

Selkirk's

75th

Anniversary



Chairman's Remarks

It is an honor and a privilege to offer a few words on behalf of the Selkirk 75th Anniversary Committee.

As we prepare to celebrate this milestone in the growth and development of our town, we are very conscious of the hardships and untiring efforts of those pioneers who began the first developments of this area.

True, nature had provided a very beautiful spot for a townsite, and some of the things from which to obtain a livelihood, but many difficulties had to be overcome, and they must have faced the future with unshakable faith and confidence to have made the progress that they did in starting churches, schools, hospital and the various organizations which they knew were essential to the well being of all, and from which we now benefit.

May I extend on behalf of the 75th anniversary committee, a very warm welcome to everyone who takes part in our celebration.

We owe a debt of gratitude to the founders of this town and community; we have much indeed to be thankful for.

Let us commemorate this occasion with sincere and humble thanks, and dedicate ourselves to continued development and progress, thus leaving an even better town for those who will follow us.

Chairman, 75th Anniversary Committee.
BEN MASSEY,



75th Anniversary Executive

OFFICERS

Ben MasseyChairman
R. Hooker1st Vice-Chairman
Mrs. M. Anderson2nd Vice-Chairman
L. G. HowardSecretary-Treasurer
H. Deighton and C. JosephAuditors
His Worship the Mayor, R. Walters and
M. Jenkins — Ex Officio.

COMMITTEE CHAIRMEN

Dr. T. A. NorquayPublicity
H. MillerProgramme
Miss Elsie McKayHistorical
Mrs. W. CorriganWays & Means
W. IndridsonParade



Welcome and Thank You

The Council of the Town of Selkirk takes pleasure in extending a warm welcome to all former residents of the Town who may be returning to take part in the celebration of Selkirk's Seventy-fifth Anniversary.

To all those who have contributed in any way toward making the Seventy-fifth Anniversary observance a noteworthy event, Council wishes to extend its sincere thanks. It is our profound hope that, working together in harmony, we may look forward as a town to many more years of progress and prosperity for all.

Steve Oliver, Mayor
Councillor C. Morrison
Councillor W. Indridson
Councillor R. Cromarty
Councillor J. F. Cunningham
Councillor L. Clarke
Councillor G. Penwarden
H. Gordon, Secretary-Treasurer



AIRVIEW OF SELKIRK



Mayor Steve Oliver of Selkirk extends a welcome to Lord Selkirk on the occasion of a dinner honoring His Lordship here at the Lord Selkirk Hotel. Standing at right is Hugh Miller, secretary of the local Chamber of Commerce.

Dedication

The History of Selkirk is the sum total of the biographies of all its citizens. In its unfolding, all have a share.

It is naturally impossible to name and give credit to all those who have contributed in service and sacrifice to make our Town what it is today.

Certainly it is meet and fitting on the occasion of our Seventy-fifth Anniversary that we cast a backward glance upon our history to find those ideals and aspirations which have made our way of life.

Let the chronicles be taken down again and the tale be retold from its very beginning until this very day that they may inspire us to continue in the spirit of the pioneer to build and fashion an even better world, a better community for those who will follow us.

In tribute to those pioneers and their unselfish work in laying so well the foundation upon which succeeding generations have built, this book is dedicated in all humility.

Frank W. Newman.

Town Councillors



J. F. CUNNINGHAM



C. MORRISON



G. PENWARDEN



LORNE CLARK



R. CROMARTY



W. INDRIDSON

Cover Design

The cover is in loving memory of my mother, Mrs. Charles Edward McKay, the former Margaret Gilmore, whose recollections of the troops' return in 1885 gave me the idea for this design.

Work was done by Muriel Leary Posnick, a local artist.

Born and brought up in Rousele, Man., she was on the nursing staff of Manitoba Hospital, Selkirk, before her marriage to Donald Posnick. She began painting water colors about 1950, as a hobby, and started oil-painting shortly afterwards.

Selkirk's First Council Meeting

With all the ceremonies due the occasion, the Town Council and Mayor-elect met in a little log school-house on the site of the present Town Hall, when minutes were read and recorded as follows:

"Minutes of the council of the Corporation of the Town of Selkirk held in the School house on Monday, the 24th of July, A.D. 1882.

In accordance with the requirements of the Letters Patent incorporating the Town of Selkirk, the Members elect of the Council met at noon. Mr. Richard Dickson, Returning Officer, in the chair.

The Chairman read the minutes of a meeting of the Electors called to nominate candidates to serve in the first Council, as follows:

"In conformity with proclamation a meeting of the Electors of the Corporation of the Town of Selkirk was held in the School House on Monday the 10th July instant for the purpose of nominating members to serve in the Council for the present year, at which it was moved by Robert Bullock, seconded by J. E. Gemmel:

That James Colcleugh is a fit and proper person for the office of mayor.

The list of other nominations with nominors, followed, then a statement to the effect that:

No other nominations having been made the several candidates were declared duly elected.

(Signed) R. Dickson, Returning Officer.

Mr. F. W. Colcleugh, J. P., having sworn "James Colcleugh Esq." as Mayor, Mr. Dickson left the Chair and His Worship the Mayor took his seat.

Mr. Dickson then presented the Letters Patent granted by the Crown.

The Mayor administered the oath of office to the Councillors who took their seats as follows:

For Ward No. 1: John D. Campbell (nominors, F. R. Gemmel, Alex McDonald). Francis R. Gemmel (Robert Bullock, John A. Howell).

For Ward No. 2: Amos H. Vaughan (John Morrison, J. B. Quigley) Dr. David Young (J. E. Gemmel, J. W. Irving).

For Ward No. 3: Frederick W. Colcleugh (J. E. Gemmel, Jas. S. Greig) John E. Gemmel (James Colcleugh, Robert Bullock).

A resolution was passed that Mr. John McDougall be and is hereby appointed Secretary Treasurer for the Corporation and the salary to be paid him for the balance of this year shall be Three Hundred dollars (\$300).

That William McKay Taylor be and is hereby appointed Inspector (Weeds) and that his remunerations be \$2.50 for each day he is actually on duty.

Standing committees for the current year and members were appointed.

Councillor J. E. Gemmel introduced a by-law (No. 1) "To appoint Richard Dickson Assessor for the year 1882."

No members showed up at the second meeting, August 2nd, so it was recorded that adjournment from the 24th of July to the 2nd was of no effect.

A few highlights of other meetings of that period are as follows:

August 23—A motion by Councillor J. E. Gemmel, seconded by Councillor Young was resolved:

That in view of the probable visit of the Canada Press Association to the Town during the present week, the Mayor and Council do receive the distinguished visitors and extend to them a courteous welcome and that Councillor J. E. Gemmel be a committee of one to prepare a suitable address.

Sept. 6—A motion was passed that the Secretary-treasurer is hereby authorized and instructed to pay to Mr. R. Dickson the sum of \$51.36 being expenses incurred in connection with the reception of the Canada Press Association.

October 16—Communications were received from G. G. Bradbury pro-

posing to build a Saw Mill in Selkirk on certain conditions.

Laid on the table.

From W. Campbell, Secretary Treasurer of School Board asking for \$1200.00 for School purposes. This was referred to Finance and Assessment committee.

Petitions-Councillor Campbell presented the petition of William Campbell praying that the plant of the Selkirk Herald be exempt from taxation.

Laid on the table.

Motions were: That Mr. Bradbury's communication be laid over and that he be requested to attend next meeting.

That the prayer of the petition of Mr. W. Campbell be not granted.

That Harry Hodgins be and is hereby temporarily appointed Constable and that his salary be at a rate of \$200 per annum.

Oct. 26—Motion was passed that leave be granted to introduce a by-law (No. 5) to aid and assist the Canadian Pacific Railway Company in the construction of a line of railway from the City of Winnipeg to the Town of Selkirk and that it be now read a first time.

Nov. 8—Motion was approved that the secretary-treasurer is hereby instructed to ask the Attorney-General for a transfer of the Provincial Lock-up.

Nov. 22—From J. A. Howell, a communication applying for a hotel license.

Laid on the table.

From R. Bullock, a letter applying for a wholesale license to sell spirituous liquor.

Laid on the table.

Feb. 15, 1883—Council recommended to the County Council that the site of Ferry to East Selkirk be at the foot of McLean Ave.

It was moved that the Grist Mill of Connell and Comber be inspected on Orders of the Council. The Mill was turning out 3Z, 4X and Strong Baker's Flour.

Selkirk's First Two Mayors Were Colcleughs

By Elsie McKay



Mayor James Colcleugh and Mrs. Colcleugh, taken a few years after leaving office. Mrs. Colcleugh is wearing a real seal jacket and ostrich plume hat; Mr. Colcleugh, an otter-lined overcoat.

The first citizens of Selkirk drew winners out of the political hat when they chose their first two mayors from the Colcleugh family, for these gentlemen proved themselves able, efficient and conscientious in civic affairs as well as successful in business and politics elsewhere.

James Colcleugh came from Mount Forest, Ontario, with his wife and family of three, George W., Islay Mary (Mrs. Charles Sinclair) and Murray C., in 1875, travelling by way of Moorehead, Minn. The younger children of Selkirk's first mayor and Mrs. Colcleugh were born at Selkirk, Wallace Moir, who is now living in Vancouver, B.C., and Malcolm Stuart.

F. W. Colcleugh, a cousin of James Colcleugh, who became our second mayor, arrived here in 1876 and went into business with his cousin.

James Colcleugh went into business the spring of 1875 immediately on his arrival, as purveyor to the Sifton, Ward Company and continued in the real estate business in the '80's.



First row, left to right: Thomas Partington, J. Dagg, Mayor F. W. Colcleugh, L. S. Vaughan, E. Comber. Back row, left to right: Wm. Rober's, F. Pook, Dr. Gatin, F. Heap, J. K. McKenzie and S. F. Roberts.

Selkirk's First Mayors

(Continued from Page 6)

James was the first bursar of the Asylum under Dr. Young for a while. He was president of the Lisgar Club, organized in the 1880's; D. Young, M.D., was secretary-treasurer. The club-rooms were on Evelyn St., presumably at the old Tracy house, which was the place or hall used by the first Masonic Lodge, Lisgar, A.F. & A.M.

Mr. Colcleugh started the Selkirk Drug Store at Selkirk in 1883, became the town's first post-master and telegraph-despatcher, in a small building located where Gilhuly's drug-store now stands.

An old paper records the Post Office on Eveline St., James Colcleugh, Post Master. Mails despatched on arrival from opposite directions. On February 15, 1884, it was reported that: "Mayor Colcleugh donated a town lot to be raffled and proceeds divided between the Brass and String Bands, the raffle to be held in the Merchants Hotel."

An item in 1883 says: "The last spike was driven by Mayor Colcleugh and R. Dickson and the Railroad was then ready to be opened."

Two years later, April 11, 1885, a note read as follows: Mayor Colcleugh is establishing a Telephone Exchange between Selkirk and Winnipeg, an instrument was put in last night which proved quite satisfactory. Six months later, September 12, another note says: "James Colcleugh Drug Store & Telephone business was taken over by R. H. Gilhuly, his assistant for years."

The Annual Meeting and Banquet of the Selkirk Board of Trade January 12, 1911, shows: "James Colcleugh, of Winnipeg, the first Mayor of Selkirk, read an interesting account of the founding of Selkirk. The account in part was as follows:

"In the spring of 1875, Mr. Sifton, now Hon. J. W. Sifton, one of the contractors for the construction of 77 miles of the C.P.R. east of Red River and 300 miles of telegraph lines west, sent Mr. Colcleugh and a party in a York boat to look for the crossing of the C.P.R., which they were told was about 25 miles down the Red River, and to look for a house in which to set up an office.

At that time there were three surveys of a crossing from a point five miles east of the river, but none of them had been decided upon. When the party came upon the first

location at George Black's store, they were told that the others were within a short distance of each other, about one and a half miles down the river. The party landed at what is now the foot of Clandeboye Ave., and looked up and down the street for a house to set up their telegraph instruments. They found the dwelling of Chief Factor Christie which had just been vacated, but there was no one there who had any authority to lease or do anything with it.

"George Black then offered the party the use of his back store, which was accepted and telegraph instruments were set in place and the first messages sent over the great C.P.R. system just 36 years ago next May.

"Mr. Sifton had leased Christie's house and the office was moved from Black's store. The Post Office called Mapleton was two miles distant, and it was felt that a new post office was necessary. A petition was circulated asking the government to establish a post office to be named Selkirk with James Colcleugh as postmaster, which was granted by moving the Mapleton office and calling it Selkirk. Thus was the Town of Selkirk founded on the Red River between 35 and 36 years ago. L. S. Vaughan, Dr. Young and George Black were residents of St. Clements and St. Andrews at the time this event occurred."

In 1890, Mayor Colcleugh went to San Francisco and returned to settle in Winnipeg.

F. W. Colcleugh, our second mayor, who became a member of Provincial Parliament in 1894, served three terms in the Legislature, and fourteen years in all in office at the town hall. His eldest son, Walter, was born in the east; the other members of his family were born and brought up at Selkirk. William O., Margaret (Mrs. Fred Heap), Blake, Andrew, and Jimmy.

F. W. was known as a friend of the Icelandic settlers and often wrote letters for them when they first came to this district. On another occasion he really proved himself a friend in need to these newcomers.

It was a case of possession being nine points of the law for their first church had been shared with members of the Unitarian Church and was claimed by this group which refused to let them move their place of worship. Mayor Colcleugh said

he'd give them a lot if they could move the building quietly without causing a stir. One dark night, the church was put on skids, and slid over to an undisputed spot. And the fact that they were accused of stealing their own church did not worry them in the least!

A Former Mayor of Selkirk



F. A. GEMMEL

Francis Alexander Gemmel the eldest son of the late Mr. and Mrs. F. R. Gemmel, was born in Aurora, Ont., on August 23, 1873. With his mother and sister Marion, he came to Selkirk in May 1877, after his father had established a store known as the "Corner Store," where the Bank of Montreal now stands.

At the age of 14 years Frank Gemmel established the first harness shop in Selkirk. They were kept busy with dog harness for the "Lake" and harness for both oxen and horses.

He had a gift for learning languages. At an early age he took lessons in the Gaelic language from Mr. Murdoch Reid, and afterwards enjoyed reading old Gaelic literature. He also took lessons in Icelandic from Mr. John Gillis, spoke Icelandic fluently and had a great love for the Icelandic people.

About 1900 he went into the insurance business and shortly after he formed a partnership with Mr. Frank Kochen. This developed into the Selkirk Land and Investment Company, of which he was manager.

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Selkirk's First Town Clerk



MR. JOHN McDOUGALL

Our first secretary-treasurer, John McDougall, became a most notable figure, not only in our own community but in the province, as he held several public offices from the time of his arrival at Upper Fort Garry in 1872, until his death in 1929.

Born at Oban, Parish of Kilmore and Kilbride, Scotland, February 2, 1846, he was employed in the Post Office there from 1860 to 1865, starting at the age of 14 years. Transferred to Glasgow, he spent another five years in the postal service in that city before coming to Canada late in 1871.

In January, 1872, he worked in the post office in Toronto, until May, when he received instructions to come to Manitoba to organize a postal service. At that time A. G. B. Bannatyne was postmaster at Fort Garry, so McDougall became one of his assistants. As the railroad ended at Moorhead, Minn., in those days, he travelled by the Steamer International from that point to Fort Garry.

In addition to organizing Selkirk's Post Office, he became our first Town Clerk, a police magistrate and notary

public, and also served as secretary-treasurer of St. Andrew's municipality for 32 years.

At that time, there were only two mail routes in the west. Mail for the north-west was made up at Windsor, then taken by train to Moorhead and by United States stage three times a week to Fort Garry. Mail for the south and east was delivered to the United States authorities at Pembina, and mail for Fort Garry and all western points was taken over there. At times even the stage could not operate and one spring there was no mail service for 21 days until finally the bags were brought down the river when the ice was out.

The two western mail routes were one to Selkirk, then called Mapleton, coming by way of Kildonan, and Middlechurch. The other went to Portage la Prairie by way of St. James, St. Charles, Headingly, Poplar Point and High Bluff. At a later date, a delivery went west from Portage. Mails were very heavy because of Hudson's Bay packets and government mail, though the population was small.

While serving as Sergeant-At-

Arms at the Legislative Building, he seldom failed to tell the story of the first mace used in the Legislature. This was made by one of the soldiers who came west with the Wolseley expedition. The crown was carved out of the hub of a Red Red River cart, while the gilding of the mace was done by the Attorney-General, Hon. H. J. Clarke. McDougall usually made certain that visitors saw the original implement even then carefully preserved among other antiques of that period.

As an indication of his continued interest in the Town of Selkirk, John McDougall made the suggestion, to honor Lord Selkirk's memory, that the name Daerwood be given the Park, now in use as our local golf course.

On May 18, 1875, in St. John's Cathedral, John McDougall was united in marriage with Sarah Anna Elizabeth Spencer, a widow, nee Truthwaite, who was the daughter of Thomas Truthwaite and Catherine McDermott, grand-daughter of Andrew McDermott, first store-keeper at Upper Fort Garry, by Rt. Rev. Bishop Machray of Rupert's Land.

When the city was incorporated in 1874, the name was changed to Winnipeg. Mr. Bannatyne resigned his post to become a candidate for parliament against Sir Donald A. Smith and McDougall became the first postmaster of the city under its new title, continuing in that position until 1878.

The following year he became sergeant-at-arms, after having declined to run as a member for the Legislature against John Gunn, the sitting member, and E. H. G. Hay, both near neighbors to him at North St. Andrews, now Lockport. He later sold some of his land to the government for the building of the Locks.

A FORMER MAYOR OF SELKIRK

(Continued from Page 7)

On August 23, 1909, he was married to Miss Margaret Kirkwood, whose memory like his, is held in great esteem by all who knew them.

F. A. Gemmel was Mayor of Selkirk for several years and took an active interest in the Board of Trade and anything that would tend to benefit the Town of Selkirk.

He died in April 1928.

First Superintendent — Manitoba Hospital

Ten years ~~ago~~ before our town was incorporated, a handsome young doctor came from the east to set a pattern in public service as rare and inspiring as it was unique, even in those days of unusual careers. "A wonderful doctor and a wonderful family!" is what old-timers said of Dr. David Young, general practitioner and later first superintendent at the Manitoba Asylum here. Dr. Young worked day and night during the scurvy epidemic that swept through the Lower Fort Garry district following the grasshopper plague of 1875, and a year later was sent to fight the small-pox scourge that killed many Icelandic immigrants at Gimli.

Born at Sarnia, Ont., in 1847, he



DR. DAVID YOUNG

was graduated from Queen's University at Kingston, in surgery and medicine, in 1871.

A year later he married Rosina Arabella Somerville, daughter of the Honorable R. B. Somerville, late Speaker of Quebec House, and Mrs. Somerville.

The trip to Winnipeg was made by boat from Sarnia to Detroit; by train to Chicago on the Michigan Central Railroad; from there to La Crosse, Wisc., on the Mississippi Railway; then up the Mississippi River by Paddlewheel steamboat, calling at wood-yards for fuel en route to St. Paul, Minn.

From St. Paul to Georgetown, (named after Sir George Simpson) by stage they went, calling at Kendothen, Pomme de Terra, Breckenridge, Fort Abercrombie, and on

to Georgetown, a Hudson's Bay Warehouse. From there, the S.S. International, a stern-paddle wheeler, brought the young doctor and his bride to Winnipeg.

In Winnipeg they stayed at the Davis House. This was a one-and-a-half storey building, the main floor divided into a bar-room, dining-room and kitchen. Upstairs, a long dormitory filled with double-beds was screened off with cheese-cloth not so much for privacy as for keeping flies and mosquitoes out. Everybody had to double up as space was at a premium.

At that time there were three ways to get to the Red River settlement, by the Hudson's Bay route, the Dawson or the American.

Fram Winnipeg, Dr. Young and his bride drove to the Rapids, now Lockport, where his brother, P. R. Young, had opened a general store in 1868. Peter Young was superintendent of Little Britain Presbyterian Church Sunday School for many years, until his retirement when he came to live on Strathnavor Ave., Selkirk.

The young doctor purchased Hawthorne Lodge shortly afterwards.

Built by John Harriot, a retired Chief Factor of the Hudson's Bay Company, who had lived in it only a short time, Hawthorne Lodge had been sold to Judge Black, the first judge in Manitoba, for the sum of \$5,000.00. This price included furniture, bedding, pictures on the wall, utensils and all other furnishings, these having been brought over from England via York Factory on Hudson's Bay, packed over the divide on the backs of Indians and down Lake Winnipeg on York boats.

Next purchaser of the lovely home was Alfred Boyd, first provincial secretary in Manitoba, who paid \$5,000.00 for the house and complete furnishings; and then, in turn sold it to Dr. Young for the same price, exactly, as he had gotten it.

In 1873, when the North-West Mounted Police force was organized at Lower Fort Garry there was no regular surgeon, so Dr. Young acted as Captain and Medical Officer, examining all the recruits.

On January 1, 1877, by his appointment to the Clandeboye Indian Agency, he became the first Indian Agent and Medical Officer appointed in the North-West Territories, as western Canada was then called, be-

fore British Columbia came into the Confederacy.

With Dr. G. S. Lynch, who was one of the doctors imprisoned by Louis Riel in the Insurrection of 1869-70, Dr. Young was appointed to look after the Icelandic immigrants during the small-pox epidemic of 1872-77. The plague was so severe that hundreds die of the disease.

At the time there were 200 white men at Norway House and all were vaccinated; while men travelling from that post went along the east side of the Lake rather than go near the Icelandic settlement at Gimli where the pestilence raged. These immigrants had contacted the small-pox while on board ship en route to Canada.

While ministering to the Icelandic patients, Dr. Young had the misfortune to contract the disease and was taken home to Hawthorne Lodge. He was isolated in the upper part of the house and looked after by John Stephen Connolly, a Wolseley expedition man, who was also isolated, but carried food up a ladder to Dr. Young, and attended the physician throughout his illness.

In 1885, he was appointed superintendent of what was then called and gazetted as the Manitoba Lunatic Asylum, with temporary headquarters at Lower Fort Garry. Here he was Medical Officer for the troops and, as Captain, swore in all the troops as well as serving as physician.

In addition to the jail for men, there was a building near the west wall for women and a small one at the north gate for the doctors' use as a dispensary.

This institution was moved from Lower Fort Garry in 1886 to its present quarters and Dr. Young continued as superintendent until 1912, the institution being now called Manitoba Hospital. From the period of 1872 until his appointment in 1885 to this position Dr. Young had his office in Selkirk over Colcleugh's drug store.

Prominent in the Masonic Order in Manitoba, Dr. Young was a past master of Lisgar Lodge and past senior warden of the Grand Lodge, A.F. & A.M. He was also a life-member of the Manitoba Club, Winnipeg.

Another brother, William Young, was secretary-treasurer of the municipality of St. Clements for many years.

History of the Town

It is fitting that our town should have the honor of carrying the name Selkirk, named after the late Lord Selkirk, founder of the Selkirk Settlement on the Red River, and conveying a meaning best described by Sir Walter Scott:

"I never knew in my life a man of a more generous and disinterested disposition than Selkirk, or whose talents and perseverance were better fitted to bring great and national schemes to successful conclusions."

So much has changed—the highways, byways, customs, and methods of travel, names substituted and the old forgotten, even the soft musical dialect of the "Bungay" most commonly heard in the earliest days at Selkirk.

Few remember the creaking noise made by the friction of the wooden wheels revolving on the wooden axles of the Red River Cart. This was the general mode of travel in summer.

The light birch bark canoe was the medium for water travel as far back as western history records. The sturdy York boat was built for heavier loads. The craft was manned by eight oarsmen and a pilot in the stern who used a long sweep for the rivers and a rudder for the lakes. With a favourable wind a square sail was hoisted, when a head wind or rapids were encountered tracking was adopted. These boats usually arranged to pass a settlement in a race, each trying to out-distance the other and always singing in their musical dialect. One of the old familiar songs could have been "Remember the Red River Valley and the Sweetheart that loved you so true."

Sir George Simpson, Governor of H.B.C. building, Lower Fort Garry in 1831, had an influence on the settlement to the adjacent north and south. This was the section where the better homes were built and more festive life enjoyed. Marriages were generally celebrated in the winter, by a large number of well driven fast horses colorfully decorated with ribbons and beautiful robes on the seats of their carriages.

The late Rev. Archdeacon Cochran was one of the earliest English settlers to start moulding the fine kindly feeling enjoyed today by this prosperous town. This gentleman

came to the Red River in 1824 locating at the Parish of St. Johns. In 1830 he moved to St. Andrews where he built a log church and in 1846 our present historic stone church and later met the late Chief Peguis of St. Peters, one of the most loyal Indian Chiefs in the great north-west. The stone church at St. Peters was built. He then organized those living along the Red River at Mapleton to build that stone church there.

Many stories are told about this reverend gentleman, his bluntness to his parishioners. On one occasion when preaching he stopped and said, "Corrigal, are you asleep?" His reply, "No, sir." "Well, what did I say last?" "Corrigal, are you asleep?"

The first steam boat on the Red River recorded to this point was called the "S.S. Anson Northup." She left Georgetown, U.S.A., and came down the river as far as St. Peters in 1859. The "S.S. International" is given second place. The first lake boat was the "S.S. Colville" (named after a director of H.B.C.). These boats were described by the Indians as fire canoes.

The Wolseley Expedition arrived at the Red River in 1870. It consisted of two companies known as the Montreal and Ontario. It was sent to the West to resist the agitation created by Riel.

The Ontario Unit were billeted and made their headquarters at Winnipeg, while the Montreal Company were stationed and had their headquarters at Lower Fort Garry. The officers and men of this unit played a leading role in the social and business life, up and down the river from their station, and particularly in Selkirk.

Looking over the officers of the Selkirk Masonic Lodge (now known as Lisgar Lodge No. 2), the chairs were all filled from personnel of the Montreal Company.

It was interesting to note that the population of the entire province on the 30th of December, 1870, was less than 1,200, this being the date of the province's first election. The house consisted of 24 members. The late Hon. John Norquay was our first premier, father of the late Dr. Horace Norquay, who was so well and favourably known in our town. The late Hon. Alfred Boyd repre-

sented St. Andrews which took in Selkirk, he being the first Minister of Public Works in the province. He owned and resided at "Hawthorne Lodge."

In 1874 the late Hon. Alexander MacKenzie, then Premier of Canada, announced a project (that the Dominion Government would build a railroad through to the West). The survey for this line when completed designated Selkirk as the location where the railway would cross the Red River. This created a real estate boom and our town was commonly known and called "The Crossing." River lots were purchased at fabulous prices, subdivided into 25 or so foot lots and re-sold to eager purchasers of the eastern cities of Toronto, Montreal and others. One Toronto real estate firm had a prospectus showing a railway terminus in Selkirk, a bridge across the river at approximately McLean Avenue and a train with smoke from the chimney crossing the bridge.

A contract was let to the late Hon. J. W. Sifton for the construction of a telegraph line. Mr. Sifton had his home in Selkirk.

Mr. James Colcleugh obtained a subcontract to supply dynamite for the required work. This was purchased in St. Paul, Minnesota, brought down the river by the S.S. International to Selkirk. Mr. Colcleugh engaged Indians with Red River carts and oxen to take it over the bumpy, rough trails leading through rocks and woods to distribute along the right-of-way. One day the Indians paraded as a group and stated to Mr. Colcleugh that they were told it was dangerous stuff to haul. He said others had done it and had no trouble and that they were making good money. Eventually they agreed to carry on provided they were guaranteed if there was an explosion Mr. Colcleugh would have to pay for their oxen.

In 1878, the late Hon. Alexander Mackenzie's government was defeated. This was unfortunate for Selkirk. The new government announced plans to divert the railway at East Selkirk, proceeding on the east side to Winnipeg and crossing the river at that point. This staggered the growth of Selkirk for some time.

To list some of the earlier settlers in 1875 and 1876, a colony of Ice-

landers being forced out of their own country by volcanic eruptions came to Manitoba and were settled along the shores of Lake Winnipeg, some staying in Selkirk and forming the foundation of one of our finest groups. Some of their offspring represent our highest positions, and each succeeding year since their arrival have shown a loyalty and leadership in the many walks of life.

In 1884 the Metis in Saskatchewan, aided and abetted by some of Riel's followers of 1869, invited the late Riel, who was then living in Montana, U.S.A. (being released from a mental hospital at Long Pointe, N.Y., on probation to the North-West), to be their leader. As the surveyors were doing the same thing as they had done along the Red River at Winnipeg, they were afraid of losing their squatters' rights. Riel, who had formed his own religious order and was commonly known as David, agreed to go, provided he could take as his Secretary a Wm. Henry Jackson, who was a brother-worshipper of his religious order.

[Taken from an old diary of Selkirk Asylum in 1885: Friday, Aug. 14th, 1885.—William Henry Jackson, late secretary to Riel, was received as a patient, being brought here in irons by Capt. Farmer, of the N.W.M.P. He was put in ward Temp., normal; rather thin. Speaks a good deal about the cause and his esteemed admiration for Riel.]

The late Gen. Middleton was provided with reinforcements, and was sent to quell this insurrection. Some of his troops were sent via Selkirk to be placed on boats going to Grand Rapids, and there loaded on Saskatchewan river boats, the "S.S. Northcote" and "S.S. Northwest."

The town feted them going and on their return back. The colorful uniforms seated at long tables on the flat east of the C.P. Hotel made an unforgettable sight. It was a task worthy of record that the ladies of a town of so small a population should have carried out with such success this feeling gesture.

In the spring of 1886, the Selkirk Asylum, which had taken temporary quarters at Lower Fort Garry, moved to their present site.

From 1900 to 1904 were tough years to provide for a decent living. Fishing only provided employment for a small number, white fish were the only type having a regular market, only a few boxes of yellows were included in shipments, the only

market being to the U.S. The fishermen received for their catch 2 cents per fish, irrespective of the weight of the fish. The owner of a sailboat had a small guarantee, the first man on the boat received \$28.00 a month and board, and the second man, \$15.00. Labor in the lumber yards and other places received 75 cents and \$1.00 a day with which to maintain a family.

From 1904 to 1914, general conditions were improved, a large number of immigrants were arriving from Europe, and money was available for expansion purposes.

In the First War, a battalion under the command of the late Lt.-Col. George H. Bradbury was raised in Selkirk and was known as the 108th. On arrival in England they were merged with the 14th Reserve Training Battalion at Digate—this unit reinforced the 16th Scottish and 43rd Battalions in France. The 108th were well-disciplined soldiers, a credit to their town and country—many winning decorations. Like too many of our Canadian boys, a number paid the supreme sacrifice.

After the war, in the twenties, another struggle to make the town go ahead; and great credit is due to the grit and optimism of the spirited business men of this place to obtain industries and lay a sure footing for future generations. This was the period that the Rolling Mills and Foundry and other ventures were started. Those most interested at that time have passed on. A few names, such as Frank Gemmel, Dave Morrison, R. C. Moody, Dr. D. G. Ross, E. J. Mailhot, Dr. O. I. Grain, F. W. Hooker, Dr. H. Gibbs, and many more could be added; in fact, all the citizens at all times co-operated if it were for the benefit of the town.

From this date the progress and welfare of our prosperous and beautiful town is well known to the present residents and does not need recording. What the future holds we are all optimistic—it is predicted, on good reasoning, the town's rapid expansion will have to be cautiously watched. The expenditure of millions by the International Nickel and other mining companies, the auxiliary electric plant with a started expenditure of some \$10,000,000 and seated in a 400-acre space will be serviced by two of our main highways, the proximity to Winnipeg, good roads, an ample supply of water, low taxes and other features that could be elaborated on—make us all enthusiastic.

THE LIGHTER SIDE MAGAZINES 1890-92

Perhaps the most arresting feature of some old periodicals that came to light recently when one of our first families did a "moving" act was the advertisement corner. From the Ladies Home Journal of 1890 and the Ladies Home Companion of 1892 the following excerpts prove that life here was not the rugged, isolated existence one might suppose, nor were the ladies uninformed as to living standards and fashions elsewhere, particularly across the border.

"Van Houten's Cocoa, represented to be the Standard Cocoa of the world, (best and goes farthest) was boosted by a picture of Sam Wellar, Sr., well-known Dickens character, and a verse:

"Samuel, my boy, they've
a-quarrell'd.
Yer mother-in-law says there is
nothing like Van Houten's Cocoa
An' the shepherd sticks to his
rum and water.
There's no need to drop him in the
water, Samuel,
Butt, after all, Samuel"

A "Busy Bee" Washer was a wringer-like attachment, fits any tub, guaranteed to rub cleaner, run easier and do better work than any other in the world, warranted for five years, money refunded if not entirely satisfactory—\$2.00!

A great dollar offer, \$3.00 value, displayed a book, "How to make 200 kinds of soaps, laundry, toilet and other soaps (25 cents); a fountain-pen; 150 needles in case, darners, chenille tapestry, rug and other needles; Modern Cook Book; 145 songs, words and music with each latest hit, including "Comrades;" one dozen lead pencils; Earn and Spend one year; and Ladies Home Companion one year, value one dollar. Our price for all, only \$1.00

A trusting soul advertised Stamp- ing Patterns as follows:

"Anyone who wants Stamping Patterns can have them sent to select from, on agreement to pay for what they keep and return the rest."

DRUNKENNESS CURE

Drunkenness was touched upon in lady-like fashion: Free Recipe for the sure and secret cure of the Alcohol and Tobacco Curse. Tasteless, harmless and certain. Prescription sent FREE to wives or friends of inebriates, or Tobacco users. A marvellous success in even advanced cases. Inclose stamp. Can be given secretly in coffee, etc. (The stamp or the cure?)

CURE-ALL

A gleam of hope for anyone suffering from any kind of ailment was proffered by one Donald Kennedy: "Strange cases cured by my Medical Discovery come to me every day. Here is one of Paralysis—Blindness—and the Grip. Now how does my Medical Discovery cure all these? I don't know unless it takes hold of hidden poison that makes all humor. A testimonial letter from a man who suffered blindness from black spots on his eyes claimed: "The bright light of heaven is once more making its appearance in my left eye."

* * *

The Women's Wear department displayed a Strawberry Hat; a zephyr (fine quality gingham, not a breezy costume); fashionable garnitures: velvet, cotton and gold in union (dress); a dainty Watteau bodice; Parasols; an artistic leghorn hat; a fashionable cape; linen driving coat; natty yachting suit of white and blue linen; and crocheted fascinator, the latter similar to the present-day babushka.

* * *

PROMISCUOUS BATHING

An article on Promiscuous Bathing states: "Any fastidious person must feel shocked at the daily spectacle the bathing beach now presents. When I see a young man and woman emerge from their bathing-houses, the man looking like a harlequin in his red or white jersey and short blue trousers, legs and arms perfectly bare; the girl in her costume de bain (bathing-costume) of fine white serge, if she be very luxurious, made tight, showing every curve, I feel that a protest is in order.

"A few years ago stockings were not worn; now they may be of silk or cotton, and the latest advice tells us of stockings cut so as to expose the toes, which some newspaper correspondent describes as "ten tiny pink shells." As I see them thus arrayed—or disarrayed to speak correctly—I fear the girl will soon begin to calculate the effect of what someone lately called "artistic bareness" 'on the mind of masculinity,

and the man to be too conscious of the value of muscle and calf which he exposes.

"After the bath these young people settle themselves on the sand for perhaps an hour or so, rarely having any chaperon or older person with them. One night declare this is no more demoralizing than bare shoulders, of which there is a surfeit in every ball-room. Granted; but because we condone one indelicacy are we to smile quietly on all? Round dances have been the subject of pulpit oratory; let the moralist and preacher now turn their attention to this rapidly increasing evil." (Shades of Marilyn Monroe depart!)

* * *

AID TO MARTIAL BLISS

The Merritt Typewriter was recommended as an aid to marital bliss by one happy matron's letter: "On reflection I decided to put all my "curtain lectures" on paper and I procured Merritt to do so. Now I use fewer words than formerly, say exactly what I want to and say it in a cool, dispassionate, pleasant style,

enclose it in an envelope and hand it to Harry with a kiss as he is departing for his office. "As he reads it he thinks of the kiss I gave him as we parted and he knows I love him, and the result is all my reasonable requests are granted. Marriage is not a failure in our home. Moral—Let all husbands and wives provide themselves with the Merritt typewriter and do all their scolding and fault-finding in printed letters addressed to each other and see if married life is not a success. No slips of the tongue then!"

In case you are recovering from some of this influenza which is drifting around these days, consider a delicacy of the 1890's a moment.

Bird Jelly for Convalescents: Put twelve fat, well prepared robins, or six partridges in a saucepan with one quart of water; cover closely, and set on the fire. Boil gently until the birds are ready to pull to pieces, and the water is reduced to half a pint. Strain through a colander, and piece of muslin and skim off the grease carefully. Salt to taste and pour into four little fancy moulds. This is very delicate and nutritious.

JAMES DAGG Founder of Hospital



JAMES G. DAGG

James Dagg, who came originally from Kincardine, Ont., was one of a number of young men who came to Selkirk in 1882, and sizing up the possibilities of the West, decided to stay. A graduate of Clinton College, and a Normal School graduate, he was a gifted debater. He was

a member of the town council for 14 years and was so popular in the community that he was elected mayor for four years in succession.

Mr. Dagg was one of the founders of the Dyncvor Indian Hospital and acted as its secretary for 20 years. He was an ardent Anglican and, being a staunch Liberal, was president of the Liberal Association. He accompanied Sir Wilfred Laurier, prime minister of the time, on a speaking tour of the province. He was several times offered the candidature of the Liberal party but refused in favor of his interest in municipal affairs.

Keenly interested in the welfare of the young, Mr. Dagg was president of the Young Men's Christian Association and was largely instrumental in getting the institution established on a sound basis in Winnipeg.

Lisgar Lodge, A.F. and A.M., occupies a place of distinction in the Masonic history of Manitoba, and it was the occasional meeting place
(Continued on Page 13)

Duncan McRae – The Stone-Mason of the Red River

When young Duncan McRae went down to the dock to board his ship for this country that momentous day in 1837, he noticed the flag was at half-mast and asked the reason. "King William is dead," he was told, "Princess Victoria is our queen!"

"Ocht! A slip of a girl to rule the country. Ye'll rue the day! 'Tis a guid thing I'm going the noo!"

In reply to the young girls who stood saying farewell at the quay-side, teasing: "Give us a lock of



MR. DUNCAN McRAE



MRS. DUNCAN McRAE

your hair? We can wear it better than the Indians can at their belts," he said. "Ye might as well take a lock of my hair, I willna be coming back!"

Not many years later, however, Duncan McRae was happy to admit

he had misjudged the 'slip of a girl' who became one of the greatest monarchs the world has ever known.

By repute "A verra fine mason," McRae came from Stornoway, the Hebrides at the age of 24, carrying a signed agreement with the Hudson's Bay Company for the construction of two forts in this Western Canada settlement.

It took ten years to complete the construction of Upper and Lower Fort Garry and only the latter remains intact for all that is left of the first fort is the gateway, located at the rear of the Fort Garry Hotel, Winnipeg.

The stone used for the Upper Fort had to be hauled up the river in sleds drawn by oxen during the winter months from St. Andrews where it was quarried. In those days the stones were raised by a box of stout, rough boards together with a windlass, block and tackle.

In addition to the Hudson's Bay Forts, Duncan McRae built St. Andrews Church, St. Clements Church at Mapleton, St. Peter's Old Stone Church, St. John's Cathedral, Miss Davies Ladies' School at St. Andrews on Red River, St. Peter's Church Rectory (now a part of Dynevor Indian Hospital) and the Donald Murray Home in Kildonan.

When building St. Peter's Church, which he completed without any assistance, he dressed the stone in winter and built it in summer, receiving as wages the sum of 25c per day.

In 1847 at the conclusion of his contract with the Hudson's Bay Company, he married Charlotte Smith, of Lincolnshire, England, who had come out with Captain Carey's family as governess in 1835. The young couple settled in a log house at St. Andrews where their twelve children were born.

The McRae home became a place for all Scotsmen emigrating to Western Canada, and newcomers sometimes visited for months at a time, until a homestead was chosen, coming back annually for a reunion house-party for many years afterwards.

While working on St. Andrews Church, Mr. McRae slipped and hurt his leg and some years later paralysis set in, but it was not until 15 years after he became an invalid that he passed away at the home of his son, Duncan McRae, Jr., in 1898.

Of his family of twelve children, only one died in childhood, Margaret Jane; the others became active in community affairs wherever they settled. There were five sons, William, and Alex, both at Clandeboye; Duncan and Malcolm, Meadowdale; and John, Winnipeg; and six daughters, Mrs. Henry George Birston (Sarah), and Mrs. Billy Hughes, both of Mapleton; Mrs. John Matheson, Portage la Prairie; Mrs. George Kingsbury, Candeboye; and Mrs. Rolph, Winnipeg.

William McRae married Mary McKay, daughter of Neil McKay, who came out from Scotland in 1841 and worked at York Factory before going west to Edmonton and later to the Yukon. William farmed at Clandeboye for many years, where he served on St. Andrews Municipal Council for 25 years, as secretary-treasurer of the school board for 35 years and was an elder of the Presbyterian Church, Clandeboye, for a number of years before moving to Selkirk where he continued to act as an elder for the Selkirk Church.

A son of William, Neil McKay McRae, who served overseas in the First World War, with the 43rd Cameron Highlanders, won the D.C.M.

James Dagg

(Continued from Page 12)

of such doughty political fighters as the late Sir John Shultz and A. W. Ross, who successively represented the historic constituency of Lisgar. Mr. Dagg was among the most active members in the earlier days, and was honored with the position of treasurer of the Masonic Grand Lodge of Manitoba.

A prominent merchant, he was in the fish business as well with the Reid-Clark Fish Company and made many trips on its tug "Lady Ellen." The business became known as the Reid-Tait Fish Company and built the tug "Premier" which was later burned at Horse Island where the company had a fish packing plant, shipping fish as far away as the New York markets.

Among Selkirk's mayors in recent years were the late Robert Smith, William Beresford and William E. Gordon.

CHURCHES

Old St. Peter's Church, Dynevor



Old St. Peter's Stone Church was built in 1853 by Archdeacon William Cochrane and served until new St. Peter's Church was built on the west side of the river. This historic landmark is still used for burial services.

Christ Church, Selkirk

Christ Church was planned at a meeting of a building committee numbering 15 in all, of the combined parishes of St. Clements and Selkirk on April 16, 1886.

Each of these gentlemen, including chairman Robert Bullock and treasurer T. Sinclair, was furnished with a pass book to record subscriptions and in the succeeding months reports were so encouraging that a Winnipeg architect, C. O. Wickenden, was called in to submit plans.

When the committee tried another source of revenue, the Society for promoting Christian Knowledge in England, they received a donation of £62 for their new church.

Money handed to the builder, A. Sellick, amounted to \$1,565. He presented two lecterns and the Hudson's Bay Company a brass plate to the little church, though most of the furnishings had to be bought.

Robert Machray, Archbishop of Rupert's Land, dedicated the new church a year later, July 24, 1887.

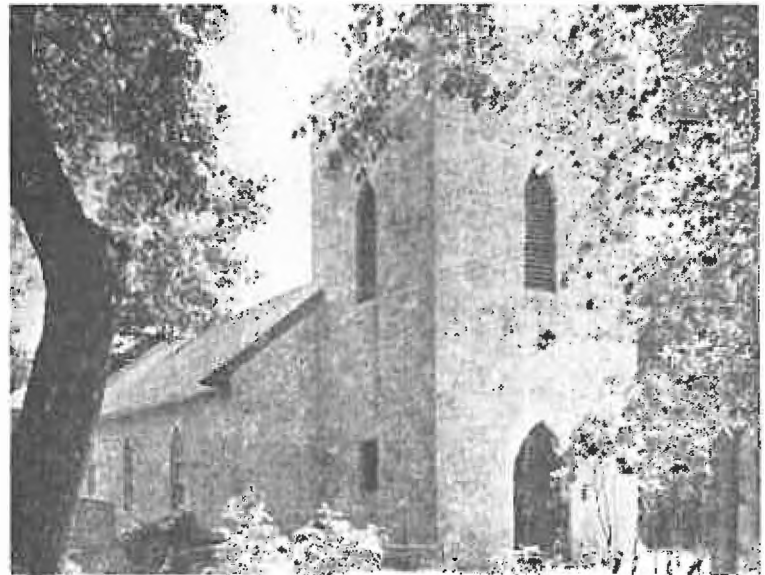
Rev. N. C. Martin was the first rector in 1887-88. Other incumbents have been:

1888-1890—Canon O'Meara.
1890 —Rev. F. F. Davis and
Rev. G. A. Harvey.

St. Clement's Church, Mapleton

Next December the 96th anniversary of St. Clement's Church will be observed at Mapleton. The little stone church was built in 1860-1. The first church service was held December 1st, 1861, by the Bishop of Rupert's Land and Archdeacon Hunter. It was consecrated on Monday, January 11th, 1864, by Bishop David Anderson. The parish extends to both sides of the river. St. Clement's has served many generations of the early settlers, including the staff of the Hudson's Bay Company at Lower Fort Garry, and now the growing community of Mapleton. A stone tower was added in 1924. We have the John West Bell (1820), presented by St. John's Cathedral, Winnipeg, when they received a new set of chimes. Two lots north of the grounds were purchased in 1946 for an extra churchyard.

St. Clement's Church, Mapleton



St. Clement's has ministered to the spiritual needs of her parishioners for 95 years under the faithful guidance of the following clergy:

Archdeacon Abraham Cowley

1890-1901—Rev. C. R. Littler.
1902-1913—Rev. W. W. Thomas,
later Bishop of Brandon.
1913-1915—Rev. F. C. Chapman.
1916-1917—Rev. G. W. Holmes.
1917-1922—Rev. E. J. Secker.
1923-1930—Rev. L. Swalwell.
1931-1950—Rev. R. S. Montgomery.
1950-1956—Archdeacon R. N. R.
Holmes.
1956 —Rev. J. S. Whitehouse.

His son, Rev. Alfred E. Cowley
Rev. Henry Cochrane
Rev. W. H. Moore
Rev. F. F. Davis
Rev. A. D. Price
Rev. G. B. Childs
Rev. C. R. Littler
Rev. Benjamin McKenzie
Rev. W. W. H. Thomas (Bishop of
Brandon)
Rev. C. Fouts
Rev. F. C. Chapman
Rev. G. W. Holmes
Rev. E. J. Secker
Rev. L. Swalwell
Rev. R. S. Montgomery
Archdeacon R. N. R. Holmes
Rev. J. S. Whitehouse



KNOX PRESBYTERIAN CHURCH

Knox Presbyterian Church

The first service was held in the home of R. Sanderson, a log house located on Eveline street, across from the Canadian Legion Hall, about 1875, with five men present; later the settlers met for services in Duncan McLean's home; the site of the present church.

In the report of the General Assembly of the Presbyterian Church in Canada for June, 1876, given at Toronto, Ont., a recommendation was made that services be held fortnightly at Selkirk, "the supposed crossing of the Canadian Pacific Railway." Rev. Alexander Matheson, then minister of Little Britain Presbyterian Church, began services fortnightly.

For more than a year, the small group of Orkney Islanders comprising the congregation, who were brought to Canada by the Hudson's Bay Company, carried on services without a church. In September, 1877, they bought a small log building, purchased from Henry Cochran for the sum of \$50, which amount, together with the cost of alterations, was raised by subscriptions. This building was located at the corner of Eveline St. and Clandeboye Ave., Selkirk.

"A new church planned!" The

property at the corner of McLean Ave., was presented by Dr. Young and plans for a new church at a cost of \$1,650 were made by the congregation, in conjunction with Little Britain, Clandeboye and East Selkirk.

Funds were raised not only by subscription but also by "a social at James Colcleugh's residence, January 29, 1889; a strawberry festival on July 1; a bazaar in the new building September 20; and a soiree held on December 29."

Friendly spirit of co-operation between the Anglican congregation in those pioneer days is shown in the following resolution, passed at a meeting of Knox church members, September 28, 1885: "Resolved that the church building be rented to the congregation of the Church of England, Selkirk, for one year, from 1st July, 1885, for the sum of \$30.00, said sum to include fire and light."

The first congregational meeting was held in the new building January 2, 1880, but it was not until 1890, that Selkirk West and Selkirk East were set apart as district congregations. Induction of the first minister called to Knox church, the Rev. J. A. F. Sutherland, took place June 23, 1890.

The Gilhuly home, now owned by

the Fraser family, was the first manse.

Although the church was named in 1883, the cornerstone of the present building was not laid until June 28, 1904. Sir Daniel McMillan, Lieutenant-Governor of Manitoba, officiated at the ceremony. Beautiful memorial windows are dedicated to the memory of W. Gibbs and Lawrence and Ann Moncrieff.

In 1908, the organ was installed in the church at a cost of \$825.00, one-half being donated by Andrew Carnegie.

First record of a Sunday school is found under date of January, 1887.

Fifteen ministers have served the congregation since 1878, when a log building with a straw roof was used for services until three years later when a small church was built. Rev. Dr. Gardner Dickey is the present minister.

The Methodist Church

The story of Methodism in Selkirk began in 1877 at the Ontario Conference of the church when a lady urged the formation of societies on all the circuits to raise \$1,000 to build a Methodist church in Selkirk. This must have been done, as there is a report of Miss Eliza Spencer being tendered farewell prior to her departure for Japan as a missionary of the Methodist church. (Miss Spencer was formerly in charge of the Public School here.)

In 1887 the key of the Methodist church was handed over to Father Allard, of the Roman Catholics, as the church building (on Morris Ave.) was sold and the congregation disbanded. However, in the Sept. 4, 1896, issue of "The Selkirk Record and Canadian Fishing Gazette," we find an account of the opening of the new Methodist church, which reads as follows: For the second time in its history the town of West Selkirk is provided with a Methodist church.

For several years after the sale of the old building to the Catholic congregation, there were no services held in the place, but again the work was taken up and carried on under the ministrations of Messrs. Dyer, Armstrong, Crux, Kinley, and Hastings in various places and with varying success.

At the close of Mr. Hastings' term he was succeeded by the

Rev. J. W. Dickinson in 1895, who took charge of the church and congregation. Subscriptions were solicited from members and friends in the town and out, and the next year a contract was let to Mr. R. Moncrieff to erect the present building, the plans being drawn by Mr. Dickenson.

Amongst other gifts to the building were those of an organ by Capt. Wm. Robinson, the pulpit chair by Mr. E. Brown, and the pulpit by a friend.

The Methodist church flourished in Selkirk until 1925, when it became the Selkirk United church, in accordance with a national decision to amalgamate the Methodist, Congregational and Presbyterian church bodies. Since then the building has been enlarged and services held continuously.

The Salvation Army

On May 30, 1891, the Salvation Army opened fire in Selkirk. It caused quite a commotion in the town on its arrival as the town was "bombarded." The first officers were Captain Oram, a gifted speaker; Lieut. Tierney, a splendid singer; and Cadet McKay. Major Morris, who played a concertina, was in charge of the Manitoba division, and his son, Harry Morris, assisted him with his cornet. The town's population was only 2,200. Open-air meetings were held in front of the C.P. Hotel, as it had the crowd in those days. The barracks or Army hall was over a livery stable belonging to the Lisgar House, and was situated on Manitoba Avenue, where Silverman's store now stands. The place was later destroyed by fire. It was hard going at first, but the preaching of Captain Oram drew the people, and the Army soon had a number of converts and followers.

One big event was the visit of Commissioner Reeves. A torchlight procession was held, and the Commissioner rode in an old-time ox-cart drawn by a large ox. Captain Oram left Selkirk and married Chas. McDonald, a druggist in Prince Albert.

The next officer in charge was Capt. Hiltz. Her illustrious career ended when she was drowned in the St. Lawrence en route to an Army celebration in England.

The present hall or barracks is part of the first hall owned by the

Winnipeg Salvation Army in the city. When it was torn down, the material was brought to Selkirk and the present hall was erected by Capt. Cromarty and his wife, who were stationed here at the time.

If walls could speak, what tales they could tell. Through the march of time the Army has kept going forward, and the Army drum can still be heard on our streets, although many who have beaten it and those who have marched behind have passed to the Great Beyond.

Grace Baptist Church

The history of the present Baptist church in Selkirk is a very brief one because it is only a little more than a year old. There was no Baptist church in Selkirk for over thirty years. It is significant that the Baptist church thirty-six years ago stood on the same corner where the present congregation now meets. At that time the group was not large enough to support a regular minister, so the congregation disbanded, with most of the members transferring their memberships to the First Baptist church in Winnipeg.

In 1955, Rev. W. L. McLeod, pastor of Tabor Baptist chapel in Transcona, was asked to come to Selkirk for a regular mid-week service. The group met in the home of Mr. and Mrs. John Sparks for two months, until the present building at the corner of Superior and Jemima was procured from Mrs. Nordal for these meetings. In December, 1955, Bill Funk, a student at the Winnipeg Bible Institute and College of Theology, was called as interim pastor, to hold regular Sunday services and also a mid-week prayer meeting.

The attendance was very encouraging from the beginning, and on April 18th, 1956, the group organized into Grace Baptist church, with 18 charter members. After his graduation in May, 1956, Bill Funk was called to serve this newly-organized church. The church is affiliated with the Central Canada Baptist Conference and the Baptist General Conference of America. Although the present membership is only 29, the regular attendance is more than double that number. Our testimony is in the words of the Apostle Paul, as found in I Thess. 2:4: "But as we were allowed of God to be put in trust with the gospel, even so we speak, not as pleasing men, but God, which trieth our hearts."

The Ukrainian Greek Catholics

A Ukrainian Greek Catholic parish was first started in this district in 1907 with the church situated in East Selkirk. Parishioners from West Selkirk were few and travelled by boat and later by ferry across the river. As West Selkirk grew, more followers gathered in this vicinity and in 1917 a handful of parishioners built their first church on the corner of Pacific and Sophia.

Those in charge of building the first church were Messrs. Sadayko, Myaz, Chubko, Daychuk, Luby, Stefanik, Brygadier, Turkitch. The first priest to attend this parish was Father Roman Krupa, who came from Winnipeg on regular intervals once a month. It was not until 1944 that West Selkirk had their first resident priest, who was Father Nick Kushnaryk, billeted to stay among the parishioners. He serviced both East and West Selkirk, which by then had been made into two parishes, with services twice a month. With the coming of Father W. Shek, services were increased to every Sunday.

Following Fr. Shek, the present priest, Fr. Roman Dobrianski, came in 1950 and immediately began building a rectory, which was completed in 1951. This centre was allocated to be the focal point for all future northern Manitoba parishes. In 1954 the parish grew to a point where the old church could not accommodate all the parishioners, and it was decided to build a larger one on the opposite corner from where the old church stands.

The committee responsible for the present church are: Messrs. Hnatiuk, Gursky, Mandzie, Chubko, Kulpak, Gretchen, Adomoski. Both churches that have been built in West Selkirk were done mostly by voluntary labor. The architect for the present church was the Rev. Fr. Ruh, of Cook's Creek, who has designed many of the Ukrainian churches in Canada.

Notre Dame Church, Selkirk

Notre Dame Roman Catholic Church history dates back to 1879 as it is shown in Parish records and attested to by (hand-signature) of the late Thos. Norquay, the county clerk, on August 18, 1879.

The first missionary priest who was sent to this district to minister



Notre Dame Church, Selkirk

to Catholics was Rev. J. B. Baudin (1879-1880). The first baptism administered by him was Marie Alvira Dauseraux. In 1880 Father A. Allard replaced him and ministered in the parish and adjoining missions, including the Indian Reserve until 1883.

It was during Father Allard's pastorate that the parish was covenantally erected, incorporated as shown — the statutes of Manitoba, Chapter XXIII — by the Most Rev. Alexander A. Tache, second Archbishop of St. Boniface.

The act of the said erection was read from the pulpit the first Sunday after July 22, 1874. From then on the Notre Dame Parish was ministered by the Oblate Fathers until 1904 when Rev. L. G. Belanger became first resident parish priest, appointed by the third archbishop of St. Boniface, Most Rev. A. Langevin, O.M.I.

Besides Rev. L. G. Belanger, the following priests ministered to the parish and district: Rev. C. Deshaes, 1907-09; Rev. E. Jerome, 1909-10; Rev. N. A. Ruelle, 1910-11; Rev. J. Prudhomme, later Bishop of Prince Albert, Sask., 1911-12; then again Rev. L. G. Belanger, 1912-14; Rev. E. Tetrault, 1914-15; Rev. R. Dumoulin, 1915-17; Rt. Rev. J. J. Blair, later vicar-general, the Archdiocese of Winnipeg, Rev. J. E. Caisse, 1918-19.

Rev. J. Bertrand, 1919-20; Rev. M. Cournoyer, 1929-31; Rev. J. W. Krec-

iczski, 1931-33; who with the aid of his parishioners constructed the present church. The church was dedicated September 11, 1932, by the late A. A. Sinnott, Archbishop of Winnipeg.

In 1933, the present pastor, Rev. Maryyn F. Orlinski, took possession of the parish, who still ministers in the parish and the adjoining Mission at Rossdale, Sacred Heart Church, municipality of St. Andrews. It is 24 years past since his appointment to Notre Dame, Selkirk, the charge of the parish dating since April 27, 1933.

Bethel Mission Church

Pentecostal work started in Selkirk in 1918, through Mrs. Susanna Nordal. The first meeting was held in the front room of her home. John Gibson was the first Lay Preacher. In a short while a little church was purchased on the corner of Superior and Jemima Sts. and different preachers occupied the pulpit in between then and 1955, when under the guidance of Mrs. Nordal a new building was constructed. Services were carried on there when Rev. Arnold Mack came as the first residential minister, followed by Rev. Wm. English, during whose term, in 1944, the assembly became affiliated with the Pentecostal Assemblies of Canada. For five years following Rev. English, Rev. L. R. Neil was pastor.

In 1953 Rev. J. N. Vance came to Selkirk and it was decided that a larger and more adequate building was needed. A new church was constructed on the corner of Vaughan and Jemima Sts. The new building will seat a hundred and fifty in the main auditorium and fifty more in the balcony, has a full basement which provides Sunday School rooms, kitchen, wash-rooms and lower auditorium, minister's office and nursery on the main floor.

Lutheran Church, Selkirk

The congregation of the Icelandic Lutheran Church was incorporated October 6, 1897, although the work began in this district some years before. For a while services were held in a small church on Rosser Ave., which was claimed by the Unitarians so the building was moved to the present location.

The first board of trustees elected at the time of organization, June 9, 1899, was as follows: Matthias Thordarson, president; Larus Helgason, secretary. The first full board elected in 1890 was: Johannes Helgason, president; Larus Helgason, secretary; Matthias Thordarson, Christian H. Christianson, G. Finns-son.

The articles of incorporation were signed by: Klemens Jonasson, Gestur Johannsson, Gunnlaugur Oddson, G. Arnason and Stefan Bjornsson.

Ministers who have served the Lutheran congregation are: Rev. Magnus J. Skaptason, services during the years of 1889-91; Rev. Frederick J. Bergman, 1893; Rev. Oddur V. Gislason, 1895-98; Rev. Neils Steingreniur Thorlakson, 1899-1927; Rev. Jonas A. Sigurdson, 1927-33; Rev. B. Theodore Sigurdson, 1934-37; Rev. Valdinar J. Eylands, 1938; Rev. Johan Bjarnason, 1938-40; and Rev. S. Olafson, since 1940.

First confirmation class of the congregation was held in 1891.

From the correspondence of the late Mrs. Malcolm McFadyen, whose husband was an engineer working mostly out of Selkirk, came many of the pictures which brighten these pages. Her daughter, Mrs. Kathleen McFadyen Radford, who attended Selkirk schools with her brothers, Hartley and Charles, forwarded them for present use.

For this kind consideration, the committee and this reporter are very much indebted as we feel sure that they will afford much pleasure to former residents as well as any living in Selkirk who may find themselves or old friends in such an historic setting.

Charles McFadyen was in the employ of Captain William Robinson for a number of years before coming to Winnipeg where he amassed a fortune as a financier. Hartley is now at the west coast.

* * *

Another word of thanks would be in order for a local resident, George Tapley, who looked into a corner of the old W. H. Eaton Store, later W. Epstein general store, to find some of the scenes shown herein.

* * *

FOR SPECIAL ENTERTAINMENT at the 75th Anniversary Celebration later this month, see the program on Page 80.

Mental Hospital Part of Selkirk History

By Ruth Moody Hooker



J. E. Mailhot is shown on the left (short man in white coat). R. Half, engineer, holding his small daughter by the hand. (This daughter is now Mrs. E. Linklater, living at 432 Superior Ave., who owns this picture). Two of Dr. Young's small sons appear—one on the horse, and the second one nearby.

On May 25th, 1886, patients for the Selkirk Hospital for Mental Diseases (Asylum as it was called in those unenlightened days) were moved so quietly and unobtrusively from their temporary quarters at Lower Fort Garry, that the townspeople were hardly aware of their coming. Previously to Spring 1885, these unfortunates had been housed in the Penitentiary at Stony Mountain under the care of Dr. Sutherland. In January 1885, R. Dickson of Selkirk had been hired to prepare buildings at the Lower Fort for them, until the big new Asylum at Selkirk was completed. Dr. David Young was in charge at the Fort and finally became the first resident doctor at the Selkirk building. He was the right man in the right place, having a kindly efficiency which was most effective in his work.

The first staff, some of whom appear in the accompanying picture were: James Colcleugh, bursar (first mayor of Selkirk); Miss McBride, matron; Thomas Norquay, clinical assistant; J. E. Mailhot, chief male attendant; Mrs. R. Gardiner, cook; Miss Wilson, assistant cook; Miss McVicar, Mrs. Stevens, J. Peers, W. Fidler, W. Fox, R. Gardiner, R.

Bornhill, attendants; J. S. Connolly, outdoor attendant; R. Holt, engineer, and Mr. Abbott, night watchman.

The present medical superintendent, Dr. Edward Johnson, has given me a brief outline of the development and extension of this wonderful hospital, as follows:

"The original unit had a capacity of 167, and on the opening day there were transferred from Lower Fort Garry 59 patients. A small extension was made to the Hospital unit in 1900, and a further extension in 1911, which brought the main unit to its present size and structure. In 1921 the Reception Unit was placed under construction and it was occupied in 1923. The Nurses Residence was constructed in 1926. The "North Unit" was opened in 1931 and the Infirmary Unit in 1953. These additions brought the normal capacity of the Hospital to 1000 beds.

With the increase in size of the Hospital and the changing concept of treatment and care of mental patients, there was a marked increase in staff and a considerable change in the layout of units for the treatment of patients. Old pictures of the original unit show the high board fences which were used as "Airing courts." These were re-

moved in 1926. We presently have an "open ward" for male patients and an "open ward" for female patients in the Hospital. These are wards on which the patients are permitted to come and go without any locking of doors except at night.

Our Reception Unit was an innovation for Western Canada in 1921. Its purpose was to provide facilities for the thorough investigation and treatment of all new admissions. The construction of this Unit coincided with the advent of Psychiatric wards associated with general hospitals. Our Infirmary Unit provides complete facilities for the investigation, physical and mental, of all patients, and the provision of all but the most complicated types of treatment.

The present patient population is 1200, the staff numbers 339, including 8 physicians, 111 female nurses, 87 male nurses, a domestic staff of 58, an occupational therapy staff of 12, and a clerical staff of 15. There are 14 employees on the farm staff, 16 in the power house, and the remainder in miscellaneous positions.

Our admission rate during the past several years has averaged 300 patients a year. Our discharge rate

(Continued on Page 19)

Selkirk Folk Like to Read

By Ruth Moody Hooker

The Selkirk Literary Association, organized in 1887, was a group of adults interested in all cultural projects in Selkirk. Many of the programs of their meetings took the form of lively debates on subjects of local and educational interest. Two topics noted were: "Resolved that the Gimli Road would be more in the interest of Selkirk than the St. Andrew's Locks," and "Resolved that it was the duty of the Canadian Government to send the contingents to South Africa." Music was a part of each meeting—solos, quartettes, instrumentals.

In December, 1902, a Free Library by-law was put to the people of Selkirk and carried with a large majority. An extract from the *Selkirk Expositor* of December 5, 1902, will explain the necessity for such a by-law: "These societies (such as the Literary Association) come and go, but town councils are continuous. Capt. Robinson will provide money for the purchase of new books. The council will appoint persons to see that these books are taken care of, and that the library shall be kept open to the public and properly conducted."

Miss Florence McDonald (now Mrs. William Thornton, living at 314 Eveline Street), was the first librarian appointed. She tells me the reading-room and library was well patronized—the reading-room especially providing a place where the bachelors and lonely men of the town would gather to read and play chess or checkers. There were only one or two tables and chairs, but there was a long reading-desk at which the reader had to stand to read. She says there were one or two who were there so long and often she feels sure their feet wore a depression in the floor!

In the Council minutes of January 15, 1908, it was moved by Morrison, seconded by Ferguson, that Mr. Andrew Carnegie's offer of \$10,000 to erect a free public library in Selkirk be and is hereby gratefully accepted, and the Council guarantee to provide the sum of \$1,000 a year, and also to provide a site."

Early in June, 1909, "the new Selkirk Public Library was opened to the public. It is certainly a credit to the town. The interior is fitted up in the most modern style. On the main floor are two large reading-

rooms—one for ladies and one for gentlemen, a Board Room, and a library room. The three former rooms are furnished with handsome and durable furniture—a donation from Capt. Wm. Robinson. For lighting purposes, the building is fitted with electric light fixtures of a good and substantial character. These were put in by Messrs. Miller & Franks, electricians. In the basement is the heating apparatus and spaces which are to be fitted up in the near future with a bath tank and gymnasium." So says the *Selkirk Record* of June 18, 1909.

Miss Florence McDonald continued as librarian until her marriage in 1919. Mr. Charles Hunt, Mrs. Jenson and Mr. W. W. Bennett have held this position subsequently.

Mr. Bennett tells me that there are now about 6,000 books in the library, and from 700 to 900 go out each month. The reading-rooms have not been used as such for some time, no doubt because of radio and TV. Parts of the building are rented to various organizations. However, it is very gratifying to note the number of books circulating each month. Selkirk folks still like to read.

The Lutheran Church of the Good Shepherd

A small group of Lutherans belonging to the American Lutheran Synod moved to the Selkirk district from the drought area of Saskatchewan, bringing their Lutheran faith with them. For many years they were a small group until a parish worker, Miss Freda Tecklenburg, surveyed the town and adjacent districts and found that there were many Lutherans who had never been invited to attend any church in town.

Work was begun in 1954, when a schoolhouse was rented from the Anglican parish of St. Clement's, and here a number of Lutheran pastors from the city held services as regularly as possible.

Interest grew by leaps and bounds and members increased until it was found necessary to organize. This was done with the help of Pastor W. K. Raths, of Winnipeg, and assisting clergy.

During the summer of 1955 a church was erected on South Main Street and the corner of Grain Ave.

When Fred J. Peters, a graduate of Capital University, Columbus, Ohio, came in answer to a call to the congregation, he was installed here in June, 1956, by Rev. W. K. Raths. He brought with him a graduate nurse as his bride.

During the fall and winter of 1956-57, a parsonage was built by the congregation, and was dedicated June 2 last.

Selkirk Business and Professional Club

The Selkirk Business and Professional Women's Club was organized in June, 1952, thus becoming part of a national and international organization promoting the interests of business and professional women.

Business and professional women over the age of eighteen years may become members.

The Selkirk club has been interested in Dynevor Hospital and Senior Citizens.

The present officers include: President, Miss Olga Skalesky; vice-president, Mrs. Sadie Dalman; recording secretary, Mrs. Mildred Willey; corresponding secretary, Mrs. Florence Kroeger; treasurer, Miss K. McQueen; assistant treasurer, Miss Irma Kitson.

MENTAL HOSPITAL

(Continued from Page 18)

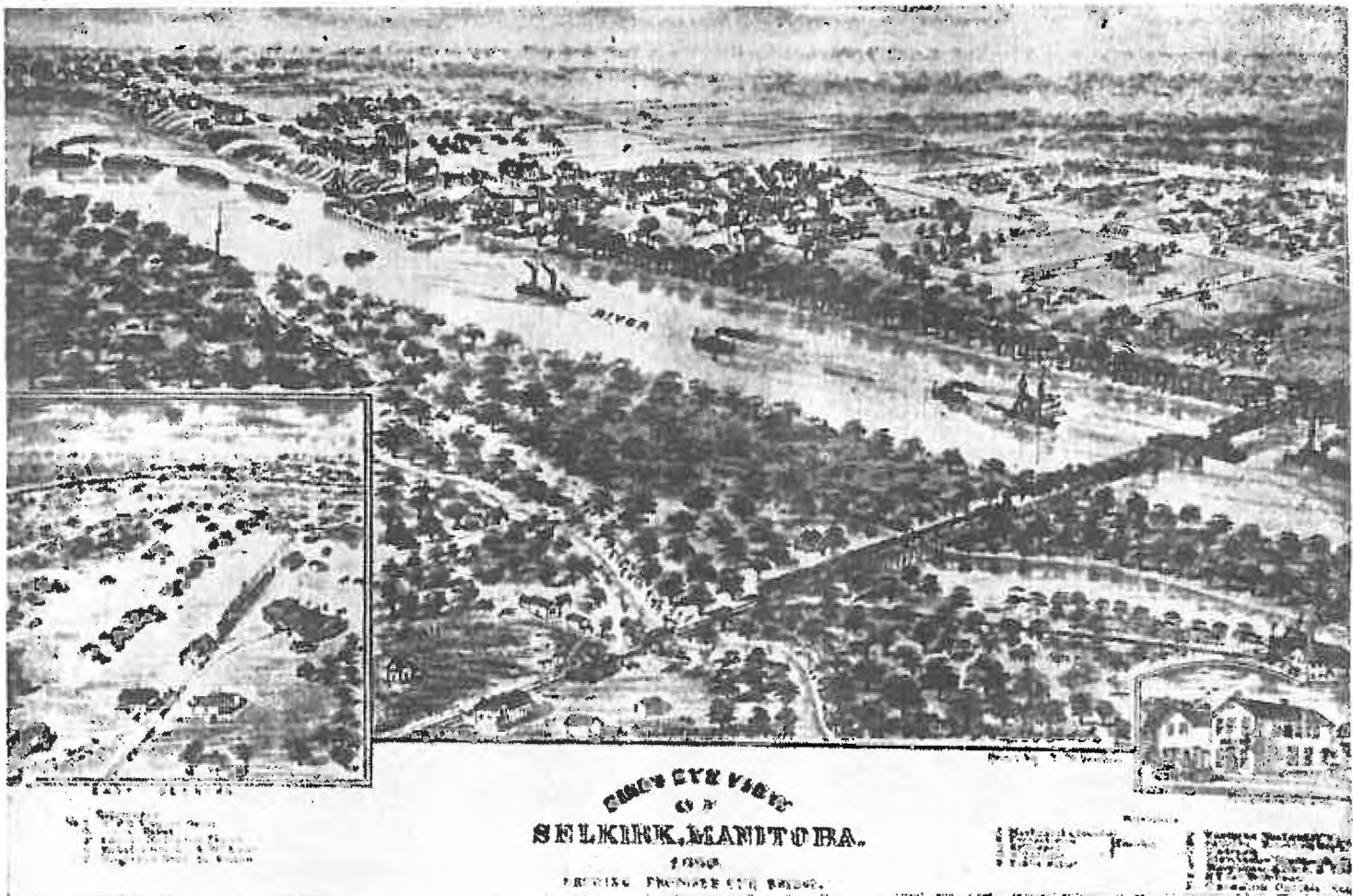
averages around 70%. This discharge rate compares well with 50%, which was considered a good result in the 1920's."

Dr. Edward Johnson is today the right man in the right place, and great credit is due to him personally for his competent and genial superintendency of the large staff of doctors, nurses and other personnel, and his kindly understanding of the needs of the patients.

The Selkirk Hospital for Mental Diseases is a large part of the social and economic life of Selkirk. The town has been enriched in many ways by the staff of this institution. Some of these ways could be mentioned. Sports has drawn participants from the staff, musical activities have been strengthened; honors have come to Selkirk from the farm work.

The Hospital for Mental Diseases, was and is a very large part of the history of Selkirk.

Bird's Eye View of Selkirk, 1880



In the early days before the C.P.R. crossed the Red River, East Selkirk was its western terminus. West Selkirk was known as "The Crossing" because it was expected that the railway would cross here. There was a newspaper at Selkirk in those days, which styled itself "The Selkirk Inter-Ocean," in prophecy of Selkirk's future greatness as the most important place between the Atlantic and Pacific on the C.P.R. However pressure from Winnipeg promoters turned the railway south at East Selkirk, and the early hopes of West Selkirk came to naught.

"Bird's Eye View of Selkirk, Manitoba, 1880, showing the proposed C.P.R. Bridge" is the title of a copy of a map picture in our household. It was drawn by T. M. Foulcr, who must have been an imaginative and clever man. The perspective is excellent—the picture of the town could have been taken from a modern aeroplane. The streets are peopled with tiny figures; there are

horses and wagon and carts there, too. The river is full of boats—sail boats; steam boats—one of them drawing three barges; and the ferry plies its peaceful way across the river at the foot of, or rather between Clandeboye and Manitoba Avenues. Most of the buildings are grouped close to the river, on the high banks. The streets are marked out and named.

Churches, the school and some business places are especially marked.

The Methodist Church (Canada) is on Dufferin Avenue, approximately where the present Roman Catholic building now stands.

The Roman Catholic is close to the corner of Morris and Eveline on the North side of Morris. (This building stood there until a few years ago, when it was moved down to Main Street and became our present fire hall.)

The Presbyterian stands in the same place as today, on the corner of McLean and Eveline.

The Episcopal or Church of England is shown north of Eveline Street about where the Imperial Oil stands now.

The Canadian Northwest Printing Office is shown in a building resembling a store between Superior and Manitoba on Eveline. (Site of Epps Cleaners.)

The Public School is marked as E but I cannot find E on the map. However there is a building flying a flag near the corner of Manitoba and Main (site of the Telephone Office). This could possibly be the school. Maybe someone has some knowledge of this?

A Tannery owned by Ferris and Blyth is on the South West corner of Superior and Main. (Site of Jenkinson's Store.)

Morrison's Blacksmith's Shop is shown on the North Side of Clandeboye Avenue East of Main. (Site of the Army, Navy and Airforce Club rooms.) The owner of this business

—Mr. John Morrison, was our present Johnny Morrison's great-grandfather.

A warehouse and dock owned by J. Colcleugh is shown at the foot of Clandeboye on the river.

The Canada Pacific Hotel stands at its present location—the South East corner of Manitoba and Eveline.

The Hudson's Bay Company Warehouse and Dock is shown on the East slough about opposite the present Selkirk Park. This building was later moved by Captain William Robinson to the North East corner of Manitoba and Eveline and became the William Robinson Department Store. It was destroyed by fire about 1926—one of Selkirk's most spectacular fires.

The C.P.R. bridge — with the swing open ready for a boat to pass through—is drawn crossing the river at about Taylor Avenue.

A Pottery is shown on the bank of Cook's Creek.

A sketch of East Selkirk is included. It shows the C.P.R. Engine House and Depot. Also is shown the Canada Methodist Church, and two stopping houses — The Webster House run by A. McLean, and the Railroad House run by G. Cowan.

There is a small house shown in the middle of Eveline Street between Superior and Morris. The late Mr. Robert Bullock, in his Reminiscences published in the Selkirk Record in 1912, reflecting on Selkirk in 1875 says, "There was only one church in town—a little log hut on Eveline Street, opposite W. S. Young's residence. (The Legion.) The late Mr. David Morrison also told us about this house. The man who owned it was offered by the Town of Selkirk any lot he would choose, and the Town would move his house to it. Strange to relate, the man chose property on the East bank of the river, opposite the first island.

The picture shows a second house in the middle of Eveline Street near the end of Robinson Avenue. We do not know anything about this house. Eveline Street meanders off into the bush land about there in the picture. Mrs. C. A. Davies of Taylor Avenue told me she well remembers when Eveline Street was a mere path through the bush from Taylor Avenue South.

INDEPENDENT ORDER OF ODD FELLOWS

On January 29, 1894, a lodge of this order was constituted in Selkirk. As far as can be ascertained this ceremony was conducted in the hall over C. Finkleman's store and meetings held there for some time.

Grand Lodge officers of Manitoba were all present with H. J. Roche as Grand Master and R. H. Shanks as Grand Secretary. Lodges were represented from Portage la Prairie, Turtle Mountain, Estevan and all Winnipeg lodges. Selkirk lodge was given the name of Remora No. 26. We understand this name had its origin from some particular fish, I believe it was Big Fish.

Of course, fishing being one of Selkirk's main industries at this time may have been the reason for such a name. The chartered members were J. A. Cameron, Edwin Comber, J. G. Dagg, T. Dobson, O. G. Grain, M.D., J. W. Joyce, W. Overton and D. F. Reid.

After a few years the lodge changed its quarters to the hall over the Princess Tea-room and then to the hall over Bullock's store, where Dr. W. I. Easton now has his office. Around 1928 another move was made, this time to the Dalman Block on Manitoba Avenue, where it was not only the lodge-room but was the centre for most of the social activities of many other groups.

For a number of years the I.O.O.F. sponsored a number of the annual dances, such as the New Year's Eve, Valentine and St. Patrick's. We note that boxing had its place there for a time.

The last big event in the Dalman Hall was the whist drive in aid of the Hong Kong P.O.W. which certainly met with the support of all. This would be early in 1942 as on May 1, 1942, the lodge moved to Clandeboye Avenue hall. This had been used by the Fort Garry Horse till the outbreak of war. In 1953 this building was modernized with water and heating system installed. Our oldest member in the Order today is Mr. L. E. McCall, 51 years. Our oldest member so far as years in age is Mr. William McDonald.

The Odd Fellows' Home at Charleswood is one of our main interests, as each member contributes to the upkeep of same.

The Queen's Park at the Selkirk bridge was undertaken some few years ago. Benches were made and

flower-beds dotted around. It was felt this was a lovely spot to sit (especially for some of our older citizens) during the summer evenings. It is hoped to improve this site in conjunction with the Parks Board.

IOOF, Selkirk

Laurel Rebekah Lodge, No. 67, was instituted January 10th, 1922, in the I.O.O.F. Hall, Selkirk, Man. Mrs. Ola Kelly was our first Noble Grand. During our 35 years of service, "To Serve" has been our motto, and much good has been accomplished within our Order and throughout the entire community.

Our Home for the Aged in Charleswood, maintained solely by the Odd Fellows and Rebekahs, has been our objective throughout the years, and we are justly proud of it.

Our ward in the new General Hospital was furnished and is being maintained by our Order.

In 1954 we sponsored the institution of Theta Theta Rho Club for girls, in which much of our interests are centred, knowing that through these clubs will come our "Leaders of Tomorrow." Progress shown as to membership and quality of work is indeed commendable, and we feel that our work on their behalf is most gratifying.

1947 proved a most progressive year in Odd Fellowship. Mrs. Lily Gawne was elected President of the Rebekah Assembly of Manitoba. Mr. Jerry Smith was elected Grand Master of the Grand Lodge of Manitoba. Both these members proved worthy representatives of our Order.

Five charter members are still active in our Order.

Progress in both membership and financially has been reported.

Laurel Rebekah Lodge, No. 67, meets first and third Tuesday in the I.O.O.F. Hall.

First settler in the Cloverdale district was John McKay. James Anderson, William Peel, the Moars, Harriotts, and others followed shortly afterwards.

There's a Story in Every Street

By Ruth Moody Hooker



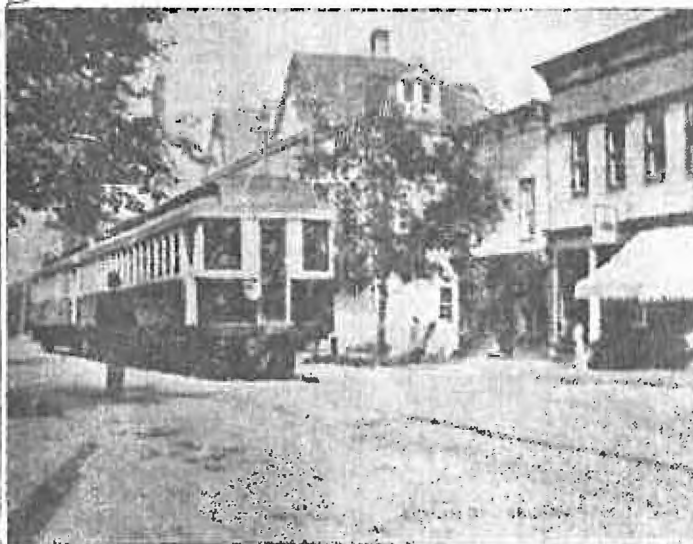
1885—Eveline St. looking north from Eaton Ave. Left foreground, W. H. Eaton's store and Gilhuly's Drug Store.



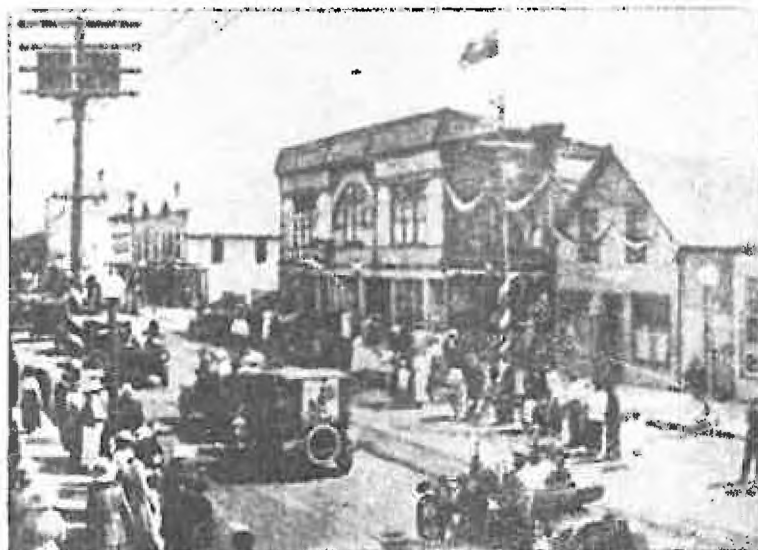
* 1919—Peace celebration parade showing Pearson's Hall, Gilhuly's and Telephone Office.



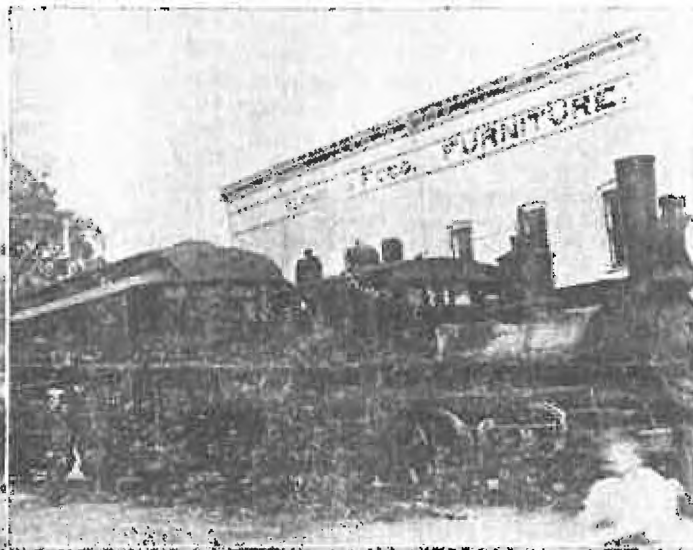
1897—Looking south from Superior Ave. Note the water cart.



1906—One of the first electric cars in front of the C.P. Hotel and Finkleman's Store.



* 1919—Peace celebration parade showing civic offices. Photos by Robinson & Neaves, Selkirk.



1904—Little Dinky steam train in front of Robison's Store at Manitoba Ave.

There's a Story in Street Names of Selkirk

By RUTH MOODY HOOKER

How many of us as we walk the streets of Selkirk give any thought to their names? I have studied these names a bit and have come to some conclusions about most of them. Some names are a mystery. Maybe some of you can explain them. Or maybe I have left some out or given wrong reasons for their applications. In any of these cases, I stand to be corrected, and would be happy to hear from you.

Young was named for Dr. Young, the first doctor at the Mental Hospital, who owned land in that area. Walker was named for William Walker — commonly known as Petey — who still lives on that street with his family. Greenwood was probably a green wood when it was named. Netley honors the district to the north. Vimy was undoubtedly named after the First World War.

Taylor was named for Samuel Taylor, a H.B.C. employee, who had been stationed at Moose Factory and who retired to a farm on the banks of the Slough. His house still stands on the south corner of Taylor, where he raised his family. One of his sons, Willie Taylor, walked to Pembina to take his degree in Masonry, and later became one of the early masters of Lisgar Lodge in Selkirk.

Queen on the 1880 map was marked Adair. On the 1895 map it was Queen, so it may have been changed to honor Queen Victoria's 50th anniversary in 1887. Can anyone explain Adair?

On the 1880 map, Robinson was named Tait. Both these names honor early business men. Captain William Robinson owned and operated lumber saw mills on Lake Winnipeg, later a saw mill and retail store and lumber yard in Selkirk. His mill was situated between Manitoba and Superior on the flats, but his lumber yard or part of it was on the North side of Robinson Street between Main and Eveline. It was very fitting that a street should be named for this man, who gave freely and generously of his time, energy and money to help develop Selkirk. Captain Robinson's daughter, Idell, was also honored by having a street named for her.

Daniel F. Reid and James Tait were partners in a company which in the very early days developed commercial fishing on Lake Winni-

peg. Their homes were in Selkirk, and Selkirk was the centre of their operations. Both names are perpetuated in street names.

Dufferin and Morris were undoubtedly named subsequent to the visit of Lord Dufferin, Governor-General of Canada, accompanied by William Morris, Lieutenant-Governor of Manitoba, to Selkirk and district. This was in 1877. Mrs. C. A. Davies has her memories of this visit. She told me that Main Street was arched with flowers and greenery, and there was quite a celebration.

Superior, Manitoba and Clandeboye need no explanation. Eaton was once Bannatyne, but after W. H. Eaton (a relative of the great Timothy) erected his fine store on the North East corner of Eaton and Eveline, the street was re-named Eaton. This fine big building was destroyed by fire about 1894.

Christie honors a retired Hudsons Bay Company factor, who built a fine big house on the river bank opposite the street.

McLean Avenue honors the D. W. McLean family whose farmhouse stood on the corner where Knox Church stands.

Vaughan is named for the family of Amos H. Vaughan, pioneer surveyors in Winnipeg and Selkirk. Vaughan Street, Winnipeg, also honors this family. The home of L. S. Vaughan, whose name appears on every survey to date of Selkirk, stood on the present site of Dr. Olie Johnson's home. Incidentally it was constructed of lumber from the flat boats which had been floated down the river laden with cargo — the cargo sold and then the boat sold as lumber.

I suppose some patriotic person named Britannia. Rosser on the 1880 map was Burns, then was changed to remind us of a C.P.R. engineer. Also why the original Burns? Pacific and Toronto need no explanation.

Sutherland was named for the family of Melville Sutherland, whose father was one of the early ministers of Knox Church.

Dorchester and Strathnaver were named when the Selkirk Land and Investment Company developed that area of town.

Grain honors a pioneer doctor and public figure of Selkirk. Dr. O. I. Grain came to Selkirk only a few

years after its incorporation. Not only was he a well liked, efficient family doctor, but he was active in local and provincial politics.

Colcleugh honors the family of James Colcleugh, the first mayor of Selkirk as a western metropolis. Heap is named for the family of James Heap, pioneer family of barristers and solicitors.

Manchester, Glasgow and Pittsburgh were named for great world industrial centres. These streets were opened up in the early days of our Steel Foundry and Rolling Mill. So their names have significance.

Moody was named to honor my father, R. C. Moody, a pioneer hardware merchant of Selkirk. Fox honors G. H. Fox, a merchant butcher of the early days, very active in town politics.

Schultz brings to mind the many visits to Selkirk of John Christian Schultz, later Sir John.

Although Pruden Avenue is not in the town limits, it should be mentioned as a memorial to the family of John Edward Pruden.

Sinclair Avenue was to perpetuate the memory of Tom Sinclair.

In preparing this story of street names, I have studied maps of different years. On an 1895 map there appears "The Selkirk Park Association Recreation Grounds". This is situated on the site of our present ball and fair grounds, stretching from Sophia, past Jemima in the centre of the block bordered by McLean and Clandeboye. There is a half mile race track around it. In my reading of old files of the Selkirk paper references to these recreation grounds often appear. It was here that not only horse races took place, but baseball, football, lacrosse and cricket were very popular pastimes of the latter part of the last century.

Another thing of interest which I saw, was the wonderfully laid out subdivision of Daerwood Park, where the golf course now is. About 1912, a group of our townsmen had great dreams of developing a beautiful summer resort on those flats, fixing up Little Lake as a good bathing place and the ground in a park-like manner. Daerwood was laid out in streets and lots. In my memory two or three houses were built. But some dreams do not come true, even if a

(Continued on Page 25)

History of Old Selkirk General Began in 1906

By Ruth Moody Hooker



An editorial in the Selkirk Record in the spring of 1906 crystallized the ideas of the townspeople as to the need for a local hospital. These ideas were started in a letter written by Dr. O. I. Grain, M.P.P., to the same paper in June, which stated in part "The establishment of a cottage hospital has been a long-felt want owing to the number of surrounding municipalities, and also the proximity of Lake Winnipeg, covering an area of 300 miles by 70 miles wide. When patients arrive here, sometimes from lumber camps, sometimes from fishing stations, or from different parts around, we have no place to care for them. A hotel is not a fit or proper place. I am sure that the clergy and also the ladies of the town of Selkirk, philanthropic in their feelings, would take up the movement. I would endeavor to get a certain amount from the Provincial government, and I am sure those having influence with the Dominion government would do the same. I, myself, would donate an operating table and some instruments. Capt. Robinson has already been kind enough to promise a grant of \$50 a year; and I am sure there are many other sources from

which this project could get help. It is an institution that I consider would do more for the benefit of humanity than almost anything else that can be done in our community." (End of quote.)

History of Old Selkirk General

In August 1906, the Hospital Board was formed with the avowed intention of building the Selkirk General Hospital. Mr. J. Grisdale, (Dominion Bank, Selkirk) was elected chairman, and the Board as Directors, as follows: Capt. W. Robinson, F. Heap, R. C. Moody, J. W. Simpson, F. W. Hooker, L. S. Vaughan, F. A. Gemmel, W. Overton, E. Comber, J. E. Mailhot, R. H. Gilhuly, Rev. N. S. Thorlakson, R. Smith, C. Finkleman, W. W. Fryer, Thos. Muir, R. Bullock, Dr. O. I. Grain, W. S. Young, A. D. Ferguson, Dr. D. G. Ross, J. Grisdale, D. F. Reid, W. H. G. Gibbs, H. W. Newton, and Mayor J. K. McKenzie of Selkirk, and the Reeves of St. Andrews, St. Clements, Brokenhead, and Gimli municipalities, M. O'Donhue, M.M.P. and S. Jackson, M.P.

In September 1906, the Finance Committee of the Board was in-

structed to start a canvass for funds. The Finance Committee was R. C. Moody, J. E. Mailhot, C. Finkleman and J. Sigurdson. The subscription list was headed: We, the undersigned hereby subscribe the sums opposite our names toward the establishment of a general hospital in Selkirk, the same to be payable in quarterly instalments or otherwise completing the subscription by November 1, 1907. The first name on the list was Capt. Wm. Robinson for \$500.00. Many \$100.00 donations followed his name. By April 1907 the list totalled \$7,081.50, largely made up of individual gifts of \$20.00 and up. There was \$1,000.00 from the Town of Selkirk, and \$500.00 from St. Clements. Property on South Eveline had been negotiated, and an architect contacted to plan a building not to exceed \$1,000.00—two storeys, stone and brick. By May, it was decided to have the building face south on a street to be named Idell. For this street, Capt. Robinson had generously donated 25 feet off the side of his property on Eveline to the river, thus making the avenue 50 feet wide.

The Quadrille Club held an Easter Ball in 1907, and netted the building fund \$270.00.

A meeting was called in June 1907 and the Selkirk Hospital Ladies Aid came into being. The following officers were elected: Patronesses: Lady Schultz and Mrs. William Robinson; Honorary Pres., Mrs. D. F. Reid; President, Mrs. R. Bullock; 1st Vice Pres., Mrs. J. W. Simpson; 2nd Vice Pres., Mrs. J. H. Montgomery; Secretary, Mrs. Th. Brown; Treasurer, Mrs. C. Horwitz. Buying Committee, Mrs. W. Overton and Mrs. R. W. Stewart.

The new Selkirk General Hospital was formally opened on Tuesday, January 7, 1908 with a Provision Shower and Reception with the Hospital Board and Ladies Hospital Aid as hosts. About 250 residents of Selkirk, Clandeboye, Cloverdale and adjoining districts availed themselves of the opportunity of inspecting the magnificent and well equipped building. For the convenience of the visitors, the W.S. and L.W. Railway carried passengers on their regular trips along Eveline Street, and in the evening Dickinson's Livery ran buses (horse drawn) to and from the building. Many useful articles, in groceries and food stuff, were donated that day by both town and country folk.

The new hospital was a stately structure, located on one of the town's beauty spots. The whole building is a credit to the workmanship of the general contractor, H. Bird, of Selkirk. The plumbing and steam heating was installed by F. H. Scholley, of Winnipeg.

Of the two women's semi-private wards, one was furnished by the liberal and enthusiastic residents of Cloverdale, and the other by the St. Andrew's Society. Across from these are four private wards, two furnished by the Masons, one by the Odd Fellows, and one by Goodwin Watson, of Lockport. The women's public ward was furnished throughout by the generous-hearted Icelandic citizens of Selkirk, and contained six beds.

The good people of Clandeboye, Kepiegun and Dunara donated the sum of \$105 towards the furnishings of the kitchen, and also eight pairs of pillows.

Another contributor to the furnishings was H. S. Westbrook. On the day of the opening, J. H. Clarke, photographer, donated 100 beautiful photographs of the hospital building, which were quickly sold for 25c, and the proceeds used towards equip-

ment for the surgery. (Later in the year, he donated another 100.)

The first matron, Miss Ada J. Ross, assisted in showing the many guests through the building on that opening day. Miss Ross became a well-loved personality in Selkirk, later serving in the First World War, and giving her life overseas. Mrs. Holt (mother of Mrs. E. Linklater) was the first cook, and Mr. George Lea the orderly. Rev. Jeremiah Johnson, of White Earth, Minn., was visiting in town, and had the misfortune, or fortune, to be the first patient.

For a time the Hospital was a training school for nurses. In the 1930's an addition was built. The Ladies' Hospital Aid has worked tirelessly through the years. In the 1930's a Junior Hospital Aid was organized.

Most of the foregoing information has been gleaned from the files of Selkirk newspapers. A fact I think that should never be forgotten about early efforts for community welfare—such as the Selkirk General Hospital—is that they were accomplished by the zeal and generosity of individuals. In those days, a \$100 donation meant, perhaps, a donation of 100 days' work—which is no mean gift. And although today most welfare efforts are in the hands of the state, we still owe much to the pioneer in whose heart these efforts began.

STREET NAMES

(Continued from Page 23)

great deal of money and energy is expended on them.

The original of the 1880 map to which I refer is in the possession of Miss Jean Smith. The 1895 map was loaned to me by Mr. J. Stuart, whose grandfather and father ran the Selkirk Electric Company, which supplied electrical power to Selkirk, and is shown on the map.

Jenima, Sophia, Annie, Mercy, Lily, Sibyl and Phyllis were named after wives or children of pioneer residents or town planners. Eveline, for instance, was named after Evelyn Irving, who later became Mrs. J. Greig. Her husband was a hotel-owner and active in business affairs here.

On an 1885 map, Eliza and Catherine appear as streets, west of the Mental Hospital, running parallel to Annie. But these streets disappear on later maps. Eliza was in honor of Elizabeth Morrey, whose husband had a farm in that area many years ago.

Stanley Avenue was named after

Stanley Comber, a son of Reuben Comber. He was a casualty in the First World War.

The Lord Selkirk Chapter I.O.D.E.

"Come forward, Go forward"

The Lord Selkirk Chapter Imperial Order Daughters of the Empire was organized in Selkirk on September 22, 1939, when the following officers were elected: Regent, Mrs. J. O. McLenaghan; 1st Vice-Regent, Mrs. R. S. Montgomery; 2nd Vice-Regent, Mrs. S. S. Hall; secretary, Miss Alda Jones; Treasurer, Miss K. McQueen; Educational Secretary, Mrs. N. B. Gobert; Echoes Secretary, Mrs. M. Stewart; Standard Bearer, Mrs. W. G. Campbell.

Meetings were held in the Masonic Hall, the Presbyterian Church Sunday School room and later at members' homes.

During the war years parcels were sent overseas to the boys. The chapter adopted the H.M.C.S. "Daerwood," also helped with the welcome home party for the boys.

Knitting and sewing is sent to headquarters to be sent wherever it is needed most, help being given in peace time as well as war time.

The chapter presents the Dr. Daniel Gordon Ross Scholarship each year to a grade eleven student, as well as prizes to boys and girls for shop-work and sewing in grade seven. The school at Norway House was adopted by the chapter; books and school supplies are sent there.

The chapter is a member of "S.H.A.R.E." and is interested in the senior citizens at Holiday Retreat.

Canadian Order of Forresters

The Canadian Order of Forresters was first organized in Selkirk in 1881, although they did not receive their official charter until 1887, when these were given en masse to 400 lodges across Canada. Court Eureka, No. 8, had a reading-room open to the public two days a week as early as 1883 and to all members the rest of the week.

Officials of the first lodge were: C.M., E. Redpath, who passed away recently at Seattle, Wash.; E. W. Colclough, John Lowe, J. H. Montgomery, Fred Robinson (brother of Capt. W. Robinson), Jona Bergman, C. Johnstone, Little Britain; J. D. Howell; Charles West, Lockport; and George Dickinson.



John Prince, known as "Long Jack," son of Chief Peguis, was said to resemble his father more than any of the others; and also to show a resemblance to John A. MacDonald, Premier of Canada at the time Prince was in the east. Long Jack was a Life Councillor of Peguis Reserve.

SELKIRK WAS ON THE TRAVELLERS MAP

Selkirk was on the travellers' map long before it was incorporated as a town in 1882. Because of its location on the fringe of the buffalo-country and at the head of deep-water navigation as well as its natural harbors—the "Slough" on the west bank and the "Creek" on the eastern bank—it had a position of strategic importance even in the days when the earliest traders and explorers were on the trail.

La Verendrye was here more than two hundred years ago when he chose a spot six leagues from the mouth of the Red River to build a fort in 1738. So, too, were Forrest Oakes and Charles Boyer, traders of the French regime, at Dynevor, three miles north of the town site, where they built a small fort for trading operations, in 1766-68.

For untold years bands of Indians dwelt along the Red River between the forks and the mouth, where fish-

ing and hunting were always in season.

A well-known Winnipeg author, Nan Shipley, writing in the current issue of *Pageant*, says of one of these: "Peguis: Friend of the Pale-Face": Without the friendship of this remarkable Indian, the settlement at the Forks of the Red and Assiniboine Rivers could not have been established as early as 1812."

Although a native of Ontario, for he was born near Sault St. Marie in 1774, Peguis spent most of his life in Manitoba. When still a young man, he led a group of Saulteaux to the Red River district, settling at Netley Creek where the river flows into Lake Winnipeg.

In spite of the fact that he had had part of his nose bitten off in a fight when he was young, Peguis was quite handsome, and possessed gifts of great oratory and physical prowess. He wore his hair in two

long braids studded with bits of brass. His usual dress was a blanket, a breech-clout, cotton shirt and red leggings. For special occasions he donned his feathered war-bonnet and fringed tunic; when roused he would dash his knife into the ground telling his people that was how he would deal with them if they transgressed.

Peguis watched the beginnings of the Selkirk settlement and noticed the deep resentment of the Nor'Westers who considered the colony an encroachment on their territory. He saw, too, the rivalry between the two great companies and warned his people against taking sides.

On June 16, 1816, Governor Semple and 21 men were ambushed and massacred at Seven Oaks, midway between Fort Douglas and the settlement. Farm-houses were burned, crops destroyed and settlers routed. They got temporary protection from Peguis as they fled north, but continued on to Norway House where they spent the winter.

Afterwards an officer of the Nor'West Company scolded Peguis for not helping to drive out the settlers, saying, "You Indians should have joined forces with us to drive them off your land!"

Peguis proved his sorrow and consternation at their sad plight by greeting them with gifts of fish and wild rice the following spring when they returned and in the many lean years that came after he supplied the farmers with buffalo meat.

The year after the massacre, Lord Selkirk arrived to help his colonists re-establish their settlement and make a treaty with the Indians. In recognition of Peguis' lavish kindness to the defenceless settlers, Lord Selkirk presented the great chief with a large silver medal and a much prized scarlet coat.

Peguis and his four friends signed the treaty by their marks—a rough drawing of an animal that signified their private totem or coat of arms. Chief Peguis' drawing resembles a large wolf.

Peguis began to call himself the Colony Chief as he was naturally a great favorite with the settlers and, quickly learning the dates of the Scottish festivities, he journeyed with members of his band to enjoy each and every one of them! A trick of his was that sometimes on these visits, he would imbibe too freely and tell every one he met that he was going to the Fort to frighten the Governor, especially if the man in power were not too popular. He was

greatly angered, however, when his own aide-de-camp tried this very trick on the Governor, ripping off the official's coat, drawing his knife and threatening to kill him; Peguis permitted the outraged Governor to punish the Indian by having him tied to a cannon and given 25 lashes.

A year from the day of the signing of the treaty with Lord Selkirk, Peguis led 34 canoes to the Fort to receive the promised gift of 200 pounds of tobacco. He signed his mark to deeds of land some of the settlers purchased from him, at this time.

It was inevitable that Reverend William Cockran and Peguis should become fast friends. The Anglican Missionary who had built a small cabin and church at the Rapids in 1826, was greatly impressed with Peguis' intelligence and leadership, while Peguis admired the white man's fine physique and Christian qualities.

To christianize a heathen chief such as Peguis was no easy task as may be seen from Rev. Cockran's own writings: "The character of the Indians made conversion almost a lost cause at the start; sunk as they were in the scale of society, their pride and self sufficiency almost exceeded belief. The art of civilized people, especially of husbandry, were utterly beneath the free unfettered Red man, only fit for degraded whites; and they turned disdainfully from the religious as well as all his modes of life."

A favorable opportunity presented itself however when Peguis complained of an unsuccessful season and of being 300 rats in debt, and seemed inclined to try some new experiment, protesting: "Before you whites came to trouble the ground, our rivers were full of fish and our woods of deer; our creeks abounded in beavers, and our plains were covered with buffaloes. Now we are brought to poverty while you whites are growing rich upon the very dust of our fathers, troubling the plains with the plough, covering them with cows in summer and in winter feeding your cattle with hay from the very swamps whence our beavers have been driven!"

The following winter proved to be a very severe one and the Chief was more inclined to listen to Mr. Cockran's proposition that he teach the Indians to farm, supplying seed and hoes, as well as a man with oxen to plough and promises of help in building comfortable houses.

"Night and day do the woods at Netley Creek resound with the deadening sounds of conjuror's drum and rattle. Every time he strikes his drum, regularly as the ticking of a clock and shouts his dismal 'Ho, ho, ho!' I feel my spirits sink and an Indian apathy seems to come over my whole frame. But, when, on Saturday afternoon, I return to my dear family and comfortable home all my better feelings are brought back again," wrote Cockran.

The missionary told Peguis he could not be admitted into the church as long as he had four wives and came reeling home from Kildonan dead drunk, to say nothing of being under the spell of the medicine man most of the time.

At last after getting rid of 3 of his wives (and parting with the treaty money they brought him), and after two full years' sobriety, Peguis became a Christian.

On January 1, 1843, Peguis was baptized William King at the Indian settlement in St. Peter's on the Red River by Rev. John Smithurst; his wife was baptized Victoria on October 14, 1843. The event was marked by the presentation of a Bible to him by Rev. Cockran.

The Hudson's Bay Company showed their gratitude to Peguis for preventing his band from becoming involved in warfare that might have wiped out the whole colony by making annual gifts to him, e.g.: 14 lbs. of gunpowder, 14 pounds of shot, some vermilion, 24 pounds of flour, etc., and also a half a dozen scalping knives.

His two sons, William and Henry, signed the Indian treaty in 1871, which ceded the lands known as Peguis Reserve, to Her Majesty Queen Victoria.

Another son, John, travelled in style to Ottawa in 1885 to sign some documents for the government officials. His granddaughter, Mrs. Caroline Sinclair, who passed away last month, recalled that he brought her earrings of which she was inordinately proud, when he returned the following year.

None of his sons attained the eminence of their father, however, for when Sir George Simpson travelled to Norway House and York Factory he invited Peguis to accompany him as an honored guest. He was accorded every attention possible at all times, dining at the table with all the Chief Factors from the principal trading posts, as well as taking part in all discussions.

Chief Peguis died in his 90th year, September 28, 1864. His funeral was attended by humble and great alike. On May 24, 1924 a monument was erected to his memory in Kildonan Park, where he had so often visited the settlers to offer kindness and loyalty seldom, if ever, equalled.

In the cemetery of Old St. Peter's Stone Church, a tombstone marks his grave, with the following epitaph:

PEGUIS

In memory of Peguis, Chief of the Saulteaux Indians and grateful recognition of his good Offices to the early settlers, one of the first converts to Christianity of his race. He died in 1864 and his body rests in the old cemetery of St. Peter's where he was a devout worshipper.

"Peguis has been a steady friend of the settlement ever since its establishment and has never deserted its cause in its greatest reverses," said Lord Selkirk in 1817. Erected under the auspices of the Lord Selkirk Association of Rupert's Land, 1924.

P.E.O.

Chapter A of P.E.O. Sisterhood, Selkirk, Man., was organized in 1926 through the efforts and devotion of Mrs. May C. Blackert. It was then the first chapter of the society in Canada east of the Rockies.

Now there are 15 chapters in Manitoba, A and G in Selkirk, two chapters in Transcona and eleven in Winnipeg. There are chapters in five other provinces.

P.E.O. was founded in 1869 by seven girls at Iowa Wesleyan College, Mt. Pleasant. They felt there ought to be societies for girls as well as for boys, for at that time there were almost no societies for women.

This organization which was founded to perpetuate a friendship, is meeting the longing of woman-kind for a closer bond of Sisterhood, and today numbers 140,000 members in Canada and the U.S.A.

P.E.O.'s chief work is its great educational philanthropy by financially aiding worthy girls who need help to complete an education for their life work.

Manitoba is the second province in Canada to have a Provincial Chapter which was organized in 1951 in the auditorium of our new Daerwood School. Manitoba has a membership of over 300 members.

Old England Inn

Before the town of Selkirk had a post office of its own, mail was sent to and given out from the home of Alexander McKenzie at Mapleton. His daughter, Mrs. Alice Margaret Lyons, observed her 95th birthday May 12 last.

She recalls handing out mail to the Siftons, J. W., Sr., and his son Sir Clifford Sifton, who used to spend the summers at Selkirk with his family at that time. "They had quite a fancy carriage!" she recalled. Her home was also a school-house after Miss Davis School closed down.

"Old England Inn was a lively place then, I remember," said Mrs. Lyons. "People came down from Winnipeg all the time to stay at the Inn, as well as travellers."

Now the home of Mr. Ernest Gowen and his family, the old white house that was Old England Inn in the 70's has given up no relic as yet of the gay days gone by.

"I've never yet found anything old in it," Mr. Gowen said.

Mrs. Caroline Davies, Taylor St., still has in her possession a soap-dish her mother, Mrs. M. Reid, bought after Mr. Thomas Taylor died. A man named Buchanan ran the store for a time after Mr. Taylor's death.

Old England was named by Tom Taylor, who came from Manchester, England, and "called it that because he loved the old land," said his daughter, Mrs. E. Hendley, of Ioco, B.C., when she visited here in the fall of 1950.

There was a bear, a monkey, hounds, a parrot and geese as well as horses and oxen. The monkey and bear provided amusement for the guests who stayed at the Inn.

"When the bear got too big, they got another one," said the late Charles Edward McKay, shortly before he passed away in January 1951. "Behind the store, where the driveway is now, there were the stable, ice-house and sheds."

His sister, Mrs. Timothy Ryan, did the cooking for her uncle, the late Mr. Taylor. There was a man to look after the stables.

Freighting for the C.P.R. kept the roadway busy and Taylor, having come out west with the Wolseley



Tom Taylor, proprietor of Old England Inn, and his young bride, the former Rachel McKay.

expedition in 1838, had a large acquaintance at that time.

Mrs. Hendley was left in the care of a guardian, Mr. Sifton, after her

father died in 1879; and she attended Brandon College. Her first marriage was to the late William Oliver, of Carberry, Man.

Other stopping-places were: Bernard Ross, who had a liquor store a mile south of Lower Fort Garry. Between this and the Lower Fort was a place known at Cuber Feigh, (Fairfield's; now Searle Grain). Then the Lower Fort held forth for the thirsty settlers.

The road proceeded a half mile north along the river, as far as the Ellerby home (G. Newton's previously), where Mr. Murray, a retired Hudson's Bay man, had a splendid place. Then a mile further the road veered west to the main road, then called the King's Highway, where you encountered a genial host in Tom Taylor.

A half-mile further north was the well-known George Black's Place. From there he had to travel all the way to Selkirk to quench the thirst.

Samuel Taylor's Story

One of the builders of Mapleton Church, who also helped to build Lower Fort Garry, the south and north bastions in particular, has left a detailed account of life here in the early days. He was born in the parish of Firth, in the Orkney Islands, in the year 1812. He arrived at Moose Factory Sept. 3rd, 1836, on board the H.B.C. ship "Prince of Wales," in command of Capt. Baker.

He spent 21 years in that district at various posts—Moose Factory, Rupert's House, Fort George, East Main, Misstassini. Robert Miles was in charge of Moose Factory and Dr. Rae was then a practising physician there. Eight years later, on the 21st of August, 1844, Dr. Rae left on his Arctic Expedition.

On the 2nd of February, 1847, Mr. Taylor married Nancy McKay, sister of Chief Factor Joseph McKay, of the Hudson's Bay Company at Vancouver Island, and of Ven. Archdeacon McKay, Prince Albert, N.W. Territories. On the 5th of October, 1857, he arrived with his family at the Red River Settlement, by way of Albany Factory, Martin's Falls, Oxborough, Lac Seul, Islington and Fort Alexander. Mr. Taylor con-



REV. JAMES TAYLOR
Was one of Samuel Taylor's sons.
Principal of Emmanuel College, Prince Albert, in the early days.

tinued to reside at Selkirk, in the Red River Settlement, until the time of his death in 1896 (March or April).

From the day he left Scotland in 1836 until 1883 and later, he kept a diary in which he recorded all the important events that took place in the country. Some portions of this

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The First Hawthorne Lodge



JOHN EDWARD HARRIOTT

Hawthorne Lodge, Little Britain, Man., was one of the finest homes along the banks of the Red River in the early days. It was built by a Chief Factor of the Hudson's Bay, John Edward Harriott, in 1858 on his retirement from active service, and is the only property legally registered under its actual title.

Chief Factor Harriott decided to build his mansion of log and plaster on a rise overlooking the river just north of what was then called St. Andrews Rapids, now Lockport; he sent to England for the seeds to grow hawthorne trees for the hedge.

Built in rectangular style, with five large windows on the second floor overlooking the river and four windows and a door set underneath, the house was the centre of social life of almost unequalled splendor in those days.

Ros-wood furniture from France, great oaken sideboards, heavy beds, solid tables and chairs were an appropriate setting for fine engravings, which included the beautiful face of Mary Queen of Scots.

Mr. Harriott sent to England for his carriage. "He called it his Chariot," said his granddaughter, Mrs. W. McDonald, 305 Main St. "It was quite a fancy one, even in those days of elaborate design."

Mr. Harriott's commission with seal, shows his appointment: "John Edward Harriott . . . a member of the council and Chief Factor . . . under date of March 24, 1846. By order of the Deputy-Governor and Committee." Chief Factor Harriott was spending the winter of 1866 in Montreal, when he died. He was buried in Mount Royal Cemetery.



One of the many beautiful homes along the Red River in the early days. It was built of limestone cut from native stone. From St. Andrews to Selkirk the river homes were the best in the west after the Hudson's Bay Company and the North-West Company amalgamated and the employees given grants, moved north to settle along both sides of the Red.

Dunbar Hudson bought the old Harriott home and tore it down in 1919 to build the present beautiful stone and stucco residence. The J. O. McLenaghan family purchased the property in 1946 and resided there until recently when G. P. R. Tallin, Dean of the Law School at the University of Manitoba and secretary-treasurer of the Manitoba Law Society, purchased it.

SAMUEL TAYLOR

(Continued from Page 28)

diary have been lost, but the 1849—1857 and 1859—1866 sections are preserved in the public archives at Ottawa. Quote:

"Nov. 15, 1862: There was a fine bell put up at St. Clement's Church after dark at night, by fire and lantern light."

In writing her book, Margaret Arnett McLeod wondered: (Quote) "Could it be John West's bell?" Then I spied a framed history of the church's events hanging on the bell. Ah, here, I would find it! Incidents of 1859, of '61, of '64. Nothing about a bell.

"So we went up into the tower. Strips of afternoon sunshine streamed through the lattices on the big bell we found hanging there. All but the man who knew and loved his bell had gone on to more interesting pursuits. The shining lines of light illumined the

figures before us, "1820. John West's bell!"

From Samuel Taylor's diary:

Entry: "June 18th, 1860: I began to build at the church upon Wednesday the 13th; I wrought three days at building stones and one day carpenter work. I was building stone work at the church on June 25th.

June 2, 1862: Archdeacon John A. MacKay preached his first sermon in St. Clement's Church; his text from Daniel was, "Thou art weighed in the balances and art found wanting."

July 19th, 1862: John Clouston and Duncan McRae went down to commence the Rev. A. Cowley's, stone house on Wednesday, 16th. I have been for weeks now building at Mr. Bunn's stone house.

March 12th, 1864: Mrs. Bird's great ball was held.

November 18th, 1863: A. G. Banmatyne's great ball held November 6th, 1863.

John Clouston, the stonemason's house was burned Sunday, April 10th, 1864. I was dressing and grooving plank about this time for Thomas Bunn's new stone house."

Samuel Taylor bought property on Taylor Avenue and built a house on the south-east corner of Eveline Street, which still stands. He died at the home of his son, Robert Taylor, in March, 1892. Robert Taylor, jr. March, 1892.

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Photo taken in 1885 shows Captain Sheets and First Mate Roderick Smith after active service in the west on the Steamer Northcote, prior to Captain Sheets departure for his home in Dakota.

If you were to turn back the pages of Selkirk's history to its earliest years you would find written in capital letters, very large, the name of a young Scotsman who came out from the Isle of Lewis in the employ of the Hudson's Bay Company in the late fall of 1868. Boat-builder by trade, 2nd officer on a steamboat and later Captain, Roderick Smith became a merchant and lecturer by choice.

One feat of daring alone entitles him to a front line position in any country for he was a hero in the Rebellion of 1885. As one writer described him: "A big, brawny, brown-whiskered chap with a pair of shoulders wide enough for a couple ordinary men, he looked like the voyageur, the woodsman and the trapper, all in one."

After thirteen years of boat-building in the north, he resigned from the Hudson's Bay Company and settled at Little Britain. In the winter he worked in Winnipeg and during the summer he went steamboating on the Saskatchewan, where he served as mate on the Northcote from 1882-1885.

That was when Riel was gathering his forces along the big Saskatchewan River and the insurrectionists attempted to get the ammunition and supplies off the Northcote.

It was a dark night, well after midnight, and the steamer was proceeding down the river when suddenly she struck a cable strung by the insurgents and the smoke-stack was knocked over. As 2nd officer, it was Roderick Smith's place to go up and cut the cable to free the boat, but

the firing was coming from both sides of the river; such a heavy volley that it was too dangerous for anyone to attempt to face it.

The blacksmith made a suit of heavy tin to protect the bodies of the men as the bullets were so heavy. Canadian John McDonald, (another John McDonald on board was a Scot) also wearing a suit of tin armor, went to the assistance of Smith.

McDonald's leg was shattered so badly it had to be amputated, but only one bullet grazed Roderick Smith's leg and he suffered no serious injury, although his trouser-legs showed many near-hits. The cable was cut and the boat freed after four hours under fire. Portions of the deckhouse were riddled with bullets.

Riel was shortly afterwards captured and brought south on the Northcote part of the way to Regina for imprisonment and trial. Smith gave up his cabin to the prisoner. "Riel was the most inoffensive prisoner I ever saw. He was very quiet on the trip down on the boat," Mr. Smith said later.

Roderick Smith not only superintended many of the crafts used for transportation purposes in the north before the days of steamboating and railroads, he built the last York boat at Selkirk for the Hudson's Bay Company's 250th anniversary observed May 3, 1920, at Lower Fort Garry. An old copy of the Selkirk Record notes that Roderick Smith built a York boat twice the size of the others in 1899.

In 1898, he was a member of a party of Selkirk men who went over the famous Chilkoot Pass to the Yukon.

He was a Grand Chief of the Scottish Society and lectured on his home land to this group.

Mr. Smith went in partnership with J. K. McKenzie as general merchant in a store on the corner where the Bank of Montreal now stands and later operated a liquor store east of the Post Office. In addition, he was in the fish business after he built the steamer Mikado.

Under date of April 20, 1900, the Selkirk Record wrote:

"The new boat built by Roderick Smith was successfully launched yesterday at 3 p.m. and unlike most launchings here the affair came off promptly and without a hitch. Miss J. Smith broke the customary bottle of wine as the fine boat gracefully glided into the river as if eager to reach its natural element. The boat

was named "Highlander" amid the cheers of those present. The bottom of the boat beneath the water line is a bright red, above that white to the rail where Mr. Smith, having a regard to the Irish Celts, has a broad band of green. The new addition to our fleet sat gracefully on the water."

From an old newspaper file, I secured excerpts from the obituary notice of this great man showing the esteem in which he had been held by all who knew him.

"The funeral of the late Captain Roderick Smith was the largest that has been held here for many years, mourners attending from all parts of this northern country, very many coming from the city and points at a distance.

"There was a full turn-out of members of the Masonic Order, and both the Odd Fellows and Forresters were largely represented.

"The funeral cortege as it wended its way from Knox Church to Main Street, and then on to Little Britain, was an imposing sight, bearing testimony to the love and esteem in which the late Captain Roderick Smith was held by the people of Selkirk and the Lake Winnipeg country. Among those who were present, in addition to many oldtime contemporaries, were representatives of the Municipal councils of St. Andrews, St. Clements, the Town of Selkirk, the Selkirk Board of Trade, fraternal societies, the Northern Fish Company, William Robinson Company and many others." (End of quote).

Smith came to Canada as a boat-builder at the age of 17 and passed away at Selkirk in 1925.

SAMUEL TAYLOR

(Continued from Page 29)

Taylor's home was located on Forest Ave., near the Selkirk General Hospital.

Taylor called his journal "a thing of shreds and patches, intended to afford amusement to many and to give offence to none."

Another son, William, was Selkirk's first weed inspector (sometimes called thistle inspector at that time). Archdeacon James Taylor has a daughter, Mrs. A. Henselwood.

A daughter, Louisa Taylor, married Canon Walter A. Burman, for many years bursar of St. John's College, Winnipeg. Walter Alfred Eberman, his son, who became Principal of St. John's College, was teacher of languages there until his death.

CAPTAINS ALL

By ELSIE McKAY



CAPTAIN G. S. HACKLAND



CAPTAIN ANGUS MORRISON



MRS. G. S. HACKLAND

Most of the stories of our Lake Winnipeg boat captains have faded away, already lost in the dust of antiquity, but it was possible to secure a few facts about some of these.

Captain Angus Morrison came out as a young man from Scotland, when engineers were needed to look after the "Princess" and the Colville, and later became skipper serving on freight boats until 1864 when he got his masters' certificate for passenger vessels. He was on the "Commissioner", the "Polly" and other boats. Of the Colville he said: "if it hadn't burned it would have been number one, as it was built of solid oak!"

He freighted at Grand Rapids when the tramway was first built to connect with the Saskatchewan River and told about hitching the horses to haul loads up the tramway, then unhitching them to let the trams slide back down the incline. The horses were so well trained they got off the track when they heard the trams coming back.

Captain Morrison was sailing on the "Polly", with John D. Mowat in 1870, when they were bringing in the man who fired at Thomas Scott, only to have their prisoner jump overboard just west of Elk Island.

Gilbert Spence Hackland was a captain, having sailed before the mast around the Horn several times, the Indian Ocean and China Sea for years, before coming out to Fort George in 1860, bringing his wife, the former Anne Sharp, of London, England, and two small children. When the Eskimos there saw the white child, they swarmed the boat kidnapping the child until the captain bribed them with trinkets to fetch the infant back.

One of the old school of skippers, Captain Hackland believed in getting results from his men. "If you don't work, you don't eat!" was his rule for the crew; and he did on occasion have to put this order into practise, old-timers recalled.

He won a citation for breaking a speed record in a sailing vessel. By sailing his schooner from Jamaica to Liverpool and back in a day less



The Colville at Grand Rapids in 1882. It was built under supervision of Capt. Hackland at Lower Fort Garry dock, along the creek.

than a year". On an old letter dated 1857 his address was: I. I. & Co., "Barque Director", West India, Export Dock, London, Eng.

A story is told of him being on Lake Superior in a heavy storm when a young Captain with not too much experience became panicky in the rough sea. When the hurricane was at its worst, he learned there was an experienced skipper aboard and asked Hackland to take over his ship.

Hackland refused at first, but the young captain insisted, then commanded that he take charge. Captain Hackland took command and the first thing he did was unload surplus cargo even though it happened to be live-stock. After the animals were thrown overboard, he brought the vessel safely to port. In gratitude, the young captain presented Captain Hackland with his photograph.

When he brought his family down from the Hudson's Bay, they travelled down the Albany River to Lake Superior and from there by the Dawson route to Winnipeg. The family lived for some years in Kildonan, then went to Oak Point where he bought the Hudson's Bay House, when it closed.

He is buried in Old Kildonan churchyard cemetery, close to the church. His name is shown on record with the bell of the Colville in Stanley Park, Vancouver, B.C.; and there are also copies of the

Beaver, at the west coast another of the boats he sailed.

Captain John Hawes, whose tragic story appears elsewhere in these reminiscences, was another master who had a remarkable career. When he left the Royal Naval Reserve Force in London, England, in November, 1876, he had served ten years as mate with an unimpeachable record of service attested to by J. Pierce, Jr., by order of the Lords Commissioners of the Admiralty and the Lords of the Committee of Privy Council for Trade.

Other captains who have left enviable records include: Captain Pilly Hughes, who was also a light-house keeper for many years before retiring to live his last days at Old England; Captain Bergman; Captain Ian Daly, whose family lives on Eveline St.; Captain J. Howell; Captain Jonasson; Captain Harry Marshall; Captain Harry Bostock and Captain A. Vance.

Captains Hugh Black, Adam Black, W. Duncan, John Thorburn, John Stevens, Dick Boyd, J. Forrest, W. Barker, W. Sinclair, Fred Hokanson, Herbert Barker, Frank Marsh, Alex Joyce, Steve Stefansson, Sam Parsons, Chris Thorsteinson, Wm. Bird, James Cook, Andy Corby, G. Helgason and others.

More recent skippers have also left their marks on the books, e.g., Captains Humphrey Bryan, many years on the Government Steamer, and Bill Stevens who could set their clocks at Manitowish and

steer a course through the thickest fog to estimate the exact time of arrival at the Mouth of the River and come in clear through the tricky Mouth of the River Channel to port.

Captain Ed Nelson, who spent 45 years on Lake Winnipeg boats, also has one for the book as the late Henry McKay, Hudson's Bay official at Grand Rapids, wrote the owners of the S.S. Keenora that the people there could set their clocks by the Keenora, which arrived here at 7 a.m. precisely when Nelson was on the job.

Captain Hugh Cochrane was skipper on the Grand Rapids for 15 years and also on the Susanne E.; other boats he served on were the City of Seikirk, the Lady of the Lake, the Garry and the Princess.

Captains J. Stephanson, W. Simpson, Jr., J. Hokanson, J. Sigurdur, Reuben Marsh and many others contributed to the success story of the lake trade through the years.

It would be leaving the chapter unfinished if we were to fail to mention some of the mates and engineers who stood beside the captains during the many years of trade and transportation that have passed. Robert Rennie, a first class engineer, born in Edinburgh, Scotland, came up from Collingwood, Ont., and spent many years on the Lake before coming to serve as town engineer for a while and at the last he was driven to work by car as he was unable to walk any distance. He also took an active part in community life as there are notes on his taking part in concerts in the early days.

Ed Maloney, another engineer, was on the Bradbury when she cruised the Lake as an ice-breaker. He left to reside in Vancouver, B.C., when he retired some years ago.

Many others, W. Butler, Arthur Brydges, Garnet Sinclair, were outstanding in their own line of work, even firemen, wheelmen and deckhands playing their part in efficiency or emergency.

The first settler in the Cloverdale district was John McKay, with James Anderson, the Harriots, Peds, Sanders, Campbells, Sutherlands, Settlers, and many others coming soon afterwards.

Wm. Robinson — Captain of Industry

By Elsie MacKay

(T. Form K.)

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Canadian Pacific Railway Company's Telegraph.

Terms and Conditions.—All messages are received by this Company for transmission, subject to the terms and conditions printed on their Blank T. Form 1, which terms and conditions have been agreed to by the sender of the following message.

Sent by _____ Rec'd by _____
 Check 17061
 No. 63 Time 8 July 1885
 By Telegraph from Prince Albert
 To Capt Robinson

Mr Navigation Co
 Leave this place at noon
 hope to be at Grand Rapids
 in three days under fair
 Fred Middleton
 Maj Genl

To secure prompt despatch send reply to _____

Third telegram; above.

No history of Selkirk—nor of Manitoba either—would be complete without a full account of Captain William Robinson's activities, for these were of such far-reaching extent over half-a-century they are history in the making.

Born at Rawdon, Que., he moved with his parents to Cummock, Ont., where he attended Fergus Grammar School, and later took a business course at Rockwood Academy.

He began his career in the east, engaging in railway construction from 1869 to 1875. In that year he came to Winnipeg and, while working on the C.P.R. line from Kenora (then Rat Portage), he realized the possibilities of water transportation on Manitoba's lakes and rivers, so he left railway work for boat-building and trade.

From the wooded shores of Lake Winnipeg he procured lumber and from its waters drew fish, shipping the products to Canadian and United States markets. Retail stores and warehouses were opened at Selkirk, operated by the firm of William Robinson and Company. As founder and president of the North-West Navigation Company, organized in 1880, he was the first to place a boat on Lake Winnipeg for public business. He was also founder of the Dominion Fish Company.

Besides the steamboats he ran in pre-railway days, he navigated "flat-boats" and "log-booms" to lumber-mills over tempestuous waters to service every section of Canada. After he bought the Hudson's Bay Company boats at Lake of the Woods, he shipped the Company's freight until the railway line was



CAPT. WM. ROBINSON

completed. In 1878, the new tug William Robinson was launched at a cost of \$13,000.00—85' in length, 25' beam, 2' draught light, and 85 h.p.

In August, the same year, he brought in great supplies of ties from Lake Winnipeg for the Pembina branch, Manitoba's first railroad. Next, under the date of April 22, 1879 (an early spring?), a note appeared in the Free Press: "The steamer Robinson arrived from Selkirk with two barges and 200 cords of wood." May 17: "The steamer Robinson started for Lake Winnipeg with a load of lumber and will bring in the schooner Margaret from Fort Alexander." August 8, 1882: "Four flat-bottomed boats, under command of Captain Robinson, passed Emerson loaded with lumber for Winnipeg."

The steamer Princess, with 26 state-rooms, was launched in 1881, and made her first trip to Grand Rapids. That same year Capt. Robinson set afloat the largest barge ever built in Winnipeg, of solid, well-seasoned oak, 132 feet in length, adapted to lake as well as river navigation.

His next big move in expansion was to purchase the fishing industry of Reid, Clark and Company, with headquarters at Selkirk, in 1887, at a price of \$80,000. The following season his fleet with skippers was: The Princess, Capt. Morrison; the Colville, Capt. Marshall; the Ogema, Capt. McDonald; the Lady Ellen, Capt. Johnson; and barges, North Star, Wallace, and Saskatchewan.

His fame must have travelled far, however, for in 1884 the Earl of Minto, Governor-General of Canada, sent a wire asking him to lead an expedition to the relief of General Gordon, isolated at Khartoum during the Mahdi Rebellion. With three navigators from the Mississippi, Robinson left for the east via St. Paul. After writing their mariners' papers in Ottawa, they went to London, thence to Egypt. Under his supervision, the boats were re-assembled and they began their 1,000-mile trip through the turbulent waters and cataracts of the Nile.

A story is told of this trip:

At a point en route to Gordon's last stronghold against the myriad hordes of Arab-Africa, a group of Canadians had gathered one evening when suddenly the silence was broken by the whistling of a steamboat. Watching the masterly manner of the captain steering, Col. Kennedy, of the Red River Settlement, said: "I wonder who it can be?"

Suddenly another Manitoban half-screamed: "It's Capt. Bill Robinson, of Winnipeg!"

"My field-glasses. I thank you. Yes. Yes. It is."

Said Bill Calhoun: "Give him a cheer, boys!"

And the cheer was taken up by other men up the river till the garrison 40 miles away stood at arms expecting Lord Wolseley or General Buller.

"Say, who was that big bug that just passed?" asked a Cockney soldier.

"Who! Why that was Captain Bill Robinson, of Winnipeg, Manitoba. He can steer a stern-wheeler up the side of a mountain in the dew!"

The sequel of this story was not a satisfactory one, however.

"It will come," said General Gordon, "but he will be too late."

Not long after Captain Robinson's return, on April 8, 1885, another exciting event occurred. By C.P.R. Telegraph, hand-written word came from another scene of battle, asking his co-operation once again, as follows:

23 June 1885,
Fort Pitt 22
via Straubenzie.

To DRUMMOND BROS.,
N.W. NAVIGATION CO.

I hope to be soon moving troops to Winnipeg by the Lake. Can you have steamers to meet them, say, in about ten or twelve days from this;

probable number of troops, roughly given, a thousand men and fifty horses. I suppose I must ration the men for the trip. Fred Middleton, Major-General.

11 p.m., 24 June, 1885.

By telegraph from
FORT PITT 24
via Straubenzie.

To Wm. Robinson
General Manager
Navigation Company.

Can you not arrange to have steamer Glendenin, as well as your own two and the barges; all I want is that the men have arrangements for cooking tea, etc. Can you arrange to have the cooking for officers done; number of officers will be given you in a few days. Fred Middleton, Major General.

Then a third request came over the wire to Robinson.

A member of Grace Methodist church, then located at Water St. and Main St., later Grace United Church, from the time he first arrived in Winnipeg, Captain Robinson was interested not only in the religious life in his community, but also in the cultural development, as he was a member of the Board of Wesley College.

He was a member of the Masonic Order, the Winnipeg Board of Trade,

the Manitoba Club, St. Charles Country Club, the Hunt Club, and the Canadian Club. He founded and was president of the Northern Crown Bank, organized in 1905, and when this bank was absorbed by the Royal Bank of Canada in 1918 he became a director of the latter.

At one time he was president of the Associated Charities, and in this work he was more than a figurehead. In Selkirk alone he kept a standing account open for needy persons, through the offices of Chief of Police Baker. The amount of ten dollars could be doubled when necessary at Chief Baker's request to the office as often as twice in a week for help, and when the charity account exceeded \$500.00 the Captain gave his personal cheque.

Over a period of fifty years this great man gave work to about three or four hundred men here and assisted many others by his generosity. Not the least of his kindly gestures was his provision of books for the young men, in particular, who had no place to go for reading or recreation, especially if their families were not living in town.

Captain Robinson passed away at his residence, 264 Roslyn Road, Winnipeg, August 29, 1936, at the age of 87.

SOUVENIR.

FIRST STEAMBOAT EXCURSION of the Century.

UNDER THE AUSPICES OF THE
CENTURY CLUB AND LADIES AID
OF KNOX CHURCH, SELKIRK.

The Steamer "CITY OF SELKIRK"

Will make a 50 Mile Cruise to the Lake and return

FRIDAY, MAY THE 10TH, 1901.

Steamer Leaves the Dock at 10.30 A.M. **TICKETS 35 CENTS.**

M. EWING AND R. C. MOODY, COMMITTEE.

One of the Dominion Fish Company's boats—
on holiday.

Joseph William Simpson

Joseph William Simpson, another former mayor of Selkirk, who was in office from 1907-1910, was for 30 years manager of the Northern Fish Company, Ltd., and best known in the early days for his singing of Scotch songs and church music. He was born at Arbroath, Scotland. He started singing in a boys' choir at the age of eight. He entered the office of the Railway Co., at 17. When he was 20, the family decided to come to Canada, and settled in Bruce County, Ont. He worked for a few years in Kincardine, but in 1878 he left for Chicago. In 1881 he married Elizabeth Purvis, who had been teaching school in Kincardine and vicinity then gone to Chicago, with her sister, seeking work.

While on a visit to his wife's parents on Manitoulin Islands, he became interested in the fishing business and decided to stay in Canada. He heard such wonderful reports of the fishing on Lake Winnipeg, that in 1885 he decided to come to Selkirk, and was employed by the Dominion Fish Co. Ltd., and others, until 1900, when he and his associates formed the Northern Fish Company.

When he arrived here a number of men were already prominent in the fishing and lumber business on Lake Winnipeg, including Captain William Robinson, John Jones, Tom Jones, William Dewart, Captain W. Purvis, Captain T. E. Pollock, Captain J. Howell, John Seaman, Wm. Overton, Dan Reid, J. J. Tait, Rod Smith Sr., Ken McKenzie and many others.

In 1900, J. W. Simpson, Captain T. E. Pollock, Captain Wm. Purvis, John Seaman, W. J. Guest and Charles Sheldon incorporated the Northern Fish Co., Ltd., in time one of the largest and best known fishing businesses on the Lake, and handlers of passengers and freight. They did most of their business with three large boats, the "Lady of the Lake," the "Wolverine" and "S.S. Kenora."

They bought these boats from others, but built a great number of tugs, sail-boats and gas-boats, under the supervision of Wm. Purvis Sr. When the Churchill Railway line was being built, they handled thousand of tons of freight to Whiskey Jack Portage on the Nelson River; from there the freight was taken by rail, on portages and barges on the Nelson River and



J. W. SIMPSON

lakes and delivered to points on the Churchill Railway.

J. W. Simpson became prominent in singing circles and was greatly in demand for church concerts and Scottish celebrations; for thirty years he was leader of the Presbyterian church choir, leaving the Presbyterian church to join the United church at the time of the union.

After about a year of illness he passed away at the home of his daughter, Mrs. B. Lewis at Maywood, California, in September, 1930. There are two sons, George D. of Winnipeg and Harold (Joe), Florida; three daughters, Mrs. Lewis and Mrs. W. Ferguson, Moose Juk; Mrs. R. F. Sutton, Edmonton.

Douglas Simpson, Grandson.

Mrs. Simpson was well known for

her beautiful needlework, petit-point and needlepoint in particular, and some of her pieces are to be found in many parts of Canada.

Probably the only student who attended Selkirk schools and later found a place in Canada's WHO'S WHO book is young Douglas Simpson, son of Mr. and Mrs. George D. Simpson, Winnipeg, who still have interests here, a summer home and the Selkirk Navigation here as well as many friends.

Douglas Simpson, now living in Vancouver, B.C., has been recognized as one of Canada's outstanding architects. He was appointed by the Dominion Government on recommendation of the Royal Architectural Institute of Canada to be an advisor on the design for the Canada Building for the International Exhibition to be held in Brussels in 1958.

After his graduation he was in service with the Royal Canadian Navy from 1941 to 1945 and following this he worked in the Research Council on Building Research. He was chief architect for the B.C. Region Central Mortgage and Housing.

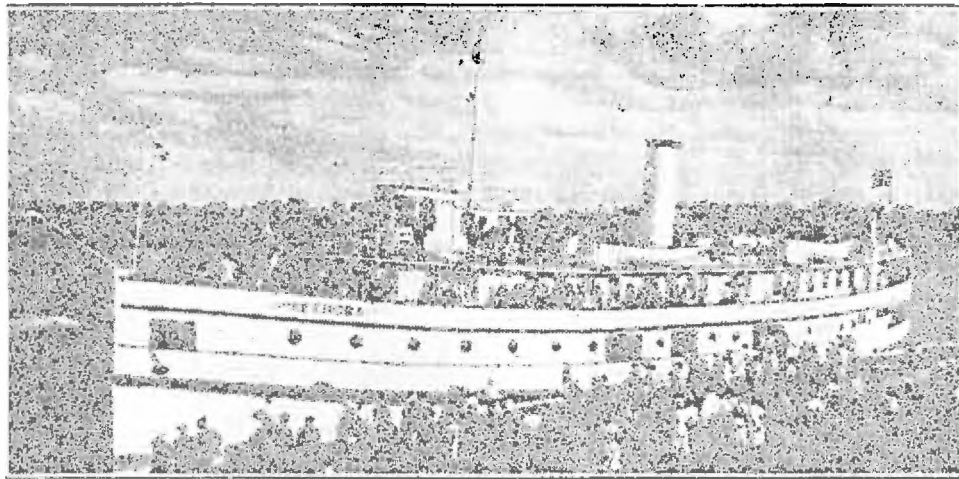
His work encompasses all branches of architecture including commissions for the Aluminum Company of Canada in Kitimat, B.C.; City of Vancouver, Safeway Company for B.C. and Alberta; and other large business firms.

Douglas Simpson won the Mosley Gold Medal Award in Architecture in 1954.



Sheldon store at foot of Churchill River. The house on right is Selkirk Hotel.

—Douglas Simpson, Photo.



S.S. KEENORA — SELKIRK NAVIGATION

Selkirk Navigation

The steamship "Keenora," now being operated by The Selkirk Navigation Co., Ltd., was prefabricated in Sorrel, Quebec, in 1897, and assembled in Kenora (then Rat Portage) for the lake and river trade there. The name Keenora was arranged from portions of the town names of Keewatin, Norman and Rat Portage.

In 1917 she was taken down, shipped to Winnipeg, and rebuilt, 30 feet being added to her length. In 1923 she was acquired by The Northern Fish Co., Ltd., who rebuilt her upper works for the Lake Winnipeg trade.

Since the opening of Lake Winnipeg by the fishing and lumbering interests, about ten steamships of the capacity of the Keenora were built, but being wooden hulls they have all disappeared. The "Keenora" and the tug "Granite Rock" are the only steamers left, the fishing freight being handled now by small diesel-powered freighters.

The Selkirk Navigation Co., Ltd., whose shareholders are mostly children of the shareholder, of The Northern Fish Co., Ltd., took over the "Keenora" in 1951, rebuilt and strengthened her again, and now operate a general freight and passenger business on Lake Winnipeg, and with the assistance of barges and the M.S. Chickawa, travel down the Nelson River to the first falls.

Geo. D. Simpson, now president and manager of The Selkirk Navigation Co., Ltd., is a son of J. W. Simpson, the original manager of The Northern Fish Co., Ltd. He started work as a boy in the office of the Wm. Robinson Co., Ltd., who early were in the lumbering, fishing

Capt. William Purvis and Family

Capt. Purvis, founder of Purvis Boat Company, came from Core Bay, Ont., shortly after our town was incorporated, about 1833 or 1834. He had worked for the Gauthier Fish Co. around Georgian Bay and built boats in the east and put his building experience to good use here as he started the firm which now builds boats all across the country as far west as British Columbia, including the H. B. Company's boats.

He sailed as far as Port Arthur and there boarded one of the early slow motion trains which moved so

Below—Two old flat-bottomed boats used on the Fairford and Red River, operated by Capt. Purvis



and general store business, and later became manager of the company. In 1916 he went into the wooden box business in Selkirk, then moved it to Winnipeg. In 1956, adding the manufacture of canoes and boats to it, and lately sold it.

On the retirement of Captain Pollock in 1944, Mr. Simpson was

made president and manager of The Selkirk Navigation Co., and has handled the business since then. During his years in Selkirk he took part in many of the town's activities, also serving on the Town Council for several years, and was an active competitor in all the young men's sports.

slowly that they used to get off the train and pick raspberries; then run and catch up. He was one of the first to go into the fish business at Reindeer Harbour and Dauphin River; and also Swampy Island.

Returning east, Capt. Purvis bought and re-built a tug in which he took mail to Manitoulin Island. He also towed logs and fished until his equipment was destroyed by fire. In 1898 he joined a party going to the Klondyke. He again went

back east and built a tug, then moved to the States in the spring of 1900. On his return he was captain on the Frank Burton for one season and built boats in the winter.

One of the founders of the Northern Fish Company, he did all the boat-building for this company until 1927, when he retired. In 1910 he started building the Purvis boats along the dock. About 1919-20 his sons, Roy and Bill, took over and moved this outfit to the present location in 1916.

More than 160 boats have been built in the shop since it was started, for in one winter alone 11 boats of varying sizes and types were built. Some of the larger ones constructed by the firm were: the Lady Canadian, W. S. Newton, Atomic, Chickama and Purvis. Barges, including those now used by the Selkirk Sand Company, are also produced in this boat factory.

Capt. Purvis married Ellen Dixon at Gore Bay, Ont., in 1892 and his family moved here in 1900.

Early Fishing on Lake Winnipeg



Mr. and Mrs. D. F. Reid are shown above; their palatial home at the corner of Rosser Ave. and Eveline St., right.

D. F. Reid came from Montreal with the Wolsley expedition in 1870. Shortly afterwards he started the Reid-Clark Fish Company, with one tug, the Lady Ellen. He was on the Selkirk School Board about 1890.

While the inhabitants of Manitoba in the early days depended on fishing for a large part of their living, the first sound commercial fishing on Lake Winnipeg was started by D. F. Reid and Dave Clark of Selkirk in 1882 with one sailboat, (Clark died in 1883 and the business was carried on by Reid & Tait) and in 1883, using two sailboats, they managed to market about 7,300 pounds, although it was tough getting them to Winnipeg.

In 1883 Charles Gauthier formed the Dominion Fish Co. with the assistance of the Board Fisheries of Chicago and he brought in a number of men from Georgian Bay and Manitoulin Island to organize the business, and with Icelandic settlers who had recently come to Lake Winnipeg, there were plenty of experienced fishermen. They built ice-houses and freezers at Selkirk and points on the lake.

In 1883 the C.P.R. Selkirk line was completed and that gave a link to the marketing of fish, and

in a few years other companies were formed with headquarters at Selkirk and more freezers built at Selkirk and on the lake.

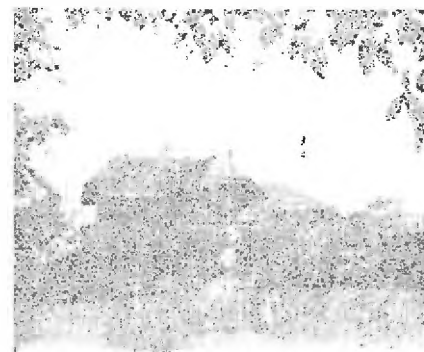
The Wm. Robinson Co. Ltd. branched out into the fish business and in 1891 the Dominion Fish Co. bought out Reid and Tait and Wm. Robinson was made manager. Ewing and Fryer started, at first mostly for sturgeon, but later for whitefish and pickerel, and the first fish hatchery was built at Selkirk. Later several were built on the lake but now there is only one that is in operation at Dauphin River.

By 1900 McKenzie and Roderick Smith had formed the Imperial Fish Co., and the Northern Fish Co. had been formed by J. W. Simpson, Captain T. E. Pollock, Wm. Purvis, John Seaman, W. J. Guss, and Chas. Sheldon (he later sold his interests to the others). These were some of the men who had come to Selkirk with Chas. Gauthier.

Early Steamboats

The first steamer that operated

on Lake Winnipeg was the "Chief Commissioner," built at Grand Forks for the Hudson's Bay Co. in 1870. In the fall of 1873 she was loaded with machinery and planking for a boat to be built on the Saskatchewan River, the "Northcote," and was dragged up the Dauphin River with powerful winches and cables to the Lakes St. Martin, Lake Manitoba and eventually through the Waterhen River to Lake Winnipegosis, where her load was portaged to



Cedar Lake. This trip and the trip down practically ruined her, and the Colville was built in 1875 and the Chief Commissioner's engine used in her.

The rest of the steamers were built by the fishing interests mostly at Selkirk.

The Princess—Wm. Robinson, 1884.
Glendevon—Dominion Fish Co., 1883-4.

Red River—Wm. Robinson, 1883.
Aurora—Icelandic Settlers, 1882.
Lady of the Lake—Sigurdson Bros., 1896.

Premier—Reid & Tait, 1889.
City of Selkirk—Dominion Fish Co., 1892.

Wolverine—Imperial Fish, 1900.
Mikado (Grand Rapids)—J. Morrison & Howell, 1904.
1914.

Keenora—at Kenora; rebuilt at Winnipeg. Now owned by Selkirk Stevedoring Co. 1917.

John W. Jones

By Elsie McKay



JOHN W. JONES

A young man who came from the east at the age of 25 years to settle in Selkirk has left some memoirs that throw an interesting light on the fishing and lumbering industries, as well as on transportation on Lake Winnipeg and the Red River when the latter was in its early stages as a shipping route for the north. John W. Jones came from Ottawa, Ont., in 1862 and took an active part in this work for more than forty years.

Navigation was not new to him as he had previously worked in the office of the Montreal and Ottawa Forwarding Company, a shipping firm in eastern Canada.

His father, Capt. T. J. Jones, had come with his parents to Ottawa as an infant and was still a boy when the Rideau Canal opened on May 29, 1832. On that occasion, Colonel By and his party made the official trip between Bytown (Ottawa) and Kingston with officers of his support and miners—including J. W. Jones' grandfather on the Upper steamerboat, the first steamboat to pass up the Rideau Canal.

Mr. Jones first work on arrival at Winnipeg was as purser on the old stern-wheeler "Marguerite," then making its last trip from Winnipeg up the Assiniboine River to the junction of the Souris River, with freight for the Hudson's Bay Company. The river was in spring flood and the vessel repeatedly got out of the course of the river, becoming grounded on the banks. The memory of this difficult journey remained

fresh in his mind for the rest of his life.

After this he came to Selkirk, serving as purser on the Steamer "Princess," a passenger-boat then owned by Captain William Robinson, when it carried freight to the warehouse at Warren's Landing for distribution to the Hudson's Bay Company's northern posts. The return trip to the north end of the Lake required four days.

Between trips north during the summer months, the "Princess" made Moon-light excursions to the Mouth of the River and it was on one of these pleasure trips that he met Elizabeth Morrey, daughter of James Morrey, of Selkirk, whom he later married.

In the fall of 1862 he joined the William Robinson Company staff as general manager of the lumbering and fishing business and remained in that position until his retirement.

Always fond of boating, he built the first pleasure launch in Selkirk, in the late 1890's, naming it the "Gwendoline." With his family and friends, he made many trips to the lovely beach along the southern shore of Lake Winnipeg or up to St. Andrew's Rapids to the city before the Locks were built to attend the "Winnipeg Exhibition" or some such event.

Three years after the death of his first wife in 1907, he was married to Marion Gammel, of Kilmarnock, Scotland, who died in 1964.

An enthusiastic skating and hockey fan, he built Selkirk's first covered skating rink, the "Alexandra," in 1867 and here many brilliant hockey stars got their first training.

Mr. Jones passed away in 1952 in his 96th year.

A brother, T. J. Jones, born in Ottawa in 1861, was a corporal in the 3rd Batt. O.C. Rifles. He joined the staff of the Ottawa Citizen in 1883 and two years later married Margaret Jane Helmer. In 1890, he joined his brother, J. W. Jones, in Selkirk, entering the employ of Capt. Wm. Robinson. He acted as district manager of the Dominion Fish Company, renamed the Winnipeg Fish Company, afterwards amalgamating with the Hugh Armstrong Fish Company and finally becoming part of the South Fisheries Canadian Company.

T. J. Jones was a member of the Masonic Lodge, A.F.A.M., the Town Council and also served as chairman of the School Board.

"In the early days the south end of Lake Winnipeg was running with fish. Mr. Dan Reid and Dave Clark came out from Collingwood, Ont., and started commercial fishing on the Lake.

"The Dominion Government built a good Fish Hatchery at Selkirk, but it was poorly managed by the Government. The young fish were emptied into the river here at Selkirk, and were devoured by Jack fish before they could reach the lake. A new Fish Hatchery was built at the mouth of Dauphin River, and the spawn distributed to other points.

"The fishing grounds on Lake Winnipeg gradually worked north, which made handling of the fish much more expensive. There were fishing stations on George's Island and at the mouth of Berens River where fresh water Sturgeon were caught as well as White Fish, etc. The Government built a lighthouse on the end of Swampy Island, and in later years at the Narrows. The best fishing grounds on the lake were found to change. For some years the best area was from George's Island to the main shore on the east of the lake, then it moved along the east side of the lake to the Nelson River.

Mr. Frederick Smith had a fishing station on George's Island, and started fishing on the west side of the Lake. He was joined by other fishing companies on the west side, but the east side and north end of the lake usually proved to be the best fishing grounds.

"Before Capt. Wm. Robinson became established in business in Selkirk, he worked for the C.P.R. Railway, contracting, getting out ties, etc. from the country east of Selkirk. He and Capt. Billy Hughes had a small boat at this time which they used to run to Fort Alexander.

"The Hudson's Bay Co., before the railway rushed west of Winnipeg, had been shipping freight by boat up the Assiniboine River as far as the junction with the Souris River, and from there by Ox-cart to Prince Albert, Edmonton and other points west and north. They also owned a small boat by which they shipped freight to the north end of Lake Winnipeg, to Warren's Landing, and to the mouth of the Saskatchewan River. At this time most of the freighting from Selkirk to the Lake was done from Colville Landing, at the mouth of the East Slough on the river north of Selkirk. (The Colville did not prove to be a satis-

factory built for use on the river so she drew too much water to go up the river to Winnipeg.

Capt. Wm. Robinson had bought out interests of Drummond Bros., of Montreal. He was running the Princess on the lake and the H.B. Co. turned over their freighting on the lake to Capt. Robinson.

"The latter started logging operations at various points around the lake, and had opened both a saw mill and planing mill at Selkirk. In later years he also had saw mills at Little Black River, and other points on the lake.

"The Booth Fish Co. of Chicago then started a fishing business on Lake Winnipeg, and Capt. Robinson

took over the operation of this company's business, both on the Lake and in Selkirk. The fish were brought from the fishing stations on the lake to freezers at Selkirk, where they were re-loaded, shipped to Chicago and other places by rail.

Capt. Robinson also took over a general store owned by the Booth Fish Co. on the bank of the Red River at the foot of Clarendon Ave. in Selkirk and Mr. Dick Moody was manager of this store. Wm. Robinson and Co. later opened their own general store on the north east corner of Eveline St. and Manitoba Ave., at the top of the river bank hill, but this store in more recent years, was burned down."

fellows were going to have breakfast. When they got the grub-box from the toboggan, the box was as bare as the floor. I had a time to keep the men from attacking the Indian who had stolen all the food. The two Indians managed to get two white-ash!

"It was thirty miles across the lake but the team was trained to travel.

"You can't let horses lie on the ice very long, no more than fifteen minutes at a time, or they'll never get up. I used to look after that so I got very lide sleep most nights, as I sat up all night to keep the horses on the move. I put on heavy clothing in the fall and kept my coat on day and night till spring!

"Once I had a cold and soaked a woollen sock in turpentine. I put it on my chest till it dried out and never got pneumonia. I used electric oil to keep the skin from bucking and next day I was all right.

"When we started out we took a line down the centre of the ice and left caches wherever we stopped. We took out as much as forty tons of hay and 3,000 bushels of oats sometimes as well as food supplies.

"We made our own sleds, too. Those bought from the Company wouldn't stand up to it as we had to haul 6 or 7 tons, often more. We cut the timber and sized it up; we made wooden runners mounted on steel, all reinforced. We had to handle all that stuff.

"I could tell when I came to weak ice. If there was a crack 1/2 of an inch you could travel alongside. One edge would break off and when the crack and the load would fall over and punch a hole in the ice and we had to rush out the boxes that had fallen in.

"Once we came along the north shore of Gimli and there was a lively team coming to meet me. J. W. Simpson had sent out a man because they wanted to know what kind of fish we had, to give New York an account of our supply. I had told our driver what to do to keep away from the cracks. The caboose stopped; the load tipped over at half past four. We waited to re-load because a man had fallen under the load and it was twelve o'clock before we began to re-load.

"We used a rack, made of planks, to bridge the crevices. Our load was 25 large boxes, about 4 feet by 6 feet in size on casters. We sometimes put as many as 6 or 8 horses on a snow-plov.

Duncan McIvor



Duncan McIvor, center, with two friends.

A man who learned to travel by snowdrift in stormy or calm weather throughout almost thirty years of freighting on Lake Winnipeg gives an unusual slant on life in this district 15 years ago.

"If you get to know the angles on the drift, you know where the snow is; you can't stop to study a compass, when it's snowing, and 60 below zero," said Duncan McIvor, who started a winter freight for the Hudson's Bay in 1883 with two

horses and drifted with fifty. "We had to cross Lake Winnipeg in all kinds of storms, but I never stopped in bad weather.

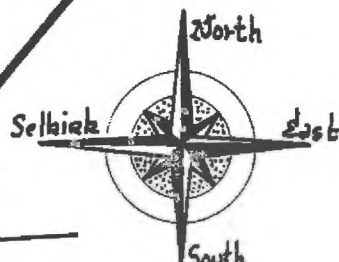
"Once when I was on the west shore I had to go across from Janeland to Berens River and a bad storm came up. I got me to go and had the horses but the calves of our team to which had slipped through the door and I had to cut a strip because the door had bulged in. The horses went out and the

AUTHENTIC MAP OF MANITOBA

COMPLIMENTS OF THE SELKIRK CHAMBER OF COMMERCE — MANITOBA'S MOST ACTIVE.

Hudson's Bay

SELKIRK



FACTS ABOUT SELKIRK

- * HOME OF ANNUAL WATER SKIING CHAMPIONSHIPS
- * HARDEST WATER IN MANITOBA
- * BEST LOCATION FOR NEW INDUSTRIES
- * A LAKE WAY TO NEIGHBORING CITIES
- * ONLY SUEZ CANAL ALTERNATIVE IN CANADA
- * ONLY DRY DOCK IN MANITOBA
- * HEADQUARTERS FOR ALL DREDGING OF WATERWAYS IN WESTERN CANADA & N.W.T.

WESTERN CANADA'S FINEST REGATTA IN BEAUTIFUL PARK.

To WASHINGTON

To MONTREAL, OTTAWA, ETC.

BRANDON

PORTAGE

WINNIPEG SUBURBS OF SELKIRK

RED R.

BAKERIES
BOTTLING PLANTS
DAIRIES

MODERN SPORTS
ARENA & MEMORIAL
HALL



FAMOUS
GOLF COURSE

SHOPPING
CENTRES
MODERN HOTELS

ROLLING MILL
STEEL FOUNDRY

SHIP BUILDING
MANUFACTURING

FARMING

MODERN HOSPITALS

Lake
Winnipeg

FISHING

South

North

Selkirk

East

DUNCAN McIVOR

(Continued from Page 39)

"I was born in Selkirk where the Roman Catholic Church now stands, but have lived most of my life here," said Mr. McIvor. "In spring we let our cattle out one year and lost three steers. When we found them we put two in the wagon-box and led one. My brother was behind; and the hired man driving. We started south-west, but the horses struck off north-east in deep snow. The man tried to drive them off their lead but my brother said to let them go and they came straight home.

"Carp sometimes used to fill up in our ravine. The dog used to wade in and bring them home. In cold weather they go in deep water and in warm weather come in to shore. My dog used to let me know when the ducks came to shore near home.

"My father, Murdoch McIvor, came from Cull in the Hebrides and worked for the Hudson's Bay for years. Mother's name was Frances Muir. Her people came from Invernesshire. Father also spent some time on steamboats that handled freight between here and St. Cloud. After he left the Hudson's Bay he settled in Selkirk, then moved to Peguis. Later we changed places and I moved to his farm here."

"Father had come out with the first Sir John Franklin expedition and made his own way from Norway House to the Stone Fort. When he worked at Upper Fort Garry about 1819, he was the last man to close the store Saturday night. He'd get up at 5 a.m. and walk down home to Selkirk, then start back to the Fort about 4 p.m. the same day. He would run, then walk; run and walk all the way!

Until recently Mr. McIvor used to let the boat owners in Selkirk know the boats were on their way in to town by phoning ahead. "That started long ago when Captain William Robinson was in business at Selkirk!" said Mr. McIvor.

I'm not got a fifty-cent bit dsust no', Boy, but I'll bet a s'illin's warth o' sweeties at the karner staure that ye often think long o' th' auld Red Ruvver, an' wis'in' ye was back pickin' Tseepo nuts an' seekin' yer ould red cow 'wid spots-now-an'-again!

Aw-hoi, fer you! Osborne Scott, speakin' on the Raddio. I think me ye're dsust tryin' to s'ow off.

The Murdoch McLennan Story



MURDOCH McLENNAN

When Murdoch MacLennan came out from Scotland as an employee of the Hudson's Bay Company more than a century ago, he began one of the longest working careers any young Scotsman ever had in the north-West for he made two trips to the Arctic, worked on the railroad line and even at the Locks when 84 years of age. His son, Frank MacLennan, who observed his 84th birthday January 22nd, at his home at Peguis filled in a few of the highlights of his father's life recently.

Born at Stornoway, Scotland, Isle of Lewis, Outer Hebrides, in 1826, Murdoch MacLennan signed with the company in 1847, arriving at York Factory in the chartered ship, Westminster. During 1847-48 he was at the Island Lake Post and continued in the Norway House district until he joined Dr. Rae's expedition of 1853-54.

"Father walked to Edmonton, accompanied by Thomas Mistagan, an Indian from the Peguis Reserve here. They crossed to Chesterfield Inlet then on to the Arctic. On one expedition, they were near starvation many times and if anyone talked about food at these times the leader, Dr. Rae, threatened to shoot him to ward off any attempt at cannibalism as they were near to losing their minds at such times. He was away from home seven years that trip."

It was during this expedition that the first news was heard of Sir John Franklin's party. When Her Majesty's Government's reward for the first to ascertain news of his fate was made to Dr. Rae, MacLennan's share

was £260. At the end of the expedition Rae presented him as an "excellent servant and a good hand in a boat either at sea or on a river."

Before he knew of this reward, however, MacLennan had volunteered to join the Arctic expedition under James Anderson and James Green Stewart and on February 11, 1855, he left with Thomas Mistagan travelling down the Great Fish Back River to make further search for traces of Sir John Franklin's party.

"He returned from this second trip to find that his wife, who had been a Sutherland from Parkdale, had passed away. Some years later, he married my mother. She was Annie Bird, daughter of James Bird, of this district.

"There were several others from St. Andrew's who went north with Dr. Rae, McDonalds and Linklaters and others," said Mr. MacLennan. "They found the sleigh used in the Franklin expedition a few years ago; it was used to carry the boat across the ice.

"Father worked along the railroad line for years. They cut the wood for use in the engines when the railroad was going through. I just remember father took some cows along when they camped on open prairie at Winnipeg. Grandfather Bird went along, too, to help them get away. Father went over to see my brother Roderick, who was at St. John's College at the time.

"Father worked at the Locks in 1910," said Mr. MacLennan. "He had hurt his foot while visiting in Scotland in 1896 and gangrene set in his toe. That's what finally killed him in his 90th year.

"I remember when two or three boats and a big barge went down the Red River to Grand Rapids to meet the soldiers coming from the Riel Rebellion of 1885. They had come down the Saskatchewan and had to walk three or four miles across the portage at Grand Rapids to the Colville and the Princess. Some came in by barge, of course, as there were so many.

Mr. MacLennan has been a fisherman and hauled fish, winter-freighting until the early thirties and has done road-work since then. He still does his own chores, keeps a cow, and makes excellent butter; reads a great deal; he hasn't been to a barber for 30 or 40 years, either, and has done his own dentistry.

Mrs. McLennan, the former Mary Olive Telier, died last June. They had observed their 55th wedding anniversary in 1952.

* * *

PART TWO

As the last survivor of the Franklin Expedition, Murdoch McLennan was interviewed by Free Press in 1908, (quote): "The old gentleman seemed as full of life and fire as men twice score years his juniors. A bright, fresh-complexioned face shined in a wonderful head of silvery white hair, and a long white beard both of which seemed to have brought away with them the frost of the Arctic, where he has so often wintered, he is a man to impress the visitor with the fact that the dangers of the Polar sea cannot be so great when men survive as hale and hearty as himself, at such a great age.

"He retains all his faculties and his memory is very wonderful. Said Mr. McLennan: "The Government of Canada don't know what a wonderful country they have got there. Gold mines and coal mines, copper and silver, and an island of pure marble. The finest park in the world, where the reindeer and the caribou are as thick as the grass and all it wants is a railway to make known its wonderful resources.

"It was like this, Dr. Rae was a great explorer, and when he went back to England there was a great dispute about King William's Island. Some said it was an Island and some said it was the mainland and Dr. Rae was sent to find out and go up the inlet which he said existed. The expedition was sent by the Hudson's Bay Company and was able to take small boats and look for Franklin's party as well as map the coast about three hundred miles. We went down to York Factory by water and started across from there to Great Fish river or Backs river — they call it both names on the map — and so on down to the mouth; but we could not go far, as the "grub" gave out and we had to send some of the men back.

"We wintered in Repulse Bay, where Sir James McLintock wintered some two or three years later and found all about the Franklin party. I lived seven months in a snow hut. We used to keep warm like the Eskimos by sleeping all together without any clothes on hardly, but all covered on top with clothes so as to keep each other warm. Sleeping bags are no use, any more than gloves in this country. We never washed all the winter. How would you like that?

"We heard about a big boss and some of the men coming ashore there at Point Ogle and on Montreal Island from the natives. We thought it must be Franklin, and afterwards McLintock found that Franklin's ships got to that point and some of the men came ashore and thirty died there. An Eskimo woman told me that she saw one crawling about on all fours and his eyes were turned this way (here the speaker illustrated). She said they were dying of starvation, and this man could not walk, he was so weak.

"Afterwards McLintock followed up the news we brought back and found the stern of one of the boats on Montreal Island with the name of the ship on it and two skeletons.

"We got lots of relics from the Eskimos. I myself traded with them for thirteen gold guineas, some of them of the year that Franklin sailed from England. We also got lots of half crowns and smaller silver. The Eskimos had watches and all sorts of things they had taken from the bodies.

"There was another party formed when we got back and I went with this, too. I went across from Norway House to Athabaska river and down the Great Slave Lake and Aylmer Lake and then down the Backs river again. Rae was not with us this time, but of course no survivors. There is one man alive still who was with me on the first expedition, but not on the second. That is John McDonald.

"No, this was not the only time I was in that country. I have travelled a lot. I was mining years ago in the Rockies, and I have been up in the Hudson Bay several times. It's a great country that, and no one knows it but those who have been there. There's finer harbors there than anywhere else. Look at Churchill. It's a splendid harbor — seven miles one way and three the other; and at high tide you can see the shells at the bottom, the water is so clear. There is deep water for ships and a fleet could winter there. It beats the Russian Port Arthur. The little vessels — sailing ships — used to come there regularly, so the big steamers today would not have any trouble, and there are not fogs like there are on the other route; but ye'll be knowing this, I'm thinking. There are fish, salmon and great whales spouting; and an island of pure marble about one hundred miles from Churchill.

"Then there is a great bay — I forget the name of it — west of King William Island and east of

Victoria Land, and at the mouth of the river there are three little islands. The water there is thirty feet deep. It's the greatest thing on earth.

"Do you know that Canada owns the greatest park on earth there? It is 700 miles long and sixty miles broad and reindeer and other big game are as thick as the grass. Seen it — seen it — why man, I lived on them!"

Note: Two of Mr. McLennan's expeditions in the north were of seven years' duration.

McLennan Crossing, near Parkdale, is named after Donald McLennan, youngest son of Murdoch McLennan.

F. W. Hooker



F. W. HOOKER

Frank W. Hooker came to Selkirk about 1884 from Welland, Ont., and soon became interested in many aspects of Selkirk life, particularly those connected with business and politics. Hooker and Company was established in 1885 as dealers in spruce, pine, and oak lumber with mills at Selkirk and on Lake Winnipeg. Ed Hooker, his brother, was the senior partner in this enterprise and was also interested in the manufacture of brick and other products. In 1890 Hooker and Company was granted land on Superior Avenue for a mill and the Hooker lumber yard still stands there today. In 1894 the Selkirk Liberal Association was formed to further the interests of the Liberal Party and Frank W. Hooker acted as its president, (F. W. Colcleugh, C. E. Page, W. Gibbs, E. Hooker, R. B. Cumming, J. Gillis, J. E. McKenzie, M. O'Donohue, A. Douglas, F. K. Sutherland, and E. Brown being other officers and members).

Throughout his life Mr. Hooker was actively associated with many business enterprises and organizations including the Selkirk Electric Light Company (for which Hooker's operated the dynamo), Selkirk Curling Club, Selkirk Telephone Company, and as superintendent of the Fish Hatchery. He was also much interested in game hunting and made many trips throughout the district and on the lake for that purpose.

Mr. Hooker had three sons and three daughters, all of whom are still living, with the exception of Leon Hooker who lost his life at Vimy Ridge in the First World War.

Mrs. F. W. Hooker was well known in Manitoba for her artistic ability and showed several paintings at exhibitions of the Manitoba Society of Artists. One of her paintings hangs today in the legislative library in Winnipeg.



Top—Livery sleigh and team, all set to go. Mr. Dickinson (right) and a friend. Below — Mr. and Mrs. Dickinson.

George Stanley Dickinson

George Stanley Dickinson came west in 1876 from New Brunswick. He worked as a contractor on the construction of the C.P.R. near Crystal City, as well as on the Winnipeg Beach Line. With Captain West he was employed on the first Government Dredge on Lake Winnipeg. In 1881 he joined the Northwest Lumber Company. Later he entered the livery and cartage business at Selkirk where he continued for over 30 years.

On July 27, 1892, he married Jessie Galloway, eldest daughter of Mr. and Mrs. Thomas Galloway, early Selkirk pioneers from Ontario. He died March 19, 1930, at Winnipeg. He was survived by his wife, five daughters, and two sons. Mrs. Dickinson died May 20, 1951.

He made many trips to St. Peter's to witness the Treaty to the Indians. He also made many trips across Lake Winnipeg with Rev. J. Semmens, missionary to the Indians.

One of the concrete memorials to Mr. Dickinson's memory still remains: a horn chair made under his direction by one Mr. Graves and which still exists in Winnipeg today.

Mrs. Dickinson was a dress designer and seamstress until her marriage in 1892. A farmer Methodist, she became the first president of the newly formed United Church W.A. in 1925.

Around Selkirk 1882

by George D. Gibbs
Seattle, Wash., April, 1957.

How many now living can visualize Selkirk in 1882? Not very many that I know of, as so many are passing away each year . . . time takes its toll. It was just a small town, 24 miles by road in those days from Winnipeg (I believe the road, being straightened, is only 22 now, same as C.P.R. tracks). By river it is 39.

In those days one never bothered with names of streets, or numbers of houses, as nearly everyone knew who lived in such-and-such a house. What a difference now, living in the city where you hardly know your own neighbor, let alone anyone in the next block. Selkirk had a one-room school-house west of the pres-

ent town hall and Thomas Partington was my earliest teacher and daughter Eva, who taught me in the first grades. Who was the teacher before him, I don't know. (Maybe Emma Daly or William McDonald will know as he is in his 90's and still doing duty as collector of mail in the town). The seats in the one-room school were graduated, the small seats in the first row, to large wooden ones at the rear for the bigger children. The big boys used a chalk box filled with sawdust for a spittoon, as some of them were inveterate users of McDonald's black chewing tobacco! Two more rooms, one on either side were added to the

front of the old building. The old building was used for kindergarden; the East Room was used by the top grades. (Partington, Farquharson, Bryan, were my teachers there); in the West Room Miss Scott and Miss Scarry were teachers I remember. Games at school were football, shinny, leap-frog, marbles in season, skating on the rivers and ponds.

Water was delivered and sold by John Smith for 20 cents a barrel for drinking water from the Town Pump and 15 cents a barrel from the river for domestic use. There were two bakeries, one run by L. Moncrieff in the northend of the town on Main Street; the other run by Wm. Gibbs on Manitoba Avenue about where Feld's Store is now located. Bread was sold and delivered by contract to the Asylum on a weekly delivery in turn by each baker. Before the present Asylum was built they used one of the buildings in Lower Fort Garry where Harry Gibbs (later the doctor) had the delivery job. When the Selkirk Asylum was built the distance wasn't quite so far, but, oh, the roads in Fall and Spring. All the way from Main street was gumbo and ruts, hub-deep, many a team getting stuck.

There were two churches, the Catholic on Morris Avenue, half way between Main and Eveline, and Knox Church. In those days the Episcopal (Anglican) Church held their services Sunday mornings in Knox Church, prior to building their own sanctuary where it stands today.

When Joe Simpson arrived in town to live he led the singing in the Presbyterian choir. What a wonderful, strong voice he had! Annie Moncrieff played the organ for years and Mel Sutherland's father was minister for a long time.

There was one saw-mill in the northend of town on the west bank of the slough, near Reid's house. Two other saw-mills followed: Captain Robinson's at the foot of Clandeboye Avenue on the flats and Hooker's a few feet away. When electricity was first installed in the town Hooker's mill had the first dynamo for same. Some years when the ice-jammed down by the island, water used to back up on the flats and flood the mill, but they would shore up the dynamo to keep it out of danger from flooding.

There were three general stores; Eaton's in the Eaton block, Robert Bullock, then corner of Eveline and Manitoba, and a flour and feed store run by F. W. Coleleugh in Eaton block; later McFadden had a flour and feed store near the drug



George Gibbs' parents, Mr. and Mrs. William Gibbs.

store and Pearson's butcher shop. On Eveline Street near Bullock's was a watch-repair shop run by a man called Pivot-point, because unless it was the main-spring broken all the other parts were called pivot-points. There was one Shoe Repair shop across the street from Lisgar House, run by a Mr. Woods, and one photographic studio run by Mr. Johnson upstairs in the Eaton block; also one tannery run by Ferrier and Blythe near the corner of Main and Clandeboye. Just back of Blythe's home on Main Street a short distance away to the west was a three-cell jail. H. Hodgins was town policeman for years, then Pete Sorrell, the local barber, was policeman after Hodgins gave it up. The Indians were the chief offenders . . . too much fire water! One big event in those years was when Treaty was paid on the Peguis reserve when each Indian received \$5.00 and some rations. We used to take a load of bread down to sell to them.

Noted characters around the town were Geordie Boy, a half-breed who could imitate a donkey braying and a Mrs. Johnson, a French half-breed, who lived to be 121, bore 23 children, and every New Year's it was her custom to kiss every man in town, expecting 10 cents which she spent on fire-water. The boys from the Indian Reserve would go from house to house at New Year's for hand-outs, which they put in sacks carried over their shoulders.

The Wideman building across the road from Gibbs' bakery was used a few years for the Fall Exhibition where they showed all grains and vegetables and in the upstairs ladies' work . . . crocheting, knitting, lace-work, jams and jellies, pies and cakes. In the yard nearby across the

road on Manitoba Avenue were the cattle, pigs, sheep, poultry, and horses.

The C.P.R. gave Selkirk its first big boost, as everyone thought the C.P.R. would be building their line to cross the river and the right-of-way had already been cut through the woods from East to West Selkirk. I believe the cut is still discernible to this day, but the monied influence of Winnipeg, along with the government and Sir John A. McDonald forced a change. He held land in Winnipeg and district and it helped him more to have the line go from East Selkirk along the east side of the river to cross at Winnipeg, where they built the old Louise Bridge. I never heard in those days, that it was because of quick-sand at one point near the east slough (which I read in an article by Mr. Moody not so long ago) that they changed the route. I still believe it was the logical place to cross the river, as the land is a little higher and St. Andrew's rapids wouldn't have been a draw-back.

There was some fishing on Lake Winnipeg. Some of the best sturgeon ever caught was brought in from Playgreen Lake near the mouth of the Nelson River. Pike fishing in winter on Lake Winnipeg was big business too, brought in by big sleighs with fish piled up like cord-wood, pulled by heavy draft horses. Two more livery stables were added to keep up with the extra trade coming to town.

The troops came down the Saskatchewan River to Grand Rapids where they were picked up by the boat. On arrival at Selkirk, they were highly entertained by the ladies of the town down on the flats, with a good meal which was greatly

appreciated by the Red Coats. After a few hours some of the soldiers went to the registry office and drew some pay, which was soon distributed over the bars in the different hotels. It happened to be a nice day. I can well remember the day as I can see myself marching along beside the band when they were on their way to the C.P.R. station. The soldiers, mostly from Winnipeg, were well pleased with their reception.

There was one blacksmith shop run by John Morrison. Later two more were opened by John Smith and F. Pook. The prices of beef were really cheap, a 4-year old steer selling for \$12.00. Poplar wood was 60c a cord and potatoes 15c a bushel. Hay sold mostly by the Indians went for \$1 - \$2.00 a load, drawn by oxen. Bread was 5c a 2-lb. loaf or 6 loaves for 25c. There was one grist mill in town, up near where the Rolling Mill now is, run by Ted Comber (later moved to North end of Main St. at Queen Ave., near Moncrieff's Bakery).

Thos. Partington became town clerk after he quit teaching; following him was a Mr. Farquarson, then Mr. Bryan who came from Minnesota. He was the first one in Selkirk to have one of those high-wheeled cycles. After he left Selkirk he went to College and got his Doctor's Degree and settled down near Brandon, Man.

The Western family lived in a log-house near where the road leads to the bridge from Eveline Street. They were Irish through and through, always the leaders of the boys on St. Patrick's day as two of them could play the tin whistle to perfection. There were three Reid brothers at the north end of town. One of them thought he was a fair pugilist, so off to California he hied himself to make some easy money. The upper room of the Weir's home, later occupied by the Tracy family, was rented by the Masons for the first years after their inception. Ed. Repath, who passed away in Vancouver recently was the only living charter member left and he was 91. He was also the second station master in Selkirk, later marrying Annie Gibbs (Emma McDonald, now Mrs. Dan Daly was in her class at school). Sellick and Galloway were carpenters.

The big sport in winter with a few of the boys was dog-team racing, either with toboggan or sleigh. There was always a rivalry among the Colcleughs, H. Young, and the

Fletts, but for a single dog, McDonald's was the winner. For sheer feats of strength on the pull, Gibbs' dog Brownie couldn't be beat. He was the biggest dog in town, a Newfoundland. On one occasion we piled on ten sacks of bran and shorts on the sleigh, with three of us on top and just told him to go home. We were at Ted Comber's mill near Mapleton and he pulled us home. He would always pull the load home without a leader, but going, one had to lead him. Only one other dog in town would stay with him and fight and that was Mattie Joyce's bull-dog. He was a big bull-dog and how they would fight!

The big REAL boost to Selkirk was when the C.P.R. built its branch line down from Winnipeg. People were coming in all the time, settling in Selkirk and on homesteads around the country.

Between the lumber mills and the fish companies, business and industry were booming, so more draymen, livery stables, stores, and freezers were built. Boats used the slough in winter for protection from high water and ice in the spring break-up. On Clandeboye, from Main Street to the C.P.R. tracks there was not one house, all woods and swamp in places. But on Manitoba Avenue from Main Street to the tracks there were about four houses, Campbell's livery, Ferrier's, White's, and Peers. When Wm. Gibbs' family first moved to Selkirk they lived in a log house near Morris Avenue and Eveline St., where Bert was born in 1876.

Cricket was a favorite pastime with some, H. Newton, L. S. Vaughan, Jr., and others. Baseball got its real start when Dave Fraser came to town to live. He was a pitcher with a good curve, and the Morrison boys were hard to beat as catchers! Hallowe'en was a great sport night among the big boys. Nearly all homes had fences around them to keep out stray horses and cattle, so fence-gates from the north end of town were found in the south end, and vice versa! Two-wheel carts and buggies were put on the tops of buildings, such as Campbell's stable and Lispar House verandah, (of course the out-houses were very seldom overlooked).

There were always lots of wild berries to be found in season. The blueberries were mostly picked by the Indians, who brought them up the river by canoe, selling them for 25c and 50c a pail. Now you are lucky to get a cupful for 50c!

Before the C.P.R. arrived, coal was a luxury but luckily there was plenty of wood around — poplar for day use, but for all-night firing there was nothing like oak, ash, elm, and maple which was plentiful the first few years. There was some birch, but for quick hot fires, dry, red willow is the best. Stone was obtained from quarries at Tyndall or Stoney Mountain; lime from kilns at St. Andrews, brick from East Selkirk.

Two very important events, especially for the children, took place at Christmas time. One was the Christmas Tree for the Sunday School, when presents and home-made little green bags of mosquito netting with draw-string on top, holding a few candies and nuts, sometimes an orange, were given to the children. The other event was the Christmas Tree at the public school for all children and adults. For years Captain Duncan was the Santa Claus and generally arrived with a set of sleigh bells ringing and a sack of frozen white fish.

For one who left Selkirk just sixty years ago this September I think my memory has been pretty fair. Of course, there are others I have missed, but not intentionally.

G.D.G.

William Fidler

William Fidler, another old-timer of the Selkirk district, will observe his 97th birthday in July. He has lived in Mapleton where he was born, for the most of his life. He had travelled extensively freighting from Winnipeg to Edmonton over seventy years ago. In 1880 Mr. Fidler was hired to help with a 90-cart government supply caravan heading from Fort Garry to Edmonton, carrying cattle, oxen and implements for Indian reserves enroute. It took two weeks to get as far as Portage la Prairie because we had to break in the oxen for cart and harness. The Indians were quiet as we went along except at Duck Lake, where they held us up till they held a council of war.

Mr. Fidler also made a trip to Stanley Mission, the first settlement this side of Fort Churchill on the Hudson Bay. The trip was made by York boat, which meant carrying 200 pounds of boat on his head at every portage they crossed.

Mr. Fidler resides with his daughter at Mapleton, Man.

Music in the Air – 1830-1930



Deeks Band—Back row: Matt Gordon, Tom Douglas, Harry Bamford, Duncan Reid, Tom Duncan, Jack Marshall, Deeks, bandmaster, Bob Kemp, Bill Duncan, Willie Pook, George Gibbs.

Even before the first band was organized by Claude Macfie in the winter of 1883-84, there were gay times in the small settlement along the Red River for the best piper in the west lived on the lot adjacent to what is now known as the Government Yards.

"When Murdoch Reid played his bag-pipes on a summer's evening all the Scotchmen in town went running down to the Slough where the old Reid house still stands," said an old-timer the other day. "You could hear the music plainly from up-town here and he never failed to draw a crowd whenever he played Highland Flings, Strathspeys and stuff."

A quote from the Winnipeg Free Press of June 21, 1893, is as follows:

"The St. Andrews Society and Clan Cameron of Selkirk had made the purchase, paying for it jointly, of a new silver-mounted set of bag-pipes; Murdoch J. Reid, who was piper for both societies and had been given a suit of kilts by the Marquis of Lorne for his piping, was practising happily on the new bagpipes for the next Scottish celebration."

Piper Reid had accompanied the Marquis of Lorne, then Governor-General of Canada, on a tour of the west and in return for his services had been presented with a Highland

costume. These kilts are now in possession of a nephew, Norman Reid, Vancouver, B.C. The bag-pipes were loaned to someone in the States and never returned.

Murdoch Reid, who was born in 1830, came from the Isle of Lewis to work for the Hudson's Bay Co. by way of York Factory, first at Upper Fort Garry, then at Lower Fort Garry, down to Pembina, and back again to Lower Fort Garry. It was while he was stationed at the latter place that he purchased the property along the west bank of the slough, previously owned by Murdoch McLennan.

It is said that this is one of the only two houses in town that has grout-filled walls, stone or coarse masonry in the walls for purposes of protection against the Indians.

Mr. Reid married Isabella Bird daughter of James Bird, of Pegris. His family of eight is still living with the exception of Captain Bannatyne, Jack and Frank; Duncan, a twin of Bannatyne, in Winnipeg; Hugh, in Faust, Alta.; Mrs. Catherine Davies, Selkirk; Mrs. Laurinda Clarke, in the east; and May, in New York.

Duncan Reid was a member of Selkirk's second band, which got its start April 10, 1896, with Deeks, a tailor by trade, as bandmaster. Then it started playing on vacant lots near the Town Hall.



CLAUDE MACFIE



MURDOCK REID

"Tuesday evening a benefit was held for the band in the rink, with skating from 7 to 10," is an item reported March 13, 1897, in the local paper. "The band was not at all stingy with selections and should be well patronized. On April 3, the paper stated: "Our Council, we think, should donate \$50.00 to our band, while a May 7 issue records: "The Band boys serenaded the town and their music was greatly appreciated. When are they going to get that band-stand?"

On June 3, Town Council decided to build a portable band-stand for the band. June 11 was the date the band-boys received their caps from Toronto: navy blue and gold, with Selkirk's Brass Band. A week later the group was engaged to take a

place in the Jubilee Parade in Winnipeg. There was a special train to take in people attending.

When Claude Macfie started his brass band, however, he had band practises in his own home, a large double-cottage located on the east side of the river almost directly across from the Manitoba Rolling Mills, near the highway.

The first record of the group is under date of December 3, 1883: "A three-mile skating contest was held for a silver cup at the Skating Rink. Macfie's band was in attendance. On February 15, 1884, Mayor Colcleugh donated a town lot to be raffled and proceeds divided between the Brass and the String bands. No reference to a string band in Selkirk was made before or since this instance.

The Selkirk Herald on February 15, 1884, notes:

"A very successful Carnival was held at the Rink. Costumes were rented, among which were a number of Zulu Chiefs," and names as well as descriptions of fancy dress worn were given in full in the paper. Music was supplied by Claude Macfie's brass band, being their first public appearance.

On March 28, 1884, Bandmaster Macfie was commended for the fine music of his band.

At a dance held in the Colcleugh Hall, August 8, the same year, with printed programs, the band supplied music for dances, as follows:

Quadrille; Waltz; Galop; Lancers; Waltz; Rockaway; Quadrille; Waltz; Polka; Red River Jig; second half of Lancers; Waltz; Rockaway; Quadrille; Waltz; Schottische; Waltz; Galop; Sir Roger de Coverley.

"They used to walk three or four miles to band practice at Macfie's," said George Gilhuly, whose father, R. H. Gilhuly, belonged to this first brass band. "Across the river by trail in the winter and by ferry in summer."

Other members included Magnus Spence, Crest Holley, Robert Begg, John P. Pruden and Edward Macfie.

Bands have come and gone since this first small group set up their sheets of music, but few have ever carried on in the face of such difficulties.

Among those notable for their performance in the town was the School Band of the 1930's.

As the scene at right shows — there were dramatics in the town many years ago.

The scene was enacted in 1906 at one of Selkirk's First Carnivals.

Ed Millidge is the nurse; Harold Newton in the sleigh; and Arthur Rigby is courting the nurse.



Selkirk's coming goal-keeper.
Courtesy, Alex Birston, Cloverdale, Man.



SELKIRK AMATEUR THEATRICALS

"Medea," presented in Pearson's Hall, about 1908. Cast, left to right: Octavius Thorlakson, Kitty Smith, Evelyn Colborne, D. Gray, Miss McGregor, Principal McNeill, Grace Greenway, Annie Simpson. Seated, Doris Jones, George Shane (throne), Marion Gibson.

"Bung-ay"—Red River Dialect

Aw, my fer you, Osborne Scott, ye s'ould be properly as-s'amed of yer-self, ye dirty tras', insultin' decent people from the Ruvver, dsust like as if ye aren't one yerself in yer Englis' s'oes and tseckered suit, an' like as if ye never saw a byre or stocked a lantern!

Perhaps even you think ye're smart, like a stuppid ass, but when you go to Tsarts on Sunday, you'll see, the people'll be maarkin' at ye, and ye'll be wis'in' ye could go in hindside farmost, like as if you were in-stepped already!

Lemme-see, you mind the time ye took me to a daance in a boab-sleigh, an' ye were wearin' a biled sart and yer beer-hide s'oes, an' it was so cauld yer nozz started runnin' like a soogar-tree, an' I had to lawn ye my stripped sas' to wipe it, on! Good thing ye didn't take cauld that night, boy, an' be like Sall-ee, when they tole her ould man s'e died from want o' breath, he says: "Oh, no, Boy!—s'e was breathin' when s'e died!" Or like yer poor Uncle, too, Boy—when he got cauld—one day he was alive, an' the next he was a caa.k.

(Continued on Page 51)

The Selkirk Hunt Club



The Hunt Club—Ready to follow the hounds. In the group are two ladies riding side-saddle, Mrs. W. H. Eaton and Mrs. R. H. Gihuly. Others include: G. Pearson, R. Comber, F. Johnstone, W. H. Eaton and R. H. Gihuly.

Among Selkirk's earliest and gayest groups was the Fox Hunt Club, first proposed by a man named Field Johnstone, who came down from the Winnipeg Hunt Club in January, 1893, to discuss the possibility of establishing a pack in Selkirk.

About a week later, February 3, the Selkirk Hunt Club was organized at a meeting in the Foresters Hall, when those present were: G. L. Pearson, R. Comber, Dr. O. I. Grain, J. G. Dagg, M. O'Donohue, E. Comber, A. Partington, A. Sellick, J. Woodman, F. Gaites, H. Newton and J. A. Howell.

An executive was appointed as follows: Master of Hounds, Field Johnstone; President, Dr. Grain; 1st Vice, A. Muckle; 2nd Vice, J. A. Howell; secretary, J. A. Partington; treasurer, L. S. Vaughan; 1st Whip, H. Newton; 2nd Whip, G. S. Dickenson; Enter Stopper, R. Comber; Kennelman and Huntsman, G. L. Pearson.

The first event was a wolf hunt on February 17. On this date, too, Field Johnstone offered a prize—a sterling silver goblet, valued at \$25.00—for best walked pup, to the Selkirk Fox Hounds.

By February 24 subscriptions for the Fox Hunt Club were coming in rapidly, \$300.00 having been collected. Interest was being shown for a Fox Hunt Club for Clandeboye.

At a Hunt Club Ball held March 31, it was indicated that Ward of Clandeboye was to decorate the school hall. The stage was to represent a forest scene showing evergreens, life-like specimens of deer, foxes, wolves, etc. The string band was to play behind this setting. The body

of the hall was to be appropriately adorned. Some members were to appear in scarlet.

The Hunt Club Ball of April 7 was a brilliant affair. Decorations were a miniature forest and wild animals and flowers tastefully arranged. Windows were adorned with lace curtains. Music was provided by the inspiring strains of Emma's orchestra from Winnipeg. R. Bullock was M.C.

Supper was served on long tables, handsomely set and laden with cakes, jellies, pies, fruits, etc., prepared by E. Caravan, expert in culinary art. And they danced till 3 or 4 o'clock in the morning.

The program included: The Lancers, Waltz, Polka, Lancers, Military Schottische, Waltz, Lancers, Eight Hand Round, Military Schottische and Sir Roger de Coverley.

On April 14 Field Johnstone and Mr. Pearson took the hounds to Winnipeg to take part in a play.

Then two weeks later, April 28, the Winnipag and Selkirk Clubs amalgamated; a 40-mile field was planned; and it was decided that more lands would be required.

In July it was proposed to hold a Grand Provincial Hunt Steeplechase in October, with a district of 3 miles, 10 fences, and a water jump. An exceptionally pretty course already mapped out was the report given to the club.

Then on February 9, 1894, dismay must have entered the spirit of the group for Field Johnstone said the Hunt Club for \$2,000.00 for use of himself and dogs during season. However, no agreement had been made and nothing came of the suit.

A month later, March 9, Comber and Pearson withdrew from the Hunt Club. Then, apparently the two men meant to run hounds without Field Johnstone's pack for R. Comber secured four more hounds for the pack they had and there was prospect of some fine runs.

On May 18, Johnstone's hounds were poisoned at Mapleton.

The Selkirk fox hounds had a fine run at Clandeboye August 24 when a large wolf was chased, but unfortunately the scent was lost and the hunt ended without a kill.

The death of George Pearson shortly after this ended the Hunt Club activities. He was thrown from his horse as he was about to set out with Mr. Comber on a hunt.

Thus, a group that met frequently to enjoy a sport much favored in the Old Country by these first citizens ended in contrast to the spirit in which it began.

When Lord and Lady Dufferin's party visited in Selkirk, there were arches of evergreens across the road on North Main St. They stopped at St. Andrews in Half-Way House, now called Parkdale.

Miss Elizabeth Hay of St. Andrews, presented a bouquet of wild prairie flowers to Lady Dufferin at the reception held here in Selkirk. There was a grandstand and all facilities for entertaining the celebrities.

"At that time there were telegraph poles from East Selkirk back of the Davies' place on Taylor Ave. out to Clandeboye as the old McKenzie railway line was already under construction," said Mrs. Catherine Davies, who recalled the occasion recently.

Selkirk's Bicycle Club



SELKIRK CYCLE CLUB—about 1897, taken at Mapleton.

Top: From left to right, standing: Idell Robinson, Jim Moody, Harry Bird, Tom Jones, R. H. Gilhuly, Fred Heap, Anne Moncrieff, Mr. Howard, Mrs. Partington, Mr. Roland (or Raymond), J. G. Dagg, Mr. Reeves, J. W. Jones, Edgar Robinson. Seated: Mrs. Montgomery, Margaret Colcleugh, Miss Scarry, Mrs. J. W. Jones, Madge McLaughlin, Mrs. T. Jones and Tommy, May Marshall, Grace Overton and Miss Horne.

ED. MILLIDGE Reminisces on New Years

By Elsie McKay

"You didn't need mistle-toe long ago at New Year's to get a kiss, for New Year's was kissing time," said an old-timer the other day.

Not wanting to take one man's for it, I asked another.

"It wasn't always like that. Sometimes New Year's was just another day," said a second.

So I went to a third of our senior citizens, Ed Millidge:

I remember one New Year's I was batching out at Clandeboye with my brother; and Charlie Hunt was working east of the bridge at Muckle's Creek while I was living west, so we stood there on the bridge and sang Auld Lang Syne. Alex McRae was living nearby and when he heard the noise he came out to see what all the racket was about and stayed to sing Auld Lang Syne over again with us.

Mr. Millidge came to this district in 1887 so he has many recollections of life in Clandeboye and Selkirk.

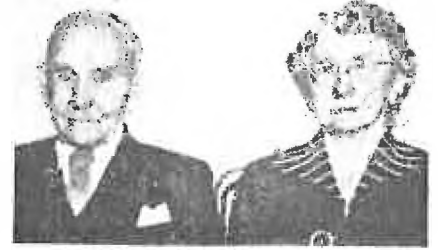
"When I met Murdoch Reid at the home of my future father-in-law, D. Matheson, at Clandeboye, he asked me to call and see him at his home as he had something he wanted to show me. He had accompanied the Marquis of Lorne as a piper on a trip west through Saskatchewan and Alberta. In appreciation of his services the Marquis of Lorne presented him with a

set of kilts, with brooch, dirk (skene-du) and sporran, the complete regalia for his bag-pipe music. He showed me the box in which the outfit had been sent when I called to see him. There was the name, Millidge and Sons, Edinburgh, Jeweller and Watchmaker. It had come from my father's shop back in "Scotland."

"Another time I recall meeting Murdoch Reid in town here was the time he led the way with his pipes to the Y beside Jimmy McDonald's house north of Queen Ave., and we all danced a reel," Mr. Millidge reminisced.

"They were still using oxen on the farm when my brother and I arrived here. We used 15 to 18 yoke of oxen and three teams of horses when we were working on the road from Clandeboye School to the bridge at Kingsberry's. Alex McBain was a staunch conservative, while Frank McBain was a rank liberal. The big question at the time was separate schools. Every once in awhile some one would ask McRae about this school question, and we'd all lay down our tools and listen. I don't believe we did an hour's work all day.

"It was in 1901 I bought the Livery Stable near where Feld's Grocery Store is now. There were no houses from the corner of Main St. and Manitoba Ave. out to the C.F.R. Sta-



MR. AND MRS. EDWIN MILLIDGE

Mr. and Mrs. Edwin Millidge observed their 61st wedding anniversary on December 18, 1956.

tion, and the station was just a box-car then. The stores were all along Eveline St. and the south side of Manitoba Ave., some of the latter were O'Grady's Butcher Shop and Comber's Butcher Shop and Rosen and Duggan's across from the Lisgar Hotel. G. S. Dickenson had a livery Stable where the Dominion Bank is now," Mr. Millidge reminisced.

After his livery barn closed down, Mr. Millidge worked in the Department for Indian Affairs office at Selkirk, later was County clerk and justice of the peace here, retiring in 1950. He was active in community affairs and interested in sports until a few years ago. Not long ago he was made an honorary life-member of the Selkirk Golf Club at a dinner in his honor and an honorary member of the Manitoba Golf Association.

Mr. Millidge has also been a member of the Selkirk Curling Club and Lawn Bowling Club.

He was born in Edingburgh, Scotland, 93 years ago and came to Canada in 1887.

Mrs. Millidge, the former Jeanette Matheson, came from Stratford, Ont., with her parents as a small girl in 1883, when they settled at Clandeboye. A member of Knox Presbyterian Ladies Aid and of the Missionary Society, she was active in community affairs for many years. Mrs. Millidge was secretary of the Ladies Section of the Selkirk Curling Club for a number of years, the Ladies' Section of the Golf Club here and the Selkirk Lawn Bowling Club. Until a few years ago she enjoyed skating occasionally.

Mr. and Mrs. Millidge were married December 18, 1895, at the home of her parents by Rev. Ferrier.

A Baptist minister living at Peguis many years ago, a Rev. Sharp, changed the name of the place to Gillola, but it was later changed back to Peguis.

Richard C. Moody



MR. AND MRS. R. C. MOODY

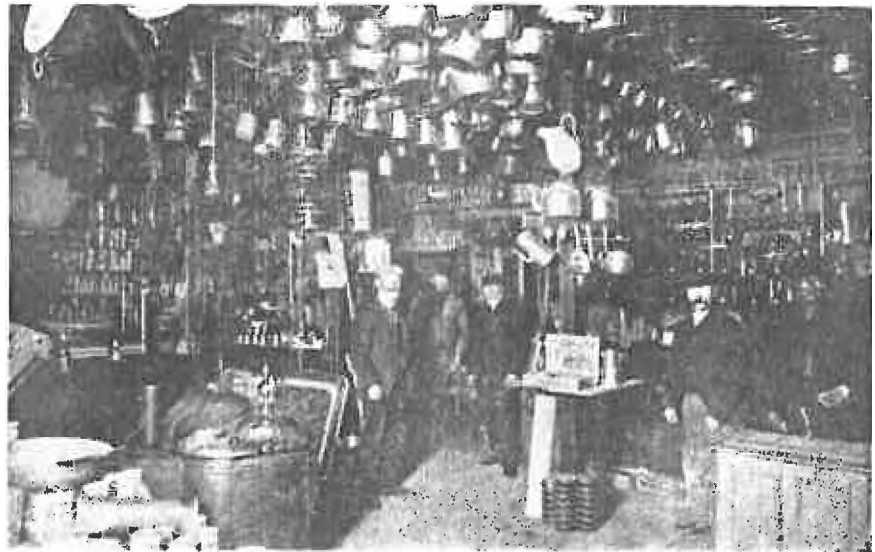
Mr. Moody came to Winnipeg in 1876 via Grand Forks by flat-bottomed boat and ox-cart and did business for several years on Main St. In 1879, the young English businessman went to Hecla on Big Island to manage a store and saw-mill and learned to speak Icelandic fluently which helped him considerably in business later on. In 1880 he was married to Hester Adeline Moore at Hecla and the bride's wedding ring was fashioned from a \$5.00 gold piece hammered into shape by a clever workman on the island.

The Moodys moved to Selkirk in 1886 where Mr. Moody first worked for Captain Wm. Robinson, later established himself in business with Mr. Sutherland as the Moody and Sutherland Hardware Store. This store occupied the brick block which is now the old Roxy Theatre and in front of it was laid the first cement sidewalk in Selkirk.

In 1903, Mr. Moody sold his share of this business and opened a hardware, flour and feed, tin-smithing, and undertaking business, (next to what is now the Toronto-Dominion Bank).

Church was the principal outside interest of Mr. Moody and his signature appeared on every financial paper at Knox Church from its second year until 1925, when he and Mrs. Moody joined the United Church. He was an elder in the Presbyterian church and a life member of the Masonic Lodge. In the early 1900's he served on both the Town Council and the School Board and was active in founding the Selkirk General Hospital. Mr. and Mrs. Moody celebrated their Golden Wedding Anniversary in 1930.

They had two sons and two daughters, one of whom was Mrs.



MOODY HARDWARE STORE, 1903

R. C. Moody, J. J. Moody, Ingi Magnusson, Joe Ingimundarson, John Prince.

Ruth Moody Hooker who died on May 9, 1957 before completing her work in this book.

Mrs. Moody also took an active interest in community affairs and church organizations.

A son, Harry Moody, is a well-known archeologist and lecturer. Several years ago he was successful in locating the remains of Fort Frobisher, a fur-trading post opened in 1775 on the west shore of Amisk Lake, Sask., by Alexander Henry and the Frobisher brothers.

"BUNG-AY"

(Continued from Page 48)

Boy, whatever! When you were sittin' in a bott, fis'in' fer Dsack-fis' among the wullows on the Red River, you never thought some day ye'd be warkin' for the P.C.R an' sittin' opp-site Can-ay-dsens, did you?

Stop first, ye'll-see, I'm got in my green boax under the baid, picters s'owin' you playin' cricket with a white peak-ed cap on yer heid, dsust like you were a dsentleman. But you got dsust as sock-sweated playin' a "dsentleman's game" as ever ye did kicken' a stinkin'-hide football over a byre! "Dsentleman's game," indeed! Aw-hoi fer you, Osborne Scott, speakin' on the radio. I think me ye're just tryin' to s'ow-off!

Among those who returned in 1885 from the Saskatchewan Rebellion were: E. A. Rogers, a well-known jeweller in business in Selkirk until a few years ago; Sergeant Alexander Butler Rowley, whose family still

reside in East Selkirk, and others from the district.

Rev. Alexander Matheson, first minister to serve the congregation of the Presbyterian Church here, used to come down from his home in East Kildonan where his church was located, to spend the summer in the manse at Little Britain, then went home each winter.

Thesa Theta Rho

On February 17, 1954, Thesa Theta Rho Girls' Club No. 3, sponsored by Laurel Rebekah Lodge No. 67, was instituted by the Board of Control of the Rebekah Assembly of Manitoba, I.O.O.F. The institution was conducted by Miss Alberta Betts, Past President of the Rebekah Assembly of Manitoba.

The Rebekah members in charge of the girls were: Mrs. Lily Gawne, advisor; Mrs. Irene Stewart and Mrs. Cathie Smith, councillors. Donna Manahan was the first president.

In 1955, Valerie Jenkins had the honor of being chosen to attend the United Nations Pilgrimage to New York and brought back an excellent report.

Special interest is taken in the I.O.O.F. Home at Charleswood, Retarded Children's Association, the Hospital canteen and other worthy causes.

Splendid progress has been made with the membership doubled. Each member being mindful of their motto of "Happiness Through Service."

A Tribute and A Sidelight to a Great Physican

"Sixty-eight years ago a fair-haired, blue-eyed, slim young doctor set up practice in Selkirk. From that day until his death 40 years later, Dr. Orton Irwin Grain loved Selkirk with a devotion shadowed by one regret — that fate should will that he ever should leave it.

If ever there was one characteristic common to the old-timers of Selkirk, this was an unshakeable loyalty and affection for the colorful, robust, warm-hearted little town deep-set among the shady elms on the banks of the Red.

When the eyes of the young doctor from Fergus, Ontario first saw it, Selkirk was a crude scattering of docks, fish storage buildings, saw mill, lumber piles, livery stables, saloons and trade post, with only a few, mostly unpainted dwellings.

But the sky was the limit to its hopes and spirit and it stirred with the restless drive of the new, western lands in the making.

From the first the young doctor took it to heart and loved it.

In the heat of the summers and the bitter blizzards of winter he tended his patients with dedicated hands. Parents named babies he brought into the world after him and for all he had a warm word of greeting, cheer and comfort.

Until the midnight of his life he never forgot those early memories of the town and often with a twinkle in his eyes, Dr. Grain recalled the "characters" of old Selkirk, remarking that nowhere else on the globe could they have been more unique or fascinating. For him the people of Selkirk were the salt of the earth.

In return for his work and ministrations, they elected him as mayor of the town in 1896 and three years later he was sent to the Manitoba Legislature as Conservative member for Kildonan-St. Andrews.

He also served as health officer for Selkirk, president of its board of trade and took a leading part in other public service in the general interests of the community. He was a charter holder in the old Winnipeg and Northern Railway to Selkirk and never failed to make his influence felt in projects toward the development of the town.

Together with his competitor and very good friend, Dr. D. G. Ross,



DR. O. I. GRAIN

he took a foremost part in the establishment of Selkirk General Hospital.

Dr. Grain's practice took him hundreds of miles by horse and buggy, boat and dog sleigh to the far reaches of Lake Winnipeg for medical work among the remote settlers and Indians.

And on his appointment in 1914 as chief medical inspector of Indians for the Dominion Government, Dr. Grain and his family left Selkirk for Winnipeg.

His pleasure over this appointment was mingled with a poignant sadness over leaving Selkirk, the constant, affectionate memory of which remained with him until his death 16 years later.

Death brought him back to the scenes that he loved and his grave is at Mapleton cemetery.

"The best doctor in the west, from Red River to the Arctic," was the tribute paid by the people of Selkirk to their beloved "Country doctor." His kindness to the Indians, his generosity to the poor and quick response to every call, regardless of his own comfort, endeared him to all who knew him.

A story is told of him coming in from a long drive out along Lake Winnipeg one bitter, stormy night, to be met by an urgent call from another sick person 25 miles distant. When he had turned in his own horses, Thunder and Lightning—or some such fancy-named animals, he went to a livery-barn to get another team, the livery-man refused

to let him have one, saying the night was "neither fit for man nor beast."

Undaunted, the doctor gave the order:

"Rub down Thunder and Lightning; feed them as soon as possible and I'll be off!"

Another anecdote reminiscent of the rare quality of his humaneness: One very cold night he insisted on his stable-man, "Jibby-Jibby-John" by name, wearing his buffalo-skin coat home. Unfortunately, however, Jibby-Jibby-John was met by the local constable, who queried him about his fur coat. The policeman disbelieved his story that the kindly doctor had loaned him the coat, so "Jibby-Jibby-John" spent the night in jail.

Next morning he phoned the Doctor to come and get him out of jail.

In response to another hurried call, he arrived on the scene in buggy drawn by a white horse to attend a boy with a badly cut foot. As he went past his horse he pulled a few white hairs from the tail and used these to sew up the cut while the father held the foot, a neighbor handed him requisites, the mother wept in an adjoining room, the doctor stitched the wound with expert fingers, whistling all the while.

A graduate of Toronto University with two degrees, M.D., C.M., he was on active service, an official doctor for the Volunteer force, the 91st Battalion in the Rebellion of 1885.

He attended hundreds of men engaged in construction work in the Rocky Mountains and twice a week had to walk 80 miles to the different camps when the railway was being built.

Later he was in charge of the San at Banff, Alta., and also surgeon for six months from Canmore, Alta., to Donovan, B.C. He became a specialist in fever cases for the Dominion of Canada.

Born August 9, 1863, he was of English descent, his father being a brother of Major-General Edward Grain, whose record of Army service ranked high in British history.

Besides medical service rendered in the west and in this community, Dr. Grain filled an important place in the social life and in organizations.

Her 100th Christmas

By Elsie McKay

"Like a breath of spring in this neurotic old world," was the way a friend described the little old lady who now resides with her daughter, Mrs. Georgina McLeod, at Peguis, eight miles north of Selkirk. T. P. Hillhouse, Liberal member for St. Andrews constituency, paid this tribute to Mrs. Anderson's kindly charm, her good health and composure at the last session of the House when she passed the century mark.

After more than eighty years she is still able to convey the feeling of pleasure and sincerity that all who know her are impressed by. In a visit to her home some months ago, I saw an old tin-type taken eighty-four years ago, when Mrs. Anderson was just sixteen; she was standing beside a handsome young man whom I recognized from other prints I had seen as young Tom Taylor, who owned Old England Inn at that time.

"He was just a friend," she laughed when the other reporter and I tried to pin-point the story behind the old picture. Pretty Sophia Bird was twice married; dashing Tom Taylor married Rachel McKay.

The daughter of James Bird and Isabel Gibson, she has a background that is of interest for the light it throws on some famous figures in Canadian history.

"Grandmother's sister was married to Frances Hearne, a brother of Sir Samuel Hearne, a brother to Ireland twice and told us all about her trips when she visited at our home. There was also a connection through my grandmother to Sir John A. McDonald, but I don't remember it exactly. The relatives I knew best were Fulshers at Parkdale and the Hays, at St. Andrews.

"Father stayed with Bishop Machray for awhile after he came out from England, then he came down to old St. Andrews and started the first spinning and weaving mill along the west bank of the Red River. When his health failed he came down here to Peguis to farm.

"William Turner Sable, my first husband, was a gentleman born and bred and he didn't know how to cut a stick of wood when he went home-
steading at Whytefold with another



Englishman, James D'Arcy, a young lawyer who knew even less than he did about farming!"

After their marriage in 1880, the Sables moved to Winnipeg, where he got a job as a craftsman. His many sketches used in history books and newspapers depict life in that period at Fort Garry in all its variety, gay social events, Red River jig at a wedding and Indian scenes, fishing, duck, moose and buffalo hunts, canoe travel, felling logs, as well as his journey from home; and many life-portraits.

After less than two years of marriage William Sable died of typhoid in Winnipeg in 1882 and his widow returned to her father's farm. Eight years later she married George Anderson, who was killed in an accident at the old cold storage plant in Selkirk when the team he was driving ran down hill with a load of fish-boxes ready for shipment on the Lady of the Lake, hooked for its first trip north that season, on the 9th of July.

Mrs. Anderson has spent many of her hundred years at the spinning wheel her father bought for her from the Icelandic immigrants who were travelling by barge down the river to start their settlement at Gimli, Man. Knitting and weaving have been replaced by mat-making in recent years, however, although her sight is still good.

Referring to a recent story about Chief Peguis, Mrs. Anderson said: "I do not remember ever seeing him as I lived at St. Andrews when a child, but his son, Long Jake, was a neighbor of ours here at Peguis. I recall the fancy coat and other treasures he kept belonging to his father. When Long Jake died he left me his bed as a keepsake. The family tease me about it but I still use it though I could have a more comfortable one, I'm sure," she said, laughing!

Tragedy of all kinds has been her lot through the years. Both husbands died very young. Her son, Harry Sable, was killed in a traffic accident; her other son, Edward Anderson, was killed in World War I.

"And I remember my sister Mary was burned to death. She was out in a field cutting grain with a hand-scythe and somehow must have started a fire; she came running toward the house with her clothes aflame, but was burned to death before anyone could reach her. Mother saw her coming but she was helpless; it was too late to save her. It was a terrible thing!!

Not only did Mrs. Anderson work hard to raise her family, she lived through hardships of all kinds. Droughts, floods, grass-hopper plagues, prairie fires, storms and blizzards, typhoid and small-pox epidemics, wars and rebellions she

has seen but remains serene, for she has more than courage and a philosophy of life. She has a Christian faith that she lives by.

Asked what Christmas, if any, she remembers as being something special, Mrs. Anderson replied:

"Christmas was quiet years ago, New Year's was the time for parties. I had the best time of all when I stayed with my uncle and aunt, Mr. and Mrs. Hay at St. Andrews when I attended school there."

There are three daughters: Mrs. George Flett, Mrs. Katharine Clemmons, and Mrs. Georgina McLeod; 28 grandchildren and 5 great-grandchildren.

Mrs. Anderson is in good health and she enjoys company very much, as well as her radio and television. Her memory and interest in current events is remarkable.

Mrs. Theresa Bannish →

Mrs. Theresa Bannish observed her 100th birthday April 1, 1957. She was born in Narol, Poland, in 1857 and came to Canada with her husband John, in 1904, settling in the Selkirk district and farmed for many years at Cloverdale. Mr. Bannish died in 1936.

Mrs. Bannish is remarkably active, enjoys excellent health and good vision. She assists with the household chores and takes a keen interest in the doings of her family and in her church.

Of their eight children, six are now living, Katherine, with whom she makes her home, Joe, Stanley, Alex, John and Christine; Pearl and Peter passed away. There are 22 grandchildren and thirty great grandchildren.

Oldest Resident

Selkirk's oldest resident, Mrs. Margrjet Olafsson, who is in her 104th year, has vivid memories of her early years here. Born in Iceland, September 17, 1853, she came to Canada with her husband, Jon, who died in 1948 at the age of 97 years. They settled at Arnes in 1884 and five years later moved to Selkirk. Until about two years ago she did fancy-work and her mind is still clear at all times; and she is interested in current events. Among her many descendants are two great-great grandchildren.

100 Years Last April 1



MRS. THERESA BANNISH

Dean O. T. Anderson — Memorial Address

Excerpts from an address by Dean O. T. Anderson, delivered to the congregation at the dedication of the Memorial window of the Icelandic Lutheran Church, Selkirk, June 19, 1949.

"In the spring of 1884 the following six families were resident in Selkirk: Mr. and Mrs. Sigtriggur Jonason, Mr. and Mrs. Johannes Helgason and my grandparents, Mr. and Mrs. Olafur Nordal. In the fall of that year Mr. and Mrs. Jonason and Mr. and Mrs. Helgason moved from Selkirk, temporarily, leaving just one Icelandic family during the winter of 1885.

By the spring of 1887, the following six families were resident in town: Mr. and Mrs. Olafur Nordal, Mr. and Mrs. Jon Gistason, Mr. and Mrs. Asmundur Brown, Mr. and Mrs. Bjorn Skaptason, and Mrs. Jakob Freeman, Mr. and Mrs. Guðmundur Begthorson.

"During the next two years there was a large influx, many came direct from Iceland, while others came from other Icelandic settlements, chiefly those along the shores of Lake Winnipeg. So that by the fall of 1888 there were approximately 40 families in town."

"On November 4, 1887, an attempt was made to form a congregation. The meeting was sponsored by Gisli Tomasso and Johannes Nordal. At that time an item appeared in the Selkirk Record to the effect that the Icelandic residents of the town were contemplating the organizing of a congregation and were expected to extend a call to Rev. Magnus Skaptason who on occasion had conducted services in the settlement.

"In the fall of 1888 The Christian Progressive Society was formed to meet the spiritual needs of the community by the reading of sermons and the sponsoring of a Sunday

School. The president of this society was Mattias Thordarson, and the secretary, Larus Helgason.

"On the 27th day of May, 1889, Rev. Jon Bjarnason delivered a sermon and at the close of the service a meeting was held to explore the possibilities of organizing a congregation.

"On the 19th day of June, 1889, a group met at the Campbell House, which was situated on the south side of Clandeboye Ave., approximately 200 feet west of Main St., and to the best of my knowledge, it was at this meeting that it was formally decided to organize a congregation.

"According to the records of the late Klemens Jonasson, which I have used very freely, the following were present: Mattias Thordarson, Sigtryggur Jonasson, Magnus Palson, Johannes Helgason, Larus Helgason, Olafur Nordal, Gunnlaugur Oddson, Sigurdson Hermanson, Jon Gislason, Kristjan H. Kristjanson, Sigvaldi Nordal and Johannes Nordal."



MRS. O. B. CHRISTIANSON

Mrs. O. B. Christianson, 84, daughter of Olafur and Margaret Nordal, was a member of the first Ladies' Aid group formed in Selkirk in her mother's home. She went to the States in 1883, and a year later, to Selkirk.

Mrs. Sigurbjorg Johnson celebrated her 90th birthday last November 15. Mrs. Johnson was born in Iceland in 1864 and came to Canada with her husband Einar in 1887, settling almost immediately in Selkirk and for the past 60 years the family has lived in the same location on McLean Ave. Mr. Johnson died in 1919.

Mrs. Johnson has always been an active worker with the Lutheran church. She is a life member of the



MR. AND MRS. G. ODDSON

Mr. and Mrs. Gunn'augur Oddson, who emigrated from Iceland in the fall of 1888, went to Big Island first, then came here in the summer of 1889. They purchased land on Rosser Ave., from F. W. Colcleugh and built a house there which is still occupied by a grandson.

When Mr. Oddson went to Robert Moncrieff to ask for a job he couldn't speak English, but when he examined Moncrieff's carpenter tools he was hired at once. He was well-known for the many spinning wheels he made and sold. Both Mr. and Mrs. Oddson worked untiringly for 40 years in church and Sunday School.

A son, Leo, was organist in the Lutheran Church for 13 years.

A daughter, Mrs. E. J. Hinrikson (Maria), has been active in church work for many years.

Lutheran Ladies' Aid, and attended meetings regularly until a few years ago. She has long been a member of the Little Cheer Fund and belongs to the Icelandic Patriotic League and was a strong supporter of the I.O.G.T. when they were active in Selkirk.

Although she is unable to go out now, Mrs. Johnson is in quite good health, reads and knits a good deal and does some cooking and housework. Her interests are mainly church activities and her many friends.

Steve Davidson



as well as business, was Stefan (Steve) Eric Davidson.

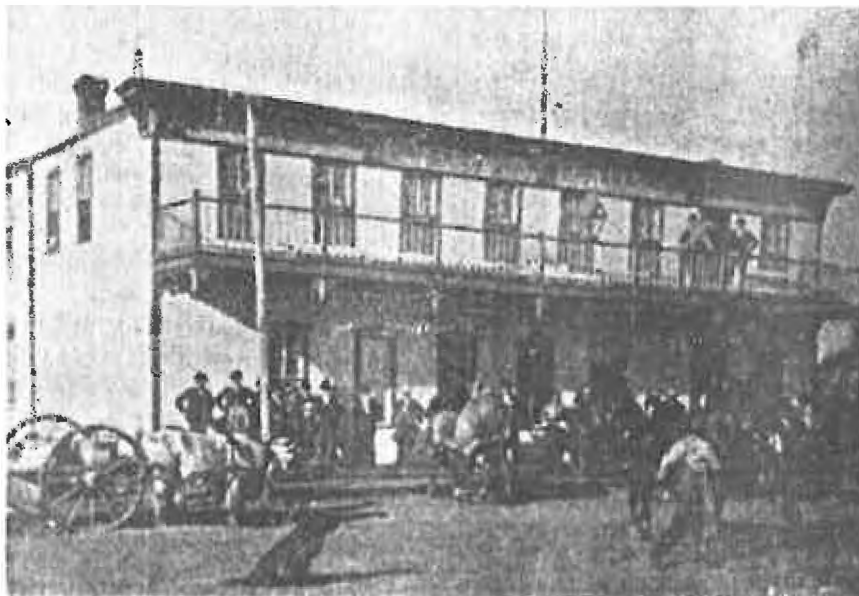
Born in Iceland, he came to Canada with his parents at the age of four in 1879. They settled at Gravenhurst, Ont., later moving to East Selkirk, then to Winnipeg, where he went to school. He belonged to the Bugle Band of the 90th Regiment and later joined the regular band of the 90th Little Black Devils. He came to Selkirk at age of 16.

During First World War he played in the band of the 23rd Battalion as honor guard for the Duke of Connaught when he visited Winnipeg. He also played for a number of years with the band at the Alexandra Rink and on many other public occasions.

He served two terms on the Selkirk Council while Dr. Ross was Mayor. He was a Past Worshipful Master for Masonic Lodge.

Another of the young Icelandic settlers who contributed a great deal to the community, in social service

75 Years of Transportation Problems



1894—Ox cart in front of Lisgar House. Copy of picture in *Nor'Wester*, 1894.

The following is the text of an article begun by Mrs. Hooker and found among her notes after her death. It has been completed by her daughter, Mrs. Helen Robinson, from research done by Mrs. Hooker in the files of old Selkirk newspapers. The research ended in issues of 1917, although Mrs. Hooker intended to carry it through to the present.

* * *

Transportation seems a big word for what is to be written here. The topic is simply methods of getting from here to there, or from there to here. There have been many ways used since the beginning of our town. Most of the facts are gleaned from Selkirk papers dating from 1883 to the present.

In January, 1911, James Colcleugh reported: "In the Spring of 1875, the Hon. J. W. Sifton, contractor for the construction of 77 miles east of the Red River and 300 miles of telegraph lines west, sent James Colcleugh in a York boat to look for the crossing of the C.P.R. about 25 miles down the river" (where Selkirk now stands). The York boat then was a favorite means of travel.

A second account of a trip to Selkirk in a York boat is told about the then young mother of two of our present-day citizens, Frank and Cyril Hawes. Captain Hawes, their father, was a sea-captain in charge of a freighter which plied between Churchill, York Factory, and Moose Factory from his home in England from June to October each year. Mrs. Hawes decided to break up her

home in Essex and make her new home in Churchill. So, with all her worldly goods, including a piano, the move was made. Captain Hawes, a year or so later, became an inland sea captain on Lake Winnipeg and the family moved to Selkirk. How? By a big York boat, manned by eight oarsmen, a six weeks' journey to Norway House and then to Selkirk, pitching tent at night and often portaging! Those aboard included Captain and Mrs. Hawes, their three children, and an Indian maid. This explains why young Harry Hawes' Eskimo parka was the envy of his schoolmates in Selkirk for a number of years.

(Mrs. Hooker's writing ends here.)

York boats were used for many years in Selkirk and district. In May of 1889, Roderick Smith constructed three of them near the C.P.R. tank and in 1893 three more for the Hudson Bay Company, the next year building a larger boat for service on the lake during the payment of treaty.

Travelling by dog-team, by Red River carts, and just plain walking were three of the earliest forms of transportation, although the last spike was driven in the railway in 1883 to add this comfortable mode of travel, and teams of oxen plied the streets of Selkirk and the roads of the area for many, many years. The river ferry, which began running in April, 1888, under the command of Commodore Holdgate, added yet another means of moving, as did the steamships, side-wheelers,

tugs, barges, and sailing vessels which braved the waters of the Red River and Lake Winnipeg for many months of the year, providing both pleasure and service to the people of Selkirk. Bicycles, horse-drawn gigs, hacks, buggies (buses), and hearses were followed by the age of the electric railway and the motor car.

The Winnipeg Free Press, on December 30, 1881, describes: "The arrival of the dog-mail train from Selkirk and intermediate points in charge of a native driver attired in gaily decorated skins attracted much attention on Main Street yesterday." In February, 1889, J. Cochrane, a trader from Fisher River, arrived with two fine dog teams and large quantities of valuable furs, and in that same month, Mr. Maxwell, manager of the Wm. Robinson Fish Company, brought in 10,000 pounds of fish "of excellent quality." As late as April, 1917, there is another account of the dog teams, but this time in the form of races to St. Paul.

Walking had its day, too. In November, 1884, we read of a large number of Icelanders setting out to fish at Big Island, walking and hauling their outfits on hand sleighs. In October, 1891, a herd of cattle was brought to Selkirk from Lake Manitoba, and it was reported that the "animals look well in spite of their tramp of about 200 miles across country." It is not stated how their herders looked after this same tramp. In September, 1894, a young man walked to Selkirk from Winnipeg, sure of employment at Braden's, but he was doomed to disappointment. "Kind folks took him in for the night and sent him back."

In August, 1890, an outfit consisting of six Red River carts, ponies, and oxen left here yesterday to be used by the C.P.R. surveyors who are locating the old McKenzie line to the Narrows of Lake Manitoba. This statement is found in the issue of August 1, 1891. In January, 1893, Mr. R. Bullock bought one of these carts to be sent to the World's Fair at Chicago to be exhibited there. Miss Jean Smith, who still resides in Selkirk, has told me that she can well remember the Red River carts standing in back yards of farms at St. Andrews, along with the wicker baby carriages of the times.

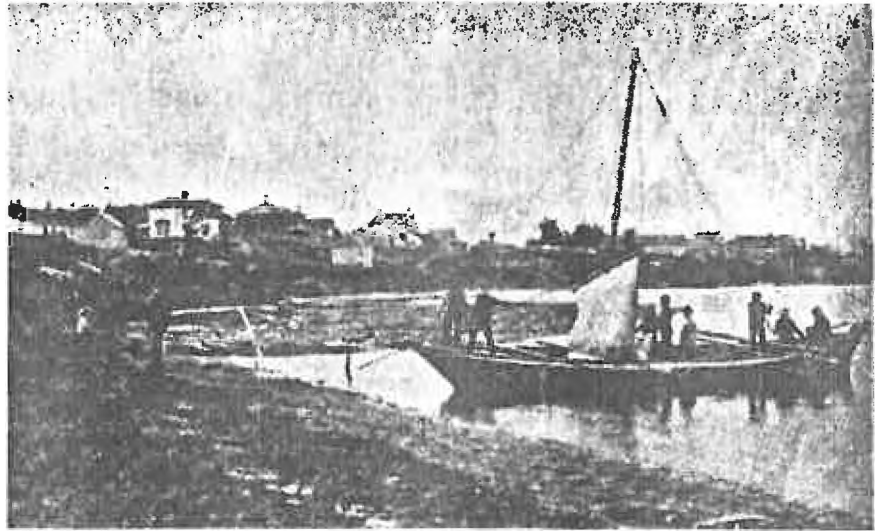
In 1885 we read of 75 teams of oxen at W. Nordal's stopping place

between Winnipeg and Selkirk, including one hearse drawn by oxen. The year before a description is given of a famous team of oxen known as "McDuff and Punch" who made the trip from Selkirk to Clancoboye, a distance of seven miles, in the extraordinary time of 3½ hours, besting the best recorded time for such a trip. There are no other accounts of oxen, yet Mrs. A. Parkes has a picture of a yoke of oxen standing on Dorchester Avenue about the year 1923 or 1924.

One of the most colorful stories of Selkirk transportation is that of the ferry and its Commodore. The ferry was at the foot of McLean Avenue and in April 12, 1889, the paper reports: "Mr. George Holdgate, with his usual enterprise, has devised a novel idea in making quick trips over the river by ferry. He now propels the craft by means of a rope attached to an ox, making the trip in two minutes. He intends applying for the patent." The Commodore was noted for his picturesque speech and activities and next put forward a scheme by which he contrives to run the ferry by wind. The editor states that "this should be profitable, as wind is cheap!" We don't know if the scheme worked or not. The ferryman was bonded for \$500.00 and mail was carried free. Commodore Holdgate kept his job many years and the paper states in 1890 that "he is the right man in the right place, and we are pleased to see him re-installed." He took passengers across the river by skiff when the ice prevented travel. An intrepid river man, he was noted for his daring on many occasions. In 1893 we read of an account of a house-moving by Mr. Holdgate: "He has just completed moving his house from the foot of Clancoboye Avenue to Eveline Street next to the Presbyterian church. The amount of tackle employed, combined with the amount of verbose talk indulged in during the moving was enough to move the whole town."

In August, 1916, Council voted payment to Holdgate of \$360.00 to operate and maintain the ferry free of charge for the balance of the season, provided St. Clements would pay one third, but in March of the next year a new Selkirk ferry was put into operation and C. E. McKay appointed to operate it.

Many accounts have been written of the river-boats which operated in and through Selkirk on the Red River. As early as 1890 the paper



York Boat. Indian Agent McKay landing from inspection of Lake Winnipeg Reserves, 1894. Copy of picture in *Nor'Wester*, 1894.

reports that Winnipeg is now making a move to improve navigation between here and the city. One pleasure trip is described on July 2, 1893, when a moonlight excursion to the mouth of the river on the "City of Selkirk" was reported to have "good accommodation for excursion parties." However, the paper states that the band played "villainously" and must have consumed something "more potent than river water."

Several accounts describe picnics by boat: Christ Church Sunday School twice made such journeys, once in the "Aurora" in July, 1891 when 350 people (including 85 pupils) made the trip to the mouth of the river "from 10 a.m. to 8 p.m." and another in 1893 on the "Sultana" to Grand Rapids. In 1889 Messrs. Howell and Daly built a barge for use on the lake and in 1890 R. Comber bought the old hull of the "Idaho," intending to fit it out to carry sportsmen to and from the dock for shooting.

On September in the same year the sailing vessel "Keewatin" wrecked and foundered. Two mounties were drowned in the accident and Matt Wattes drifted for 10 days without food. He was picked up almost dead by Indians, who rubbed his feet and hands with coal oil and saved them from future amputation. In December, an ice-boat was launched for pleasure seekers, with Captain Fisher in charge for the season.

In May, 1891, the steamer "Antelope" came down from Winnipeg for a load of wood from Neely

Creek, experiencing little difficulty in getting over the rapids at St. Andrews, but having to return to Selkirk when she couldn't navigate them while loaded with wood. However, Commodore Holdgate later managed to pilot her over the difficult spot.

In September, 1891, the steamer "Colville" lost barges of Robinson's lumber in a severe gale but the lumber was later picked up at the mouth of the river. The fish companies had actual fleets in operation: the Wm. Robinson Fish Company in 1892 had three tugs, a refrigerated barge, seven sailing vessels, and 75 men, with Captain Attwood in charge; the Manitoba Fish Company had five steamers, 15 fishing smacks, and 90 men with Overton in charge. In June, 1893, a missionary and his wife arrived in Selkirk after coming all the way from Fisher River in a sailing ship. In May, 1894, Miss McHaffie, Methodist missionary, arrived by sail boat from the same place on her way to conference in Winnipeg. Many such tales of hazardous trips are recorded.

Horses were a necessity in the early days of our community, although many a child now will grow up never having seen one. In 1889, George S. Dickenson, advertised himself as drayman and expressman, doing "all kinds of teaming," and the story of early days in Selkirk is full of his exploits and journeys with horses. In June, 1881, he advertised a bus (horse-drawn) to run regularly to the Treaty grounds: "leave at 9, return at noon"; "leave at 8,

Dog-Team in Early 1900's



Courtesy, Mrs. A. Parkes.

return at 10." In November that same year he drove across the river on the ice, the hind legs of the horses breaking the ice as he went. In April, 1892, the paper proudly reported that the mails were never missed to East Selkirk, either coming or going; Messrs. Dickenson, Holdgate, and D. Miller travelling by horse morning and night without fail.

Shortly after Mr. Dickenson lost his livery barn by fire, he established business in W. H. Eaton's stable on Clandeboye, and put in several saddle horses for the use and pleasure of the populace.

Sunday School excursions were made by horse, too, and a gay account is given of Knox Church picnic to Mapleton Grove in buses and rigs in 1891. That same year town-folk were objecting to the dilapidated condition of the sidewalks, which were ruined by horses trotting all over them. A by-law to prevent this was demanded.

In December the wedding of Wm. Thos. Fidler and Isabella Cooper was described as a colorful procession of 17 cutters, gaily decorated with ribbons . . . a horse-drawn wedding party! In August, 1893, Mr. Braden tried to drive his rig off the Ferry before it was tied, but got a ducking for his daring. And the next month a large drove of horses arrived from Washington territory, with Mr. I. Lusk in charge; it was reported that he sold quite a number.

Races were held on Eveline street on special holidays, such as May 24, but in December, 1893, the people were severely reprimanded for horse races taking place on Sundays! In June, 1894, the town purchased a water-cart for sprinkling the dusty roads.

1. Complaints were constantly being made of the poor service of the C.P.R., the lateness of train arrival times, and especially the condition of the station.

2. In November, 1890, the editor suggested that the town should ask the Northern Pacific to put a line into Selkirk!

The train was called "The Selkirk Cannon Ball" in 1893, and the conductor, a man named Chester, its constant companion, although he took a trip that year to the World's Fair. The "splendid station-house," nothing more than a box-car, it was pointed out, would make "a fairly good coal shed." In November, 1894, the editor writes: "Up to the time of going to press the C.P.R. have not yet commenced construction of their new station. We hope to be able to announce before Judgment Day that they have commenced it!" Another enterprising writer suggested that "the catcher should be on the back of the train. We are not liable to overtake a cow, but what is to prevent a cow strolling in and biting a passenger?"

The Winnipeg Tribune, issue of August 5, 1890, contained the follow-

ing description: "The train for West Selkirk last evening was crowded with a most cosmopolitan lot of passengers. There were a number of Icelanders returning to Gimli after participating in their national celebration; there were English, Scotch and Irish citizens going down to camp on the banks of the Red River; there were Germans and Italians on board; half-breed settlers returning home; Indians for St. Peter's Reserve, and a colored man for some point along the line."

As late as April, 1917, the newspaper caustically asked the question, "What do you think the C.P.R. has recently donated to Selkirk? . . . another coal oil lamp at the station!"

Bicycling was a favorite sport and a necessary mode of travel in the latter years of the Nineteenth century. A cyclist club arrived from Winnipeg in May, 1894, and plans were soon made for organizing such a club in Selkirk. This club made many delightful excursions "by wheel" throughout the district. Many citizens used bicycles while travelling to and from their work, and in June, 1894, we find: "What's that floppin' around in the ditch like an octopus? Why, it's Mr. Vaughan, gathering himself up after taking a header from his wheel."

The story of transportation ends here, with the coming of the Electric Railway, which was first suggested as early as 1891. In 1893, Messrs. Dagg and R. B. Cumming travelled to Toronto to interest buyers in forming such a railway from Selkirk to Winnipeg. Some thought was given to supplying the railway with power from St. Andrew's Rapids, but this scheme did not materialize.

In August, 1904, the Winnipeg, Selkirk and Lake Winnipeg Railway was established, the first cars operated by steam and the first electric cars beginning to run in 1908. A devoted parson of Little Britain church detested the noisy monsters, as he called the trolley cars, and took his protestations to the Lord in prayer. On Sunday he was earnestly praying when the car passed in front of the church. "There it goes now, Lord," he is reported to have said, "you can hear the thing for yourself!"

In 1910 the line was extended to Selkirk Park, and in 1913 town-people discussed whether or not such cars should be permitted to operate on Sundays.

The motor car, too, had its real

Sports Gallery



61st Overseas Battalion Hockey Team Allan Cup Champions, 1916

MacLean, Capt. W. A. Simpson, sec.-treas.; Pte. "Bobbie" Morrison, Cpl. "Joe" Simpson, captain; Pte. "Alf" Morrison, Pte. "Crutchy" Morrison, Pte. "Roddy" Smith, Pte. "Alex" Romeril, Pte Johnny Mitchell, Lt.-Col. F. J. Murray, Sgt. "Jocko" Anderson.

Two of the best known members of a pioneer family, the Morrises, were David and his son John W. "Crutchy" Morrison. Grandfather John Morrison came to this district with his family in July 1878, by way of Owen Sound, Ont., and to Duluth by railway, where he embarked on the flat-bottomed stern wheeler "Manitoba," making the last lap of the trip to Selkirk on the steamer "Alpha." He was a blacksmith in Selkirk and for a few years homesteaded in the Poplar Park district.

David Morrison was born in Edinburgh, Scotland, on December 6, 1861, the son of Mr. and Mrs. John Morrison. For several years he was employed by Sifton Ward & Co., on construction work east of Crosse Lake. He farmed in Libau district, where he owned four hundred acres of land, and later in the Clendeboye district for a number of years.

Prior to this, he worked as a carpenter in the building of the Mental Hospital in 1885. In 1891 he married Mary Leask, daughter of the late William Leask.

For nine years he was in charge of foreign immigration and fitted up the old C.P.R. roundhouse at East Selkirk for that purpose. He had some exciting times until he got the colony placed on farms in Saskatchewan. He was employed by the government in connection with power sites on the Winnipeg River, which he navigated by canoe in company with an Indian.

About 1911 he was appointed police magistrate for Selkirk and district, a position he held to the time of his death, giving honest, just decisions and instead of making enemies, in most cases he acquired friends among those who appeared before him.

Mr. Morrison was an ardent lover of good clean sport and was actively connected with baseball, hockey, football, lacrosse, etc. In both baseball and hockey he started as coach with a junior team and brought them through to the senior class. Those were red letter days in sports for the town of Selkirk.

The hockey team coached by Mr. Morrison became possessors of the Allan cup, which trophy was given into his custody for one year. He was also given the team's mascot, a wire-haired terrier. This team was first taken over by Mr. Morrison when its members were Boy Scouts. He was a member of the Masonic Order for about 60 years, holding the office of Worshipful Master of Lisgar Lodge No. 2, in 1903 and again in 1907. He was made a life member in 1934.

During the years of 1914-18 four of David Morrison's sons served their country, three enlisting with the 61st Battalion, Alf, Crutchy and Bob; and one with the University Battalion, the latter, Lionel, was killed at Hill 70. Another son, Alf, also lost his life in the war. Mr. Morrison died in 1935.

John William Morrison

John William (Crutchy) Morrison began his hockey career with the Manitoba amateur teams and played right wing with the 61st Battalion when they won the Allan cup in 1916. He later played professional hockey with the New York Americans of the National Hockey League and other American and Canadian cities. He learned to play hockey under the guidance of his father, Dave Morrison, on the Red River and old Alexandra skating rink. When he gave up his hockey career he engaged in farming with his brother in the Clendeboye district for a few years. In 1929 he started the J. W. Morrison Hardware store in Selkirk.

He continued to take an active interest in sports, particularly golf and curling. He took part in many Manitoba golf tournaments and seldom missed the annual Clear Lake event. He was a prominent member of the Selkirk Golf Club and in recent years had organized a golf-school for youngsters in the Selkirk area. He was also a member of the Pine Ridge Golf Club. He died in 1956.

The Craigie family is believed to have been the first to settle more than 70 years ago in the Balsam Bay district; other early residents were Dan and George Thomas, Dolphus Hourie, Alexander Anderson, John Benson Orvis, and Thomas Dudgeon.



"The kids that put Selkirk on the map."

Back row—J. Anderson, J. Nordal, R. Newton, H. Simpson, (capt.) R. Smith, R. H. Moody, (manager), A. Morrison, M. Anderson, J. McDonald, J. Morrison.

Selkirk Hockey Club, Champions of the Senior Independent Hockey Association, 1913-14.

Back row—M. E. Skinner, sec.-treas.; A. Burnham, 2nd vice-pres.; S. F. Roberts, pres.; G. Grisdale, 1st vice-pres.; Jas. Moody, manager; A. E. Neville, left winger; J. Anderson, rover; W. Jones, spare; H. Simpson (capt.) cover point; D. Rowland, spare; R. Smith, point; S. Jackson, goal; J. "Crutchy" Morrison, right wing (left front); and J. Mitchell, centre (right front).

"Crutchy" and Harold "Joe" Simpson were the first players to be sold to the New York Americans for \$10,000 some years later while playing at Edmonton.



Selkirk Champion Soccer Team at the Turn of the Century



Back row, left to right—J. Littlewood, G. D. Simpson, H. McLeod, S. G. Langton, D. Williams, J. Smith, W. Connelly.

Centre row: G. Peers, A. McLeod, S. Anderson, C. Kennedy, R. Lyons. Front row: J. Massey, R. Peers, C. McFadyen.

Curlers



Murdock Smith, ?, B. Cockerell, P. Sutherland, ?, Young, J. Grisdale, ?, Alex McLeod, Maynard.
Dave McDougall, ?, ?, M. Moncrieff, ?, ?, ?, McDougall's Dog.

Selkirk Golf Course



Members of the Selkirk Golf Club's present executive, include: Ken Sutherland, president; Wayne Sutherland, sec-treas.; Bill McDiarmid, vice-pres.

The Ladies' Section officers are: Mrs. J. W. Morrison, president; Mrs. H. Smith, vice-pres.; Mrs. H. S. Deighton, sec-treas. and games convenor; Mrs. H. Smith, social convenor; Mrs. W. Walter-son, sports captain.

Gordon Lenton is giving instruction to young golfers in the junior club this year.

Selkirk's Championship Small Bore Rifle Team



Local Sea Cadets small bore rifle team which won first place in Dominion competition to win for the third consecutive year the Hunt Memorial Trophy. Members of the now internationally famous team also scored a second place in the Commonwealth competitions.

Back: Marvin Goodman, David Manson, Philip Van Mol, Andrew Zook, Ian Barrow, Vernon Bodnar. Front row: Ken Harley, Gary Didick, Ken Davidson, Billy Andrews, Wayne Harriott, Ken Karlenzig, Larry Corby.

Missing from the picture are Billy Shead and Teddy Firmann who have joined the R.C.N., and are stationed at St. Johns, Que., and Cornwallis, Ont., respectively. Teddy's mother, Mrs. J. Firmann, and Billy's father, Mr. H. Shead, received the awards on their behalf.



THE ROVERS — Winners of the Moody Cup, 1917-18

M. Copleman, L.W.; O. T. Johnson, manager; G. Dewar, point; J. E. Davey, president; L. P. Lopston, vice-president; K. Epstein, cover point; J. T. Terry, sec.-treas.; S. Doly, centre; L. Ingimundarson, spare; F. Fielding, goal; S. West, R.W.; S. Thorsteinson, captain and rover. Seated in front: M. Stefanson, mascot; M. Bjornson, spare.



DR. NORQUAY *Tribune Photo*

Dr. Horace Norquay, who was assistant-doctor to Dr. David Young at the Manitoba Hospital for five years, was the son of Hon. John Norquay, Manitoba's first premier. Dr. Norquay was also medical officers for the D.V.A. for some years.

Before his retirement in 1937, he was at the Indian Hospital at North Battleford district for 20 years. He came to Selkirk afterwards.

Born at Duck Bay, Man., he attended Parkdale School. As a boy

he accompanied his father to Ottawa in 1882.

He was one of a group of young men who went to the Yukon in 1897.

John James Bird, who was born at St. Paul's, Man., in 1844, was one of Selkirk's earliest legislators as he was member of the Legislative Assembly while living at St. Andrews, Man. He was well-known for both hospitality in his home as well as for public service.

A daughter, Mrs. George Patton, Sr., resides in Selkirk.

Hon. J. O. McLenaghan

One of Manitoba's best-known attorneys, Mr. McLenaghan resided in Selkirk for over thirty years. He



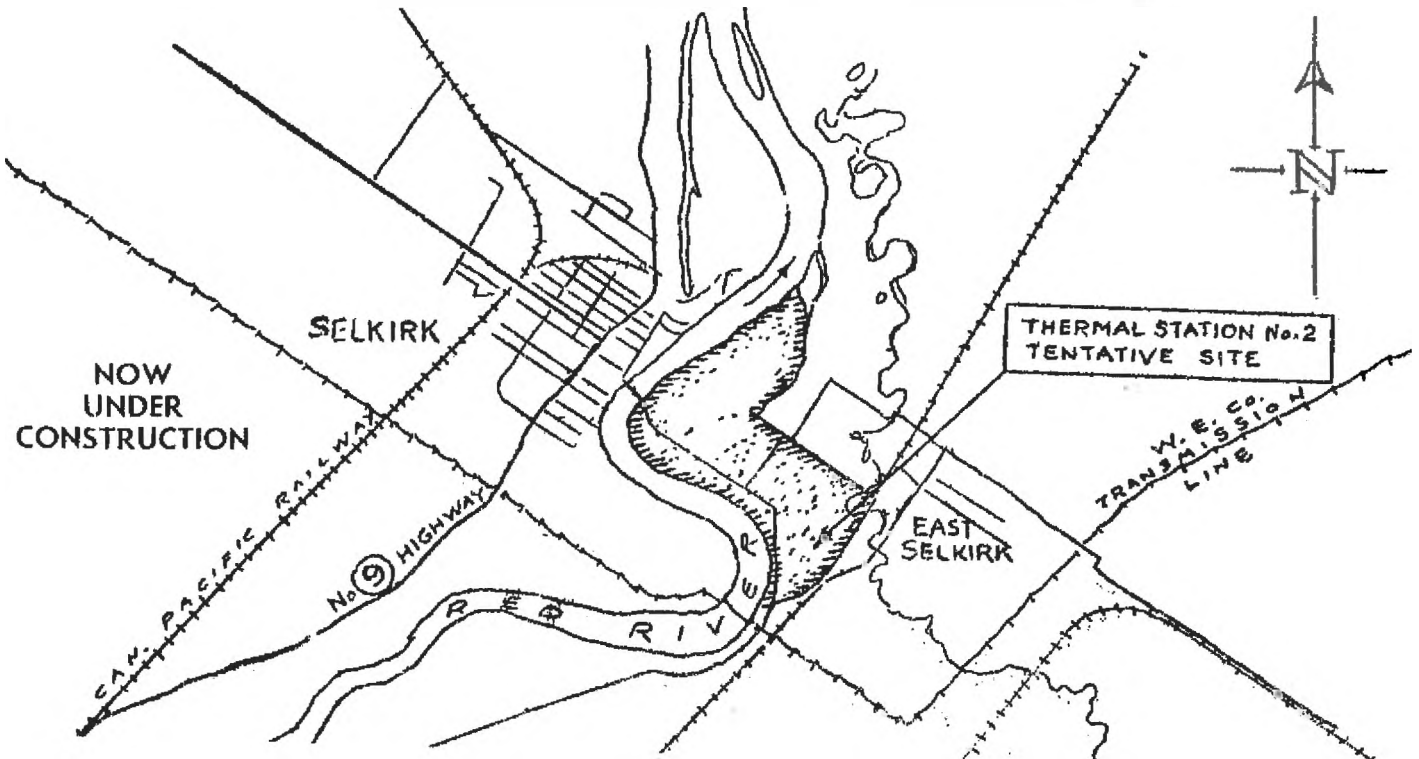
Free Press Photo.

was one of the three Progressive Conservative ministers in Manitoba's coalition government. When former

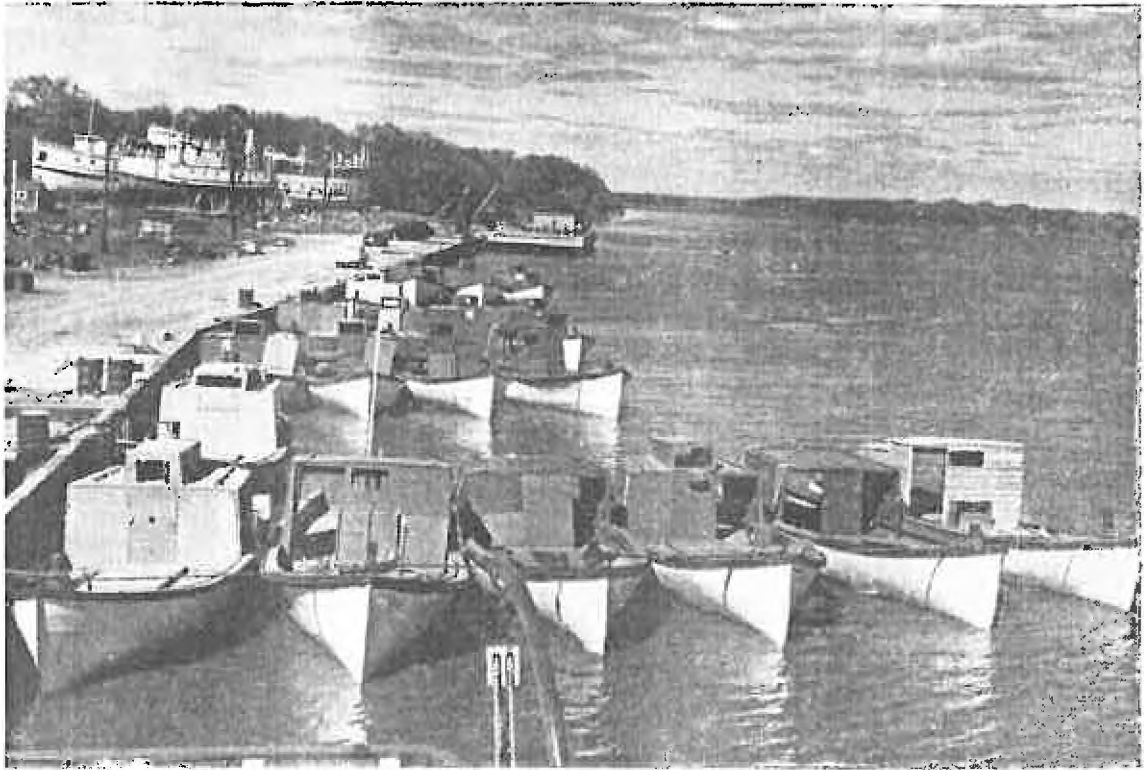
premier John Bracken formed the coalition in October, 1940, he was taken into the cabinet as Minister of Health and Public Welfare. For a time he was also Minister of Labor. He was appointed attorney-general May 31, 1941, succeeding Hon. W. J. Major, on the latter's appointment to the Bench.

Mr. McLenaghan was born at Balderson's Corner, Ont., Sept. 4, 1891. He came to Manitoba with his parents when 12 years old, and located at Portage la Prairie, where his father, John McLenaghan, farmed for many years. Mr. McLenaghan attended school in Ontario and Portage la Prairie. He graduated in Arts from the University of Manitoba in 1914; he also taught school for a time. He articulated in law with Rt. Hon. Arthur Meighen, and was called to the Bar in 1918. He established a law practice in Selkirk, which he continued until his death in 1950. He was appointed King Council in January, 1938. He had been a member of the Selkirk Municipal Council for four years, 1923-27. He made a trip to Great Britain in 1948 as Manitoba representative at the Empire Parliamentary Conference in London.

He married Catherine M. Newman, daughter of Thomas A. Newman, Portage la Prairie, in 1919. There is one son, Newman, in Port Arthur, and two daughters, Mrs. William Wright, Vancouver, and Jean, in Winnipeg.



SELKIRK FISHING FLEET



SELKIRK FISHING FLEET.

Selkirk's Newest Industry Destined to Expand Rapidly

By ELSIE McKAY

Winnipeg-Selkirk Sand Company Processing Silica Sand From Black Island Finds Ready and Growing Market

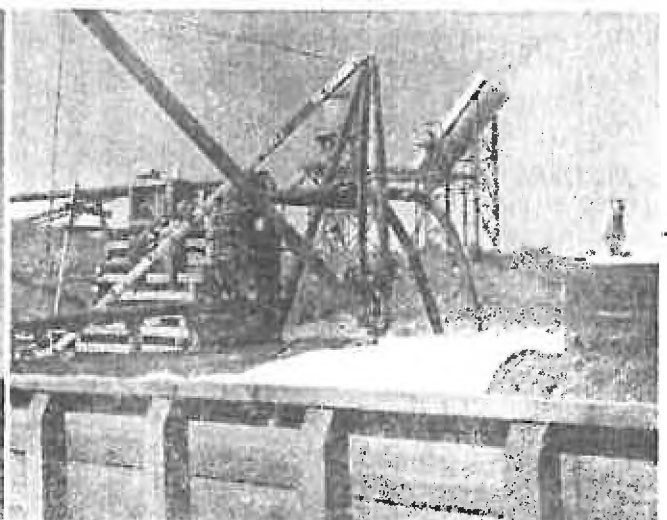
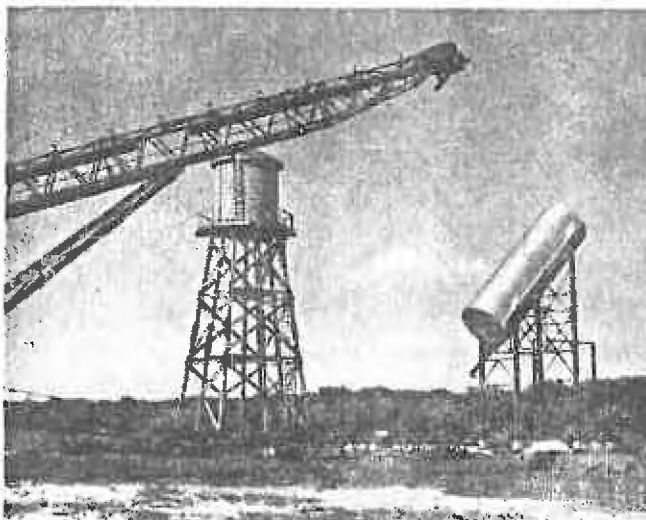
Selkirk's newest industrial development, the Winnipeg-Selkirk Sand Company Ltd., may well prove

to be one of the most profitable, perhaps in time the most lucrative, of all our links with our great Winnipeg business men. The plant is located on the western bank of the Slough, an arm of the Red River at Selkirk. It is adjacent to the Dominion Government Yards, head-

quarters for dredging operations west of the Great Lakes.

From Black Island, 75 miles north of Selkirk, the powdery sand is brought in by large barge, 130'x40', of 1,000 ton capacity. At present the tug *Amelia Mac* is used for towing the barge. An auxiliary boat, the *SPOON-BILL*, a 35-foot vessel, is equipped for lighter towing. Others will follow as required to keep the stream of sand moving and the connecting link with the sand-pit unbroken.

Originally, sand was taken out for



commercial purposes from the Black Island Pit about 30 years ago by William Holmes and glass manufactured in Winnipeg for a number of years. Glass was said to be of such fine quality that it invariably helped bring home the prizes when used for liquid honey displays.

The claims at Black Island have been acquired by Mr. Holmes son-in-law, Dave Dyson, of Winnipeg.

All has not been smooth sailing for the development of this important new industry, however. Much the same loading equipment has been built at the loading-point at Black Island. The sand was compacted and required blasting so that it could be pumped into the barge for shipping.

Then the breakwater at Black Island was found to be inadequate when the first load of sand was to be hauled. The company is presently enlarging this breakwater at Black Island, where there was not even a dock when operations began last year. At the present time seven men are employed on this operation.

Thus, the huge pile of beautiful

white sand heaped up at the plant gives no indication of the tremendous amount of work required to set up in its perfection.

Unloading of the sand from the barge is done by pumping water into the barge, then pumping water and sand to the top of the hill into a storage-tank and onto a belt which in turn goes to the washing-plant, then to a stock-pile. During the unloading process, sand is fed onto conveyors for washing and stock-piling. Three Wemco washers wash the sand and remove the water before it goes to the stock-pile. In the first step the larger particles are removed, then the finer.

Briefly, the complete process is as follows:

Water and sand are pumped up the hill into a cone, the sand is separated from the water and the water returned to the barge to be re-circulated before the sand drops into the storage tank, or the conveyor, a spiral-type washer, which washes the sand, then it is dewatered and stock-piled. From there it is brought back to the finishing-plant

where it is dried and sized to meet the various requirements.

In the finishing-plant, the first thing is the removal of moisture, then a series of screens, which separate the sand into various sizes, for commercial purposes. These include use in oilwells or refineries, foundries, glass-making and many other special applications.

A proper structure for housing the drying and screening operations is now under construction at the plant; this will also include office facilities.

This venture in an old stamping-ground is beginning to pay off for orders are on the books from near as well as far away points.

Some has already been shipped to Claybank, Sask., for the making of fire-bricks; prospects of orders have come in from Ontario and Alberta; and a great deal of this sand goes to Canada Cement Company for cement-making.

As one might say of atomic energy development, the end is not even in sight . . .

Manitoba Rolling Mills Co. Limited

Manitoba Rolling Mill Company, Limited, located 23 miles north of Winnipeg, operates a steel mill, producing rolled steel products for Western Canada. The only steel mill between the Soo and Edmonton, it employs approximately 650.

The mill was first erected in Winnipeg, near the C.P.R. Weston Shops, about 1907, by the American Horseshoe Company of Erie, Penn. Shortly afterwards it was moved to St. Boniface, Manitoba. A few years later it burned down, and was rebuilt in its present location about 1916.

The rolled product at this time was produced from muck bar.

In 1918, the Company was purchased by Manitoba Bridge & Engineering as a wholly-owned subsidiary. In the early 20's a 20-ton basic open hearth furnace was built, and later a second unit of the same capacity was added.

The addition, converted from pulverized coal heat to bunker oil firing, of these units, enabled the mills to roll from ingots rather than muck

bars which, with the laboratory instituted at the time, resulted in more uniform and controlled product.

During the last war there was a large demand for shell steel, and a 3-ton per hour electric furnace was added to the ingot-producing capacity.

Since 1953 they have had a second electric furnace with a capacity of 4½ tons per hour, and recently another has been added.

For raw material, the plant is dependent entirely on scrap gathered in the area it serves.

The mills consist of a 9" cross-country merchant mill and a combination 20" and 16" cross-country merchant mill. These mills have a total capacity of 65,000 tons of finished product per year, in rounds and squares to 3", flats to 8", angles to 4x4, channels to 6", tees to 3", and some special sections for individual manufacturers.

Ingot heating for the 9" mill is accomplished in 2-bunker oil-fired batch furnaces of sufficient capacity to keep the mill operating steadily

throughout each turn. Furnaces are manually charged and discharged, and the oil is atomized by low-pressure air.

The 20" and 16" mills consist of a 3-stand cross-country 20" mill and a 3-stand cross-country 16" mill about 40' centre to centre, so that on certain sections the roughing stand on the 20" mill functions as a breakdown stand for the 16" mill and on heavier sections the 20" mill will finish a section without the 16" mill. The customary roller conveyors are installed in the floor between mills to facilitate handling.

Ingot heating for these mills takes place in a 40-ft., 3-zone bunker oil-fired rotary furnace. The heating cycle is fully automatic, with the furnace divided into three heating zones.

In the rolling mill section we have, from November, 1952, a 10" cross-country merchant mill, consisting of a 14" breakdown stand, two 12" intermediate stands, and a 4-stand finishing train.

Manitoba Steel Foundry Ltd., adjacent to the Mills, make castings and employ more than 200 men.

Community Farming . . .

Thirty German Farmers With
Helpers and Tradesmen Earned
Success On Little Britain
3200-Acre Farm

By Elsie McKay

Thirty years ago, March 7, to be exact, a party numbering one hundred persons left the Black Forest in Germany and a district called Westphalia, where our Canadian troops are presently stationed, to come to Manitoba. Included in the group were thirty farmers, each with a hired man, mechanics, electricians, carpenters and cabinet-makers, shoemakers and even a butcher, as well as three hired girls.

Embarking on the Steamer Marloch, they left Antwerp, Belgium, March 10, and landed at St. John, N.B., two weeks later. Father Kierdorf of Winnipeg, Immigration secretary of the Canadian Colonization Association, was there to meet them. Three days later they arrived by special train at a farm building at Little Britain along No. 9 Highway. This large house contained a dining-room, kitchen and upstairs, 16 small bedrooms. A separate dwelling was the home of Dr. Schneider, leader of the colony, who had made all the arrangements for the settlement here.

Three or four granaries were occupied by families with small children, while bunk-houses were set aside for the hired men.

These new citizens went to work on a 3,200 acre-farm, with less than 400 acres under cultivation, the rest being heavy bush. Cutting bush by axe and bush-knife was the major project for the first few months and by June they had cut 400 acres and seeded this land in flax. Two big breaking machines, a Waterloo and a Case, 125 H.P. each, were used to break the land.

For nine months they cooked and ate together, then divided up into two groups, the two-mile line dividing the east and west groups. Then the community-house was torn down, a part left for a chapel and the balance of the lumber used for two houses. This chapel was in use until 1942 when St. Margaret's Roman Catholic Church was built.

The two groups remained together until 1933 when each was divided into three parts, making six in all. During the depression years of the thirties, 19 farmers left, some going

to British Columbia, others to the States, a few back to Germany, but the remaining eleven are still there to-day, since 1936. That same year each family became an individual unit with his own farm.

Before coming to this country each farmer had to have 5,000 marks, (\$1,200.00) to be used for farm-implements, cows, horses and living expenses until the cows and chickens were able to provide enough money for daily use. Machinery purchased included two Minneapolis and two small Fordson tractors, 16 work-horses in 1927 and 30 cows in 1928.

Children went to Public school, attended university, then became teachers, nurses, Home Economics grads, technicians, one a doctor, another an engineer and one is an instructor at the Winnipeg Flying Club. The women formed Ladies' Auxiliaries for the Church and the Community Hall, the latter built in 1950; and a choir was formed.

Among the festivities enjoyed by this community and their friends from surrounding districts is a summer banquet with the feature event a Schuentzenfest. That is, club-members shoot at a bird on a perch. The bird wears a scaple which must be dislodged first of all and the one doing so gets a prize. Then, the one who shoots the last bit of bird off the perch is named King and has to wear a big silver chain called the shooting chain. He chooses a queen, but a married man never chooses his own wife. Two ladies-in-waiting with escorts are in attendance. A large table is reserved for the King and his staff numbering about 16 in all. His Highness and Staff, represent the whole club at several social events throughout the year.

On the same day at 4 p.m., a coffee-party is served for all their friends when all kinds of famous German cakes are served. This event is attended by hundreds of people every year.

New Slant on Old Job

"A man on a farm must have so much money coming in every month to meet the daily expenses," said John Donohoe, Reeve of St. Andrews Municipality who has farmed successfully at Petersfield for almost 40 years.

"Hail, frost and floods are just some of the things that make grain-farming uncertain, so I believe in mixed farming. Then you have at least your living for sure. Take the past four years, for instance; we have had too much rain and a lot of the land was flooded, so there was no crop!" Mr. Donohoe said.

John Donohoe and his three sons run four farms at Petersfield. They keep several crops of grain and keep about one hundred head of cattle, thoroughbred Holstein, all on three sections of land. They also buy 100 pigs and fatten them every winter.

"I clean all the grain and feed the small grain to our cattle, so I get top prices," he said.

Well-hidden, or almost completely hidden, in a corner of his home, is a large picture frame filled with prize-ribbons from fairs at Brandon, Rockwood and Selkirk, won by his Holstein-stock. A bull, Rockwood Rocket, Tone (XXX), which was a senior yearling in 1919, then won all Canadian honors each year since

then and in 1953 was voted grand champion in the International Dairy Show at Chicago.

Born in Ireland, Mr. Donohoe came to Canada in 1917.

"The first sight that caught my fancy in Winnipeg was some of Eaton's horses, so I went to see about work," he said. "When I went up to the third floor, I saw a man with red hair and I stared at him in disbelief, for I'd worked with him in Ireland! In the office I met another fellow I used to go to school with. We three went out together that night but city life didn't appeal to me, so I left for Regina and went harvesting.

"Afterwards I worked at Eaton's for two weeks. Then I worked for a farmer; bought a farm and then another farm; got burned out, but started again.

"My boys have always had their own money to spend ever since they were little. I think that is one reason they have always been contented. Now they live with their families on the farms here, each with his own home."

Farming is a company affair in the Donohoe family.

Some times we have as many as five engines on the go in one field," said Mr. Donohoe.

The Burnett Farm . . .

By Elsie McKay

General farming with a large measure of community service in the background was the pattern set by the late Russell Burnett, of East Selkirk. For more than 15 years he served on the Council of St. Clements Municipality, first as Councillor and the last five years as Reeve.

It was near the end of his tenure of office that he tendered a banquet to Fellow-Councillors, employees and other officials of St. Clements to mark the occasion of the municipality having liquidated all current liabilities. As Reeve he went to Ottawa representing smaller farmers in his district in their fight to retain permit rights on marsh hay-land. He served as a member of the Selkirk General Hospital Board for several years, as well as on the School Board in his own community.

For three years he was a member and president for one year of Selkirk Consolidated Co-Op Elevator Association. He was also an Associate member of the Oddfellows Lodge.

Mr. Burnett came to Manitoba from Elora, Ont., with his parents and two brothers, Hugh and Gordon. They spent a short time at Gilbert Plains before coming to the East Selkirk district.

From 1919 till his death in 1953, he farmed approximately 400 acres, the main crops being wheat, oats and barley. For a number of years he had success with clover, alfalfa and crested wheat-grass. At this time he sold clover-seed to a Northrop King Seed-House, which sent trucks for the crop from Fargo, N.D. Then the snout-nosed beetle played havoc and cleaned out all the clover, so there is practically none grown in the district now.

In addition to grain-farming, Mr. Burnett found time to raise grade cattle, pigs and chickens. He also planted trees around his house and farm-buildings, as well as a small orchard, with sand-cherries, plums and crab-apples.

Mrs. Burnett looked after the vegetable-garden, her contribution to Fair-work being a display of vegetables.

The day this reporter called at the Burnett home, an old Blacksmith forge, patented by the Champion

Blower and Forge Co., in 1901 by Lancaster, Pa., had been transformed into an ideal barbecue in the lovely yard.

During the late Reeve's term of office many roads were built for the farmers in his district, power-equipment supplied for the municipality's

road-workers; while at home a successful farm in a perfect setting was provided for his family. Mr. Burnett, Sr., set a high standard.

The community paid tribute to the late Reeve on his retirement by holding a social and dance in his honor.

Diking and Drainage

By ELSIE McKAY

The hazard of farming has a double load for the Jonasson family because of the location of their farm, 16 miles north of Selkirk and five miles from the mouth of Devil's Creek, for this creek not only empties into Lake Winnipeg but sometimes takes in refills from that large body of water. Since 1950, they have had a flooding condition as well as all the other risks of farming to contend with and they are still getting by, "come hail or high water!"

With some 600 acres of their land under water as yet this year, this flooding situation is more than a battle of dikes and drainage. When the waters rose in 1950 and 1952, dikes were built around the farm buildings, but the north dike taking the wash of the Lake waters is half-gone although it has a 15-foot bottom packed solid by tractors. As it is being rapidly washed away, steel posts are being put in, packed by tree-branches to take away the brunt of the wash and it is hoped that the chickenhouse along this dike may be preserved for a time at least.

The remaining 475 acres show the largest-crop as alfalfa; next is wheat; then flax, oats, barley, potatoes, cucumbers and small vegetables. Stock and equipment figures are equally impressive, as listed: sheep, 252; pigs, 208; cattle, 162; chickens, 3,400; and farm power machines, 8.

Neither financial aid, nor assistance in diverting the flow of waters from their lands has been forthcoming from the government, although a petition signed by 2,700 persons

affected by high water on their lands was forwarded some time ago to authorities in the governing bodies.

One body passes along the responsibility to the next, municipal, Provincial or Federal, but the lake flows on and around the land! While it has been rumored that it has been the intention of the government to buy out flooded farms, it is not yet known whether any actually have been purchased.

It was in 1912 that Jacob "Cubby" Jonasson, Sr., chose this spot and decided to raise cattle but he could never have foreseen the turn of events nor the rush of waters as they are at present.

The three members of the family now living in the community-house — Hugh, Jacob (or "Jake"), Clifford, and their sister, Mrs. Margaret Fox, have worked their farm the past ten years on a partnership agreement. While there is always the possibility of flexibility in rules, or plans, the general outline of work is followed closely; Hugh is in charge of hogs and sheep; Clifford, the cattle; Mrs. Fox, the chickens. Each is manager of his own department, needless to say.

As producers of cattle, hogs and sheep, registered seed-growers and R.O.P. Sired Black Australorp Chick-Breeders, they are carrying on but if, and when, the government decides to give a helping hand and save their property from further inundation or reimburse them for losses, the Jonasson family, like the 2,700 persons who signed the petition to the government, will be ready for that special day.

The Smiths, A Rare Picture

The other day I came across a rare picture of life in Selkirk around the turn of the century, two pioneers of the same name who used to visit each other frequently and sit reminiscing about the past.

One had tales of adventure in the north-west to tell, the other had years of experience at a key point of Hudson's Bay Territory. Both had widely different careers yet each made his niche in history, one to the extent of setting travel records as yet unbroken.

John Lee Lewis Smith, an Englishman from the east, was in charge of the garden at Lower Fort Garry for many years. Although usually devoid of excitement, on one occasion at least his duties afforded an opportunity for quick action and resourcefulness seldom found in any locale.

It was during the preparation for a celebration of the birthday of Queen Victoria, when a near fatal accident occurred. A keg of powder became ignited and only Smith's quick action saved two young Flett boys from certain death.

A presentation undoubtedly in recognition of his timely deed as well as his faithful service with the Company was in his possession for many years. A peace-pipe carved from red stone, in a beaded leather case, complete with all the trimmings was this special souvenir.

John Lee Smith lived with his family in the little cottage along the creek south of the Lower Fort. On his retirement he bought a farm several miles north of Selkirk, later buying a house where he spent his last days. He died in 1903.

John Smith, born at Stornoway, the Hebrides, in 1849, came to Canada as a young lad. A blacksmith by trade, he arrived at York Factory on August 24, 1869, leaving for Norway House a few days later with John Fidler as guide. This was the beginning of his service with the Hudson's Bay Company in whose employ he spent the greater part of his life.

From Norway House he set out with the Hudson's Bay men for McKenzie River, proceeding first around the northern shores of Lake Winnipeg to Grand Rapids, crossing the latter in three portages, then on to Cumberland House.

At Sturgeon River they waded knee deep in mud and water, dragging their boats behind them and at English River, now the Pas, made another portage.

At Long Portage, they were met by Alexander Christie and Big Bear McLean. One can imagine the pleasure of this meeting in the wilderness, the exchange of news and excitement.

Arriving at Fort Simpson in the late fall of 1869, the party broke up, each being sent to one of the various stations. At that time Captain Murdo McLeod was in charge of the Hudson's Bay Company Post at Bear Lake, while N. Laylor was at Fort Norman.

Mr. Smith was assigned to fetch the mail from Fort Simpson, but because of the Red River Rebellion, he was forced to return without it.

He made the trip of 500 miles in 10 days, a record that has never been broken. Another record to his credit as yet unparalleled in his trip from Fort Norman to Bear Lake, a distance of 90 miles, which he covered in 11 hours to bring aid to a sick man. He served as mail carrier at intervals until 1896, when he retired.

He made two return trips to his native land, one in 1872, but the longing for the wide open spaces was too much for him and he returned to Canada three years later, again disembarking at York Factory. For seven years he worked at his trade at Fort Severn.

In 1882 he planned another trip to Scotland, but finding that the services of a blacksmith were required at York Factory, he postponed his journey till the following year.

September, 1883, found him en route home again in the Oceanuff, with Captain John Hawes as skipper. Storms at Nelson Shoals, 28 miles out of Fort Churchill, forced them to drop anchor. However, they could get no anchorage because of the wild north-west winds and after being tossed about for days they arrived back at Churchill. Before they could drop anchor, the tide rose and they were heaved back into the Bay again until two days later when the stormy weather settled.

This was the last attempt he made to return to Scotland.

For twenty winters he carried the mail from York Factory to Severn, a distance of 480 miles along the bleak shores of Hudson's Bay, with no breaks for there were no stopping-places en route. His last trip as mail-carrier was made in ten days in 1896, at the age of 49.

While at York Factory with his family, Mr. Smith was advised to move to more temperate climate because of illness in the family. After spending a short time at Norway House he brought his family to Winnipeg where he was met by William Clarke, Hudson's Bay representative, who offered him work as long as he lived. He carried a letter of introduction to Captain Robinson at Selkirk and was in his employ for fifteen years.

His most prized possessions were a silver medal and gold button, inscribed: "To John Smith, for long and honorable service with the Hudson's Bay Company."

Mr. Smith lived with his family on Robinson Ave., Selkirk, until his death in 1941, at the age of 92. To the last his mind was clear and he could recount many vivid experiences of his life in the north country.

Two daughters of John Smith, Mrs. T. Morrison and Mrs. R. Quickfall, reside in Selkirk.

J. R. Oastler

James Roger Oastler was born in Parry Sound, Ont., in 1871. Before coming west he took a course in the Ontario Agricultural College. In 1898 he took a short course at the Winnipeg Dairy School, then worked for three years making butter at a creamery in Crystal City, Man. He then went to Crookston, Minn., where he was in charge of the livestock department of the W. of Minn. Here Mr. Oastler gained valuable experience in developing new farms under changing conditions. In 1906 he obtained a position in St. Andrews N.B., managing the farm of Sir William Van Horne. Then Mr. Oastler was given the management for some 12 years at East Selkirk, until 1924. When Mr. Van Horne died Mr. Oastler decided to farm for himself on the section of land where he now lives.

Mr. Oastler joined the Agricultural Society in 1913, was made vice-president in 1927 and served as president from 1928 to 1931. He is now retired but follows up all the activities of the Agricultural Society and watches with keen interest the great changes that have taken place in farming methods in recent years.

They have two daughters, Marguerite, Mrs. Buchanan, and Helen, Mrs. Warwick, who with their families, live in Ottawa. There are seven grandchildren.

THE TROOPS RETURN — On the Steamer Princess



Eveline St. — Selkirk, at it was in 1885.

On Wednesday, July 15, the citizens of Selkirk availed themselves of their "proud privilege" of welcoming back the soldiers to Manitoba from what had lately been the seat of war in the North-West, the Riel Rebellion of 1885.

Elaborate plans had been made by the ladies of the town to provide a delectable meal for the travellers, "where hardtack had no place and corned beef did not appear." Three thousand feet of tables had been set up to accommodate the 2,000 men or more that were expected. Subscriptions for supplies had come in to provide the large quantity of delicacies prepared by the ladies. Final arrangements were completed at a public meeting held Tuesday evening. Although the steamers were not expected to arrive until Wednesday afternoon, a number of officers from Winnipeg left on the "Kathleen" to meet them at the mouth of the river.

About nine o'clock sounds of whistles and great shouts indicated that something exciting was in progress and crowds were soon flocking to the banks of the river. Presently the steamer "Princess, with barge in tow, appeared around a bend in the river, all her decks crowded with scarlet-coated soldiers. As she neared the shore the brass band of the 90th Battalion struck up a tune, while cheer after cheer arose from the crowds on the banks and

were answered by those on the boats. The gallant Commander-in-Chief, General Middleton, could be seen surrounded by officers on the forward deck. Recognition and greetings between friends took place.

The "Colville," with two barges in tow, came next and was greeted by enthusiastic cheers and greetings, and the troops already on shore joined citizens in welcoming last arrivals. As they disembarked, the troops formed on the grounds near the tables, where their arms were staked, and the men, their faces bronzed and showing the strain of the long journey, waited till lunch was ready.

Brimming over with mirth and joy, the men forgot that their uniforms were showing signs of wear and hard use and settled down to await lunch. Before food was served, presentation of an address of welcome to General Middleton and his men, heroes of Fish Creek and Batoche, was made by Mayor James Colcleugh. The boys showed their appreciation of the bounteous repast by giving three cheers and a royal tiger. The sick and wounded on the steamers were not forgotten, and the ladies visited them with kindly attentions.

The soldiers had a little free time after lunch while waiting for the trains that were to convey them on their way, and they strolled through

the town or remained in the groves adjoining the river chatting with chance acquaintances or old friends, moving about to find whatever amusement they could, or others taking a quiet smoke or nap under the shade of the trees. Meanwhile, the transportation of baggage was attended to by fatigue parties. During the afternoon the 65th and Midland Battalion were ferried across to Colville Landing. The former leaving East Selkirk by special train at 9 o'clock in the evening, and the latter at 3 in the morning—both going directly east by C.P.R.

The other regiments boarded the cars at Selkirk for Winnipeg, marching to the station. The 90th was the first to march up the hill, headed by their fine band. They were lustily cheered as they left the grounds and they returned the compliment. The Guards followed shortly afterwards, also cheered, and then the Grenadiers turn came, their fife and drum band leading the way. The Queen's Own were the last to leave the grounds, amid cheers, and their bugle band leading.

The next scene was at the station yard, where a large crowd gathered to see the trains depart. Gen. Middleton and his wife (who had come down by special train from Winnipeg), Lieut.-Gov. Aikens, Hon. Mr. Norquay, members of his staff,

and others left for the city about 2 o'clock by special train. At 5 o'clock the other train left with the remaining soldiers on board, followed by parting hurrahs and salutes of the citizens.

The day had been a great one for Selkirk and one long to be remembered.

Among the joyful reunions that took place was that of Hon. John

Norquay and members of his family and Alex. Norquay, the Premier's young son, who belonged to the 90th.

Many people from the surrounding country who did not visit Selkirk very often were to be seen. Many of the soldiers had gathered a collection of relics and souvenirs, including many Indian trophies. Some had dogs, so dogs of all sizes, colours and breeds could be seen.

The Steamer "Princess"

S.S. "PREMIER"

Two years after the loss of the Princess, the citizens of Selkirk were shocked at the news of another terrible lake tragedy, when the steamer "Premier" burned at the dock at Warren's Landing. All passengers were aboard and the freight loaded for her trip to Selkirk when fire broke out about 1.30 a.m., Thursday, August 6th, 1908. Many of the passengers had barely time to escape in their night clothes only, so rapidly did the flames spread. The fire was believed to have started in the upper deck, near the smoke stack, and discovered by the night watchman, who gave the alarm. The fire spread rapidly, and several were believed to have been trapped while they slept.

When the steamer Wolverine arrived at the dock in Selkirk on Friday a large crowd had assembled to meet her to inquire for news about the delayed Premier, which was then over 48 hours overdue.

This boat was slightly smaller than the Keenora and was about the fastest passenger boat on Lake Winnipeg at that time, having been built by Reid & Tait, 1896, at Selkirk, then sold to the Dominion Fish Co. A fire that had started the day before and been put out under the boiler must have been smouldering away and started up again. It was said that the fireman on watch had fallen asleep.

The fire also burned the dock, fish station, including ice-house, freezers, and other buildings belonging to Dominion Fish Co., and the tourist camp.

1. Victims of this disaster were: Elmer Jones, Osler Overton, Leonard Fryer, Norman Smith, Mrs. Antoine

Couture, Gus Weil, W. Olson, Miss Mary E. Povah.

2. The first three boys mentioned were about 14 years of age. Norman Smith was the cook's assistant. Mrs. Antoine Couture was visiting her husband, who was a cook for the Dominion Fish Co. at Warren's Landing. Gus Weil was the cook on the Premier. W. Olson was a fisherman, and Miss Mary E. Povah was a Winnipeg school teacher.

PART II—The Steamer Princess

Undoubtedly, the flashy side-wheeler, later converted to a twin-screw engine vessel, had the most dramatic background of any boat that ever sailed across Lake Winnipeg waters,—in the past, present or future. Her loss in a heavy storm off Swampy Island, Aug. 6, 1906, was a grim contrast to the gala occasion of the happy return of the troops from the Rebellion of 1885.

When the Princess left Poplar Point with 9 passengers, a crew of 7, and a cargo of fresh fish, at 4.30 p.m. Saturday afternoon, the sea was not rough at the time, but the wind shifted to the north and the sea became very rough.

One witness said the waves were 25 feet high during the height of the storm.

It was about six hours after she left port that she began to show the effects of the buffeting waters, but it was not until 3 o'clock next morning that the firemen and engineers were compelled to leave the engine-room, as the water was then up to their necks. Half-an-hour later the engines stopped and the desolate wreck that had been the Princess was at the mercy of the elements at their worst.

Boats were prepared and the crew and passengers got ready to leave the vessel, if necessary. At 4.15 the boat gave a sudden lurch and down went the smoke-stack straight through the bottom of the hull. At the next lurch, the hull split in two and the deck-house floated off.

With the exception of the mate (Alex. Joyce), Mr. and Mrs. James Sinclair and their two babies, all were washed overboard. The mate caught and threw the mother and children into the boat, while her husband grabbed an axe and, dashing through the mountainous waves, managed to chop loose the falls that held the yawl.

The wheelsman and all others clinging to the wreck, (except the captain and two stewardesses), then managed to reach the lifeboat, which the waves had carried clear.

Captain Hawes, whose record for bravery was only matched by his excellent score on seamanship, was evidently true to the old tradition of the sea—that a captain should go



CAPTAIN JOHN HAWES

down with his ship—and would not leave the wreck. The two young girls refused to leave the skipper and the derelict vessel, although urged to do so by the others.

Through the mountainous waves, the survivors pulled their boat to Swampy Island, 12 miles distant, after three hours' struggle. There they started a fire and spent Sunday. Fortunately, the ice-chest of the Princess floated ashore and was found to contain about 10 lbs. of roast beef and a few pickles. Some of the fish cargo also drifted ashore, so they were not without food, such as it was.

Next morning they rowed over to Cox's lighthouse.

When some of the crew went back to the scene of the disaster to look for bodies, they found only one—that of Joe Jchansson, whose stiffened fingers were found clinging to some of the wreckage.

The City of Selkirk, on her south-bound trip, under command of

EARLY SMOKE EATERS

Captain W. Thorburn, and with Engineer Stanley Dewar, of Selkirk, among the crew, passed nearby, and a boat went out to intercept her. Already, however, the captain had noticed the crowd on the reef and guessed the grim truth.

Six lives were lost in the worst marine disaster of its kind on Lake Winnipeg.

Those who lost their lives in the mishap were:

Captain John Hawes, 60, of Selkirk.
Flora McDonald, 17, stewardess, of Selkirk.

Yoba Johnson, 20, Selkirk, formerly of Big Island, cook.

Joe Johannson, 22, Poplar Point, passenger.

Loftus Goodmanson, Selkirk, passenger.

Charles Greyeyes, deckhand.

Survivors:

Arthur Poole, Selkirk, engineer.

Alexander Joyce, Selkirk, mate.

William Booth, Selkirk, fireman.

George Freeman, Selkirk, fireman.

Jack Bird, Selkirk, pilot.

Joe Starr, Selkirk, pilot.

William Hope, Selkirk, deckhand.

Robert Smith, Selkirk, passenger.

Jacob Goodman, Selkirk, passenger.

J. M. Olson, Selkirk, passenger.

Mr. and Mrs. J. Sinclair, passengers.

Pete Gudlayson, Selkirk, passenger.

Jan Johannson, Selkirk, passenger.

Way back in 1897 they had trouble with speeders in Selkirk. Bicycles!

Clandeboye Presbyterian church was founded in 1901; it is now the United Church.

Joseph P. M. Lecourt was the architect who planned the Manitoba Hospital (Asylum, it was then called). He came from Ottawa in 1867 and spent six years in the city building camps for his workmen.

Buildings erected under his supervision included: the Province's first custom house; the Lands Office; Parliament House with Legislative Office on the ground floor; the Lieutenant-Governor's residence; and Stony Mountain Penitentiary.

Mr. Lecourt died in Ottawa in 1911. One of his daughters was married to John Stanger, who was the manager of Lower Fort Garry when it was last serving the public in a business capacity.

A grand-daughter, who attended Selkirk schools, Alice Stanger, now Mrs. N. Seguin, resides at 888 Garfield St.



Selkirk Fire Brigade in early 1900's, on Eveline St., in front of town and fire hall (formerly a school). Left to right: Jack Massey, W. Colcleugh (chief), Tom Reid, Jim Smith, Robert Clark, H. McNaughton, H. Williams, G. Simpson, Aar. Shane, T. Priest, W. Shead, H. Moody, W. Baker.

The old fire-wagon was in frequent use at times, but those who fought fires before its existence were even busier than the firemen who dashed about with the fire-engine.

Johnny Einarson, then a small boy of about six years of age, recalls that when he was about six or seven years old he slept with his boots on for fear of missing a fire! There were a number of buildings burned at one time between Glandeboye Ave. and Main St. that year, which was sixty or more years ago.

Naturally, a match-factory went up in smoke many years ago, as did a flax-fibre plant, the latter left tragedy in its wake, for Martin Magnusson died of burns sustained in the blaze. The cold storage plant, canning factory and other industries, also were destroyed by fire.

Taking all in all, firemen have been busy through the years ever since Selkirk gave up its state of wilderness for that of civilization.

No More Buckets

Fire-quenching in Selkirk began, according to records, with a 2-wheeled water-cart. This was followed by a gasoline engine, a 4-wheeled one with a rotary pump and hose, on a hose-wagon drawn by horses. When this last-mentioned apparatus was in use, the first horse, or owner would be more correct, to take out a wagon, got \$5.00 and there was a mad scramble to get there.

Compared with the new equipment set up two years ago, with tanks of oxygen; rescue-truck masks and asbestos jackets; and 500 gal., 375

and 80 gal. streams, it is a simple matter nowadays to what it was then — 70 years ago, more or less — to put out a blaze.

In the Petersfield and Glandeboye district, the McDonald family was one of the first, Mrs. McDonald being a daughter of Dr. Beddome, one of the early Hudson's Bay doctors.

The Muckle family, Leaska, Prudens, Scarrys, Johnstones, Philpotts, Kingsberrys are all included in the first records of those districts.

Fast Selkirk had a paper back in the '80s. "Siftings" was published in Winnipeg and brought out by train. subscribers paid \$1.00 per year for it and there was a mad rush to get the sheets when the train pulled into East Selkirk Station.

No one knew who the editor was so the suspense was all the greater because the jokes were in many cases take-offs on local nick-named citizens, so from day to day "Who 'knows who'll be next?" was the attitude. But there were no repercussions on account of the writer's anonymity. Most of them were harmless nonsense which provided amusement and hurt few, if any.

Ex. "Tony—Be kind enough to forward a diagram and working model of your joke. The point is imperceptible."

"Mohawk—"Your Funny thing—we see" received and the funniest thing we have seen for a long time is your spelling."

DO YOU REMEMBER?

January 11:

1889

Twenty Indians from St. Peters go to the United States, are engaged with Healey and Bigelow for advertising medicines. (Later they are returned under arrest for getting drunk).

January 18:

14 teachers answered an advertisement for positions offering a salary of \$325.00, the principal's salary \$500.00.

September 13:

Complaints are received that a pig-sty and two bears are infecting Manitoba Avenue. Does council wish to encourage the possibility of an epidemic by allowing such an odorous nuisance to exist? (The bears later escaped).

September 13:

His Lordship, the Bishop of Rupert'sland conducted a service of confirmation at St. Peters church for which 200 people were prepared.

September 18:

Robinson's store advises that you buy by cartloads for cash!

1890

February 1:

The Winnipeg Free Press states that a number of gentlemen are planning to form a company which will erect a hotel on the island in the Red River just below Selkirk.

February 17:

Fourth anniversary of the Foresters, Euraka No. 8 in form of an oyster supper.

Icelandic congregation planning a church.

March 14:

Three foot sidewalk is being built on Manitoba Ave. from Main Street to the Railway Tracks.

March 21:

What is the matter with our brass band? It's time they started practising for next summer's picnics, etc.!

May 30:

Council will pay \$1.50 to private citizens for each tree planted.

June 6:

Enrollment in the school now stands at about 100.

July 18:

Council moves that cattle be herded west of Main Street from sundown to sunrise, with a \$1.00 a night paid to the guardian.

July 25:

Animal Pound is authorized.

August 1:

Mr. Wm. Peel claims that he cut 40 tons of hay one day with one mower.

August 15:

Objections are raised to the cow-by-law. The paper feels that a hundred or two cattle blocking the sidewalks and lying on the streets will be a pretty sight in a civilized town, such as we boast of.

First Civic Holiday is proclaimed for Thursday, August 28. It is hoped that citizens generally observe it.

August 22:

The Secretary-Treasurer of the late Roman Catholic School District has handed over to the Secretary-Treasurer of the Public School District the assets and liabilities of its office: Liabilities, \$96.75; Assets, \$10.60.

September 26:

It is estimated that 7,000,000 feet of lumber have been brought in from Lake Winnipeg to Selkirk this season.

October 10:

An electric light company is formed and expects to have everything ready for lighting the town by December 15.

October 19:

Wet mud! Horrible mud! lumber gangs on flats working only 9 hours a day now!

October 24:

Icelandic Grand Ball is held.

November 28:

A thrashing machine is going to Mr. Hoban at Beausejour.

December 5:

A cow is being raffled off at Lisgar House, and a horse at J. Pruden's.

Not an egg to be obtained in town, so Christmas dinners have poor prospects.

Good seasoned poplar, \$1.75 a cord.

December 18:

The Ballot system is used for the first time and not one ballot spoiled. The crosses have been marked uniformly even and only two cases of inability to read are noted.

December 25:

Louisa and Gussie Peers sing a kindergarden song at the Christmas concert.

1891

February 6:

The tower is built on St. Andrews church.

The Selkirk Dramatic Club presents the play "Married Life."

February 22:

W. Gibbs, the assessor, gives his statistics: Population 841, Horses 68, Cattle 295, School-age Children 170.

March 27:

Estimates are being made to construct sewers for the town.

April 17:

T. Galloway, census taker, is greeted with a broom stick and poker at some homes.

April 30:

There is a famine in butter and not a pound is available anywhere.

May 8:

The familiar sounds of the cow-bells are being heard on our streets again at night.

Side-Lights on Selkirk

Price: \$1.75 per copy

Extra copies may be had by writing to Box 241, Selkirk, Manitoba.

ORDER BLANK:

Name: _____

Street Address (or P.O. Box): _____

Town or City: _____ Province or State: _____

May 15:

Captain Bergman writes from Ottawa that arrangements are being made for a string of lights at the mouth of the river. This is good news, as lights used now are almost useless.

July 3:

Eleven church services will be held in Selkirk this coming Sunday.

July 17:

Selkirk Fish Company has 80,000 pounds more fish in the freezer than last year.

August 7:

It is 126 degrees in the sun.

Wood is 50c a cord.

It is noted with satisfaction that three of our young ladies, Emma McDonald, Bertha Partington, and Lena Galloway passed their examinations for teaching certificates.

September 4:

Two new industries are talked of, a flour mill and woolen mill.

Sons of England Society is formed at residence of Mr. R. Moody.

September 25:

It is thought by some citizens that the Electric Company intends only to supply GAS for the town!

October 16:

Street lights are installed, six clusters of four lights each, at Main and Manitoba, Manitoba and Eveline, McLean and Eveline, Rosser and Eveline, Clandeboye and Eveline, and Dufferin and Main.

October 30:

The bus is held up on way from East Selkirk and the man could not be seen in spite of the lantern.

Bullock's ad. reads: Do you wear pants with buttons on them to fasten your braces? Then you are behind the age. Buy a pair of Niagara Braces that will hold up your Pants and Drawers without buttons.

November 19:

Electric lights are turned off for five minutes. (350 lights).

November 27:

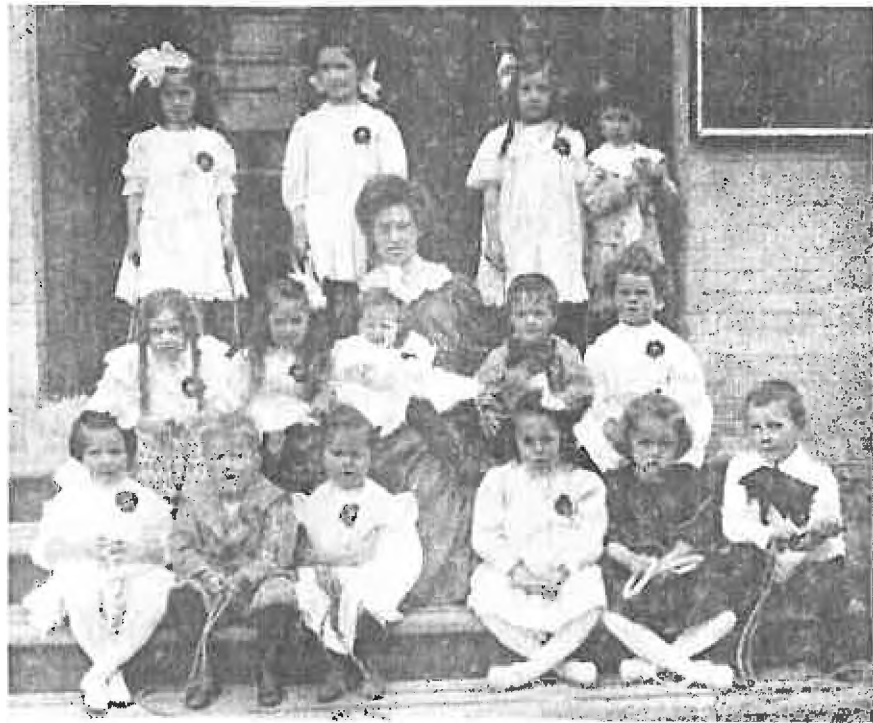
Selkirk Dramatic Society presents a play and takes it later to Asylum to entertain patients.

December 11:

Electric lights turned on.

In the Captains All story, the name of Captain P. Pearson, was inadvertently omitted: and in the case of two Captains coming in from Manigotaggon by timing, and nautical calculations, Captains Bryan and Ed Nelson, were the two skippers on this run.

First Kindergarten Class



MISS POMFRET'S KINDERGARTEN (About 1907)

Annie Purvis, Jessie Ross, Irene Jones, Ortan Grain, Madeline Epstein, K. Ross, Miss Pomfret, Hugh Ferguson, Betty Thomas, Jean Ferguson, Garden Ross, Barbara Thomas, Bunn, Pat Thompson, Cecil Dickey.

A Side-Line on East Selkirk

By ELSIE MacKAY

East is east and west is west nowadays but in the beginning East Selkirk was the better half of Selkirk for it was at one time intended to be the capital of Manitoba.

Incorporated in 1884, as the seal shows, it had evidently been proposed as a town site some years before by Sanford Fleming, when the railway was under consideration, but the deal was not completed.

It claimed to have the best harbor on the river, Colville Landing, an inlet extending south-east about half a mile from the main river channel and always free from passing ice in the river, so that vessels anchored there were safe from danger.

The present site of East Selkirk was surveyed in 1876 as a town-site, then about two years later the land was levelled and prepared for the building of a round-house. This proved to be a huge ten-stall structure, built in 1879 by Joseph Williams, of Tyndall stone. For years it was used as a railway station,

dance hall, school, hospital, church and general meeting-place. In 1899 it was turned into an immigration hall where as many as 7,000 Europeans stayed over en route to points west. The round-house was sometimes filled with engines brought in for repairs in the early days.

About this period, from 1873-99, there were no less than four hotels: Webster House, Alan McLean, proprietor; Commercial Hotel, E. Dugard; Dunlop Hotel, proprietor of same name; and Railway House, J. Greig, G. Cowan, A. Barnes, each in turn. In 1890 the only hotel was the Barnes Hotel. General stores were operated by William Henry who sold out to his son-in-law Dave Lyons; and a store owned by Mr. Pilkey; a butcher-shop run by Donald McLeod, and a drug store.

The bridge across Cook's Creek, built in 1878, was for the railway line to extend from its present site at the C.P.R. section house to the round house across the Creek on to the east slough at Colville Landing.



CENTRAL SCHOOL — Mr. Michell, Principal (about 1912-13)

Back row: Ethel Bird, Gladys Shead, Linda Peers, Mr. Michell, Marg McEwan, Lizzie Scott, Lillian Davidson, Ruby Anderson, Lyall Cornish, Michell (girl), Ethel Attree, Mary Overton, Marjorie Brandow, Lorna Grain, Gertie Wodlinger.

Florence Ernbloom, Marjorie Rochford, Vivian Cameron, Edith West, Roy Gunn, John Reid, Hulton Thorlakson, R. Brandow, Mindy Johnson, Noah Epstein, Chauncey Davies, Grimur Eyman, Ernie MacKay, E. Finnson, Cliff Pruden.

Boys, standing, left side: Bill Baker, L. Morrison, Dewar, Bill Bercsford, Robin Hay. Right side: Frank Wall, Archie Copleman.

Here the Hudson's Bay Company warehouse, moved from Lower Fort Garry out through the south wall down the river on ice in winter and afterwards across the Red River where it became the William Roginson store at West Selkirk, was a shipping point for northern points.

This was a continuation of the first railway line from the east, but it never did cross the river to West Selkirk because the city of Winnipeg by granting a large bonus persuaded the railway to branch south from its original route and make Winnipeg its terminal.

The first post office was opened in "Brown and Strutt" Store north of Happy Thought School.

In addition to the stores there were brick-yards, lime-kilns, and stone-quarries, and a pottery factory near the present Council Chambers, operated by Arthur and Edward Doidge, where urns, vases and flower pots were made. And last but not least, there was a jail!

At that time Manitoba had separate schools but there were not enough Protestants and Catholic children to keep up two schools so they had no school until 1884, when the first one was erected. The late Charles Popham, photographer, book agent, car-

penter and farmer, was among those active in planning this first school.

Jack Howell claimed to be the first settler in East Selkirk. Other early settlers included the Martins — James, Sr., and son Jack; the Lances, the Walkleys, Picketts, Nelson's, MacLeods, Hicker, Wallaces, Morrisons, Purdys, Rowleys, Yules, Larsons, Baldwins, Barbers, McIvers, the Douglas family and J. C. McLean's family.

The first teachers remembered included a Miss Hedley, Mr. Johnson and Mr. Huggard.

The first church services were held in the upstairs room in the first school house; and later in the round house. Ministers included a Rev. Mr. Robson, Rev. Galloway. David Morrison was first Sunday School Superintendent at the Round House; and the first organist remembered was an Englishman, Tom Fairfield, a clerk in Dave Lyons store. The organ then used was placed in the school for storage and remained there so long that when the church people asked for its return some of the rate-payers believed they owned it.

The Greek Catholic Church built in 1907 was replaced in 1952 by a new one, a year later the Greek

Orthodox Church was erected; a new Roman Catholic Church was built in 1936 and the Presbyterian Church built in Mayfield in 1932.

Another major development was a Canadian Industries plant opened in 1935 under the management of Mr. Irving.

Sir William Van Horne purchased in 1897 a tract of land containing some 6,000 acres, the largest in this district, since bought by the Searle Grain Company. Cattle and sheep-raising as well as grain-growing are the main features of this extensive farm.

Other settlers in this community were Icelandic immigrants and Ukrainians in more recent years.

From the time of the first stage, which brought people from the station called "The Spur" and later from the present site chosen in 1880, to the first car owned by Harry Nelson and a Mr. Eyinger in 1899 to the modern stream-lined cars that now come down the old road that was meant to cross to a railway bridge there have been many changes.

It is only at this present time, however, that this lovely little village is now making a comeback, with the construction of a huge new steam plant, now well underway.

Wakefield Anglican Church dates back to 1895 when the services were first held in Wakefield School. On January 25, 1898, a meeting was held to consider the building of a church.

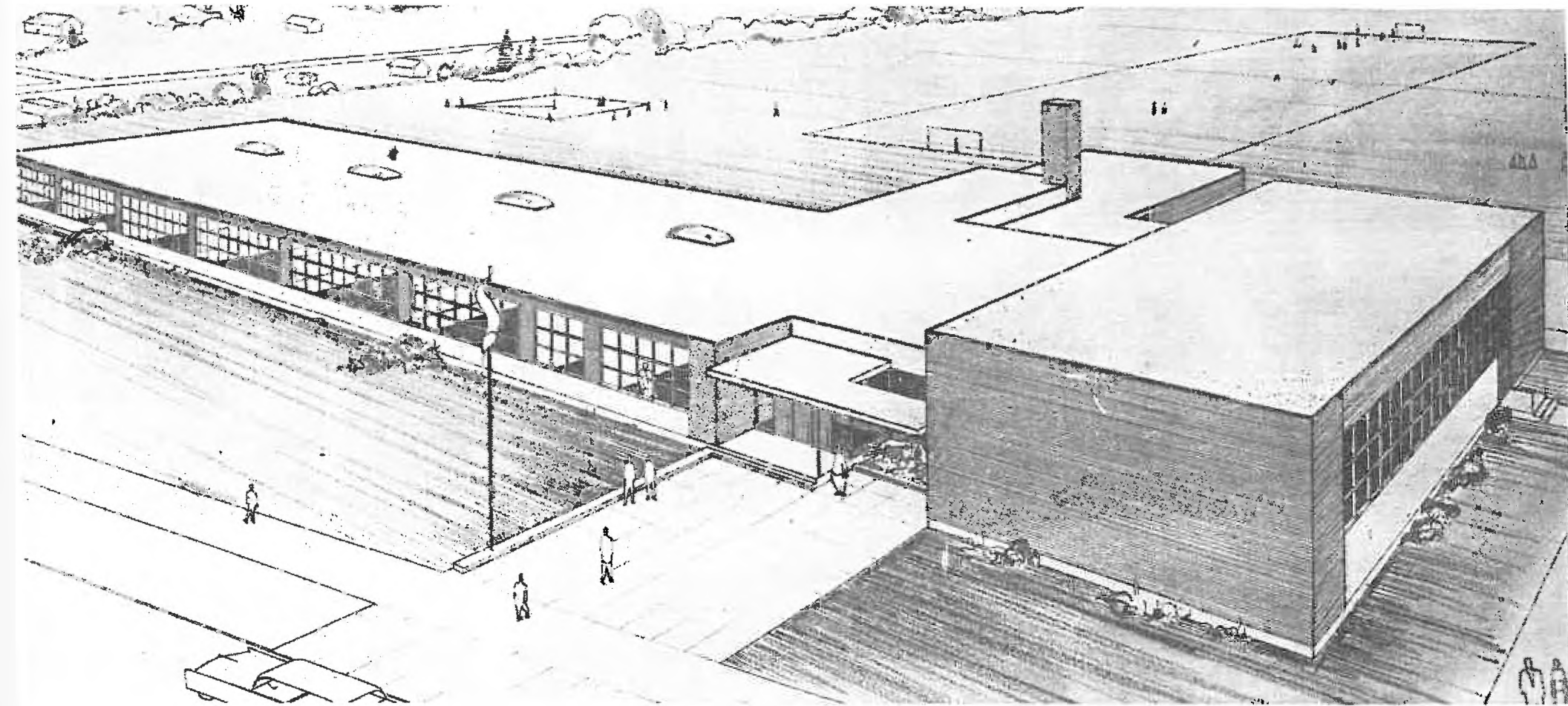
G. T. Sutherland, W. R. Ballendine and E. Linklater presented the petition to Archbishop Machray under date of September 17, 1903. The building committee included G. T. Sutherland, William Phillips, Joseph Kirkness and William Sinclair. Roderick McKenzie's tender for building was accepted. The church was officially opened November 6, 1904, by Archbishop Phair.

Past rectors include: Rev. H. Larzen, Rev. E. Diamond, Rev. T. McReynolds, Rev. W. H. Walker, Rev. P. D. Boulton, Rev. A. Briggs, Rev. E. Cole, Rev. B. Kirk, Rev. A. Elcombe, Rev. E. C. Mathews, Rev. W. Grant, Rev. G. Smith and Rev. R. F. Dawson.

Organists who served were Mrs. C. S. Curiston and Mrs. G. A. McNabb, the latter for over 40 years.

Robert Massey was in the local news May 7, 1897. He carried the mail by stage between Winnipeg and Selkirk.

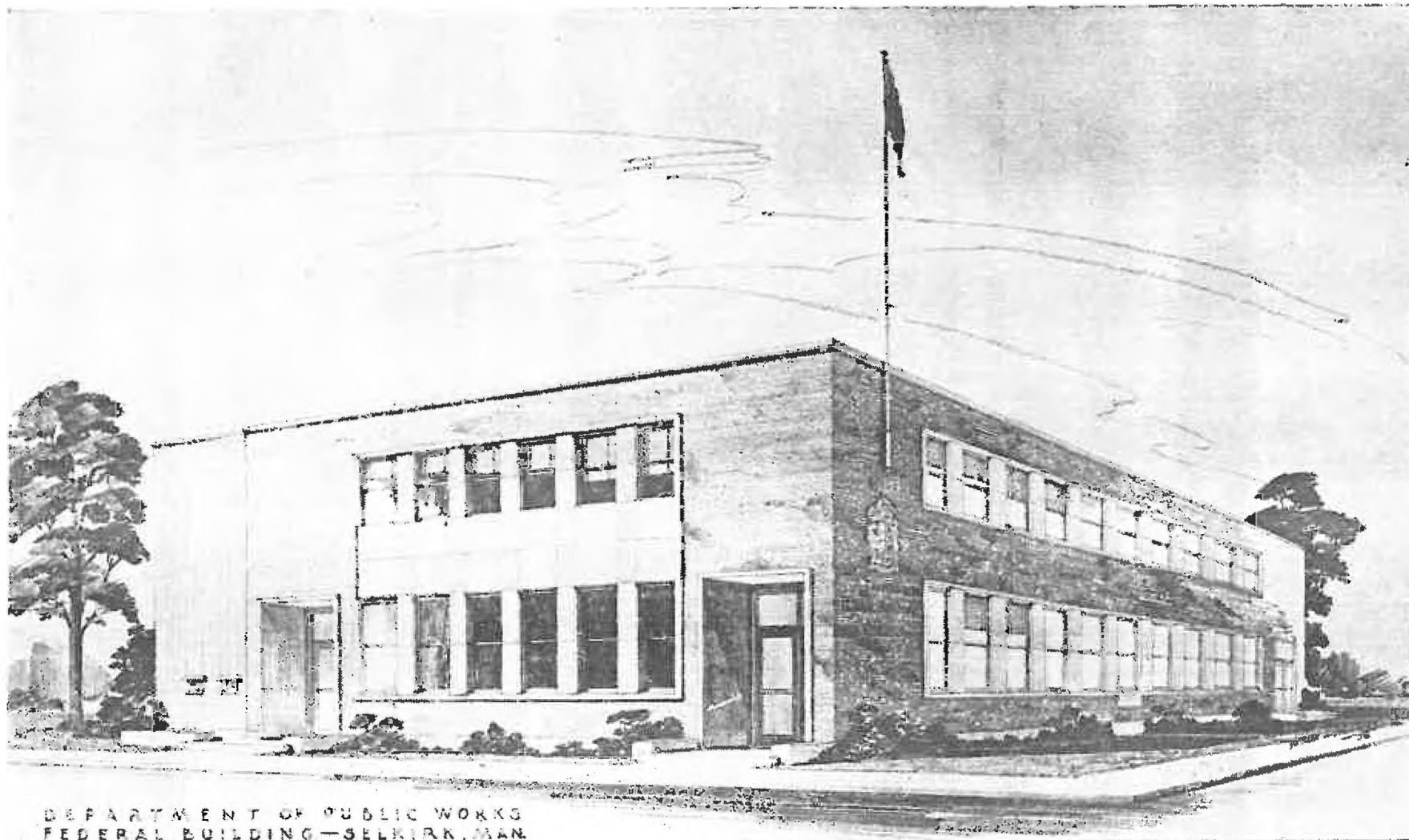
Selkirk's New Collegiate Institute



BETWEEN STANLEY AVENUE AND ROSSER AVENUE WEST OF SOPHIA STREET

School Board members are: Andrew Smith, Chairman; D. Dain, F. Gibbs, L. Linklater, W. Thorvaldsen, W. Kulpak, Mrs. D. Bain, Secretary-Treasurer, J. C. Stewart, Principal.

Federal Building



DEPARTMENT OF PUBLIC WORKS
FEDERAL BUILDING—SELKIRK, MAN.

SELKIRK'S NEW POST OFFICE WILL HAVE 1505 BOXES
North East Corner McLean Avenue and Main Street
R. Faulkes — Postmaster.

Grand Rapids

By Elsie McKay

When a recent article appeared in our weekly paper about an incident that took place in the Rebellion of 1885, several people asked about the connection between the Rapids and the Saskatchewan, so I am referring to the records of the late Angus McKay, of Prince Albert, Sask., who wrote a number of stories on that period and district.

Although most of the action to follow took place in the neighboring province, the technical information is mainly about boats that freighted on Lake Winnipeg, and therefore may be of interest to one or all of us.

One of the first steamboats to replace the York boats as a freight vessel in the north was built by the Hudson's Bay Company about 1875-6 at Grand Rapids, a stern-wheel river boat of approximately 150 tons, her machinery having been made and shipped from Pittsburg.

When on her maiden voyage she reached the Red Rock Rapids, at the point where the river empties out of Cedar Lake, chose the wrong channel past Calico Island, swerved roadside on the rocks and sank. Her cargo and machinery were salvaged, spread out on the island to dry, and repacked by the crew (hence the name Calico from the cloth saved from the wreck).

The Company installed the machinery in a hull to make a strong craft of 170 tons, the "Northcote." Meantime, the Company had bought another boat, intended for use on the Nile River, and this was shipped in parts to Grand Rapids on the "Knockdown," with all tools necessary for re-building. A steel-plated hull, steam and exhaust pipes of copper and a brass-fitted engine, were features of this smart little craft, christened the "Lillie."

The Company freighted up Lake Winnipeg in the Colville to Grand Rapids, where the cargo was transported by tramway across a three-mile portage to be carried west on the Saskatchewan river boats.

As the railway neared Winnipeg, freighting on the Red and Assiniboine Rivers started to decrease, and three old river boats were shipped to the Saskatchewan River in 1882 by the Northwest Transportation Company, a newly-formed concern.

Machinery was shipped to Grand Rapids, but one of the hulls was lost in a storm; the others, towed across

Lake Winnipeg, became the "Manitoba" and the "Northwest," the latter built by Peter McArthur, of Winnipeg. As freight and passenger business improved, the Company decided to build a more powerful boat to run between Prince Albert and Grand Rapids.

The hull of the "Marquis," built in Winnipeg of oak, was 200 ft. in length, 33 ft. beam, a 7 ft. hold, and registered to carry 700 tons, with accommodation for 80 passengers. The Colville towed this hull up Lake Winnipeg to Grand Rapids, where her machinery was installed.

Passengers on board this trip included Andrew Holmes, George Bird and Peter Honeyman, all carpenters fresh from the Old Country, who were anxious to reach Prince Albert. They engaged three Indians to take them by canoe to Fort Corne, but the natives tired of the job and deserted, leaving the men short of provisions and in a strange craft. Three days later they arrived at the Fort with unforgettable memories of life in the wilderness.

Under command of Captain Sheets, the Marquis made her first voyage to Prince Albert in the summer of 1882, and on her arrival there, with a large cargo, was greeted with flags and celebrations. When she sank in the Toban Rapids in 1886, the insurance company did a salvage job on her and she was as good as ever.

Here the story of Archie Ballentine, a Hudson's Bay employee, is recorded and signed:

"After a trip to Edmonton in 1883 as fireman, I did repair work on the old Manitoba the next year, before going to Battleford with a load of lumber for the building of the Industrial School, in the capacity of second engineer, returning with general freight cargo.

"Transferring to the 'Northcote,' in command of Captain Segar, we left for Medicine Hat, cutting wood for firing along the way, and making notes of the river on the 17-day trip. The Company had decided to move freight down the South and up the North Saskatchewan. (The steamer 'Lillie' when making this trip the year before had run on the rocks and been wrecked 50 miles below Medicine Hat.)

"After spending the winter of 1884-5, one of severe cold and heavy snow, in the lumber woods on the

little Red River, I was returning home about the first of March when I found the populace very excited. The Rebellion had started and volunteers were drilling in the streets of Prince Albert. Word came to get the 'Manitoba' and the 'Marquis,' in winter quarters five miles above P.A., at the mouth of the Sturgeon River, ready for work. Captain Dougal had been watchman during the winter months, and William Johnston and I were in charge of the repair-gang.

"When we tried to thaw out the hulls frozen down in the low water, we met with no success and had to wait a few days. The night of April 9th we were aroused by the sound of running water and discovered water running in the hatches as it was break-up time in the Saskatchewan. Our only hope was that the boats would stay fast in the rising waters, but the 'Marquis' soon broke braces and hog-chains, while the 'Manitoba' was smashed beyond repair by ice piling up in the mouth of the Sturgeon.

"Farther up the river, the 'Marquis' began to sink back after a few days and we were able to get to work again. After we fastened the hatches down, steamed up the boilers, attached large siphons and disconnected all but one of the rudders which were fastened in the sand, we were soon able to swing out into the Saskatchewan, land her at the old landing, and haul her up for repairs.

"At this time, the 'Northcote,' taking supplies to General Middleton, who was then close to Clark's Crossing, after the battle of Fish Creek, was scheduled to meet him near Batoche.

"When the 'Northcote' arrived sooner than the troops, they found the cable strung to stop the boat, but it was so high it only caught the funnels, throwing the cable over the pilot-house and thereby swinging the boat into shore. The rebels had opened fire and were trying to board her, while Captain Sheets was at the wheel lying on the floor looking through a hole he had cut for the purpose and protected on either side by box stoves.

"He rang for the engineer to back into midstream but got no response, as the man had taken fright and gone down into the hold. Dan Heron, fireman, came to the rescue and

backed the boat out in the river. Tying up a few bends downstream for repairs, they were soon out of line of fire because Middleton and the troops were approaching. Dan Herce, however, received a heel-injury when several shots were fired as he and another young man tried to fix the whistle-pipe up on the roof.

"General Middleton and his troops were awaiting transport up the river, so the 'Marquis' (Captain Dougal) and the 'Northwest' (Captain Sheets) were booked to take them to Fort Carlton, where Poundmaker, chief of the Stoney Indian Reserve, and his warriors were to meet the General and surrender their arms. About nine o'clock next morning, the chief and his braves arrived in all their war-paint. After a short parley between the General and the Chief, Poundmaker ordered his men to come forward one by one and lay down their arms—old guns of all sorts and conditions, including flintlocks and others. The General told them of the wrong that had been done. Poundmaker then promised to abide by the law.

"Next we left for Battleford, and the work of moving troops from the North to the South shore was begun, a two-day task. After completing this, the General went on up river to Edmonton, and we left for Fort Pitt, where a search was being made for 'Big Bear.'

"Colonel Williams, who had been ill with brain fever, passed away just before the boats left, and the body was taken ashore at Battleford to be shipped to his home in the east. Boats conveying troops to Lake Winnipeg were the 'Marquis,' the 'Northwest,' the 'Northcote,' and three others—the 'Barns,' 'Alberta' and 'Minnow,' the latter belonging to the Galt Coal Mining Company, all chartered by the government during the Rebellion.

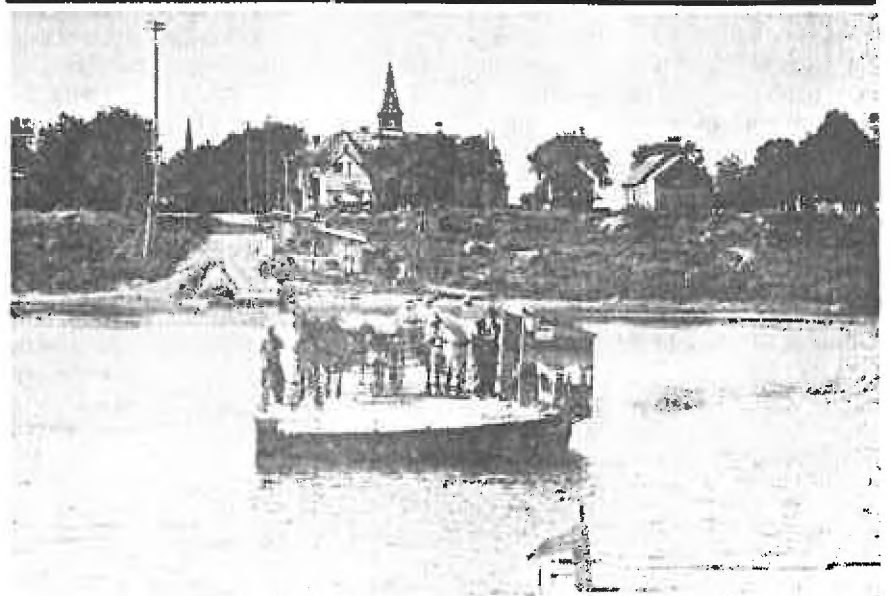
"This was my last season on the boats, but they were used for three years more until the railroad reached Prince Albert.

"The 'Marquis' was hauled out on the landing, where she still remains; the 'Northwest,' on the Edmonton run a year or so longer, was finally washed away and wrecked on an island down the river; and the 'Northcote' lies at the mouth of Big Stone River at Cumberland.

"Captains on these river-boats were: Captain Smith, a resident of Prince Albert for many years, and Hudson's Bay Company boat-builder

on northern rivers; and others, viz.: Captains Webber, Davis, Seger and Sheets, former Mississippi boat cap-

tains; and Captain Dougal, later skipper on Mackenzie River vessels." (Signed) A. BALLENTINE.



Ferry at McLean Ave. — August, 1916.



Merchants' Bar — B. Cockerell, Dunc McDougall and a traveller.

Dog Team

(Continued from page 58)

day of glory when every new owner was proudly announced in the paper as the latest addition to the "Honk, honk, brigade!" Messrs. Comber, Cornish, Copleman, Heap, Captain Howell, Drs. Grain and Ross were but a few singled out for their proud possession. Dr. Gibbs is reported to have bought his car shortly before war was declared in 1914. Mr. Cornish, recognizing the trend as inevitable, deemed it wise to open a garage for automobiles in 1912, and agitation was shortly made to make an automobile highway of the road from Selkirk to Winnipeg. This work was completed in only four months—in November, 1913.

In May, 1914, the Marine Railway (Dry Dock) was begun, and Robinsons advertised new Fords at the amazing price of only \$530.00. The First World War then occupied most of the news, and the story of transportation waited quietly for the air and jet age, which was yet to come.

One of the best stories of this remarkable age has often been told of Mr. Jack Martin, who owned a Case car. One day he was driving up the hill from the ferry when the car stalled and began rolling backwards towards the river. Mr. Martin jumped out and let it go. When he was asked why he didn't try to stop it he said: "There are lots of Case cars, but only one Jack Martin!"

Before the Troops Came Back

By Elsie McKay

What was happening in Selkirk in the months preceding the return of the troops in July, 1885?

In an editorial dated Sunday, April 4, 1885, the editor of the weekly Herald announced that a daily paper would be published the following Monday. (There were five other dailies in the province at that time, all in Winnipeg.)

It is not known what happened to our daily, presumably not enough subscribers, for the publisher, Alex. Groff, continued the Herald as an independent weekly newspaper, devoted to the Town of Selkirk and the County of Lisgar in particular, and the Northwest in General. Annual subscription PER ANNUM, \$1.00 in advance. \$1.50 if not paid within ten days. No exception to this rule."

The most intriguing feature of the paper is the pen-picture at the top of the front page. In the "pioneer metropolis" portrayed the Red River river passage to a side-wheeler steamboat; close by a bridge spans the river and a train is just steaming off the far end of the bridge. At the centre foreground a pile of freight, plainly marked with signs, e.g., "H.B. Co." or "Selkirk, Man.," has just been lifted by crane onto a small dock. Beyond the river lie warehouses, stores and other large buildings, practical but all too imaginary.

To the left another train is heading straight for a collision with the locomotive emerging from the bridge. In front a man with horse and plow vies with another driving team for agrarian honors. Past these are log-houses, a church-steeple and a sheaf of grain.

Centering this panorama an oval with the words TRUTH TOWARDS FRIEND AND FOE frames Canada's emblem, the Maple Leaf.

At the top, clouds intended to give balance to the picture were probably more than sky-line scenery, for they must have rained calamity to smother completely the editor's hopes for the future.

A TOWN DIRECTORY commences with a list of the churches: Episcopal Chapel, Knox Church (Rev. Alex. Matheson, Lower Fort

Garry, pastor); and the Roman Catholic Church.

The Corporation officers, with exact locations of offices, were next. Dates and hours of Council meetings last.

School Board officials are listed, including the Inspector, Rev. A. Matheson. Below these a notice, as follows: "Board meets at the call of secretary."

County Court dignitaries; Societies—Lisgar Lodge, A.F. & A.M.; St. Andrew's Agricultural Society and the St. Clement's Agricultural Society; and, lastly, mail service news, complete with hours of dispatch for all points.

The Ladies' Column gave recipes: Corn Cake, Lemon Marmalade, and Fig Pudding. Fashion notes: A pretty caprice is to fashion collars on one side or in the middle of the back with a pretty bow. Sleeve trimmings to match are also fastened on the under seam of the sleeve. Our Exchanges (of wit): "Dr. Deems says kissing is a purely American habit." "Then the other folks don't know what they're missing."—Old City Blizzard.

"The Deceived Detective" is a short story feature.

Neighborly news items from other papers included: From the Cricket: "The bachelors of St. Paul's Parish 'tripped the heavy bombastic toe' at a ball given by them in Mr. Thompson's store, Parkdale, on Thursday of last week. The ball was well attended, not only from Kildonan and St. Paul's but from Parkdale and St. Andrew's. The Italian String Band provided the music, and an enjoyable evening was spent."

* * *

KILDONAN LITERARY SOCIETY

"The meeting last Friday was well attended. The debate: 'Resolved, that the Rebellion in the West is not justifiable' was proceeding and Mr. Harry Black had just finished speaking in the affirmative when Dr. Sutherland and Mr. E. P. Leacock entered. The former addressed the meeting, stating that an engagement between the rebels and the Mounted Police, in which the latter had several killed and wounded, was reported.

"He also stated the Kildonan Infantry would be mustered. Mr. Leacock addressed the meeting on the same subject, and it was arranged for a meeting the following evening to enrol volunteers."

Legislative advance—"The 'Better Terms' were fully discussed in the local Legislature last week, and were of course accepted on a division. The Hon. John Norquay opened the debate on Thursday in a strong and eloquent speech, in which he dealt with all the arguments advanced by his opponents, and fully vindicated the position he occupied in regard to the terms. The debate continued through Friday's sitting, and, as the Government was determined to arrive at a decision before the House rose, it was not until six o'clock Saturday morning this end was accomplished. And now, what with "Rebellion" on one side and an ubiquitous (according to the Opposition) transaction on the other, it looks as if there was little else than utter ruin in store for the Province of Manitoba. . . .

TUESDAY

BATTLEFORD, N.W.T., Tuesday, March 30.—We are in imminent danger from the Indians in the vicinity. Poundmaker has gone into open rebellion and put the instructors and agent at defiance. . . .

* * *

LOCAL NEWS

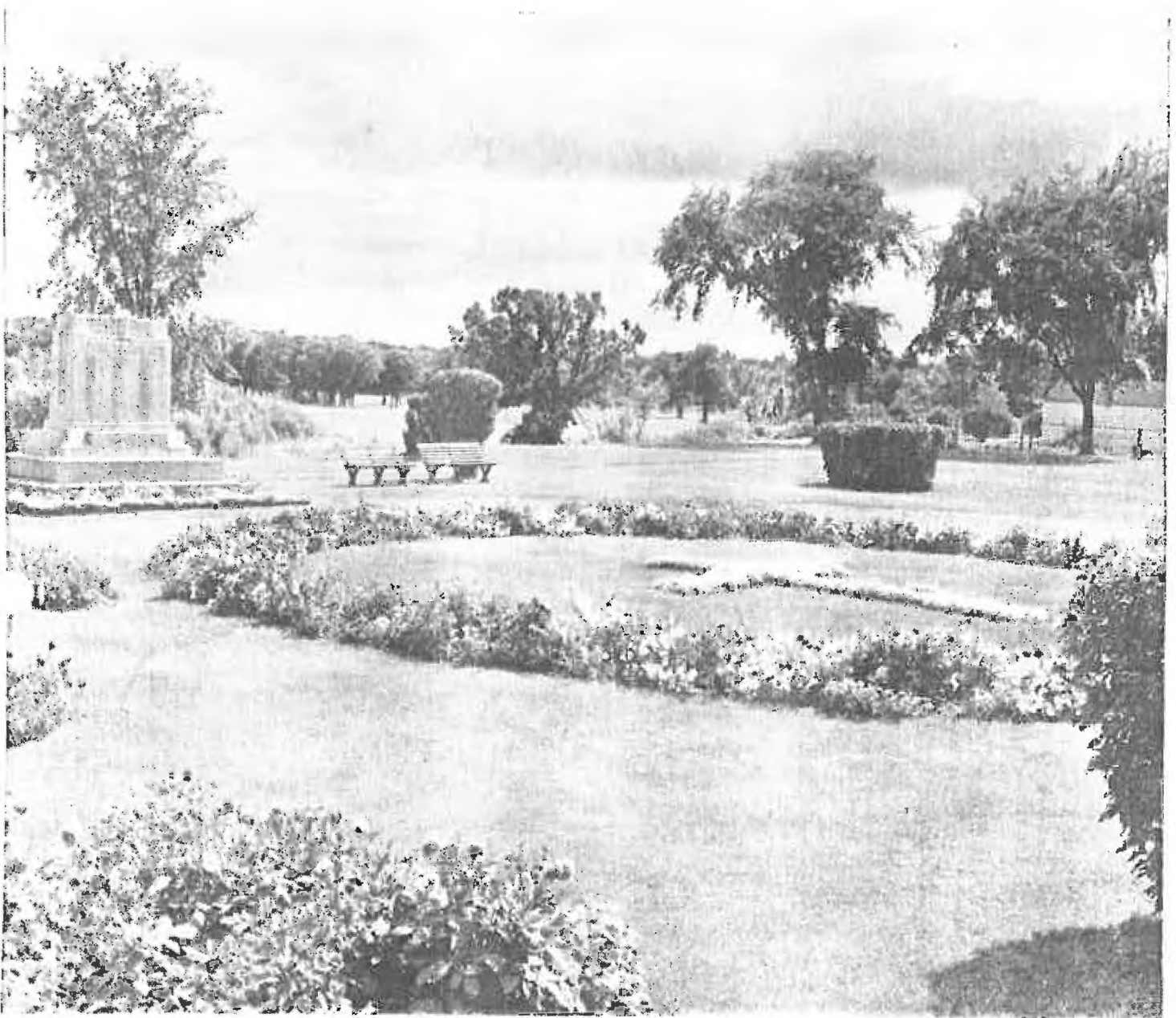
"It is reported that the pedagogue who presides over the youthful 'idea' in the Selkirk public school has been very much interested in the proceedings at the scene of the Rebellion. He has, it is said, called for volunteers from among the pupils of his school, and offers to hold the (Lower) Fort against the attacks of the enemy."

* * *

The Herald folded up as a weekly on October 4, 1885, and was succeeded by the Record, first published on November 26, 1885.

Had Mrs. George Thomas, Traverse Bay, lived to see her birthday last March 15, she would have been 109 years of age, the eldest in the Province.

Memorial Park and Cemetery



dedicated to the memory
of the men of the Town of Selkirk,
St. Andrews and St. Clements Municipalities
who gave their lives in the Wars of
1914 - 18 and 1939 - 45.

