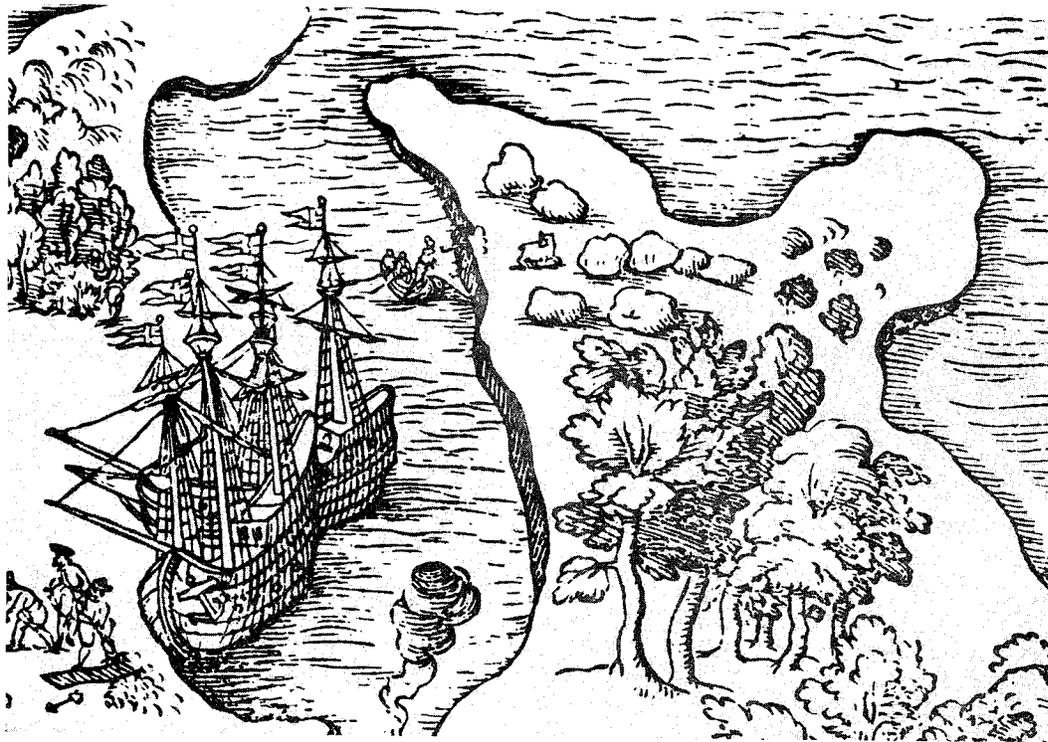
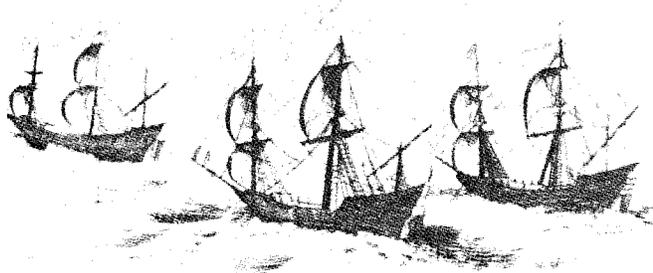


- 15 HBCA, A12/19 fo. 264.
- 16 *Ibid.*, fos. 264 and 264d.
- 17 *Manitoba Weekly Free Press and Standard*, March 25, 1881, p. 5.
- 18 HBCA; A12/19 fo. 264d.
- 19 Bowsfield, *op. cit.*, pp. 252-53.
- 20 HBCA; B265/d/ 1 and 2
- 21 *Selkirk Herald*; July 27, 1883 and August 10, 1883.
- 22 *Ibid.*, July 27, 1883.
- 23 *Ibid.*
- 24 Provincial Archives of Manitoba (P.A.M.), *James Colcleugh Papers* box No. 3, letter No. 466, pp. 500-01.
- 25 *Ibid.*, letter No. 481, p. 514.
- 26 *Selkirk Herald*, January 18, 1884.
- 27 *Ibid.*, March 1, 1885.
- 28 Personal correspondence from Omer Lavallee, Corporate Archivist, Canadian Pacific.
- 29 Robinson was a fascinating figure in his own right. See Barris, *op. cit.*, pp. 58-64 and *passim*.
- 30 *Ibid.*, p. 61.
- 31 *Selkirk Enterprise*, March 28, 1962 article by Elsie McKay "Robinson's Department Store - 1899-1929", part I.
- 32 *Selkirk Enterprise*, April 25, 1962, Elsie McKay "Robinson's Department Store", part II.
- 33 Morris Zaslow; *The Opening of the Canadian North* (McClelland and Stewart, Toronto), p. 56.





MORE RAILS FOR ST. CLEMENTS

CNR

submitted by slh

A second transcontinental, the Canadian Northern was built by 1896 and a third, the National Transcontinental took shape in 1915. This sudden expansion was more than the market could support and in 1923 the federal government was required to take them all over, all the lines, except those of the CPR, and place them under control of the Canadian National System.



CNR Campsite, April 12, 1911.

It is interesting to note that as the Canadian Northern started up operation in 1889 under the title of "Lake Manitoba Railway and Canal Company" that this was the beginning of the CNR. This railway has been described as being "a make shift, daring, ever economical pioneering line of the northern fringe of settlement."

Mackenzie and Mann started the CNR and carried out Sanford Fleming's vision of the northern line to pass through Saskatchewan and pierce the Rockies by easy grades to the Yellowhead Pass.



First CNR Section House where Section Foreman lived. Left to Right: L. Lysun and Steve Harasymer.



CNR Section Men at East Selkirk, 1940. Left to Right: N. Hornetski, L. Lyzun, (Foreman) N. Zahayko, C. Ogonoski and A. Jacyk.



CNR Bridge - East Selkirk, April 15, 1914.

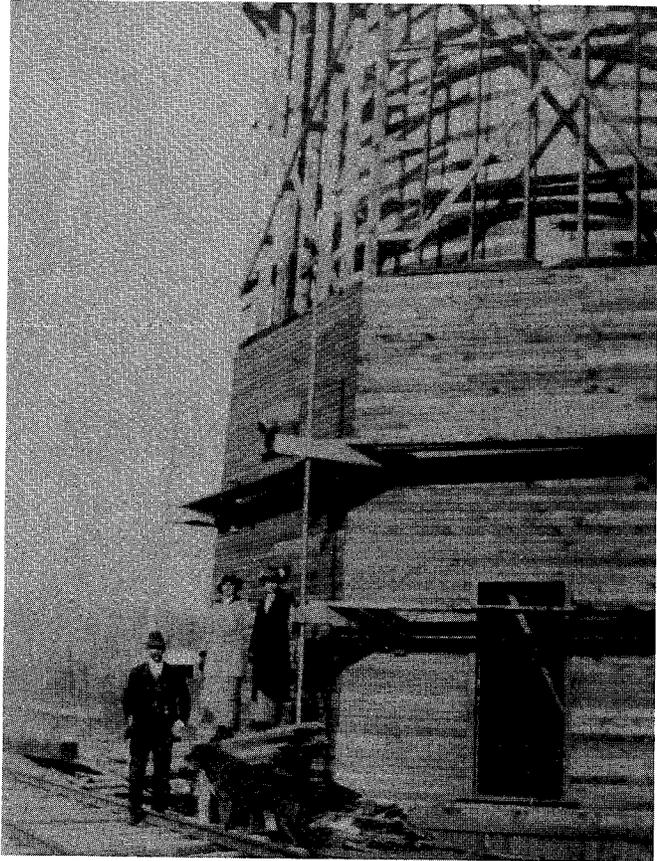


CNR Gang in June 1924 shows extreme right Jack Nickolaychuk, Paul Zahayko and Mr. Horneski sitting on car.

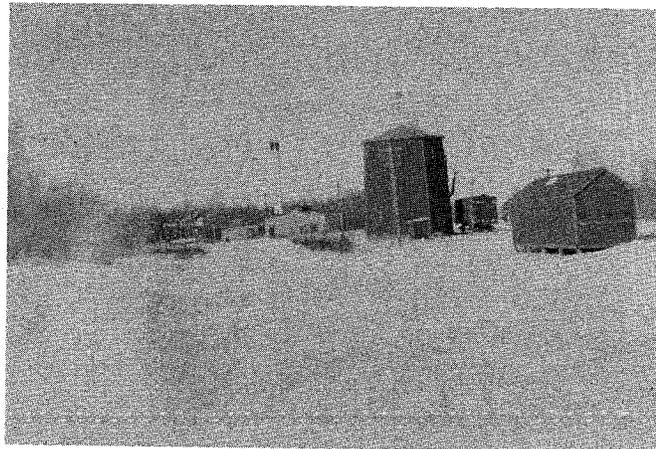
Railway service was extended in St. Clements by the Canadian Northern when they opened their line from Parkmount to Grand Beach on Dec. 10, 1914.

On Sept. 19, 1916 the CNR was extended from Grand Marais to Victoria Beach.

The information service was first incorporated under the name of the Wpg. and Northern Railway. It formed, under agreement, part of the Canadian Northern on May 12, 1913.



Water Tank being constructed.



The "little station" in Grand Marais with Tank and Power House in the Background with Tessmer's Store and Post Office in the early 1940's.

The Canadian Northern formed part of the Canadian National in 1918. A sample reading of one timetable of the Wpg. to Grand Beach CNR train run, return (1955):

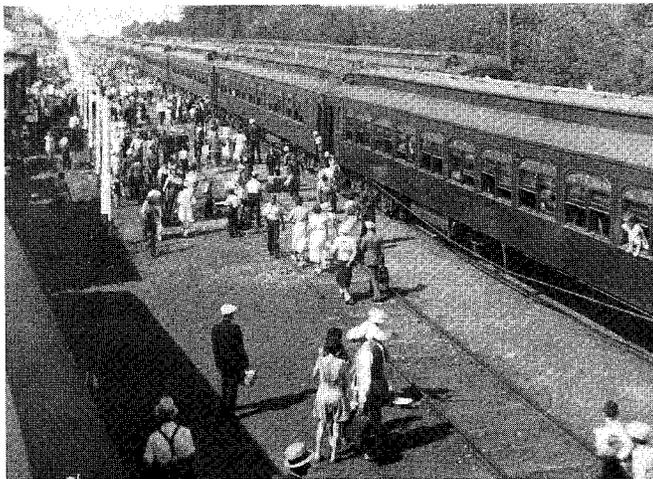
TIME	MILES	STATION	TIME
7:30 am.	0	Winnipeg	5:20
7:54	6.6	West Transcona	4:55
8:02	9.6	Parkmount	4:45
8:07	11.4	Birds Hill	4:42
8:17	13.6	Manlius	4:33
8:30	20.7	Gonor	4:20
8:40	25.9	Brainerd	4:10
8:50	27.4	East Selkirk	4:05
9:47	33.3	Semple	3:51
10:05	37.8	Libau	3:42
10:30	45.8	Scanterbury	3:23
10:45	51.6	Beaconia	3:10
11:00	56.0	Balsam Bay	2:55
11:10	59.8	Grand Marais	2:44
11:15			2:44
11:25	60.9	Grand Beach	2:30
11:58	66.4	Belair	2:01
12:05	69.0	Amanda	1:44
12:10	69.4	Hillside Beach	1:40
12:15	71.5	Albert Beach	1:35
12:20	73.8	Victoria Beach	1:30 pm.



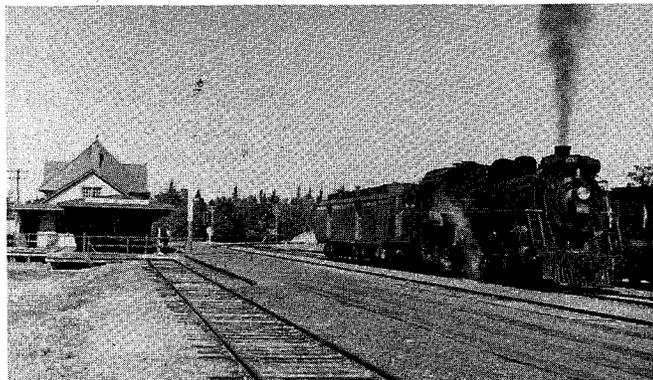
Waiting for the Train to Grand Beach, 1939. Left to Right: Mrs. Stina Johansson, Lena Pruden, Stella Pruden, Osk Johanasson, Sophie Marko with Anne and Johnnie Marko behind.



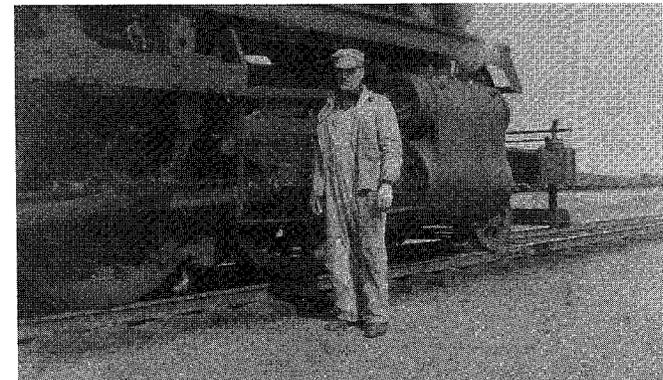
Riding the Rails with Andy Bazan and George Mackelson.



Grand Beach Station.



Victoria Beach Station.



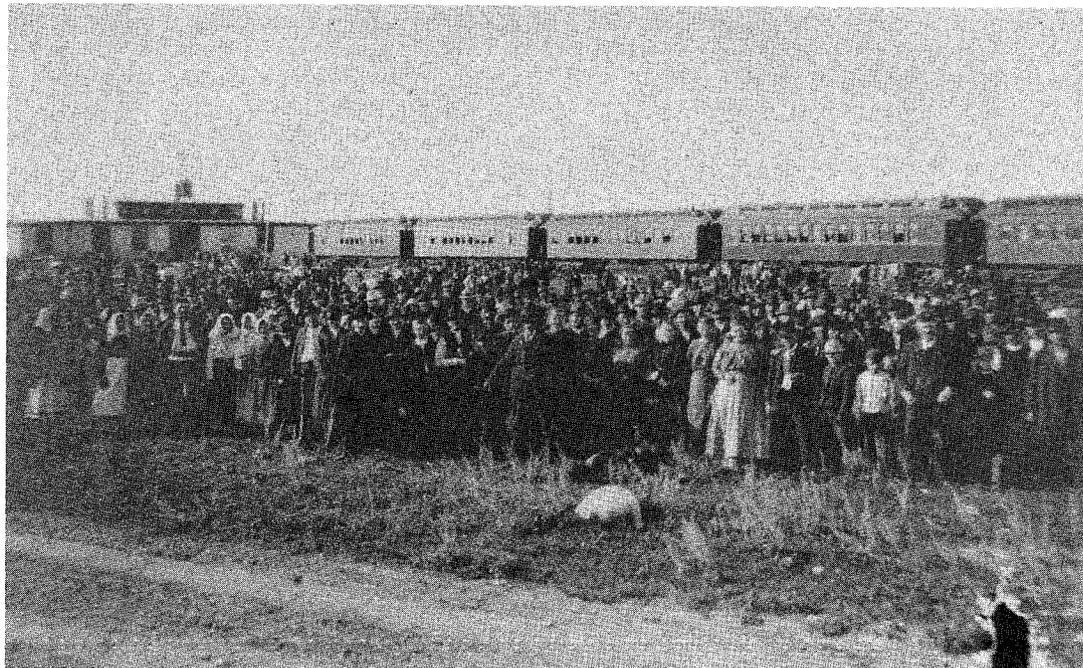
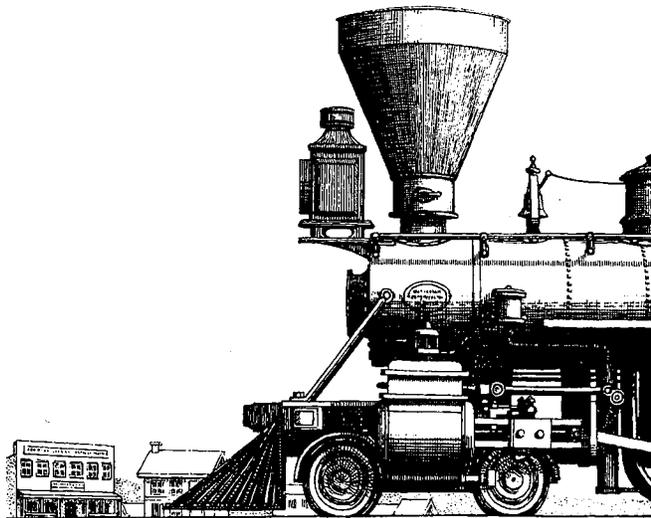
John Halvar Bolin

The CNR stopped on signal from the various stations. None of the stations on this line served meals except in Wpg.

In 1916, the Canadian Northern built a train depot at Grand Beach and Victoria Beach that were identical. Both station buildings featured the roofline of the early Third Class depots, shingled awnings, and rectangular bay windows. We include a photo of both these stations for your viewing and interest. In 1916 the Grand Beach service on the CNR left Wpg. on Monday, Wednesday, and Friday at 7:15 am. returning same day at 7:40 pm. Records indicate that passenger train service on this line was terminated on April 29, 1961.



Train and Car collision at Libau Station in 1927.



Immigrants coming to East Selkirk, in 1899.

THE OLD CANADIAN PACIFIC ROUNDHOUSE AT EAST SELKIRK CONVERTED INTO THE IMMIGRATION BUILDING

submitted by slh

The Roundhouse at East Selkirk was built by the Government of Canada as a Public Works project during the years 1878 and 1879. There were more than two contractors involved in the construction. It was an enormous building built of stone and brick. The stone came from our own East Selkirk Quarry and the bricks came from the plant lying west of Cook's Creek. It was a Mr. Williams, who was in charge at the completion of the project, and it was Messrs. Rowan and Sinclair that did the final inspection in late 1879. The Roundhouse (enginehouse) was handed over to the Government of Canada in Jan. 1880 and by May, Mr. Joseph Logan, had completed installing the large turntable in the enginehouse. The entire weight of the table and engine rested on the pivot. The large turntable was manufactured by Wlm. Hazelhurst of St. John, N.B. Almost the same day as the turntable was being put in place, the work on the CPR spur track from the main track to the head of the east slough on the Red River was commenced. The track was to be 2 miles long and the Hudsons Bay Company were to build a large warehouse and depot for the receiving of freight and supplies, on the river, at the end of the track.

What follows is a chronology of events, rather than a story, and we hope it proves of some interest to the reader, especially those now living on the land so described, and for those who have perhaps relatives having passed through this structure.

For many years the Roundhouse was the centre of much activity in East Selkirk. It was not only used as a Railway Station, but as a dance hall, recreation, for schooling, hospital, church and a general meeting place. Now on with the chronology of events starting in 1898.

W.F. McCreary was appointed Commissioner of Immigration at Winnipeg at a salary of \$2200.00 per annum, in 1897. At the same time, Mr. Frank Pedley, Barrister of Toronto was appointed Superintendent of Immigration, as well as Inspector of Immigration Offices. He was paid \$2,500.00 per annum and this position commenced Sept. 1, 1897.

During the late fall of 1898, Mr. McCreary was corresponding with the Deputy Minister of the Interior, responsible for Immigration: "there is an old roundhouse at East Selkirk that I intend looking up which might hold 500 to 1000 of them (Doukhobors) if it could be put in shape."

By mid Oct. 1898, McCreary had not yet viewed the roundhouse or checked to see if it was available as an Immigration Hall or what the outlay for repairs would be should it be secured by his department. However, he must have investigated somewhat, as he was able to report to the Deputy Minister: "it would be a most suitable place for about 500, because fuel would not cost you one half, vegetables would be cheaper and all the men could get work in the cordwood camps East of here."

Mr. McCreary and Dr. Patterson journeyed to East Selkirk on Oct. 16, 1898 "to look over the roundhouse" and McCreary reported to his superiors that "if I think it will do at all I will send a carpenter down to estimate putting it into repair."

McCreary sent a telegram to the Minister on Oct. 17, 1898 and was able to report that he "inspected Selkirk round-house yesterday, would cost \$2,000 to repair, would hold 1500 to 2000 people." Dr. Patterson and Dr. Wendelbo had accompanied him on Oct. 16, the latter gentleman was "somewhat of a mechanic" and as such assisted with the estimates and inspection. McCreary met with local authorities to establish availability of "supplies and so forth."

The building was about 90 feet wide by 180 feet long and had a stone foundation that was up to 12' deep and 2' thick. The walls were of brick 18" throughout. The ceiling was about 15' high for the most part, but in the centre where the turntable was, it was near to 25' or 30' high. The building had cost \$60,000 to erect. The walls and foundations were found to be in good shape but the roof however, which was covered with a mica substance covered with gravel, was out of repair. It would require extensive repair to keep out the water.

The Town of East Selkirk that day in Oct. 1898 was very much deserted and many vacant houses were evident within easy distance of the roundhouse. Mr. McCreary commented that these empty dwellings "could probably be rented, leased or purchased, if needed, to house contagious diseases, should any break out."

If the roundhouse were converted into an immigration shed, wood could be secured in the area as the gov't owned two school sections within 3 miles that had over 2000 cords of wood available.

The roundhouse had four brick wings. McCreary felt that maybe two of these could house the ovens needed by the Doukhobors for breadmaking, etc. while the other two large rooms could be used for sickness, such as maternity cases or like nature. "We may expect some of this among 1500 to 2000 people," he said.

The roundhouse had in the centre, over the turntable, a very high ceiling with steel beams running across it. Mr. McCreary thought this could be changed quite easily by adding a new floor and building a second story where three or four hundred children could sleep. In fact, McCreary felt the building was definitely capable of housing "2000 souls for the winter."

The ventilation prospects pleased Dr. Patterson. There were windows that could be opened by pulleys, and, besides, there were 5 or 6 flues connected by pipes which used to carry off the smoke from the train engines, which could now be used not only for cooking ranges, but as ventilators. Dr. Patterson was impressed and promised McCreary he would write to the Minister highly recommending the East Selkirk Roundhouse as a building "suitable for check quarrantine." Besides, the good Doctor had discovered that milk and vegetables could be secured readily in the neighborhood. Also, the gov't owned several hundred acres adjoining the building which could be fenced and used by the immigrants next spring (1899) for the raising of crops and vegetables that would be needed by the new settlers.

Not everything viewed found favor with the Doctor or Mr. McCreary. Unfortunately, the horses and cattle had been allowed to go into the building and there was fully a foot or two of manure covering the floors. The clean up was estimated to be about \$150.00. While it would take another \$500 to floor it. The windows were all broken and some would have to be covered up with double boards and tar paper: while others would have to be replaced with glass panes to allow sufficient light to enter.

All in all, McCreary found the building excellent for the purpose of the Doukhobors, and being such a large structure, would also service the Galicians and any others who would come in large numbers. Cook's Creek, they commented, "was a nice little stream" running within a quarter mile of the building, "where good bath arrangements" could be made. A few bath tubs would also have to be put in the building, was another notation they recorded. One well would have to be dug in the corner of the building and another one outside. Closets (dry earth type) would be built outside and carried away every few days for good sanitation reasons.

Another advantage noted about the East Selkirk Roundhouse was the large 50' square basement it possessed. This cellar had a good stone wall and brick floor and a sewer leading to Cooks Creek. Sufficient vegetables to keep the immigrants all winter could be stored in this large cellar as well as the "ten smaller cellars which ran under the ten engines which the building contained." These smaller cellars were about 4' wide, 5' deep and 20' long, walled and floored with bricks.

It was felt that about 6 large cooking ranges would be required to burn continually in order to "boil sufficient vegetables" and such for the immigrants. The heat from these and that from the brick baking ovens, it was estimated, should be sufficient to heat the building.

Mr. McCreary wrote to Ottawa asking them to advise as to "what action should be taken in regard to the building at East Selkirk" for if they were to use it for the Doukhobors they had to have the roof repaired and the windows done before the snows set in. He concluded, "the inner workings could be done afterwards."

The Minister quickly wrote back, advising McCreary that "there will be 4,000 of these people instead of 2,000, and I am glad you have suggested the Roundhouse at East Selkirk."

The Minister of the Interior quickly wrote to the Supt. of Immigration who in turn wrote to the Canadian Pacific Railway Company indicating they were "anxious to know at the earliest possible moment whether the building at East Selkirk could be placed at the Dept. disposal for housing Doukhobors during the winter."

The Canadian Pacific were tardy in their reply, but by Nov. 4, 1898 D. McNicoll of Montreal had promised that Mr. Whyte would discuss the "roundhouse subject" with Mr. James A. Smart (Deputy Minister of the Dept. of the Interior) when he visited Winnipeg.

McCreary went ahead with gathering estimates for the roundhouse repairs and had received three in particular by the 22nd of Nov. One was from G.F. Stephens Co. for the 690 panes of double thick glass, 15 1/2 x 15 1/2 at .25¢ a pane, 500 pounds of putty at 2 1/2¢ a pound and

the red priming paint at \$1.00 per gallon, in 5 gallon buckets. The other two quotes were for lumber to complete the flooring, closing up windows, partitions, carrying the floor over all the cellars and building of the closets. One quote was from R. Dickson of Winnipeg and the other was from J.P. Rowley of East Selkirk. The prices quoted were close, about \$1,500 for material and \$700 for labour.

This was enough information for McCreary to urge Mr. J.A. Smart to get a lease signed with the CPR and by Dec. 1, the Minister had sent a telegram to Wm. Whyte asking his company to "grant a twenty year lease of the old Roundhouse at East Selkirk to the Dominion Gov't at nominal rate." Whyte granted a 5 year lease to the Dominion for an annual fee of \$5.00. The agreement was signed, finally, in Jan. of 1899.

Meanwhile, in the Town of Selkirk, situated on the west bank of the Red River, they were speaking out editorially from Oct. to Dec. 1898 against the scheme. They were against the roundhouse in East Selkirk being used as a "dumping off point for Russian Immigrants" and it went on to say, "they seem to be infected with that dreaded disease of which Selkirk has been free from" and it will "retard our trade and discourage progress if it be known they are there."

There were over 2000 Doukhobors on their way to Canada and may be followed by 5000 more from Russia, and it was natural that considerable curiosity and some



Clifford Sifton, the Minister responsible for immigration 1896 to 1905.

TELEGRAPH.

Department of the Interior,

Ottawa, 29th Dec., 1898.

W. Whyte,
Winnipeg, Man.

Please have lease prepared and executed for
Selkirk Roundhouse, five years at rental of five dollars
per annum.

C. P. R.
Chg. Interior.

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 Form No. 2, which terms and conditions have been agreed to by the sender of the following message. This is an unrepeatable message, and is delivered by request of the sender under these conditions.

SIR WILLIAM C. VAN HORNE, President.
CHAS. R. HOSMER, Manager Telegraphs.
B. S. JENKINS, Supt., Winnipeg, Man.

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JAMES KENT, Supt., Montreal, Que.

REC'D No.	Org. FROM	SENT BY	REC'D BY	TIME	DATE	SENT No.	Org. TO	SENT BY	REC'D BY	TIME	DATE
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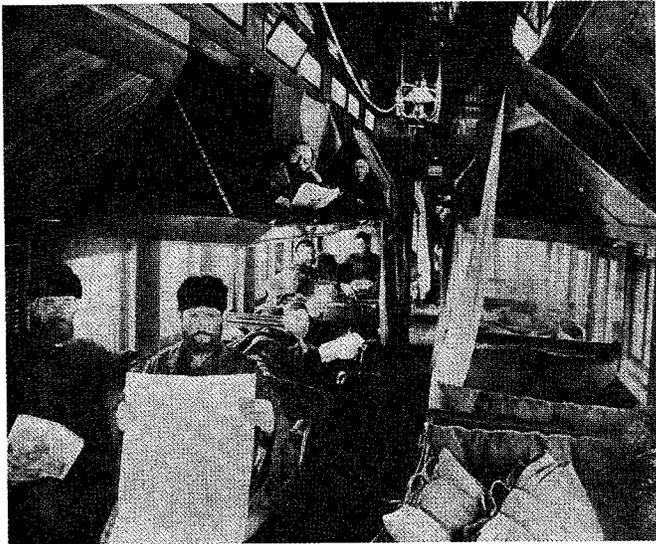
144 SPARKS STREET

Received at TELEPHONE 3 975 and

Check SRs From Winnipeg man To J A Smart
Ottawa

Lease will be ready
in about a week.

W Whyte



Canadian Pacific Colonist Car ... "Colonist" cars were adaptable to sleeping in at night, free of charge. The cars were usually not upholstered.

misapprehension should prevail. Selkirk once again, were getting eye-strain from peering across the Red River in the direction of East Selkirk.

Another article in the Selkirk Weekly Record, about mid-Nov. 1898, was directed against Sifton and his immigration policy. Mr. Stewart, the editor of the local newspaper, was a staunch Conservative and missed very few opportunities to land a blow, where Sifton was concerned. The item was critical, it said: "There is plenty of room here for English speaking settlers but no room for foreign refuse such as being dumped into Manitoba by Sifton and his immigration policy--in a few years if this thing continues we will have in this western country people of every sect, nationality and creed."

Selkirk newspaper reported weekly on the activities of the east side of the river and it stirred up a lot of interest and discussion in the surrounding areas.

McCreary was negotiating with D.C. Cameron of Rat Portage for lumber needed for roundhouse repairs. The Deputy Minister (Smart) had suggested, that it would be wise "to purchase from Cameron's firm as they are probably the largest dealers at Rat Portage and will be able to give the best satisfaction." James A. Smart also wired Cameron at Rat Portage on the same day advising him, "have given instructions to McCreary to see you re: lumber for the Selkirk Roundhouse."

James Smart wrote to the Hon. J. Tarte, Minister of Public Works at the end of Dec. and requested the speedy approval to expend about \$2000 on the roundhouse. He also urged an early allowance as the Doukhobors he said "were on their way and would likely arrive about mid-Jan." Mr. Smart went on to say that "the intention is that the immigrants would do all the rough carpenter work, and it is desired that Mr. Smith, your Inspector at Winnipeg should have general supervision, and there should also be two or three good carpenters in charge -- you will, of course, name these."

A controversy was brewing about the lumber contract

for the roundhouse repairs and also the appointment of staff to oversee the project. McCreary wrote to Smart at Ottawa Dec. 31, 1898 and pointed out "I have just got your wire re: price of lumber from Cameron at Rat Portage. Now I have already spoken to Dick and Banning in regard to supplying this lumber and I fear they will be somewhat put out if they do not get the order, more especially as Mr. John Chisholm spoke to the Minister."

McCreary reminded Smart that the estimate of quantities of lumber, etc. as prepared by Richard Dixon (Dickson) and by Rowley of East Selkirk were forwarded under cover of a memo dated Nov. 22, 1898. McCreary went on to say, "My own idea was, as far as fixing up that building was that we engage Dixon who is an old Selkirk man, as Foreman at \$3 to \$5 per day, together with a Russian carpenter here named Majkowski who speaks the language of the Doukhobors."

His plan was that these 2 men should be in charge of a gang of about 100 Doukhobors and that with 25 to 50 pick axes they could dig up the manure in the roundhouse as well as do some spiking of planks. Also, McCreary thought that a couple of caldrons for boiling vegetables on the site and some bread from Winnipeg to do them a week along with necessary food stuffs etc. The men, outside of the Doukhobors, would stay at the Hotel there. McCreary wanted to hire teams to haul out the manure and get wood as well as haul the lumber from the railway cars to the roundhouse. The glazing of the windows that were not nailed up could be done by Owen Davis of Winnipeg. He would also repair the roof of the building. The sewer had to be cleaned out, so it could take off the surplus water in the spring. Two of the side rooms or wings, would be first to be cleaned out, windows nailed, doors hung and so forth, so that the Doukhobors could set up their caldrons for cooking, and also sleep there at night. If not, the CPR could allow a couple of boxcars (colonist) which they sent down with the men, to remain on that switch for at least one night until the men had their sleeping place ready. McCreary also wanted to purchase a team of horses, large quantity of blankets and permission to have wells bored.

Mr. McCreary was quite clear about the hiring of Mr. Dixon (Dickson), "whom I have put in charge" and he went on to explain why, "he is an old friend of the Gov't, having worked under the former Gov't on the CPR Construction, and is a well qualified mechanic."

Mr. McCreary wrote to the Deputy Minister of the Interior (James A. Smart) on Jan. 5, 1899 saying "I have already written you in regard to Smith's frequent absences from the city and the difficulty of having work carried out rapidly -- if you do not wish Dickson employed or if you wish anybody to supersede him, or Mr. Smith put in charge, write me or wire me."

Mr. Roy of the Dept. of Public Works in Ottawa by Jan. 7, 1899 had written to Jas. Smart informing him that "Mr. Smith of the Dept. of Public Works would be in charge of the East Selkirk project and he will see that 2 or 3 good carpenters are put in charge."

The Supt. of Immigration was warning all concerned, and especially Mr. McCreary that the strictest economy would have to be enforced re: Doukhobors, as the cost of maintenance would be charged to these people them-

selves, therefore, expenditures should be kept as low as possible.

The Deputy Minister had to remind Mr. McCreary that it was the intention to use the Roundhouse on a permanent basis for immigration purposes and therefore expenditures for repairs, purchases and renovations should be made with a view to permanency. He also repeated that he had asked the Public Works Dept. to wire Mr. Smith that the men to be engaged at the Roundhouse were to be employed, "only after consultation with you. Mr. Dixon (Dickson) would be a good man, and I presume you have engaged him."

The well was being tendered by Mid-Jan. and bids were received at a cost from \$1.70 up to \$2.50 per foot with the contractor supplying the casing and the gov't providing the pump. Colin McLean bored the two wells for a total cost of \$432.59.

A progress report dated Jan. 12, 1899 outlined that tender bids were being considered for the wells. Putty, glass, etc. was on hand, lumber was expected within a day or two and the permission was asked to purchase a team of horses for hauling and blankets for the men. Fifteen cords of wood had been piled up inside the building and two tons of hay for bedding the people.

Mr. McCreary received a telegram on Jan. 26, 1899 from James Smart which more or less instructed him to order lumber for bunks at the Roundhouse "it will save space, Doukhobors can build them, buy from Banning."

Meanwhile in the Town of Selkirk the events were being viewed not as progress but as political interference. Several letters to the editor pointed out irregularities and attacked the M.P., Mr. Macdonnell re: dismissal of Mr. Dickson and Mr. Lyon re: discrepancies in the sand hauling and carpentry contracts. It was quoted that Mr. Dickson was dismissed on Jan. 21, 1899 and a less experienced man was placed in charge.

The newspaper also mentioned that the "Selkirk Trading Company had secured the contract for supplying the flour for the Doukhobors at East Selkirk. It would necessitate the Mill being run day and night."

The added business and purchases made by the government in the town of Selkirk in relation to the East Selkirk Immigration Hall didn't satisfy the town at all. They continued to hit out at the East Side.

Very early in Feb. the Selkirk Weekly Record made mention of smallpox being discovered amongst the party of Doukhobors arriving at Halifax and of course this caused a lot of concern locally. The article in question concluded: "what do our Council and Health Officers now think of the proposal of the old roundhouse at East Selkirk being turned into a place of disease and pestilence?"

Then a controversy arose over the payment of wages for those working on the roundhouse. It appears Mr. Smith discharged more men and they were requesting their severance pay. Some confusion existed as to who was responsible for paying them. Then the Dept. of the Interior at Ottawa cleared it up somewhat when the Deputy Minister wrote to McCreary in Winnipeg telling him that: "I beg to say that all the expenditures in connection with the purchase of material and the men engaged on the work at the East Selkirk roundhouse to be

paid by this dept. (Dept. of Interior)--keep separate accounts--The Public Works Dept. has nothing at all to do with the work except that they have their Inspector oversee it and direct it be done in a satisfactory way--they have no appropriation. We have undertaken to pay for it out of our Immigration vote. It is absolutely necessary to have this work proceeded with."

Beginning in late Jan. 1899 the Doukhobor groups landed in Halifax, St. John and Quebec. Interpreters were sent from Winnipeg to meet them. Chief among them was Philip Harvey. Harvey made only the first trip, and then remained at East Selkirk to supervise the incoming trains.

Pressure was being placed on those in charge to get the facility ready for the Doukhobor contingent which was in Winnipeg and another group on the way. McCreary was trying to pull it all together but was not getting a great deal of cooperation from those working on the project. He wrote to the Deputy Minister (Jas. Smart) on Feb. 9, 1899 saying in regard to the East Selkirk Roundhouse: "matters are not working very smoothly and have not from the first. I sent 30 Doukhobors down yesterday and wished Mr. Smith to go with them, but so far he has not done so. I imagine these Doukhobors will be able to complete the building by Tuesday next, all except the roof, which Mr. Smith refuses to repair."

Mr. McCreary believed that unless the roof was covered with tar paper, etc. outside, or the building was plastered inside that all the heat would escape through the roof and it would be impossible to heat it. McCreary concluded by saying that they would start up all the caldrons and other stoves and try it out before the people arrived. He would oversee this himself by going down to East Selkirk on the weekend.

On Feb. 20, 1899 Mr. McCreary reported that: "the building is ready at East Selkirk except for the roof which may leak and some difficulty with pipes. We have 10 caldrons of 60 gallons each, 12 box stoves, two large ranges and about 3 or 4 small ranges. The pipes from these will all lead into one large pipe in the centre of the dome."

It appears Mr. Smith and McCreary were still at odds over the roundhouse preparations because the latter gentlemen concluded: "in my opinion, the other chimney should have been used, but Mr. Smith thought more heat would be given by extending them in this way, but I fear they will smoke and sweat. If so, we shall have to change them."

The Doukhobors, about 1700 arrived in East Selkirk on Wed. Feb. 22, 1899 and took up their quarters in the old roundhouse, and the first death amongst them since their arrival took place on Wed. March 1, 1899, a little girl of about 4 years of age, who died of pneumonia.

The chief diet for those quartered in the roundhouse was reported to be: bread, rice, barley, butter, sugar, tea, cheese, potatoes, cabbage, molasses, rolled oats, Onions, salt and pepper, and citric acid to "sour their soup". Meat was not for these immigrants as the Doukhobors were basically vegetarians. McCreary reported on Feb. 9, that "each soul here is now consuming one loaf of bread per day, and this with a copious supply of vegetables."

McCreary figured out that it would take about 10,000