to do and to keep her hand in and to enjoy a cup of coffee.

That was a very cold winter. Their house was heated with a coal and wood furnace, tamarak was burned during the day and the furnace stoked with coal for the night. It was mid-December when her father knew he would be taking a train to Churchill, but he would be back in The Pas well before Christmas. As it turned out because of various delays and mishaps it was much later. In order to conserve fuel they shut off part of the house leaving the bedroom, kitchen and bath the only part to keep warm. Christmas Eve day Joe Schmidt delivered a turkey and Peter Tangoliss, being the Greek gentleman he was, came bearing gifts, a box of chocolates and 2 handkerchiefs. Irene and her grandmother spent Christmas day in the quiet and warmth of the kitchen and while it was a lonely time it was also a very precious time.

Social life in The Pas during this period was varied, depending on where your interests lay. Jack McKeever was an avid bridge player and soon was included in the bridge playing crowd, being mostly railroaders but also Dr. Martienson and Jack Campbell, a lawyer. They played for more than peanuts. Irene learned to play bridge (but not too expertly) as she was called upon occasionally to make up a fourth. We listened to the radio a great deal and logging the stations and the programmes was a must. Some of the fine old radio programmes, now long forgotten, were received from WLW — Cincinnati, such as Ben Bernie with his opening of "Yousah, Yousah, this is Ben Bernie and all the Gang". And from Chicago WGN we got Joe Penner and his "Wanna Buy a Duck?" - there were Burns and Allen and Eddie Cantor and Baron Maunchausen and his outrageous tall tales. Radio was listened to then as television is watched now. Weather reports and newscasts were important and it was hoped the northern lights would not act up, as beautiful as they were.

There were a number of annual events such as dances sponsored by clubs and organizations and they were more or less "dress-up" occasions even in those depression days. For the younger and more exhuberant crowd there was a Saturday night dance in the summer at the Ukrainian Hall, better known as the Bucket of Blood. There was an event put on for a number of years by the Anglican Church. It was a Summer Fete or Fair held in the old Booth Fisheries building on Edwards Avenue. A delightful English couple, Mr. and Mrs. Lambert Cole worked hard to ensure the success of the fair. The Anglican minister in The Pas at that time was an interesting character. He came to McKeevers one night to see if he could ride the caboose to Cranberry Portage where he had to conduct a funeral, marry an Indian couple and christen their baby. Both the Anglican and United Church had active congregations doing much good social work in the community. The Catholic Church was very influential in The Pas, they ministered to both Indian and non-Indians alike with great tolerance and understanding.

Mrs. Jack Campbell directed the choir at the United Church and choir practise was an evening out usually ending up at someone's house with sing-song around a piano. The harmonizing may not have been very good, but it was fun. The Pas was a small more or less isolated community and they depended on themselves for entertainment. Not only did the church choirs have singalongs; families and friends did. Pianos were the thing then, the guitar came later; a fiddle or a saxophone was a welcome addition.

One of the very interesting things that took place during the early 30's in The Pas was the formation of an active and enthusiastic Little Theatre group which carried on for several years. Among the names remembered were Mr. and Mrs. Harry Brown who directed several plays, Mrs. Jack Campbell and Jessie and Doris Burton, Jim Digby, Fred Duke, Ted Griesdale, Therese Allard, Seth Matthews, Kristen and Phillip Ridings, Irene McKeever and many others. Those who were not actually in the cast became a property man, or a make-up artist, amateurs all; but with high hopes and enthusiasm they built scenery, read scripts and paid royalties to produce a play and rehearsed. Having no premises of their own the Little Theatre group worked out of their homes with the final rehearsals taking place after the show in the Lido Theatre.

Two very successful plays were produced in 1934-35. The first being 'Nothing but the Truth' and later the very successful operetta 'Princess Chrysanthemum'. The Lido Theatre was taken over for a

week in each event. Harry Brown and Mrs. Campbell directed Princess Chrysanthemum, Seth Matthews built the sets. Irene McKeever spent hours researching for authenticity, designing and painting the Japanese garden setting. The beautiful principal actor's costumes were rented from Malabar Costume in Winnipeg. The operetta played for a week in the Lido drawing a full house with each performance. Those were hard times but they were also good times.

There was still much unemployment in The Pas but eventually Irene got another Girl-Friday job with Harry F. Bickle who had an insurance business and the Ford Garage agency. The office work was undemanding and unrewarding but it was employment.

In the spring of 1935 just before Miss McKeever's twenty-first birthday she learned that she was not part of the family that she was so proud of; she was an adopted daughter and that she had two brothers and a sister in Manitoba. It was a heart breaking experience at the time but Grandmother and Dad McKeever were her only family. In time she did meet her brothers and sister but the relationship was never carried on.

In 1936 the family moved to Dauphin and from there Irene eventually went back to Kamloops where she married Cyril Nelson Pinchbeck in 1938. They have two sons, Howard who is married and lives in Calgary and Robert who lives in Kamloops, B.C. At present Mr. and Mrs. Pinchbeck are semi-retired and live near Douglas Lake, B.C.

Mayor Extends Thanks to Local Artist for Work

Miss Irene McKeever Victor at Regina Show

The congratulations and thanks of citizens of The Pas were extended this week by Mayor C. R. Neely to Miss Irene McKeever, talented local artist, who captured seven prizes for her seven exhibits of commercial art work shown at the World's Fair in Regina this month

The mayor's message to Miss McKeever was contained in a letter in which he observed she had brought honor to The Pas as well as to herself.

Her exhibits at the World Fair were all commercial designs and received prizes as follows:

- 1. Cosmopolitan Magazine Cover. First prize.
- 2. Illustration cover for a children's book. First prize.
- 3. A modernistic cover for a dance magazine. Second prize.
 - 4. A newspaper illustration. Second prize.
 - 5. A decorative landscape in color. First prize.
 - 6. A magazine illustration. First prize.
- 7. A conventional design for a frontispiece of an ecclesiastical book. Second prize.

Miss McKeever's work was entered in the techni-

cal school exhibits of commercial arts in the industrial building at the fair. Entries in the exhibit were mostly from technical schools of the dominion.

After judging had been completed and prizes awarded a special display was made of Miss McKeever's work, it being considered such a fine quality as to merit the special showing.

Commenting on her work at the time a Regina newspaper said in part:

"Miss McKeever's collection gives delight by the varied list of subjects presented. Her work shows exquisite attention to detail and delicate color harmony."

Miss McKeever, who received her high school education in Regina, took commercial art at Balfour Technical and Commercial High School in that city. She was valedictorian of Balfour Technical last autumn. She studied under W. G. Hazard, well known western Canadian artist.

Her work shown at the Regina World Fair will be returned to her here about Sept. 1. Asked if she planned to show the paintings here Miss McKeever said she did not think she would.

Big Frog in a little puddle! The paper must have been short of news.

But . . . it was very wonderful and the people of The Pas were very kind to me!

H.I.P.

Work by Irene McKeever to Be Shown at Fete Here

Art Show and Museum Exhibit Planned

Work by Miss McKeever, local artist awarded prizes for every one of her seven exhibits at the World Grain Show in Regina last year, will be shown at the art show and exhibition which will be a prominent feature of the annual summer fete of Christ Church to be held in the Booth Fisheries Building, Edwards Avenue, on June 14, 15 and 16, it was learned today.

Included among paintings Miss McKeever will exhibit here will be those which she was awarded prizes at Regina, where she received four firsts and three seconds.

Miss McKeever will also exhibit a number of new paintings she has completed. Included will be technical work, commercial illustrations and decorative work.

The exhibit at the local fete is being arranged by a committee headed by Lambert Cole, who pointed out exhibits of various kinds from local citizens would be welcomed. It is planned to make the exhibit a miniature art show and museum. Anything of northern interest will be accepted for exhibition, he said.

Irene McKeever Awarded Seven Prizes at Regina

Work Placed on Special Display at World Show

Irene McKeever, talented daughter of John McKeever, Gordon avenue, brought honor to herself and The Pas at the World's Grain Fair and Provincial Exhibition now in progress at Regina, where she entered seven pieces of work in the commercial art class and annexed seven prizes — four firsts and three seconds.

Details are lacking at the present time, but will be received here in the next day or two.

A better understanding of Irene's accomplishment can perhaps be gathered when it is pointed out that the quality of her work was such that a special display of her exhibits was made at Regina immediately after the completion of the judging.

Her talents are not unknown in The Pas, however, as it will be remembered that Irene, with the assistance of Seth Matthews, designed and painted the entire scenery used in "Princess Chrysanthemum," produced last season at the Lido theatre by Westminster United church choir under the direction of Mrs. J. A. Campbell and Harry Brown.

McKinnon, Hazel submitted by Hazel McKinnon

Hazel McKinnon (nee Johnston)

My first visit to the northern area was to Sturgeon Landing to spend a year with my aunt, Mrs. Will Hayes and family. She was a fur trader and ran a store and boarding house there in 1924. She eventually sold out and built a house on Larose Avenue in The Pas. Bill Cox bought this house from her and the last I knew of it Jack Johnson lived there. Sturgeon Landing was 75 miles by land and 150 miles by water so I knew very little about The Pas and its people until later. Herman Finger McKinnon's mother, Mrs. Mabel McKinnon (nee Finger) lived in The Pas. I believe she taught school in the red brick building. She was widowed at Sioux Lookout, ONT. and moved to The Pas to be near her father, Herman Finger.

Effie Finger married Harvey L. Weber and was the only Finger to remain in The Pas. Orley had stayed a short time after the mill was sold, then he moved his family to Winnipeg. Mabel and Viola Finger had already moved to Winnipeg when the mill was sold and Herman Finger located in the City.

I once again mention that the pictures in the 1962 Golden Jubilee book, page 10, is not Herman Finger, the first mayor of the town. The Picture is that of Orley Finger, Herman's son. The same error is in the 1970 history book, page 73. (Editor's note: As well as

the picture in the museum, Mrs. Emma Matura, The Pas, nee Guymer, granddaughter of J. W. Fleming, submitted a picture of the first town council showing Mayor Herman Finger, five councilors, Mr. Clapp, acting secretary, and a Mr. Benzil who could have been a solicitor.)

The Ross Navigation Company's passenger boat, "The S.S. Nipawin", froze in at Sturgeon Landing. Herman McKinnon was sent to see that it was not damaged. While he was spending the winter at Sturgeon is when I met him. We were married on November 9, 1929. Herman was born December 13, 1903, and passed away March 26, 1957. Our daughter, Loreen, worked as a steno-clerk for the C.N. Railway at The Pas for about ten years and then in Dauphin for an additional fifteen years.

Our son Malcolm K. McKinnon worked on the Hudson Bay line North on operation (Polevault), a defence project, and received a citation from Bell Telephone Company in 1958 for his work there.

Travel was difficult in those days. Mr. Bill Lyon built a motor launch for my Aunt and Uncle Hayes and they named "The Hazel" in honor of me. It was sold to St. Godards. I have travelled to The Pas and back to Sturgeon Landing via the stern wheeler "S.S. Nipawin of Kenora", horse drawn sleighs, snow machines, dog teams, and on the motor launch "Hazel"; quite a variety of modes of travel. The dog derbies of the early days were great events.

I left The Pas in 1964 so some of the people and events I once knew are forgotten items of bygone days.

Rainie P. McKinnon History by Shannon McKinnon Lucyshyn

Rainie and Alyce Dunn were both born in Russell, Manitoba where they started their married life on February 27, 1946, moving to Winnipeg in September of the same year. After a few months they decided that city life was not for them so Rainie sought employment with the Department of Mines and Natural Resources, Game Branch, in January 1947 and was sent to The Pas. Rainie had served in the R.C.A.F. from 1942 to 1945 as an Air Gunner and was discharged as a Warrant Officer.

After a visit in Russell, Alyce left to join Rainie in The Pas on February 7 via train and got as far as Yorkton when a blizzard halted all travel. After being snowbound in Yorkton for a week she finally arrived on February 14.

Their first home was a room with Mr. Ed. Grant Sr. They later had light housekeeping rooms with Mr. and Mrs. X Brierie until purchasing a lot from Mr. Edmund Godin at 136 Patrick Ave. which had been the storage lots for piling slabs from the mill which

were used to heat the bakery ovens before they were modernized.

In the fall of 47 a small house was moved onto the lot and in April 1948 son William was born at St. Anthony's Hospital. This house was damaged by fire in May 1959 and a new house was built with the help of many friends and neighbours.

While in The Pas, Rainie was employed by Western Grocers, C.N. Express and bought Bert's Quick Freeze in 1961. He played hockey for The Pas Huskies and baseball with The Pas baseball team as well as coached a minor hockey team. Rainie was active in the United Church as a Sunday School teacher and Superintendent and a member of the Masonic Lodge.

Alyce was active in the Sunday School, choir and U.C.W. She worked at St. Anthony's Hospital in the Accounting and Payroll Department. Together they were active in the United Church Couples Club and the Northern Lights Square Dance Club.

Their five children were all born at St. Anthony's Hospital in The Pas. Bill is married to Judy Greenham and they have one son Lyle. They live in Clarkleigh, Manitoba, where Bill owns and operates Bill's Welding 1978 Ltd. He also is a Pilot for Interlake Aviation. Judy is a Public Health Nurse for that area.

Robert lives in Winnipeg and is a lineman for Comstock Construction where he works constructing power lines.

Bruce is married to Candace Gudmundson and they have three children, Heather, Brent and Alicia. They live in Eriksdale, Man. where Bruce and Candace own and operate Eriksdale Freight Lines and also do some custom winter freighting into the Northern parts of Manitoba.

Shannon, named after Mrs. M. E. Shannon Watts, is married to Clarence Lucyshyn, they live in Winnipeg and have two children, Kristen and Lisa. Clarence is a long distance truck driver and Shannon is a nurse.

Maureen lives in Gladstone, Manitoba and plans to enter Nurses Training in September 1982.

The McKinnons left The Pas in 1967 when Rainie became a candidate for the United Church ministry. They moved to Eriksdale, Manitoba and he attended University in Edmonton, Saskatoon and Winnipeg. Rainie was ordained in 1972 and they have served congregations in Pierson, Manitoba and Gladstone, Manitoba where they have lived for the past six years.

McLean, Irene

My name is Irene M. McLean. (nee Williams). Born May 8/28 in Winnipeg, the daughter of Reg. and Nellie Williams, who arrived in Canada from

England after the first World War, coming to The Pas in 1930.

Dad was a Dental Technician, working with such dentists as Balfour, Musgrove, Phinn, and Harwood during tough times, and boom days on the Hudson Bay Line. My older brothers don't ever remember going to bed without the sound of the lathe running. Later on he had time to take up photography, and eventually opened R. H. Williams Photo Studio. Both Mom and Dad were curlers, and she was also active in community and Church where she sang in the Choir, played piano, and was Sunday School Superintendent for a period.

They retired to Kelowna, B.C. in 1966, and both died there in 1978.

There were four sons in our family: Grant, of Richmond, B.C. Manager, Inter-line Sales, C.P. Airlines. He and Anna have four children. Bob and wife Dorothy have one son, and live in Forest Grove, B.C. where he is a mining electrician. Jack is also an electrician, lives in The Pas, his son Tim lives here, Scott in Penticton and Karen in Winnipeg. Brother Frank, the youngest, is a Chartered Accountant running his own business in Kelowna. Frank and Marie have three children.

Irene was brought up in The Pas, attended the Red Brick, sang in music festivals, choirs, Ladies' Glee Club when it was formed, and taught various singing groups including one in the Trappers Festival Stage show. Earned a Life-saving badge in swimming, at The Pas river, which seemed much bigger and cleaner, then. Worked as a Dental assistant for Jerry Harwood for many years. Married W. C. (Bill) McLean, Forest Engineer for Man. Gov't. in 1951. Over the years Bill was involved in Air Cadets, Curling Club, Minor Hockey Assoc'n, Golf Club, Kelsey School Division, and Man. Clean Environment Commission. Transferred to Brandon as Region Resources Manager in 1981.

We raised four children in The Pas: Heather, married to Allan Gee and living in town with three children. Howard married, one son, living in Calgary. Ritchie, after spending some time in Dauphin and Calgary, is now living at The Pas, while Brad has moved from Calgary to Kelowna.

When young I remember the boys running to open the bridge to let the paddle-wheeler through when the whistle blew; and earlier, using string or stick and gum to get coins that had fallen through the wooden side-walk boards. The real good times came when we got a cottage at Clearwater Lake, mile 25, and went there by train. Everybody seemed to meet the trains or see them off, even at the little shelter at M17 H.B.R. where we also phoned to town when we could get through. The day came when we could go

by road and Tallis (Kozik) Taxi except that the last mile was rock and wash-board. My older brothers used to walk out there sometimes for the week-end, along the tracks. It was a close, homey atmosphere out there, with friends, swimming, corn roasts, playing cribbage when it rained.

Childhood memories of a small town are wonderful, and for me The Pas was the best of them all to grow up in and in which to raise a family.

McLeod, Lavina Charlotte Caroline

Lovie Watts was born at Watson, Saskatchewan Nov., 23, 1912 and moved to The Pas with her parents in 1913.

She attended school in the Red Brick School House in grades 1 to 12. She started work as operator and worked up to Chief Operator for Manitoba Telephone System. Currently she is working with the Red Cross in Toronto.

She married John Herman McLeod in Flin Flon in 1937. After marriage the McLeods lived in The Pas for three years, moving to Winnipeg in 1940. Their children are:

Jack Frederick, born in The Pas, 1939. Allan Gordon, born in Winnipeg, 1941. Robert Gregory, born in Ottawa, 1945. Linda Louis, born in Ottawa, 1948. Barbara Carolyn, born in Ottawa, 1953.

McLeod, John Herman

"Jack" McLeod was born in Scott, Saskatchewan in 1914. He arrived in The Pas in 1935 where he was employed by Arrow Airways.

Jack married Lovie Watts in 1937 in Flin Flon, they moved to Winnipeg in 1940 where he worked for the Federal Department of Transport for five years being transferred to Ottawa living there for ten years.

1955 the family moved to Toronto where Jack worked for Collins Radio Co. of Canada. Jack passed away in 1968 and Lovie has remained in Ontario since that time.

McLeod, Mary

Mary Umpherville was born in The Pas July 29/1923.

My father was born in Glen Mary, Sask. Oct. 18, 1888.

My mother Flora Ann Umpherville Nee Flett was born in Cumberland House, Sask. August 13, 1896.

My father arrived in The Pas in 1913 and worked with Zach Umpherville at the trading post in the Umpherville Settlement, later he worked in town for the Armstrong Trading Store until it closed down. He was employed at the Booth Fisheries for many years and retired at the age of seventy. My mother seamed nets for Booth Fisheries.

My parents lived at Umpherville Settlement until Albert and Noah, my brothers, started school, later they moved into town and we lived on Ross Ave. across the lane behind St. Paul Residence. When my brother Leonard was born my dad built a house on Crossley Ave. Their family consisted of myself and four brothers Albert, Noah, John and Leonard and two sisters Catherine and Florence.

Albert lives in Lac Du Brochet, he joined the armed forces in 1941.

Noah Umpherville lives in The Pas.

Catherine Cochran lives in Churchill her husband is Clifford Cochran.

Leonard Umpherville lives in The Pas and works as a security officer at the Provincial Jail.

John Umpherville lives in Edmonton, Alta. and is a social worker, he is retired Mounted Police.

Florence Truchon lives in Blackfolds, Alta. Mrs. Wilfred Truchon.

My parents were married for 60 years. My father passed away in St. Pauls Residence in 1974 and mother died in St. Pauls 1975 in May.

I went to the public school and The Pas Collegiate Institute until 1943. I helped mother seam nets for the fisheries. I have been employed at St. Pauls Residence since July 9, 1975. I married Stanley Henry McLeod of Norway House in 1947 and have resided in The Pas since. We have three boys, John Stanley, Alva Charles and Henry Louis and a daughter named Denise Louise. John Stanley is deceased.

Alva Charles married Rose Rubinski of Edmonton, Alberta, he is a commercial artist and resides in Edmonton.

Henry Louis is deceased.

Mary Ann married Alex Delaronde and resides in Channing, Man. They have two children a daughter Angela Melisia and a son Kristian Alexander. Alex Delaronde is a miner with H.B.M.S. at Flin Flon, Man.

My husband Stanley McLeod worked as a diamond driller Prospector and powder man.

McLeod, Winnifred

Winnifred was born in Prince Albert, Sask. April 17, 1921.

Her father was William Campbell McLeod, born in Prince Albert. He was employed by The Prince Albert Lumber Company until 1926 when he moved to The Pas and worked for the lumber company there until his death on July 17, 1940. William and brothers worked on D. N. Winton paddle wheel boat in different capacities.

Winnifred's mother was born, Edith Hogg, in Lanark, Ontario. She passed away on June 30th, 1940. William and Edith are both buried at The Pas.

Winnifred attended public school in The Pas and completed a business course with the nuns at the Catholic School. Haveny arrived in The Pas at five years of age she enjoyed all the social activities that made life interesting in those days. She worked for H. F. Bickle Real Estate before marrying Harry Hageweide on April 17, 1939 in Christ Church, The Pas. Recollections of sleigh rides and playing hockey on the girls' team on a rink behind the old boarding house were pleasant memories. She was an original member of the Presbyterian Church and was a member of the choir. Her brother William (Baldy) McLeod was a noted baseball pitcher.

McMillen, Ford Melvin

My father was Thomas Charles McMillen of Perue, Indiana. My mother was Molly Mutchell also of Perue, they were farm people. I had five brothers and three sisters, Emanuel, Thomas, William, Forrest, Leonard, Florence, Pearl, and Jennie.

Father died in 1945, Mother passed away in 1905. I attended school in Fulmore, U.S.A. After leaving school I worked at many things including farming, hotel clerk, bartender, taxi operator, airline ground transportation, advertising and real estate.

After arriving in The Pas, I became interested in sports, coaching and promoting many projects. I was a member of the Elk's Lodge in 1923.

I married Eileen J. Shaw in 1945, she was born in Tisdale, Sk. We had two children, Donna Arlene who died in 1953 and Dennis Ray who is a computer consultant and manager in Calgary, at present is in Sidney, Australia.

As the community developed I participated in many of the interesting programs.

McMillan, Loreen

Herman Finger McKinnon, born in Port Arthur, Ont. and Hazel (Johnson) McKinnon, born in Myrtle, Man. were Loreen McMillan's parents. They lived at various places — The Pas, Winnipeg, Seal Beach, California, Dauphin and Birtle area. Loreen was born in The Pas on May 2nd, 1931. She had one brother, Malcolm McKinnon. Her great grandfather, Herman Finger, brought the first lumber mills into The Pas. He was the first mayor of The Pas and one of his sons, Orley, eventually became mayor of the town and a councillor. Herman Finger was also instrumental in bringing the railway into The Pas.

Herman McKinnon lived in The Pas as a young man and he and Hazel returned to The Pas after their marriage in 1929. He was employed by Transport Ltd. and worked there until his retirement, he passed away on Good Friday 1967.

Loreen grew up in The Pas and attended grade and high schools there. She graduated from Success

Commercial College in Winnipeg in 1951 and in April of that year she was working for the Department of Mines and Resources in Winnipeg. That section eventually became the Manitoba Hydro Electric Board. She returned to The Pas in 1952 and began work with the C.N.R. When in 1963, the railway relocated ther offices, she was transferred to Dauphin. She retired in 1977 when arthritis forced her to take a disability pension.

In 1968 Loreen married William Cheshire McMillan and they are living in Dauphin. While living in The Pas Loreen worked as a clerk-stenographer. She belonged to the curling and bowling clubs and sang in the Westminster United Church Choir. In Dauphin she belonged to bowling and archery clubs.

Mr. and Mrs. J. W. McNeely (Mac) (Erna)

Arrived in The Pas May 1946 to work for Jack Hone and open Northern Hardware a hardware and sporting goods business. I flew with Jack for three summer seasons in the north as flight engineer and mechanic, a very enjoyable and educational experience.

Erna and Patricia (Pat) joined me in August 1946. Marilyn our 2nd daughter was born in The Pas 1949. Joan (Joe) was born in The Pas 1955.

The Pas was good to us, I served on the executive for Game and Fish Association, The Pas Husky's hockey club, The Trappers Festival and we both belonged to Northern Lights Square Dance Club.

Erna was member in Legion Auxiliary, The Brownies, Girl Guides and The Pas Horticultural Society.

I worked with J. Hone till he sold the business to Don Hood of Hudson Bay, Sask. then I managed the store for the Hood chain until he was killed in an aircraft accident. I operated the store for the Trust Co. and carried on when the business was purchased by Marshall Wells of Winnipeg till my transfer to their store in Melfort, Sask.

In 1965 I chose to leave the Hardware business and moved to Melfort Electric and Furniture where I worked until I retired in 1978.

Pat our oldest daughter lives in Calgary with family.

Marilyn and family live in Melfort. Joan and family live in Kinistino, Sask. We were blessed with seven grandchildren.

William Mulhall submitted by Theresa Fitzpatrick

William Mulhall was born and lived in Thief River Falls, Minnesota, until his family moved to the Prince Albert district of Saskatchewan when he was a young man. Shortly after arriving in Canada he received his Canadian citizenship. Sarah Balfour arrived in the west as a young girl of 16 from Dalhousie, New Brunswick. Sarah and William were married in 1918 and farmed in the Spruce Home, Sask. area until 1926. At this time they transferred to The Pas from Prince Albert with The Pas Lumber Co. where William worked with the company horses as groom until his retirement.

Bill and Sadie had six children; Michael, Norah (Patenaude), Theresa (Fitzpatrick), William, Patricia (Dartige), and Mary (Cowie). Over a period of years all left The Pas except Theresa and Ray Fitzpatrick and their four children. Michael served on the West Coast in the RCAF during the Second World War and died in 1972. Norah and husband Lee are residing in Kelowna, B.C.; Bill and Annette live in Lac du Bonnet, Manitoba; Pat in St. Hubert, Sask.; Mary and Garth in Saskatoon, Sask.

William Sr. died in April 1953, after which Sarah became a desk clerk at the Cambrian Hotel where her kindness and friendly nature made many friends throughout Northern Manitoba. Sarah died in July 1966.

Neely, Roxie Belle

Roxie Belle Moore was born at Caulter Man. on Sept. 20, 1899, her parents Anthony and Hannah (Meller) Moore were both born in Canada. They were farm people and lived at Caulter before moving to Sanford Man. in 1900. Their children were James, Jessie, Charlie, Bertha, Clara, Walter, Laura, Ruth, Roxie and Olive. One brother served in the war along with several nephews, one — Arthur Moore a pilot was killed. One sister Ruth Donovan resided in Sherridan with her family.

Roxie attended Sanford elementary school and studied for sometime at the University of Man. In 1916 she visited her brother James in The Pas, a partner of Brown & Moore Hardware. She then took employment with Dr. Sinclairs Gateway Drug Store.

The Finger Lumber Mill in The Pas was a large successful operation, and employed many people summer and winter at that time.

Roxie married Cecil Ruddock Neely manager of The Canadian Bank of Commerce in 1925. They lived in a small house at the South end of Edwards Ave. and later moved to La Rose Ave. Here they had a large garden and found that growth was much faster here than in the South. They were involved in church, social and sports activities.

Carlton Sherritt was a good friend of Mr. Neely and later became partners Sherritt to prospect and Neely to handle the business part of the company. After selling part of his interest in the Mine Carl Sherritt decided to prospect by airplane and was killed in a plane crash at The Pas.

Cecil Neely left the bank in 1930 when he joined Carl Sherritt, he was Mayor of The Pas for sometime. In 1936 the Sherritt Gordon Mine was opened after being closed for five years.

Cecil Neely was hired to run the town of Sherridan and the school. The town was Modernized with water and many lovely homes were built. The second world war closed the mine and the higher grade ore was depleted. In the meantime a nickle ore property at Lynn Lake had been discovered and Sherritt Gordon company decided to develop at Lynn Lake. Due to the war there was no lumber to be had to build with at the new site, so it was decided to move the building from Sherridon 200 miles to the new mine. This was accomplished in three seasons when the ice on the lakes and the Muskegs were frozen deep enough to carry the heavy loads. All frieght had to be brought in by Cat train swings of sleighs in the winter season and residents of the new town had to order enough food and supplies in November to last for a year. The Neelys found it inconvenient but made out very well, they had a nice home schools, churches, sewer and water, good local roads, telephones and power. The railroad was completed about 1950.

The Neelys retired in 1964 and moved to Winnipeg where Cecil Neely passed away in 1974 on Jan. 10. Roxie Neely presently resides in the Kiwanis Centre for the Deaf at 285 Pembina Highway — R3L 2E1.

Nelson, John A.

My father John Nelson was born in 1907 at Castlefinn, Ireland. Mother, Vivian was born at Sherbrooke, Quebec, later living in Vermillion, Fort Saskatchewan, Edmonton, Grouard, Grande Prairie, Prince Albert, The Pas and Vancouver.

Father, after coming to Canada lived in Toronto, Regina, Edmonton, Grouard, Prince Albert, The Pas and Vancouver.

We lived in The Pas from 1929 to 1939, during this time my father was Staff-Sergeant in charge of the R.C.M.P. detachment. When we first arrived father had to go to Island Falls to investigate a drowning. This was in late fall and as it was during freeze-up, he had to walk most of the way and we didn't hear from him for about three weeks.

Our family consisted of my two sisters, Margaret and Betty, and myself.

My Mother died in 1972 and Father in 1976.

I was born in Edmonton, on October 21st, 1919. My memory of arriving at The Pas was of a rainy, muddy day in October, when I was about ten years old. Among my teachers, while attending school, were Miss Mary Duncan, Miss Gamey, Miss Margaret Barbour, and Harvey Brown.

I have pleasant memories of attending Boy Scouts under the able leadership of J. C. McPherson and John McLeod, who was also our Sunday school teacher for a number of years. As a teenager we had great times at the school dances at the Winton Club, playing hockey and shooting ducks in the fall. While attending school I worked during the summer holidays at the lumber mill, and sold Xmas trees and delivered flowers at Xmas time.

After finishing school, I was in the R.C.A.F. for a few years and then went with the B.C. Telephone Co. where I have been for thirty four years.

I was married in 1944 to Margaret McGahey at Banff, Alta. later moving to Vancouver, B.C. We have three children Roderick, Michael, and Barry.

I remember The Pas as a frontier town. Social life for my parents consisted of Church and Masonic functions, as well as playing bridge. In the winter The Dog Derby was a main attraction, this was during the time of the then famous dog mushers, Emile St. Goddard and Earl Brydges. For the children there was the big Xmas tree at the Legion Hall, when we all received a gift. During the summer we holidayed at Clearwater Lake, spending considerable time exploring the caves, this also left me with many pleasant memories of The Pas.

Nikolychuk, Nicholas

Nick was born in Parkerview, Sask. on Jan. 19, 1917. His father was Wasyl Nikolychuk; he passed away in 1949, and his mother Lena died in 1939.

Nick arrived in The Pas in 1940 and trapped near Cormorant the first winter, and later engaged in commercial fishing and the fuel wood business. In 1948 he worked as a painter on the Hudson Bay Line for the C.N.R. and in 1951 transferred to the shops. He retired in Feb. 1979.

Nicholas married Olga Maria Yaworski in 1946. They had one son David and a daughter Debbie. The family was active in the Holy Ghost Ukrainian Catholic Church and was a close knit family group.

Nick's brothers and sister were —
Mary Solotwinsky of Calgary
Matt of Vancouver, B.C.
Walter of Burnaby, B.C.
Jim, Ted, Peter and George of Calgary
Steve, Alex, John, Bill and Sam of The Pas.
Nicholas passed away on May 19, 1982.

Joyce Olsen (nee Loucks)

Born: Dec. 23, 1937, St. Anthony Hospital, The Pas, Man.

Parents: Menzo C. Loucks of Spring Valley, Minn. Arrival approx. 1914. Mary Loucks nee Pachkowsky of Ethelbert, Man. Menzo homesteaded in Rose Valley, Sask., attended Teacher's College at Saskatoon, taught school at Wadena, Sask., won a medal in a Steeplechase in 1918 at Saskatoon. Later drove up a small herd of Aberdeen Angus cattle, on foot, to The Pas. The first man he met was Mr. Buchberger who then helped Menzo to construct a shelter for the animals. Apparently these were the first Aberdeen Angus breed in The Pas.

Menzo started a dairy called The Pas Valley Products, the date is not certain, but through his friend Fred Kerr, he met and married Mary, 1930.

Menzo and Mary operated a confectionery store on Edwards Ave. adjacent to where the United Church stands today and sold doubledecker icecream cones for a nickle. Sold the store in 1939 and bought the house we were raised in at 12th St. and Halcrow Ave. where we farmed.

Menzo's love for the North presisted and so he worked in Churchill as a Timekeeper for the C.N.R. 1940-41. He later worked in Snow Lake for Howe Sound Explorations which became Brittania Mining & Smelting Co.

Menzo died peacefully, with a fishing rod in his hands, in Snow Lake 1949.

Mary, though her health was failing, continued on with the small farm where we "market gardened" and sold milk and eggs for two years until her death in 1951.

Brothers: Edward E. Loucks, and David C. Loucks.

Sisters: Betsy M. Niziol, and A. Claudia Sutherland.

I attended the old Red Brick school annexes four years then went to Sacred Heart also Margaret Barber.

Attended the first Trappers Festival as a child. Entered a mut-dog race and won a dollar which I lost on the way home. But . . .

Took first prize for singing at the music festival about 1947 and first prize (\$10.00) for best design for a The Pas crest about 1953.

In 1953 I started working at M.T.S. when Marj Wray was chief operator and remained a telephone operator.

Wayne Olson was a lineman for C.N.T. when I met him in 1955 — same year Rock & Roll started and then Elvis The Pelvis shook us up with "That's Alright Mamma" and the rest . . . The Paris Cafe was every teenager's second home with good ol' Charlie watching over us all. Wayne and I married in Saskatoon in 1958 and resided mainly in S'toon.

We have four children: Lars, Lori, Claudia and Jonathan.

At present we are making our living from the Tar

Sands of Alta. but looking forward to retiring on our secluded stump farm where we hope to live until we die, hopefully with a fishing rod in our hands.

I hope this wasn't too lenghty.

Parker, Celestine Vivian (nee Marsh)

Celestine Vivian was born in 1913 in Hyas, Saskatchewan on June 14. She married at Yorkton on May 17, 1932.

Mother was Merta, born in Wisconsin, U.S.A.

Father was J. F. Marsh born in Baxter Iowa, U.S.A. He was a farmer, lumberman, auctioneer at Stenan, Saskatchewan, Jessie Caypool, stepmother, 5 brothers and 3 sisters. Harry, Gerald, William, Courtney and Jack Marsh, Gertrude Kirkland, Luella Thompson, Marjorie Yeats.

She had schooling at Stenan, Saskatchewan. Arrived in The Pas in 1943.

I have been housewife, mother and grandmother, member of United Church, member of the Order of the Royal Purple and member of the Order of the Eastern Star.

We have enjoyed our years in The Pas. We have 7 children, 21 grandchildren and 2 great grandchildren. Allan F. married Jean McNish of Courtenay, B.C. They have 2 boys and 2 girls. Frank K married Jessie Coad of The Pas, they have 1 boy and twin girls, Courtney Keith married Viola Anderson they have 5 children, Glenda married Geraold Gabel of Yorkton Saskatchewan, they have 3 children, James A. married Sharon E. Taylor of Brandon, Manitoba they have 2 boys, Donald Dean married Janice Macadoo of Flin Flon they have 1 girl, Robert John married Barbara Monro of The Pas they have 3 children.

Parker, Frank Alex

Frank Alex Parker was born in 1908 on September 27 at Cartwright, Manitoba.

Mother was Mary born in Ontario.

Father was John born in Quebec. Their occupation were farmers at Cartwright.

He had 1 brother, Lewis and 5 sisters, Olive, Maude, Edith, Ester and Naomi.

Frank had his schooling at Cartwright, Manitoba. He worked in Winnipeg as delivery boy, C.N. Shops in Winnipeg. He also worked in Regina, Stenen, Saskatchewan, Mistatim, Sask., Flin Flon and The Pas.

He arrived in The Pas, Manitoba in 1943 and worked at a dairy farm and then he opened his own store in 1945.

He has been town councillor in The Pas and is a life member of the Elks. He is also a member of the Masonic Lodge and a member of the Chamber of Commerce.

Paquette

Ethel Rainville, nee Paquette was born in The Pas on September 16th 1925. Her Father Thomas Paquette was born in Hull, Quebec on March 6th, 1884 and her Mother, a Treaty Indian, on October 1st, 1881 at Norway House, Manitoba.

Thomas Paquette was engineer on the David N. Winton, The Pas Lumber Co's steamwheeler for 40 years. Over the years the Paquette family have resided in Selkirk, Kenora, Barrier and The Pas. Ethel comes of a large family of brothers and sisters; Mildred Milton, Irene Taylor, Ivan, Walter, Thomas, Phyllis Chartrand, Gladys Olson, Margarite Little, Frances Harmer and Helen Wrightsell. Her Mother, Frances, died on April 8th, 1943 and Father, Thomas, on August 15th, 1976.

Ethel received her schooling in The Pas and later worked as a Junior Bank Clerk at the Toronto Dominion Bank; she married and Homemaking became her career from then on.

Social life during these years involved skating through the winter on Halcrow Lake and in the Arena; also Guides and programmes provided by The Pas Lumber Co., in their Community Hall on 1st St. There would be swimming, fishing, bicycle riding for the summer months and dances and hayrides etc. through the school.

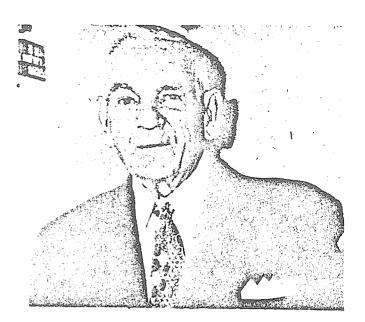
When Ethel was married to Allen Rainville on August 16th, 1945 they lived in The Pas for a while and in Wekusko, Sherridon and Flin Flon. Their family consisted of three boys, David, Allen and Kim, one Foster boy, Ernest Comeau and a girl, Wendy. David and Allen were born in The Pas when the family were living in Wekusko. Brother Tom and Phyllis Chartrand still live in The Pas.

Ethel recalls community feeling was strong during those early years as she notes 'everyone helped everyone else'. The Pas Lumber Company were also very good to their employees; they made plots available for gardens on The Pas Lumber land; provided turkeys at Christmas for every employee. There would be truckloads of families going to Clearwater Lake for Sunday picnics and camping under canvas for a week at a time. Walking to places some way from town was an exercise that Ethel and her friends enjoyed.

Tom Paquette Celebrates 90th Birthday

Tom Paquette Sr. celebrated his 90th birthday on March 6th. On Sunday March 10 he shared, with his family and friends, a dinner party held at the Williams' home.

The highlight was the beautiful birthday cake ablaze with 90 candles which were successfully blown out after only three tries.



Reminiscing about the David N. Winton, The Pas Lumber Co.'s Steamwheeler, was enjoyed by all. Mr. Paquette was engineer on the boat for forty years.

A sharp wit and keen sense of humor are still very much a part of the birthday boy. The faily statisician revealed that there are 11 children, 39 grandchildren, 67 great grandchildren and 1 great grandchild.

Family entertainment was provided by Wendy, electric yoyo, Frances, bun routine, Ethel, Mildred's apron, and lively conversation by all. Many jokes were told and pictures were taken.

Gifts that were very much appreciated were received at the party. Greetings were received from the Mayor of The Pas, Ron McBryde, and Manitoba Hydro. David and Sandra Rainville, a grandson in Vancouver sent a Happy Birthday wire. Phone calls, during the party were received from Phyllis Chartrand, a daughter in Leaf Rapids, Doreen Beaupre, a granddaughter in Gillam, and Joan Smith a grandaughter in Winnipeg.

Enjoying the dinner were: Tom and Antonia Paquette, Cecil and Eileen Pilar, Roy and Sophie Peterbough, Alice Gamache, Vince and May Mary Hasker, Duncan and Cindy Hasker, Myrna, Janice and Joanna White, Walter Paquette, Frances Harmer, Allan and Ethel Rainville, Kim and Wendy Rainville, Jack, Frankie and Karen Williams, Ross, Pegi, Howie, Jan, Dorrie and Marnie McCracken.

Paylor, Walter

Walter Paylor was born in Leeds, Yorkshire England on October 6, 1910. His father William Paylor was a Car Foreman for the C.N.R., he lived in Dauphin briefly and arrived in The Pas in 1914. Walter had two sisters June and Ruby and one brother Norman, all of these married into early pioneer families. Walter, and his wife Ethel from Thirsk, York-

shsire, England, they lived in The Pas the balance of their lives. Walter died in 1955 and Ethel in 1981.

Walter attend school in The Pas to grade twelve, in his spare time while in grade ten to twelve he was employed by The Pas Lumber Company, as a tallyman at twenty-five cents per hour on a ten to twelve hour shift. Walter was married in 1942 to Margaret Eagle and resided in many airforce stations in Canada and across Europe. They had three children — Woodrow Walter born in 1943, John William (Jay) born in 1951 and Penny Lou born in 1952.

Walter was in the R.C.A.F. for twenty years as an engineer officer mostly on construction projects in Canadian Arctic and Europe. The high light of that career was the construction of the Air Strip and camp for the R.C.A.F. at Alert on Ellsmere Island in the Arctic Ocean.

In the early days social life was limited to what we made ourselves which was very simple The Annual Dog Derby dominated all social life. With all travel limited to the railroad and the river social life was quite rustic. Winter sports influenced social life greatly due to the long cold winters.

The Paylor Family 1914-1982

William Paylor aged 21 and his wife Ethel aged 20 emigrated from Thirsk Yorkshire England to Dauphin Manitoba in 1910. Following 3 years of employment with the then Canadian Northern Railway he was transferred with the family to The Pas in the spring of 1914. There home in The Pas for many years was a converted railway box car on a siding about 200 yards from the existing Canadian National Freight offices. It was some 10 years later that Bill Paylor who was by this time the resident CNR Car Foreman built the present dwelling at 422 Edwards Avenue. It was here they raised their four children June, Norman, Ruby and Walter. All four were educated in The Pas completing their Grade XII with vivid memories of winters of 40 and 50 below and the fierce summer heat of 80 and 90 degrees fahrenheit. Smudge pots were the rule of these summers to combat the swarms and clouds of black flies and mosquitoes.

With no modern highways yet on the horizon railways construction to Fort Nelson and later Churchill dominated all aspects of life. Small lumbering and mining and prospecting operations were slowly opening up the northland. Sports dominated winter social activity with curling, hockey and the 200 mile annual Dog Derby which gave color to the long bitterly cold winters. Dog racing developed to such a degree in this period that teams and drivers were early on exported to competitive races in Banff,

New Hampshire, Lake Placid New York and Prince Albert.

Old timers of that period will recall the numerous trophies, cheers and accolades accorded those drivers who had developed a high degree of perfection in their skill like Emil St. Godard, Earl Bridges, Harry Olinsky, the Wintertons, the Daupas' and the only native driver Sam Pronteau.

One unforgettable memory was the first aeroplane to land in The Pas in 1920. These were the barnstormers of the post World War I period with open cockpits and turf landing strips. A person could take a flip at this time for five dollars which was considered by many to be a small fortune. As the north developed Western Canada Airways arrived with their Fokker and Fairchild freight carriers which operated off the river on skiis and pontoons. Pioneer flying was not all smooth going for Carl Sherritt lost his life over the flats between The Pas and the Saskatchewan rivers across from the docks. Not long after Captain Stevenson crashed in front of the Dr. Stephansson home and lost his life.

All public schooling took place in an 8 room brick structure constructed in 1911 in the present school block or in a smaller Separate School building located west of the present Sacred Heart church. Also in this block of land the Gray Nuns operated a 3 story hospital and a convent. A social event that was a highlight of early summer for many many years was what was known as the Catholic Bazaar and ran for a whole week in the Guy Hall. This was also operated by the Gray Nuns.

With the progress of railway construction Flin Flon eventually replaced The Pas as the focal point of much northern development. The Hudson Bay Mining and Smalting plant became operational in 1930 and commenced treatment of 4,500 tons daily of a complex copper sulphide ore. Many young people in The Pas who had completed their Grade XII now had a closer location to absorb their much needed talents and skills. It is interesting to note two The Pas families of this period provided mayors for that future city in Jack Freedman and Frankie Dembensky whose father was also a mayor of The Pas during the early 30's.

The 4 Paylor children each married in The Pas and Flin Flon. June the youngest to Emil Allard who operated the pioneer Louis Allard Store for many decades, Norman to Jean Mainwaring of Flin Flon, Ruby, a nurse to Foster Creighton of Flin Flon and Walter the oldest to Margaret Eagle who was also from a pioneer northern family who had migrated to The Pas from being pioneers in the Dauphin area. The Paylor children lived in The Pas and Flin Flon for all their adult life with the exception of Walter who

had enlisted with the Royal Canadian Air Force as an Engineer Officer and was retained after the war until his retirement in 1961 with the rank of Wing Commander.

The schooling of most children educated in The Pas following the hungry 30's was greatly influenced by two great lady teachers whose names were later adopted to grace two very modern school buildings, the Mary Duncan Public School and the Margaret Barbour Collegiate Institute. The dedication and tenacity of these teachers for perfection in their pupils gave many never to be forgetten memories.

William Paylor in addition to his employment with the railway for 45 years also served on the town council for many years until his passing in 1955. Ethel the energetic mother of the family and long active in civic affairs passed away in St. Paul's Residence at the age of 92 in 1981. Ruby and June were interred in The Pas in 1958 and 1975. Norman passed away in Flin Flon in 1960. Walter following his service with the RCAF in 1962 took up residence in Calgary, Alberta.

Paynter, William

contributed — St. Pauls "Resedents Gossip"

William Paynter was born at Norway House on Aug. 1, 1909.

His parents were Abraham and Julia Pilly (nee Colin).

William became a resident of St. Pauls, on April 11, 1979 he has been a resident of The Pas for thirty six years where he worked as a labourer. He spent some years fishing at Norway House, as a helper to a carpenter at Thompson and work on dam construction at Grand Rapids and Pine Falls.

William married Mary Lavallee in March 1946 in The Pas. Mary died in 1966. Although there were no children from this union Mr. Paynter has seven stepchildren: Bernadette Ballantyne of Grand Rapids; Dora Mayer of Winnipeg; Theresa Mayer of the Pas; Clora Mink of Easterville; William Lavallee of Easterville; and Charlie Lavallee of Alberta.

William Paynter has one brother Donald who lives at Norway House and one sister, Martha Apategan of Winnipeg. There are several step-grand-children.

Pederson, Vivian

Vivian McCauley was born at The Pas, September 29, 1926.

Her parents, Sylvester and Margaret McCauley, their children as well as Vivian were — Martha Mulhall North Vancouver, B.C.

Grant McCauley, Surrey, B.C. Barbara Young — deceased.

Lawrence (Red) McCauley, Virden, Man.

Sylvester and Margaret lived in The Pas from 1911 to 1936, Sylvester passed away in 1954 and Margaret in 1976, both at Flin Flon.

Vivian received her schooling at The Pas. She was married in Flin Flon in 1946 to Glen Pederson. They had four children, Gordon, Glenda, Cathy Herzberg, and Phyllis Stadnick.

Peterson, Marjorie

Marjorie Sheluk was born in The Pas on June 9, 1930.

Her parents operated the Rex Billards in The Pas. Her father Andrew Sheluk was born in Kiev, Russia, June 14, 1894. He presently resides in St. Paul's Residence, The Pas. Marjorie's mother was born in Nalinski Garbardna, Russia, November 30, 1898. She arrived in Canada in 1913, she passed away May 5, 1953 in The Pas.

Marjorie attended school in The Pas and was employed at Gateway Drugs and Indian Affairs Dept. In the fifth Annual Trappers Festival, 1952, she ran as Fur Queen candidate. She married Darrell Peterson on June 6, 1953, lived in Flin Flon — Edmonton and now resides in Camrose, Alta. Two children, Gregory and Sandra.

Phin, Dr. Albert W.

Albert Phin was born in Moosomin, Sask., May 22, 1901. His father was J. R. Phin, born in Hespler, Ont., and his mother was Mary Cavanagh, born in Forest, Ont. They farmed at Moosomin.

Albert was educated at Moosomin Public School and Collegiate Institute. Graduated in Dentistry from the University of Toronto in 1926 and took further education at Eastman Dental Clinic in Rochester, New York.

In October 1926 he established a Dental Practise at The Pas and as the North developed, made many trips, when requested, to different towns and communities in the North. In 1928 the partnership of Phin and Porter was formed to help with the practise in The Pas and North. In 1929, an office was opened in Flin Flon, which in 1931, was taken over by the late Dr. A. B. Porter. At this time, Flin Flon was large enough to support a dentist and the partnership was dissolved. Albert continued to make trips to Sheridon and communities along the Hudson Bay Railway as far as Churchill. When Sherritt Gordon Wine was closed down for a few years, he made trips to Gods Lake twice yearly.

In 1928, Albert married Helen Kidd of Moosomin, Sask., who became an active member of The Pas United Church U.C.W. They have two children; Margaret, a graduate of the University of Manitoba,

in Home Economics and is now a dietitian living in Vancouver, B.C., and John (Bud), graduated from Ontario School of Mining, Haileburg, Ont., and now lives in Kittannig, PA, U.S.A.

After marriage, Albert and Helen lived in The Pas until 1945 when they moved to Winnipeg, practising his profession there, until he retired in 1967 when they moved to White Rock, B.C. in 1968.

In 1926 Albert found conditions very good, within a year the town started to grow very rapidly. Many private homes and commercial buildings were constructed due to activity on the H.B. Railway and Flin Flon and Sheridon lines. The Pas became the Gateway to the North. Frequent trips out of town made it difficult to be active in town affairs, however, Albert did manage to put in some time on town Council, always a member of the Board of Trade, President one year, a charter member of The Pas Rotary Club, and to his knowledge, the only living member who was active on the War Finance Committe of which he was President in 1944.

Elizabeth (Betty) Marie Stabback Pickard

Born September 30, 1924, Hecla, South Dakota, U.S.A.

Parents' names, place of origin, date of arrival in Canada:

Father: James Elliott Stabback. Born: Woodville, Ontario, Canada. James Elliott Stabback resided in Woodville, Ontario, served in World War I for four years, and he moved to The Pas in 1919. Mother: Ethel Frances Stabback. Born: Ellendale, North Dakota, U.S.A. Ethel Stabback resided in Hecla, South Dakota, U.S.A. until 1925 when she moved to The Pas.

Parents' occupation:

My father, James E. Stabback, was a harness maker employed by The Pas Lumber Company. My mother, Ethel Stabback, was a housewife and a seamstress.

Different places of residence of parents:

My father resided in The Pas until his death in April of 1941. He had lived there since 1919, prior to that he resided in Woodville, Ontario, Canada. My mother moved to The Pas in 1925. Prior to moving to The Pas, she resided in Hecla, South Dakota, U.S.A.

Names of sisters: Dolores (see Stabback) O'Connor, Helen Stabback Cook, Mae (see Stabback) Matta, Ethel Stabback, infant — died at 4 months old, November, 1931.

Interesting facts of any relatives:

My father, James E. Stabback, did a lot of fur trapping and hunting. He also staked claims and mined in his early days in The Pas. I have post cards taken north of The Pas showing my father hunting caribou and drying furs.

Did your parents live in The Pas at any time, date of arrival:

My father, James Elliott Stabback, lived in The Pas from 1919 to 1941 when he died. My mother, Ethel Frances Stabback, lived in The Pas from 1925 to 1941 when my father died.

Parents' occupation in The Pas: See Item 3.

Date of parents' death:

My father, James Elliott Stabback, died in The Pas in April of 1941. My mother, Ethel, is currently living in Riverside, California, U.S.A. After my father's death, my mother left The Pas in 1941 and obtained employment for the Defence Industries Limited in Ajax, Ontario, Canada, as a working foreman. She then moved to Riverside, California, U.S.A., in 1945 obtaining employment at March Air Force Base as a clerk in the commissary. She then moved to Beverly Hills, California, U.S.A., and worked catering parties and social events until she retired in Riverside, California, in 1972. She has traveled extensively in the past and continues to enjoy traveling.

Your early life, school, etc.:

I was born in Hecla, South Dakota, U.S.A., but was raised in The Pas and attended school there.

First occupation and eventual employment:

My first job was for the Lido Theatre for three years. I also worked for R. H. Williams Dental Laboratories. After I left The Pas in 1941, I worked for Defence Industries Limited in Ajax, Ontario, Canada, as a painter's helper. I then joined the Canadian Women's Army Corps in November of 1942 until August, 1945. Most of my Army time was spent at the Canadian Army Trade School in Hamilton, Ontario, Canada, learning a trade. I was in charge of a tool crib for precision instruments, and I was also a stock clerk. After leaving Canada in 1954 and arriving in Riverside, California, U.S.A., I worked as a telephone operator for a year. I then took time off to raise our two children and then returned to work at a high school cafeteria for seven years. I am currently enjoying my life as a homemaker.

Your arrival in The Pas and social life at that time:

I was nine months old when I arrived in The Pas. I attended the Presbyterian Church and church activities. I enjoyed skating and sports of all types. I was involved in Girl Guides, and our home was always open to our many friends. I belonged to the Winton Community Club for The Pas Lumber Company's employees.

Interesting events of that period:

There was the annual dog sled races, curling and hockey. There was the annual picnic in the summer, which included a boat trip down the river.

Year of marriage, spouse's name:

I was married on March 10, 1945, in Hamilton, Ontario, Canada, to Frank Pickard of St. Boniface, Manitoba, Canada. See attached for Frank's history.

My spouse, Frank Pickard, was in the Second Pioneer Battalion Royal Canadian Engineers from May, 1940, to June, 1944. He served in England, Canada, North Africa, and the Central Mediterranean Area. Frank worked at the City Hydro in Winnipeg, Manitoba, Canada, after leaving the Army.

We moved to Riverside, California, U.S.A., in 1954. Frank has worked at A. M. Lewis for the past 22 years as a working foreman and forklift operator. A. M. Lewis is the largest wholesale grocery distributor in the world. Frank's hobbies have included many different and interesting things over the years, including raising parakeets, television repair work and electronics. Frank also enjoys reading, especially materials regarding airplanes and electronics. Frank also spends a great deal of his time on the weekends doing yard work.

Where did you reside after marriage:

We resided in Hamilton, Ontario, and Winnipeg, Manitoba, Canada. We moved to Riverside, California, U.S.A., in 1954 and have lived there since.

Children's names:

Daughter: Mae Loraine Burson. Son: Lawrence Pickard. I have six grandchildren.

Interesting facts about any of your family: My daughter Mae is married, has three children, and resides in Rialto, California, U.S.A. She is the Division Secretary to the Associate Superintendent of Special Schools & Services. My son Larry is also married, has three children, and resides in Vancouver, Washington, U.S.A. He has his Master's Degree and teaches the severely handicapped and the learning handicapped in Washington.

I enjoy traveling. I have been to seven different countries in Europe, have traveled five provinces in Canada, and have traveled throughout the United States. I collect stamps, dolls, and bells. I enjoy regularly corresponding with pen pals, some of whom I have kept in contact with since childhood.

Occupations in The Pas:

See Item 11.

Conditions existing in The Pas during your early years:

They were Depression years, although my father was always employed.

Your involvement in social and business affairs:

I was the president of the Altar Society and am involved in church activities. Much of my time is spent visiting and caring for the elderly.

The Pas will always be a very special part of my

life. My friends, home town, and the ones we left behind will always be some of the most precious memories I will treasure throughout my life.

Pielak, Stanley

Stan was born on March 7, 1902 at Sobolcwnow in Poland at that time was part of Russia.

His father Joseph Pielak was born in the same area and worked in agriculture with livestock. He died in 1939 and was buried in Poland.

Stan's mother Katherine Pielak, nee Wishiniew was born in the same area and died in 1909 and was also buried in the locality where they lived.

Joseph and Katherine's family were: John passed away 1972; Steve passed away 1916; Joseph Jr.; Walter; Walter Jr. lives at Montmartre, Saskatchewan; Helen living in Russia; Stanley.

Stan arrived in The Pas in 1928, worked at The Opasquia Hotel for W. W. Shore, also at the liquor store, which was then located where Profits furniture store is now situated. He worked on the Hudson Bay Railway and in 1933 worked on construction at Churchill. It was here that he had his legs broken in an industrial accident, while working for the National Harbour Board in 1934. In 1938 he bought a truck and tried to make a living hauling wood, he contracted 500 cords for the hospital and 700 cords for the bakery, it was not a financial success, he wound up fifty dollars in the hole. But he worked on the construction of No. 10 highway and the road to Clearwater Lake with more success.

In 1940 he worked at the Canadian National Railway performing maintenance duties as well as handling baggage.

In 1931 Stan married Clara Sayese who was born near Kinistino, Saskatchewan in 1912. Clara died at The Pas in 1975, January 25 and is buried at The Pas.

Their family consisted of four children: Helen, married name Sayese; Percy, married The Pas; Frances, married name Duncan; Frank living at Inuvik.

An episode in Stan's life happened when he was isolated while visiting in Turkey during the first world war in 1915. He became separated from his troop of Cossack Cavalry and was not allowed to cross the border from Turkey back to Russia for some months. Finally, a chance meeting with his brother Joseph on a bridge on the border which Joseph's infantry brigade were defending, led to his return to Russia and his own Cossack troop. Both brothers were pleasantly surprised to meet in this strange way.

At 72 years of age Stan is now living comfortably in The Northern View Lodge at The Pas.

Pocock, Hector McDonald

Hector McDonald Pocock was born at Duckington, Whitney, Oxfordshire England on November 24, 1904.

His father Montague Pocock was born in England. He was a carpenter and millwright. He joined the Boer War in South Africa. He emigrated to Canada after his retirement from the army. He homesteaded in the Peace River country and moved to Hudson Bay Junction Saskatchewan area in 1909 where he logged and produced railroad ties for the Canadian Northern Railway to be used on the railroad from Hudson Bay Saskatchewan to The Pas. The railroad was known as the Canadian Northern Railroad at that time.

In 1912 he took a position as fire ranger with the Dominion Government, this position he kept until his retirement in 1948. This office had him in control of the Northern Area as supervisor over the East side of the Province. He had offices and worked in such areas as Lac Du Bonnet, Winnipeg, Birch River, Swan River, Sandyland, Woodridge and Sprague. He enlisted in the Canadian Army in 1917.

Hector Pocock left England on November 5, 1915 and he travelled on a boat with wounded Canadian Soldiers returning to Canada. He came west to Hudson Bay Saskatchewan and worked with his father eleven miles north of Hudson Bay until the war ended October 3, 1918. He then started to work for the C.N.R. and retired from that company after 50 years' service.

In 1919 he went to The Pas and was car helper checking on cars and coaches. The train from Hudson Bay Saskatchewan to The Pas ran three times per week and the train toward Churchill travelled only to Mile 214 — Pikwitonae and made that trip only once every three weeks. Speed was greatly restricted, cargo was mainly supplies equipment and food.

The round house for the railway was built in 1924



Hector Pocock 1925

in The Pas and service improved after that. Branch lines started about 1926 to Flin Flon. Experiences such as floods and snow storms caused a great deal of trouble in maintaining service on these lines. Later improved equipment resulted in more comfort for passengers and less hardship for the employees.

Hector was married in 1933 to Velma Morran, they had one daughter Gwendolyn Marlene, her married name is Staples. She was born, May 14, 1936.

Mrs. Velma Pocock was born in Grand View, Manitoba. Her family farmed in the Morranville area.

Podbisky, Joseph Peter

I was born in Winnipeg on March 12, 1926. My father, Joseph John and mother Helen came from the Ukraine about 1905 to 1907. Father lived in Minneapolis, U.S.A. and Tashota, Ontario before moving West. He was employed as a Section-foreman on the Canadian Northern and Hudson Bay Railway, both now the C.N.R. system. My mother was raised on her parents farm at Komarno, Manitoba and it was there she married my father. After marriage, they lived in Winnipeg and on the H. B. Railway at Mile 256-214 and Mile 33 and The Pas.

I have one brother, Mr. James D. Podbisky, and a sister Stephanie, now deceased. My parents operated a short order and confectionary business in The Pas at one time known as the "Hi Spot".

Father died on November 10, 1958 and Mother presently resides in St. Paul's Residence.

I attended Lord Strathcona School in Winnipeg and when my family moved North, I completed my elementary schooling at Pikwitonei (Mile 214). I completed grades 9 and 10 at the Red Brick School in The Pas and 11 and 12 at Teulon, Man. I trained for the Anglican Ministry at the University of Toronto for two years but left due to extenuating circumstances. My first employment was with the W. J. Gage Co., Toronto while attending University. Then I was with Defence Industries, Ltd., Transcona and with International Laboratories as lab. assistant, and as shipping clerk with Hudson's Bay Co., Winnipeg. My current position is Service Worker II with the Provincial Government in The Pas. Other employment I had accepted included C.N.R. Shop and work trains — sometimes at The Pas Post Office, with Manitoba Provincial Health Services Commission, Telecommunications and Postal Branch. I had also helped my parents with their confectionary business the "Hi Spot". I am actively involved as a Lay Reader in Christ Church The Pas, and I am a life member in Masons, Royal Arch, Preceporty, and the Shrine.

I have many relatives involved in various enter-

prizes in Western Canada, farming — fishing and bakery businesses. Many relatives were active in World War II in the Army and Navy.

In the early days, The Pas Lumber Co. was going full swing and the old Opasquia Hotel was booming, the Lido Theatre was the place to go. The streets were gravelled and there were some board sidewalks. The railway bridge centre span opened to allow river traffic to pass. The Salvation Army was on Edwards Avenue.

Margaret A. Pollock

Margaret Williams, born in The Pas on May 6, 1915. Father was G. Arthur Williams and mother was Anne K. Williams — nee Kennedy, born in Ayr, Scotland.

Attended public school and high school in The Pas. First occupations were stenographer for "Transport Limited" and as social reporter for the "Northern Mail" the local newspaper.

Social life in the early days was all "home grown" but very busy. Special very dress up dances in the ballroom, upstairs in the old community building. There was great excitement in the social activities involved in The Pas Dog Derby, as the Trappers' Festival was called in the early years. Organized concerts with all local talent, and the bonspiels that attracted the best curlers all the way from Winnipeg. Interesting and entertaining were the dances at the old Crystal Gardens and later at the Legion Hall.

There was great mining activities, I recall the tractor drawn freight "trains" that used to be organized in front of the Power House (now the Public Library) across from Christ Church; and then take off on the river to haul freight to Flin Flon, then a new town, before the railway was built.

In 1941, I married Norman C. Pollack in Vancouver, British Columbia. We had one daughter, Janis, now Mrs. R. S. McDaniels of Edmonton.

Mary Premachuk

Mary Premachuk, born 2 May, 1921 in Troyanowka, Poland. Parents were Margaret and Wasyl (Bill) Premachuk who were also from Troyanowka, Poland. They arrived in Canada on 5 August, 1937 where they settled and farmed in the Carrot River area about 11 miles from The Pas. This was their only residence. There were six children in the family. Besides myself, there was Nick, Steve, Nettie, Eve and Halina. Nick, Steve, Nettie live in Winnipeg, Eve, in New York and Halina, in Vancouver.

Growing up on the farm, life was difficult in those days with the severe winters and trying to make

ends meet. I especially remember the "Harvesting Bees" held in the fall. Groups of townspeople were recruited to the farms to help with the harvest. Everyone pitched in and did their share with "pot-luck" meals and this all contributed to provide an important role in the social needs of the community. My parents farmed in this area all their lives. My father died in May 1965 and my mother died in August 1970.

My arrival in Canada with my parents and brothers and sisters was a great adjustment for me as I was 14 years old. I went to night school to learn the English language, then went on to school for three years. After this, I stayed with an aunt while I worked as a "home-maker" with Dr. Jacobs and Family. Then I travelled to Yorkton, Sask. and on to Sussex, New Brunswick where I was married to Fred Premachuk on 26 December, 1942. Fred left shortly after, with the army, for overseas. During his absence, I worked in Niagara Falls, Ont. and on his return, we lived in Wells, B.C. Eventually, we returned to The Pas where Fred worked for the C.N.R. and we owned Prem's Lunch and Restaurant. During this time, our interests were in local politics and Royal Purple. We now had a daughter Barbara and a son Derek. We moved to Edmonton, Alberta a few years later and my husband Fred died in 1967. I now live and work in Edmonton and have three grandchildren, Kelly, Freddie and Joey.

Barbara is married to Richard Thom and they live in Leduc Alberta. Derek at home.

Eva (Eve) Premachuk

Eva (Eve) Premachuk, born 2 May 1930 in The Pas, the second youngest child of Matrona and Gregory Premachuk. Father arrived in Canada from Poland in 1914 originally and brought my mother back in 1922. My father owned the Canada House (the hotel across from the CN station). I had two brothers Fred and Peter and three sisters Pearl, Stella and Nancy. I grew up and attended all levels of school in The Pas. As a teen-ager, having lived across from the station, I remember the many troop movements and exercises during the war years. Especially vivid in my mind was the return of the local soldiers during this emotional time. After the war, there were the long trains of tourists who were sight-seeing in the North. Some of the social activities I recall were: the preparations for muskrat-trapping, Trappers' Festival, hockey-games, ice-carnivals and curling bonspiels.

In 1950, I graduated as a nurse from St. Anthony's Hospital School of Nursing which was operated by the grey nuns of the Sisters of Charity. I received my R.N. diploma after writing exams from Winnipeg. I remember, particularly, the dedication

of our excellent staff of doctors. Some of them were: Drs. Jacobs, Crawford, Brandt, Leicester and Yule and many others. I recall, also, that during the Winnipeg floods of 1950, we had occasion to care for some senior citizens (patients) who were airlifted to our hospital from Winnipeg.

After graduation, I worked at the Clearwater Lake Sanatorium for a year. This hospital was located about 20 miles north of The Pas. I left in 1951 to work in Ottawa, the nation's Capital . . . nursing at the Ottawa General Hospital.

I was married to F/O Robert (Bob) Adamyk of the RCAF in 1952 in Sacred Heart Church in The Pas by Fr. Ringuette. This was followed by extensive travels which included moves to Montreal, Ottawa, Winnipeg, four years in France, three years in Colorado Springs, USA and we now reside in Edmonton, Alberta.

Bob and I have four children: Robert, Michael, Patricia and Cathryn and we also have two grandsons, Stephen and Joshua. At present, Robert, Janine and Stephen live in Ottawa, Ont; Michael, a graduate of CMR and serving with the RCN, and Johanne reside in Victoria, B.C.; Patricia, Mike and Joshua are in Okinawa where Mike is a pilot with the US Air Force; Cathy is studying for her degree in Nursing at the University of Alberta in Edmonton.

My father died in June 1952 and my mother died in June 1976.

Prescott, Charles Douglas submitted by Norah A. Prescott

Charles Douglas Prescott was born in Liverpool, England on March 29, 1898. An only child, he had acquired many credits at school and in the Boy Scout organization when the family moved to Canada, locating in Vancouver, B.C. in 1912. He enlisted in the Royal Air Force at age 17, training in Toronto, was discharged as Lieutenant at war end. He was on stand-by for overseas when the war ended. He applied for work with the C.N. and joined Major J. G. MacLachlan as chief clerk and paymaster on C.N. Rail construction of Okanagan Branch Lines.

He married Norah A. Woodburn March 9, 1926, and both left for Winnipeg and The Pas — arriving March 28th, 1926. First home was the Rupert House for two weeks, then the C.N. Section House on First Street.

Charles was active in the curling club, on the executive and was treasurer of the Music Festival for 14 years. He was a hard working loyal employee with C.N.R. on the Hudson Bay Line from 1926 to October 1962 when he retired due to lung cancer. He died April 6, 1963 in a car accident on the way back to Winnipeg from St. Bruno, Quebec. Charlie loved all

his northern friends and his staff. The lovely flowers, cards and letters sent to him in hospital were appreciated.

Their one child, Noreen Victory Prescott, married Richard Oliver Paxton on May 15, 1954 at Montreal, Quebec. Noreen graduated from The Pas High School winning the Governor General's Medal. She was a member of the Church Junior Choir, competed in Music Festivals and later was accompanist. She graduated from U. of M. with Bachelor of Commerce degree. She worked for C.N.R. in Montreal for six years, the last three in Donald Gordon's office and left there to get married. There were three children: Douglas now 23 years old, Adrian 20 years of age, Laurie 18 years.

Prescott, Norah Aileen

Norah Aileen Woodburn was born 8/12/1899 in Vancouver, B.C.

Her Mother, Louisa Mary (Stevenson) Woodburn was born in Kirkintillock, Scotland and came to Vancouver, B.C. in 1891.

Her father, Alfred James Woodburn, born in Carlyle, England arrived in Ont. Canada in 1870 as an infant. He worked as telephone Wire Chief for Bell Telephone of Toronto and Okanagan and Government Telephones at Vancouver, Summerland 1909, Penticton 1912, Kamloops 1915, and Vancouver again in 1930. Their children were:

Harriet L. (Mrs. Gordon Harris).

Lilian I. (Mrs. Marshall Congdon).

Alfreda (Mrs. Alfred Sullivan).

Olive V. (Mrs. Dr. J. H. Palmer).

Lorain G. (Mrs. John H. Heslop).

Alfred J. Woodburn (Nora).

Adriana J. (Mrs. Garth Purvin — Good).

Robert A. Woodburn (Dorothy).

Alfred James Woodburn died in Feb. 1937 and Louisa Mary Woodburn died Jan. 1939.

Norah was mostly self-educated, was an avid reader, enjoyed horseback riding, swimming, skating and fishing with her brother Robert. She worked as a telephone operator, took an evening business course, worked as a clerk steno in a law office in Penticton and as clerk typist for Manitoba Government Dept. of Mines and Resources from 1958 to 1966 at The Pas.

Norah married Charles D. Prescott on March 9, 1926, arrived in The Pas on March 28th and lived in the old C.N.R. Section House on First St. near the railway track. It had a sink and cold water, no other conveniences. Few homes had plumbing. There were wooden sidewalks, snow up to top of fence on First St. and we had to walk at that level. There were no snow ploughs, and water was delivered to the house.

We burned wood and coal. Indians delivered logs to be sawn for firewood. There were no highways, no cars, one train a week from Winnipeg.

Their child, Noreen Victory Prescott, was born May 9, 1927 in Carroll's suite above the store, first girl born there. Hospital was taking emergency births only. They rented the suite for one year, then back to First St. Norah was an active member of the United Church, and other functions, on executive of Music Festival for 14 years. A great town and country to live in, she recalls. Left for St. Lambert, Quebec to be near family in Sept. 1967.

Prior, Florence

Florence McAulay was born in 1901 at Winnipegosis to Neil and Elizabeth McAulay (nee Denby).

Florence became a resident of St. Paul's on September 1st 1976 and has been a resident of The Pas since 1927. Her husband Gordon Prior was employed by the Canadian National Railway for many years and worked in various places in Manitoba and Saskatchewan.

In her youth Mrs. Prior enjoyed knitting and fishing and has pictures to show the three prize winning trout she caught all weighing over 32 lbs. Now she enjoys reading and socializing. She has one living sister Margaret (3 years younger) who lives in Lyons House, Winnipeg and one daughter Gwen Atkins of Thompson, one son Neil of Victoria BC six grand children and eight great grand children.

Rainville, Ethel Nee Paquette

Refer to Paquette

Marie Ida Rainville

Marie Ida Rainville (nee LaFontaine). Born in St. Jean Baptist, Manitoba, September 14, 1903.

My father Philleas Joseph LaFontaine was born in Three Rivers, Quebec. My mother's maiden name was Marie Boujour and she immigrated from France in 1892. I had two brothers, Albert and Arthur, and one sister Alice. My brother Arthur died when he was sixteen years old, just after we came back to The Pas in 1912. Albert died in 1977. My sister Alice Gamache still lives here.

My parents farmed in southern Manitoba until they came to The Pas in 1903 when I was three months old. They stayed the winter then moved to Cumberland House where my father bought fish for a company in the south. They returned to southern Manitoba the next spring to resume their farming operation, but in 1912 they again returned to The pas where they took up permanent residence. My father was a stationary engineer and worked for the govern-

ment on contract during the summer doing dredging oprations on the Saskatchewan and The Pas Rivers. My mother opened the first boarding house in The Pas. It was located on Fisher Avenue where the old Dembinsky Store is still located. Next to my mother's was a confectionery and ice cream parlor which was operated by my brother Albert. Across the street was my uncle Gideon LaFontaine who opened the first jewellery store in The Pas in 1913 and operated it until his death in 1930.

My mother died suddenly of a heart attack in 1923. My father lived on in The Pas for many years. He resided, for the last ten years of his life, with my sister and her husband. He died in 1956, at the age of 93. Mother was of the opinion that my sister and I should not be exposed to the rougher elements of society who lodged at her boarding house, so during the week we were packed off to the Grey Nun's Convent, and visiting our parents on the weekends. However, the weekends were shorter in those days since they didn't start until after mass and chores were finished on Saturday and ended Sunday after dinner, which was held at noon. I attended the Sacred Heart School and later went to The Pas Collegiate. Some of our entertainment during our formative years consisted of skating on Halcrow's Lake and The Pas River in winter and swimming in the same places in the summer. We also went picnicing and boating. There was a splendid dock down at the end of Fisher Avenue on The Pas River and there were many who learned to swim and dive from this vantage point. It was a great gathering place. It was also used as a promanade for the older folk who would saunter down of an evening or a Sunday in their best bib and tucker. Of course this was not the only place in town where people strolled. They would take in Devon Park which was on an island in those days. On holidays and special occasions there would be band concerts and the townsfolk would gather to listen. We also had jitney dances in the Pavillion, and sometimes dancing was held in the Court House. The Dog Derbies which were the forerunner of today's Trapper's Festival were big events.

I married Joseph Rodolph Rainville in 1919. We lived in The Pas until 1923, when we moved to Wekusko where we pioneered during the early years of the building of the Hudson Bay Railway to Churchill. In those days the steel only went as far as Wekusko or "Mile 81" as it was more commonly known. With the help of my father and my husband we opened an eating place for the people who worked on the railway and for other travellers who were instrumental in opening this part of the north. We remained in Wekusko until my husband died in 1967, when I moved to Flin Flon where I still reside.

We had five children, Lee, who was born in The Pas, Allen, Rita, Raymond and Robert who were all born in Wekusko. All of our children took some of their schooling here.

Lee and Allen both served in the Army during WW2. While in England, Lee married Marg Greenfield of Sussex. After their return to Canada they resided in The Pas for several years. One of their daughters, Andrea, was born here.

Allen married Ethel Paquette, whose parents were long time residents of the town, in 1945. Ironically, Ethel's father, Tom, and Allen's father, Joe, had been born about 20 miles apart near Ottawa and both of these men had at one time worked for the Herman Finger Lumber Co., but had never met until the day of Allen and Ethel's wedding. Two children, David and Allen Jr., were born in The Pas, where the family resided for several years.

My daughter was married here and we have a son, Raymond, buried near my mother in the old Catholic Cemetery.

Even though I left The Pas many years ago I always seem to return during the sad times and also during the happy ones.

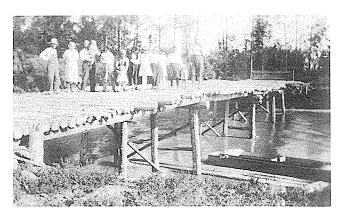
Rall, Charlie

Charlie Rall was born Wadeen Cloutier at St. Anie, Quebec. He was adopted by a family named Rall and he carried that name all his life. In his early years he travelled the seas on sailing ships having sailed around Cape Horn on a Windjammer. Leaving the sea on the Eastern U. S. seaboard he decided to go west. Travelling on foot, his shoes soon wore out and he found that after the soles of his feet toughened up he did not need shoes and it is reported that he did not require shoes and summer and winter he went barefoot.

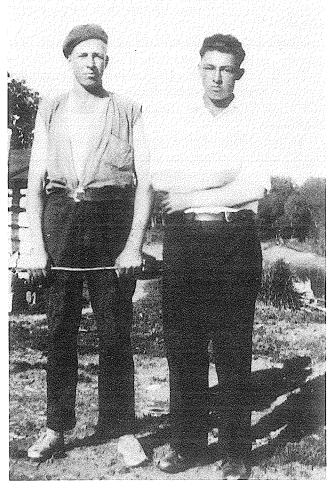
Charlie's travels to the west were related to John Doroshenko one winter's day when John came on to Charlie in a tent on the banks of the Saskatchewan



Rall Island Bridge — Sarah and Lorne Ball and Charlie Rall and Unknown.



Ralls Creek Bridge — Built by Charlie Rall, Lorne Ball.



Stim Wilson — Jon Rall.

River. Charlie had been fishing thru the ice, still in his barefeet. He related his story to John how he had walked all the way to Vancouver, B. C. lured by the talk of gold in the Rockies. But free gold was not plentiful and he decided to return east by canoe. After getting through the mountains, he and a companion sailed down the Sask. River until they reached Saskatoon. Here his companion left him and Charlie continued down the river himself. On reach-

ing The Pas he picked up supplies from the Hudson's Bay Co. store and went on. He apparently got into the Summerberry River channel and wound up at Moose Lake Settlement. He decided to rest awhile here, but the rest period stretched into many months.

Charlie married Elizabeth Jane Knight who was born at Moose Lake about 1874. Her father was Alexander Knight from England. He worked for the H. B. Co. He married a native lady of Moose Lake. Elizabeth Jane died at The Pas in 1980.

After their marriage Charlie moved up river to an island east of The Pas and made his home and raised his family. He provided for them by trapping, fishing, raising vegetables and selling firewood to the town people. The island was named after Charlie all in 1911, but the spelling was changed to Rahl. It is



L-R: Alma Rall, Peter Repco, Denise Prefontaine. Front: Babs Rall, Helen Rall.



L-R: Ed Ducharme, Helen Ducharme, Sherman H, Mrs. Ferman Ducharme, Mrs. Charlie Rall.

uncertain how the "h" replaced the letter "l" in the name Rall.

The Ralls were the first homesteaders on the island. The original house, with some alterations, is still used by the son, Algor, who supplied some of the information about the family.

Five of Charlie's children survive — Donald born 1912, Algor born 1922, Alma Fortin, The Pas, Helen Ducharme, Lac La Ronge, Sask., and "Babs" Jackson living on part of the Rall's Estate on the island.

Donald assisted in cutting the first wagon road from the island to The Pas.

Algor worked for The Pas Lumber Co. for Ernie Watts on a "cat swing", freighted for Keystone Fisheries, worked on the pile driver with the paddlewheel boats "D.N. Winton" and the "Arthur J." as well as some carpentry work. He married Mabel Jewels of Flin Flon. Her father was Jim Jewels and her grandmother was a Pronteau.

Algor and Mabel had five children; Harvey, Welmint, Alma Cook residing on Rahl's Island, Gennette of Winnipeg and Georgina of The Pas.

Rall's Island is an island in name only as it is now separated from the mainland by a creek bed that would carry water only at high water levels. In the early days it was a navigable stream with 18 feet of water, an excellent place to fish. Grace Lake also was a lake that was deep enough for good net fishing. It seems sedimentation is having some effect on these waterways.

Printing Press at Oonikup Reader, Joseph written by Nan Shipley First published in The Beaver (Hudson's Bay Co. Periodical)

"The school chapel might have been on the way had not our builder left for the buffalo-hunt." So wrote Joseph Reader in the autumn of 1874 from the Touchwood Hills (south of Quill Lakes in what is now Saskatchewan), where he had been sent by Bishop Bompas to teach and preach to the Indians of that district.

In April of the same year Joseph Reader and his bride were among the group of English clergymen brought to this country to assist in the education of the Indians of the North West Territories. Another member of the party was a young man named John Hines who was to write an entertaining book, "The Red Indians of the Plains". After a very rough sea passage, during which the redoubtable Bishop Bompas insisted on teaching Cree to all able to maintain an upright position, they reached New York. From there the party travelled by rail to Moorhead on the Red River, and after a week aboard the S.S. Selkirk

reached Fort Garry Landing on a rainy Sunday morning. Here the bedraggled party was installed in one of Winnipeg's barren, carpetless hotels.

They gathered in the establishment's only sittingroom, which had already been rented to a prominent businessman, a detail the proprietor had neglected to mention. There was considerable consternation when the original occupant appeared, but he graciously withdrew, leaving the Bishop and his party. In this same room they received a welcoming visit from the Bishop of Rupert's Land, who was installed in the most imposing chair, one against the wall. His Grace, finding himself at an unfriendly distance, grasped the chair by the arms and without vacating it moved in closer. When he set the chair down again, the attentive audience was shocked by the Bishop's execution of a complete backward somersault! This amazing performance was due to the absence of rear chair-legs which made the piece useless without the support of the wall.

It may have been this experience, rather than the Bishop's expressed intention to toughen his recruits as quickly as possible, that prompted him to move them from such luxurious quarters into a large empty house where the tenderfeet slept on the floors and cooked their meals over an ancient wood-stove.

A week or so later Joseph Reader and his young bride travelled by ox-cart across the prairies bound for the Touchwood Hills. A note from a journal kept of the journey reported: "At Fort Ellice and Fort Qu'Appelle we were housed by the hospitable H.B. Co., Chief-Factor Archibald McDonald stationed at the former and Mr. McLean at the latter." It was a tedious 350-mile trip, fording streams, fighting flies and mosquitoes, camping in the rain and making many repairs to the old cart. One day at "10 a.m., what looked like a snowstorm turned out to be a plague of grasshoppers, and as they fell the cart ruts were a mass of moving creatures."

The couple's first home was a dreary log cabin with an earthen floor and dirty calico tacked at the windows in lieu of glass. It was a cold winter, and when old, cast-off native women came begging for "the leavings of the mistress," Mrs. Reader gave away what food and clothing she could spare. An entry in Joseph's diary at this time reads: "Bigamy is hard to discourage." He wrote after a spring trip to Winnipeg: "My dear wife was anxious for me to return as we were getting out of provisions and the people had hard times. In fact, during my absence one of my dogs was killed and eaten by the starving people. After the carts arrived (presumably with supplies) we put in a little seed, chiefly potatoes, but, alas, the grasshoppers made dreadful havoc. Our crops have suffered much from early frosts. I hear today that the crops in the Siscatchewan have met with the same fate." He used the old-time spelling for Saskatchewan.

He describes his trips to Fort Pelly to visit with the men of the newly organized North West Mounted Police. "Very bad roads. Reached the H.B.C. Fort after travelling 109 miles. Pitched tent outside the Fort. Walked 10 miles from the H.B.C. Fort to the Barracks. Kindly received. Preached to soldiers." He obviously meant the Mounted Police.

A new cabin was built in the summer of 1875 with glass windows Joseph carried fifty miles from Fort Qu'Appelle where he had witnessed the adhesion of the Cree, Assiniboine, and Saulteaux bands who had not been present at the signing of the Treaty the previous year. This parchment bears the X mark of five Indian chiefs and the names of four witnesses — Joseph Reader, A. McDonald, Charles Pratt and Pascale Breland, interpreters.

Forty years later, when a cairn was erected in 1915 to commemorate this historic occasion, Joseph Reader, the only living witness, was invited to attend and speak in both Cree and English.

The missionary has left us a vivid account of Treaty week at Fort Ou'Appelle as he and his young wife saw it, after a rugged journey, when their horses had to swim many streams because of unusually high water that year: "It was an interesting sight as we descended into the valley 250 feet below the plains. Great panorams — 5,000 Indians in tents of buffalo hides well-dressed by the women — pitched in the valley. As we passed between the tents people usually came to shake hands. Many Indians had come a distace of 400 miles to receive the sum of \$5.00. How that was to pay their travelling expenses I know not. Such a gathering must have cost the Government an immense sum of money. Fancy satisfying 5,000 Indian appetites for a week or ten days! Many meetings between the Police officials and the Indians. Speeches in tents; fearful Indian gambling accompanied with the beating of drums in others all night, often to the howling of the H.B.C. dogs. We had little sleep, being obliged to pitch our tent as there was no room in the fort.

"Warm welcome from Colonel and Mrs. French. He regrets Fort Pelly 109 miles away without permanent missionary — makes a long trip for me. Col. French said if someone could be found he would receive Board and Quarters. But after all this is not to be the Police capital, for orders have been given to build the Government premises at Battle River, so there will be but few men at the Barracks at Pelly."

The site of the mission house Joseph Reader built at Touchwood Hills he describes as having an excellent view. "In the front about 30 miles away is the Last Mountain which on a bright day in the winter presents a sight almost indescribable — having somewhat the appearance of an immense castle looming in the distance. The H.B.C. have removed their Fort to a distance of 14 miles north-east from here and we are now about half a mile from the Siscatchewan Trail from Fort Ellice."

A more general report is contained in the writing of James Trow, Chairman of Immigration and Colonization, who in 1877 passed through the Touchwood Hills. "We arrived at the English church mission under the charge of Rev. Joseph Reader. The mission buildings stand on the brow of a hill fronting a beautiful little lake. The missionary has under cultivation a few acres and the vegetables and roots in the garden are excellent . . . Rev. Reader seems perfectly content with his isolated position, shut off from society and civilization. He complains, however, that there are no regular postal privileges. The previous day he had received a letter from England bearing the date July 26, 1876. It had taken 13 months to reach its destination!"

An entry made by Joseph Reader dated January 26, 1877 reveals how quickly conditions were changing. "At lasts a Governor has been appointed to the North West territories. Governor Laird together with his Council is at the Barracks this winter . . . Had a long interview with the Governor. He is exceedingly kind to me and will be glad to assist me as he is able. The two chiefs living near here applied through me for some relief, although it is simply impossible for the Government to feed the Indians, still the Governor gave me an order to get some provisions from the HBC to distribute to those who might be sick and unable to work or in extremely destitute circumstances. At His Excellency's suggestion I made a formal application to the Minister of the Interior at Ottawa for a grant to our mission school. Half-breeds especially ask for schools."

Every winter the spectre of starvation haunted both white and Indian it seems, for a little later there is the notation: "I was obliged to kill an ox. I bought the ox last Fall for five pounds." By now the missionaries had a little son named Herbert and a baby daughter christened Grace, and it requires little imagination to picture their mother's assiduous use of the precious sewing-box and medicine-chest brought from England.

There was great anxiety the summer of 1878. "Literally thousands of Sioux have left the States and are living in this country this summer." Joseph Reader recorded. "It is well known that these Sioux are a cruel and blood-thirsty people. Sad reports reach us from time to time from the plains. For some time the HBC at Fort Qu'Appelle feared that a disturbance

might arise. One day, May 14th, we were startled by a band of Sioux suddenly appearing here. There were in all 12 men. I knew not what their object and must confess was somewhat afraid. However, committing myself to God I approached them and shook hands. They followed me into the yard and I was the only man in the house. They entered and made for our little sitting room but I did not allow them to enter. There was my dear wife and children. I kept them in the kitchen and of course had to give them a good meal. It was an anxious time. Thankful to say all proved friendly . . . If the Sioux are allowed to live on this side of the Line where are the necessities of life for them? Even our Indians often starve here and what will it be in a year or two? What are the tens of thousands of Indians in the Plains living upon all this summer? Simply the buffalo. It is manifest to all thinking people here that at this rate this noble animal will soon be extinct. What then?

Joseph Reader was transferred from Touchwood Hills to The Pas in the summer of 1878. The family travelled overland to Prince Albert by wagon and oxteam. The fact that there were no bridges in the country and the only ferry on the South Branch of the Saskatchewan was washed away, meant that it was necessary to swim the animals across and have the carts and wagons made into rafts, a project that took days. At Prince Albert the little family camped for a couple of weeks awaiting the arrival of the S.S. Northcote, the Hudson's Bay Company supply ship making its annual trip between Edmonton and Grand Rapids on the west side of Lake Winnipeg.

The Reader family went aboard the little steamboat early one Saturday in mid-July 75 miles downstream, near Fort a la Corne, a second son was born. The captain and crew of the Northcote insisted that the infant be given their boat's name.

The river was running very fast and on Sunday morning they reached The Pas. The Indians were attending church when the Northcote rounded the bend of the Saskatchewan with whistle blowing and the Indian children shouting from shore to shore, "Steamboat! Steamboat!" The church was soon emptied and the departing minister rushed aboard.

Joseph Reader and his family settled in the mission house beside the church, both buildings owing much of their excellent workmanship to men of a search party sent to find Sir John Franklin who wintered at The Pas in 1847-8. The mission stood on an island then; now the property is known as Devon Park and no longer an island but part of the downtown area.

Three years later Joseph resigned from the Church Missionary Society and was appointed Indian Agent of The Pas Agency which office he held for fourteen years, administering to the people of Birch River, Shoal Lake, Cumberland House, Moose Lake, Red Earth, Cedar Lake and Grand Rapids. His 500-mile rounds were made by dog-team and canoe, and wherever possible he gladly accepted the hospitality of the Company.

This new position required that Joseph travel to Winnipeg by York boat with Indian crewmen for the Treaty payment money, an amount of about \$6,000 in one-dollar bills packed into a single leather suitcase. Later the Government made arrangements for the HBC lake steamer to hand the money to Joseph at Grand Rapids, eliminating the long and dangerous journey across Lake Winnipeg, and up the Red River to Winnipeg and back, in open boat.

When the family vacated the mission house at The Pas, Joseph set out with an Indian guide in a birch-bark canoe to search for a suitable place to establish the Indian Agency office, and found a lovely little spot the natives called Oonikup — meaning to portage — between a nameless lake and waterways leading to the trading-post at The Pas some fifteen miles away. At Oonikup Joseph built a fine two-storey house of logs and pit-sawn lumber, and in time the body of water at the front door became known as Reader's Lake.

In 1887 en route to Winnipeg to visit relatives in England, Mrs. Reader kept a diary of the journey from Oonikup by York boat. From brief simple entries we obtain a very good picture of the many discomforts and tediousness of such transportation. "Left Oonikup early Tuesday morning, June 21st, and reached The Pas in the evening. Stayed at Mr. Thompson's (HBC postmaster) two nights; arrived at Moose Lake at 6 p.m. next evening. Had a splendid sail across Cedar Lake and found the Northwest (a river steamer) wind-bound at Rabbit Point. Reached Grand Rapids the same evening and went on the tramway to the Fort. It rained next morning (Thursday) but at 5 p.m. we started out on Lake Winnipeg. Strong wind and rain, had to go ashore on a fine sandy beach. Tremendous roaring white breakers until the afternoon (Friday) when we made another start. Before reaching Big Point we killed a moose, in the water. All went ashore while it was dressed. Had some for supper and slept in the boat. Came to Sandy Island Saturday morning — wind-bound here till Tuesday morning. We walked about the island and found many pieces of the wreck of the City of Winnipeg, a river steamer . . ." and so it went day after day for two weeks until, 'toiling rowing next day and reached Winnipeg at dusk Saturday; slept in the boat that night."

That winter in England Joseph published a little book describing life in the northwest for his friends and family. He also negotiated with the firm of Josiah Wade, Halifax, England to have a printing-press shipped to Oonikup. He had never given up his commission of preaching and teaching the Indians, combining this work with his other duties, and had long been aware that in order to reach the people effectively he must place in their eager hands literature in Cree. Painstakingly he copied out the Cree syllables for which the English firm must manufacture a special font.

Two years later word reached Joseph Reader at Oonikup that the printing-press had arrived at Grand Rapids on Lake Winnipeg by York boat via Hudson Bay and Norway House. Young Herbert and Northcote were old enough to travel with their father and claim the prized press. There was a large assortment of boxes and crates containing a cutting-machine, stand and trays, brass rule cutter, composing sticks and various other parts, all to be freighted from Grand Rapids to Oonikup and there assembled in the log printing-shed by the house.

For years father and sons spent every spare moment setting type, printing and binding booklets, almanacs, hymn books, portions of the Bible and school lessons in the Cree syllables. These syllables, invented forty-eight years earlier at Norway House by another missionary, James Evans, enabled the Indian to read and write in his own tongue.

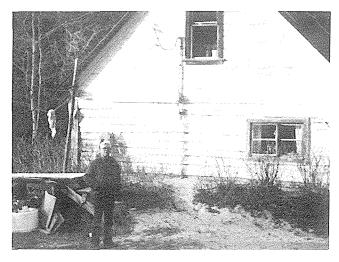
One of the treasures of Victoria University Library in Toronto is a small booklet titled "Epistle To The Galatians", translated and printed by Joseph Reader at Oonikup.

Joseph Reader died in February, 1928 at the home of his daughter Grace in Enderby, B.C., and was buried beside his wife in the Punnichy cemetery, six miles from the old mission-site at Touchwood Hills where they began their life of service to the Indians in 1874.

The printing-shed was destroyed by fire years ago and the press shipped to Onion Lake, where the Rev. Mr. Matheson made excellent use of it during his lifetime. Until his death last November Northcote Reader resided at beautiful Oonikup in the sturdy log house built in 1883, handling with justifiable pride samples of literature he helped his father print before the turn of the century.

Reader, Phillip Boyd

Phillip (Phil) Reader was born August 6, 1914 at Gordon's Reserve near Punnichy, Saskatchewan to Emily May and Northcote Reader. Phil's mother came from Stratford, Ontario and his father was born somewhere between The Pas and Fort la Corne. Phil describes his father as the "World's Worst Farmer" who made his living at a variety of occupations —



Philip Reader in Front of House His Grandfather Joseph Reader built in 1882.

millwright, blacksmith, sawmill operator, trapper, carpenter, and canoe builder. His mother was a "city girl" who never let pioneer life kill her indominable spirit. Phil had three brothers: Joseph Gerald, Hurbert Wilbur, and Northcote Cyril Reader.

The family moved from Punnichy to Swan River and then to Phil's present home at Reader Lake then called Oonikup.

Phil has several early childhood memories from the period when the family lived at Punnichy. One was an episode where at the age of 3 or 4 he strayed from the homestead out on the open prairie and became lost. An Indian from the nearby reserve named Long Man helped in the search. What Phil clearly recalls in this memory is the snake that chased him out on the prairie in the first place and Long Man's strong arms hugging him when he was found.

A second recollection is of school days. Phil recalls the entire student body witnessing a beating on a bare backside. He remembers being very well-behaved afterward and suggests more of the same would be a good idea in our present school system.

Another clear memory is of crop failure for various reasons and of the hailstorms because his mother would gather the hailstones and make home made ice cream.

Phil went to school on The Pas Reserve in 1928-1929 and he says his memories of that year are good ones resulting in many life-long friendships.

Phil left Oonikup in 1930 for Flin Flon, Manitoba where he secured his first paying job as a delivery boy for Bill Hughes of W. F. Hughes and Co. He returned to hunting and trapping at Oonikup from 1930 to 1934 and then from 1934 to 1941 he worked for Keddie's Hardware again in Flin Flon.

During this period of his life Phil met Dorothy Viola Parkinson. Phil recalls he was delivering a

washing machine to the house where Dorothy was staying and it was love at first sight. Their first date was a canoe ride on Schist Lake.

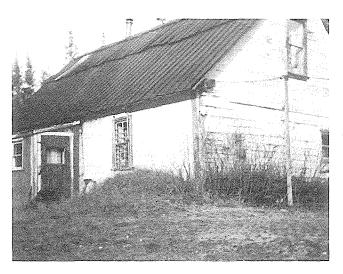
Dorothy had come to Flin Flon in 1933, from Birch River, Manitoba where her parents, William and Pearl Parkinson operated The Parkinson General Store. Six months after their first meeting, Phil and Dorothy were married by Rev. E. A. Syms at The Anglican Manse in Flin Flon. Their first home was at the top of Ross Lake Hill and then they moved to Callinan Street. They recall their three room suite with everything supplied was \$20.00 per month!

Phil and Dorothy raised eight children: Boyd Anthony born in 1938, Dennis Arthur (1940), Douglas Northcote (1942), Fay Ellen (1943), Randy Hugh (1952), Robin Phillys (1956), and Micheal Terrence and Irene Joan their two children by adoption.

In 1941, the Readers moved their family to The Pas where Phil secured employment with The Pas Lumber Company from 1941 to 1943. In 1943 he joined the Air Force. He trained at Mt. Pleasant, P.E.I. as an Air Gunner and received his wings at MacDonald, Manitoba. He joined the 158th squadron as a Bomber Command in England. He was discharged in 1945.

Dorothy recalls the war years in The Pas as hard times. She was alone with four young children barely knowing a soul. Not even waterworks! She remembers also that houses would sell for their taxes or for less than \$1000.

After the war from 1945 to 1950. Phil joined the Game Branch as a Conservation Officer for The Pas area and he was in charge of registered trap lines. He worked for the Department of Indian Affairs as Fur Supervisor from 1950 to 1952. He then became self



Joseph Reader's House at "Oonikup" (Cree for Portage) — Showing Lime Plastered Wall That Has Stood for 100 years. He had a Lime Kiln Across Reader Lake — Picture by S. Allen 1082



Reader Lake from Philip Reader's House at Oonikup 1982.

employed at his saw mill at Reader Lake and then from 1975 to his retirement in 1979 he worked for Manitoba Forest Industries at The Pas.

It is apparent to anyone who knows Phil and Dorothy that their real love is in the beauty, the history, and the people of the north. Few know more about the natural and local history of Northern Manitoba. People come from all over the country to speak with them and to record what they have observed over the years. They are never reluctant to share that knowledge.

When asked whether there was a special memory or message that he would like recorded in this historical volume, Phil said, he'd like to acknowledge the tremendous contribution the early storekeepers and businessmen made all over the north. He feels their efforts have been underrated. They often grub stake trappers, prospectors and lumber men not knowing whether they'll ever see payment for their goods. They were the first welfare agencies and without them the north could never have been developed.

Rice, David John

David came to Canada with his parents, two brothers and one sister in 1928.

They operated a farm for one year at Bowsman, Manitoba; then they moved to Dauphin. At that time, David attended a Bakers College in Guelph, Ontario, and after graduation, he returned to Dauphin where he and his father were employed as bakers.

They moved to Flin Flon to work at Flock's Bakery and in 1935, David moved to The Pas where he was employed with the Sunrise Bakery (Moules). In 1927, he moved to Sherridan where he was employed with Sherritt Gordon Mines as a baker.

He joined the navy in 1939 and remained in the service until 1945.

Rice, Ethel

Ethel was born on September 20, 1915 at The Pas, Manitoba.

Her father was George Edward Wright who was born in England and arrived in Canada in 1908. George was a painter by trade and had resided in Quelph, Ontario and Winnipeg, Manitoba before moving to The Pas in 1914. He had two brothers, John William and Floyd Barnes and one sister, Margarette.

Ethel's mother, Elizabeth Wright (nee Little), was born in Scotland and arrived in Canada in 1910. She died in 1958 and George had predeceased her in 1945.

Ethel attended school at the Mary Duncan High School, graduating from Grade 11 in 1931.

After graduation she was employed by the Manitoba Telephone System for eight years. She worked for the Royal Bank from 1944 to 1946. Social activities consisted of skating and dancing.

Ethel married David John Rice in Halifax, Nova Scotia in 1942. They resided in Halifax and St. John's, Newfoundland until David was through with the navy then they returned to The Pas to reside permanently. Their family consisted of two boys; Ronald Wayne Rice and David Robert Rice.

David Rice, senior was employed with the C.N. Railway in 1946, and also worked three years with the Liquor Commission. In 1950 he built Rice's Bakery and operated it as a wholesale and retail business until 1975 when it was closed for four years. In 1979 the business was reopened by David Robert Rice, the son, and with his wife, Sandy, continue to operate it at this time of writing. They have one son, Bradley.

Ronald Wayne Rice resides in Fort McMurray, Alberta where he practises dentistry. He is married with three children.

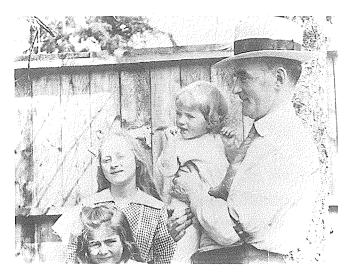
Ethel Rice continues to reside in The Pas, and remains active having assisted her husband in the bakery for many years.

Ridyard, John

Annie and John Ridyard left their home in Leigh, Lancashire, England in 1909 and lived in Winnipeg prior to arriving in The Pas, July 4, 1913.

John Ridyard was Police Magistrate, Juvenile Court Judge, County Clerk and Deputy of the Deputy Clerk of Crown and Pleas, Court of Queen's Bench, for many years. He was also Secretary-Treasurer of The Pas School District for twenty-four years.

He was keenly interested in sport and was President of the local football association (was referee for many games) and also President of the hockey association for a number of years.



The Ridyard Family.

John was a Pastmaster of the A.F. and A.M. and held an office as Junior Deacon in the Grand Masonic Lodge of Manitoba. He joined the Rotary Club as a Charter Member.

Annie Ridyard besides being an excellent homemaker was a member of the O.E.S. and Red Cross. She was a diligent worker in the United Church being a member of the Women's Guild (now referred to as a Unit).

There are three daughters:

Ann who married Tom Burke, Manager of the Royal Bank and now retired, and lives in Thunder Bay, Ontario.

They have two married sons, Ron, Manager of the Royal Bank in Winnipeg, and wife Kathy who have two children, Tom and Tara.

Neil is with the Loans Department, Main Office, Royal Bank in Winnipeg, and wife Patricia have three sons, Gary, David, and Brian.

Edna is presently living in Winnipeg and working as a medical secretary for the Charleswood Medical Clinic.

Elsie is married to Alex Bowman, who is an accountant and purchasing agent for the Society for Crippled Children & Adults of Manitoba, and lives in Winnipeg.

They have two married sons:

Jack who is Director of Physical Education & Recreation at Humber College, Toronto, and wife Joan have two sons, Brian and Scott.

Bruce is Senior Analyst with the Maniteoba Telephone System and wife Bette have a daughter, Shannon. They live in Winnipeg.

The Rivalin Story

On the tenth of May 1911, there came to The Pas, a Frenchman whom everyone called Irish. His name was August Rivalin.

Mr. and Mrs. Rivalin were both born in France, but they did not know each other until they met in St. Boniface. They were married there in 1907. Mrs. Rivalin was sixteen years old.

When Mr. Rivalin arrived in The Pas, it was little more than a trading post in the wilderness. The whole area now occupied by the town was bush and swamp. There was a ridge of higher ground around the edge of Halcrow Lake. The road went around that way from the old station on Seventh Street. In order to reach the sawmill, which was the chief centre of activity, one followed along the edge of Halcrow Lake, along what is now Taylor Avenue, then across to LaRose and Fischer, to First Street, and out First Street to the Mill. The few buildings were scattered along this route, chiefly between First Street and the river. 1910 was the year when the boom began. Mr. Finger was bringing in lumber by railway, and the first frame houses were built. Only a few were completed in the spring of 1911.

The bridge across the river was nearly completed that spring, but work was done on the river ice. After breakup, no work could be done until next year. By then, Laurier had been defeated on the Reciprocity issue, and Ontario Conservatives were trying to persuade the Prime Minister to call off the Hudson Bay Road. Work on the bridge and the railway were delayed, and the bridge was not finished until 1913.

When Mr. Rivalin reached The Pas, he could find no place to stay. He slept out in the rain and snow for two days and nights. Finally, he found an empty shack on Patrick Avenue at the back of Mr. Landry's lot, where Godin's Bakery building is now situated. He bought a stove and cooking utensiles from Moran's store. He sent for Mrs. Rivalin, and she arrived about ten days later, with Emil, who was six months old. They lived in the shack about a year, then moved over onto Crossley Avenue. Mrs. Rivalin was very lonely. There were very few French people in The Pas at that time, and Mrs. Rivalin did not speak English.

Mr. Rivalin began working at the Finger Lumber Company mill in summer, and trapping for furs in winter. The first winter he had to come in after Christmas, because his partner had frozen his feet. They travelled by dog team. That was the only way to travel except on the railway. When he came to town that January Mr. Rivalin began driving for Simon Bacon.

At this time Simon Bacon owned an ox, which he is supposed to have bought from Bishop Charlebois. Simon had a contract to deliver goods with this ox to the Opasquai Hotel. Mr. Rivalin was hired to drive the ox. That was the first delivery business operated by Mr. Rivalin in The Pas.

In spring, Irish went back to working as a mill

wright's helper at the Finger Lumber Mill, and next winter saw him back at the trap line. By then, it was possible to go to Mile 60 by train. From there, they went by dog team to Herb Lake. That was the fall of 1913. On December the 8th, they were headed for town when they saw flames. When they reached town, all one side of Fischer Avenue, from the Western Trading Store, now Dembinsky's, to Fishman's was in smouldering ruins. The fire had started in the new hotel which was being built where the Occidental Cafe now stands. There were four hundred men in town on construction work. They all joined the bucket brigade. Everyone turned out to help. By some miracle, the fire was confined to that one block. There was no firefighting equipment, and water had to be hauled in buckets and barrels.

In 1914, Irish went to work for Mr. Ogier who had a draying business and a contract to haul slabs from the mill. From then on, he remained in the draying business until he retired.

By 1917, Irish had enough money to go into business for himself. He bought a team of horse, with sleigh and wagon, from Lamont and Davidson. The whole outfit, including harness, cost \$200. Feed was always a problem. At first, both hay and oats were shipped in. Later, after the flood subsided, Irish was able to cut enough hay, by working most of the night, with a scythe. He still had to ship in oats.

Irish did a lot of house moving in those days. He was still working for Mr. Ogier when they moved a small building off the site of the new court house in 1914. In 1916 they moved The Pas' first public school from Larose Avenue to Big Eddy. They used nine teams for this.

Mr. Rivalin bought his first truck, a Chevrolet one ton, in 1927. Later he bought a large trailer truck which he proudly claims was the biggest truck to be had at that time.

Throughout the years the business grew. Mrs. Rivalin worked in the office. The boys helped their father. Emil, who came to The Pas with his parents when he was six months old, runs the family business now and Paul the studious one, who preferred pictures to trucks, managed the Lido Theatre.

Mr. and Mrs. Rivalin are long past their golden jubilee. Their sixtieth wedding anniversary was only a few years away. They have no wish to leave The Pas. After all, as Mrs. Rivalin says, this is home, the only home she has. The Pas has a fascinating history, and the Rivalins are part of it.

The Jack Robertson Family

John D. (Jack) and Violet Robertson and their family of nine children ages 2 years to 18 years arrived in The Pas, September, 1928. Names of the



J. Robertson Family 1928 Moose Creek.

children; Evelyn, Russel, Irene, Joe, Florence, Mabel, Lillian, Sam, and Dolly.

The family had been born and raised on their farm in the Fork River district of Manitoba. They arrived in The Pas by train at the old station site on Gordon Avenue.

Two tents were pitched on the banks of The Pas river where a few days were spent in preparation for a nine month stay in isolation at the east arm of Moose Lake.

The trip was made down the Saskatchewan and Summerberry rivers to Moose Creek on the Brisbin boat operated by Captain Wilson.

A few days were spent in tents at Moose Creek waiting for the lake to calm down to insure a safe passage. During this time an invitation was extended to us to attend the wedding and reception of Bob Lambert and the daughter of Chief Jacob Nasecapow at Moose Lake post. This was a most interesting experience for the children to be served wild game and bannock. We also had the pleasure of meeting the Tom Lamb family. From there the family travelled in their own 18 foot freight canoe which towed a small barge especially built for the purpose. A 3 h.p. one cylinder Evinrude motor was used. Rate of speed was approximately 2 miles per hour. We waited for the lake to calm so we left in the early evening, travelling all night until noon the next day, a distance of 30 miles.

There were two log cabins in which we lived. During the winter dad and the older boys worked on their long trapline towards Cross Lake. Since the younger ones had their school books, classes were held in the morning and part of the afternoon. The older sisters teaching the younger ones. Church Service was held each Sunday morning with an hour of Bible reading, hymn singing and verse learning.

The family were healthy and had no illnesses. The beautifully pure crystal clear water, fragrant air of the coniferous forest which surrounded our campsite was thoroughly enjoyed.

The family's appetite was amazing; 2100 lbs. of flour, 7 moose, several deer and pounds of fish and many small game were consumed. Food brought from the farm consisted of several bags of potatoes, two 5 gallon cream cans of honey, many jars of fruit preserves and pickles. In addition, large quantities of oatmeal, canned milk, raisins and dried beans, prunes, and applesauce were consumed. By April the fruit was exhausted so our mother with several of the younger children went by dog team across 4 miles of rotting lake ice to a muskeg where low bush cranberries grew. We had to struggle a mile through trees felled by a previous fire. The fruit was most welcome and delicious. Before leaving Moose Lake, mother filled the preserving sealers with trout to help with provisions enroute to The Pas and for a while after we arrived. Older sister Evelyn left the end of March to seek work in The Pas. The rest of the family stayed until ice break-up in June. We arrived in The Pas with our own canoe and barge.

A home was bought on the corner of Crossley Avenue and 3rd Street. The lot was covered with deep peat moss and black spruce stumps.

The older members of the family found work in The Pas and Flin Flon. The younger children were enrolled in the Red Brick School and completed their education.

Four served during the second world war. Mabel a captain in the CWAC, Russel and Sam as CPL tank commanders, Joe a CPL in the RCAF service police. Sam was killed in Italy in 1944 and Russel severely wounded. After the war the family scattered, some to the United States and Saskatchewan.

Joe married Kathleen Wilson in 1939 and raised four children in The Pas, Donald, Dick, Linda and Joan. Dick is married and continues to live in The Pas raising their children Sheavaun and Jaret.

Florence married Don Snider and raised Donald Jr. in The Pas. Florence continues to reside in The Pas.



J. Robertson.

Memories of the early days:

The Nipawin passenger boat.

The David N. Winton bringing boom of logs from Carrot River to the mill and the Saskatchewan River bridge opening during high water to permit the passage of the bigger boats.

The aircraft bush planes, some with open cockpits, flying from their base at the mouth of The Pas river.

Ice break-up was one of the big events of the year. Many people lined the river banks to watch this spectacular event. This heralded the opening of this great waterway that was used so much for transportation in the early days.

The running of the 200 mile dog derby was also a great event.

Many happy hours were spent at the old skating rink.

Devon Park was well used during the summer months, weather permitting, a small band played in the band-stand with many town folks sitting about on the grass.

The board sidewalks on Fischer Avenue.

The Pas Lumber Company men, the trappers and fishermen arriving in the spring from their winter work in the bush.

The water fountain and horse trough in front of the Bank of Commerce on Fischer Avenue.

Ross, Donald, Alexander K.C.

Donald Alexander K. C. Ross was born June 17, 1902 in Ontario. He attended Wesley College at that time, he graduated from the University of Manitoba in 1922 with a degree of L.L.B. He was called to the bar in 1923. He practised with Munson, Allan, Laird and company in Winnipeg.

In 1928 he went north to The Pas. At first he was in partnership with W. B. Scarth; after four years, he was appointed Crown Prosecutor for the Northern Division of the Dauphin Judicial District. In The Pas he held several offices in community organizations, Pres. of Rotary Club, Chairman of the school board, Town Councillor, Secretary of the Chamber of Commerce and Secretary of the Liberal Association. In 1940 he opened a law practice in Flin Flon. Subsequently he was appointed County Court Judge for Dauphin Judicial District and acted in this capacity until his retirement in 1967.

In 1933 he had married Laura Miller Conner, a member of The Pas teaching staff. Three children were born in St. Anthony's Hospital in The Pas. Kathleen, Mrs. F. Wright, Minneapolis, U.S.A., Joan, Mrs. W. G. Brown, Vancouver, B.C., Donald M., Winnipeg.

In the process of carrying out his duties to which

he was dedicated, Donald travelled back and forth from The Pas to Flin Flon by a hand car on the railway. This being necessary due to limited train service, especially during the strike in Flin Flon, he was very active as prosecutor.

Ross, Horatio, Hamilton

There is an Avenue in The Pas named Ross Avenue; there is a stained glass memorial window in historic Christ Church; and there is a humble grave in the Indian Cemetery at Big Eddy overlooking the Saskatchewan River, surely an appropriate resting place for one who loved the river so much.

Horatio Hamilton Ross was the son of Sir Charles and Lady Ross of Rossie Castle, Scotland, and he lived as he thought life should be lived, happy, adventurously, perhaps lavishly, but doing what he enjoyed, commanding his fleet of stern wheel steamers, tugs and barges on Northern Manitoba waters.

Leaving his home in Scotland before the turn of the century while quite young, he travelled "Round the Horn" to San Francisco and started a life of adventure, travelling to Alberta in a pioneer covered wagon, fell in love with the Rockies and the foothills, building a small castle there, left it to become a working cowboy, later a ranch manager, dabbled with gold prospecting, staked numerous placer miners and built a large hotel at Medicine Hat.

Although a perfect host, as he enjoyed meeting people and entertaining them he still longed for the sea and its adventures and in 1905 he built and launched the S.S. Assiniboia a 70 foot sternwheeler to be used for pleasure cruises on the Saskatchewan River and other prairie waterways. Perhaps this was the most satisfying time of his life immaculate in white linen, his ship spic and span, entertaining people and living abundantly, he was doing what he loved most.

The S.S. Assiniboia grounded on a sand bar at Cedar Lake, while making a trip to Winnipeg in the late fall, was left there for the winter and broke up the next spring.

Captain Ross spent the winter in Europe and Egypt returning to Medicine Hat in the spring and built the 130 foot S.S. Medicine Hat and proudly launched her with traditional ceremony. The ship also came to an untimely end as it collided with the bridge at Saskatoon and sank in June 1908 as it was on its way to Lake Winnipeg with Capt. Ross and a party of friends.

The next boat was a tug built in Ontario to be used by Capt. Ross in his new duties as Fisheries Inspector for the Northland. Partly by water and partly by rail it arrived at Selkirk, navigated Lake Winnipeg, was dragged around Grand Rapids and so on up to The Pas.

Meanwhile the fabulous Mandy Mine with its high grade copper ore had been discovered and developed and boats and barges were urgently required to transport the ore from Sturgeon Landing to the railhead at The Pas. Capt. Ross jumped at the opportunity and the challenge founding the Ross Navigation Company with its steamships and barges. The flagship was the 110 ft. S.S. Nipawin outfitted for 100 passengers as well as a freighter, the other steamboats were S.S. LePas, S.S. Minasin, S.S. Notion and S.S. Tobin.

At the height of the busy season Capt. Ross wanted to take a party of friends on a cruise to the Prospectors camps but all the boats were busy on the ore-haul and were not available, he just said, "Oh hell, I'll have to get another one." He bought one down the river at Cedar Lake, renamed it, brought it to The Pas and the S.S.O. Hell joined the fleet. The steam boats were kept scrupulously clean, well painted and with their flags flying and the Captain in immaculate whites were a sight to behold.

In 1925, when 55 years of age, Capt. Ross was cleaning a gun when it accidentally discharged, bringing to an end what must have been one of the most colourful careers in the North's history. Only a mere handful of the friends and acquaintances of Captain Horatio Hamilton Ross remain with us today, the Ross Navigation Company is also a name of the past but let us hope that history acknowledges the contribution made by him to Northern Manitoba and grant and preserve an everlasting niche so that posterity may also give him the honour that is rightfully his.

Rundle, John William (Jack)

My name is John William (Jack) Rundle. I was born in Portage la Prairie, Manitoba, July 9, 1895 in the largest house in the town, that of Mr. J. D. Brown.

My parents were Samuel P. and Letita Rundle, both from a small place near Dundalk, Ontario, about forty miles north of Toronto. My father arrived in Manitoba in 1890. My mother and sisters Etta, and Louise followed a couple of years later. My sister, Stella had to be left with mother's sister, Mrs. Esther Montgomery, as the doctor stated that she was not strong enough to take west at that time. She was to follow later when my folks were settled. The result was none of us saw her until nineteen years later. She came west in 1910. She was wonderful and was accepted as a member of the family. She is still living in Ontario. Other members of the family, my brothers Roy and Walter, the latter died in 1903, my sisters,

Etta. Stella, Hazel, Ruby, Edna, Olive and Ivy, in that order.

The family pioneered into the Swan River Valley in 1898, settled in the old tent town until the homesteads were thrown open around Minitonas where we settled.

My father was a butcher and my mother, of course was a great housekeeper, and how my parents raised five children followed by five more, I'll never know. Pioneers at that time were wonderful. Many had no means of transportation and depended on those who had teams of horses. No such togetherness today.

We lived in Minitonas until 1920.

When I opened a small grocery store in the Rupert House in The Pas, "North of 53" was the slogan at that time. My family followed later that year. We set up our home in a two and a half story on the corner of Taylor and 4th Street.

My sister, Mrs. Louise Carroll was the reason we all moved to The Pas. Her husband, Mr. Ed Carroll owned and operated Carroll's Hardware. They had two boys in their family, Lee and Jack. Mr. Carroll was Mayor of the town after Orley Finger's term of office before W.W.I. My folks and the Carrolls were great church workers. My mother was Elder of the United Church for many years before she passed away.

I started school in Minitonas in year 1901. My school teacher was Douglas Durkin, author of the book 'Wild Geese, Lobstic Trails'. The Durkin family lived about two and a half miles south east of Minitonas. They moved to Winnipeg in the early 1900's.

I was married June 26th, 1930 in St. James, Winnipeg to Kathleen Blanche Newburn. Her mother did nursing for Dr. Robertson's patients in The Pas. Her father, Thomas Newburn, worked in the mill later in the 20's and was the caretaker at The Pas school until his death in 1926. The Newburns had a family of three girls and one boy, Thomas Jr., Eva, Kathleen and Marion. Eva married Nogie McIntosh who worked as a lumber grader for The Pas Lumber Company and later in Winnipeg as a salesman for the company for many years.

My wife and I lived in the town of Sherridan for 20 years and raised a family of two girls and four boys, Edna, Leland, Monty, Wayne, Glen, and Penny. Our second oldest girl, Jacklyn died of pneumonia at three years old. She was buried in the Carroll plot in The Pas, also my brother Roy, and my mother.

The best years of my life was spent in The Pas from 1920-1925. The people were great and so friendly. It was said there was a floating population of a thousand people, always new faces coming and

going. The Pas was a jumping off point to the many places north. People travelled by train, paddle boats, canoe or dog team. I have travelled the friendly northern outposts by all the above conveyences. The longest trip was to Port Nelson on the Hudson Bay at the mouth of the Great Nelson River which at that point was about three miles wide. We travelled by train to Mile 214, then by gas car to the Nelson River, then by canoe on the river to Port Nelson. Douglas Keddie arranged the trip as he travelled for the Imperial Tobacco Company, who authorized the trip to Port Nelson and on to the Hudson's Bay Company post on the Hayes River named York Factory. This was the first and oldest Hudson Bay Company post in Canada and for years was subject to numerous attacks by the French and other fur trading companies.

The boom years for The Pas started in 1926 when the C.N.R. started the construction of rail lines to the great town of Flin Flon's copper and zinc mine some 90 miles north of The Pas. Mile 50 was quite a busy point of travel as the Cranberry Portage Lakes gave outlet to many prospectors and trappers and was a great outlet for sport fisherman. The lakes in this area was full of trout, pickeral, and whitefish, as well as other varieties. The construction of the railway was further extended 42 miles north to the new copper and zinc property of the Sherritt Gordon Mine and the new townsite of Sherridan where I opened a store 60' by 60' with 8 suites above. The mine opened and after a year was closed for 5 years during the hungry 30's. My family stayed during this period and I kept the store open. There was no place one could go in the 30's.

My involvement in social and business affairs started shortly after I arrived in The Pas, as I was quite athletic. A friend advised one of the sports enthusiasts that I was quite a football, soccer, baseball and hockey player. In 1928, my right knee was badly injured while playing soccer against the Indian Reserve team, which, of course, ended my sport days. At time of writing I am still bothered and for years have been using a walking cane, due to arthritis which set in 1957.

The Pas was and still is one great town, but will never socially or in any way compare to the period of the twenties. The greatest little sporting town in Canada, the home of the world's greatest dog derby, they used to say. What a town, north of 53. People were great and so friendly. In the early 20's many homes were thrown open for the young people, Bagshaws, George Barkers, Halcrows and many others. The snow shoe club had about 100 members at that time.

Britain declared war on Germany, August 4th, 1914. Canada as part of the British Empire imme-

diately took part and called for volunteers. I was of military age, but at that time I was going to school to get my grade eleven which I got in June, 1915. I then joined the army, August, 1915 and along with six chums who had enlisted at the same time took off for training camp to Sewel Camp some 20 miles north of Brandon. After three months of training, we boarded a train to Winnipeg where we went into the barracks at the old Exhibition grounds. Finally, in March, we went by C.P.R. to Montreal and arrived in Liverpool after seven days aboard the Empress of Britain. Not only was this my first ocean trip but 99% of the troops had never seen an ocean let alone big troop ships. It was a wonderful voyage, most of the boys were sea sick, for a day or two, but the sea was calm. We were all happy when Liverpool was sighted. A number of Canadian soldiers welcomed us. They had been in France and had been wounded and on their way home. We were promised 4 days landing leave, but immediately, the first draft was called, 250 men and I were in the first draft. After a couple of weeks we joined the 28th battalion in France (6th Brigade, 2nd division), and on June 6th we were surrounded by German troops. Only 56 of us survived and were taken prisoner. Two days later we arrived by box car at Dulman P.O.W. camp, located in Westphalia. It was barbed wire from then on. After 4 weeks 100 of us were dispatched to work on building the bridge over the Rhine River at Engers. From that point I escaped, along with my friend, Bill Wallace. After 7 days of hide and seek and a journey of 125 miles, we crossed over into Holland and into the city of Simpelfeld, March 3rd, 1918. We were very lucky and happy. After a wonderful reception by the border guards, we were turned over to the Holland authorities for two weeks of quarantine and medical examinations at Sittard. The Dutch people treated us great. We had lots of visitors as we were the only Canadians they had seen. Many were surprised that we were white and not Indian, as some had the idea that all Canadians were Indian. We were finally taken by train and Dutch guard to Rotterdam and were turned over to the British Consel and quartered in a big hotel for 2 weeks while a convoy of ships were made up to go to England. We were escorted across the English Channel by 2 sea planes and 10 destroyers and finally arrived in Harwick on the east coast of England. After transferring to London we were subjected to 2 weeks of interrogation by the British Intelligence Department. They said we were wonderful British spies. King George gave orders that all soldiers who escaped P.O.W. camps would be given the Military Medal. During 42 days leave I went to Devonshire and Cornwall to visit some distant relatives I had never seen. We reported back to headquarters and were sent to the discharge depot at Buxton near Liverpool to wait for transportation back to Canada, and finally home to our first ever family reunion, July 9th, 1918. I now celebrate, every year, the anniversary of my escape from Germany. I trust, with the Lord's help and guidance, to be spared some future time.

Amer

My wife and I now live in Penticton, British Columbia. Our oldest girl, Edna, and her husband and youngest son live in Wabush, Labrador. Two of their sons live in B.C. and one son in Ontario. We have 20 grandchildren. Our son, Monty, lives in Atikokan with his wife and three daughters. Our son Leland, lives in Vancouver with his wife and two children. Our son, Wayne lives in Okanagan Falls, B.C. with his wife and four children. Our son Glen lives in Prince Rupert, B.C. with his wife and three children. Our daughter, Penny lives in Campbell River, B.C. with her husband and two boys.

I thank God for my wonderful wife and children. God bless them all.

Injustice — Shorty Russick

In 1923, Metro Goldwin sent a man to The Pas by the name of Gerome Wilson to recruit some dogs and men for a part of a movie which was being filmed at Banff, Alberta. Upon his arrival Gerome contacted Dr. O'Rourke who was at that time President of The Dog Derby Committee and advised him of the Strong Heart race at Banff sponsored by Metro Goldwin. And so it came to pass, 24 men (dog mushers, dog owners and dog helpers) and dogs journeyed to Banff via C.N.R. and C.P.R. (C.N.R. up to Saskatoon and C.P.R. from Saskatoon to Banff — expenses paid by Metro Goldwin).

The race was held at lake Minowanka, a small lake approximately 9 miles from Banff. Three Tee Pees were set up at the 5 mile course with watchmen posted at each one to ensure the racers took no shortcuts. The racers, by the way, had to go around the Tee Pees. Mr. Russick won the 100 mile race by a small margin. At that joyous moment, a stranger tapped Mr. Russick on the shoulder with a bottle and shouted "have a drink on the blow bag". The "blow bag" Mr. Russick later discovered was one of the biggest bootleggers in Alberta.

The short races were scheduled for next day and Mr. Russick could not be persuaded by his friends to enter the race. Nevertheless, prior to the races, Mrs. Lillian Guiche (a slight woman — approximately 110 pounds) asked Shorty if he would give her and her friend, Mrs. Herman, a dog sleigh ride around the course. Mr. Russick obliged them and so the two ladies went around the course with Mr. Russick and

came upon the one mile speed race. It was at this point that Mrs. Guiche begged Shorty to attempt the race. However, Mr. Russick advised her he had no passenger. Mrs. Guiche stated that she would be his passenger and so Mr. Russick entered the race, stating that if he won he would split the prize money with her. At the end of the race, Mr. Russick was not certain how he fared in the race — however he soon discovered that he had placed "first". Overjoyed by this achievement, Lillian jumped out of the sleigh, embraced Mr. Russick and gave him a big kiss.

After this successful event, Metro Goldwin asked Mr. Russick if he would consider going to Hollywood to complete the picture. The pay was to be \$300 a month with all expenses paid. However, back in Canada (The Pas) Mr. Russick had little pups to raise. The offer was very tempting as Mr. Russick would make \$900 in three months. (A lot of money in those days). However, Mr. Russick felt he would make more on his pups which were worth \$1,000.

On their return from Banff, the train stopped at Saskatoon where Dr. O'Rourke and Earl Bridges brought to Mr. Russick's attention all the publicity he was receiving in the "New York Times". On the left hand corner of the front page was a picture of President Woodrow Wilson and his speech and Shorty's picture with all his hounds on the right hand side of the paper — approximately midway of the page, with a big write up about the race. Unfortunately, when it was discovered Mr. Russick was not naturalized, his picture was removed from the Hall of Fame and to this date has never been returned.

Saiko, William

William Saiko was born at Horadlo, Province of Lubalen, Poland on May 25, 1902. He moved to Canada in 1927 and farmed at Wynyard, Sask. He left the farm and worked at a mine at Sanden, B.C. In 1945 on August 31 he married Katherine Lylyk of Erin, Sask. Katherine was born there December 9, 1923.

William Saiko's family consisted of Walter of Winnipeg. He has three children. Peter Paul now deceased.

Rose Marie Forester of Fort McMurray, Alberta who had two children. Linda Lou of The Pas.

William and Katherine moved to Pelican Narrows, Sask. There they operated a store until 1953 when they moved to The Pas. Here they bought a business from Sam Shklov. They operated this business until 1974 when Bill retired and sold the business on Second Street to Adam Sus. Bill was active in the church of Assumption of Mary, Ukrainian Greek Orthodox and was church treasurer for some time. He had been a member of The Pas branch of the

Canadian Legion. An ardent reader, Bill preferred to read books written in the language of the Ukraine. William passed away on May 24, 1981.

Saiko, Katherine

Katherine was born Katherine Lylyk at Erin, Sask. on December 9, 1923.

Her father was Wasyl Lylyk and her mother was Malania (Wally) both were born in the Ukraine. They had farmed at Erin prior to moving to Porcupine Plains, Sask. where Wasyl died at the age of 68 years.

Malania still resides in Porcupine Plains in her own home (1981).

There were seven children in the Lylyk family, George, Nicholas, Mary, Mike, Katherine, Metro and Joyce. Three survive.

Katherine was educated in Erin. In 1945 she married William Saiko. At the time of writing she resides on LaRose Avenue with her daughter Linda still at home.

St. Goddard, Eric by Eric St. Goddard

My parents Mr. Joe U. St. Goddard and my mother Anna were married in St. Laurent, Man. on July 28th, 1908. They left in Sept. of that year for Winnipeg to get their winters supply of food, nets. etc. They left Winnipeg by train for Winnipegosis from there by Steamboat crossing Lake Winnipegosis to High Portage. This portage (5 miles) took them to Cedar Lake. The supplies were taken across the portage by horses. From Cedar Lake they travelled by Motorboat to The Pas. There was no railroad into The Pas at this time. There were just a few white families living in The Pas, Dr. Larose, Mr. Bagshaw, Mr. Halcrow, Louis Bacon to name some of them.

After arriving in The Pas they made arrangements to have a sailboat to take them to Moose Lake where they fished for the winter. In the spring they returned to The Pas by dog team. The train started to run into The Pas in the fall and winter of 1909.

We later lived in a house on the corner of 1st Street and Crossley Ave. where I was born in Aug. 1918.

The house burned to the ground in the 1920's. My uncle and aunt Mr. O. St. Goddard moved to The Pas in 1916. These were Emile's father and mother. Emile's mother and my mother were sisters and his father and my father were brothers.

We later moved to Cormorant Lake and then on to Wabowden where my dad fished summer and winter. He moved everything we owned by horses along the railroad track, we moved on later on the train. My dad drowned at Wabowden in Setting Lake in 1961.

My mother who was born in 1890 is still living and lives with my oldest brother Joe at Flin Flon.

The St. Godard Family

Pierre St. Godard was born in Sorel, Quebec in 1842. He moved with his family to Jewel, Massachusetts, during a big flood in Sorel. There he met and married Marie Louise Grange from Jewel, Massachusetts. The young couple travelled with all their belongings to Manitoba, settling in St. Jean Baptiste. Marie Louise entertained them en route, playing the organ on the barge as they travelled up the Red River.

Avila St. Godard was born in St. Jean Baptiste, Man. on Jan. 21, 1877.

Marie Louise Menard was born in St. Guneconde, Montreal, Quebec, July 15, 1882.

Marie Louise and Avila St. Godard were married, July 7, 1901.

Avila St. Godard passed away at The Pas, Man., July 15, 1940.

Marie Louis St. Godard Beaudry passed away in Winnipeg, Man., July 10, 1970.



Standing: Bertha, Alice, Emil, Emma, Lea, Ida. Sitting: Mother, Annette, Father Henry St. Godard.

Children of Marie Louise and Avila

Emma — Born Oct. 1, 1902. Deceased June 23, 1939. (Married Donat Beland.)

Alice — Born Jan. 25, 1904. (married Alex Hamilton, deceased March 11) 1938, remarried H. Englehart — deceased July 1, 1969.)

Emile — Born Aug. 15, 1905. Deceased March 26, 1948. (married Marion Traviss.)

Leo — Born Jan. 1, 1907, Deceased Feb. 19, 1907.

Henri Leo — Born July 8, 1908. (married Della Fraser.)

Marie Bertha — Born March 17, 1910. (married C. C. Setterington — deceased May 3, 1962.) Remarried B. Young.

Marie Ida — Born Jan. 11, 1913. (married R. T. Kirkwood.)

Marie Annette — Born Feb. 7, 1917. Deceased Sept. 18, 1978. (married D. A. Dingle.)

Henry Joseph Louis — Born Sept. 20, 1919. (married Noreen Tynan.).

The St. Godard children produced a total of 19 grandchildren.

Marie Louise, Avila and their six children moved to The Pas in 1916, by rail from a farm in Fisher Branch, Manitoba. They took with them, a carload of cattle, horses and two mules, to settle in the Carrot River Valley. The countryside was flooded. The only dry spot they could find was near Moose Lake. The family travelled there by boat with a big barge for the animals.

The family lived in a big tent all summer with much hardship, mosquitoes and flies. While they were lifting the big pole for the center of the tent, the rope broke and the pole fell to the ground, missing Ida (who was three years old), by a few inches. Dad was terribly shaken up at this episode. Dad had cleared the ground by burning the grass, leaving six inches of ashes which we had to walk through.

Mother had to make mosquito netting for all the beds, while Dad cut hay for the winter, and he also built a log house. Indians from near Moose Lake helped Dad build the house, which was surrounded by beautiful, tall trees. Dad did commercial fishing in the winter.

Moose Creek was the most beautiful river in the winter, as the current was so strong, it never froze and the hoar frost on the trees created a beautiful scene.

Some of the children stayed in The Pas to go to school. One stayed with Dad's brother Ulric, who had moved to The Pas in 1908 by canoe from Broad Valley, before the railroad was built. Others stayed with Dad's sister, Laura St. Amour, whose husband was an accountant for Booth Fisheries Company. Alice and Emile had summer jobs with the Fisheries, putting up fish nets.

After a few years, we moved back to The Pas and rented a house. Dad had his farm near the Saskatchewan River, about fifteen miles or so from the town.

Life, again, at that time was not without incident. In 1917, Mother took sick (at Moose Lake), Annette was born and was a week old when Alice became ill.

Dad hitched five dogs to a toboggan and drove Alice seven or eight miles on Moose Lake, to avoid the open water of Moose Creek, until they reached T. H. P. Lamb's house, our only neighbour. Next morning they started their journey at five o'clock and arrived in The Pas at ten thirty at night, in 30 degrees below zero weather, to find that the only physician, Dr. Robertson, was out of town. Alice was operated

on a day later. The appendix burst while the doctor was operating, needless to say, Alice is happy to be alive today.

Emma (Mrs. Donat Beland) who had been living in Pensacola, Florida, drove to The Pas June 10, 1939. It was when the road from Winnipeg was opened and she drove all the way from Florida, with her two daughters and one son. She made the trip with great strength and determination as she knew she had terminal cancer. She was only with us about ten days before she passed away June 23, 1939.

Leo was really the original dog lover in our family. He had a little airedale terrier as the leader of his team. That dog was trained like a horse, responding to "Gee" and "Haw" for right and left turns. Leo entered the town dog race for children, but as our uncle thought he was too young, Emile raced Leo's team to victory. Leo's love of dogs was evident even in snow sculpture. In his spare time, instead of making snowmen, he would sculpt dog teams of snow, which were beautiful and they attracted a great deal of attention from passers-by.

Leo entered the Freight Race. On the day of the race, there was a storm and after having helped Emile start for the 200 mile race, he was late for his own race. In order to make time and to spare his dogs, Leo ran a great deal during the first part of the race. However, on his way back, he collapsed from exhaustion. Leo's dogs were fiercely protective, they gathered around him and no one could approach him, they would growl if anyone came near.

It took some time before Uncle Odessa St. Godard was able to reach Leo, the dogs knew him and he was the only person they would let near Leo. He was going to rush Leo to the hospital and as fate would have it, the team of horses carrying Leo to the hospital collapsed at The Carrot River. Fortunately, another team of horses passed by and Leo finally arrived at the hospital, where he rested for a few days before being released.

Emile's first victory in the 200 mile dog race was in 1926. In that race, he raced Jack Bacon's team, but Emile used his own leader, "Hart". He went on in 1928 with his own dogs to international victories. The average prize for such a win was \$1,000.00. He won the Olympic championship at Lake Placid, New York. He also received two gold trophies, won in Quebec races. Each of these trophies represented three victories. The Ottawa Trophy stands in the Chateau Laurier as Emile had won the trophy two of the three times necessary for permanent possession. When he retired from active racing in 1934, at the height of his fame, he held some 40 trophies. His name was entered in the Sports Hall of Fame in Toronto in 1955.

From a newspaper clipping — FIRST THRESH-ING EVER DONE NORTH OF 53 IS PLANNED BY EMIL ST. GODARD AND FATHER.

The Pas, Man., November 15 (year not known) — The first threshing ever done in the wilds "North of 53", will be undertaken next week, when Emil St. Godard, famous dog racer, and his father, Avila St. Godard, put this year's crop through the machine on their ranch on the Saskatchewan River, about 13 miles west of here.

The St. Godards recently bought a separator in the Swan River country and had it shipped in here. They are taking it over the winter road to the ranch in the Carrot River Valley. In summer there is no trail to their holdings and all freighting has to be done by barge and their tug "Hazel". They expect to thresh 80 bushels of wheat, 1,500 bushels of oats and about 100 bushels of barley. (Unquote)

The Pas has taken great strides forward since our arrival in the area in 1916. The town is still prospering, with airplanes and all the modern conveniences unknown when we were there. The flies and mosquitoes, though, provide an annual reminder that "the more things change, the more they stay the same".

Sanderson, Harry, Sr. by Harry W. Sanderson, Sr.

My grandfather, Antoine Chartier was French Canadian. He came from Quebec and was married at Cumberland House, Saskatchewan to Josephine Carrier. They moved down to Grand Rapids. These were my mother's parents. She was born at Grand Rapids.

My father's parents were at Fairford, Manitoba where he was born but his mother died when he was a small boy. His grandmother brought him up with his two brothers, Tom Sanderson and Colin Sanderson and his name was Benjamin Sanderson. He never knew much about his father. He only said his father was remarried. My father went to Grand Rapids, Manitoba where he met my mother and married her. My mother died in 1931 and my father in 1941 at Cedar Lake.

My grandfather, Antoine Chartier died in 1919 and my grandmother, Josephine Chartier died in the winter of 1909 at Grand Rapids, Manitoba. My wife's grandfather was William Easter from Pelican Rapids, Manitoba and her grandmother was Catherin Atkinson from Grand Rapids where she was born. These were my wife's father's parents. My wife's grandparents on her mother's side were Manamose and Flora Jane Brass. They were born at Pelican Rapids and lived there all their lives. Her grandmother died around 1913 and his father six years later in around 1919 at Pelican Rapids.

My wife's father was Joseph Easter. He was born at Grand Rapids and my wife's mother was Annie Gott who they met at Pelican Rapids, Manitoba and married. My wife's mother died at Grand Rapids in the winter of 1926 at Grand Rapids and her father died at Clear Water Hospital, near The Pas in 1948.

Me and my wife were married on January 7th, 1924. I was 25 years at the time and my wife was 17 years old. We have been married for over 50 years. We had our 55th Wedding Anniversary at St. Paul's Residence on January 7th, 1979 with all our senior citizen friends, residents, staff and nurses.

We still have six children living and 32 grand-children and 9 great grandchildren.

It was in 1910 when I came to The Pas with my parents and we had our tent pitched up the River bank below the bridge just where Crossley Avenue comes to the river. There were few houses along the bank of the river. From there it seemed like a long walk to the main town (that would be Edward's Avenue and Main Street). There were teams of horses and single horse and buggy on the streets. There were a few board sidewalks. I also remember that there were a few stores and buildings close together. These were great sights and very new to me.

In around 1916 I came to The Pas with my father to sell his furs to Hudson's Bay Co. It was then that I remember the first dog race. The winner's name was Albert Campbell from The Pas, Manitoba. It was I think, the race from The Pas to Cumberland House. I hardly remember how the race was going.

However, the Town of The Pas was beginning to grow. The Hudson Bay Railway had pushed on to the Northern area and a big Saw Mill was set up by the river and many people came to The Pas looking for work and made it their home town to see it grow with steady work and new businesses. I remember the Armstrong Trading Company on First Street on corner of Edwards Avenue and a nice Hudson's Bay Store and Smiths Store.

My father knew Mr. Charlie Rall who had married a girl from Grand Rapids, Manitoba by name of Miss. Elizabeth Jane Knight and they were the first married couple to start farming at Rahl's Island. Their farm was located a few miles down the river at the mouth of Short Cut Creek. We had stopped there many times with my parents. Charlie Rall was well known by many people from different communities, especially from down the Saskatchewan and Summerberry, Moose Lake, Grand Rapids and Chamawian Reserve.

I had come to The Pas many times throughout these years especially on Dog Derby times. Many of our native people came to see the Dog Races from different communities in the North. Most of the time, The Pas dog mushers held the championship. The dog races were dropped for awhile in 1930.

It was a boy by the name of Walter Goyne who brought or entered a dog team in double hitch to 7 and 9 dogs which was called Alaska Hitch during the 20's Dog Derbys.

The 1930's were my memories of hard times but nevertheless the Town of The Pas was growing. Hotels with Beer Halls where people met from all nearby communities. In the North, The Pas is located in the center of Manitoba. The productions came from all directions to the Gateway to Opaskuak, The Pass.

It was during those hard up years a well known man by everyone near and far, Indians and white man, by the name of Mr. Tom Lamb who first started muskrat and Beaver Ranch and it turned out to be a good trapping fur Block for all fur bearing animals. I mention this because I knew there were lots of families made good living of Mr. Lamb's fur block.

It was during the 30's that the Manitoba Government took over the marsh lands east and west of The Pas which created many jobs for many people in hard up years.

During the 40's it was pay off. Many trappers made good money just by trapping in winter and spring. This was well known by peoples in The Pas. A lot of trappers miss these good trapping days. These good marsh lands will never come back.

It was during the late 30's that I had started the trap lines in the northern part of Manitoba. The trappers had their own trapping grounds during the 40's and were making out good. Most people knew all this and for my stand point of view, the trapping and fishing was the main livelihood for the Indian people for a good many years but now it's slowly disappearing due to floods and poluted water in rivers and lakes.

The first taxi I saw in The Pas was owned by Chartrands. I remember Fred Chartrand and Alfred Chartrand had their stand at the old Derby House. The next was Reo Taxi.

During the 40's the Government Air Base was built at Grace Lake which enabled long distance travelling to the Northern areas. The late Tom Lamb also built an air base at Grace Lake which had many flights from there. He had many emergency flights for sick people. I recall one time he was called to pick up a woman in labour. The baby was born mid air. A mid wife escorted them and they safely arrived at the hospital. The woman is still living and her daughter is married with a family. The woman was Mrs. Dan Cook and her daughter, Helen.

During the 1940 and 50's the hard up years was forgotten. Most of the communities were doing good

in their trapping and fishing and other jobs. Many of my native peoples in surrounding communities from the Town of The Pas had their own outboard motors and yawls and better equipment to travel with for winter and summer transportation.

Once again the Dog Races started up again in 1948 and were called Trappers Festival which involved the trappers and fishermen's Dog races but later in the years was called the World Dog Races in The Pas, Manitoba. Many good dog teams have come to The Pas ever since 1948 and many people from all over came to see the dog races. I remember the winner in 1948 — Jack Heard (The Pas to Cranberry Portage and in the 50's a young man from Grand Rapids, Manitoba — Steven Pranteau who won four times, one after the other. In those years our main transportation were dog teams. Now in fast modern way, the dogs are only raised for races.

During the 1940's and 50's there were lots of cars and other vehicles in the Town of The Pas but from there the modern way for the new generations is fast travelling, anything with four legs or two legs or flying. During the 1960's even fishermen and trappers were looking for bigger motors to use and motor toboggans and bombardiers for faster travelling. The air base was built at Clearwater Lake for fast travelling. The base is located near The Pas.

I have watched many things in the communities where I was brought up and in the Town of The Pas. I remember coming to The Pas from Cedar Lake with my parents in 1912. This was toward the fall of the year. At that time I went to church with my mother in the Catholic Church. It was just a small church and in 1931 to look at the Catholic property including the big hospital and it seems only few years The Pas fast growing Town on the Band Council side is growing fast as well.

It was around 1965-70 that social welfare had to help out many hard up families in some of the communities like Moose Lake and Chemawan Reserve. Trapping and fishing were very poor. The flood water destroyed the trapping grounds and the lakes and rivers were polluted. This was the case at the big dam at Grand Rapids.

Now I turn to the 70's. Most of the native people had good houses due to the Housing Corporation started up on long term credit payments. By 1977 the native people had better accommodations to live in, in the Northern Communities.

Better housing for Native people even reached the far northern areas and roads had opened up. Many Native people now have their own cars, trucks, T.V.'s and expensive record players. They also have telephones in their homes to contact one another instead of visiting even the close neighbor. Just pick up the phone and dial. It's a real modern way of life in 1970 and 1979. What will come in the 1980's? I know for one thing that the fast and speedy travelling will keep on and on in the years ahead.

As I mention that we had our tent by the River in 1910, I came to the main town with my father. On main street (Edwards Avenue) I saw teams of horses and single horse and buggy, board side walks and houses close together.

I live in St. Paul's Residence now (1979). I walk up to Edward's Avenue and Main Street and I can hardly cross the streets as the traffic is so heavy. It seems that it was not so long ago that The Pas started as a small Town. It is now a fast growing big city which I saw it all through to this present time of 1979.

My first train ride was a passenger in 1921 from The Pas to Winnipeg. My first long car ride from The Pas to Winnipeg was in 1945 with Ray Bloomquist in his private car. My first bus ride was from The Pas to Clearwater Lake in 1947 on Ford McMillan's bus. He also had a taxi stand at the old Derby House. My first bombardier ride was in 1948 from The Pas to Moose Lake. My first airplane ride was from The Pas to Moose Lake in 1952 in a Lamb plane. My first transair ride was from The Pas to Winnipeg in 1968. My first jet plane ride was from The Pas to Winnipeg in 1971.

The last time I drove my dog team was in 1963 and the last time I paddled around in the marshes and packing in the portage was in 1965. From there on everything was machinery for travelling.

My wife and I have made our last home at St. Paul's Residence.

The Senchuk Family

Steve Senchuk was born in the village of Borki, Ukraine (then part of Poland) in 1897. He emigrated to Canada in 1926 settling in Saskatchewan where he worked for two years before coming to The Pas in 1928. By this time he had saved enough money to bring his wife Mary and son Adam to Canada. In the ensuing years six more children were born to Steve and Mary — Jack, Nick, Verna (Mrs. Jimmy Abram), Sylvia (Mrs. Jim Bunn), Nellie (Mrs. Allan McDowell) and Marianne (Mrs. H. Johnson).

Steve worked for The Pas Lumber Company for two years before the Depression struck causing him to struggle through that period as one of the many unemployed. During the period from 1939 to 1962 he worked successively for the Town, in the smelter at Flin Flon, The Pas Lumber Company and the railroad before retiring in 1962. For the past fifteen years Steve has been living in Swan River. Steve is known for his honesty, his capacity for work and his faith in God.

Most of the children moved away from The Pas. Adam married May Pelletier in Sarnia where they have resided since 1949. Adam works for Polysar (a Crown corporation) in a supervisory capacity. They have two children. Jack married Irene White and they are presently living in Brandon where Jack is a High School teacher. They have five children. Nick is also living in Brandon. Verna and Jimmy have lived in The Pas for most of their lives. They have six children. Sylvia and Jim live in Peace River where they have raised four children. Nellie and Allan live in Sarnia where Nellie has been employed as a secretary for the past twenty years. Marianne graduated as a registered nurse from the Brandon General Hospital. She is now living near Vogar in the Interlake District where she and her husband John are raising cattle. They have two children.

Seymour, Ivy Ann (nee MacLeod)

Ivy was born in Pelican Narrows, Saskatchewan on September 19, 1911.

Father was Harry Andrew MacLeod, born at Quebec City, was educated at Montreal after two years in University Mr. MacLeod moved west.

Mother was Frances Isbister MacLeod born in Prince Albert, Saskatchewan when it was an unorganized territory. She was married to Harry Mac-Leod in Prince Albert.

Mr. MacLeod was employed with Revellion Freres Trading Company and Hudson's Bay Company before moving to The Pas from Pelican Narrows, Saskatchewan in 1917.

The MacLeod family were:

Harold Ross — born in Lac LaRonge, Saskatchewan in 1910.

Ivy Ann — born in Pelican Narrows in 1911.

Muriel Thelma — born at Pelican Narrows in 1913.

Florence Winsome — born at Pelican Narrows in 1914.

Ivy started school in The Pas and her memories are as follows:

I had passed thru The Pas prior to 1917 going to Prince Albert and to Montreal to visit our grand parents but do not remember much about it. We later lived behind the school, on Third Street, the back yard was bush and muskeg, as a child I never knew how close the railway track was because of the trees. We moved to Fourth Street when I was about eight years old. I recall the end of the first world war because when they burned the Kaiser in effigy, I cried because I thought it was a real person.

I recall the flu epidemic, we were quarantined because Muriel had it. We had to stay upstairs, our parents were downstairs with Muriel — we all used enamel utensils that could be boiled after use to disinfect them. The groceries were dropped at the gate and father picked them up there.

I remember the old skating rink with snow up to the roof, the Burton and Salter Store the old Hudson Bay Store. Skating on Halcrow Lake was great recreation, but when the skating rink was built we were not allowed to skate on the Lake. I believe my sister Florence was the first polio case in The Pas, mother spent a lot of time in Winnipeg with her and worked at Holt Renfrew Fur Co. at that time, she made the hat for the first Dog Derby Queen.

After finishing local schooling Ivy attended Dominion Business College and then worked for the Western Trading Company for five years, for Town of The Pas for five years, spent one year in Montreal then returned west and got a job in Sherridon.

Ivy married Henry Seymour at The Pas in 1944. Henry was born in the unorganized territory at Prince Albert now in Saskatchewan. His father was employed with the Hudson Bay Company and travelled the Saskatchewan River Route, they knew the Barkers, Halcrows, Cotters and Keddies. Henry stayed with the Keddie family for some time and worked at the liquor store. He moved to Sherridon after Carl Sherritt discovered his property. Started to work for Sherritt Gordon in 1942 and retired in 1971.

Their family consisted of three children:

Marilyn born 1946 at Sherridon.

Trevor born 1948 at Sherridon.

Heather born 1954 at Lynn Lake.

The Seymours moved to Winnipeg in 1972.

Shipley, Nan — Memories of The Pas

My first memories of The Pas go back to February 1929 when George was transferred there when the Canadian National Railway took over the operation of the nearly completed Hudson Bay Railway, that brave line of steel reaching from The Pas to Churchill.

This was a boom town filled with hundreds of construction workers, scores of prospectors and bush pilots. The wooden station platform was crowded with people, many just curiously watching the new arrivals pouring out of the day coaches. George met me with the news that he had not been able to find living quarters for us. He had shared a boxcar with a CNR policeman for the past month. I must live in an overcrowded hotel until one of a dozen hastily built cottages were available.

Our box like home was very cold and our water supply arrived in huge chunks of ice deposited in a steel barrel just inside the kitchen. When the ice melted it was a simple matter to skim off the horsehairs, grass and sawdust. I complained to the milkman one morning that he had missed me but removed the bottle containing the silver. He denied the oversight. "But watch for the guy and I'll take care of him!", his promise had an ominous note.

The following morning I watched, behind the curtain, the milkman deposit the full bottle then waited impatiently for the thief to appear. If the milk remained outdoors too long it would expand and form a high cone of ice. The wait was not long. A large husky dog, the town was overrun with them, appeared and with amazing delicacy picked up the bottle in his teeth and trotted off, and far be it for me to argue with a hungry husky.

The big event of the winter was the Dog Derby and Carnival. It was practically a week long affair with all manner of races taking place on the wide Saskatchewan River near the new Canadian National Railway bridge. There were all night dances, curling contests and Indian games that attracted hundreds of tourists. Life was filled with good times and excitement.

It was also touched by tragedy and death, and our neighbours' troubles and griefs were shared by all.

Then on Good Friday, March 29, 1929 came the long-awaited and seemingly miraculous news — "Steel reached Churchill today!". How calmly, how unemotionally the outside world received the announcement of one of Canada's greatest feats of engineering achieved almost entirely by man power!

Twenty-four hours later when half a dozen men were brought down from the Hudson Bay Line suffering from typhoid fever, gloom engulfed all of us.

Dr. R. D. Orok arrived in The Pas in 1911, as Medical Inspector, for the Finger Lumber Company. In addition he attended, 1,000 men working west of town near the Carrot River, and he was physician to the hundreds of construction workers building the Hudson Bay Railway after the First World War.

Immediately typhoid was diagnosed, every workman was compelled to receive typhoid shots at The Pas and carried a card to prove his innoculation before leaving town. After Dr. Orok discovered the source of the contaminated water, the spread of the epidemic was reduced by constant vigilance and many individual acts of bravery when the hospital train was snowbound between Gillam and Churchill with many sick men aboard.

In 1955 when I was researching my book WHIS-TLE ON THE WIND, I was in correspondence with Dr. Orok, now retired to his home in Midland, Ontario.

He sent me numerous accounts of this period. These reports and letters I was pleased to donate to the Manitoba Medical College. Modern day medical

students will find it difficult to believe the primitive conditions under which men worked and progress achieved.

I believe that we were conscious of our isolation in The Pas during the 1930s and our interdependency upon one another. We were an island of sudden prosperity and promise in a sea of growing unrest. Unemployment was on the uprise in other parts of Canada - each day brought hundreds of gaunt and discouraged men from southern Manitoba and Saskatchewan — and the war in Europe crept closer. The heinous crimes of Nazism and the awesome results to the atomic bombs dropped on Japan, made it very clear that our halcyon days were ended. The gentle years were gone, and always in the background were the Indians. Ouiet and unobtrusive unless in the maniacal grip of liquor. This was before the "human rights" and "freedom" of the native people enabled them to patronize public beer parlours to the ruination of many fine men and women.

The years between 1929 and 1935 were filled with very fond memories of time spent in The Pas. Our daughter Norma was born in 1931 and four years later George was transferred south to Rivers on the main line.

Schuman, George

George was born in Archerwill, Saskatchewan and also grew up in that district.

He worked for a time with The Pas Lumber Company. He joined the Canadian Scottish Regiment in the Second World War. He went overseas and after being wounded in France he returned to England and finally shipped back to Canada.

He was employed by the Hudson Bay Mining and Smelting Company until he took an early retirement. At the present time he is a commissioner for the town of Flin Flon.

Schuman, Lily

Lily Guymer was born in The Pas on August 27, 1916.

Her parents were Daniel Herbert and Violet Irene Guymer. They arrived from England and first homesteaded north of Tisdale, Saskatchewan at Silver Springs and near Barrows Junction in 1908. They moved to The Pas in 1911. They were morticians and had a funeral home in The Pas. In 1909, Mrs. Violet Guymer became the only woman embalmer in Manitoba.

Harry, Frank and Wilfred were Lily's three brothers and a sister Lorrie (Newstead) Hutton. Daniel Herbert Guymer died on November 13, 1918 and Violet Irene Guymer died on September 4, 1955.

Lily Guymer attended school in The Pas, completing grade twelve. She entered St. Anthony's Hos-

pital School of Nursing, graduating as a Registered Nurse in 1936. After her marriage to Joseph Allard, she did some special duty nursing. Following the death of Joseph Allard, she moved to Flin Flon with her infant son, Vernon Joseph Allard, who is now an R.C.M.P. officer in Richmond, British Columbia. In Flin Flon she returned to her nursing.

Lily married Harry William Murray in Flin Flon. He was employed by Midwest Diamond Drilling Company. He was transferred to Winnipeg and then to Kamloops, British Columbia. They were divorced after eighteen years of married life and Lily returned to Flin Flon. She later married George Shuman and at the time of writing, she has been happily married for ten years and is presently the Operating Room Supervisor at the Flin Flon General Hospital.

As well as Vernon Allard, Lily's family includes Selma, Stella, Murray (Beilby) who was the sole survivor of a mountain slide in Prince Rupert, British Columbia when she was eighteen months and was called the "Miracle Child" by the local paper. Her parents and her five months old brother were lost in the slide. Her father was a brother to Lily's husband, Harry Murray, so they elected to take the child into their home and raise her as their own.

Donald Sheldon Murray is an employee at Canada Packers Limited, in Winnipeg. Loralyne Marie Murray is a Registered Nurse presently working at the Flin Flon General Hospital.

Lily Shuman is a member of the Flin Flon Business and Professional Womens Club, Ladies Curling Club and also the Legion Ladies.

Sinclair, William, Dr.

Dr. William Sinclair was born on the Isle of Eday, in the Orkney Islands, Scotland, in 1871 and came to Canada in 1884 with his parents under the auspices of the York Farmers Colonization Company. They settled in the Yorkton, Saskatchewan district.

Dr. Sinclair graduated from the Manitoba Medical College in 1902 and became licensed to practice in the North West Territories. Later he was licensed in 1905 to practice in Alberta and Saskatchewan and subsequently attended the Royal College of Physicians and Surgeons in Edinburgh for a course in Internal Medicine. He came to The Pas in the fall of 1910 and established a practice there and also The Gateway Drug Store on Fischer Avenue. He saw a great future for the North and was responsible for the expansion of the areas surrounding the town known at that time as The Pas Center and The Pas Annex. He served on the town council in 1912 and was active in the "On to the Bay Association". To promote the completion of the Hudson Bay Railway, he went with two guides down the Nelson River to Port Nelson checking the surrounding terrain and then filed his report in Ottawa.

Dr. Sinclair saw the need of a wholesale grocery in the North and along with his brother, James Sinclair, established the Gateway Wholesale, which was later taken over by Western Grocers.

Though in failing health, his drive did not diminish. His medical practice became that of a consultant. The 1918 flu epidemic was a nightmare for all the doctors in town, but they were well organized, using the Avenue Hotel as an isolation hospital. This building which was on Gordon Avenue at the time is now located on Fischer Avenue at 4th Street.

Dr. Sinclair passed away in Winnipeg on May 17, 1922. He was predeceased by a son, Floyd. He was survived by his wife, the former Helen McBeth of Fort Pelly and his daughters, Tanis Bickford, of The Pas, and Isabel Arbuckle, of Kitchener. Mrs. Sinclair passed away in Winnipeg on June 27, 1961.

Slaney, William A. Presented by L. B. Slaney

My name is Leslie B. Slaney. I was born May 24th, 1918 in The Pas, Manitoba.

My father was William A. Slaney, he was born in Wiggin, England in 1875. He arrived in Canada in 1910.

My mother, Fanny Slaney, (nee Bate), was born in Wolverhampton, England in 1879. She arrived in Canada in 1914 and was married in Wolverhampton in Jan. 1906.

My father was a Hotel Manager and later a Commercial Traveller. My mother was a great cook and managed the dining room in the hotel.

My father lived in Wiggin, England, Medicine Hat, Regina, The Pas and Vancouver. My mother lived in Wolverhampton, England, Regina, The Pas and Vancouver.

My sister, Florence Mellie Kennedy, (Slaney) was born in Wolverhampton, England, September 7th, 1906, arriving in Canada in 1916 going straight to The Pas to join her parents. She went to school in The Pas till 1920. She was a member of the Jr. Women's Auxiliary of Christ Church, also attending Sunday School.

I had an Uncle, J. A. Slaney. My father's younger brother who was a Druggist. He owned and operated his own Drug Store in The Pas.

My mother and father lived in The Pas from 1914 to 1920. My father managed the Opasquia Hotel, now known as the Gateway Hotel. My mother operated and managed the Dining Room, she also did the cooking in the hotel. In the last year they were in The Pas, they operated a Restaurant and Boarding House.

My father passed away January, 1944. My mother passed away on July, 1964, both in Vancouver.

We moved to Vancouver, B.C. on May 24th, 1920. That was on my second birthday. I attended Charles Dickens School, Carlton School, and Vancouver Technical School. I left school after grade 10 in 1935. I went to work for Restmore Furniture Mfg. Co. I was there for seven years at which time I joined the Canadian Army. I was with the Irish Fusiliers of Canada for four years. I served in Canada and Jamaica after discharged from the army. I joined the B.C. Electric which later became the B.C. Hydro. I operated, first Street Cars till 1950 then Buses until I retired in October, 1979, at the age of 61 years.

I was christened at Christ Church in The Pas and the Mo. on my Birth Certificate is Mo. 39. My godfather was Jimmy Duncan, an employee at the Opasquia Hotel.

I was married September 13, 1944 in Vancouver to Isabelle McCullough. We have resided in Vancouver ever since. My sister Mellie was married to Alex Kennedy in January, 1932. They also reside in Vancouver.

They have a daughter, Allison who is now married to Clark Meil. They reside in Victoria, Vancouver Island. Their son Gordon is married with three daughters.

We have one son, Ronald Douglas, born on November 16th, 1947. He married Janet Shipley, July 11, 1970. They have a daughter Danielle and a son Sean. They are living in Richmond, B.C.

Smisko

My name is Pearl Smisko, nee Premachuk. I was born October 26th, 1914 in a village called Troyanka, P.O. Manieviskia, Province of Volynia, which was under Polish rule at that time; it is now under the U.S.S.R. My parents Gregory and Matrona Premachuk were both Russian descent by birth. My Father came alone to Canada, direct to The Pas in 1914; I was three months old at the time and my Mother was staying at her parents, Mr. and Mrs. Oneschuk. Here I must add that when the Russian Revolution came, my Mother with her parents and two younger brothers and myself, were refugees from Poland to Russia.

When the war was over, in 1920, Father came to the village of Troyanka to see us but we were not there. Many families had returned from Russia and my Father made inquiries about us from these people. He was told that the last place we had been was a village (unknown to me), not far from Kiev, U.S.S.R. How our Father found us I have no idea, but I do remember he took us back to Troyanka by covered wagon. Before he found us, Mother's father

and one brother had died; Grandma was not well and her other brother, who was 16 at the time did not come with us. To this day I don't know whether he is alive or dead. Grandma died in 1922. During the six years of not seeing my Father, we had no communication whatsoever. Apparently he had written to us and sent money which we never received. Anyway we stayed in Troyanka for a year.

My Father made arrangements to bring us to Canada. We arrived in The Pas on July 30th, 1922. My parents lived in a private home in a part of the town called Fingerville, till 1929. My Father built Canada House, which he operated till his death on June 21st, 1952. Before that he worked on the railway, the sawmill and the pool hall. My Mother had no outside occupation; she died in 1976. My parents lived in The Pas till their death. I have two brothers, Fred was born Dec. 26th, 1922, the same year that we came to The Pas. He was in Europe during the 2nd world war. He died May 20th, 1967. My brother Peter, a doctor, lives in Ottawa. My three sisters, Eva in Edmonton, Nancy in Calgary and Stella in The Pas; are all married and have families.

My early life in The Pas, I started school when I was eight years old and continued for seven years. I passed to Grade 11 and then went to work at St. Anthony's Hospital. While at School, I studied hard but credit must also go to my teachers who went out of their way to give me all the help I needed. They were very kind, Miss Martin, Miss Duncan and Miss Barbour.

When Father finished building Canada House, I left my job at the hospital to help my parents operate and look after my brothers and sisters. The depression was on during this time and life was hard for everyone, but being young and healthy, it didn't seem to bother us much as long as we were happy and well fed.

I was married in The Pas at the R.C. Church on Jan. 1st, 1938. We lived in Sherridon, Man. for two years and then in The Pas for a while. Of my three children, my daughter Gloria was born in The Pas; she was one year old when we left The Pas for B.C. We lived in Wells, close to Barkersville, which is now an historical place. My two sons Barry and Donald were born in Wells; we lived there for six years and then moved to Texada Island for the next ten years. When my husband was transferred to Richmond, B.C., we spent another ten years there and it was in Richmond that he passed away in 1968. My husband was kind, conscientious, a hard worker and a good Father. He left us many happy memories.

My daughter and sons have families of their own and my great happiness now is in my grandchildren and great-grandchildren. I came back to Texada Island in 1970 to retire. I have my own home and many friends. I see my family quite often, we exchange visits. I am quite contented and happy in my retirement.

Smith, June Eileen (Joyal)

I was born in Vandura, Sask. My Father, Thomas Stanley Smith was born in the Township of Grey, County of Bentink, Ont. on November 18th, 1893. He was one of 5 children and came West on his first trip in 1911. My Mother was born in St. Anne, Manitoba, on September 18th, 1896, one of 16 children.

My parents were married in Virden, Manitoba, on July 29th, 1918 and lived in Cromer, Manitoba, then in Vandura, Sask. and Wawota, Sask., where my Father was a grain buyer until 1936 and the depression years, when we moved to The Pas where my Father owned and operated The Pas Dairy until December 1st, 1943.

I have one brother Edward, now residing in Thunder Bay, Ontario and one sister, Blanche (Stewart) living in Long Beach, California. In 1944, I married Claude E. Joyal while he was serving with the Royal Canadian Navy. We have a family of two boys, Donald and Gary and two girls, Michelle (Martin) and Renée.

My Parents are still living in The Pas and now reside in Kin Kourt.

Smith, Thomas Stanley

I was born on November 18th, 1893, two miles North East of Hanover, Ont. in Grey County. My Father's name was Jacob and my Mother Hester Amelia Mighton before marriage. Father was born in Toronto in 1867 and Mother was born 5 miles North West of Durham, Ont., March 13th, 1875. Father sailed on the Great Lakes for seven years in the Summer, while Mother stayed with his parents, Mr. and Mrs. Thomas Schmidt on their farm near Hanover, Ont. In 1900 my Father and Mother purchased a farm of their own in Bruce County, one mile out of Hanover, living there all of their lives. I had two brothers, Douglas Jacob and Reuben Merns. Sisters. Edith Elsie and Doreen. Father died at the early age of forty two and Mother carried on managing the farm until she passed away June 2nd, 1909, age 75. My maternal Grandfather Thomas Mighton passed away in his fifties and the legend of my Maternal Grandmother, whose maiden nme was Maryanne Mathews, and whose parents settled in the bush country at that time Northwest of Durham early in the last century, was that her Father had to transport many of their supplies home on his back from Durham, crossing a river and using fallen trees as a foot bridge, and as they cleared the land of timber they lifted the large stumps and used them to make fences which I remember when I was a boy of about 7 years. Grand-mother passed away April 29th, 1911, and at that time an article appeared in the Durham newspaper, written by her brother Robert Mathews, stating that she was a cousin of William Lyon McKenzie, who was the instigator of a rebellion against the government of the day, but they were defeated by some Red Coats sent out from England. A number of the rebels escaped, including McKenzie, into the U.S.A. where they lived in exile for a number of years before being pardoned and allowed to return to Canada. McKenzie returned to his home on Bond St. in Toronto and after he died the property was turned into a museum.

Mr. McKenzie was grandfather to one of our Prime Ministers, namely, William Lyon McKenzie King, who held that position for approximately 22 years, passing away in 1950. His image still appears on our Canadian currency via the fifty dollar bank notes.

After helping my parents on the farm for about 3 years, I made my first trip to the West in 1911 via a C.N.R. home seekers excursion, accompanied by my Aunt, Mrs. Harriet Kellington who, with her husband Mark Kellington, Homesteaded one mile East of Cromer, Manitoba about 1890. In August, my Uncle, Mark, arranged for a land seeking expedition. Regina was our first stop where I saw my first airplane in action. From there we went on to Saskatoon, then Prince Albert, to Shelbrook and then up the Big River line where there were some homesteads, but found not a place to our liking, so returned home.

In the Spring of 1913, I met a charming little Prairie maid by the name of Armandine Marie Duhamel from St. Anne, Manitoba. We were married July 29th, 1915 in Virden, Man. and lived in Cromer for a couple of years where our son Edward was born. In 1917 I was offered a position as Grain Buyer with the British America Elevator Co. at Vandura, Saskatchewan, located in the Moose Mountain area of South-Eastern Sask. We lived there for eleven years during which time our two daughters Blanche and June were born. Along with the hardships were many happy memories. Most of the land West of the village was unbroken Prairie and almost every Fall we would have a Prairie fire.

In 1928 we were transferred to Wawota, Sask., where we lived for 8 years before moving to The Pas in 1936, where we purchased and operated The Pas Dairy until December 1st, 1943, when we sold same to one Alfred Holdner who had worked for us for several years. He operated the Dairy up until the year of the big flood in 1948 when he disbanded the herd of cows and closed down the dairy operation.

In 1951 we moved back to the house on the dairy

where we lived for the next 25 years. I spent a number of summers back at the farm in Hanover, Ont. with my Mother. In the meantime Mrs. Smith accepted a position as cashier at the Lido Theatre where she was employed for almost 25 years before retiring in 1970.

The Martin Solstad Family

Martin Solstad was born in Fisher, Minn. in the Byland district near Grand Forks, N.D. on October 16, 1881. He completed his formal education at the University of North Dakota and afterwards taught school from 1902 to 1906.

He went to Port Arthur in 1906 and worked as a salesman for the MacDonald Grocery firm from 1902 to 1912. He married Tilda Osmundson on June 26, 1907. They had a son, Harold Marshall born July 8, 1909 and a daughter Alice Olive, born on February 17, 1911.

In 1912 he moved west to Laing, Saskatchewan where he operated his Grocery Store for some time and then moved to Winnipeg and worked for the Western Grocer Wholesale business. He was sent to The Pas in 1920 to open and manage a branch for the Western Grocers Wholesale.

During his 37 years in The Pas, he was a very active citizen. He was on the Board of Stewards of the Westminster United Church and a member of the School Board for a long time. He was a life member of The Pas Masonic Lodge #124 and a member of the shrine. He was the first president of the Rotary Club in The Pas and a Life Membership of the Manitoba Liberal Progressive Assn. (1955).

He was very interested in sport and was active in golf and curling. He followed world hockey and baseball with a unique knowledge of their personalities. He was an ardent bridge player and found relaxation from it.

His final years were with Burnsolo, the National Fruit and the Crown Life Assurance. He retired in 1957 and lived in Flin Flon with his daughter Mrs. John Kines and passed away in the General Hospital on July 23, 1959. He was buried in The Pas Cemetery.

Mrs. Martin Solstad was born in Mallory, Minnesota on November 24, 1881. She completed her schooling in Concordia College, Moorhead and taught in her home district until her marriage in 1907.

Coming to The Pas, she became active in the church and community. She was president of the Women's Missionary Society of Westminster United Church and past president of the Women's Guild. She was an officer in the Opasquia Eastern Star Lodge #24. Her untimely death came on July 3, 1932. She is buried in The Pas Cemetery.

Harold M. Solstad was born in Port Arthur, Ontario on July 8, 1909. He completed his High School in The Pas, winning an Isbister Scholarship. In 1929 he won the Gold Medal for the honour course in Arts and Science at the University of Manitoba and worked for the H.B.M. & S. at Flin Flon, Manitoba. He graduated from the Harvard School of Business Administration as a chartered accountant (C.P.A.) and worked with the firm of Peat, Marwick, Mitchell & Co. in New York. He enlisted in the U.S. navy in the second world war and after the Armistice was made a partner of the same firm on November 1, 1948. He married Jean Marie De Forest in 1940 and they have four children. He retired to Florida.

Alice Solstad was born February 17, 1911 in Port Arthur, Ontario and completed her high school in The Pas. She graduated from the United College with a B.A. degree in 1932 and the Faculty of Education in 1933. She taught school for two years in The Pas, Manitoba. She married John B. Kines on July 15, 1935. They have two daughters, Mr. Peter Oliynyk in Boston and Kathryn in Winnipeg, Manitoba. She was interested in sports as golf and curling and was an ardent bridge player. She died in Winnipeg on June 24, 1980 and is buried in the Chapel Lawn Memorial Gardens.

Soutar, Kathleen A.

Kathleen Espey was born in The Pas, on July 27, 1925. Her father, Roy W. Espey was a garage operator who came from Ontario. Her mother, Sarah Espey, was born in Scotland. They had also resided on Vancouver Island. Kathleen had a brother Bill and a sister Jean M. whose married name was Pait. Sarah Espey passed away April 4, 1974.

Kathleen received her schooling in The Pas, graduating from grade 12 at The Pas Collegiate in 1942. She was employed by the Toronto-Dominion Bank from 1942 to 1947. She was married to the Reverend George Soutar, a clergyman of the United Church of Canada. They resided at various times in Toronto, Larder Lake, Victoria, B.C., Sault St. Marie and Burlington, Ontario.

George Soutar was a graduate of the University of Toronto and Emmanuel College and served at Larder Lake from 1948 to 1951. He served in the Royal Canadian Navy from 1951 to 1955. He served at St. Andrews United Church from 1955 to 1962 and at Centenary Hamilton where he taught World Religions at Sheridan College from 1962 to 1979 when he passed away in December of that year.

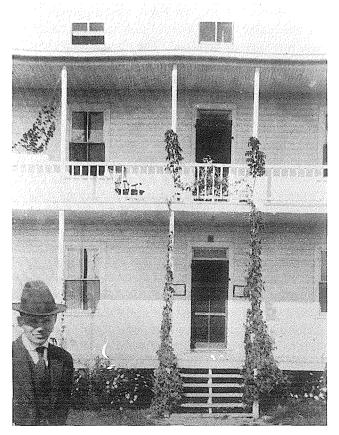
Stephansson, Norman, Stephan

Norman Stephansson was born in The Pas, Manitoba, April 24, 1916, to Stephan Steve Stephansson and Anna Lemery Beausejour.

Norman began his early education at the Catholic School in The Pas under the guidance of the Sisters of The Sacred Heart. He completed his education at the public and high school in The Pas. In 1932, he entered pre-med at St. Paul's College, Winnipeg. In 1933, he attended University of Manitoba and graduated in medicine in 1939.

During these years of medical studies, Norman had varied summer employment. 1934 was tragic as he lost his father, Norman was 18 years of age at that time. In 1935 and 1936, Norman worked on the Flux line for H.B.M. & S. to help pay for his education. In 1937, he worked for Dr. Jacobs and Dr. Crawford as First Aid man on the Hudson Bay Railway. He had a hospital car on the railway that patrolled from Mile 214, to Churchill. The car was stationed at Gillam. This was after his 3rd year of medicine. Here he delivered his first baby, pulled teeth, brought a ruptured appendix case to The Pas. July 1, 1939, Norman brought in a patient with a broken wrist by freight engine. These were primitive ways of practising medicine, but in remote areas such as these, it was a God-send.

In 1938 and 1939, Norman interned at St. Boniface Hospital, taking his Junior and Senior In-



Dr. Steve Stephanson at the Old Hospital.

ternship, until a call from Flin Flon on Jan. 3, 1940. changed his year. By then, war had been declared and Flin Flon's Dr. McNicol and Dr. Henneberg had enlisted, thus leaving the Flin Flon Clinic short of staff. The call of the North was strong. On January 6, 1940, Dr. Stephansson started practising medicine at the Flin Flon Clinic. This was the beginning of 30 years of 24 hour, on call duty. Their surgery hours were from 8 to 12 noon, and their office hours were 2 to 6 P.M. and 7 to 9 P.M. There was one, 2-door car with the passenger seat removed. This enabled the doctor to bring a sick patient into the hospital more easily. This too, presented a bit of a problem; if you were lucky enough to borrow the car for a quick drive to Phantom Lake, the wife or girl friend sat behind the doctor-driver.

Dr. Norman Stephansson was married to Beulah Ione Bodie, R.N., daughter of Mr. and Mrs. Edward A. Bodie, of Mossbank, Sask. on March 2, 1940 in Winnipeg.

In 1941, Dr. Stephansson made application to join the H.M.S. Chippewa. He kept his appointment in Winnipeg and was informed that he and Dr. Percy Johnson were frozen to practise at Flin Flon as Hudson Bay Mining and Smelting Co. was considered essential industry.

During the next 30 years, Dr. Johnson and Dr. Stephansson were partners, both doing general surgery and medicine which included "skin and contents". At the peak of their practise, there was a staff of 12 doctors and they owned a fleet of cars, one for each pracitising physician, a far cry from 1940.

It was necessary that they keep abreast of all new developments in medicine and surgery. Every other year, it was important that they do post graduate work. Dr. Stephansson did most of his at Cook County Hospital in Chicago and the Mayo Clinic in Rochester, Minn. It was also important that they take in as many conventions as possible. Dr. Stephansson chose urology and general surgery to study for the most part.

Dr. Stephansson and Dr. Johnson worked extremely well together and were both grateful for the many fine doctors that completed the medical staff. Many times they worked with minimum help, doing very intricate surgery. Those years were colorful and hardworking years for all the doctors and their families, but they were also rewarding, and they held an excellent record.

In 1969, Dr. Stephansson developed phlebitis and was unable to continue surgery, because of long hours of standing in the operating theatres. He joined the Northern Health Unit and Northern Health Services. His territory covered everything North of 53. Here he met many highly trained people; this posi-

tion demanded a great deal of travelling; for a time it was a challenge, and then it became a task. He was extremely proud of his nursing staff that serviced the many nursing stations in the north, and thoroughly enjoyed his staff in the Northern Health Unit.

In 1973, H.B.M. & S. introduced an Industrial physician into their health, safety and environmental program. Dr. Stephansson was approached, accepted, and has thoroughly enjoyed this phase of his medical career, and no doubt, has contributed much during these 40 years of practising medicine, to Flin Flon and area.

Throughout these busy years, medicine seem to come first, but his family was very dear to him; and though a lot of family decisions were made over the phone, he enjoyed his home, his wife and five children a lot. If he wasn't at the Clinic or the hospitals, he spent his extra time with his family.

Like his father before him, who had a faithful friend in Pete Coutu, Norman always seemed to adopt fine old friends. Jake Ottoson even helped in Stephansson home at 64 Church St., when there were 3 babies under 3 years of age. Uncle Jake (an endearing name) spent his last weeks at the Stephansson summer home.

Dr. Stephansson enjoyed camp life and the whole family spent their summer month enjoying beautiful Lake Athapapaskow. Today, with his Industrial position and the new 10 mile highway to town, he spends between 5 and 6 months each summer at the lake.

Though an excellent doctor, he has always enjoyed the good earth — rocks, trees, water, nature in general. In 1967, two other chesterfield prospectors and himself held the claims of the Centennial Mine. He had grub staked many old prospectors in the early days; this time he was rewarded.

Besides his summer home and prospecting for relaxation, he was an ardent curler, named one of the top ten at the height of his curling years. Norman is a member of the Roman Catholic Church, a 3rd and 4th Degree Knight of Columbus. In Centennial year, he was a "faithful navigator" of the Parnell Caulfield assembly of the 4th Degree Knights.

In 1970, he was awarded the Centennial Commemoration Medallion from the Manitoba Historical Society for his 30 years of practise in the North, and for outstanding service to the Province of Manitoba. He was chosen as delegate from Flin Flon to the Vanier Family Institute. It was the inception year, and was extremely well received.

Honorable F. L. Jobin and Dr. N. Stephansson were two of the chartered members of the School Board of Sir Maurice Roche High School. Dr. Stephansson is presently chairman of the Flin Flon Gen-

eral Hospital Board and has been either chairman or a member since it's beginning in 1965. Dr. Stephansson was on the Building Committee of the hospital's first, second and third stages of construction, of the newer edition.

While Dr. Stephansson was with Northern Health Services, he was invited to attend the Second International Symposium of Circumpolar Health held in Oulu, Finland, and Lulia, Sweden, in 1971.

From 1943 until 1970, Dr. Stephansson was Flin Flon's C.N.R. doctor. This was an enjoyable appointment as it entailed very little work but entitled Dr. Stephansson and family three passes a year anywhere in Canada.

During his many years of practise, Norman has always been a good listener to patients of his father's, to the elderly and to his own peers. He has always been able to understand two sides to a situation. He has helped many young and old through his quiet manner and kind ways.

Today, his interests in the Industrial field are many, doing many pre-employment examinations, special medicals on key employees, hoistman, brakeman, trainman; Toxicology examinations for lead, arsenic and cadmium. They have an excellent 1st Aid program. He helps judge mine rescue teams who compete between the H.B.M. & S. Flin Flon and Snow Lake departments. Dr. Stephansson is involved in research constantly and enjoys it all.

Norman's wife, Beulah Ione Bodie, was born near Mazenod, Sask., on December, 1914, completed her studies, including Grade 11, in Mossbank and then took her final year of High School at Luther College, Regina. In 1934, she went in to St. Boniface Hospital to train for an R.N. degree. Beulah spent her first months in charge of eye, ear, nose and throat dressing room. After her graduation, she did private duty nursing until she and Norman were married on March 2, 1940. Though she enjoyed the eye, ear, nose and throat duty, the pay was \$30.00 per month. It seemed impossible to pay room, board, street car fare and have uniforms laundered, with any salary left. During Norman's internship, with a salary of \$35.00 per month for Junior and \$50.00 per month for senior internship, they planned on getting married in October of 1939. With the good advice of both parents they waited until March, 1940. Norman started at the Clinic at \$150.00 per month. They felt quite rich.

Their first year of marriage was a bit unsettled as they lived their first 4 months with Norman's mother and stepfather Frank. They insisted, because Beulah was alone every evening, unless she went on house calls with Norman, that she go visiting with them, maybe to the lake or just visiting friends. Norm's work was very demanding and truly his wife's place was waiting for him. So she was pulled between trying to please all. Thanks to her nurse's training, she learned fast to prepare foods that would remain palatable if he should be late, which was the case more often than not.

The family arrived as follows: Stephan Edward, born December 22, 1943; Neil Allen, born July 15, 1945; Cheryl Ann, born October 18, 1946; Joan Estelle, born Mother's Day, May 11, 1952; Norman Scott, born August 30, 1956. There was no doubt how Beulah's days were spent. With the care of the family, and to help them with the many activities they participated in both winter and summer, her days were full. All the children took piano lessons; those who practised, missed doing dishes — result, all five children play the piano.

The five children received their education in Flin Flon. Stephan received his Bachelor of Science in 1969 at the University of Manitoba; continued on and in 1973, received his Master's in Resource Management and Development at University of Manitoba. Steff is presently working with the Federal Government, in Canadian Wild Life. He has gained a wealth of knowledge living and working in the far north with the Eskimos, taking survival courses, travelling the white waters of Kalonie in 1968. Steff's heart is and will always be, in the North. On June 22, 1979, Lesley Joan Lane of Calgary Alberta, a lawyer in family law, from Yellowknife, also a true Northerner, and Stephan Edward, were married. They will make their home in Edmonton, Alberta.

Neil Allen graduated in Science in 1966, from University of Manitoba, continuing his education at the University of Calgary, and receiving his degree in Chemical Engineering in 1969. In 1979, he received his Master's in Business Administration from the University of Louisiana in Baton Rouge, Louisiana. Neil has had a wide experience and colorful life with Kaiser Aluminum. He joined Kaiser in 1969, starting in Spur Tree, Jamaica with Alpart, a branch of Kaiser Alumina. In 1973, he was transferred to Sydney, Nova Scotia, where he worked in strontium for the next 4 years. He was transferred to Baton Rouge and is Manager of Specialties for Kaiser. On December 17, 1977, he and Mary Ann Stackhouse, from St. John, New Brunswick, were married. On November 23, 1978, they were blessed with a beautiful baby boy, Sean Norman.

Cheryl Ann, the eldest daughter, studied at Brandon University, receiving her degree in History of Music. She continued her studies at North Western University, Evanson, Ill., where she received her Master's in History of Music. While at North Western, Cheryl Ann met and married Dr. James David

Redmond, in 1970. They spent the first 3 years of their married life in Fredricksfeld, Germany, where Jim did his army duty and Cheryl continued on with her music. On their return to U.S.A., Jim joined Climax Molibdinum in Ann Arbor, Michigan. Since Cheryl and Jim returned from Germnay, Cheryl has written and published a series of Music Books called "The Redmond Series", a method of teaching.

Joan Estelle, youngest daughter of Dr. and Mrs. N. Stephansson, chose business as her career, graduated from Herzing School of Business in Winnipeg, Manitoba. She worked in the office of H.B.M. & S. for 3 years and in 1974 married John Gordon Olineck, who is a buyer with H.B.M. & S. Co., and is furthering his education in that field. They have one daughter, Nicole, born February 8, 1977. Nicole is a true joy, as she is loved and moulded by beautiful parents. Nicole is enjoyed by two sets of grand-parents and one great-grandmother.

Scott Norman, youngest son of Norman and Beulah, received his early education in Flin Flon. Graduated from Luther College, Regina, Sask. continued his education at the University of Sydney, and in 1977, studied business at the Southern Alberta Institute of Technology, Calgary, Alta. He is presently employed in sales and marketing in Calgary. Scott received eight years training in piano and organ in Flin Flon. He plays the organ beautifully. He is a natural, has enjoyed composing many fine pieces.

From 1912 until the present day, the Sister and Priests have played a vital part in the lives of the Stephansson family. Though Norman spent very few years with the Sisters of the Sacred Heart in grade school, his own children were all educated by the Sisters of the Holy Names during the time the Sir Maurice Roche Catholic High School was in operation in Flin Flon.

Norman never felt that while he was performing surgery, he was alone. Though he himself always asked for guidance, he knew too, that the Sisters were offering their prayers with him, for a successful operation and the patient's well-being.

He, and his own three sons, were all Altar Boys. His two daughters, Cheryl and Joan, were Sacristans, as for 13 years, "The Holy Sacrifice of the Mass" was said 10 Sundays each summer at the Norman Stephansson summer home. As Dr. Stephansson said the day the Hospital was dedicated to the Sisters of Charity, as he unveiled the plaque, "We the doctors, nurses, the families, the Company, the community as a whole, realize, that without the help, confidence and prayers of the Sisters, our contribution to the citizens of this area would have been a lot less efficient".

He also cited from a letter written by Sister Pon-

tin, Secretary to Mother General, to the Norman Stephansson family, that Sister Ste. Eugenie, who is now 95 years of age, goes to the Chapel of the Mother House in St. Hyacinthe, Quebec three times a day to pray for her many friends in Flin Flon and The Pas. So you see, there is still a hand of prayer touching our many lives through the Sisters that so efficiently served our communities.

This concludes the Norman Stephansson and family history to date.

Arnold Emery, a second son of Dr. and Mrs. Stephan Steve Stephansson of The Pas, Manitoba, and brother of Norman, graduated in Mining Engineering from McGill University, Montreal, in 1946. On February 11, 1947, Arnold and Marie Ann Flock of Flin Flon, were married. They enjoy six daughters and three sons.

Arnold has given many faithful years to H.B.M.& S as a mining engineer.

His men enjoy working with and for him. Hope some one of this beautiful family will write his history.

Stephansson, Stephan, Steve

The heritage and history of Stephan Steve Stephansson, (Nov. 30, 1888-Sept. 18, 1934).



Dr. Steve Stephansson and Son Norman.

His spouse, Anna Lemery, (May 7, 1896-Nov. 7, 1952).

Anna's mother, Carnalie Cuillerier Lemery Beausejour (March 30, 1865-March 8, 1922).

Stephan Steve Stephansson was the son of Stephan Bjornson and Kristina Anderson both born and educated in Iceland. They lived in Annas, Iceland and were married in 1882. While still in Iceland their first son Arni was born, they came to Gimli, Manitoba in 1886. The Stephan Bjornsons left Gimli to make their home in Selkirk, here they added Stephan, Solveig and Barney to their family.

Stephan graduated in medicine in 1912 from the University of Manitoba. Shortly after his graduation he chose The Pas, Manitoba to practice medicine. In The Pas he met and later married Anna Lemery, November 20, 1913 in the Chapel of St. Anthony's General Hospital, The Pas. Father F. K. Foford O.M.I. officiated at their wedding. Witnesses in attendance were Louis and Caroline Cuillerier, cousins of the bride from Kapuskasing, Ontario. Anna was the daughter of Moise Lemery Beausejour and Carnalie Cuillerier of Sudbury, Ont., born in Sudbury May 7, 1896.

Of this union two sons were born, Norman Stephan, April 24, 1916, and Arnold Emery, January 2, 1921.

Like many of the early pioneer doctors, Doctor Stephensson worked very hard and under great difficulties. He was born with 2 club feet; though because of his true dedication to his chosen profession, he never missed a house call; we must remember all home visits were made on foot. As time passed, Dr. Stephansson bought a horse and buggy and in the winter months he used a team of horses with a cutter. He had a driver Barney Davis and this was supposed to alleviate a lot of the foot work, and speed up his house calls; not always so, as sometimes the horses would run away, thus, slowing up his work considerably.

Dr. Orok and Dr. Stephansson as medical partners held many different medical contracts, these entailed many modes of transportation. They were the first doctors in the north to hold a contract with the Hudson Bay Railway. That contract today we call "medicare". They charged \$1 per person per month and were cared for by the medical team that served the Hudson Bay Railway. This covered drugs, hospital care, medical and surgical care. This service was unique in the early years, but more than sufficed, and with efficiency.

During the building years of the Railway Dr. Orok and Dr. Stephansson hired Tommy Holmes to operate an ambulance service on the Railway, visiting as many check points as possible. The ambulance

was a variety of vehicles, a gas car with sides, a Buick car which ran on the rails. They were a welcome sight no doubt, as the workers worked in sheer wilderness.

The same type of contract was held by Dr. Stephansson and Dr. Orok with the Winton Lumber mill in Fingerville. Besides these contracts they held a joint general practice in the town of The Pas.

In 1927 with the opening of Hudson Bay Mining and Smelting Co. of Flin Flon there was a need for medical services for their employees. Dr. Stephansson and Dr. Orok held the first medical contract again, \$1 per person, per month with full coverage to all. Dr. Orok left the partnership in 1929.

While Dr. Stephansson and family lived in The Pas he was in charge of the medical services for HBM & S. He had many excellent doctors who worked by his side both in The Pas and Flin Flon from 1912 to 1932, when he decided to move to Flin Flon himself. He sold his practice and later the family home of The Pas, to Dr. Len Jacobs a former partner.

A point of interest and history: in 1929 while there was need of a medical doctor at the Flin Flon Clinic, there was also a great need for a doctor to go to Gillam, where there was a typhoid epidemic. At this time Dr. C. B. Stewart presently a Specialist in Urology of Winnipeg, Manitoba and Dr. Peter B. Guttormsson a practicing physician of Maple Creek, Sask., were working for Dr. Stephansson in The Pas. It wasn't easy for anyone to decide, so the two doctors tossed a coin to see which one would go to the Flin Flon Clinic, and who would go to Gillam to the epidemic. Whether it was win or lose one will never know but Peter Guttormsson went to Flin Flon and Dr. C. B. Stewart went to Gillam.

Some of the Dr. C. B. Stewart team were our own present "Chatelaine of Government House" Donalda Lamont Jobin, wife of Lieutenant Governor F. L. Jobin, Muriel Smith Austin, wife of one of our former Presidents of HBM & S to name a few. These were sad times and hard times but all had the best in both nursing and medical care.

During Dr. Stephanssons practicing years in The Pas there weren't any leisure hours for any of the doctors. Sometimes after dinner Dr. Stephansson would enjoy his "Mulla coffee" with a sip of Cognac and then find relaxation in a back seat of the Lido theatre. He enjoyed all movies and in those early days his wife Anna played listening music, during the silent movies.

There was always a competent person at home in charge of the children and phone. While many coworkers and close friends touched the lives of the Stephansson family, two girls were exceptional. They were Margaret Shmidt Last and Lena Holmes

who helped and lived with the Stephanssons to care for the many needs of a busy medical practitioner and his busy community-minded wife. Though Anna's husband and boys came first she found time to help in all church functions; this included accompanying Bishop Lajuenesse while he rendered many beautiful solos in The Pas Cathedral. She was an active C.W.L. member, an ardent curler and enjoyed bridge and mahjong. Anna was an excellent hostess in her home and was called on many times to prepare meals for visiting doctors and their families. Among these of note was Dr. Wilhjalmer Steffansson, the Arctic explorer and author.

In 1932 Dr. Stephansson moved to Flin Flon and left Anna and Arnold in The Pas to finalize the selling of their properties. Norman was studying at St. Paul's College in Winnipeg. In those years it took a good 12 hours to travel to or from The Pas. Arnold was only eleven years old and torn to be with both his parents. He would take a tin of pork and beans on the train from The Pas, spend as long as his dad would let him stay in Flin Flon, then buy another can of beans for the trip back; this he repeated many times in the next year. Never is there a time in a young boys life when pork and beans taste so good as at age 11.

Dr. Stephansson and family did not have long to enjoy life together in Flin Flon. On September 18, 1934, Dr. Stephansson died of a ruptured appendix at 47 years of age. While the upstairs of the clinic had been designed for the Stephansson's home, within 2 years it was transformed into a nurses residence.

Anna and Arnold moved to Winnipeg where Arnold attended Gordon Bell High as Norman continued studying medicine.

In 1939 Anna Stephansson married Frank Burke of Flin Flon, where she once again offered her many talents, to her church, Red Cross, knitting, sewing, etc., Girl guide work and again thoroughly enjoyed their many friends, curling, bridge and dinner parties. Frank and Anna built a model home in 1939 at 64 Church St. During the building of the Home CFAR the local radio station gave a daily progress report as to materials, workmanship and decor. At its completion it was open for viewing.

Today and since 1943 Dr. Norman Stephansson and his family live in this home. While Frank was in the process of establishing himself as Mill Superintendent at Mandy Mine and moving into a lovely new bungalow located on the Schist Lake, lakefront, built especially for Frank and Anna, Anna suffered a stroke in March 1943. While this did not incapacitate her, it of course lessened her many activities. She truly lived a very full happy life until she suffered a final stroke on July 12, 1952, and passed away Nov. 7, 1952.



Dr. Norman Stephanson and Family Celebrating Their 40th Wedding Anniversary.

During the "Eulogy" given by Reverend Father John Sullivan O.M.I. in St. Ann's Roman Catholic Church, Flin Flon, he quoted a good friend of Anna's and I quote: "We could all take a page from Anna's book of life, no matter what religion or nationality she loved and served her fellowman" unquote. Judge D. A. Ross an old timer from The Pas, Flin Flon and now residing in Winnipeg spoke these words of Anna.

Thus ends the lives of two dear parents and grandparents but they have instilled qualities within their sons and daughters-in-law and grandchildren that will carry on their heritage with pride and self respect to oneself and their fellow man.

Stevenson, Edward

Edward Stevenson was born in Sussex England and came to Canada as a young man, born in 1871.

Bertha Stevenson, born Bertha Kristin Egilsson at Hecla Island Manitoba.

Ted came to The Pas in 1905. He was a river boat captain in his first years in The Pas. In 1910 he took a position with the Federal Government as inspector of fisheries, for the north country which he held until his retirement in 1936.

In May 1915, Ted married Bertha Kristin Egilsson who came from Winnipeg the year previous. They were married by the Rev. John A. Cormie who was minister of the Presbyterian Church at that time.

Ted served in the first World War with The Royal Engineers. He was one of the first organizers of The Canadian Legion, at that time known as the Great War Veterans and was its president for many years.

The Stevensons first house was a small home located on Third street where the Frontier Apt. now stands. In 1927 they bought a lot on Fischer Avenue and built their new home, a two story, six room house.

The Stevenson's had one son, Ernest John, nicknamed "Mickey". Mickey joined the R.C.A.F. when he was 24 years old and served in the second World War. He is presently living with his wife in Kingston Ontario.

Ted Stevenson was born in Sussex England and had come to Canada at an early age. He served for some years on The Pas Town Council. He loved the north country and never had any desire to leave it. Ted Stevenson died in October 1959 at the age of 88.

Bertha Stevenson was born on Hecla Island on Lake Winnipeg. Her father, Arne Egilsson and mother Sigrid Egilsson had come to Canada from Iceland in 1878. They lived in Gimli before moving to Hecla Island. In the early 1900's floods covered part of Hecla and after two experiences with high water the Egilsson's moved to the Otto district of Manitoba.

There were 12 children most of them born at Hecla Island. Sigrid Egilsson passed away at The Pas while visiting the Stevensons, Arne died near The Otto District.

Bertha Stevenson still lives in the old home which had been moved from Fischer Avenue to its present location at 449 Taylor Avenue in The Pas.

Symington, John Ross information furnished by Mrs. Symington

John Ross Symington was born in Glasgow, Scotland, in 1896.

When war broke out in 1914 he joined a Scottish regiment (The Scottish Horse). They were stationed for training in my home town of Kettering, and later sent to the Dardanelles, and fought in the Gallipoli Campaign for 3 years. The last four months of the war they were sent to France and fought there until he was badly wounded. Armistice was signed three days after he was shipped back to England to a Hospital, in Stockport and then he was sent back to Glasgow. He later married Ellen Bosworth.

In 1921 he came to Canada to visit his sister who was then living in Winnipeg.

On the ship coming out to Canada he made the acquaintance of a young man by the name of Alex Campbell, who was coming north to The Pas. The two men kept in touch with each other and it was through this friendship, that my husband heard of an opening for an Accountant at the Booth Fisheries in The Pas. He came North and worked in The Pas until the Company closed down. He then returned to Winnipeg and worked for the same Company, Booth Fisheries until they closed out.

He returned to The Pas in 1926 and was Town Clerk here until he died at the age of 41, where he met a tragic end by drowning in Atikameg (Clearwater Lake).

Mr. and Mrs. Symington had three daughters, Jean who married Lee Carroll, also of The Pas and now living in Hawaii. Pat now Mrs. A. Wake, of Winnipeg, and Mona married to Jack Fisher also living in The Pas. Mrs. Symington continues to make her home in The Pas and is very active in many of the Golden Age projects.

Taylor, Robert Roper

Born June 17, 1914, named Robert John Taylor, at Calgary, Alberta, educated at Calgary Commercial College, first employed by Canadian Press as teletype attendant, mechanic, operator in 1934 whilst attending school, joined Calgary Albertan in 1935, worked as oil reporter, assistant editor, and various reporting assignments. Applied for editorship of the Northern Mail, The Pas, Manitoba, which was owned by Bell & Ross Associates as was the Albertan and the News Herald, Vancouver. Accepted, he arrived in 1936. The then daily paper was managed by Mrs. Alice Jeanette Roper, widow of the late William Henry Roper, who died suddenly in 1932. In 1937 he married Anne Roper, only daughter of Mrs. Roper, reporter and adviser.

In 1939 enlisted in the Royal Canadian Air Force, promoted to Sergeant same year, served at various Manning Depots in western Canada, transferred to Ottawa in 1940, commissioned in 1941 and posted as two i/c of Air Force Printing Department. Requested and obtained transfer to RCAF Public Relations Department and overseas posting 1942, serving a year in assignments out of 20 Lincoln Inn Fields, London, to various units in southern England and then posted to No. 143 Typhoon Wing, Heathfield, Scotland, and moved with the unit to France with one of the first mobile airfields shortly after D-Day. Spent more than two years with Tactical Air Force, of which 143 Wing was part, until German surrender and Japanese capitulation. Returned to The Pas in the winter of 1945 (the Johnson water-tube boiler in the then Northern Mail block had burst that morning). Joe Montpetit, reputedly one of the best welders in the CNR, was persuaded to help in repairs; as soon as heat was restored we held lengthy conferences with the Wartime Prices and Trades Board field agent to correct a rental error which had nearly bankrupted the investment which Taylors and Mrs. Roper had made in purchasing the paper and apartment block in 1940. (Two BR apartments had been rented at \$35 per month when rentals had been erroneously frozen without the required period of adjustment), some satisfaction was obtained but it is worthy of note that this case resulted in the government of Canada passing hasty legislation to prevent the Crown being sued for errors of Prices and Trades Board representatives.

Immediately afterwards Taylor became involved in another discussion, this time with the Unemployment Insurance Commission over contributions omitted during Taylor's disembarkation leave and an intervening month or two. Taylor proved he had not received pay during this time and therefore was entitled to unemployment benefits rather than owing contributions, and that he could and would remain unemployed and in receipt of unemployment benefits whilst he compiled a history of his Air Force Wing; that he could do this as a bonafide director of Northern Mail Ltd., throughout the war and there were no other openings for newspaper publisher-directors in The Pas at this time.

Another piece of hasty legislation was passed by Parliament which exempted directors of companies from unemployment insurance benefits or contributions, but failed to decide upon such contributions as had been deducted from such staff emloyees during their military service. This has never been decided.

Between the years of 1945 and '59 Taylor became publisher of the Northern Mail which had been revamped into a weekly (at that time there was only weekly train service, of, HBR where much of the paper's circulation lay). He attended countless meetings, including those of the town council, Board of Trade, and was, with the late Henry Fishman, one of the founders of the re-born Dog Derby under the name Northern Manitoba Trappers' Festival. He was also a member of The Pas branch, Canadian Legion, as secretary and vice-president, and, with his wife, was enrolled in various other service gatherings, including the Overture Concert Association, which Mrs. Taylor organized.

Mrs. Taylor had been appointed Recruiting Officer for the Women's Army Corps for Northern Manitoba, and fulfilled much of the duties of the late Scott Devenny, Canadian Army recruiting officer who was absent in railway duties much of the time. These activities, and the Taylors' membership in the Canadian Legion and Ladies Auxiliary involved much correspondence and other service during immediate post-war years.

After failing to gain election to the town council as a councillor in 1957-58. Taylor was elected mayor in 1958-59 and served a two year term. He was responsible for replacing the Municipal Police Force with the R.C.M.P. after lengthy negotiation with the Manitoba government and senior police officials. Taylor brought the first pre-fabricated home into The Pas, from Rosenort, a distance of 1,000 miles and several other residents of The Pas purchased pre-fabricated homes nearer The Pas to form a small train.

Negotiations for mortgage financing with Cana-

da Permanent Mortgage & Housing had been halted by what the company and other financial institutions, considered excessive costs of building in The Pas. Prices and estimates were re-adjusted and considerable building took place, in the area near the premises of The Pas Lumber Company which had just closed down — ostensibly because the Timber Board of the Saskatchewan C.C.F. government had ruled that only it could retail lumber cut in that province, which The Pas Lumber Company had held in long-term lease.

The diesel electric plant of The Pas, which had operated under the untiring service of the late G. A. Williams, town engineer, was sold to the Manitoba Power Commission and new diesel equipment was installed in new premises beside the old lumber company property east of HBR tracks. The former local power plant premises at the end of Edwards Avenue on the Saskatchewan River bank became the new fire hall. Taylor withdrew his offer to the town to buy the old fire hall with its tall tower for hose drying, and abandoned plans to move it to his leased property at the junction of The Pas and Saskatchewan Rivers, as an observatory for northern students. Space travel was still to come but was much discussed at that time as in the near future. As mayor, Taylor felt this project would represent unfair use of his position. For the same reason he felt unable to accept an offer of Manitoba Power Commission to purchase the town's disused diesels and establish a plant at Wabowden which was much needed. Financing had been offered for both projects at that time.

The name Northern Mail, on the large two-story apartment block opposite the government liquor store, was changed to Frontier Apartments when the newspaper was sold in 1959 to a partnership of Abe Ostrey and Orson Wright of Flin Flon, and the following year (1960) the apartment building was sold to Mr. and Mrs. Norman S. McDonald, long-time residents of The Pas. Taylor failed in his bid for reelection as mayor sold his home in the new eastern subdivision and moved to Selkirk.

Five years later, when their son Patrick had completed education at the University of Manitoba (psychology) the Taylors moved to British Columbia, first to White Rock, then four years later, to Agassiz where they owned and operated the Pathfinder Motel. Following injuries to Taylor in a tractor accident, the couple sold the motel in 1975 and moved to Hope, B.C. where they retired and now reside.

It might be added that Robert John Taylor legally changed his name to Robert Roper Taylor in 1959, his final year as mayor. This was the result of several minor embarrassments. A Robert Taylor had formerly been employed as a reporter by the Northern Mail, and later became press gallery representative

in Ottawa. Another Robert J. Taylor was being sought by police for a confidence trick involving sale of tickets to the Grey Cup game in Toronto that year. Yet another Robert Taylor had charged a canoe and supplies at Lyon's Canoe Works in The Pas. As mayor Taylor was signing numerous town cheques and some changes seemed necessary.

Oddly the Taylors' bank account at Selkirk was depleted when cheques signed by yet another Robert Taylor who resided there, were charged against it. To carry coincidence further it was necessary for Taylor to convince Manpower Canada that he was not the long-time resident of Surrey who apparently had failed to contribute to the unemployment insurance of a woman long employed as his housekeeper.

Then yet another Robert Taylor appeared, this time in residence directly across Lougheed Highway from the Pathfinder Motel at Agassiz, which was then being operated by Mrs. and Mrs. Robert Roper Taylor, formerly of The Pas.

The latest namesake proved a friendly, cooperative individual who imperturbably forwarded the usual diverted mail to Robert Roper Taylor and wife when they moved to Hope.

It could prove that Shakespeare was wrong: there's a lot in a name and the same name doesn't necessarily smell as sweet as a rose.

Coming to The Pas from Winnipeg, where my father was with the Tribune newspaper, was a wonderful experience for a young girl in 1929 — certainly a great contrast from city life. At that time the great depression had only just hit The Pas but had been in full swing in the south for some time.

The Pas' streets were quagmires of mud, the sidewalks were of rough lumber and the town was in the throes of a mining boom. It was a jumping-off place for prospectors going north along the Bay line and up into the Cranberry Portage country. The town was wide-open and wild but there was a camaraderie that made you feel alive.

I was the daughter of William and Jennie Roper and I attended The Pas High School up to grade 12. I was a member of Westminster United Church Junior Choir. Christmas concerts were put on each year when Rev. J. Stephens was the minister. Other choir members were Edna Ridyard, Thelma and Helen McNaughton, Margaret Williams and in the Senior Choir were Doris Allen, John McLeod, William Howie, Hugh Logie and Mrs. E. Austin.

I recall working for three years as a clerk in a small ladies' boutique which was owned by Mrs. M. Pollock. It was in part of the Lido Theatre. I was married to Bob Taylor in 1937 and I carried on as editor during his service with the RCAF, and I was

also in charge of recruiting for the three Services during the war years.

My fondest memories of the north are the times spent at Pioneer Bay, Clearwater Lake. I recall the neighbors, starting at the small park in the centre of the Bay: the Kowalchuks, who bought the cottage built by Mr. and Mrs. Brown, the Sam Lovells (he was Indian Agent at The Pas), the H. F. Bickles, the J. R. Ridyards, the Reg Williams and the E. T. Keddies.

The Wilbert (Wib) Thorvaldson Family History

Wilbert's grandfather Thor, his wife and six children — Kristjan (Wilbert's father), Phemie, Margaret, Christine, Halldor and Walter, came to Canada from Iceland in 1888 and settled in Brandon, Manitoba. The youngest son, Walter, was killed in action in World War I in 1918. Kristjan worked in a butcher shop in Brandon until 1910 when he married Jonina Goodmanson from Langruth, Manitoba, and moved to Langenburg, Saskatchewan, where he opened his own butcher shop. In 1912, they moved to Bredenbury, Sask. Again he opened a butcher shop and then became a full-time cattle buyer. He shipped carloads of cattle to Winnipeg. They had 14 children, 11 of which are still living. Kristjan died in 1943 and Jonina in 1966. They are both buried with their three predeased daughters, in the Concordia cemetery.

Wilbert (Wib) has 10 brothers and sisters, five older and five younger than himself. Ellen Porter — Winfield, B.C., Thorgrimor — Bredenbury, Sask., Lillian Stevenson — Melville, Sask., Bertha Shearer — Minnedosa, Man., Beatrice Bjarnason — Kelowna, B.C., Travis — Moose Jaw, Sask., John — Regina, Sask., Edwin — Saltcoats, Sask. Ruby Heinrich — Regina, Sask., and Walter — Vancouver, B.C.

Wib got his schooling in Bredenbury, Sask., and at 18 went to Winnipeg and worked at Keystone Fisheries until joining the RCAF in 1942. After his discharge he took a bookkeeper course at Success Business College and after completing that he returned to Keystone Fisheries as a bookkeeper. On February 6, 1947, he married Ethel Bembridge at St. Luke's Anglican Church, Winnipeg. In August of the same year they moved to The Pas with the Keystone Fisheries Branch. He worked for them until the companies became a crown corporation. For several months, he and J. Bodnar worked independently for the Freshwater Fish Corporation under "The Pas Agents". He later became an employee of the FFMC. Later Wib operated the Leaf Rapids Branch of the FFMC. After 35 years working with the Fisheries he left and became manager of Northern View Lodge



Thorvaldsons — Heather, Wib, Ethel, Debra.

and Manitoba Housing. He resigned from this position due to poor health. When his health improved he became a security guard at TPCI, where he is presently employed.

Wib has been a member of the Little Northern Museum board for a number of years. He is a member of the Canadian Legion #19 since 1947. He is a charter member of The Pas Lions Club. In 1973, he leased a small lake from the government, which we fondly nicknamed "WIB Lake". He stocked it with rainbow trout fingerlings each year for 4 years. He would put the fingerlings in in May and harvested his crop of fish in the fall and early winter. The largest fish caught was eight and a half pounds. This was from his own fingerlings as it was a virgin lake when he started his hobby. When the government took the lake back they renamed the lake. Today it is Webster Lake. This was one of Wib's happiest times. He had many plans for keeping the lake healthy, and hoped to realize some profit from his endeavors and investment. However, he did have 3 beautiful trophy-size trout mounted.

Wib and Ethel have two children. Heather was born in The Pas on June 6, 1948 and is a registered nurse, graduating from Winnipeg General Hospital in 1969. She married Bill Friesen June 26, 1971. They have two daughters, Kelly, born June 19, 1976, and Janet born July 4, 1979. Debra was born in The Pas on July 2, 1953 and is a laboratory technologist, graduating from St. Boniface Hospital in 1973. She married David Harvey August 5, 1972. They have two sons, Christopher born on October 31, 1974, and Stephen born on April 14, 1979. Both girls and their families reside in Winnipeg.

Trager, Harry

In 1940, a young man came to The Pas from Saskatoon in answer to an ad placed in a newspaper for a window dresser and floor manager. Thus a new life and a new career opened up for Harry Trager who started work sweeping floors in the general store owned by Ben Dembinsky. In 1942, Harry married Vera Dembinsky. In 1943 a daughter Esther was born and in 1945 another daughter Marsha. The rest is history.

Harry Trager served ten years on the Town Council from 1949. He was first elected Mayor of the Town of The Pas in 1959 and served in that capacity for twelve years. He was President of The Pas and District Branch of the Canadian Red Cross, Manitoba division. He was on the board of Directors for the Manitoba Golden Boy awards and himself was the recipient of that award in 1965. He was on the Board of Directors for the Manitoba Travel and Convention Association, past President of the Rotary Club, Elks Club and the Chamber of Commerce. Harry was a member of the National Board of Directors of the Canadian Federation of Mayors and Municipalities. He was Vice-President of the Manitoba and Northern Ontarion Boy Scouts Assn. He also served with the Canadian Diabetic Society. Being a Diabetic himself, Harry was able to help many people who thought having Diabetes was a handicap. He proved otherwise.

Harry Trager was an honorary citizen of many cities from the four corners of North America including Los Angeles, New York and Winnipeg. He promoted tourism to the North by presenting fur ties to everyone, including Sir Winston Churchill, Ed Sullivan, President Johnson, Mayors, Premiers, Prime Ministers and Princes.

Harry Trager worked for The Pas. He was part of its progress, pushing for sidewalks, sewer systems, a library, a new jail, technical School, sawmill, street lights. He made The Pas known to people far and wide as a lively community with something to offer. He took part in Promotions such as dog races to make the North prominent. He was part of the hub of life in The Pas.

Harry Trager died January 1977 at the age of 63. He was a business man and a Civic Leader. He put the Town of The Pas on the map.

Trager, Vera

Vera Dembinsky, although born in Montreal, resided in The Pas from the age of five. During her school years she boated, swam, skated and played a great game of tennis. She graduated from Sparling College, now the University of Winnipeg, in 1934, with a Bachelor of Arts Degree and honoured with a

"digné". While at University, Vera wrote plays, music for Musicals and participated as a pianist. Boogie-Woogie was her forté. She returned to The Pas to her father's business. In 1942, Vera married Harry Trager and in 1943 and in 1945 her daughters Esther and Marsha were born.

In the following years Vera became prominent as a business woman. She was respected by whole-salers, travellers and the people who shopped in her store. She belonged to and was President of the Home and School Association. She was Secretary of The Pas Music Festival Association. She accompanied Choirs, Glee Club and individuals on the piano. She attained degrees in musical theory and harmony and taught what she learned. She worked for the library and was part of most community efforts. She loved the business, The Pas and the North.

Vera Trager died June 14th, 1967 at the age of 55, leaving a lasting memory to those she served. Vera and Harry Trager were married 25 years. They left two daughters, both residing in Winnipeg.

Venables, Herbert

I came to The Pas with my parents and one brother, Stanley, in the year 1913. My dad at that time owned and operated a Bake shop in the Rupert House.

My earliest recollections of The Pas is of swimming in an excavation beside the Rupert House during the summer and coming out covered with leeches. In the winter we used to skate from what was then Halcrow Lake, across a short portage and in to Pas Lake, which is immediately in front of the cemetery. We skated to the shore there and would build a big bonfire and have ourselves a marvellous time. I am sure many of the young generation at that time will still have memories of the marvellous times we used to have on a cold crisp night. In the summer our favorite sport was to go fishing in The Pas River.

As I remember Fisher Avenue at that time, there were the following businesses on the east side of the street: Theatre on the corner, Music Store, Chinese Restaurant, Pool Room, Chinese Restaurant, Dry Goods Store, Chinese Restaurant.

The above buildings were all wiped out later in a fire, which also broke numerous windows in buildings on the other side of the street.

On the west side of the street, were the following businesses: Buntings General Store and a suite upstairs occupied by the Bunting family; Dr. Sinclair's Drug Store, with a suite upstairs for the family; Brown and Moors Hardware.

The Pas Lumber Company was built and located at the North East end of the Town. Also in what was

then known as Fingerville was a Butcher Shop owned by Ed Davidson, Sr., and I was employed by him delivering the meat by bicycle.

The Post Office as I remember it was located on the corner that is now a vacant lot owned by Armand Pouliot. A Drug Store owned and managed by the late Wm. Burt was located on the east side of Edwards Avenue between First and Second Street, and next to it was a General Store called the "Arcade".

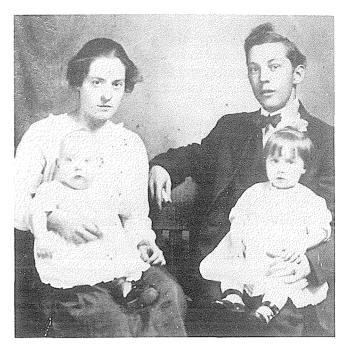
The newspaper at that time was located on Fischer Avenue by Mr. de Tremaudan and I worked for him after school and on Saturdays, keeping the fires going and setting up type for him.

When I returned to The Pas in 1975, the only buildings remaining that I could identify were the Anglican Church, the Court House and the new Post Office.

One other memory I have, is of Mr. Landry, who delivered water and ice in the winter by team, to the residents of The Pas.

Wadelius, Olive

- 1. Olive Gertrude Melina Marie Wadelius nee La Fontaine. Born at The Pas, Manitoba, on the 13th of August, 1917.
- 2. Father: Albert J. La Fontaine born at St. Jean Baptiste, Manitoba. Mother: Melina Wilhelmina Demeulles born on Ile Madame, in the Isle of Orleans area on the St. Lawrence River, in the Province of Quebec.
- 3. Father clerked in general merchant store for many years. (see later paragraph). Was also custodian at The Pas Collegiate Institute which was on the site of the present Mary Duncan Elementary School. Mother homemaker.
- 4. Albert and Melina La Fontaine lived in The Pas for most of their lives. They resided at Wekusko for a few years, then returned to The Pas. Later, they lived at Herb Lake for a short while, then came back to The Pas. Shortly after their 50th wedding anniversary, they moved to Thompson, where they made their home with their son, Arthur and family. My father was a resident of St. Paul's Nursing Home in The Pas when he died.
- 5. Brother Arthur J. La Fontaine. Sister Mrs. Jeanette Roberge, and Germaine La Fontaine now deceased. Three brothers died in infancy.
- 6. Mr. and Mrs. Philias La Fontaine (Grandfather and Grandmother) left their home in St. Jean and took the train to the end of the rails at Winnipegosis, and were transported by York Boat with oar and sails to their destination, across Lake Winnipegosis to High Portage, 150 miles away. High Portage was in the area between Grand Rapids and Cedar Lake Post, called Easterville, and is now



Mr. and Mrs. Albert Lafontaine — With Albert and Olive (Wadelius).

flooded. From there the boat was pulled on a wagon by 18 men across the four mile portage at Cedar Lake. They sailed across the 30 mile lake to Cedar Lake Trading Post of Old Man Bacon (a relative) and then on to Moose Lake, where they met Mr. T. H. P. Lamb, his wife, and two sons, Eric and Tom (then only 5). The LaFontaine family moved to Bacon Island on Moose Lake and constructed camps, barns, and storage sheds. The family returned to Cedar Lake, waited for break-up and travelled by steamboat to The Pas and Cumberland House. They fished on Sturgeon Lake for a Captain Coffee, in order to earn train fare back to Winnipeg. They eventually returned to The Pas by train. Grandmother La Fontaine opened the first board and rooming house in The Pas, and Grandfather La Fontaine worked for the Finger Lumber Company as a steam engineer.

- 6. Grandfather Joseph Demeulles and his wife, Wilhelmina (nee Letourneau), came from Quebec, where he had been farming, and resided in Alberta for a time, before coming to The Pas. He worked as a carpenter, and he and one of his sons helped build the present Sacred Heart Cathedral. They had a total of seventeen children, but only nine reached adulthood.
- 7. My father came to The Pas (second time) and settled here in 1912. My mother arrived here around 1914 at the age of sixteen.
- 8. My father was self employed originally. He opened the first ice cream parlor and confectionery store in town. In 1916, built the Fingerville Meat Market but had to sell this eventually due to illness. He clerked for Louis Allard, general merchant, cor-

ner of second and Patrick. He later worked for Ben Dembinsky, owner of The Western Trading Company, which later became Trager's Ltd. He also managed a Co-Op store here in The Pas for a few years. In the early 1920's he operated his own store at Wekusko, at which time he also worked for The Ross Navigation Company, trucking from Wekusko to Herb Lake. He also operated his own small store at Herb Lake for a short time, but returned to The Pas. He became custodian at The Pas Collegiate Institute, then worked in Dietary Stores for St. Anthony's General Hospital until his retirement.

- 9. Mother died June 21st, 1970. Father died August 18th, 1977.
- 10. When my parents lived at Wekusko, I attended the convent and went to The Sacred Heart School. The convent was run by the Sisters of the Presentation of Mary and they also taught the children attending The Sacred Heart School. After my elementary schooling, I took a Commercial Course at The Sacred Heart School.
- 11. My first position was as secretary to the then Mayor of The Pas, Mr. C. R. Neely. The mayor's office was in the Community Building, now the site of the Correctional Institute, at the corner of Third Street and Fischer Avenue. When Mr. Neely was offered the position of Manager of the Town of Sherridon, he asked me if I would consider going to Sherridon as his secretary. Mr. Neely managed the Town of Sherridon for the Sherridon Development Corporation which was a subsidiary of Sherritt Gordon Mines Limited. I left for Sherridon on the 19th of April, 1937, and entered a whole new world.

Later on, after I had returned to The Pas with my family, I worked as secretary for Mr. Frank Bickle—H. J. Bickle & Co., for about three and one-half years. Then, in 1958, I joined the staff of St. Anthony's General Hospital, in the Medical Records Department, until early retirement in 1978.

12. I returned to The Pas in 1946, accompanied by my husband and family. Erik and his Brother, Sten, formed Wadelius Painting and Decorating Company and worked for a number of years as painters and decorators, until Sten joined the C.N.R. and Erik went to work for Garand Sheet Metal Works, and a few years later was offered the position of Business Manager for St. Anthony's General Hospital. In 1969, he joined the staff of the Department of Health & Welfare, as Administrative Officer, until his retirement in August, 1978.

Erik became a member of the B.P.O. Elks in 1946, was Exalted Ruler in 1952-53 and was District Deputy in 1954.

I became a member of the Order of the Royal Purple in 1947 and was Honoured Royal Lady in 1961-62. I

have also been a member of the Catholic Women's League of Canada, for approximately 28 years.

13.

- 14. My husband, Erik Harald Wadelius, and I were married on the 25th of January, 1939, in the Bishop's Palace, The Pas.
- 15. We lived in Sherridon until 1945 when we moved to Winnipeg for approximately 16 months, at which time we came to The Pas to make it our home. Two of our sons, Vaughn and Leif-Erik were born in Sherridon, and Lance was born in The Pas.
- 16. We have three sons, namely: Vaughn Sten Michel Wadelius born in Sherridon, July 1st, 1941; Leif-Erik Harald Wadelius born in Sherridon, November 18th, 1942; Lance Clinton Storm Wadelius born in The Pas, March 7th, 1952.
- 17. Vaughn, Leif-Erik and Lance received their elementary and secondary education in The Pas. Vaughn received his Certificate in Education from the Manitoba Teachers College, Bachelor of Arts, Bachelor of Education and Master of Education degrees from the University of Manitoba.

Leif-Erik received his Bachelor of Science degree from the University of Manitoba prior to joining the R.C.A.F.

Lance received his diploma in Business Administration from Red River Community College.

Vaughn is Principal of Mary Duncan Elementary School. Married Rosemarie Schiefele of Flin Flon on July 19th, 1965. They have two sons, Sean and Kelly. Vaughn is Treasurer of Manitoba Teachers Association. This year he has been selected by OCOD to teach summer sessions for School Principals on the Island of St. Vincent, West Indies.

Leif-Erik is a Major in the Canadian Armed Forces. Married Charlene Morden of Winnipeg on December 27th, 1966. They have three daughters, Lisa and Lara — twins — and Lori. Leif-Erik was stationed in Granada Hills, California, for five years while working on the development of the Long Range Patrol Aircraft — THE AURORA. He was transferred to Staff College in Toronto in the Summer of 1981.

Lance was an Administrative Officer during the development of the Manitoba Children's Dental Health Program. He is now Administrative Officer with The Department of Natural Resources, Beausejour. Lance is engaged to Cindy Briese of Beausejour.

19. I remember a time when The Pas-Le Pas had board walks, dirt roads with deep ditches on either side. The water wagon with two strong men in attendance would pay visits twice a week — two large pails of water for 5ϕ each — and fill all the barrels available. The C.N.R. depot seemed at the outer

edge of town, (practically the end of the world when I was a little girl). It was quite an event when the Lido Theatre first opened (telegrams from famous movie stars) and when the present hospital was built, it seemed so huge. I remember band concerts in the Devon Park on Sunday evenings. My father played trumpet in the band. I remember the building — now the site of the Legion Building — being called The Crystal Gardens where movies were shown, dances held, and where we went to play badminton Sunday evenings, during the winter. I remember the old Lyric Theatre, the site at present of Simpson's Sears, where we children would go to an afternoon movie on Saturdays — the big event of the week — watching Ken Maynard, Tom Mix, Mary Pickford, Marion Davies, Tarzan and The Vanishing Rider perform. I remember The Western Trading Store — owner Ben Dembinsky and his charming and lovable family. A pool room next to Western Trading Store, where part of it was sectioned off and where Joe Baril had his Barber Shop. The Gateway Drug Store — still the same place — where there was an ice cream parlor. It was just heavenly passing by it in the summertine when the sweet smell of perfume and ice cream, and mixed with the scent of medicine, would be wafted to the outside. The Skating Rink was the place I really enjoyed during my teen years and spent most of my free time skating there in the Winter. Who could ever forget Mr. Charles Colgan or the Skating Rink. He was always in attendance and was so kind and helpful. I was about 12 or so when waterworks were installed on Patrick Avenue and that was a major event. I also remember taking walks past The Pas Lumber Company, watching men working in the planer, stacking boards, doing a thousand and one things to be done in a sawmill, and how sad we all felt when, years later, it was dismantled. How could we ever fall asleep without the sound of that chugging steam boiler — it was such a protective sound.

I belonged to a Little Theatre Group movement for a while. We put on plays and performed for the public at the Lido Theatre. Later, I joined another group called The Footlighters, and plays were performed at the Guy Hall. For a time I joined the Badminton Club. Also went to various card parties and dances.

I left The Pas for Sherridon on the 19th of April, 1937, and returned to make this lovely town our home in 1947. I had enjoyed my youth and schooling so much in The Pas that when came the time for our children to go to school, I was determined they would go to school in The Pas, and enjoy the privilege and happiness of living in this home town of mine. There have been no regrets.

Walker, Alma

Name: Alma Walker nee Bernhardt, born April 5, 1920, Nairn Avenue, Winnipeg.

Father: Phillip Bernhardt, born May 17, 1890, died July 12, 1957.

Mother: Maria Bernhardt nee Walters, born August 8, 1901, died January 22, 1977.

Alma was born, grew up and was married in the Elmwood district of Winnipeg.

John Martin Walker

March 22, 1915 — 61 Patrick Avenue, The Pas

Father — Verne Walker, September 15, 1883-June 5, 1954. Born Chippewa Falls, Wisconsin. Moved to Canada in 1904. Naturalized Hudson Bay Junction, September 5, 1911.

Mother — Victoria Elizabeth Walker, nee Gawley. Born Bruce County, Ontario October 12, 1889. Died — The Pas, October 6, 1938.

Verne Walker always followed the lumbering field through the most of his life. In youth, he worked in the lumber camps in Wisconsin as his grandfather built the first sawmill on the Yellow River in Wisconsin. He migrated to Canada in 1904 to work for the Red Deer Lumber Company at Barrows, Manitoba. He wants to work in the bush in the winter and then in the summer as deck hand and wheelsman on their steam tug "MIKADO". In 1905, he took over as Captain of the tug until 1911, when he moved to The Pas. He had met my mother in Hudson Bay Junction where my grandparents owned and operated the Etomami Hotel. Due to finances, they lost the hotel and they moved up to The Pas where my grandfather worked for The Pas Lumber Company as a carpenter. My parents were married in the Christ Church (Anglican) on July 18, 1912. One of the first white couples to be married in that church. My grandparents built the existing house at 61 Patrick Avenue where I was born. My parents lived with my grandparents, as my father was away to the lumber camps during the winter months. In 1918, my father was hired by the Mandy Mining Company as foreman in charge of building and operating of their steam-boat fleet. He was captain on various of their tug-boats, hauling the ore from Sturgeon Landing to The Pas. When the Mandy Mining Company quit operations, he then went back to employment with The Pas Lumber Company as steam-boat captain, on their two sternwheel tugs, the David N. Winton and the Alice Mattes with a Prince Albert registry. In the winter months, he acted as foreman in the landing camp or as a timber cruiser. The David N. Winton was the last paddle-wheel steamer in the three prairie provinces. Her condition became poor and her usefulness was

limited due to the advent of more versatile, gasoline powered tugs.

I had no brothers or sisters.

Attended The Pas Public School and The Pas High School from 1921 to 1933. He attended electrical trade school in Toronto in 1935.

My first job was with The Pas Lumber Company during school holidays and then after graduating from high school. In 1938, I was hired by the Town of The Pas Utilities as a utility serviceman and lastly as assistant, Superintendent of Utilities. When Manitoba Power Commission took over the electrical portion of the Town utilities, as plant Superindendent in the new power plant. With the advent of extending power to the smaller communities in the North, I took on the job of Superintendent of Diesel Generation for Manitoba Hydro. I moved to the Regional Office in Thompson in 1969 and then to the new Area Office in Selkirk in 1973 as Technical Officer. I retired on June 7, 1978.

Being born in The Pas in the earlier days, I have many fond memories of growing up. The church formed a lot of the social life of that era but highlights were the Lumber Company picnics, band concerts in Devon Park, dances in the Community Building upstairs and of course The Pas Dog Derbys in the winter.

Many interesting and note-worthy events took place during my life in The Pas. I have a few in mind. Admiral Byrd brought his ford, trimotor airplane to the town with Berndt Balchen as pilot for cold weather tests. Captain Stevenson crashed and was killed while testing an aircraft. He was attempting an emergent landing on Larose Avenue after engine failure, when the tail skid on his aircraft caught on an electric guy wire between two poles on Larose Avenue and Fourth Street. Carl Sherrit fell out of his aircraft on a joyride; he and his passenger, who was a school chum, both were killed. Foul murders were committed, robberies of the liquor store and poker games were done, as well as many humorous events which can not be published.

I was married to Alma Bernhardt in Winnipeg on July 19, 1944.

Resided at The Pas after marriage.

One daughter was born at The Pas — Lois Marie Walker on July 6, 1952.

It was a warm, friendly town with all the advantages to grow up in.

I was a volunteer fireman in the town for forty years. Also, a secretary and then Master of The Pas Lodge #124 AF&AM in 1965. I had an interest in Amateur Radio since 1929, holding call sin VE4DS.

Walker, Donna

Donna Rigby was born in St. Anthony's Hospital, The Pas on July 21st, 1939.

Her father, Thomas Rigby, was born in Derby, England on Feb. 14, 1896 and attended school in Ontario for two years, while living with relatives, around 1908. He resided in Yorkton, Sask. before moving to The Pas.

Donna's mother Gertrude (Cochrane) Rigby was born in Grand Rapids, Man. Tom and Gertrude lived in The Pas when first married, moved to Flin Flon around 1932, returned to The Pas a few years later and Tom worked as a boat and sled builder for the Wm. Lyons Co. The shops were located where the Wescana Inn stands today. Due to war injuries Tom was forced to leave that job and took employment with the Canadian Armed Forces at Churchill till his retirement in 1962. He passed away in 1976. His wife Gertrude predeceased him in 1943.

Gertrude was the daughter of Annabelle and John James Cochrane who came to The Pas from Grand Rapids in 1906, travelling by York boat and canoe. Annabelle and John were married at Grand Rapids on Oct. 15, 1890.

Annabelle was the daughter of Helen and Alphonse Pronteau who were married in The Pas by Henry Budd. She was the grand-daughter of Rev. William Cook of England. William Cook married Mary Beardy whose father was Chief Beardy of The Pas Mountain Indian Band. Mary died at The Pas in 1911 at the age of 110 years. Her uncle Edward Cook was the first graduating Minister from St. John's College in Winnipeg.

Annabelle, known throughout the north as "Granny Cochrane", acted as a midwife for many early settlers, assisting Mrs. Poirier and Mrs. Halcrow to name two of them. She visited the old hospital behind the Catholic Church and in the 1950's Trappers Festivals was a contestant in the goose calling and moose calling competitions. Annabelle passed away at St. Pauls Residence in The Pas. She was well known for her intelligence, sense of humour and adeptness at story telling of the early history of The Pas and Grand Rapids.

Annabelle's husband, John James Cochrane, was a direct descendant of the Selkirk Settlers. He was born in 1860 and died in The Pas in 1950. He was captain of the boat "Ogema" on Lake Winnipegosis. He worked for The Pas Lumber Co. Their first house was across from the Post Office and they owned the property to the River, exchanged in 1910 with the Bank of Commerce and resided at 446 Taylor Avenue until their passing. Legal Aid now uses the old Commerce Building.

The family of Annabelle and John Cochrane:

Howard — born 1893, died 1967.

Colin — died in infancy.

Percy — born 1898, died 1917, First World War. Beatrice — born 1900, died 1963. Married Wilfred Hourie.

Florence — born 1902, widowed, lives in Victoria, B.C. She married Frank Williams, and with Evelyn Anderson, Mrs. Bill Cox, were the first The Pas students at Success College, Wpg. and represented Wpg. in the 1922 Queen Contest at The Pas Derby.

Clifford — born 1904. Married Catherine Umperville in 1941. Lives at Churchill, Man.

Gertrude — born 1907. Married Tom Rigby, died in 1943.

Bertha — born 1912. Married Alex Stewart. Lives in Victoria, B.C.

Stanley — born 1914, died 1976. Married Hilda Kreugar in 1939. He was a hockey player.

Helen — born 1916. Married Clifford Leader in 1941, Widowed and lives in The Pas. Daughter — Mrs. Vicki McDuff (Richard).

Donna had a brother and two sisters.

Douglas, born in The Pas 1929, retired from the Royal Canadian Navy, had married Margie Jo Magel and has four children.

Grace, born in Flin Flon 1933 was the last student to graduate from St. Anthonys Hospital School of Nursing before it ceased operations in June 1955. Grace married Earl Carson. They have three children and reside in Red Deer, Alberta.

Jacqueline, born 1936 The Pas, participated in the Northern Manitoba Junior Championship Dog Races, the only girl contestant in the 1950's races. Jacqueline married Thomas Finnie. They have three children and live in Courtenay, B.C.

Donna's father, Thomas Rigby, was active in local government, serving on town council and on the school board. He was a dedicated worker for members of Federal and Provincial Governments of the party he supported and was Honorary President of the Conserative Party of Manitoba. He was active in the Horticulture Society and was noted for his Dahlias and Gladioli.

Donna attended school in the Red Brick School and The Pas Collegiate Institute. Graduated in 1957. Trained for a nurse at The Royal Jubilee Hospital in Victoria from 1957-1960. Worked as a nurse for the Canadian Army at Churchill in 1960-1962, in Hawaii 1962-63, toured Europe, then worked for Indian Medical Health Services at The Pas. Presently teaching Practical Nursing at Keewatin Community College since 1976.

Donna married Jack Walker on Aug. 30, 1966 at

The Pas. Jack was from Grenfell, Sask., transferred to The Pas Branch of Toronto Dominion Bank as accountant in Feb. 65. He became Registrar of Northern Manitoba Vocational Centre which opened in Oct. 1966, now named Keewatin Community College. Prior to the opening of the institution, office space was rented from Jack Johnson Agency on Fischer Ave.

Jack and Donna have three girls born at St. Anthony's The Pas. Tracey born 1969, Holly born 1970, and Heather born 1972.

Sam Waller

Perhaps better known as 'Mr. Museum', Sam Waller started building the first 'Little Northern Museum' in 1957 after retiring from the teaching profession. He purchased a plot of land, erected the building, and officially opened its doors in 1958.

Sam later turned the building over to the Town of The Pas, with the Rotary Club assuming sponsorship. Under the Rotary Club's direction, a new 'Little Northern Museum' building was built and opened in 1970. With the help of an assistant curator, Sam operated the museum on a daily basis throughout the year from 9:00 to 9:00 including Saturdays and Sundays.

Sam Waller received two awards in one day when he commemorated his twenty years of community service. He received an honorary membership to The Pas Rotary Club and a 'Certificate of Appreciation' from The Town of The Pas. Both plaques cite Sam Waller for his special service to the community of The Pas during the years 1958 to 1978. They were two of a large collection of service awards Sam received for his contributions to the community. In addition to the special awards, Sam celebrated the birthday of twenty years by producing a brochure which describes 'how it all began'.

Sam Waller

Sam Waller came to Canada from England as a young man of 16 and worked on a farm in Ontario. He spent a year at this job as required by new arrivals in Canada. His Father ran a public House and Hotel in England; the problems of needing capital prevented him from going into that field of work in Canada. His family was long settled on the land and a sister until recently owned a dairy herd. Other sisters and nephews still live in England. One is in the Ministry.

Sam went through World War I as a stretcher bearer and Orderly. He would recount horrific stories of bombardment by the Germans which produced fear of mud in which the soldiers tried to survive. Board walks were thrown down over the mud. Any miscalculation could cause one to slip into the mud.

Sam worked in a battery factory for a while in Toronto, a job which he enjoyed. Through his affiliation with the Anglican Church in Canada he became interested in missionary work in the capacity of Teacher. He spent years in James Bay as a Teacher during the 20's with periodic returns to Toronto. It was at this time that he developed an interest in building up collections of materials as a teaching aid in Science. This, unknown to him then, became the start of his future Museum which towards the end of his life reached 40,000 specimens. This includes items from many disciplines and areas of study. The records of this material is gradually being added to the Central Computer Centre in Ottawa which is codifying the contents of Canadian Museums for instant record retrieval.

Sam taught at the Jack Head Indian Reservation in the Interlake area and later on the Lake St. Martin Reserve where he also was the School Teacher. He spent a few seasons there and collected enough data to write 'The Birds of the Lake St. Martin' with Terry Shortt as co-author. It is a famous publication and is known to Scholars of North American Birds.

In 1939 Sam came to The Pas and became the Teacher at the Indian Day School, to distinguish it from the Residential Mackay School at Big Eddy which was destroyed by fire. Sam was to stay in this school just in sight of the bridge until 1956. During those years he lived a very happy and productive life. There was a constant stream of visitors from town and from people going through the town North on the Hudson Bay Railway to Churchill. The 50's and 60's now more so than perhaps any other time saw various Botanists, Ornithologists, Entomologists etc., going North, to collect specimens in their specialities. All sooner or later crossed the bridge and ended up in Sam Waller's Teacherage. If it were Autumn or Winter the wood-stove would always be blazing and tea was always ready at hand. He made rather famous biscuits; some unkind person once suggested that if thrown at a Moose, would kill it dead, they were for dunking in the tea. He was a good cook and kept his house in a smart military way. There was a place for everything and everything was in its place. On occasion new ladies in town would make expeditions to check on his house-keeping but all returned home better instructed as how to run their own household.

Sam Waller was famous for his dislike of mechanical things. He disliked winding clocks and changing a ribbon on a typewriter. This was often done by visitors to his house on the Reserve or later, after 1956, the Little Museum South of Town on the Highway, at that time out of town almost. He never rode a bicycle as too many things might go wrong with it. He had lived for so many years of his early

life in Settlements away from easy repairs of mechanical things that he simply disallowed them in his life. Taxi service was always good between the Reserve and town. Particular taxi friends became his drivers over the years. They would come Summer or Winter to the bottom of the Hill of the Teacherage. Sam would keep out a sharp eye from his front room ready to pick up parcels, packages and letters for mailing with J. C. Brown at the Post Office.

As there was no well by the Teacherage, Sam would bring drinking water from town by taxi in 10 gallon covered pails. He would carry these up the hill, this was strictly drinking water. Wash water was melted snow in winter and rain water from the barrel by the back door. He lived from 1939 to 1956 on the Indian Reserve and brought water until his last day.

One of Sam's great fears was fire. His valuable collection stored in the teacherage was a constant worry to him. In the Spring he would have all the dead grass and leaves watered and raked away from the building and taken away.

Sam smoked sparingly in the 50's but gave it up eventually. A package would last him a week. The constant fear of fire helped discourage his smoking which likely prolonged his life until 1978 when he died.

Sam was famous on the Reserve for his way of cleaning the chimney. With jugs and pans of precious water, a bag of salt, he would set out on a good calm day after notifying many people, to set fire to the chimney. This was done by stuffing the kitchen wood stove full of newspapers and opening wide all the drafts on the stove as well as the pipe control draft. This would generate a great deal of flame subsequently which would roar up the chimney and set last winters soot ablaze, which would then set up an ominous roar as fire shot up the brick chimney. So great would the air suction be in the kitchen that papers would fly off the table and curtains be lifted from the windows. Sam would have a fearful and excited expression as the proceedings reached this critical juncture. The chimney would get very hot; it was a good solid brick chimney so the danger was slight. Sam would be greatly relieved after the chimney cooled down. All was well for another year.

After Sam left the Reserve, his home for sixteen years, he stayed in town for the Summer at the Rupert House. The entire room of collections was moved into a School room of the Annex, now demolished, across the street from the then Harvey House of some local fame. That September he went to teach at Cedar Lake. He may have spent two years there. Teaching away from his collections and reference books for the first time in many years. While there he continued his collecting of various specimens, including many

plants. Now Cedar Lake is flooded out and the specimens which he collected are the only records from that area. At every turn he had an eye to the future.

Even while still on the Reserve, in 1955, Sam was planning to set up his Museum in Town in his retirement. With the help of friends he bought a lot next the Railway track on the South highway, 'a mile from town', as he used to say. After his return from Cedar Lake he set about in earnest to put together his Museum. Due to the high cost of things even then, and his meagre Teachers' pension he would not build a building. He got from The Pas Lumber Company two long and narrow buildings which were moved onto his lot. He had these arranged in a T shape. With a great deal of work the specimen material was moved from the School Annex building to the new museum. It took almost a year to arrange his holdings.

This Museum, the first of its kind in the North, indeed anywhere except that in Winnipeg, was Sam's home and daily attention. He was able for the first time to arrange his accumulation of many years and to really see what he had accumulated from his travels in Canada and Europe. He had returned to England many times during the summer holidays over the years and would always return with boxes of new things for the museum. The present museum, 'the New Museum', is actually the third museum that Mr. Waller had. The material, specimens, documents and artifacts always being moved into larger quarters.

Sam's last five years in this building, with a modern suite in the basement, were happy ones. There visitors came from across the States and would stop for a few hours in between trains, always bound for Churchill, that easily accessible bit of true Tundra in Manitoba. The great and near great came and went. All wrote their names in Sam's visitors Books now making a pile of several feet.

Sam's health began to deteriorate in 1960 when he discovered he was diabetic. His fight with Colitis for 40 years gradually had its toll. He had a very strong constitution and a rosy attitude to life which took him through and over many difficulties. It wasn't until 1978 that he failed rather badly when he was 83. His great worry towards the end was that he might end up in an old people's home in a helpless state. He was spared this. He was much weakened with a pneumonia attack in January 1978. On March 18th he was taken to the hospital with 'laboured breathing and a shortness of breath' and died rather quickly. Thus his wish was fulfilled. Some years earlier Sam had written out his own funeral service to be held in Christ Church. This was followed according to his instructions. Only one thing went wrong,

he wanted to be buried in his cassock, "to create a good impression on judgement day" Sam would say. This was somehow ignored and he was not dressed in it for his funeral. Instead it was placed in his coffin with him.

Sam had his wish fulfilled on another score. In 1939 when he first taught at Big Eddy in the School overlooking the valley with Pike Lake at the bottom, he used to mention to people there that when he died he wanted to be buried in the Old Cemetery, overlooking the Valley. His old Indian students remembered. After his funeral in Christ Church in Town the funeral cortege wound its way across the bridge and went past the little hill on which his Teacherage stood. In a strange way everything fell into place as he wanted.

Whitmore, Ben and Beulah

Ben Whitmore first came to The Pas from Flin Flon in September, 1946. He took a lease under the Soldier's Settlement, being Section One, where the Dairy now is. He then went to Snow Lake for the winter, returning to The Pas in April, 1947. He gave up the above lease and bought another one from Les Sinclair. This lease was originally owned by a person by the name of Dillabough and contained some 1600 acres of land near Young's Point. That summer he made hay on the lease and lived there until 1948, when he was flooded out. He then went to Flin Flon to work, returning to The Pas in 1951, and taking up residence in the town of The Pas, as the water had risen again and it was too wet to work on the land. He hired on with the CNR in August, 1951, and started farming as best he could. In 1958, this land was divided into several lots by the Provincial Govt. who had dyked the area and it became known as the Pasquia Land Settlement Project. The lot assigned to Ben became Lot 90, and the rest of the property became lots 91 and 92, allotted to Lorne Buchannan and Lynn Carleton, later being sold to Hans Bruderer and J. L. Garraway respectively. Mr. Whitmore moved out to the farm to live in 1962, and in 1966 left the CNR and devoted his time to full time farming.

Ben Whitmore were married to Beulah Lillian Esplen and they have two children, Douglas and Judy. Doug attended school in The Pas, is married and works as a millwright in Faro, Yukon. Judy attended school in The Pas, went to the University of Manitoba, graduating in Home Ec. and teaching in Virden and The Pas. She is married and lives in Lenore, Man.

In the early days in The Pas there were board sidewalks, draying was done by horses and The Pas Lumber Co. was operating. Out on the farm the only means of transportation was walking, or riding horse

back and driving horses, or by taxi, which came to the highway at Young's Point, a mile away. There was no road or bridge on The Pas River, but when the water was low there was a homemade ferry across the river near the Whitmore farm. The bridge was put in across the river the winter of 1957-8.

Beulah Whitmore worked from 1956-62 for the Dept. of Natural Resources in the Prov. Bldg. and from 1966-73 for the Keewatin Community College. She belonged to the CORP and she was a 4-H leader for six years. Ben belonged to the Legion.

Watts Family History submitted by Dorothy Cameron

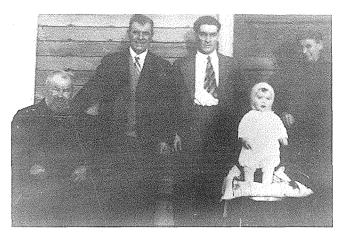
George Watts Senior was born in Hevingham, England on April 1, 1854. He spent his youth in England and in 1874 married Charlotte Curtis in Norwich, England. Entering railway service at an early age Mr. Watts was in the employ of the Great Eastern Railway for thirteen years. In 1888 he emigrated to Canada with his wife, one son Frederick James and a daughter Clara. The family settled in Toronto, Ontario where Mr. Watts entered the service of the Grand Trunk Railway for a period of two years, later moving to Stratton, Ont. where they farmed for several years. Mr. and Mrs. Watts moved to The Pas in 1927, having retired. The family were members of the Anglican Church and Mr. Watts was a member of the Independent Order of Foresters. George Watts Senior passed away in 1932, Charlotte Watts died in 1938, both are buried at The Pas.

Frederick James Watts born August 30, 1875 in Norwich, Eng., married Dorette Offeney who was born 1879 in Herzberg, Prov., of Hanover, Germany and had emigrated to Toronto where she met Fred Watts. Fred and Dorette moved to Stratton, Ontario where they operated a hardware business. After some years they decided to move west and settled on a farm at Watson Sask.

Adverse weather conditions in the early years saw



George and Charlotte Watts.



Geo. Watts Sr.; Fred Watts Sr., Geo. Watts Jr. and Charlotte Watts with Arnold Watts 1929.

their crops hailed and frozen. Being a carpenter by trade Fred found employment at The Pas which was being built up at the time. He moved the family here in 1913. His activities included work on construction of the old Red Brick School House on Second street. (now demolished), employment at McKay Boarding School, north of the river. He became interested in freighting and maintained a stable of horses used in this enterprise. He transported goods to points such as Cumberland House, Sturgeon Landing and Pukatawagan. The horses were a source of pleasure for the young folks in riding them in town and area. Freighting summer and winter was arduous work, flies and mosquitos in summer and low temperatures and blizzards in winter. Many trips took a week to complete a delivery to outlying points. Fred Sr. was a member of The Pas town council. He passed away September 5, 1949 at The Pas.

Fred and Dorette (born Dec. 12, 1879) had eight children:

Winnifred Rowena born April 13, 1902 at Stratton, Ontario married Lorne Bunn of The Pas.

George Reginald Owen born January 18, 1904 at Stratton, married Ila Bunn.

Millicent Emmaline born November 13, 1905 at Stratton, married Fred J. Martin of The Pas. — 1925.

Frederick James Jr. born September 22, 1907 at Watson, Sask. married Mary (Mayme) Shannon of Hartney, Manitoba.

Fred Jr. passed away October 15, 1959 at The Pas. Dorothy Ethelwynn born December 15, 1909 at Watson, married Allan Cameron of Emerson, Manitoba.

Lovina Charlotte Caroline born November 23, 1912 at Watson, married John H. McLeod of Landis, Sask.

Ernest Francis Kitchener born June 14, 1916 at The Pas, married Mona Jackson of The Pas.



Watts Group — Back Row, L-R: Lavina, Charlotte, Millicent, Emmaline, Fredrick James Jr., George Reginald, Winnipred Rowena, Dorothy Ethelwynn. Centre Row: Fredrick James Sr., Dorothy Henriette (Offeney). Front: Gordon Robert, Ernest Francis.

Gordon Robert Offeney born November 18, 1918 at The Pas, married Violet Nicol. Gordon passed away July 6, 1948. The family received its basic education at the Red Brick School in The Pas, then each going on to higher education and endeavors. Entertainment consisted of social activities of all kinds, fishing and swimming in the Saskatchewan River. Berry picking was a part of seasonal life and on occasion the family produced as much as eighty pints per day, picking with newspaper wrapped around their legs to keep the mosquitos from biting.

Weber, Harvey L.

Harvey Weber came to The Pas at the request of Horatio Hamilton Ross. Weber ran the Ross Navigation Company carrying freight on the rivers for many years. When winter freighting by horses and "Cat Swings" became the best way to move freight to inland points, he formed the "Transport Limited" and used sleighs and horses then Caterpillar tractors to move the loads of freight in winter.

About 1941 Weber sold the Transport Limited to Patricia Transportation Company of Winnipeg. Herman Finger McKinnon was made manager; he retired at the age of 63 and not long after that the Transport Ltd. was closed.

Herman McKinnon was a faithful Rotarian, a pin indicating his term of 15 years as secretary, is kept by Hazel McKinnon. Herman McKinnon's mother remarried to Mr. A. Y. Phillips. Herman qualified for his Master's Papers to ply inland waterways on a voyage from Vancouver through the Panama Canal to Key West, Florida and back and had the title of

Captain. So some of the old timers called him "Cap" and some called him "Mac". He received his apprenticeship under Harvey L. Weber of Ross Navigation and Captain Ross himself.

All of the Finger family in that generation such as Effie Weber, Mabel Phillips, Viola Finger, Orley, Oscar and Harold are deceased. There are only two men with the Finger name still living from that generation; Bruce Finger of 285 Renfrew, Winnipeg and Davis Finger of Lanigan, Saskatchewan, and a Wayne Finger, address unknown. These men are grandsons of Herman Finger. Bruce was a pharmacist at Deer Lodge Hospital and is now retired; he was Orley Finger's son. Hazel McKinnon has a 6 generation family tree record which ends in 1974.

Captain Ross brought Harvey L. Weber, Bill Gudgeon and Sydney Gudgeon (11 years old) plus some steamboats to The Pas from Ontario. Ross and Harvey Weber trained Herman McKinnon in piloting riverboats but he had to take the voyage through the Panama Canal to qualify for his Captain's papers.

Weirs, The Pas Manitoba

My name is Leslie Erwin Weir, eldest son of Noble Tait Weir and Isabella Erwin Ross. I was born Friday, December, 1907 at Fitzroy Harbour, Ontario, which is on the banks of the Ottawa River across the river from Quoyon, Quebec, 31 miles west of Ottawa. My father Noble Tait Weire was the second son of Thomas Henry Weir and Mary Vance who were married on October 11, 1877. My great grandfather was James Weir born July 3, 1791, deceased 1883, was married to Elizabeth Anderson in St. Andrews, Scotland. James Weir and Elizabeth Anderson came to Canada in 1822 from Forfarshire Scotland first settling at Lachute Quebec and later to Torbolton Ontario. My grandfather and my dad were both born at Torbolton, Ontario.

My grandfather was a blacksmith by trade and all his seven sons served their apprenticeship to the trade with him. This enabled them to follow their trade in the lumber camps of Eastern Ontario and Western Quebec in the Ottawa Valley during the winter months. My dad came west to Manitoba in 1895 to work in the lumber camps of Theo. A. Burrows Lumber Company at Grandview which was the end of the railway at that time. Returning east in the spring to Torbolton. He came west again around 1899 to work the harvest in Manitoba around Dauphin and Grandview and stayed on hiring on the Canadian Northern Rly., at Dauphin with the Bridge and Building Department; where he continued to be employed until 1945 when he reached age 65. My mother came west to Dauphin in 1908 when I was 1 year old. I was raised in Dauphin and took my schooling in the Whitmore Public School and McKenzie High School from which I graduated receiving my Junior Matriculation Certificate when I was 14½ years old.

My parents resided in Dauphin from 1908-1973. My mother passed away May 15, 1973 just short of her 88th birthday. My dad was transferred to Winnipeg to Tuxedo Nursing Villa, after my mother passed away where he continued to reside until January 30, 1980 when he too passed away 7 months short of his 100th birthday.

History records my great grandfather James Weir walked to Ottawa to get flour which was the closest mill, for his family. He packed 700 lbs. of flour from Ottawa to his homestead to Torbolton a distance of 33 miles when there were no roads only trails to follow. On arrival home to their cabin he discovered his wife and children missing so he went in search of them. He discovered her laying unconscious beside a log used to cross a small stream and his two children were close to their mother. After her revival he ascertained from her that she had slipped, striking her head while crossing the log with her two children to escape from a bear in the bush on the other side of the stream where she had gone to search for their only cow which had wandered away.

My dad's second cousin Robert Stanley Weir a Montreal lawyer and later a Judge in Quebec wrote in 1908 the words for the popular English version of O'Canada as a tribute to the Quebec Tercentenary. Calixa Lavallee wrote the music for our National Anthem. Adolphe-Basile Touthier wrote the French words for Lavallee's music. The three men were honoured by Canada for their contribution by issuing a commemorative stamp released by the Post Office, June 6, 1980.

After my schooling in Dauphin I started work in 1924 delivering bread for McMullen's Bakery. Shortly after the business was purchased by Mr. Leper and I continued employment with him. I used a horse and delivery van on a route to canvas the stores and homes of the people of Dauphin for over a year. I then was able to hire on the C.N.R. with the Bridge & Building Department, in Dauphin. I was sent to a B & B gang to work at Runnymede, Saskatchewan, where the gang under foreman Sid Jakeman were constructing a large cement culvert under the track. I worked there till near Xmas when I was laid off till the following spring, when I went to work for the B & B gang again this time in Dauphin B & B material yard under yard foreman Jack McLaughin who was my uncle. In the fall of 1927 I had the opportunity to transfer to train service and started October 4 of 1927 with that department of the C.N.R. I continued to work in train service till December 31, 1972 when I was retired at age 65 with 46½ years' service. I had

my first look at The Pas in the summer of 1928 when I was fortunate enough to make a trip to The Pas as head trainman on a drag of mostly material and supplies for Dominion Construction Company who had the contract for the construction of the railway extensions to Flin Flon and also the extension north of Cranberry Portage to Sherridon. We yarded our train on arrival in The Pas, went down the spur to The Pas Lumber Company to switch out loads of lumber for the south replacing them with empty cars to be loaded. We finished making up our train in The Pas yard and started our trip back to Dauphin. I never returned to The Pas until a few days after New Year's day January, 1929. I along with two other trainmen were sent from Dauphin to report for duty on the Hudson Bay Railway where there was a shortage of trainmen. Major McLachlan was the Superintendent and Geo. Brown was the Assistant Superintendent. The Hudson Bay Railway were in the process of completing the line from Mile 356 (Amery) to Churchill due to the diversion from Port Nelson. I was assigned to a crew that was used to haul material and supplies from The Pas to the end of the steel. Each time we returned from The Pas to the end of the steel we were able to travel further than the trip before due to the gangs laying over a mile a day with the help of the Pioneer and large gangs of men. The steel reached Churchill on April 9, 1929 and our crew first saw Churchill on April 14, 1929. What a bleak sight, just some rocks, a frozen river, no trees and two huge dredges frozen in the river ice where later the dock and elevator were to be built near the Department of Railway and Canals buildings and work shops.

That spring we were to play our part in the rescue of the Hospital train that became snow-bound near mile 458 at the south edge of the barren lands. The hospital train was evacuating typhoid patients from the north to the hospital in Gillam under Nurse Cotter's care. We waited two days at mile 445 for the storm to abate before we could attempt any rescue. Bunny Marsden my future brother-in-law was our Conductor. I worked with him till June 1929 when our job was finished and the summer work train crews came in to replace us.

In August 27, 1935 I married Grace Ann Whale who had come to The Pas in 1929 to teach music and lived in the Rupert House. Our first home was in the Marion House across 2nd street from Allard's Store. Our landlord was Frank Blackburn and his wife Hilda (Marion). Our suite was on the south side of the ground floor next door was the Westman house, who were Phil Ridings mother and father-in-law. Over us upstairs lived Emile St. Godard and his wife. We lived here till the summer of 1937 due to a shortage of work in The Pas I went east to Hornepayne, Ontario

to work on the C.N.R. Grace my wife moved from Blackburns to Winnipegosis that fall to nurse her mother who was ill. In January, 1938 she came east to Barrie, Ontario where I was working at the time. In the fall of 1938 I was called back west to Dauphin on account of a shortage of trainmen for the wheat-rush. Work was very slow down east that fall so after a period of regular work in Dauphin when work slacked off we returned to The Pas in November where we have remained ever since.

On returning to The Pas we rented a small suite at the front upstairs in the Herald Block. Later we moved from the front suite to a larger one across the hall on the Legion side of the building. We now have our daughter Bonnie living with us. We eventually moved from the Herald Block to a small house which we were able to rent from Godin's Bakery and was designated as 66 1st Street. We lived there till we were able to obtain larger accommodation at 227 Cook Avenue, next to the Harvey House. This house we rented from Mrs. Collette, Ronnie Collette's mother who also owned the house next door which was rented to a Mr. and Mrs. Hart who was the section foreman at Prospector. They were Clayton Hart's parents. Also upstairs again Emile St. Godard and his wife. Eventually we purchased our first home from George and Ida Anderson at 723 Constant Avenue. We moved there in April, 1942 where we raised our two children Bonnie Ann Weir who was born September 19, 1938 in Dauphin General Hospital and our son Thomas Noble Weir who was born September 16, 1941 in St. Anthony's Hospital in The Pas. Our daughter Bonnie Ann married Ronald Ewing (employed) by Hydro and they with their four children now reside in Winnipeg. Our son Thomas Noble employed with C.N.R. married to Delores Holowachuk resides in The Pas with their three children.

In 1959 we arranged for a contractor to build us a new home in the Bell subdivision about to be opened up in the east side of town. Our house was completed in the late fall of 1959 allowing us to move in to 236 Bell Avenue which has been our address ever since.

During the past five years I have been actively involved in the organization and formation of our Golden Age Group and to date we have approximately 250 members.

Wells, Harold

A memorial service for Harold Edward Wells, formerly a long time resident of The Pas and northern Manitoba, is set for Saturday, May 26 at 2:00 p.m. in Hayes Funeral Home Chapel. Interment is to be held at Lakeside Cemetery in The Pas, 1979.

Wells, 82, died peacefully on May 15 in the



Harold E. Wells on registered Trapline Patrol 1945.

Boundary Hospital at Grand Forks, British Columbia. Prior to going to British Columbia to visit his son Melvin, he was residing at Bruderheim, Alberta during the winter and at Lac du Bonnet, Manitoba during the summers.

Funeral services were conducted at Grand Forks on May 18 with the Reverend Martin officiating. The Royal Canadian Legion, Grand Forks Branch, also took part in the service.

Harold Edward Wells was born in Ontario in 1896 and took his early schooling in Chatham. His grandfather, William Wawonosh, was a hereditary chief of the Sarnia Ontario Band of Chippewa Indians.

Wells was a World War One soldier serving overseas and served in the Veterans Guard of Canada during the Second World War.

He came to western Canada in 1918 and joined the Royal Northwest Mounted Police out of Regina, Saskatchewan. In 1919, he came north to The Pas, the end of the railroad at that time, and found employment with the Finger Lumber Company (later The Pas Lumber Co.) at their camps up the Carrot River into Saskatchewan.

He also worked on construction of the Hudson Bay Railway, spending some time at Cormorant. During 1920 to 1922 he was with the Manitoba Provincial Police at Pikwitonei and other northern points.

In the early years of the 1920's and 1930's he found various other jobs such as a northern guide, summer fire ranger for 14 years at Thicket Portage, and during some winters worked as a game warden with Tom Lamb muskrat ranch out of Moose Lake.

Some of this time was spent in employment with the Dominion Forestry Service at Cormorant and Moose Lake. Wells also took some time off to attend the University of Idaho in the United States to improve his education in natural resources development.

Harold Wells joined the Manitoba Game Branch



Duck Lake Snow Igloo Norman — 1947 — L-R: H. E. Wells Sr., Scott Bateman in Igloo — Chipewayn Inloman.

on a permanent basis in 1938 and was stationed for the first two years at Ravens Nest Lake, 35 miles from The Pas. It was a time of travel by canoe, dog team of horse and toboggan, and Wells made many long patrols using these methods over the years. Later travel included gas car on the Bay Line, power boats and finally the airplane.

During the years from 1940 to 1942 after working closely with the trappers of this area, he began to look carefully at the problems they encountered in making a living from the land. It was a time when everyone trapped where they wanted and were in direct competition with each other and the availability of game.

This did not help the trappers or the resource they were trying to harvest for a living. From this came the idea and concept of having registered traplines. This resulted in every trapper having his own area and being responsible for looking after it as their own business. It also led to better harvesting and conservation practices.

Wells organized and started the registered traplines in the northern districts and eventually expanded them across the province into the Hole River and Bisset country. He rose to become Superintendent of Registered Traplines for Manitoba and saw the system picked up by other provinces.

His last posting was at Lac du Bonnet where he retired from service on December 16, 1964.

Over his years of retirement, he realized a life long dream by travelling the world. Each winter he took a four to six month trip to different places and returned to his home at Lac du Bonnet each spring.

During his world trips, he wrote weekly articles on his experiences and these appeared regularly in several Manitoba newspapers including those at Lac du Bonnet and The Pas. His stories were later incorporated into a booklet published by the Springfield-Leader newspaper of Lac du Bonnet.

Harold Wells was a member of the Royal Canadian Legion for over 45 years and is a past president of the Lac du Bonnet Branch.

He served on the early executive and committees of the Northern Manitoba Trappers' Festival and also The Pas Hockey Association.

A lake in northern Manitoba, not far from the town of Lynn Lake, has been named after him in recognition of "outstanding work in wildlife conservation throughout nearly 30 years of service."

Wells leaves his wife Verna, of Bruderheim, Alberta; two sons, Harold Jr. of The Pas and Melvin of Grand Forks, British Columbia; two daughters, Winona Bouzan of Salt Point Island, British Columbia and June Svekla of Edmonton, Alberta; 13 grand-children and three great grandchildren plus two sisters, Grace Savage of Chatham, Ont., and Helen Seidler of Moose Jaw, Saskatchewan.

G. Arthur Williams

Art was born in Kaladar, Ontario, in 1884, of United Empire Loyalist forebears. He spent his early years around Kingston, Ontario, where his father had a business.

The family moved to Saskatoon, Saskatchewan, in 1907. Art studied electrical engineering at New York, U.S.A., returning to Saskatoon to join the firm of Flectcher and McGarvey engineers. In 1913, he arrived in The Pas to install the pole line for the new electric light system.

In 1914, he married Anne K. Kennedy of Saskatoon and returned to The Pas to assume the position of electrical engineer with the town of The Pas. He took charge of the telephone system and all utilities for the following forty-six years.

Although, he did not have a University degree in engineering, in recognition of his abilities and knowledge of his field, he was made an honorary member of the Professional Engineers Association of Manitoba.

He was a past master and life member of The Pas Lodge A.F. and A.M.N. 124. Mrs. Williams was a very active member and a past matron of the Order of the Eastern Star. They were both active in the United Church, where Mr. Williams sang in the choir for many years.

Mr. Williams died on July 8, 1960 in The Pas. Mrs. Williams passed away on Febreuary 5, 1962 in North Vancouver, British Columbia.

Williams, Mary Frances

Mary Frances (Frankie) Milton was born in St. Anthonys Hospital, The Pas Nov. 5, 1930.

Her father, James Smith Milton was born at Rosehill Farm, Elgin, Scotland and came to Canada in 1919. He was a trader for Ben Dembinsky (store keeper and fur buyer), and also for the Hudson's Bay Co. travelling to Moose Lake, Cedar Lake and area in the 1920's. He accepted a position as town policeman in 1930. He was employed as miner and hoistman for Sherritt Gordon Mines at Sherridon and Lynn Lake from 1940 to 1967 when he retired.

Frances' mother was Mary Mildred Milton, nee Pacquette, and was born at Selkirk, Man. on July 7, 1906. She was employed at Lynn Lake Hospital by Sherritt Gordon Mines. She was a homemaker and was active in the Catholic Church and in community volunteer work. Mary Mildred Pacquette's parents were early settlers in the Selkirk area and on her mother's side one relative travelled with all three Franklin Expeditions, finally perishing on the third expedition.

The Miltons were married and had their children in The Pas. The family lived in The Pas, Gurney Gold, Cranberry Portage, Elbow Lake, Sherridon and Lynn Lake, The Pas being home base between moves and their place of retirement.

James Smith Milton Sr. died on Nov. 22, 1971 and Mary Mildred Milton on Feb. 7, 1975.

Frances' brothers and sister were:

- James Smith Milton Jr., electronic engineer in the computer field.
- Margaret Dorothy (Peggy) Milton married Ross McCracken. She is a Jr. High School teacher and she and Ross have a cattle and grain farm at mile 15 in the Carrot River Valley.
- Robert Alexander Milton (Bob) graduated in communications technology and is a teacher of computer technology.

Frances took her primary education in The Pas and graduated from the school at Sherridon, and graduated from St. Anthony's Hospital as a registered nurse. She worked at Victoria Hospital in Wpg. and the hospital at Lynn Lake.

It was in Lynn Lake on Aug. 29, 1953 that Frances married Jack Seymour Williams. They had three children, two boys and a girl:

James Scott Williams born Lynn Lake 1955.

Timothy Lawson Williams born Lynn Lake 1956. Karen Ann Williams born The Pas 1959.

Scott and Tim were hockey players and played with farm teams in Dallas and Amarillo, Texas.

Frances has been employed as a registered nurse at St. Anthony's Hospital, St. Paul's Residence and with the Home Care Program, has been an alcoholism counsellor and is now a supervisor at Rosaire House, a alcoholism treatment centre. She has been active in volunteer work, is a charter member of The Pas Lion's service club. She was involved in figure skating and hockey as the children grew up, was

interested in religious education and was a speakeer at various organizations discussing the use and abuse of drugs.

Williamson, Florence May

Father William Henry Armstrong was born in Kincardin, Ont.

Mother Amelia Ann Higgins was born in Hannah, North Dakota, U.S.A. arriving in Canada in 1890.

My parents lived at Carndiff, Sask; Fork River, Man; Melfort, Sask; and The Pas Man. They drove from Carndiff to Fork River in a covered wagon.

Father's main occupation was construction work, also farming, and road building, came to The Pas in 1908, worked on construction of the Hudson Bay Railway.

Our family consisted of brother Elsworth (Bill) Armstrong, sisters, Evangline Jeannette, Amelia Belle, Margaret Jane, and Gladys Elva Armstrong.

Mother died in 1906 at Melfort, Sask., and Father in 1939 at Winnipeg, Man.

I was born August 27th, 1894 at Carndiff, Sask. Commenced school in Fork River, where attended for one year only, then completed my education in Melfort, Sask. Afterwards working as a clerk for The Hudson's Bay Co. and as Buyer-Clerk for Booth Fisheries Dept. Store.

Arrived in The Pas in 1909; Social life at that time mainly consisted of dancing at Dreamland Hall, enjoyed by all ages. Many enjoyable card games of Whist, 500 and Bridge, sometimes lasting till dawn, picnics at Clearwater Lake, getting there by Gas Car. Canoeing on The Pas and Saskatchewan Rivers. I remember early years in The Pas without any electricity, the year of the bad flu epidemic, building of the Hudson Bay Railway with its many ethnic helpers. Also the era of the 12 inch Hobble Skirt, producing many hilarious incidents.

I married Larry Williamson in Winnipeg, Man. 1925; after marriage we lived at Moose Factory and James, Ont. travelling there part way by train and then by canoe paddled by natives for $3\frac{1}{2}$ days, taking nine days to return by canoe.

We had a family of four, Marion Elva, now Mrs. J. P. Edwards, William Bruce, Tanis Ruth, now Mrs. Ray W. LaCharite; and John Patrick.

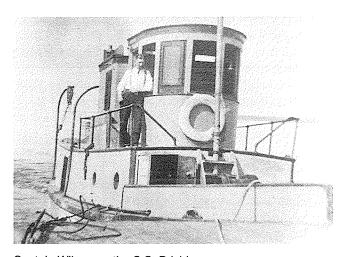
Marion worked at the Royal Bank of Canada, Bruce with the Can. National Railways, Tanis with The Dominion Bank, and Patrick with the Hudson Bay Mining Co. Canadian National Railways and the Dept. of Transport.

My husband Larry died in June 1972, I am now living at Victoria, B.C.

The Cap't. Wilson Family

Jack and Cyrella Wilson and their family of six children came to The Pas from Kenora, Ont. in 1916. The names of the children; Cyrella, Gladys, Helen, Leslie, Stillman and Wilmot. Three were born in The Pas; these were Adelaide, Roy and Kathleen.

On arriving in The Pas the family lived on Mission Island now called Devon Park. Two other families lived on the island, they were Rev. A. Fraser and a Buck family. During the spring of 1917 the foot bridge washed out when the Saskatchewan River was in flood. The only access to town was across the C.N.R. trestle.

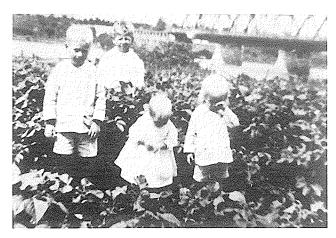


Captain Wilson on the S.S. Brisbin.

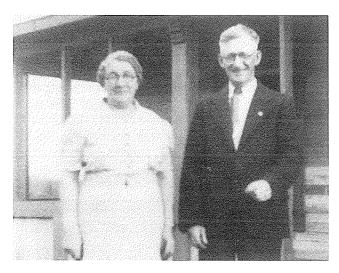
During the first world war Jack enlisted in the armed forces and was captain of a tug on the English Channel.

Eventually the family moved to a quarter section of land one mile below The Pas Lumber mill with good river frontage. When the family first moved on to this land and before they had a well dug our parents and three of the children came down with typhoid fever. Jack was a marine captain, working on boats in St. John, N.B. and Kenora, Ont. before arriving in The Pas. He came to The Pas to work for Finger Lumber Co. as captain on the side wheeler boat C. R. Smith towing logs booms from Carrot river to the mill on the Saskatchewan river below the town. For several years Jack was captain on a boat hauling Mandy mine ore from Cumberland House, Sask. to The Pas. In later years he repaired and stored boats over winter on his river front property. In summer months he would build barges on order and often was captain on one of the boats hauling freight, trappers etc. up and down the Saskatchewan and Summerberry rivers.

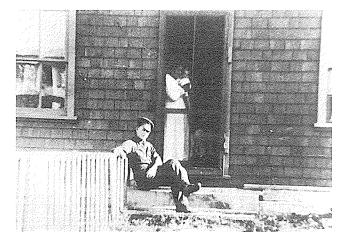
Jack was noted for his skill at smoking fish by many of the townspeople. Mrs. Wilson enjoyed her



Wilson Children in Their Garden on Mission Island.



Cyrella and Jack Wilson.



Capt. and Mrs. Wilson — Their Home on Ross Avenue.

church W.A. and was also active in the L.O.B.A. Family friends would enjoy sliding and skating parties at their home by the Sask. river and were refreshed after with Mrs. Wilson's baked beans and home made bread.

All the children received their education in The Pas at the Red Brick school.

Three boys served during the second world war; Leslie as Chief Petty Officer in the Navy; Wilmot as Flying Officer in the R.C.A.F. Roy as a Cpl. in the Army.

Cap't. Wilson passed away in The Pas in 1946 at the age of 64 years. Mrs. Wilson who spent her later years in Eventide Home and St. Paul's Residence died in 1975 in her 90th year.

Woodward, Fred

Fred Woodward was born in Buxton, Derbyshire, England in December 1882, oldest of ten sons of Isaac and Hannah (nee Redfern) Woodward. In 1905 he married Jane Austin, born in Buxton in 1883, one of six children of William and Ellen (nee Greatorex) Austin. They came to Canada in 1906, settling first in Toronto where they operated a restaurant on Spadina Road. Several years later they moved to Port Arthur, now Thunder Bay, Ontario where they kept a lighthouse on Lake Superior, and later went back into the restaurant business. While they were in Port Arthur three children were born to the Woodwards. Fred Austin in 1909, Muriel Ellen in 1914, and Vera Ethel in 1915.



Mrs. Fred Woodward.

In 1915 Fred enlisted in the Canadian Army and went to France with the 23rd Battalion, Canadian Expeditionary Force where he served until the end of World War I. All eight of his brothers who had survived to manhood were enlisted in various units of the British and Canadian Armies. Two died in action. At the cessation of hostilities Jane and children went to England where Fred had completed his military service. The family remained there for several months, visiting with relatives and friends.

In November, 1919 the Woodward family first set foot in The Pas, where Fred took up his new duties as manager of the Rupert Hotel. Following are some tales often recounted by Fred of the early days at the Rupert Hotel.

Late one night a group of curlers returned to the hotel after participating in a bonspiel. Other guests of the hotel were awakened to shouts of "Sweep" as the revellers continued their game in the hallway, using chamber pots for rocks.

One of the early guests at the Rupert Hotel was the late Harold Wells Sr., a well known outdoorsman and a conservation officer with the Manitoba Government for many years. Early one winter after the first heavy snowfall, he requested a laundry tub, took it into the yard, and filled it with snow. He then proceeded to have a bath in it to, as he explained, toughen him up for the winter.

Occasionally, prospectors and adventurers travelling into the territory north of The Pas would leave trunks and chests of personal belongings in storage at the hotel. Some of these men would never return, one of the great mysteries of the North. In these situations it was necessary for a hotel manager to sort through the contents of stored luggage in an attempt to find the address of next-of-kin. More often than not, this proved futile but the contents of stored luggage often yielded a pistol which in those days were not governed by gun control laws. In later years Fred often regretted not keeping some of the unusual weapons which he discovered and subsequently discarded.

The Herald Block and the Hudson Block on Fischer Avenue were owned by the same company as the Rupert Hotel. On one occasion when Fred reported to the owners that he had successfully extinguished a fire in one of the suites, he received a reprimand and was advised that he should have let the building burn down. The owners would have preferred to collect the fire insurance.

In 1923 the Woodward family temporarily left The Pas for Saskatoon and Hudson Bay Junction, Saskatchewan. They returned to The Pas in 1924 and later that year Vera died of appendicitis. The road to Lakeside Cemetery was in poor condition at that time and the funeral cortege travelled from town on a special train.

Fred operated a bake shop on the east side of Fischer Avenue, between 3rd and 4th Streets, and later operated the Northland Rooms at the North-East corner of Fischer Avenue and Fourth Street. During the Depression he gave up this business and sought work where it was available, for a while working for Harry Olinsky in the bowling lanes which were later to become the Elks Hall. He later ran a prospectors training camp at Jenny Lake for the Provincial Gov-

ernment, cooked at a relief camp, and later became caretaker and operator of the Legion Hall where regular Saturday night dances and Sunday badminton were popular. The Legion Hall had formerly been the Crystal Gardens dance hall and movie theatre where the first "talking" movies were shown at The Pas, prior to construction of the Lido Theatre. In those days the Lyric Theatre on Fischer Avenue showed only silent movies.

During the years of World War II, Fred served as a sentry, guarding the Hudson Bay Railway bridge at The Pas and later at Channing. In postwar years he worked part time for the Provincial Game Branch as a fur collection agent during the muskrat trapping season each spring.

Throughout his years at The Pas, Fred devoted as much time as he could to prospecting, primarily in the Elbow Lake area during the 1920's around Herb Lake in the 1930's, and in the Mystery Lake area in the 1940's. Those who prospected in Northern Manitoba did not "pan" for gold as the prospectors of California and the Klondike. They searched for surface veins of rock bearing traces of gold, copper, or zinc which would indicate the existence of larger "commercial" quantities below the surface. They would then either sell their claim to an established mining company or, infrequently, form a company of their own, raising the capital needed to sink a mine shaft by issuing share. Like most of those early prospectors, Fred hoped to make his big "find" and retire to the comforts of southern Ontario. He continued prospecting up to the last year of his life but like most of the others, never did hit a bonanza. Fred enjoyed life at The Pas however, and made many friends in the thirty years he prospected throughout the northland. He never once expressed disappointment at the course he had followed.

Fred was a member of The Pas Masonic Lodge and was an active supporter of the Northern Manitoba Trappers' Festival. He died at The Pas on November 23, 1951 and is buried in Lakeside Cemetery.

Jane always hoped to return to the life she had known in Ontario but was not one to let life pass her by because of circumstances, and made the most of her time in the North. In addition to raising her family she was active in the Women's Auxiliary of the Anglican Church, the I.O.D.E., The Pas Curling Club, and the committee of the early Dog Derbies, fore-runner to the present Trappers' Festival. After Fred's passing, Jane continued to live at The Pas until July 1953 when she moved to Port Arthur. She died on November 24 that same year and was brought back to The Pas for burial in the family plot.

Jane's younger brother, Dan Austin, also came to

live in The Pas and remained here for many years. His story will be told elsewhere in this history of The Pas.

Woodward, Fred Austin

Fred Austin Woodward accompanied his parents to The Pas in 1919 and attended The Pas Public School. One of his earliest recollections at The Pas was the arrival of the first airplane there. That episode is well documented in The Beaver Magazine and other publications.

One day in 1927, Fred witnessed what he thought was a pillow falling out of an aircraft. He later learned that the "pillow" was actually Carl Sherritt, co-discoverer of the Sherritt Gordon mine, who, not wearing a safety belt, slipped out of his open cockpit aircraft and fell to his death. The aircraft crashed inverted on the Reserve side of the Pasquia River, fatally injuring the young passenger on board.

The other co-discoverer of the Sherritt-Gordon mine, J. P. Gordon, was a good friend of the Woodward family. Shortly after his discovery had made him a very wealthy man, J. P. gave Fred and a number of other young fellows from The Pas, . 22 rifles for Christmas. While on loan to a friend, Fred's rifle was involved in a fatal hunting accident and it was turned over to the police. No doubt some of J. P. Gordon's gifts are still in existence, and it is unfortunate that he did not have these rifles inscribed. J. P. Gordon, who at one time lived in a house at the north-west corner of Edwards Avenue and Fourth Street, was one of the fortunate few prospectors from The Pas to make a truly big strike. He later retired in southern Ontario.

After leaving school and taking a business course at the Sacred Heart Convent, Fred was employed during the 1930's by Dominion Abattoirs, Harry Tipping's Warehouse & Cartage, and Burns & Company. In August 1936 he married Muriel Anne Barrett, daughter of Rev. Horace Priestly Barrett and Marie Gwennia (nee Leigh) of Gilbert Plains Municipality.

During the early 1930's Fred was leader of The Pas Number 1 Boy Scout Troop and for many years was a member of the local Boy Scout Association. He served with the local Home Guard militia unit during World War II. He was also active in political affairs and although always a Convervative supporter at the Provincial level, he worked for the Hon. T. J. Crearar, a Federal Liberal Cabinet Minister who made an unsuccessful bid for election in The Pas constituency during the mid 1930's.

Fred and Anne had two sons, Fred Barrett born at The Pas in June 1937 and Thomas William, born at The Pas in April 1941.

Throughout the 1940's Fred was employed by the Transport Limited, and in 1951 he joined the Indian

Affairs Branch of the Federal Government. Fred was a member of The Pas Masonic Lodge and served as Master in 1950-51. During these years Anne was active in the Anglican Church Guild and the Eastern Star. She was Worthy Matron of that organization in 1953.

In 1957, after residing in The Pas for 37 years, Fred moved to Winnipeg with Anne and Tom. His older son had moved to Winnipeg the previous year to further his education. Fred Austin Woodward died in Winnipeg on November 8, 1972 while employed with the Department of National Health and Welfare.

Woodward, Muriel Ellen

Muriel Ellen Woodward, older daughter of Fred and Jane Woodward, accompanied her parents to The Pas in November 1919, where she attended The Pas Public School. During the 1930's she was active in both The Pas Tennis Club and The Pas Badminton Club. After completing high school, Muriel was employed at The Pas Post Office.

In December 1942 Muriel married Wilfred (Bill) E. Breaker, employed at that time by Tomlinson Construction Company which was building The Pas Airport. They had a son, William, born at The Pas in August, 1943. Later that year, Wilfred joined the R.C.A.F. and was posted to Newfoundland until the end of World War II. Muriel and son remained at The Pas where she continued her employment at the Post Office.

At the end of the war, Bill returned to The Pas and purchased a house on Cook Avenue. He was employed as a diesel engineer at the Power House until 1953, when the Breaker family moved to Port Arthur (Thunder Bay), and subsequently to Toronto. The Breakers had a second son, Reginald, born at Port Arthur in 1953.

This concludes the Woodward family story at The Pas but for one additional item. In December 1964 at Winnipeg, Fred Barrett Woodward married Vernice Guymer, younger daughter of Wilfred and Irene Guymer, also former residents of The Pas.

Young, Bryan

Bryan was born in The Pas, Manitoba, 1916.

My wife, Elaine, and I were married in 1944 in Calgary, Alberta, where Elaine was a graduate R.N. from the Calgary General Hospital. She was raised in Calgary where she played the violin in The Calgary Symphony Orchestra along with her mother who was a well known violinist in Calgary. Her mother's maiden name was Isabel Fraser, she grew up in Thunder Bay Ont. and she was wed to Thomas R. McDowell, and ended up residing in Calgary.

After my discharge from the navy in 1945, we

moved to Lynn Lake, Manitoba where I was employed by my previous employer Sherritt Gordon Mines Limited. We resided in Lynn Lake until 1953 when I was trnsferred to Fort Saskatchewan, Alberta to the company's refinery when I was the company's paymaster for a number of years and then transferred to the Personnel Department where I was recruitment officer until I retired in 1980. We then moved out here to Peachland, B.C. where we now reside.

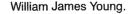
Our family consisted of two children, a girl, Sandra, and a boy, Ross. They are both married with our daughter and her husband being the parents of three children (all girls). They live in Whitecourt, Alberta, where her husband is the newly appointed principal of the High School. Our son Ross is married with one child (a girl) and he lives in Fort Saskatchewan, Alberta. He works for Dow Chemical in the Fort.

Young, William, James 1876-1952 presented by Mrs. Ceone Johnson

The late W. J. Young was born in Belfast, Co. Antrim, Northern Ireland on May 24th, 1876. He emigrated to Canada in 1913 where he was employed as an accountant with the construction firm of J. D. McArthur who were involved in the building of the Hudson Bay Railway.

In 1914 his fiancee Elizabeth Jane Fleming followed him out to Canada where they were married in Winnipeg, Manitoba on August 12th, 1914. This marriage produced a son, Bryan, who is presently living in Peachland, B.C.







Eliza Jane Young.

In 1918 he established his own business involving real estate, insurance, and mining activities in The Pas, Manitoba.

In 1916 he was elected to the board of school trustees when the old red brick schoolhouse was built. He remained on the school board for a period of

14 years and in 1930 was elected to the Town Council. He served on this legislative body for 18 years, retiring in 1948.

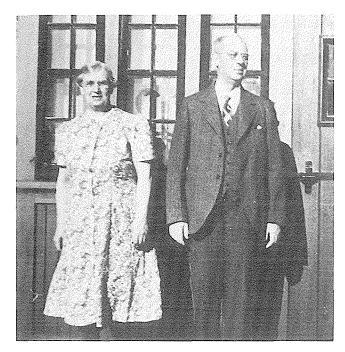
Along with the above offices, Mr. Young sang in the United Church choir and also was a member of the Church session and was honoured by being asked to turn the sod for the present United Church in The Pas.

He was a member of two fraternal lodges in The Pas, The Masonic and Oddfellows. Until his death in 1952, Mr. Young donated his time to the work of the church and the community.

Pictures of Interest Groups



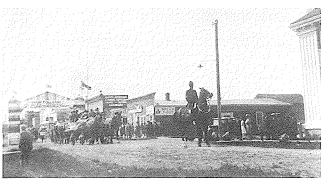
Telephone Staff, L-R: Marion Douglas, Verna Hemmings, Ethel Lovell, Martha McCauley, Rose Thompson.



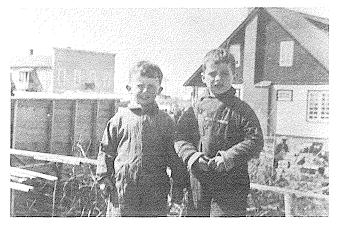
Mr. and Mrs. Burt.



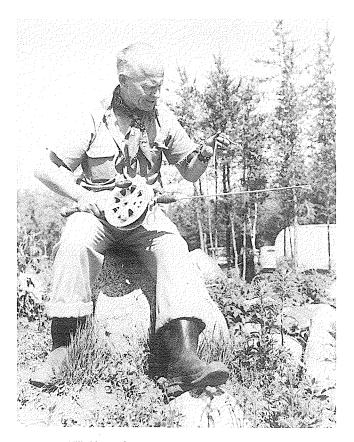
Paul — Charlie and Audrey Krempeau about 1932.



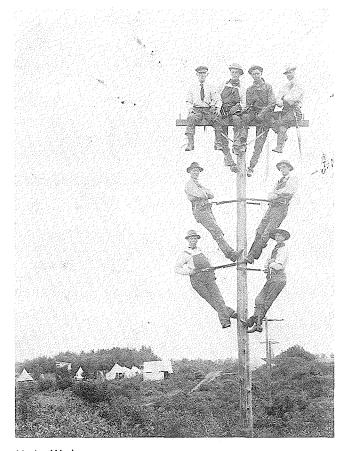
Officer Greman — Head of Parade Circa 1932.



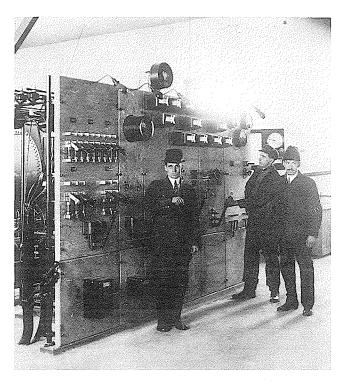
Young Pioneers.



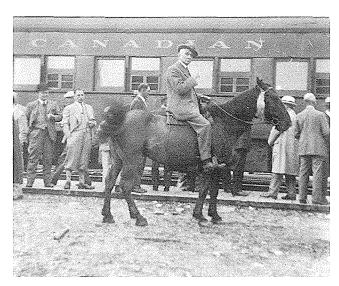
"Caribou Bill" (Anger).



Hydro Workers.



Jim Kerwin at Switch — G. A. William Near Panel.



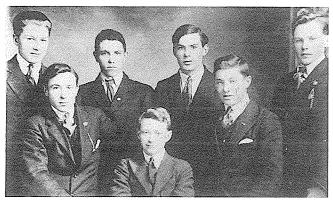
Beecham Trotter on the Horse at the Wabowden Station.



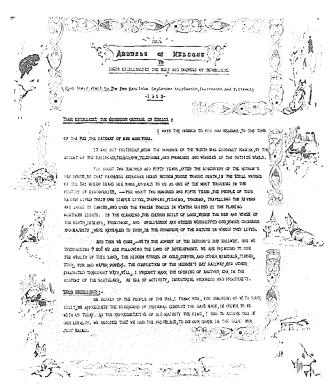
Unemployed The Pas — 1931.



Orchestra 1940 — Director Dimitri Nitifruk. Still in The Pas — Back Row, L-R: Elsie Vatzel. Second Row: Mary Melko, Alice Ezepchuk.



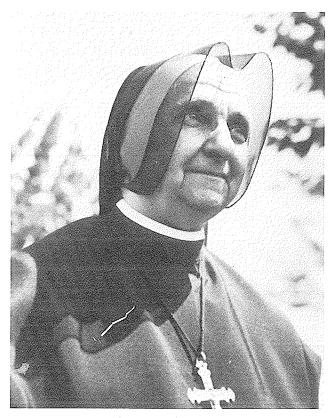
L-R: Bill Barker, Stan Venables, Lloyd Bunting, Phil Riding, Mac ?, Herman McKinnon, Reg Bagshaw, Herb Venables.



Offical Welcome to the Duke and Duchess of Devonshire September 1919.



Sister Fafard, Niece of Rev. Father who married Dr. and Mrs. Steve Stephenson.



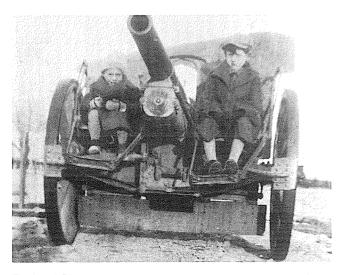
Sister Ste. Eugenie Age 95.



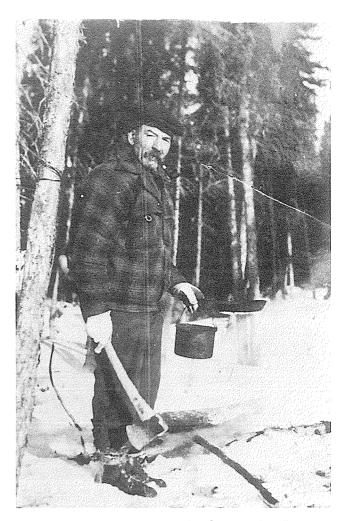
"The Diamond Queen" Sophie Ryan. Died Nov. 25, 1952 Age 80. Buried Nov. 29, 1952 Lakeside Cemetery The Pas. Rev. C. Morgan — Anglican Church.



Mr. and Mrs. Krempeaux 1932 — Children, L-R: Audrey, Paul, Charlie.



Paul and Charlie Krempaux on the Cannon Devon Park About 1930.



Jim Kelly, Having Dinner on Road to Sturgeon Landing.



Eskimos Attend Trappers Festival. Background Christ Church.



Bill Meads.



Treaty Day in Front of Bank of Commerce The Pas.



(Starting Plane — Man On Far Left Is Robert Kerr Duplicate of Picture #80.)



Connie Lamb Making A Dog House For A "D4" Cat.



Tom Lamb and Daughter Sheila On Deck Of the "Skippy L".



Mrs. J. Cambell.

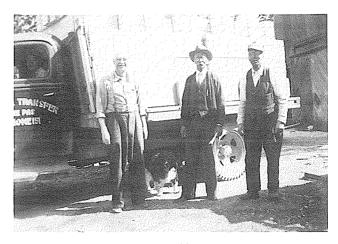




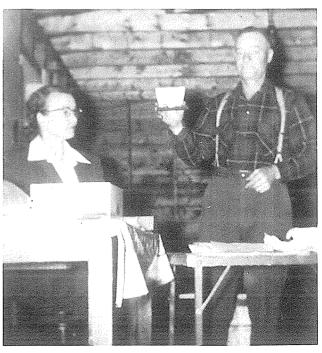
Lillian Shore.



The Essentials — C. Nabess, J. Moran, D. Nabess, L. Haynes.



Wm. Lyons, Ted Nicholson, Mr. Hayes.



Carrot Valley Community Club 1958. Geo. Halliday, President; Mollie Bigelow, Secretary.



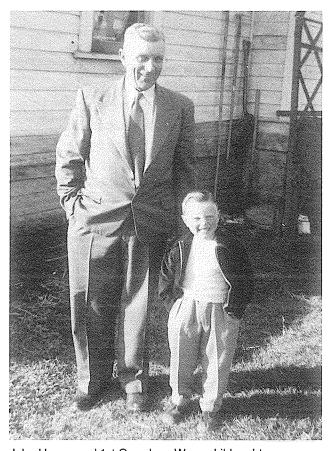
Community and Courthouse — The Pas. Front, L-R: Bill Hughes, Jim Moors, P. C. Robertson, Barney Stitt, Baldy Snydal, F. F. Evans. Back: Frank Hogan, W. Bunting, Rancroft, ?, Wallace, H. E. Bennett, Hunter, W. Burt, J. Bacon, Fischer, Horace Halcrow.



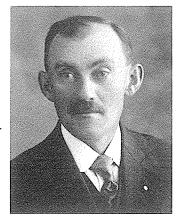
Admiral Byrd Aviators at The Pas.



John and Kay (Seidal) Hamm.



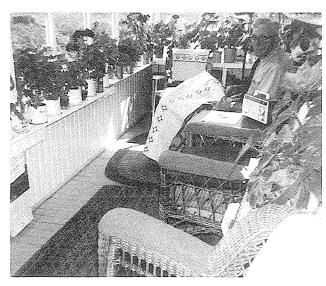
John Hamm and 1st Grandson Wayne Libbrecht.



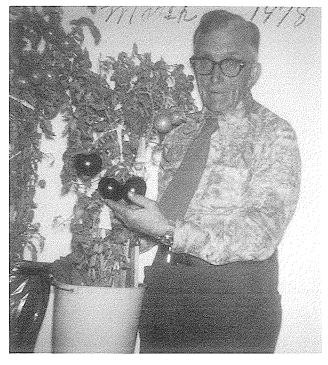
Frank Hamm — John's Father.



Rose (Kastelan) Hamm — John Hamm's Mother.



John Hamm Quilting On Sun Porch.



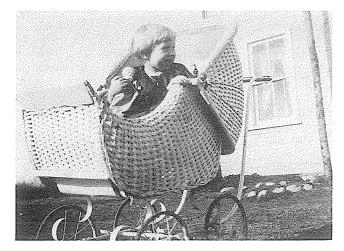
John Hamm — Tomatoes In Early March.



John Hamm In His Garden.



Standing: Mother — Kay Hamm, Del. Libbrecht — Verna Fowler. Sitting: Father — John and Orville Hamm.



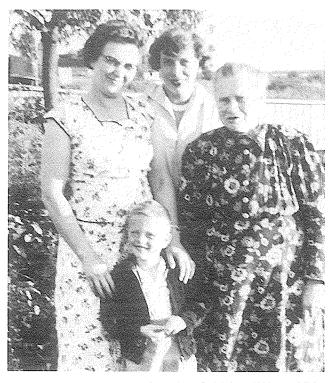
Del Libbrecht and Carriage 1926.



Front: John and Kay with 12 of 14 Grandchildren. Centre: Tom Libbrecht, Murray Hamm, David Hamm, Elaine Fowler, Rick Fowler, Janice and Reg Libbrecht, Wayne Libbrecht. Top: Doug Fowler, Brian Hamm, Kelly Hamm.



Kay Hamm's Quilting Class at K.C.C.



Kay Hamm, Del Libbrecht, Grandma Seidel and Wayne Libbrecht — 4 Generations 195 $\,$



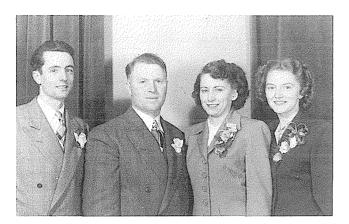
90 Degree at Hamm's House — Denny, Reg, Tom, Ricky.



L-R: Family of Paul J. Seidel Sr. Bruno Sask. 1940 — Clara Fisher, Frank, Sella, Father Paul, Mother Gertrude, Kay Hamm, John, Maym Gardwine, Bob Seidel.



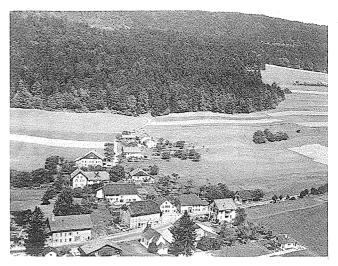
Clara Fisher, Kay Hamm, May Mrs. Ralph Gardwine, Sella, Mrs. F. Hamm, Robert Seidel.



L-R: Andy Legue, Bob Seidel, Dorothy and Cordula Pulver-macher.



Charlie Kobel 1977.



Hometown of Charlie Kobel — Switzerland.



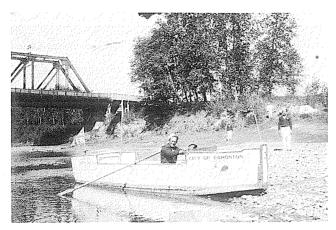
Telephone Staff, L-R: Lorrie (Guymer) Hutton, Muriel (Hamilton) Davidson, Laura Macey, Mr. Baggs, Ethel Barber, Ethel (Wright) Rice 1939-40.



Unemployed at The Pas — 1931 Town Police Chief Coehill Handled the Crowd Until R.C.M. Police Arrived.



Men Came North Hoping to get Work on the Railway and There were Many Unemployed in the Town.



Edmonton to Atlantic Coast by Water — Anton Glasser — 1st mate, Fred Peters — Cameraman, Jack Peters — Skipper.



Hyor Frank Biskle at The Pas, is seen above receiving a chaque for \$2,21285 representing the proceeds to date from the proceeds to the form of the proceeds to the form of the proceeds to the form of the proceeds to the proceeding the chaque Mayor Frank Biskles William Cox treasurer. The picture was taken in the office of the mayor This fund does not include the moneya raised by the whole salers, banks, railways and The Pas humber company, their collections having been sent directly to their respective head.

L-R: Harry Fishman, Dr. Marvin Brandt, Pres. Pas Rotary presenting Cheque for \$2,242.00 to Mayor Frank Bickle and William Cox, Treasurer — Man. Flood Relief Fund.



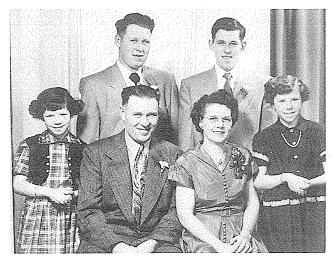
Air Cadets.



Construction crew beside the old skating rink on Edwards Ave. a corner of the power house is visible — 1928.



Mrs. Landrey — Husband delivered ice to residents prior to refrigerators.



Back Row, L-R: Cecil and Ed. Front: Irene Cyr, Ralph Gardwine, Maym Gardwine, Phyllis Ball.



 $\mbox{\sc L-R:}$ Delores Chartier, Late Chief Gordon Lathlin, Dr. Ahab Spence.



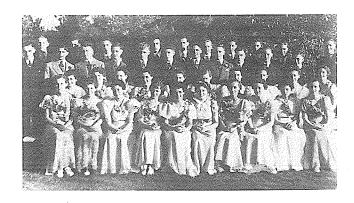
Ukrainian Orchestra in 1930 — Mary Melko still resides in The Pas.



Armstrong Family.



Mr. Funk in white shirt — on his left Ray Bloomquist.





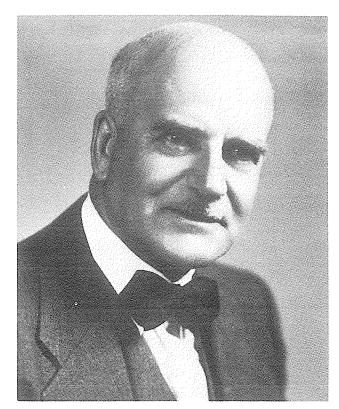
JOSEPH HENRY ELLIS 1890 - 1973

Professor Joseph H. Ellis was born in Coventry, England. He came to Canada as a young man and worked on a farm in the Glenboro, Manitoba area and on plots at the Brandon Experimental Farm. He received his B.S.A. from the Manitoba Agricultural College and a M.Sc. degree from the University of Minnesota.

Professor Ellis began his professional career in 1918 as an experimentalist and lecturer in the Field Husbandry Department of the Manitoba Agricultural College. In 1927 the Soils Department was established with Prof. Ellis as its first head. At this time he initiated a survey of the soils of Manitoba in volving their systematic mapping and classification; many of his concepts have been adopted in the Canadian soil classification system.

Dr. Ellis was accorded many honors in his lifetime. He was honored by a Doctorate from the University of Manitoba. He was a Charter Member and Fellow of the Agricultural Institute of Canada, a Fellow of the Canadian Society of Soil Science, a Fellow of the Appraisal Institute of Canada, a member of the British Society of Soil Science and the American Society of Agronomy. He was also the recipient of the Centennial Award.

Dr. Ellis served Manitoba with distinction as a teacher, scientist, popular lecturer, writer and consultant for more than 50 years. However his greatest contribution was his influence on his students. His dynamic and colorful personality and his enthusiasm for his subject made a lasting impression on all who studied under him.



Thelma (Johanson) Walker.

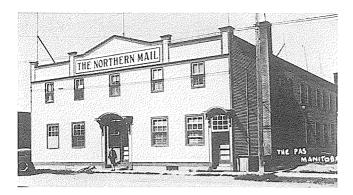


Barry Richards C.C.F.M.P. (Aurora Photo Studios The Pas).

Buildings



Original Royal Bank Building — 3rd and Edwards Union Supply Store in Background.



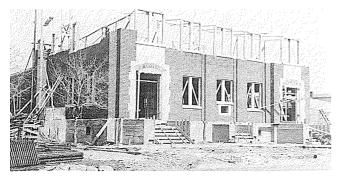
Northern Mail Newspaper Bldg — Now Frontier Apts.



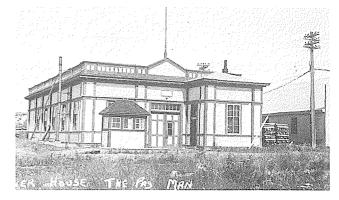
Man. Telephone System Bldg. 1940.



Community and Court House — The Pas — Built 1916.



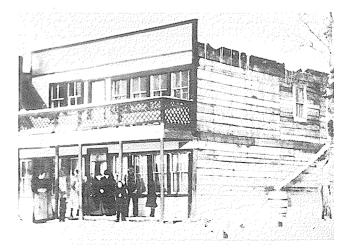
Post Office Building 1932.



The Original Power House 1928.



Turning Sod for New Post Office. Barney Stitt, C. S. Dickens, Louis Allard.



First Hotel.



Indian Office The Pas.



Hotel Cambrian The Pas.



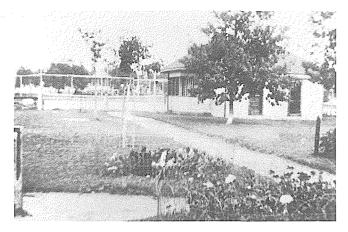
Log House Built on Devon Island by Sir John Richardson Party 1845 While Searching The Lost Franklin Expedition. Refinished with Siding Years Later — Picture 1928.



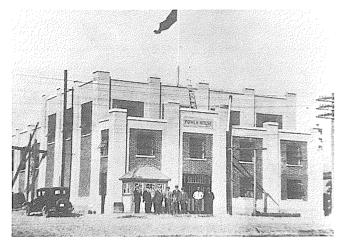
The Pas Post Office 1960.



Tourist Camp and Paddling Pool.



Devon Park — Swimming Pool and Change House 1966.



Power House The Pas.



The Pas Pavilion.



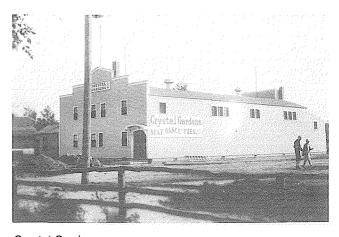
Lambs Cabin At The Lake.



Connie and Nancy Lambs Original House Halcrow Ave. The Pas.



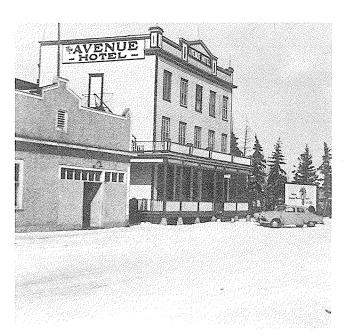
Town Fire Hall — 3rd Street, Telephone Building on Right.



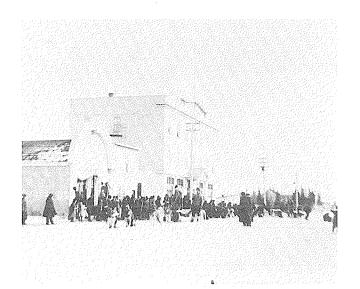
Crystal Gardens.



Bob Seidel Farm — 1951 — Otto Herman's Trailer (Black) in Lower Left Corner — Rodeo Chutes in Background.



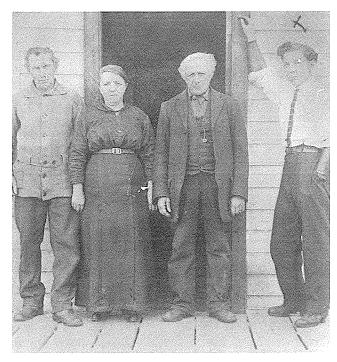
The Avenue Hotel 4th St. and Fischer Avenue.



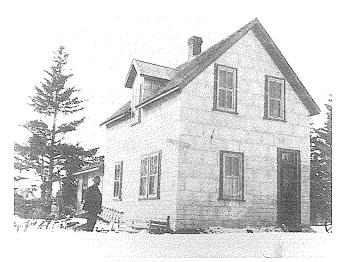
Opasquia Hotel — March 17, 1916.



Hotel Cambrian Burned Location Northern View Lodge.



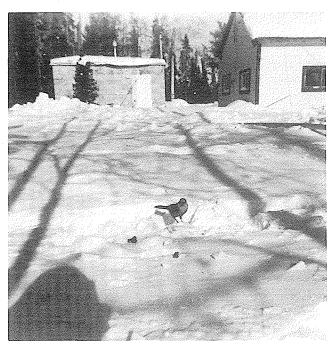
Mrs. La Fontaine's Boarding House — 1912-1917. L-R: Philias, Wife Marie, Pierre and Albert.



S. K. Skaler house.



Bill Shore, Manager Opasquia Hotel with His Family.

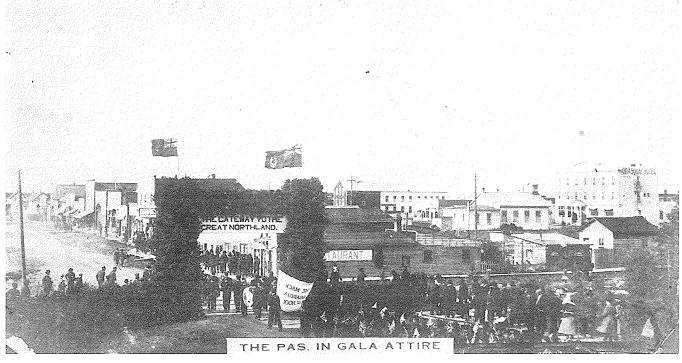


Bomb shelter — Cement Block construction at Prospector 1967.

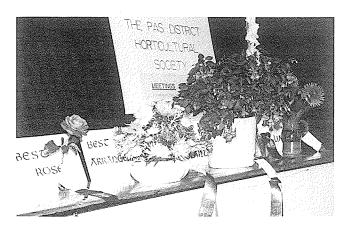
Holiday Parades



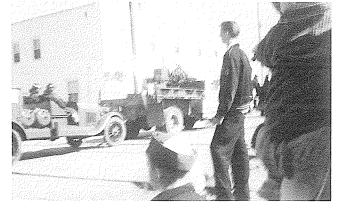
Governor General of Canada Addressing a Boy Scouts Banquet 1950's.



Holiday in The Pas.



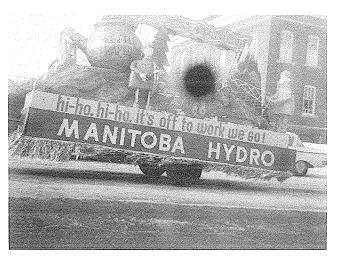
Winning Display — Guy Hall — The Pas Horticulture Society.



Parade Float — Old fire Truck being towed.



Parade Float — District Farmers 1964.



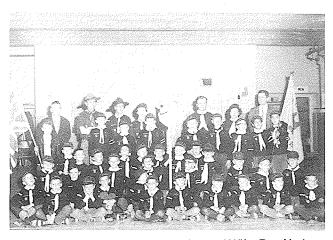
Hydro Float passing the Old Court House Feb. '68.



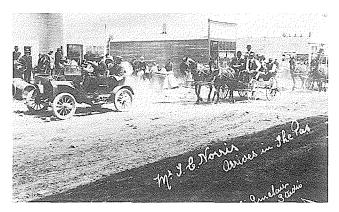
Model "T" Ford in Parade 1968.



Display of Snow Machines Nov. 65.



 Cub Scouts — C. Long, G. Emberley and Wife, Ben Nerbess and Wife.



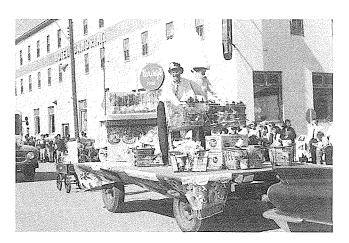
J. C. Norris Arrives in The Pas.



Sports Day The Pas — July 1st, 1925.



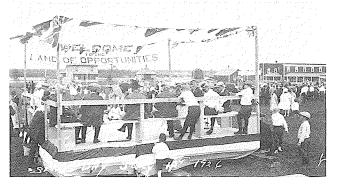
Sports Day July 1, 1925 — Ed Grant's House 158 Second St.



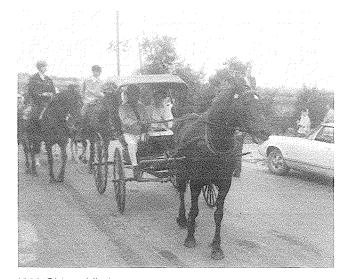
Harvey Foods Display Parade 1962



Harry Anderson Horse and Buggy 1968.



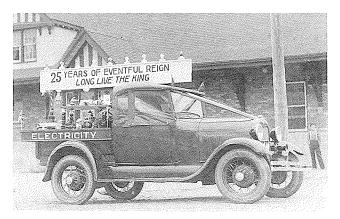
Holiday The Pas 1926.



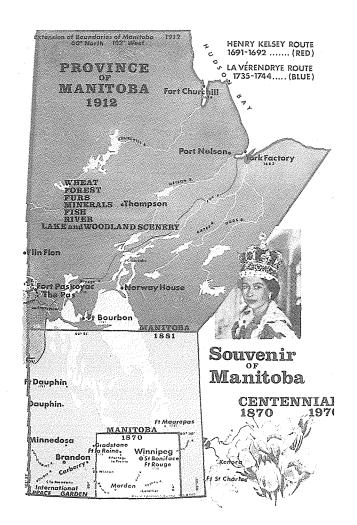
1903 Oldsmobile in parade — promotion of Carling O'Keefe Brewery.



Oldsmobile 1903 Replica Kit — Carling O'Keefe Brewery Promotion.



A celebration.



Souvenir of Manitoba.



Caribou Bills tourist attraction — Prospector — 11 miles North of The Pas — Picture Circh 1968.



Bob Longs wedding — 1915.

WE CARRY EVERYTHING WORTH
WHILE IN

POST CARDS

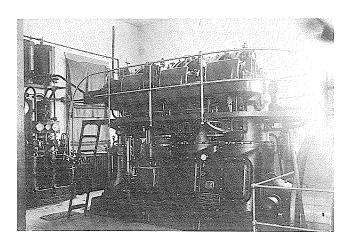
The Gateway Drug Co.

Drugs, Stationery & Fancy Goods

Le Pas, N.W.T.

OUR MOTTO: "Something new all the time."

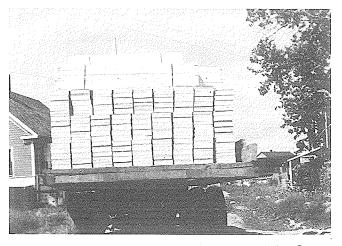
Gateway Drug Store Advertisement Circa 1911. The Hudson Bay Herald Le Pas N.W.T.



First Diesel Electric Plant — English Mirless — Presently (1983) Property of The Pas Historical Society.



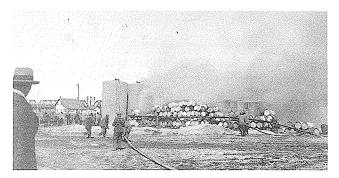
1935 Bill Brauneis Took Over Remnants of Bob Hughes Sash and Door Factory Outside of Town Limits.



Truckload of Core Boxes Ready for Shipment to Mining Companies, Lyons M.F.G. Co.



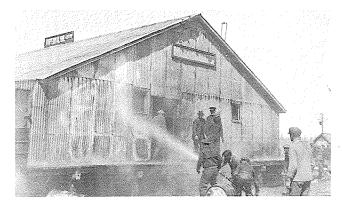
Fischer Avenue after the Fire Dec. 1, 1913.



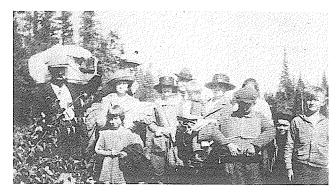
Fire — Imperial Oil Warehouse North of Western Grocers.



Fire Destroys Bacon's Store.



Imperial Oil Warehouse on Fire — Behind Western Grocers.



Dominion Day - 1923

Tomorrow is Canada Day. Fifty-four years ago, it was Dominion Day and for some in The Pas it was an opportunity for a picnic. That was the case for those in the base for the Pas it was an opportunity for a picnic.

the above picture and the picnic was at Hugo Bay on Clearwater Lake.

This picnic party was headed by the late Hi Johnson (at left) and they took the train to Mile 19 from The Pas, and then hiked the short distance over the hill to the beach where Mr. Johnson had done a lot of clearing because to many Hugo Bay is one of the best beaches with its sand to be found on the Lake, The ladies in the picture are Gertrude Phelan who operated the Opasquia Hotel (Gateway) for a number of years, now residing in B.C.; Ricki Essman, whose husband operated the projector at the local theatre; and Anna Stephanson holding Dr. Norman Stephanson of Flin Flon.

Dominion Day 1923 — identified — far left — Hi Johnson, next Gertrude Phalen, Mrs. Ricki Essman and Anna Stephansson holding Dr. Norman Stephansson.

Trappers Festival



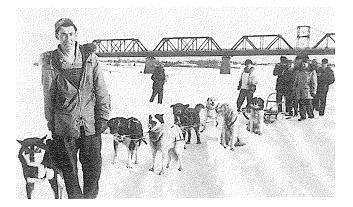
Start of Hudson Bay Sweepstake Race - March 17, 1916. Opasquia Hotel Edwards Avenue.



Police Dog Team in Front of Opasquia Hotel March 17, 1916.



Dog Derby — 1926.



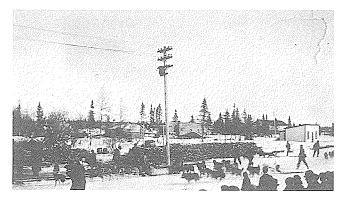
Dog Team on Sask. River.



Emile St. Godard 1931 Pas Dog Derby.



Emile St. Godard's Dog Team Racing Trophies.



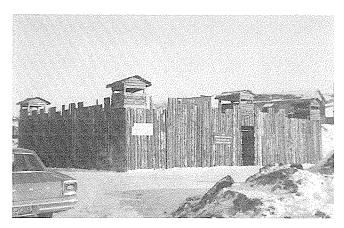
Start of Race March 17, 1916.



Emile St. Godard With Ottawa Cup.



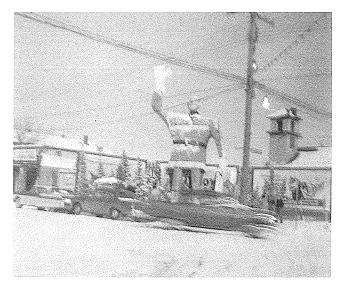
W. Grayson Dog Team.



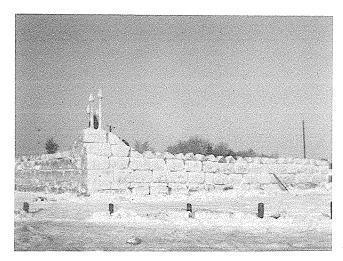
Stockade Fort built for Trappers Festival — 1970.



Mrs. Moe Lagimodiere, Mrs. Marie Nolan, Mrs. Edward Sarna, Mrs. Valerie King, Mrs. Mary Poloway.



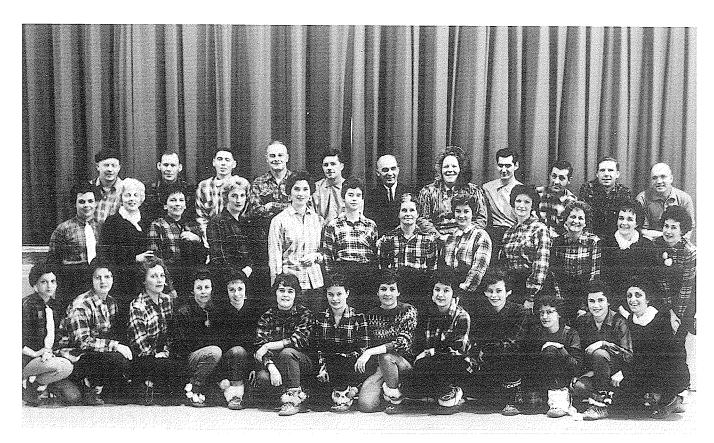
Trapper Statue 1958.



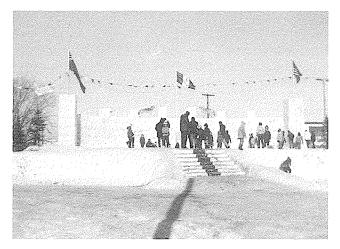
Ice Palace — The Pas Trappers Festival 1970.



Emile St. Godard — Dog Team.



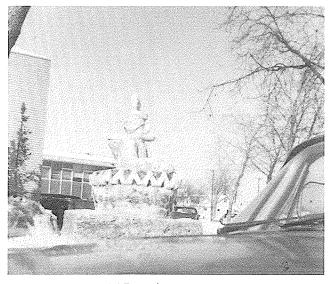
1962 Festival Stage Show Group.



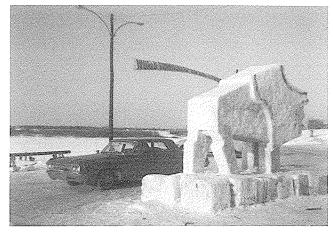
The Ice Palace Trappers Festival 1964.



Ice Sculpture by Riel Berard — Festival 1970.



Ice Sculpture by Riel Berard.



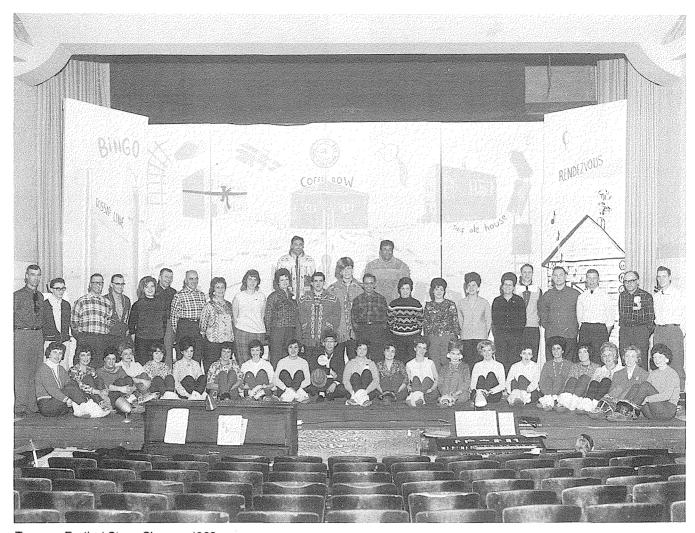
The Buffalo Ice Sculpture — Riel Berard — The Pas.



Ice Sculpture by Riel Berard.



Top: Art Johnson. L-R: Denyse Morrish, Negri Leicester, Norma Booth — The DM Mixed Chorus — Trappers Festival 1962.



Trappers Festival Stage Show — 1962.



1926 Carnival Queen and Court, L-R: Alice (St. Godard) Hamilton, May (Anderson) Buchanon, Mr. Talbot H.B. Co., Florence Puttick Queen, Mr. G. Bancroft, Florence (Poirier) Gudgeon, Lulu (Cross) Marcott.



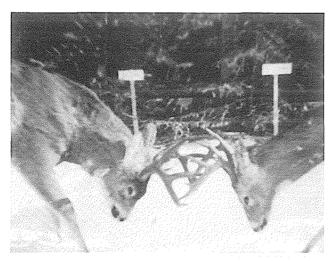
Frozen animal display at Festival Time — Specimens supplied by trappers to Jed Reader who made displays so realistic.



Little Red Riding Hood and The Big Bad Wolf in the bed — "What big teeth Grandma" Display by Jed Reader.



Red Riding Hood and The Big Bad Wolf.



Fighting deer display — Trappers Festival.



Wild Animal Display.



Fisheries Resources Display Trappers Festival.



1921 Derby Queen and Princess. Front: Evelyn Anderson. 2nd Row: Lottie Bagshaw, Elsie Westman. 3rd Row: Doris Burton, Emma St. Godard. 4th Row: LaFontaine, Florence Cochrane. Top: Daisy Neil, Mona Keddie.



Statue of Trapper at 1968 Festival.



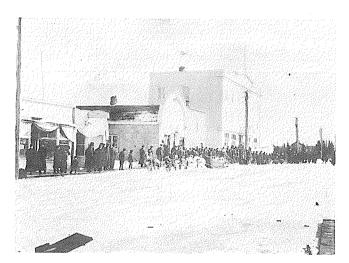
Street dance Trappers Festival 1951.



Herman Premachuk in costume.



L-R: Premier Brachen, Earl Brydges — Winner — 1930 — Two Hundred mile dog team race and Earl's Father and Mother.



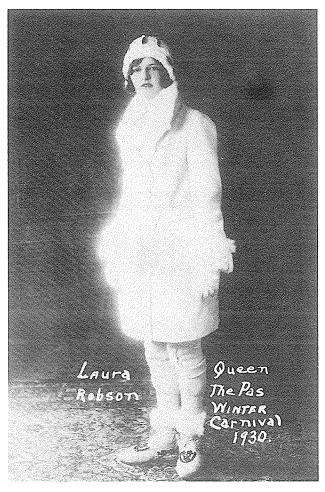
Start of First Dog Race to Sturgeon Landing and Return 100 miles March 17, 1916 — Opasquia Hotel.



Finish of First Race March 17, 1916.



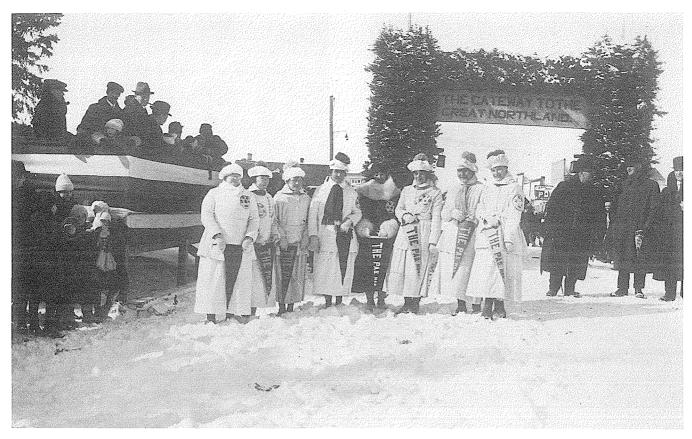
Dog Derby 1920 Queen and Princesses each on a dog toboggan — Florence Bagshaw in front.



Laura Robson — Queen 1930 Carnival.



The Three Dees — Norma Booth, Denise Morrish, Joyce Colgan.



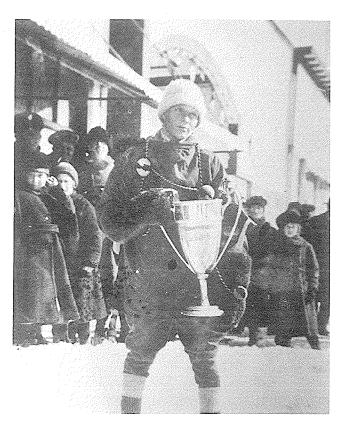
1919 Carnival Queen and Court — L-R: Glennie Brown, Itola Clapp, Essie Neal, Eva Armstrong, Halcrow Queen, Roxie Moors, Molly McKay, Florence Bagshaw. Geo. Bullock, Jack Winterton, Jack Fleming, on platform, second from left Harry Munro.



Fur Queen Candidates 1926. L-R: Mrs. Florence Gudgion.



William Winterton — 1926 Champion Dog Musher.



Walter Goyne — Dog Derby Winner 1921.



L-R: Gladys Hughes, Florence Cochrane, Winnie Watts, Blanche Dupas Queen, Lottie Bagshaw, Ila Bunn, Sony Cuillier, Corrine Smith 1921.



Dog Derby 1921.



The Pas to Chicago by Dog Team. Mr. Weberg and daughter.



1922 Queen Candidates, L-R: Gladys Hughes, Gladys Gamache, Ila Watts, Adrienne Clercia, Blanche Dupas, Lottie Bagshaw, Florence Puttick, Florence Cochrane, Alice Masse, Winnie Watts.



Pat Campbell Winner 1933 Dog Derby — The Pas to Chicago on wheels.



Baseball Team — 1949.



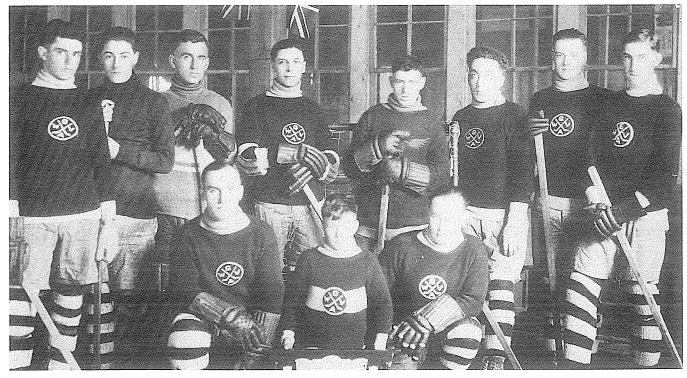
Back: C. Kozik. D. White, W. Armstrong, Roland Goldstrand. Front: John Solosky, Edgar Gamache. (The Pas Huskies Hockey Hall of Fame.)



The Pas Soccer Team.



Football game (Soccer) Devon Park.



Hockey Team — John Mulhall, Dick Taylor, Buster Smith, Bill Landon, Wes Vickery, Fred Evans, ?, Leo St. Godard. Kneeling — Mickey Eisman, Emmet Taylor, Tom Burke.



The Pas River — Harry Eull Druggist at Gateway Drugs.



L-R: Velma Pocock, unknown, Ina Orobko, Beth Rivalin, Ivy McLeod, Rudy Arnold. Sitting: Ivy Rundle, Rosela Dupuis, Olive Rundle, Margaret Halliday, Ida Dupuis, Ladies Softball Team 1930-31.



Odie Moran, Bud Colgan, Romeo Brault, Jack Carroll, Edwin Johanson, Leslie McDowell, Wilf Glidden, Mac Eagle.



Jack Fisher, Bud Colgan, Bill Booth, Dr. Joe Leicester.



Northern Lights Square Dance Club at Trappers Festival L-R: M. Harkness, J. Dodds, T. Framingham,, B. Keats. Back Row: G. Taylor, G. Harkness, B. Dodds, R. Framingham, F. Keats 1972



Square Dance Pyjama Party — L-R, Front: R. Taylor, M. Harkness, C. Zilkie, G. Taylor. Centre: G. Harkness, G. Stanyer. Back: R. Stevens, Dunn, E. Smith, Dunn, E. Smith, R. Stanyer, C. Zilkie.



 Log Rolling Competition Inside Log Boom On The Sask. River Sports Day.



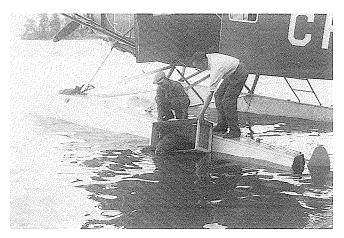
Finish Of Indian Foot Race March 17, 1916.



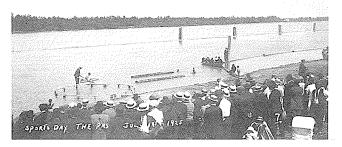
Dog Derby 1921.



Northern Lights Square Dance Club — 1960.

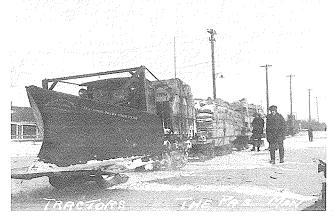


Releasing Beaver — Molson Lake — Ed Johanson and Arlo Anderson — Aug., 1946.

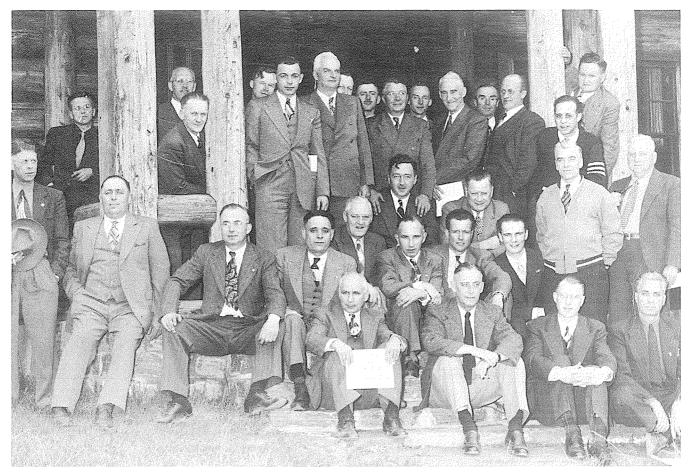


Log Rolling Sask. River.

Transportation



Freight Hauling Tractor with Snow Plow.



Promotion of Highway to Flin Flon.



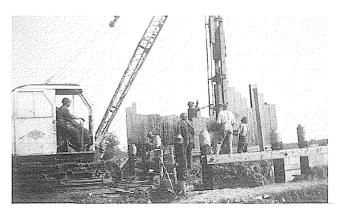
Stan Venables and His Dogs.



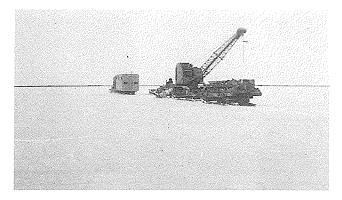
Lloyd Bunting With Stan Venables' Dogs.



Dredging a channel from Moose Creek to Moose Lake 1936.



Building a control structure Summerberry Marsh 1937.



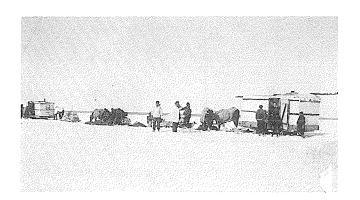
Moving dragline to The Pas from Summerberry Marsh — Ray Bloomquist.



Washing clothes in a wheel barrow — Ray Bloomquist and Odie Storesetter.



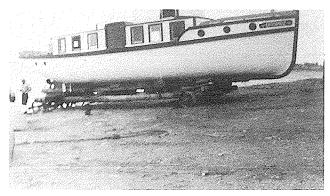
Moving Fishing equipment from Lamb's Moose Lake Camp to outlying Lakes.



Lunch break on the trail.



Flooding on the Sask. R. — Natural Resource Dept. Buildings at Baptising Creek About 1935.



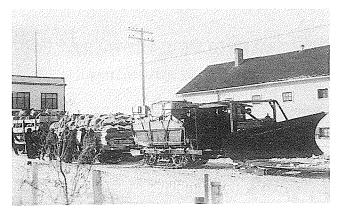
"Skippy L" being built by Lyon's Canoe Co. The Pas — Ray Bloomquist assistant.



Snow clearing by shovels to make road to haul fish 1935.



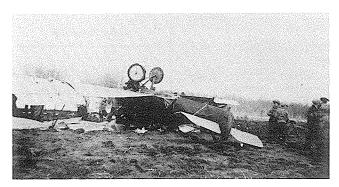
A "D 4 Cat" thru the ice on Traders Lake.



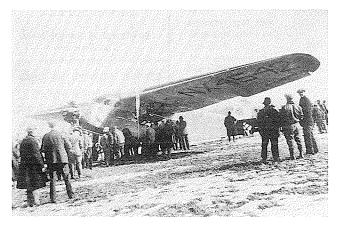
Freight swing leaving for the North — Hudson Bay Store on left — Masonic Hall Right — Corner of Fisher and First St.



Plane.



Carl Sherrit's Plane Crash.



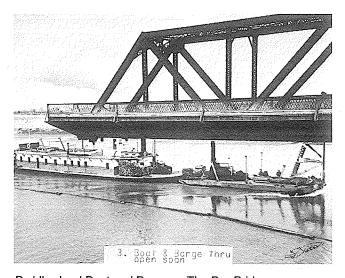
Explorer Byrd's Plane — The Pas — 1929. Pilot Bert Belchen.



Freight Convoy On Sask. River The Pas.



Rivalin Transport.



Paddlewheel Boat and Barge — The Pas Bridge.

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Our Modern Refrigeration and the standard quality of our meat will give you satisfaction. Fresh water, salt water and smoked fish of all

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THE PANTRY

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Social Welfare Concert~

GUY HALL, WEDNESDAY, FEB. 28TH, 1934

PROGRAM

PART ONE

1.	Orchestral Selection—"Sea Gardens"
2.	Vocal Sclo—"Morning" Oley Speaks Mrs. L. R. Shier, Contralto
3.	Pianoforte Solo—"Lotus Land"
4.	Guitar Duet Selected Miss R. Lindsey, Mr. A. Clease
5.	Reading—"Spartacus' Oration to the Gladiators"
6.	Vocal Duet—"O Wert Thou in the Cauld Blast" Burns Mrs. Espey, Mr. John McLeod
7.	Violin Duet—"Mazurka Coppelia"
8.	Vocal Solo
9.	Reading—"Mr. Dooley Sets the Styles" Anon Mrs. H. P. Fuller
10.	Quintette—"Massa's in de Cold, Cold Ground" Foster Mrs. Shier, Messrs. Sterzer, Matthews, Digby, Armstrong,
11.	Orchestral Selections Mme. Manez' String Orchestra "Cupid's Appeal" Engleman "Romanza" Eversole "William Tell" Rossini
	PART TWO

One Act Farce-"My Lord in Livery"

CAST OF CHARACTERS

Miss Sybil Daughter of	f Sir George Amberley :	Miss Therese Allard
Rose He	r Friend	Miss Kay Jennings
Laura He	r Friend M	liss Irene McKeever
Lord Thirlmere	H.M.S. Phlegethon	Seth Matthews
Spiggot	Butler	P. S. Ridings, Sr.
Hopkins	Footman	Fred Duke
Robert	Page	. Reinhold Johnson

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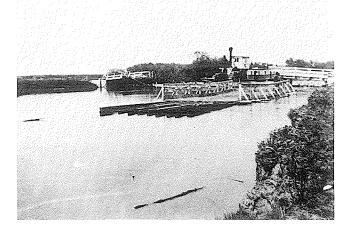
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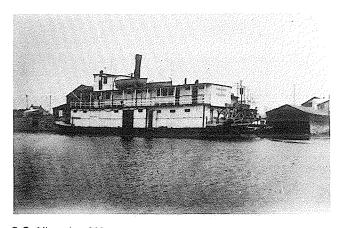
"We Serve The North"



Freight Convoy to the North.



Bridge on Carrot River — Wrecked by Ice and Driftwood Circa 1926.



S.S. Nipawin of Kenora.



Don Lamb and Bart Kobar With Plane — CF — SLJ Going to Herb Lake To Prospect.

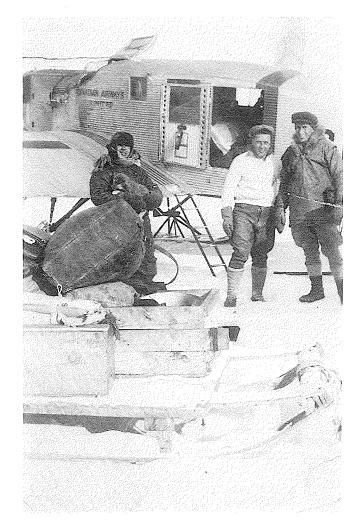
Scenes



Forestry Cabin and Tower at Prospector.



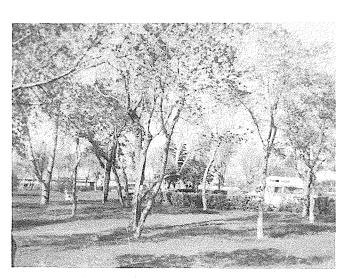
Cabin and Forestry Tower Prospector.



L-R: Pilot Ted Stull, Elwood Mason, Tom Lamb, Background German Junkker Aircraft.



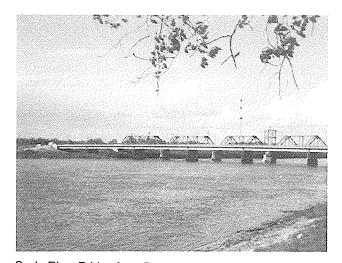
View from Tower at Prospector — Construction site for display sign and view of Highway 10 S with rail crossing.



Devon Park.



Saskatchewan River — West from Devon Park.



Sask. River Bridge from Devon Park.



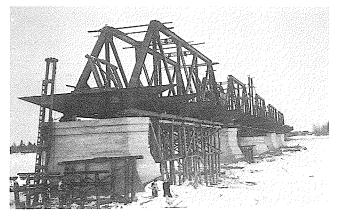
Flood.



River in Flood.



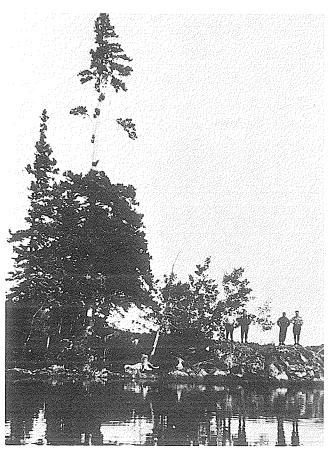
Halcrow Lake The Pas.



Sask. River Bridge Under Construction.



Sask. River Bridge.



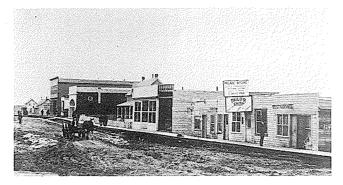
Lobstick of The North Marking a Portage.



The Pas, Manitoba — 1920.



Band Stand in Devon Park Built July 1918.



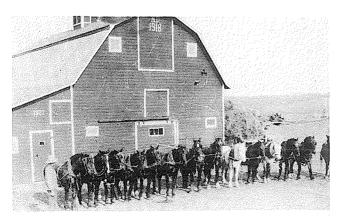
Fischer Avenue 1912.



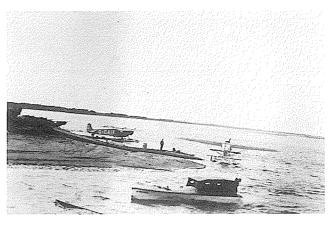
The Pas N.W.T. — A City in the Making. Finger Lumber Co. Construction.



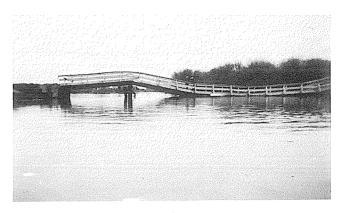
Fischer Avenue Looking North LePas — 1912.



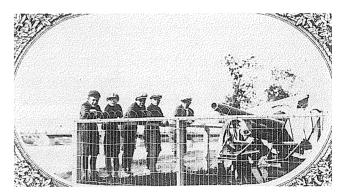
Paul J. Seidel Farm, Bruno, Sk. 1927. Paul: Born 1878; Died — 1950.



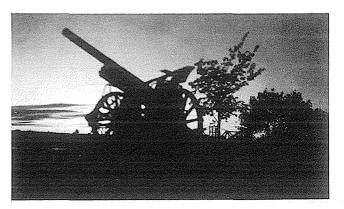
Junction of The Pas River and Saskatchewan R. 1928.



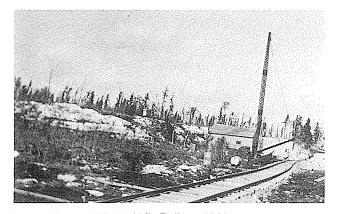
Bridge on the Carrot River.



Old Cannon on Devon Island.



Cannon After Fence was Removed — Later Used for Scrap.



Marble Quarry Mile 35 H.B. Railway 1928.



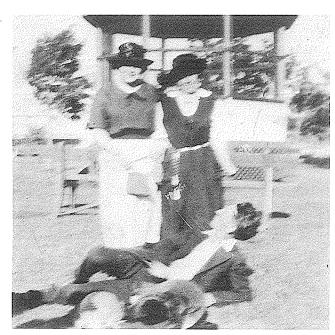
Cannon in Devon Park 1920 — Paul and Charlie Krempeau.



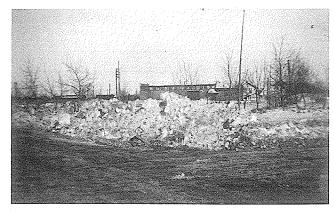
Devon Park — Old Cannon and the River 1928.



Snow Storm 1947.



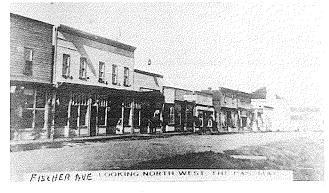
Band Stand built on corner of 1st and Fisher.



Original Site of the Provincial Building — C.N.R. Freight Sheds in the Background.



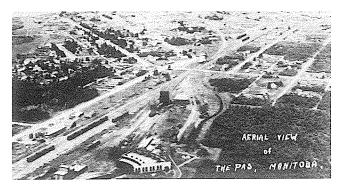
Aerial View — The Pas.



Fischer Ave. Looking N.W.



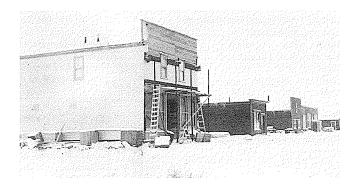
Corner Of Edwards Ave. and Second St. 1916 Bickle Building On Far Corner (N.E.).



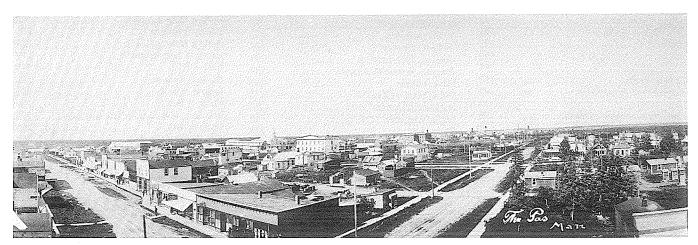
Aerial View The Pas.



Fischer Ave. — **Bank** of Commerce Bldg. on right, Picture by Slaney.



Fischer Ave. 1909 — Buntings Store under Construction; Next — Rusk Barber Shop — Keddie and Fowler Store — Wood Vallance Hardware Co.



The Pas 1924.

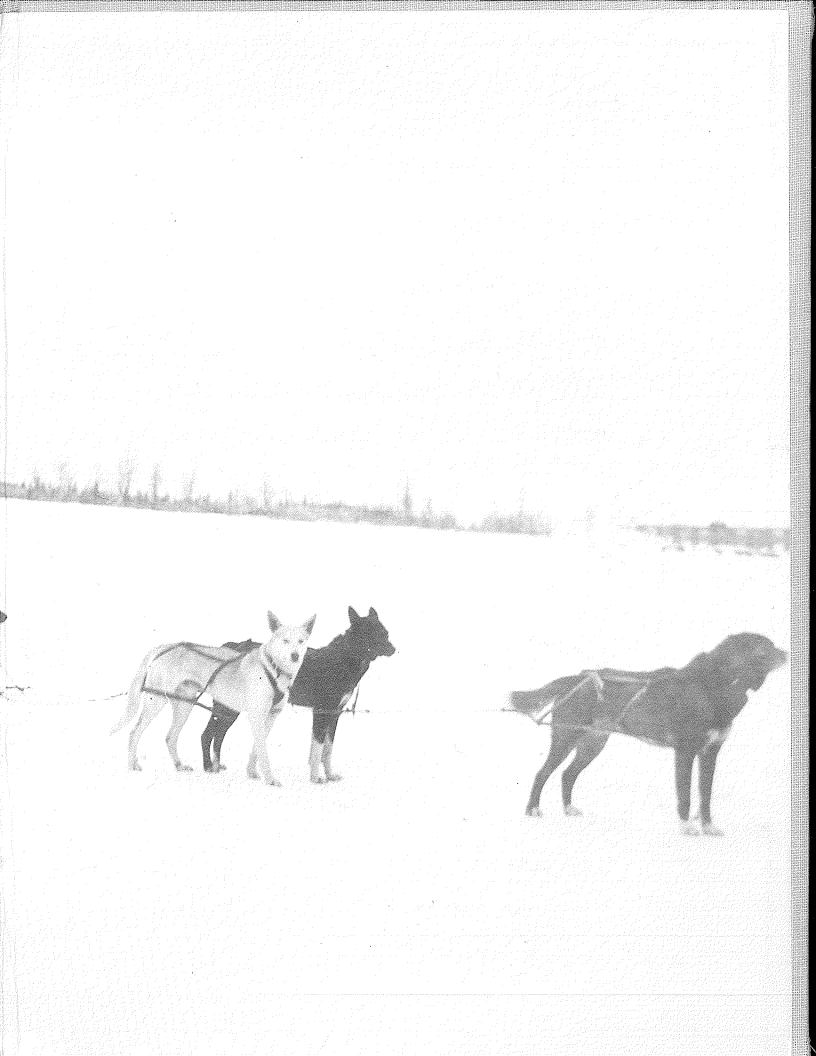
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