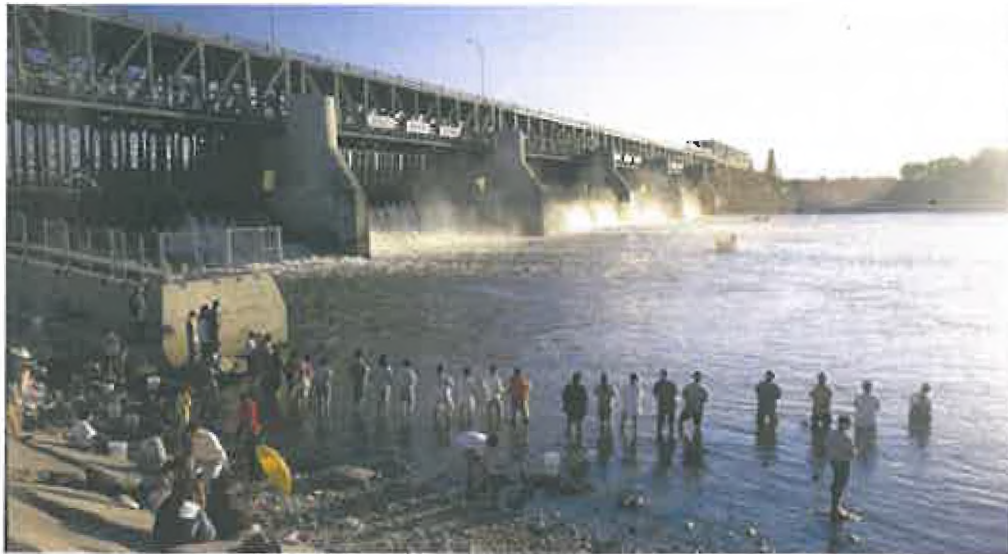


**St Andrews Lock & Dam –Centennial Celebration**  
**August 21<sup>st</sup> & 22<sup>nd</sup> 2010**  
**Heritage Village Displays**



**A summary of the highlights of some of the displays featured at  
the Heritage Village tent August 21<sup>st</sup> & 22<sup>nd</sup> 2010**  
*Compiled by: RM of St Clements Heritage Committee*

## Table of Contents

1. Listing of Displays at the Heritage Village.....	2
2. Display Highlights .....	3
3. School Banner project .....	4
4. Historical Summary of the St Andrews Lock & Dam.....	5
5. St Andrews Lock & Dam Display.....	6
6. Lockport Fishery.....	29
7. Early Lockport Commerce.....	34
8. Getting Around Lockport in the early 1900's (transportation) .....	45
9. Our Farming Heritage .....	56
10. Going to School in Lockport in 1900's.....	69

### Listing of Heritage Village Displays & Contributors

1. Mabel Davis 1918 Bus display – Manitoba Classic & Antique Auto Club – Wayne Pruden
2. 1910 - BRUSH Antique Car display – Murray & Linda Johanson – Langruth MB
3. St Andrews Lock & Dam – St Clements Heritage Committee – Fraser Stewart
4. Fishing at Lockport - St Clements Heritage Committee – Fraser Stewart
5. First Nations at Lockport – Donna Sutherland
6. Métis – First permanent Residents– Donna Sutherland
7. Hudson Bay Heritage– Donna Sutherland
8. Narol & Honor – A New Beginning – St Clements Heritage Committee - Donna Artimowich
9. Getting Around Lockport in Early 1900's - St Clements Heritage Committee – Fraser Stewart
10. Early Lockport Commerce - St Clements Heritage Committee – Fraser Stewart
11. Marine Museum of Manitoba – Shaylene Nordal
12. St Clements Heritage Committee - St Clements Heritage Committee – Fraser Stewart
13. Going to School in Lockport in 1900's– St Clements Heritage Committee – Sharon Moolchan
14. Lower Fort Garry
15. Red River Floodway – Manitoba Floodway Authority – Ronuk Modha
16. Our Farming Heritage - St Clements Heritage Committee – Fraser Stewart
17. St Andrews Heritage Gems – St Andrews Heritage Centre – Elmer Keryluk & Ken Oswald
18. St Clements Heritage Gems - St Clements Heritage Committee – Fraser Stewart
19. School Banner Competition – St Clements Heritage committee – Nancy Lovenjack
20. Manitoba Historical Resources – David Butterfield
21. Scandinavian Stamp collection – David Dawes – Scandinavian Stamp Collectors Club
22. Heritage Book Display & Sale

### Acknowledgements

We would like to acknowledge the contributions and volunteers to those who assisted with the Lockport Heritage Village

***St Clements Mayor and Council provided essential financial support to this project.***

#### **Volunteers (in alphabetical order)**

Donna & Larry Artimowich	Elmer Keryluk	Tom & Wendy Serger
Lisa Danko	Claire McCaffery	Bev & Fraser Stewart
Gerry & Virginia Drobot	Ken Oswald	Donna Sutherland
Robyn Grahame	Sharon Moolchan	Nicole Sutherland
Steve Grahame	Marge Paradoski	
Kiera Janzen	Sandra Rigez	

**Corporate Assistance:** Lower Fort Garry National Historic Site, Manitoba Heritage Branch, Scandinavian Stamp Collection, Red River Floodway, Manitoba Classic & Antique Auto Club Lord Selkirk School Division

# Heritage Village Highlights



1917 Model T Ford bus – Mabel Davis 1<sup>st</sup> female driver

1910 Brush Car – company out of business in 1912



Lockport Centennial Committee getting some exercise

Lower Fort Garry – “hands on” kids display



Excellent attendance over the two days of the event

Our Farming Heritage - One example of 22 displays

### School Banner Competition

A School Banner competition to celebrate the centennial of the Lockport area was conducted in the spring of 2010 in the Lord Selkirk School division. 186 entries were received from local schools depicting some aspects of the heritage of Lockport & area. Nancy Lovenjack of Happy thought School coordinated this project. Of the entries received, 25 were selected and 30 inch x 90 inch banners were mounted on poles in the Lockport area to celebrate the Centennial.



## Historical Summary of the St Andrews Lock & Dam

100 years ago, on July 14<sup>th</sup> 1910, the steamer Winitoba made the inaugural pass through the St Andrews Lock to commemorate the official opening of the St Andrews Lock & Dam. Prime Minister Sir Wilfred Laurier was on hand as were provincial and municipal dignitaries as well as several thousand people. August 21<sup>st</sup> & 22<sup>nd</sup> in 2010 we are also honouring this achievement.

The St Andrews dam & lock was established to raise the water at the St Andrews rapids to allow commercial shipping to pass from Lake Winnipeg right into the heart of Winnipeg. Prior to this, large boulders at the St Andrews and Lister rapids prevented any craft larger than 100ft to pass.

The St Andrews Dam & Lock was considered at the time it was built as an engineering marvel. This dam can raise water levels by 21 ft which will allow deep draft ships to pass over the rapids and also to raise levels at the Forks in Winnipeg by 9ft. Chris Colp a recent project manager for the Lock & Dam indicated that if the dam wasn't there, in a dry summer it would often be possible to walk across the Red or Assiniboine, barely getting one's feet wet.

In the late 1880's there was an interest in developing an extensive inland navigation system on the prairies so that shipping would be possible to the Rockies in the west and perhaps even to the north to Hudson Bay. In this scheme, the rapids at St Andrews were a major deterrent. At this time more than 30 steamships provided freight and passenger service to the lower reaches of the river and to Lake Winnipeg settlements including connections via Grand Rapids to steamboat service on the Saskatchewan River system.

During the election of 1900, the Liberal Government announced that a canal works would be constructed at the St Andrews Rapids and the project was assigned to the dept of Public Works under the direction of the public works minister William Pugsley. The main lobbyists for this project were Winnipeg businessmen such as R.D.Waugh who could foresee the potential trade for the city.

**The first cost estimate to build the dam & lock was about \$1 M. The final cost was \$3.5 M.**

The design of the dam chosen was the Camere Curtain design from France. This design allows for a gate structure that could be removed at the end of the season to reduce problems with ice jams and also to be removed if water flows exceeded 10,330 cu ft/sec. It can be raised or lowered relatively quickly depending on the situation. (Approximately 2 days to raise the dam and one day to raise the curtains).

The Lockport design is the only one in North America and one of four in the world. It may now be the only surviving movable type in the world and is considered by many as an engineering marvel.

Excavation for the dam was started in October 1900 with the concrete work completed by March 1909. The dam is 788 ft long supported by 8 piers each 118 ft apart.

The Lock portion was constructed June-October 1907 The total construction materials for the total project – Lock & Dam, involved 55,000 cu yards of concrete, 6,500,000 lbs of steel

The Lock is 215 ft and 45 ft wide with a 17 ft lift at normal water levels and a maximum lift of 22ft at low water levels. It can accommodate vessels of 1600 tons (Lord Selkirk)

Lock design was very modern for its time with automatic self-balancing valves so the lock could be filled and emptied. At the time the lock valves were the largest in the world

Laborers were paid 15 cents per hour, skilled workers 25 cents per hour and \$2.50 per team for a 12 hour day Work was often halted due to problems with ice, high water, late frosts and cave-ins. Much of the excavation work was undertaken by manual labour and teams of horses dragging “Fresno” scoops.

Kelly brothers of Winnipeg had the 1st contract for the excavation and the work was finally completed in 1905 by a Montreal company who also had the concrete contract.

Towards the end of 1907 the project employed 150 men working in double shifts. With this increase in manpower came accidents and labor disputes. To add to the problems, typhoid broke out in 1908 and several men died of injuries or drowning. December 1908, when concrete was being worked on, a tramcar went through a trestle carrying two men with it. On several other occasions’ horses fell into the river and were drowned. During one blasting experience when they were removing some large boulders, the charge was so large it shattered glass in windows of nearby houses.

The “fishway” or Fish ladder was not included in the initial plans but George Bradbury M.P. for Selkirk and also the American Consul lobbied the Minister of Public Works and in 1913 it was built at the east end. The American concern was that the dam would prevent fish, almost all of which were spawned in Lake Winnipeg from proceeding upstream.

The fish ladder is 190 ft long, 5 ft wide, 6 inch drop between pools and a total lift of 19 ft.

In 1913 the highway crossing and a lift bridge were completed. However there was a sharp right angled turn at the west end of the bridge and after several fatal accidents including one where some Australian Service men were killed, the western approach to the bridge was finally straightened out in 1949.

After the opening of the Lock, cargo tonnage which was primarily forest and mineral products increased to 95,000 tons. However since that time due to alternative transportation options including rail and improved road transportation, river traffic decreased dramatically and now the major traffic has been pleasure craft and tour boats.

In 1987, the bridge had deteriorated quite badly so that truck tonnage allowed over the bridge was reduced from 36 to 16 tonnes. The dam also required major repairs and upgrades. Due to the estimated cost of \$2 M to repair the road and bridge, there was even talk about constructing a new bridge to the north of the current one. However by 1997 the repairs were made to the Lock & Dam.

Since 1910, when the Lock & Dam was established, the community of Lockport has flourished and now has extensive residential, business and commercial development with the St Andrews Lock and Dam being the hub of most of the activity.

Tourism plays a major role and the area has a world renowned reputation as one of the best fisheries for trophy Cat fish and Pickerel in North America.

Excellent eating spots such as Skinners Hot Dogs, Half Moon and Gaffers restaurants attracts many from Winnipeg on weekends – it is the place to go!

The Lock and Dam has been recognized by the Historic Sites and Monument Canada as an unique engineering marvel and for its role in a proposed river steamboat navigation route to extend from Winnipeg to Edmonton.

**It is very appropriate in 2010 that we recognize the achievements of those who pioneered this unique historical artifact.**

## Heritage Village Displays

The following are copies of some of the highlights of the 24 different displays that were featured in the Heritage Village which involved over 400 slides displayed on panels 16ft wide by 7ft high in the 110ft x 30 ft tent. Over 1,000 visitors reviewed the displays over the two days.

### 1: Display on St Andrews Lock & Dam

#### St Andrews Rapids

- Originally called "Sault a la Biche"
- The northern portion of the rapids was the Lister Rapids then St Andrews Rapids with smaller rapids running for 10 miles, south to Middlechurch with a 15 ft fall.
- Very large boulders were a major obstacle for major shipping
- Steamers over 120ft long could not navigate the rapids and only shallow draft stern-wheeled steamers
- Some large boulders were removed in 1870 – but no major improvement
- The creation of a dam would raise water levels to allow shipping to Winnipeg and access to Saskatchewan river system to the foot of the Rockies



The dam was located north of the Lister rapids in an area where the river was quite straight and wide enough for both the Lock and the Dam. Long bend in the river and wide enough for both the dam and a lock.

Also, the natural stratum (bedrock) was not high enough to cause another set of rapids but would provide access to bed rock for good footings

**Objectives of the Dam:**

- The dam was required to be able to raise the height of water 21 ft so as to raise water levels at Lister Rapids by 9 ft.
- Dam had to with stand ice
- Dam, could be removed in a few hours if high winds backed up water from Lake Winnipeg or from excessive flooding during summer heavy rains.

After 1899, after considerable lobbying by Winnipeg business men, the dam was authorized. The estimated cost of the dam was to be \$150,000. The actual cost when completed was \$3.5 million. It was officially opened by Prime Minister Sir Wilfred Laurier in 1910. Further improvements in 1994 and 1999 cost additional \$20 million.

The Dam selected was a French design called “Camere Curtain Dam”. Only four were constructed in the world, however in Europe after 1890’s similar moveable dams ceased to be constructed. The Lockport dam is now one of a kind.

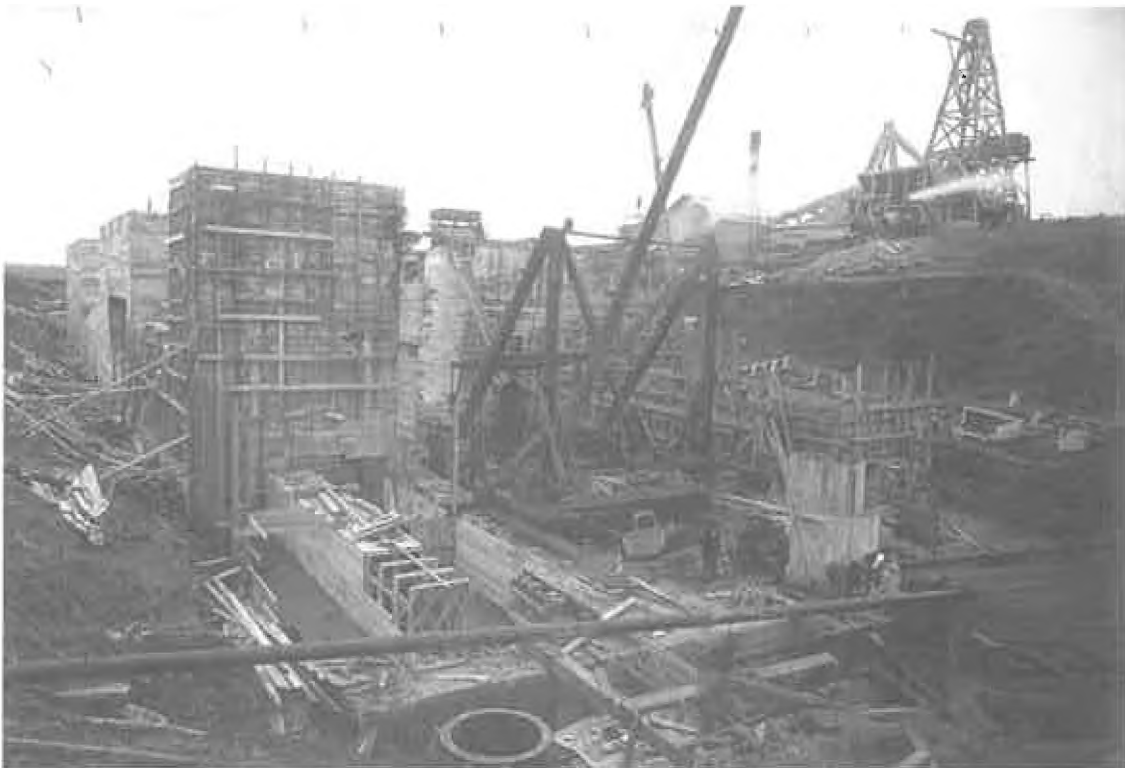


**Work started in January 1900 with men removing boulders and cutting a 8ft wide opening across the river through the ice. Official sod turning was October 8th 1900.**





**Laborers were paid 15 cents per hour, 25 cents per hour for skilled workers and \$2.50 per team for a 12 hour day Work was often halted due to problems with ice, high water, late frosts, cave-ins**



**Kelly brothers of Winnipeg had the 1st contract for the excavation but due to poor work, they were replace by a Montreal company who had the concrete contract in 1905**

This is an example of the ice conditions they had to face on occasion.

This was a pile of ice 20ft high at spring break up on the east side of the river  
March 25th 1910

Blasting some of the bed rock was also a challenge – one blast that was incorrectly sized blew out most of the windows in nearby homes.



**The building of the Lock, bridge piers and submerged dam began in 1905 and continued to 1908. Steel was supplied by Canada Foundry & Manitoba Bridge**



**Most of the excavation work was accomplished in the winter months – provided the frost was not too severe**



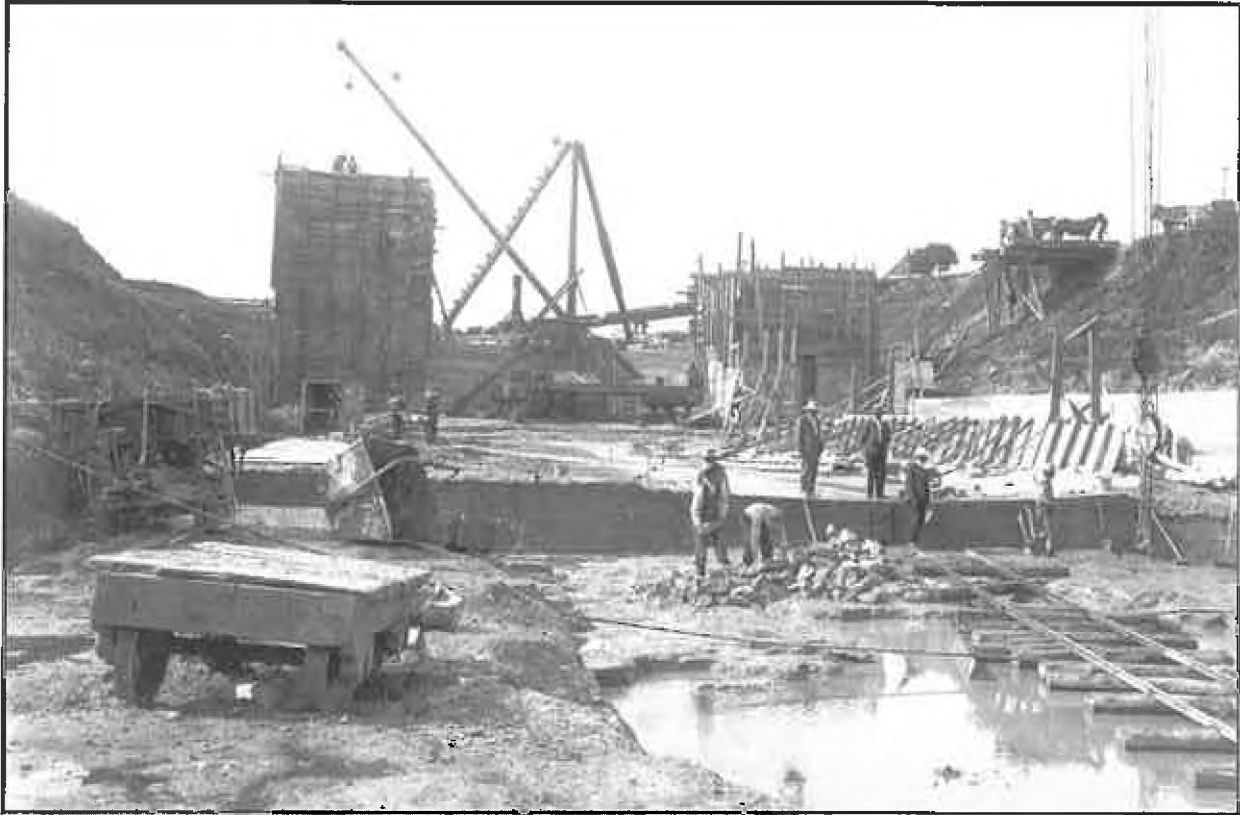
**Spur rail line from the Selkirk Branch for the purpose of moving heavy machinery and materials**



**December 1908, when concrete was being worked on, a tramcar went through a trestle carrying two men with it. On several occasions horses fell into the river and were drowned**

Towards the end of 1907 the project employed 150 men. With this increase in manpower came accidents and labor disputes. To add to the problems, typhoid broke out in 1908 and several men died of injuries or drowning.





**A view of construction work being undertaken at lock site. Much of the excavation work was undertaken by manual labour and teams of horses dragging “Fresno” scoops.  
(Manitoba Archives Photo.)**





**Cable tram ways were used to move concrete and other materials across the dam during construction**



**View of the main piers under construction. Note the temporary causeway / roadway located on either side of the row of piers and the tower and the cable mechanism used to carry huge buckets of concrete from the shoreline to the piers. (Manitoba Archives Photo.)**



**Steel frames being constructed that would contain the wooden roll curtains that formed the actual movable dam. Each curtain is made up of 50 Douglas Fir laths fitted into a heavy cast iron plate at the bottom. The frames weigh between 5-9 tons and are dropped to the concrete frame at the bottom of the dam. They can be adjusted according to river flows.**



**The “fishway” or Fish ladder was not included in the initial plans but George Bradbury M.P. for Selkirk and the American Consul General lobbied the Minister of Public Works and in 1913 it was built at the east end. It was suggested that the dam would prevent fish spawned in Lake Winnipeg from moving upstream. The Fish Ladder was 190 ft long, 5 ft wide, 6 inch drop between pools and a total lift of 19 ft.**



**This Lock & Dam is the only structure of its kind in North America and only one of four in the World  
a Unique Engineering Marvel!!**





**If not for this dam, in dry years, it would be possible to walk across the Red and Assiniboine rivers at the Forks without getting your feet wet.**





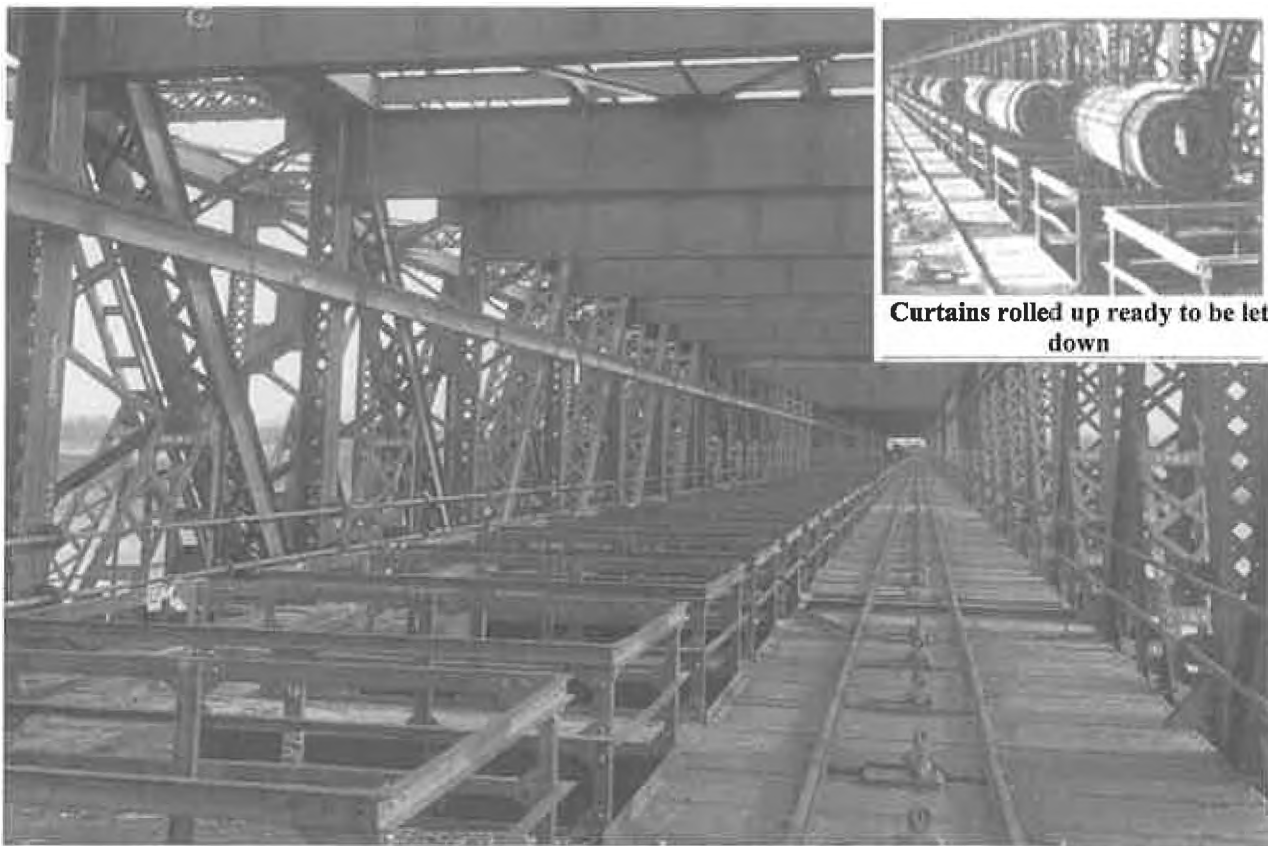
**The seven bridge spans were erected in the summer of 1909  
each with trusses 21ft wide x 126ft long.**



**The lock and dam soon after its completion in 1910. The roadway decking and approaches have yet to be constructed at the time of these pictures. Note the people fishing on the downstream side.  
(Manitoba Archives Photo.)**



**Steel frames weighing approximately 10 tons, are lowered into the water and the moveable wood lath gates are lowered into the frames to hold the water back.**



**Curtains rolled up ready to be let down**

**Large open bays provide access for attaching and removing the curtains each of which are made up of 50 Douglas fir wood laths 7 ft wide and 13ft long which can be rolled up or down depending on the required water height.**



**The repair shop and power house for auxiliary electric power, however power was never needed as electricity was purchased from Winnipeg Electric Co. in 1923.**



**Views of the upstream approach to the lock, taken from the bridge and from on board an excursion steamer. The concrete abutment at centre acted as an ice breaker during the spring melt to help minimize damage to the structure as the ice flows passed through the open dam gates. Although the old time steamers are long gone, boating excursions are still popular. The Island was created from mud from the base of the dam.**

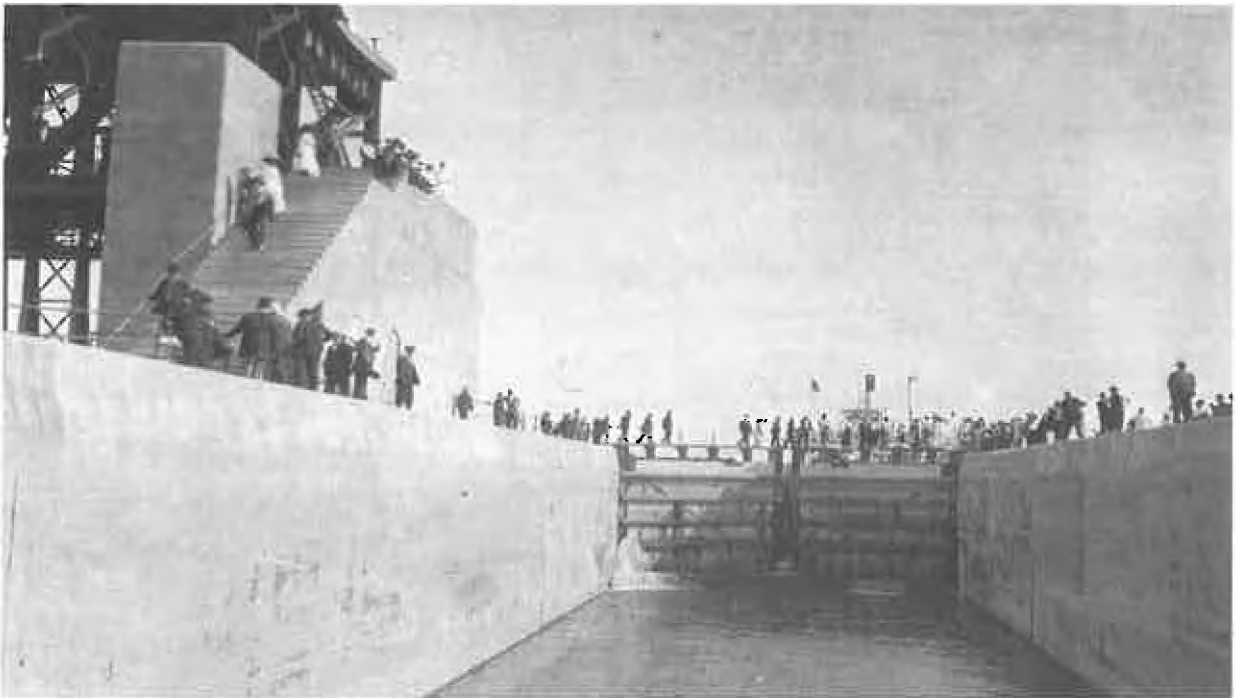




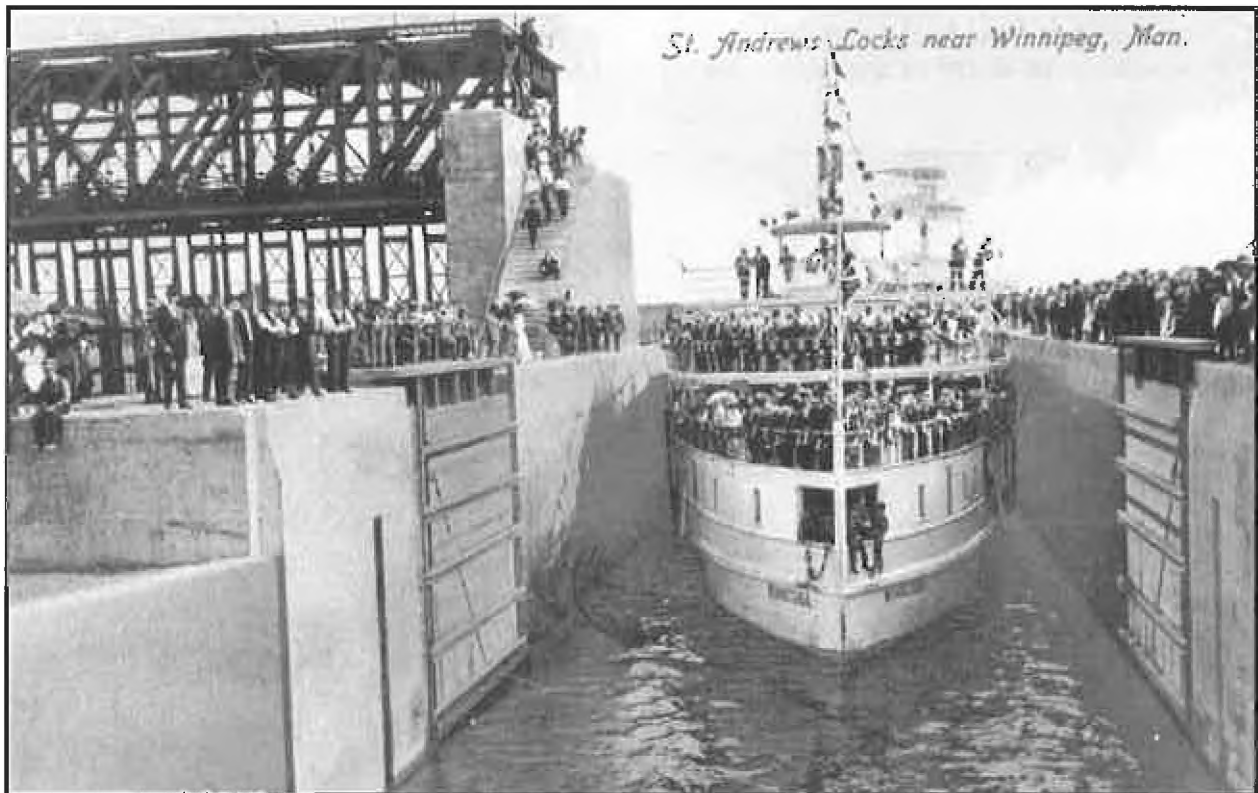
**The Lock portion was constructed June-October 1907 The total construction materials for the total project –The Lock is 215 ft and 45 ft wide with a 17 ft lift at normal water levels and a maximum lift of 22ft at low water levels. It can accommodate vessels of 1600 tons (Lord Selkirk)**



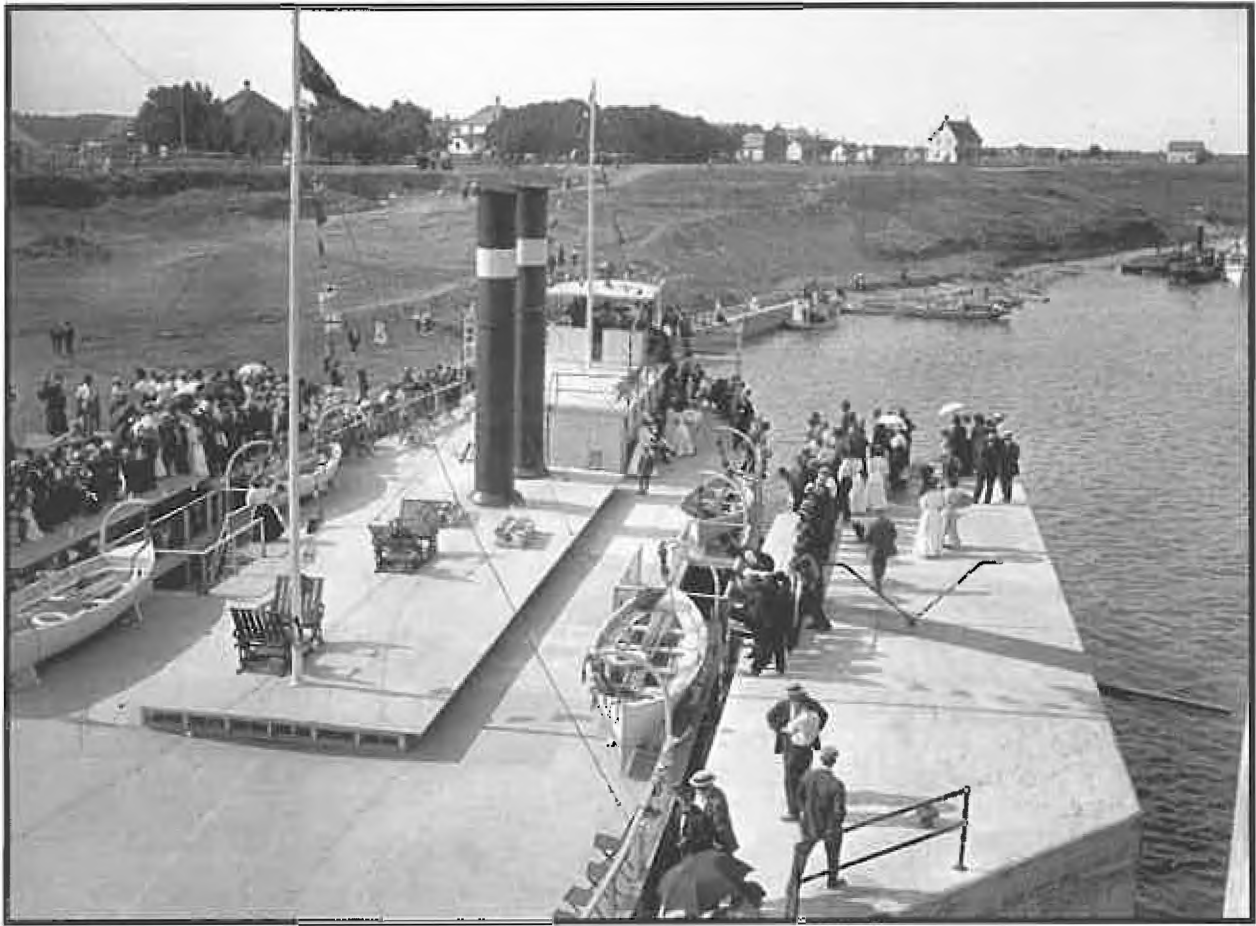
**Lock design was very modern for its time with automatic self-balancing valves so the lock could be filled and emptied by a 4.5ft x 6ft culvert sluice located at the base of each side wall and opening into the lock chamber through a series of 8 ports  
At the time the four sluice “Cluett” automatic lock valves were the largest in the world**



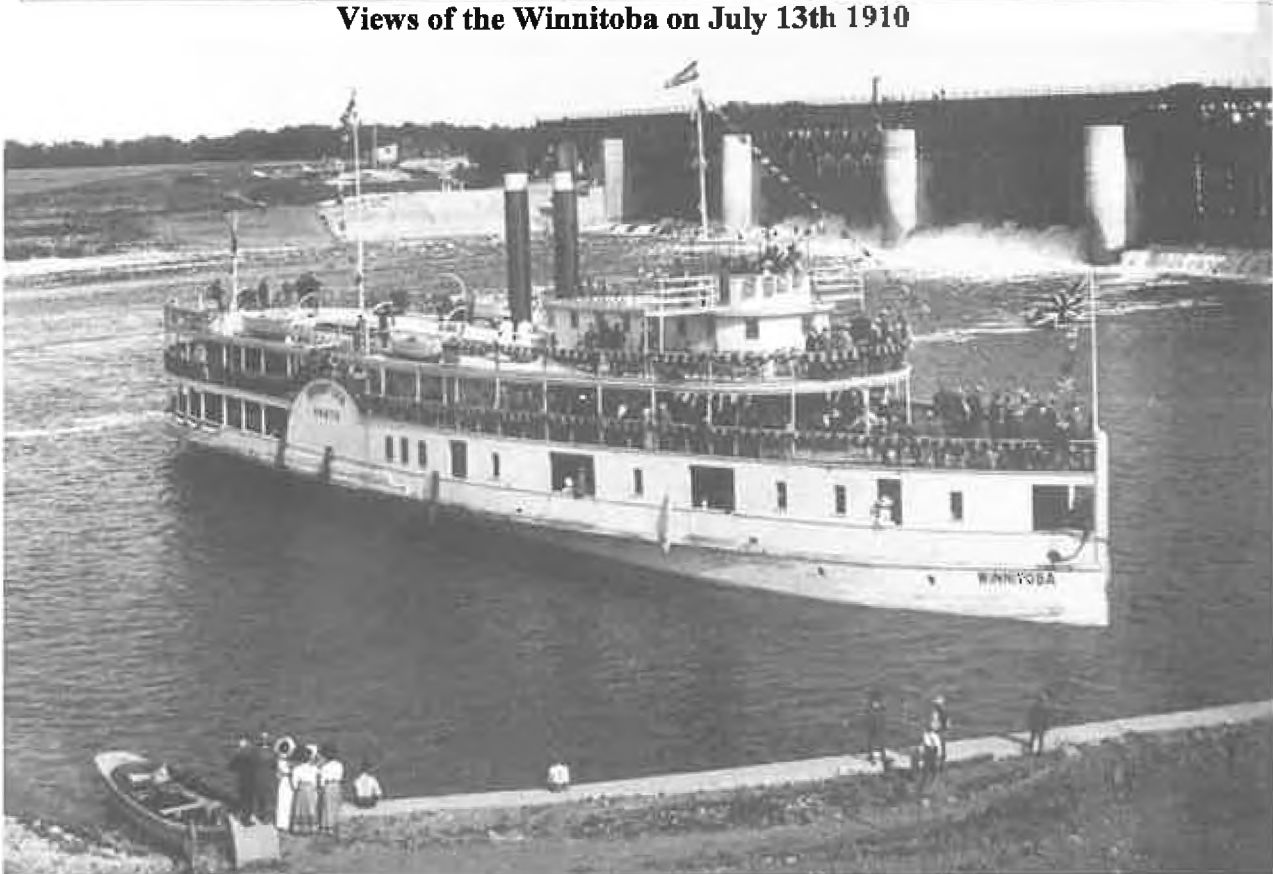
The Lock gates were constructed from Douglas Fir, 350 years old. 108 timbers in total were required, 28 ft long, 33 inches wide and 15 inches thick.  
 Construction materials for the total project – Lock & Dam, involved 55,000 cu yards of concrete, 6,500,000 lbs of steel

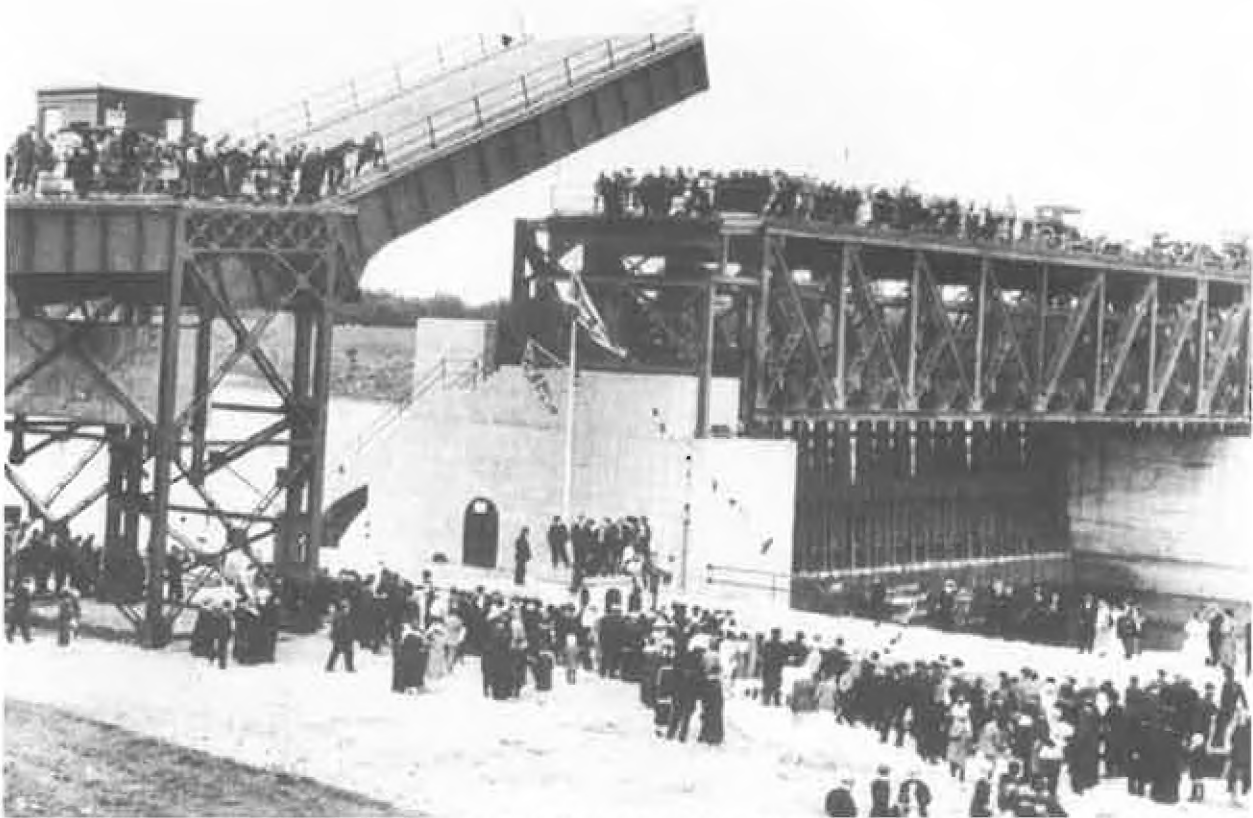


Grand Opening of the Lockport dam, July 13, 1910. The steamship “SS Winnitoba” was selected as the ‘official’ first vessel to pass through the locks. On board among other dignitaries and 2,000 passengers was Prime Minister Sir Wilfred Laurier. The *SS Alberta* was actually the first to pass through the lock some weeks earlier, as a test run to the official opening. (Manitoba Archives Photo.)



**Views of the Winnitoba on July 13th 1910**





**The lift bridge was of the Strauss Bascule design, a novel design at the time and was completed in November 1913. The completion of the bridge portion of the project was a much anticipated event, as it was the only bridge crossing of the Red River between Winnipeg and Selkirk. (Manitoba Archives Photo.)**







### **Fun 'N Games at Lockport**

Before the water flowing across the dam had dug a deep trench in the river bed, swimming below the falls was possible.



**1915 – Lockport destination for fishing and swimming**



## Tragedy in 1944 straightens bridge West exit road

When the bridge deck was constructed, the owner of the land at the west end, Thomas Smith (1844-1926) was not interested in selling the river lot as that was the heritage left to him by his father.

Thomas did however take a keen interest in the building of the Lock & Dam and was looked on favorably by the workers who called him "The Boss" as he was there often to review their work.

His son-in-law Ernest Billington, worked on the bridge and took the 1st scrapper load of mud from the dam site.

As a result of not obtaining this land, the west exit off the bridge had a sharp turn which became very dangerous with newer and faster cars.

After a tragic accident in 1944 that killed some service men that overshot the bridge, the land was sold to the government by the family and the road straightened and joined the current PTH#9



1940 – Keenora just passed through the Locks George Donald's Boats – for hire for fishing



**Circa 1927**  
**Pleasure Craft being up to go through the Locks – 1958**

After the opening of the Lock, cargo tonnage which was primarily forest and mineral products increased to 95,000 tons. However since that time due to alternative transportation options including rail and improved road transportation, river traffic decreased dramatically and now the major traffic has been pleasure craft and tour boats.



Red River Floodway outlet located just downstream from the Lockport Bridge and Dam. In this photo, the floodway has been opened during the spring melt. Normally the floodway channel would contain a trickle of water, particularly during the summer and autumn when river water levels are naturally low.

## 2: The Lockport Fishery

### Early Fishers at Lockport

According to the findings at the archeological site at Lockport, early populations, such as the people of the Laurel culture in the 14th century, were using the rapids area to not only fish in the very abundant fishery of the time, but also had a very well defined farming culture.

They had come there from the south due to a major drought that had struck the Midwest.



FIGURE 2.1: An illustration of a fisherman casting a net for people of the Laurel culture.



The aeration which occurs as the water flow over the curtain and through the dam is one of the reasons why fish congregate at the site, attracting many recreational fishermen and picnickers.

A fish ladder was constructed on east side of the dam, but was not designed to accommodate all species of fish inhabiting the river. The Lake Sturgeon in particular suffered a substantial decline in their numbers due to the barrier posed by the dam and absence of an appropriate fish ladder.

The Lockport Dam and Lock has been a popular fishing and picnic site for more than 100 years. A wide variety of fish species can be caught at the site, with the Channel Catfish being among the more popular, due to its size and ‘fighting’ nature.

1926



The Minnow and Boat business was hard work – maintaining minnow boxes and bailing out all the boats after a heavy rain required lots of willing hands



**John & L. Natchuk – with a catch of fish**



**The boat & bait gang at the Locks 1920 - Tom Pihulak, John Reutcke, Bill Olekson, Olie Leftrook, Mike Pihulak, Pete Powluk - J. Reutcke**



**Boat Rentals to fisherment was a good business for many years**

**Donald's Bait and Boat Rentals**



There were several ways to catch minnows – front mounted scoops worked very well.  
Minnows were stored in large wood boxes

**The Bait House - minnows and fish boat rentals**



**Lillian Homenick & alex Natchuk 1957**



In 1945 a small building was located on the east side and called "The Bait House. The 4th generation building was located on the west side of the river in 1969.

In early 50's, Alex designed a wire cage ("a crazy house") which was placed on the front of the "punt" which was very effective in catching minnows

1953 a 40ft whitefish boat was used to freeze and transport the minnows. In 1974, a steel hulled boat replaced the old one.



*The third Bait House, 1969*



*The fourth Bait House.*



*Alex S. and Alex Natchuk, 1953*





*Jake*                      **1934**                      *Dad*

**George & Jake Donald – 1934 - Repairing one of their many “Punts”**  
**George was quite the entrepreneur – not only did he have the bus business, he also did the school van with horses and had the boat rental business on the river (65 boats)**

### **Fishing - Then & Now**



**Ice Fishing results in many trophy fish at Lockport**



**Using a catch and release system, barbless hooks, the Red River Fishery at Lockport should be very Sustainable**

### 3: Early Lockport Commerce

#### Storozuk Grocery Store

Established by Paul & Julia Storozuk in 1936

Rented and started their business on the Lerner property

Located at the corner of Stevens Ave and River Road

Consisted of a grocery store, gas pumps, tearoom and hotdog stand



New Lockport Grocery built 1939. Michael & Julia Storozuk with Aunt & Uncle touring from Detroit — 1949

1939 land purchased on Steven ave and Lockport Grocery – hot dog stand and residence was built

1950's new self-serve store was built including the Lockport Post Office



In 1929, Jim Skinner established the now Famous Skinner Hot Dog stand where at one time, hot dogs sold for only 10-cents and made Lockport a famous recreational location!



**Circa 1940's Skippers at Lockport was a year-round meeting place both summer and winter**



**In the 1940's the Trans-Canada highway passed in front of Skippers and then turned west on Stevens Ave to the highway. This was a meeting place for boaters in the summer who could also camp on the island at that time for the whole weekend. Lockport was the Place -To-Be!**



**Skidders - 1971 - many improvements in the facilities, a fire which resulted in more changes but as is now - the destination site for a nice drive with the family from the city**



**Nick & Marie Kolynchuk purchased the business in 1947, located north of Lockport on Henderson highway - sold dry goods, groceries, hardware and fuel. With a large garden and a couple of cows, they also sold home grown produce including "cows milk" to those who wanted it compared to "store milk". Their business ended in 1962 when the Floodway took over the property**



**Lockport Appliances – owned by Mike Peake until he retired in 1960. It was one of the “leaders” in retail household appliances in Manitoba for over 30 years**



**A central landmark on the corner of Henderson Highway and #1 since the 1930’s. Nick & Dorothy Paziuk were the original owners. It was a favorite “pit stop” for many coming home after work including a truck that one day crashed into the beer hall – unfortunately, John Pokletar was killed. Mike Peake was also one of the early owners**





**Bill & Birdie Herbert ran the Rendezvous for many years. In 1945, the Casey Shows set up many rides at that location. In the 1953 Winnipeg Visitors Guide, the Rendezvous was listed as: “Open during the summer months from mid-May to Labour Day weekend in September. Picnic facilities, midway, wading pool, dancing, kiddies zoo, kiddies Enchanted Land and roller skating”. There was also a dance there every Saturday night! Certainly a “happening Place!”**



**The Lockport Grocery, currently owned by the Faires family was originally owned by the Slusarchuk family who established a business in 1946. It contained a hall and living quarters. Originally intended for use as a dance hall and movie theatre, it later was used as a pool hall and barbershop.**



**Mary Gunn 1864-1948**

**Mary Gunn's Restaurant in 1926  
on the East side of the river**



**Mary Gunn set up a restaurant on the east side of the river about the time that the Dam & Lock was being built. Men working on the bridge could get a full steak dinner for 25 cents, 15 cents for a whole raison pie and 20cents for a whole lemon pie. She shocked the Presbyterian community by having her restaurant open all day Sunday in 1926 In 1931, after her bus was retired, Mabel Davis leased the restaurant and would cook fresh fish including catfish to hungry fishermen**



**Mike Peake owned and operated this grocery store from 1929 to 1940. Then the Lockport motors from 1940 to 1958 He also was involved in the Lockport Hotel and owned Lockport Appliances until 1960 – all of this on the Lockport Corner!**



**John & Katherine Pawluk's started their store on Henderson Highway north of Bazan Drain in 1925. They operated it during the depression and kept many Gonor Folks in warm boots and coats who could not afford new ones.**



**Bill's Garage at Gonor  
Fred Blacher Joe Dubowitz Bill Sempowich (owner) Paul Sempowich**





Since it first opened in 1938, the Half Moon Drive In has become a favorite Manitoba Destination. A family drive along the Red River and a deluxe hot dog have become a tradition. The original stand was first opened in 1938 by 2 brothers who lived in Lockport, Peter and Louie Kosowich.

It's original location opened in 1938 and closed in 1982 at which time the owners decided to retire. It was then the Half-Moon was taken over by 2 new owners who ran the operation until 1987. Since then a new Half-Moon currently owned by Wayne Macintosh, has been built near-by and with expansion in 2009 to increase it's inside seating capacity for 170 people plus 150 outside in the summer.



With it's growth in popularity among people from every part of Canada, Half-Moon drive-in is proud to be recognized as Canada's best hot dog (Winnipeg Free Press, Today Magazine, June 27,1981) thanks in whole to the original owner's Peter and Louie Kosowich.

**Working on the Half Moon - Steve Kosowich, Walter Mackelson, Wm (Louis) Kosowich**



**John Nahorney's  
General Store, next to  
Malis's property on  
the east side of  
Henderson Highway  
Circa 1920's**



### **Lockport Flour Mill**



Lockport Flour Mill, River Road— Lockport. In 1917 H. B. Lyall together with G. B. Corke formed the Lockport Flour Mill Company. Ltd. In 1920 they sold the company to Mr. George Gilmore, who operated it until 1941, when illness prevent him from working. Mr. Lyall and Mr. Corke then took it over once more, and sold it in 1942 to Mr. Joseph Pichor. In time the historic stone building was torn down and a frame one was built to take its place. Painting by W. J. Phillips and story submitted by Mrs. Gladys H. (Lyall) Taylor



**Stevens Avenue at the Highway (1945), named after Richard Stevens, a local school principal who also donated the land where St Thomas church stands today**



**Manitoba Rolling Mill**

**This was a major employer for Lockport area people employing some 650 people. Built at Selkirk in 1918 by Manitoba Bridge & Engineering**

**The president and general manager of the MRM was H.B. Lyall who moved from Winnipeg and took up residence at Little Britain in 1915 on the river road on the property currently owned by Dr R.O. Robertson.**

**He was a local benefactor to the community, very active in St Andrews and St Thomas churches and instrumental in helping people in need such as for food or employment.**

**He died in 1948 at 77 years**

## Mable Davis's Food Stand

After giving up the bus business, Mabel (nee Donald) started a takeout food stand in front of her house on the west side of the river.

- Business was good with all of the fishermen coming to Lockport
- Sometimes she would be up all night baking 40 pies, the next day they would be all gone
- They had the stand for over 29 years



Mabel Davis original food stand

1939



1941



Food stand moved to the west side of the road



1953



Mabel Davis & Marge Paradoski  
(her little helper)

## 4: Getting Around Lockport – 1900's

### George Donald – Busman & Boatman

George got the idea of setting up the 1<sup>st</sup> bus service in the Lockport area when he was visiting relatives in the USA. When he returned home, he asked a carriage company in Winnipeg to build him a bus on the chassis of a 1917 Model "T" Ford.

His main bus route involved picking up passengers from the Street car track on the west highway (now PTF#9), taking them to Lockport and across to the east side.

Weekends were especially busy with many people coming from Winnipeg to Lockport to fish and swim.

Bus fares were 25cents return or 15 cents one way



Hauling kids to the Gonor school from the west side



In times of emergency when storms knocked down power poles, which stopped the street car service from Selkirk to Winnipeg, they would provide service to Winnipeg. The bus could handle about 15 people comfortably

During the "strike of 1920". They carried passengers to Winnipeg for over 3 months.



Uncle Willie also did some driving



Mabel Donald, George's daughter was very intrigued with the new bus and convinced her father to let her drive. At 14, she quit school and learned to drive "almost right away". When she earned her chauffeur's license, she became the first woman bus driver in Canada



**Mabel was taught how to drive by a friend of her Dad's who came out from Winnipeg to teach her. Shortly after that she was able to earn her chauffeurs license. By 16, she could drive any motor vehicle.**

**Mabel & friend - Jean**



**1918 – George's bus and his other car**

**George Donald had a thriving business prior to the opening of the Lockport bridge, ferrying people across the river in boats. When the bridge was opened in 1913, he carried passengers with a wagon and team of horses. In 1917, the bus added a new dimension to his business.**

**Young Mable was indeed a hit with the younger crowd – started to drive when she was 14 early in 1917. Children were often hauled to the Gonor School (free)**



**Mabel's uniform was khaki, knee length knickers, silk stockings, long tunic jacket and cloche hat**





**Jake Davis took over the mechanical repair of the bus from 1922 to 1931 when it was retired.**

**Jake was also “sweet” on Mable and in 1922, they were married – a union that lasted for 60 years.**



**George Donald and his family lived in the Gonor area.**

**He was quite the entrepreneur – not only did he have the bus business, he also did the school bus run with horses and had the boat rental business on the river (65 boats)**

**His main interest however was life on the river with his boat business (50 years). Boat rentals were for fishing, for general recreation as well as a water taxi service - before and during the construction of the Lock & Dam**



The wagon and team for transporting people across the bridge and children to school



The bus could hold up to 21 with 10 passengers on each side plus the driver. (15 comfortably)

The upper portion was wood frame with roll down canvas used during bad weather.

Initially the main entrance at the rear of the bus

Up grades to the bus in future years was to change from solid rubber tires to tires with tubes. Also two new doors with made of black oil cloth and mica windows and two small oil lamps

The bus continued in operation until 1931 when other buses took over and the Model T was retired

### Bus Restored

January 1971, Manitoba Classic and Antique Car Club hauled the 1917 Model T Ford Bus from Mabel's back yard. It was sold on the understanding it was to be restored



MRS. DAVIS AND THE OLD BUS TODAY



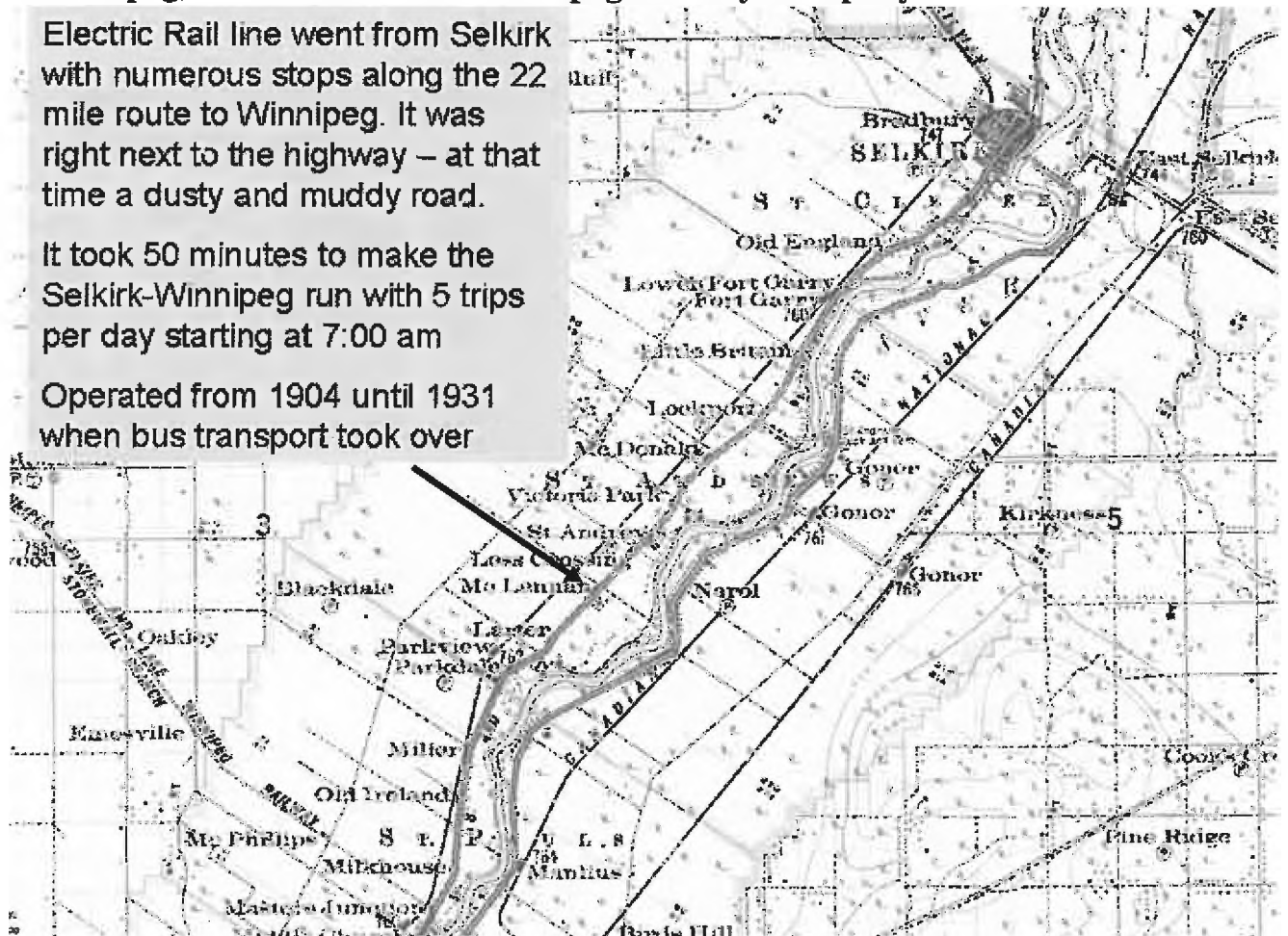


## Winnipeg, Selkirk and Lake Winnipeg Railway Company

Electric Rail line went from Selkirk with numerous stops along the 22 mile route to Winnipeg. It was right next to the highway – at that time a dusty and muddy road.

It took 50 minutes to make the Selkirk-Winnipeg run with 5 trips per day starting at 7:00 am

Operated from 1904 until 1931 when bus transport took over

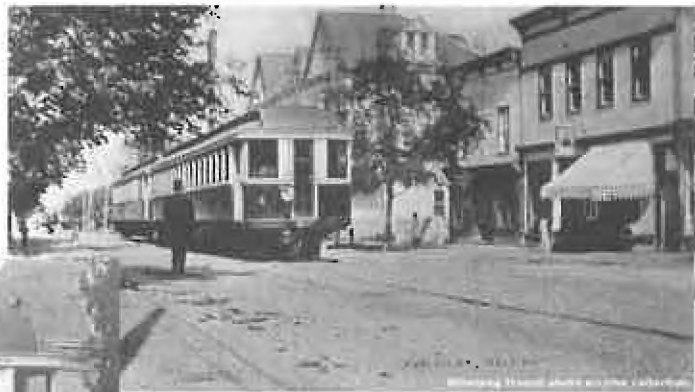


1904, this small steam engine nicknamed "Dinky" pulled freight and passenger cars on the Winnipeg – Selkirk run. As there was no turning facilities it had to run backwards to Winnipeg

## Winnipeg, Selkirk and Lake Winnipeg Railway Company

May 25th 1908 to April 30th 1939

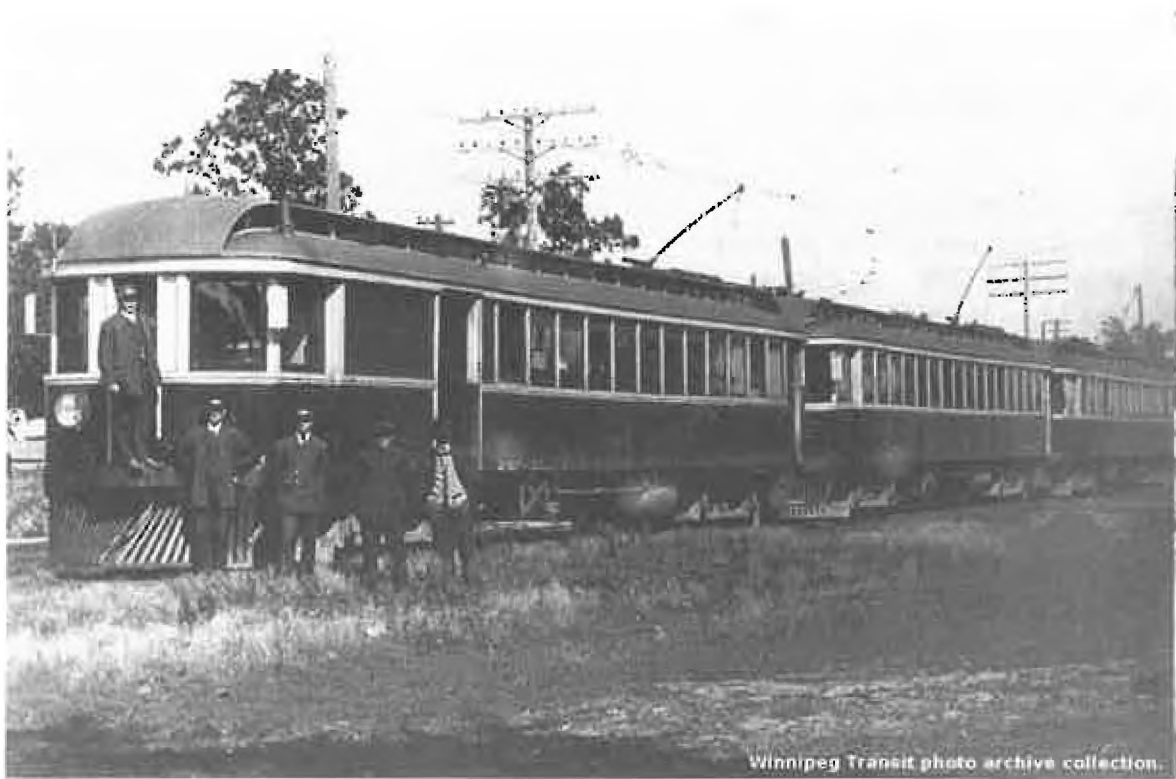
- Separate smoker sections
- The cars were elegant with brown and cream cars, stained glass windows, mahogany paneling and plush red seats.
- Incorporated in 1900 to run a steam or electric train from Winnipeg to Selkirk. Full service not until 1908.
- Steam Railway – August 1904 – May 1908
- Electric Railway – June 1906 – April 1939
- Motor Bus – June 1931 to present
- Branch line from Middlechurch to Stony Mountain and Stonewall in December 1914
- All services ended in 1939 in favour of buses
- W,S&LW Ticket Office and Freight Shed was located at 369 Eveline, next to the Selkirk Bridge (built 1937)
- Spur line ran down to the docks to serve the warehouses and fish sheds there and also to the Selkirk Park.
- The electrification of the railway began in 1906 and was completed in 1908; the railway operated until 1937.



Street car on Eveline St in Selkirk



In front of the Selkirk Ticket office next to the current Selkirk Lift Bridge



**Middlechurch spur line to Stony Mountain and Stonewall, branched off at the building now called “The Candle Factory”**



**The track was quite rough as it was laid on a minimal road bed with little ballast and the cars rocked violently as they sped down the tracks at 30 miles per hour.**

**Most people recall the sensation of “seasickness” on the trips to Winnipeg.**

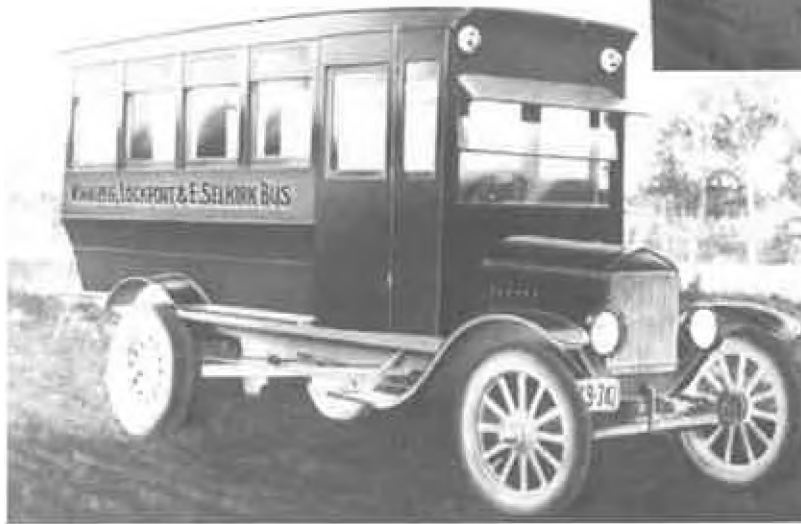


**Mabel Donald’s bus had a great business hauling people from the east side of the river to the Lockport Street Car station on the west side**

## Homenick bus Lines

### Peter Homenick of Gonor

- **First Rural Bus Line in Manitoba**
- **1925 – 1962 (sold to A.J.Thiessen)**
- **Red River Motor Coach Bus Lines First Rural Bus to run a daily schedule from Winnipeg to Lockport, East Selkirk and return 1924/25**



Peter had this bus built in Winnipeg by a wagon manufacturing company. The enclosed 12 passenger unit was set on a Model T chassis

**1926 Chevrolet Bus -  
Route along Henderson Highway, took 90  
minutes from Winnipeg to East Selkirk**



*Whoopee Bus, 2nd from left George Homenick*



**Whoopee Bus – “party bus”**  
Specialized in delivering groups to parties and then picking them up and bringing them home safely



**Billie Homenick on the Grand Beach run**



*John Kreviazuk*



*Bus Driver is Ray Homenick, son of Peter Homenick, 1950.*

**Emma & George Homenick of Gonor**



**George started driving bus for brother Pete in 1925 and in 1928 he purchased his own bus and started the Northern Bus lines. Initially they serviced up to Thalberg but eventually roads improved to allow for trips to Grand Beach. These were twice a day. He sold the business in 1951**

## **George Donald's Ferry Boats**



**George Donald had a great ferry system for moving people across the river before the Lockport bridge was finished.**

**People coming from Winnipeg on the street car on the west side would walk to the banks of the river and whistle and George would come over and for 5cents he would take them across the river**

**At one time he had 65 boats for rental for fishermen. On a good weekend it might take an hour or two wait until a boat became available to fish**

## **Red River Ferry System**

**The RMs' of St Clements and St Andrews operated four ferries at Little Britain, Mapleton, Selkirk and St Peters. As the bridge at Lockport was opened in 1913 and the Selkirk bridge in 1937, the ferries were gradually shut down.**

**The Little Britain ferry was located at the end of Thomas Flett's lot, a retired HBC employee and farmer. The ferry landed at the front of his lot. The annual spring laying of the cable was a community event. Sometimes the cable would be swept away by the strong current and it would take two days to complete the connection**

**The ferry was pulled across the river by a cable system using the power of the current to propel them. On the return trip a hand winch system was used for smaller ferries and a gas engine driven winch system in later years.**

**The cable had to be lowered whenever a large boat was passing.**



**The Ferry at the end of McLean ave in Selkirk**



**The cables across the river were often dangerous to smaller craft and drowning accidents were common when small boats were caught by the cable**

## Lockport was unique tourist attraction

A local character, Sam Darichuk, who came to the Gonor area in 1906, recounts how he and “the boys” would entertain the “ladies” who had come to visit the Locks.

“We would climb up on the top of the bridge and dive off into the water, usually in the canal portion.

One time, in the 1920’s a “professor” from Winnipeg was teaching some girls how to dive off the back of the Keenora into the canal on the south side.

One of the Buchanan boys thought he could do better than the professor. Weighing 240 lbs he climbed to the top of the bridge, he had a bathing suit buttoned up to the top, gave a Tarzan yell and jumped off the bridge.

The water splashed clear up to the top of the bridge, he went under but the bathing suit stayed on top of the water – tore it right off  
They had to get him some clothes to get him out!



Girls Trip to the Locks

## Ships of the Red River & Lake Winnipeg

York Boats coming into Lower Fort Garry -These were the only vessels as well as the canoe, that could navigate the rapids at St Andrews. Freight such as fish and lumber from Lake Winnipeg had to be off loaded and hauled in by cart to Winnipeg – a very expensive process.



Stern Paddle wheelers were often the only ones with a shallow draft that could get by the rapids – usually only at high water  
-- Alberta 1908



The construction of the St Andrews Dam & Lock made possible for boats such as the Wolverine to navigate right into winnipeg.

However, commercial river transport declined significantly during the 1930s and thereafter recreational boating soon replaced freight transport in terms of river traffic.

## 5: Our Farming Heritage

### FIRST FARMERS IN THE RED RIVER VALLEY



In 1400, there was a major drought in the central part of North America which drove many of the early tribes north. The Lockport area is often considered as the first location for small scale farming as there was abundance of fish at the Rapids and good soil for

growing some traditional food.

At that time corn was a common crop which could mature in a 100-day growing season



For many new immigrants from Europe coming to the Lockport area in the late 1880s and early 1900's, farming was a major source of income and was the principle source of their daily food.

The new immigrants purchased their new lands usually from Métis people who were often not farmers but fishermen and trappers. The river lot system at Lockport area was designed because everyone had to have access to the river. The lots were long and narrow often going back from the river four miles. The soils of the area was a heavy clay, usually very fertile but often had many stones, poorly drained and had some dense tree cover. Breaking this land and carving out a productive farm was very difficult.



Breaking land -1931  
(nose bags on the horses for fly control)



Picking stones was an annual chore – even for the kids



Breaking land 1927 - Kaluzniak  
Early Tractor power



Bulldozing trees - there is a cutting blade on the bottom of the dozer blade to shear the trees off





**Two furrow plow – plowing matches were often held to test the skill of the plower**



**Often visitors provided a welcome rest for the farmer**



**Advance-Rumley – Gas Pull Farm Tractor**



**Some larger tractors were used in the area – this one - Reeves Cross Compound Steamer could pull a 10 furrow plow. Used at the Van horne farm at East Selkirk**





**Impressing the “girl friend” with the new tractor**



**Some different types of new tractors**



George Hrechuk, son Walter on Titan tractor - 1935.



**Hauling manure was a back-breaking job**

**Most farms usually had a couple of cows to supply their local milk needs or to ship to the local creamery**



1934 — cow, Berice was 23 years old and part of the family. With her long curved horns and long practice, she could open any gate. Milkmaid is Mrs. Grace Geldstone.

**Cream was separated from the milk and shipped to the local Creamery**



Crescent Creamery Co., Bldg., Clatskanie, built in 1910 at site of present Municipal Hall. Gathering point for local farmers.



**Julia Homenick of Gonor Milking cows 1931**



**Tonita Kolton feeding her chickens - Narol**



**Mr Kolton of Narol- bee keeper at the age of 80**



**Loading Pigs at the local farm.  
In the early years, much of the livestock were sold to Drovers who bought directly from the farm not always the "best price"**

## Making Hay

This was a major summer activity to prepare for winter feeding.

- Hay was cut and dried in the field, then raked, made into stacks which would be taken back to the farm later in the fall.
- Here, a stack is being formed, hay is pushed up using a hay sweep then with a system of pulleys, the hay is raised and dumped into the stack
- Hay stacks need to be properly formed to shed the rain to prevent spoilage
- It was an “art and skill” to make a good stack of hay



Making hay 1932



Repairing the mower - Sawula farm 1924

Not only did the hay have to be put up and stored properly to avoid spoilage – but then it had to be hauled home to the livestock – often from quite far distances such as the local marsh where it was lower cost production than on the more productive land at home



Dave Kossack hauling hay in the winter

### Spring Seeding at Gonor



### Harvesting Grain at Gonor

Some of the new settlers had limited resources. Some had to revert to the old system used in the "old country" such as the use of a scythe to cut the grain. Then the use of a hinged stick and like a flail would beat the grain from the straw.



1905 harvesting at Gonor



William Kirkness

In the early years of 1900's, more mechanized equipment were available for harvesting. Grain was cut with a binder, pulled by horses or a tractor, tied in a package called a "sheave". These were dropped on the ground and then are picked up by hand and placed upright (heads at the top) in a teepee type (stook) formation to dry the grain before it can be threshed

- this is usually a "family" event



Time out for lunch — threshing Gil Bird's farm, Newcourt district



Stooking Out Sheaves 1917 — St. Andrew's Mrs. Fred Goldstone, Jan and Myrtle and visiting Aunt



Hauling in the Sheaves to the Thresher

## Threshing Gangs would move from Farm to Farm



Threshing at Fegol's - Narol

George Hrechuk threshing, 1935.



Harvesting, Riese Farm, Little Britain.

Vegetable Market Gardening was a major income for many farmers  
Especially those in the Gonor and Narol areas



**Cultivating potatoes 1948**



**John Miller cultivating by the Red River**



**Transplanting celery - 1922**



**Market Gardening was very hard work – lots of manual labour for the smaller acreages in the early years. The soils of the Lockport area were very fertile but heavy clay and stones were often a problem**



First crop tractor with outboard attachment



*Picking potatoes.*



**Harvesting Turnips at Fegols**



*Gawrituk Potato field.*



Cabbage harvest — Peter Ducheck's farm, Rosedale. L to R: Romka Arzanavicz (from Poland), Tina Zyta, Peter and Milne Ducheck, Margaret Dear.



**Picking cabbage at Narol**

## Harvesting & Marketing was a major effort in Vegetable Industry



Grading potatoes at Joe Przechuk's farm, St. Andrews.



Vacil Homenick off to the city



Packing beans



Horse drawn potato digger

In recent years, potato harvesting became more mechanized but due to the stone conditions, heavy soils, hand picking still was the major method of harvesting up until the early 1960s'



**Some market garden produce was delivered into the wholesalers or the best price was often right off the farm at local road stand markets**



Roadside Stand on River Road 1953. Fred Skromeda & sons, Harry & Don.

**Max Dubas's mother from Narol at the North End Market**



**North End Market was the Place to Go!**

**The whole Family was involved**

## Going to School in Lockport in 1900's

### Gonor School District NO.1070



Was formed on May 15, 1900

One room school opened in the fall of 1900 before the building was completed. Jane Yerneu was the first teacher followed by Clement Taylor, Beatrice McColl and Jane Gardner.

Original school burnt down in 1932 and was replaced by a four room school. It was dissolved effective 1966 and all of its lands transferred to the Consolidated District of Happy Thought School. The school and grounds were sold by the Lord Selkirk School Division to Cliff Waytiuk

#### Gonor School Teachers 1956-1965

1964-1965 Lena Basiuk  
1964-1965 Anthony Swidinsky  
1963-1964 N. Perchaliuk  
1963-1964 Eleanor Karalash  
1960-1963 Nester M. Podolsky  
1960-1964 Elizabeth Cairns  
1959-1960 Ed Baurrier  
1959-1960 Margaret Young  
1957-1959 George A. Capar  
1957-1959 T.C. Brune

1957 Margaret A. Young

1956 Eileen Robilkaid



Joseph Chernick Flood, Teacher of 1952-53, 1954

#### Gonor School Teachers 1949-1957

1954-1956 Edward Earl Skabar  
1954-1957 Mervislawa Lakusta  
1954 Ted Peterin Shabas  
1954 John Nifon  
1953-1954 L.J. Dawydiuk  
1953 Alice Chernick  
1953 Lawrence R. Neil  
1952-1953 Henry Schmidt

1951-1953 Joseph Flood

1951-1953 Jean Hollinger

1949-1965 Anne Todd

1949 E.F. Reinner

#### Gonor School Teachers 1926-1951

1948-1951 Cecil O. Gunn  
1948 Helen Beatuater  
1947-1951 Jessie Uswak  
1947-1948 Jean Hollinger  
1947 Angela Culligan  
1946 Casimir Hollinger  
1945 Anne Zalubniak  
1944-1948 Felix Tesarski  
1944 Esther A. Bolton  
1943 Jennie Parker Taylor  
1943-1946 Lillian Henrikson  
1942-1944 Walter Gay  
1939-1943 Casimir Hollinger  
1939-1943 Anne Delima Todd  
1937-1941 Maxim Wawrykow



**Cecil O. Gunn 1948-51**

1935-1963 Olive Susan Orth

1934-1937 William Wall

1934-1935 Marjorie Fitton

1932 -1934 William Wolochatiuk

1931-1934 Margery Reynolds

1930 Claude E. L. W. Law

1929-1930 Maxine Stewart

1927-1929 Irene Stewart

1926-1927 Alina E. Campbell

### Gonor Teachers 1907-1931

1926-1931 Kathleen Anderson  
1925-1926 Beatrice Freedman  
1923-1925 Mary MacLennan  
1923 Mrs. James Beattie  
1922 Grace Buckingham  
1922-1926 Jeanette Vance  
1921-1922 Myrtle Joyce  
1920-1922 Ida Schmok  
1918 Vilfridur Holm  
1917-1921 Annie Oatway  
1917-1939 Barbara Leger  
1917 Anna Muckle

1916-1939 Edith Griffis  
1916 Grace A.M. Reid  
1915-1917 Catherine Pluto  
1915-1916 Irene Best  
1915 F.J. Marciniw  
1914 Felice Heymiearicki  
1913-1915 Christina Gunn  
1912-1913 Reginald Bate  
1911 Mary Hodgson  
1910 Ada Arnold  
1908-1909 Gertrude Cook  
1907 Frances Graham

Before Gonor School was built students had to cross the river by ferry, boat or walking over the ice to attend St. Andrews or Mapleton School.

The 1918 grade 8 class was the first class of students to write the matriculation exam to high school. The closest high school was in Selkirk and students walked to the electric streetcar line that ran from Winnipeg to Selkirk. High School Students paid tuition, transportation and book costs in order to attend Selkirk High School.



### *The Country School by John Dolinski, Libau Manitoba*

*The school yard stands with fences down  
But all is bleak and bare,  
All is quiet not a sound  
The school is gone from there,  
Only foundation and rubble remain  
They moved the school away,  
All is changed it's not the same  
It's all in disarray  
It seems only a few years back  
That the school stood there with pride  
They hoisted up a union jack  
On a flag pole built inside,  
Children came from near and far  
To learn their ABC's,  
All on foot there were no cars  
Like one big family  
Now the school stores the farmer's grain  
The lumber was tongue and groove,  
But there are a few that still remain  
Because they were too old to move,  
When the wind blows the walls creak*

*They have lost their former pride,  
The squirrels play the game of hide and seek  
And the swallows build nests inside.  
There is nothing like a country school  
Where many attended classes,  
Every child understood the rules  
And enjoyed the short recess,  
I love to stop by an old school yard  
And just stay there and reminisce,  
I try to forget but it's very hard  
That one room school I miss.  
I still recall those Christmas days  
When on stage we performed as a team,  
But now it's all so far away  
It all seems like a dream,  
What has happened in these modern times  
With consolidation, buses and reconstruction,  
Children are oriented into assembly lines  
It's just one mass production.*

### Donald School District #1094

- Was formed on November 6, 1900.
- The school district was named to honour Donald McDonald.
- The school site was Lot 255 within St. Clements Municipality.

The first teacher was Maggie McBeth. The first year's operating cost was \$925.90.

The school was always overcrowded. An addition was added in 1911, a two room school was built in 1916 and another room added in 1920

- In 1913 it was decided to have religious teachings taught by the Ruthenian Priest and Polish children had their Catechism taught by the teacher
- In 1917 the summer holiday was changed to August 15 – October 15 to allow students to help with harvesting and market gardens. That year there were 130 students enrolled in the fall.
- In 1917 both Polish and Ruthenian languages were being taught after school hours.
- Night classes were arranged for over 14 year olds who could not attend during regular hours
- In 1921 it was recognized that rate payers had the right to use the school free of charge after hours.
- Donald School South Building was destroyed by fire in Dec. 1946.



**Donald School North and South Buildings**



**Donald School 1905**



*Sewing Circle at Donald School in 1925. Left to Right: Anna Kormanak, Mary Nalicki, Eliza Miller, Eva Dybas, Anna Ptaszank, Cathy Peterson, Wanda Johnson, Pauline Kuschewski, Sophia Buschak and Helen Kormanak*

**1933 Sewing Circle**

Donald School District No. 1094 was dissolved April 1, 1967 and all lands were transferred to the River East School Division NO. 9

The North building was turned over to the St. Clements Municipality and it became the Narol Community Centre.

## Donald School Teachers

1966 Joanne Raw  
1966 Judith Hanson  
1965-1966 Wasyl Sokolyk  
1965-1966 Mrs. P. Buchalter  
1965-1966 Sharron Brodie  
1965 Arthur Bueckert  
1964 Leona Buyarski  
1964-1966 Peter Smolarski  
1963-1964 A. Mikolayenko  
1963-1965 Sharon Chanas  
1959-1963 Maurice Peleshok  
1959-1963 J.E.Lalchun  
1958-1959 Nicholas Andrusko  
1957-1958 Michael Rehaluk  
1957 Morris Hryhor  
1956 Marie Hryhor  
1956 -1957 Simon Nimchuk  
1956-1959 Julia Rich  
1956-1963 Berith Semeniuk  
1955-1956 John Petrash  
1954-1955 Metro Mikalchuk  
1952-1954 Wlm. Solypa  
1952-1956 Jessie Belton  
1950-1952 Helen Jean Turner

1949-1950 Berith Semeniuk  
1949-1952 John Prokipchuk  
1948 Kathleen Henderson  
1947-1949 Anne Zubachek  
1947-1949 Berith Williams  
1947-1949 Manuel Tanchuk  
1945-1947 Ina Hawkins  
1945-1946 Blanche Leveque  
1944-1945 Mary Uranick  
1944 Florence Baker  
1943-1945 Rae Isabelle Ellis  
1943 Mary Boyko  
1943 Kathleen Connolly  
1942 L. Schroeder  
1942-1943 Mary Hrenchuk  
1942 Mrs. H. Schroeder  
1941-1942 Bessie Olson  
1936-1941 Libby Marek  
1934-1935 John Semeniuk  
1932-1934 Helene Dojack  
1932-1946 Leon Olesczuk  
1931-1941 Frank Wachal  
1930-1936 Kathleen King  
1930-1931 Sophie Shibou

## Miss Davis' School St. Andrews

- Opened in 1858 at a site about a mile south of Lower Fort Garry and called "Oakfield".
- Matilda Davis, daughter of the officer in charge of York Factory, opened the school for forty boarders.
- Miss Davis taught French and Mrs.Kennedy instructed in Music.
- In 1873 Miss Davis died and Mrs. Cowley finished the term. The school was then moved to St. Andrews parsonage.
- Bishop Machray made it a diocesan institution and it is now Balmoral Hall.



Rented to farmers 1908



## Mapleton School District NO. 5

It was formed by the Protestant Section of the Board of Education on July 3, 1871.

Children from the East side crossed the river by boat, ferry or on foot in the winter until Gonor, Donald and Kitchener School Districts were formed early in 1900.

A new Mapleton School was built in 1912.

Today, Mapleton School is a vibrant part of Lord Selkirk School Division.



Eight Grades of Mapleton School class 1944: Back row - Marlene Hudson, Cheryl Briggs, Barbara Edgely, Shirley Ross, Jan McPherson, Neil Taylor, Bonnie Green, Helen Cole, Verla Wright, Ann McPherson, Marjorie Chapman, Shirley Taylor, Mrs. McKinley Swartzell, Agnes Leckie, Evelyn Sells, Lily Ledwith, Nettie Forslund, Fern Cole, Harold Begg, Edward Salsbery, Thelma Linn, Pearl Green, Stella Green, Hazel Ross, Dennis Hopper, Eva Forslund, Mary Ann Munde.

## Kitchener School District NO. 1076

The school was formed May 12, 1900.

School was held in the St. Clements Council Chambers until the school was built. The first teacher was Miss Agnes McPherson.

The building was completed in June 1901.

It became the social center of the area.

Kitchener students won awards for their public speaking, drills and dialogue as well as their skills at many practical activities.

The school was enlarged in 1944.



Former Council Chambers on Henderson Highway



Kitchener School - 1901

In 1961 the old school was dismantled and a new one room school with a bathroom and furnace room was completed. At that time the teachers was Mrs. Lena Copeland.

Kitchener School - 1961



Kitchener School picnic, 1944



## Ashfield School

- Enrolment fluctuated from 19 in 1887, 23 in 1906, and 46 in 1911 and 74 in 1925.
- In 1917 the school was moved a mile west and renovations were completed.
- Ashfield School District was dissolved effective January 1, 1966.
- All its lands were transferred to the Consolidated school District of Happy Thought NO. 1452.



Ashfield School, 1943. Mrs. C. Hollinger, Teacher

## Ashfield Teachers – 1892 - 1965

- |                               |                           |
|-------------------------------|---------------------------|
| 1965 Judy Pidstawko           | 1908 Frederick Bird       |
| 1964-1965 Rose Doroschuk      | 1907 Charlotte MacDonald  |
| 1945-1963 Colin Doroschuk     | 1906-1907 Lilian Delaware |
| 1953-1954 Edmie L. Silvester  | 1905 Jessie Graham        |
| 1949-1953 Polly Cherniak      | 1905 Celia Mitchell       |
| 1947-1949 Alberta Hendy       | 1901 Aggie Gestern        |
| 1946 Peter Boyko              | 1901 Benjamin Lang        |
| 1942-1946 Jean Hollinger      | 1900-1901 Maggie Foster   |
| 1941 Jean Parfaniuk           | 1898-1899 Mary Albritt    |
| 1938-1941 Harry McIntosh      | 1897 M.U. Scoular         |
| 1936-1938 Andrew Danyleyko    | 1897 J.A. Broatch         |
| 1932-1936 May Irving Davidson | 1895-1896 Kate Lucy       |
| 1930-1932 Isabella Dresser    | 1894-1895 Martha Murphy   |
| 1929-1930 Daniel McWilliams   | 1893-1894 Ella Flanagan   |
| 1926-1929 E. Arnason          | 1893 J.W. Cleveland       |
| 1925-1926 Eleanor Fisher      | 1892 Tillie Couch         |
| 1923-1925 Vida L. Maconald    |                           |
| 1922-1923 Lillian Travers     |                           |
| 1922 A. Brockman              |                           |
| 1921 Annie Bro Ryan           |                           |
| 1920-1921 Mrs. T. Grove       |                           |
| 1919 Mrs. A.E. Baldwin        |                           |
| 1917-1919 Violet Ring         |                           |
| 1917 E.C. Loucit              |                           |
| 1915 D.E. Morgan              |                           |
| 1915-1916 Grace Rolston       |                           |
| 1913-1914 D.S. Morgan         |                           |
| 1911 Mary Pearson             |                           |
| 1910 E.S. Jicking             |                           |
| 1910-1911 Irene Ramsay        |                           |
| 1909 M. McLemman              |                           |
| 1908-1909 Lena G. Cook        |                           |

# St Andrews School



Original St. Andrews School (right) covered with ivy and new school, approx. 1927

Two of five St. Andrews Schools built prior to 1973. Right: 2nd school built in 1851 and taken down in 1946. Left: 5th school built to replace school #3 and #4 following a fire in 1926 and replaced in 1973



St. Andrew's School School Choir, 1927. Posing fall every consecutive year. Back row L to R: Mabel Chamberlain, Fiddie Jones, Nancy Farnham, Vera Kline, Mita Soering (teacher), Phyllis MacBeth, Marie Diggins, Lucy Chamberlain. Fourth row, Vester Goff, T. Evangeline Holman, Susan Diggins, Vester M. Gougen, Dorothy Mackay, Milla Gougen. Third row: T. Sophie Watson, Bertha Poirson, Jean Lee, Anna Lee, Olga Chock, Second row: Mary Elizabeth Bawn, Marie Chamberlain, Sylvia Poirson, T. Betty Cox, Elaine Poirson, Frances, Eddy Jensen, T. Olga May, Peggy Andrew, Herbie Bunn.



New St. Andrews School constructed in 1973 providing an additional ten classrooms and large auditorium

**Lockport School – 1970's**

