

ing and a safe and economical system to transform waste into clean energy.

## Floods

There have been large floods in the history of this municipality, although there has never been two floods, both large in magnitude, in consecutive years. This unfortunately happened in 1996 and 1997. Both floods in these years were caused by similar factors. Heavy snowfall, among the highest ever recorded, long cold winters and large blizzards in the late winter and early spring brought on the heavy floodwaters.

The 1997 flood, now called the Flood of the Century, was not backed up by ice jams like the 1996 flood. The 1997 flood was larger in water flow but did not cause as much damage to the municipality as the 1996 flood did because there was not any backed up water to flood out the higher lands.

St. Andrews is not prone to flooding unless there are ice jams. Unfortunately due to ice jams north of Selkirk, floodwaters were backed up and started causing problems in the spring of 1996. The municipality declared a state of Emergency on April 29 because the backed up floodwaters were flooding many homes in the municipality.

The backed up water flooded the low-lying Breezy Point Road area, and backed up the water down the Netley and Wavey creeks. Many of the residents were forced to immediately evacuate their homes when this happened.

This flooded many unprepared homes in the area. The ice jam was relieved on April 20, 1996 and water levels in the Breezy Point area immediately receded two to three feet.

Although the ice jam was cleared north of Selkirk, closer to Petersfield more ice jams started to cause further flooding on the Netley and Wavey Creeks. Some residents in this area had some time to prepare with earth and sandbag dikes. Unfortunately, the further jams in this area caused the rising water to spill over most of the dikes.

Approximately 200 people were evacuated from their homes in the Rural Municipality of St. Andrews. The state of emergency was lifted on May 3, 1996 and all evacuees were permitted to return to their homes only if the water that was on their flood ravished properties had receded.

Although the state of emergency was lifted the flood left behind a lot of damage to the area. Many residents in the flood stricken areas had to repair the costly damages to their houses and clean up the garbage that the floodwaters left behind.

The floodwaters of the Red River devastated much of Southern Manitoba again in the spring of

1997. Fortunately the Rural Municipality of St. Andrews was not hit as hard as it was the year before. Preventative measures were taken to make sure that the ice jams of 1996 did not once again take place. Bombardiers drilled over 40,000 holes in the ice north of Selkirk with augers. The drilling began on March 30 and lasted for several days. Fortunately, the drilled holes helped to prevent the ice jams. The holes helped to make the ice easier to break up because they made the ice weaker with all of the empty space. Because there were no ice jams many of the areas that were flooded the year before were not at risk.

The amount of water flowing down the Red River exceeded the 1996 flood by 54,000 cubic feet per second. Since there were no ice jams the water was free to flow straight through to Lake Winnipeg without being backed up. The Municipality had to declare a state of emergency on April 29 because many homes and properties were again flooded. The low-lying land of Breezy Point Road flooded again as it did in the previous year.

The hardest hit areas in the municipality were around the Netley, Wavey and Muckle Creeks. These were the hardest hit because the houses and buildings on the shoreline properties are built fairly close to the creeks which happen to rise very fast when flood waters arrive. Not as many residents had to evacuate because the water was not as high in as many of the areas as it was the year before. By May 27 all of our flood evacuees had returned home.

A 1.2-km dike was built on River Road in the southern part of the municipality in fear of floodwaters reaching the homes that were near. The dike was made out of earth and taken down once the waters receded. The floodwaters never spilled over the dike and did not harm the houses that it protected. River Road had to be rebuilt in this area because of the damages that were incurred when the dike was built.

The Government of Manitoba asked the military for assistance before the flood hit the province because they knew from previous forecasts that the flooding was going to be very severe in Southern Manitoba. The soldiers were based out of various small towns within the province that needed assistance in helping fight the flood. The military from the First Battalion Royal Canadian Regiment were based out of the Selkirk Recreation Complex for the duration of the flood. They assisted municipal residents in building sandbag and earth dikes around their homes and properties. They also stayed to help with any clean up that was needed. A military hospital was also stationed in our municipality. It was set up at the St. Andrews Community Club. The doctors and nurses aided the injured and sick sol-

diers. Fortunately there were not any severe injuries to any of the soldiers.

### **Civic Numbering – 911**

A system called civic numbering was developed in the municipality during the late 1980's and 1990's. The ratepayers from the Overwater subdivision requested the system. They requested this system because there was a lot of repetition within the large development of lot and block numbers. By-Law Enforcement Officer and Municipal Constable, J.C "Curly" Gagnon, took on the enormous task and at first assigned civic addresses to houses in the southern part of the municipality that are situated south of St. Andrews Road.

It was not planned at first to do the whole municipality right away but Canada Post was implementing a new mailbox system and needed civic addresses for the municipality adjacent to the City of Selkirk. This was completed when the municipality decided to bring the 911 emergency calling system into affect. Curly then assigned civic addresses to the remainder of the large municipality.

The 911 system was up and running in 1996 and all of the civic addresses were also completed at this time. A By-Law was passed on July 27, 1999 stating that it was the law for all residents of the municipality of St. Andrews to have a civic number posted within visible site on their house. Our municipality was one of the first ones in Manitoba to have the entire municipality assigned civic addresses and we are tremendously proud of being such a progressive community.

### **New Ward Boundaries**

On May 13, 1997, The Rural Municipality of St. Andrews Council approved a by-law for St. Andrews to be divided into six wards. The by-law became effective at the general election in the fall of 1998.

The new wards all consist of populations between 1,600 and 2,000 people. Within the inner two miles of the river lot system the population consists of mostly persons who commute to a workplace in neighbouring urban centres. This characterizes wards 1, 2, and 3. Wards 4, 5, and 6 represent the population who is still mostly dominated by agricultural interests. The six wards were divided evenly between the two interests so that the population had an even balance of interests in the municipality.

The ward boundaries are as follows:

#### **Ward One:**

The south boundary is the Rural Municipality of West St. Paul. The east boundary is the Red

River. The west boundary is the Canadian Pacific Railway track. The north boundary is the centre of Liss Road.

#### **Ward Two:**

The south boundary is the centre of Liss Road. The east boundary is the Red River. The west boundary is the Canadian Pacific Railway track north to the north limit of River Lot 74. The north boundary is the north limit of River Lot 74 east to the Red River.

#### **Ward Three:**

The south boundary is the Rural Municipality of West St. Paul. The east boundary is the Canadian Pacific Railway tracks north to the north limit of River Lot 74 and then east to the Red River. The west boundary is the centre line of Path #8 and then the centre line of Provincial Road 230. The north boundary is Fort Garry Road/Path #67 (the north Limit of River Lot 131.)

#### **Ward Four:**

The South Boundary is the Rural Municipality of West St. Paul. The east boundary is the centre line of Path #8 and then the centre line of Provincial Road 230. The west boundary is the Rural Municipality of Rockwood. The North Boundary is the centre line of Fort Garry Road/Path # 67 east until the west limit of Sec. 33 Twp. 13-Rge 3E, then north two miles and then east across the north limit of Sections 4 & 3 of Twp. 14-Rge 3E to the boundary of the City of Selkirk.

#### **Ward Five:**

The south boundary is the centre line of Fort Garry Road/Path # 67 east from the Rural Municipality of Rockwood until the west limit of Sec. 33 Twp. 13-Rge 3E, the north two miles, then east across the north limits of Sections 4 & 3 of Twp. 14-Rge 3E to the boundary of the City of Selkirk. The east boundary is the western and northern boundary of the City of Selkirk until the Red River and the north to the north limit of Sec. 16 Twp. 15-Rge 2E. The west boundary is the Rural Municipality of Rockwood. The north boundary is the centre line of Hall Road from Rockwood east to the Red River.

#### **Ward Six:**

All parts of the Rural Municipality of St. Andrews lying north of the Centre line of Hall Road.

### **The 1999 St. Andrews Airport Takeover**

The St. Andrews Airport was developed in the 1960's as a satellite Airport to Winnipeg International Airport and officially opened in 1964. The St. Andrews Airport serves light aircraft and

helicopters. They have programs such as pilot training and recreational flying. The airport was originally owned and operated by Transport Canada.

After an extensive evaluation in the early 1990's, Transport Canada concluded that there was a need to reconstruct the air transport system in Canada. Transport Canada stated that if they continued to own and operate the Airport, they would have had to reduce operating and maintenance costs by implementing reductions in facilities and services.

In 1998 the Rural Municipality of St. Andrews designated a study to determine the probability of the Municipality assuming the ownership and operation of St. Andrews Airport from Transport Canada.

The Rural Municipality of St. Andrews considers the Airport an asset to the community in the services that it provides. The municipality did not want to lose this asset when Transport Canada decided to transfer ownership. The municipality decided to take over the airport because of the many benefits that the airport could provide to the community. If the municipality was to take over the airport they could create many new jobs directly and indirectly. The municipality also wanted to take advantage of the synergies in municipal and airport operations, they also had developmental ideas for the surplus land on the airport grounds.

The municipality took ownership of St. Andrews Airport on March 31, 1999 and forthwith incorporated St. Andrews Airport Inc. as an "arms length", non profit corporation. Presently, the Board of Directors consists of Don Forfar, Kurtiss Krasnesky, Peter Skazyk and Marilyn Regiec.

Currently there are twenty-nine tenants based at the St. Andrews Airport. The Airport offers many valuable services to our community. The services

available at the Airport include: a scheduled air carrier, a helicopter school, chartered aircraft, aerial spraying, aircraft engine overhaul, commercial hangar space, aircraft maintenance and repair, aircraft rentals, a helicopter simulator, aircraft fuel cell repairs and a restaurant.

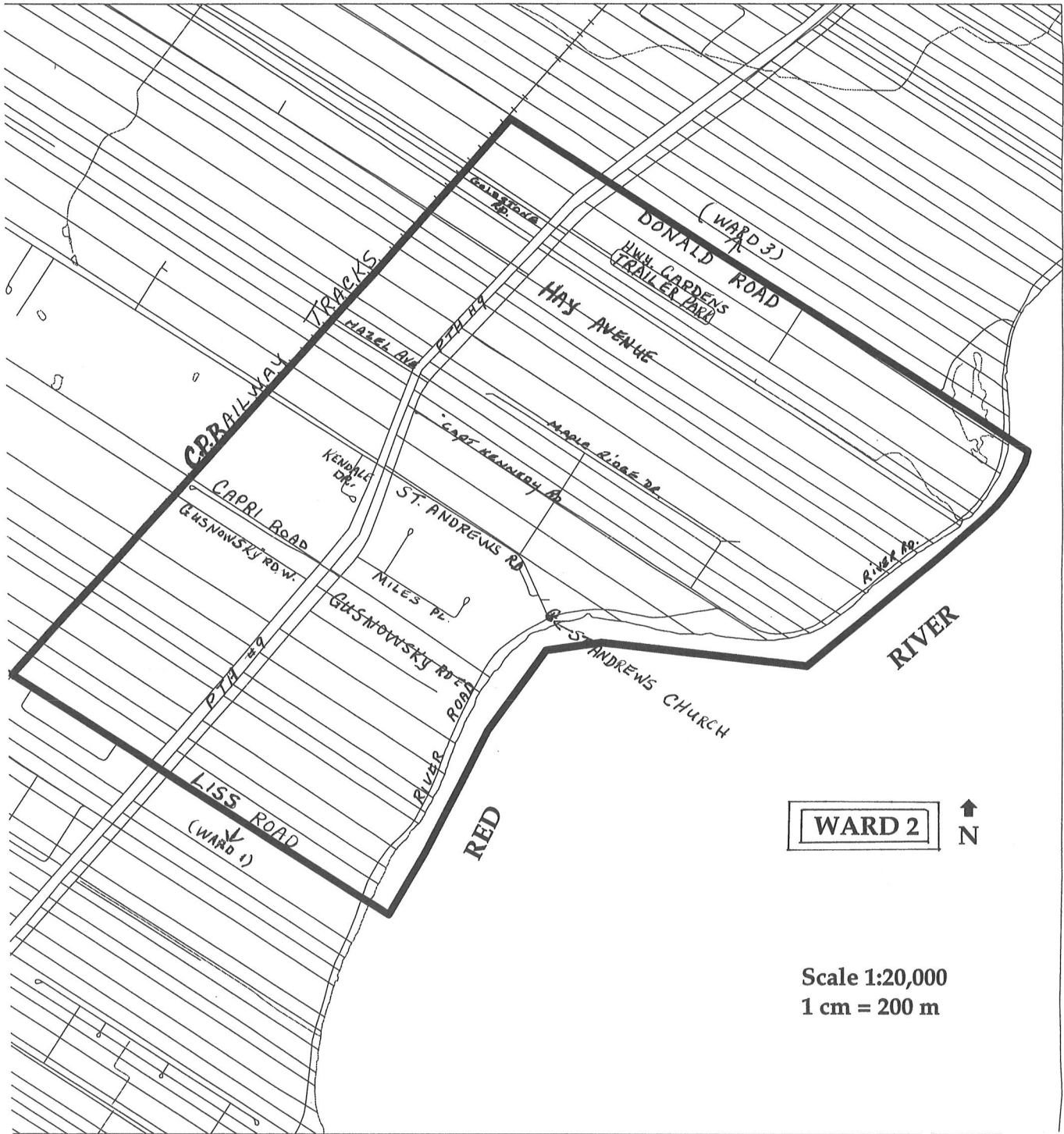
In conclusion, the Rural Municipality of St. Andrews has been through a lot of changes in the past seventeen years and we have dealt with them very well. The population, boundaries of the Wards, municipal addressing and emergency response have all changed. We have built and repaired many structures and community recreational facilities in the past years. We came together as a community when we were hit with floods. We learned how to work as teams when we had to deal with issues such as river-bank stabilization and shoreline erosion. The municipality has shown that it can deal with any situation, large or small, and when challenged with sudden disasters they are always able to pull through.



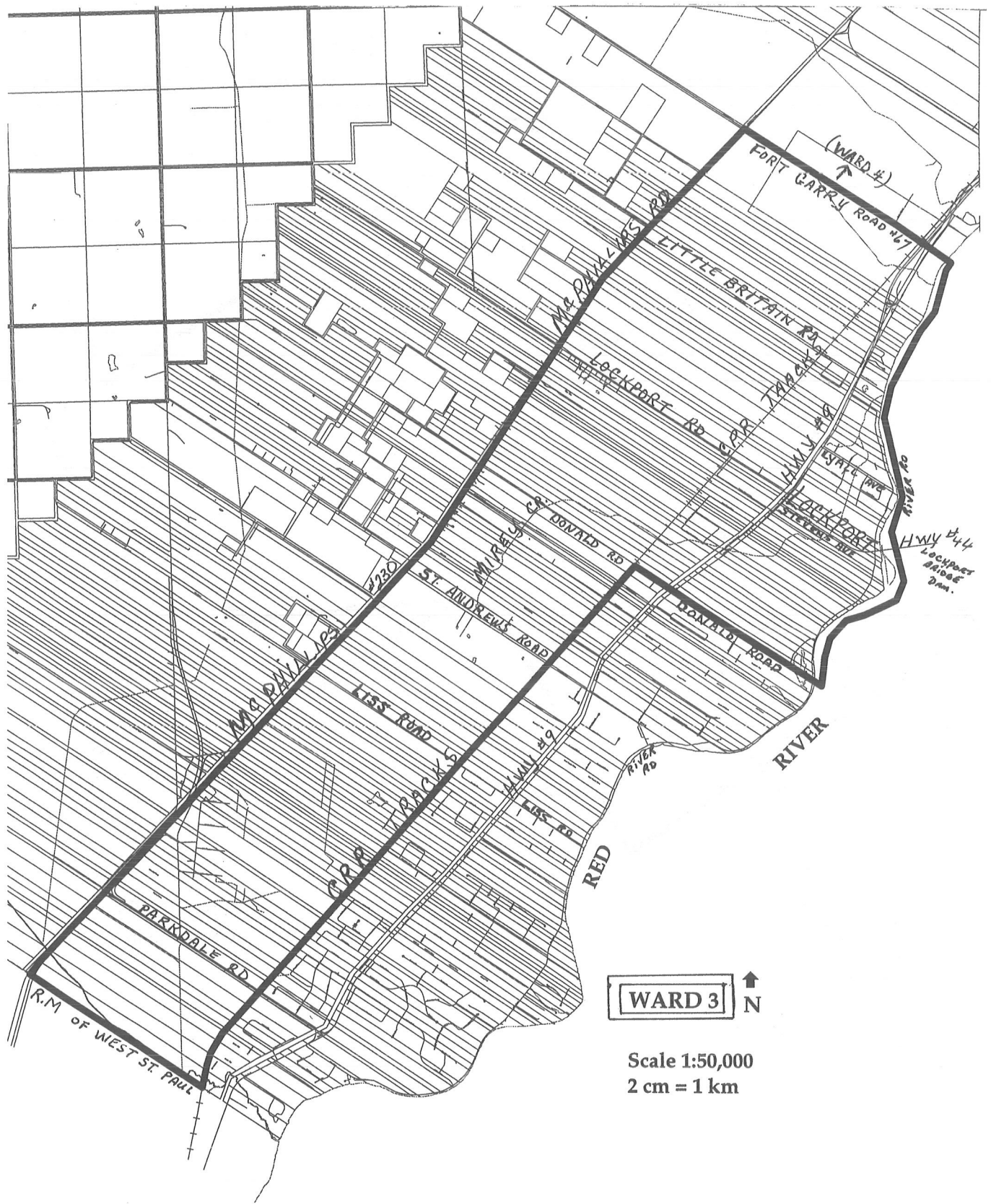
Grader in front of R.M. of St. Andrews office.



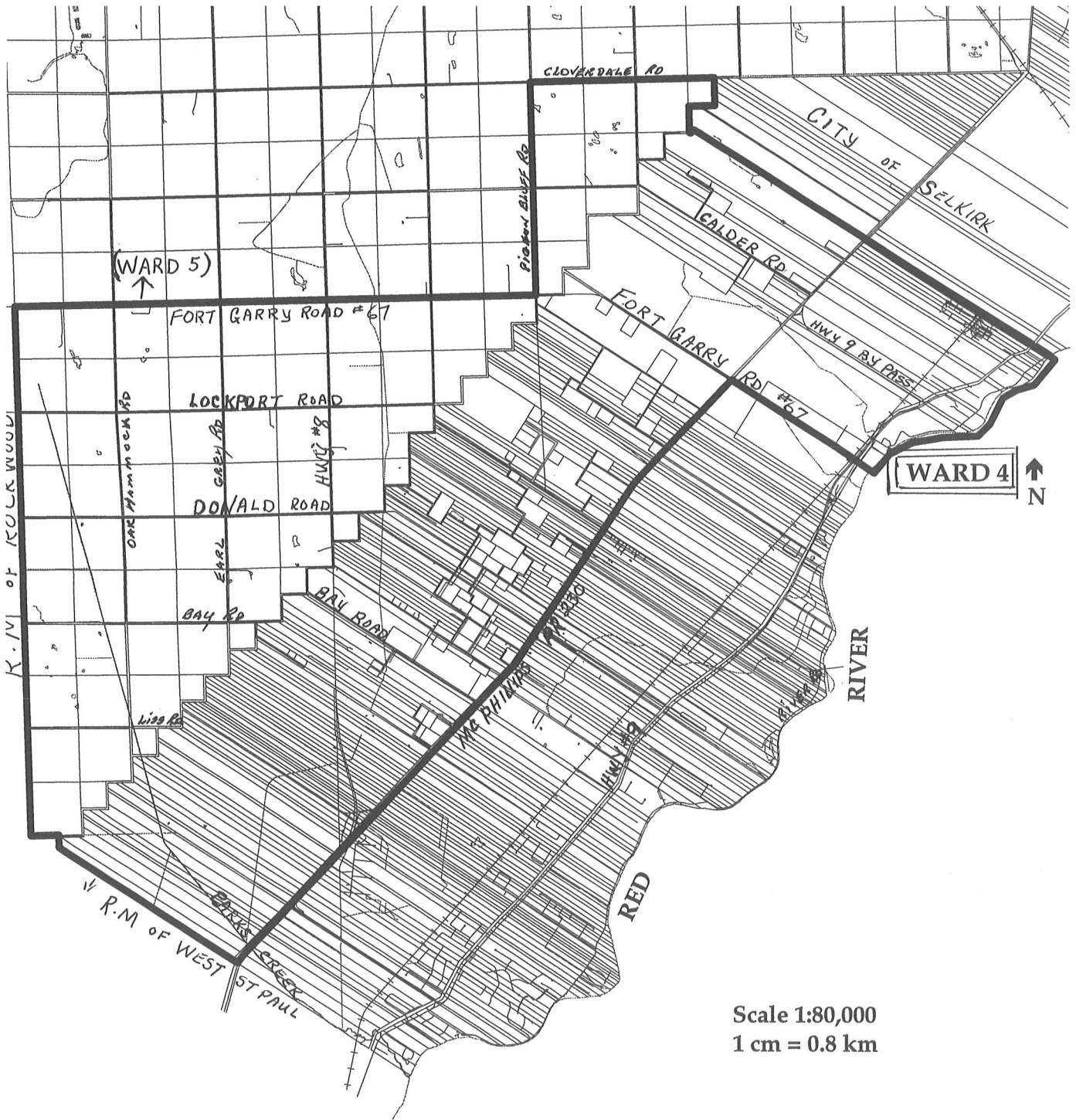
Ward One.



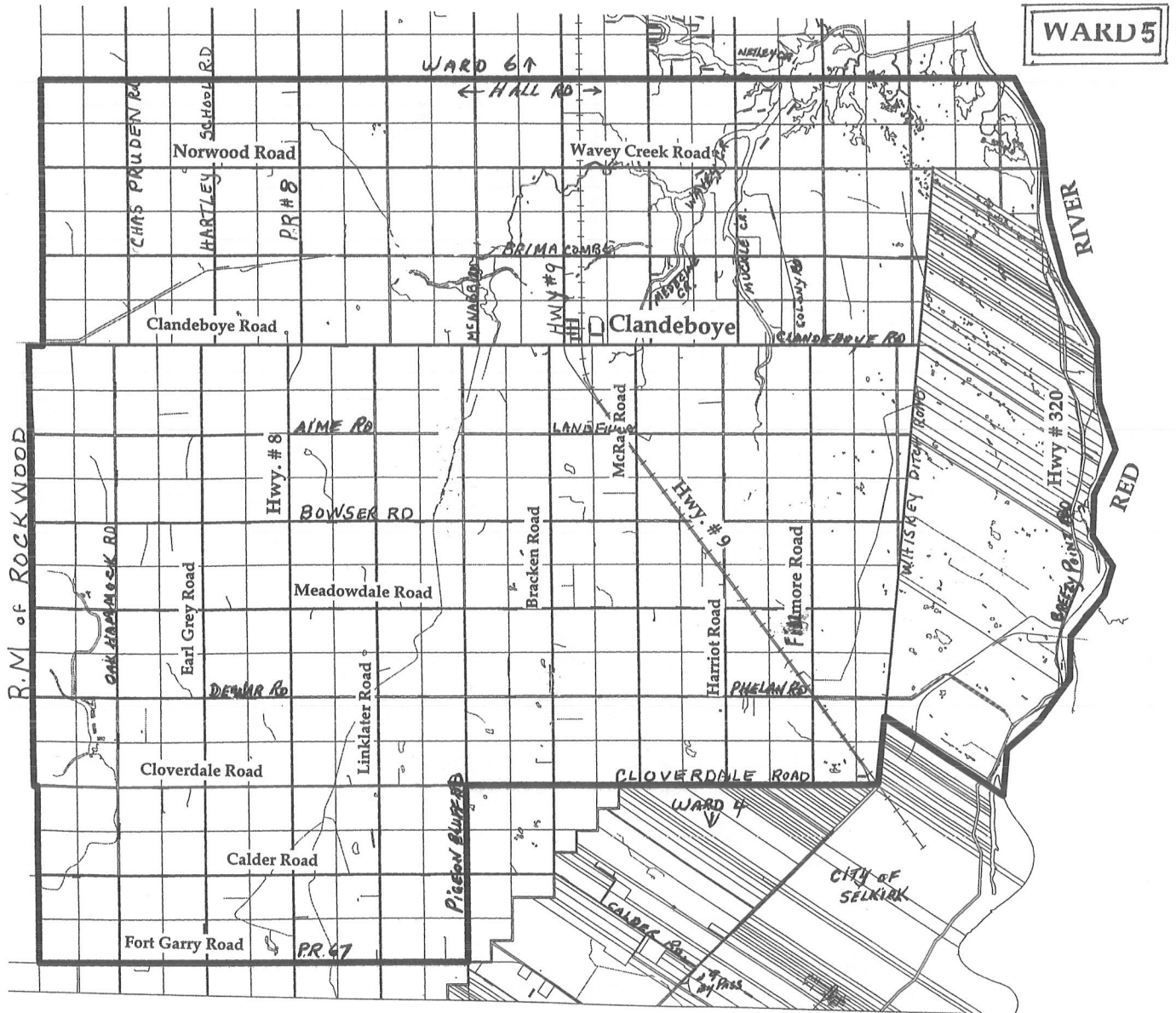
Ward Two.



Ward Three.

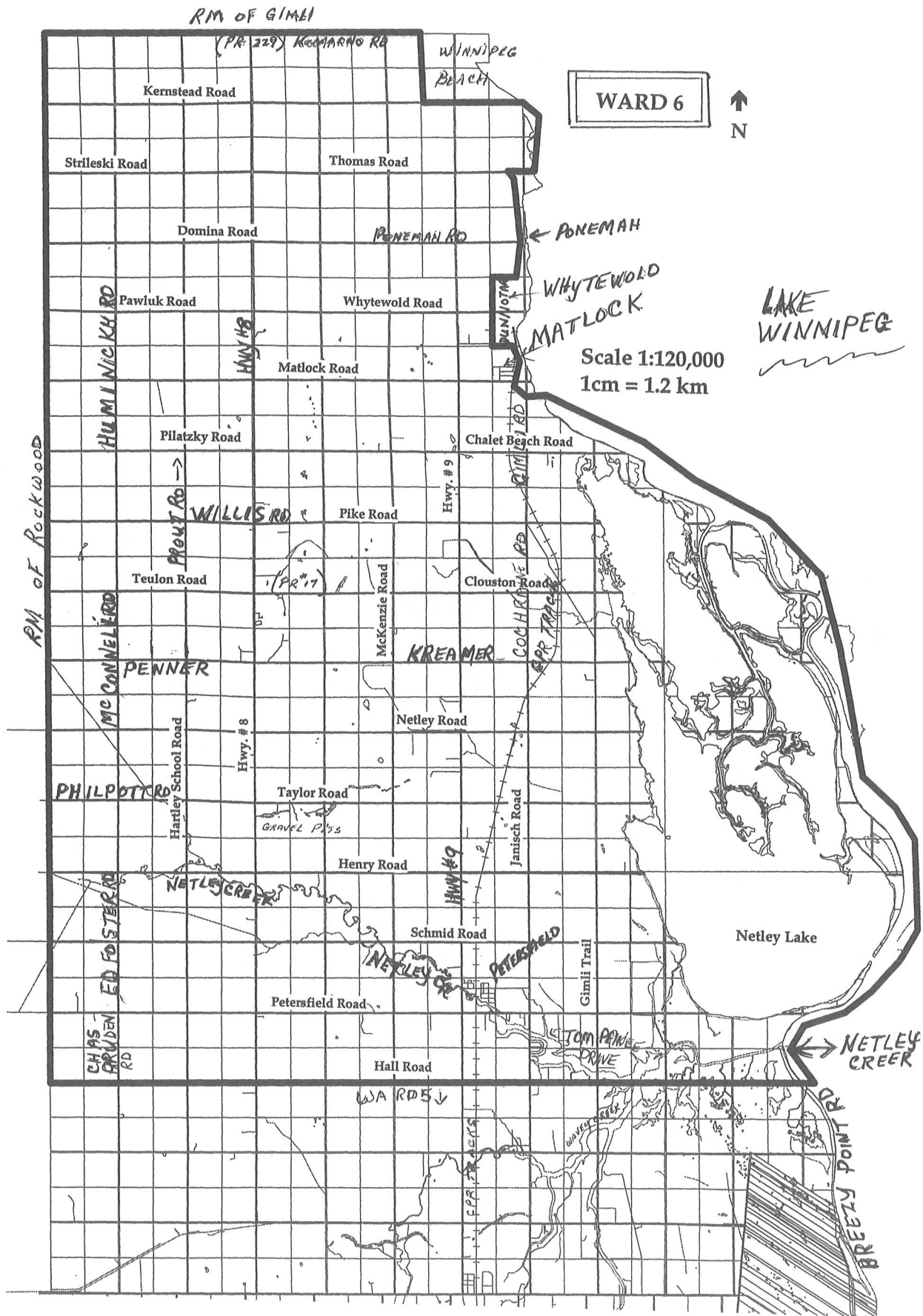


Ward Four.



Ward Five.





Ward Six.



Aerial view of Bracken Enterprises.

# Agriculture



Aerial view of Bracken Enterprises.

## Agriculture

### by Garry McRae, G and G Farms – Ward 5

Agriculture cannot stand still, it must change with the world around it, and as the world changes the people within it change, their eating habits change and the numbers get larger. It is agriculture's job to meet these changing demands.

Noteworthy changes which have taken place in the past 20 years can be outlined as follows:

- Farm Size – small farms are disappearing, average farm is now 12-1500 acres with some going beyond 10,000 acres.
- Type of Farm Structure – corporate (private companies) with share structures to help adapt to taxation problems and the borrowing of money.
- Livestock and Poultry Production Units have increased in size: e.g.
  - Hog barns covering two acres under roof and producing 20,000+ hogs a year are not uncommon.
  - Dairy and poultry operations have seen the same increase in size.
- We are seeing an increase in the number of Hutterite Colonies which lend to the life style of continuing farming operations from one generation to the next, accomplished very easily.

## Farm Organizations

In the past, local agricultural societies were developed to handle local activities and plan the district fairs and rodeos. These organizations still exist.

Politically – in the past we had The Manitoba Farm Bureau and the National Farmers Union; today we still have the National Farmers Union however, the Farm Bureau has evolved to become the Keystone Agricultural Producers. It is these organizations which function to lobby both the federal and provincial government to aid in the development of good sound agriculture policies.



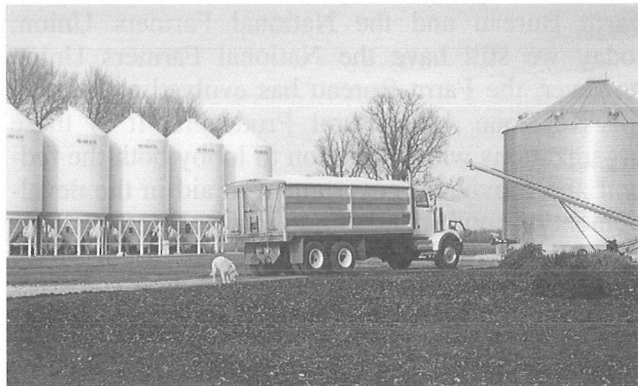
Versatile Tractor Model 936 – Cummings Engine producing 325 HP – Traction – 4 wheel drive, having dual tires. Some models have triple tires.



Caterpillar 75 C Tractor running on a continuous 35 inch wide rubber track, also producing 325 horsepower. The advantage of the track is mainly compaction and less slippage. – Air seeder has 7 inch spacings and covers 45 feet in a pass. Capable of seeding 300 acres in one day. Some newer models are 70 feet in width.



Gleaner R62 Combine – Capable of harvesting 4 – 5000 bushels of wheat or 8000 – 10000 bushels of barley in one day. Engine size is 260 HP., grain tank 300 bushels, fuel tank is 150 gallons, 16 hrs of continuous running.



Grain Handling – Storage bins range in size from 4000 to 40,000 bushels. Bins can be either hopper bottoms or have self unloading equipment installed. Grain Augers, or conveyors, can range from 7 inch to 13 inch, moving up to 12,000 bushels per hour.

### Machinery and Technology

This area has probably seen the most change in the last 20 years.

Computers are common place. Within agriculture there is not a new machine or livestock barn being built which does not depend on a computer to function.

Seeding and spraying operations are becoming dependant on Global Positioning Systems (Satellite) to help map fields, catalogue yield and fertility data and locate problem areas.

Technology has given us many changes and will continue to create change.

### Cost to Farm

The size of our equipment has changed giving us larger tractors, seeders, cultivation equipment and harvesters. The price tag has also increased:

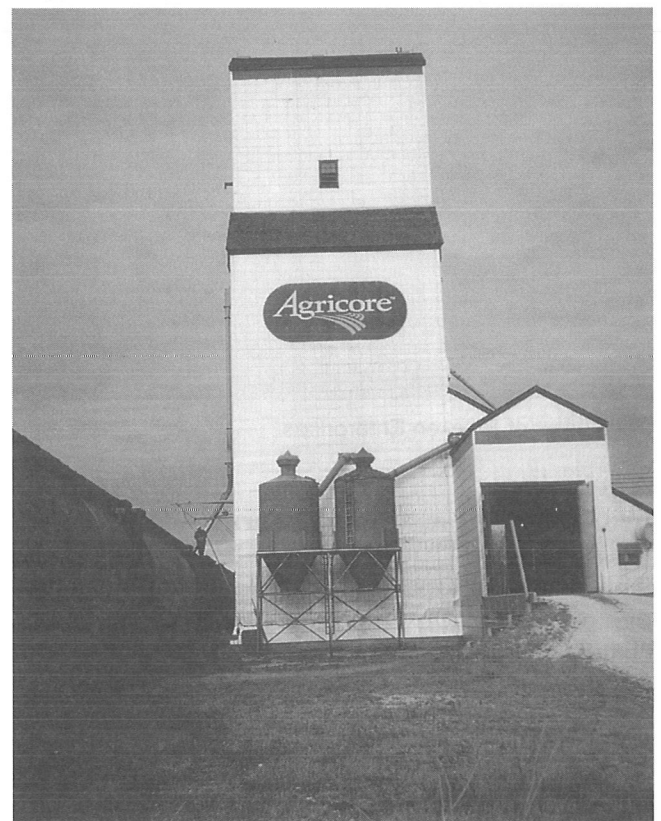
Farm truck	.....\$100,000
400 hp tractor	.....\$220,000
250 hp combine	.....\$200,000

45 ft. air seeder	.....\$100,000
25 ft. swather	.....\$70,000
700 farrow to finish hog barn	..\$2,000,000

### Land Prices

The area being farmed has not changed a great deal. In Manitoba the bottom 1/3 of the province will comprise 90% of the farming activities. Climate is the limiting factor as it has been in the past.

It should be noted that at the time of compiling facts in St. Andrews Municipality as of November 1, 1998, Manitoba Pool Elevators and Alberta Pool have amalgamated to form Agricore; a new name that will be appearing in the agriculture industry.



Netley Agricore Elevator – 1999.

### Award Tops Off Farming Career Klagenbergs stand tall after bittersweet year that claimed husband and father Rask, but also yielded prestigious award. by Kevin King

Twenty eight years later, as they're being recognized as the Red River Exhibition's 1999 Farm Family of the Year, the Klagenbergs have decided they must give up that aspect of their business.

Early last month an auction was held on their property northwest of Selkirk to sell off their farming equipment and to make way for a new plant to

be used in their seed cleaning and export business. It isn't the way they'd prefer it.

"For us, it's the end of a way of life," said Carol Klagenberg.

It's the farm she grew up on as Carol McRae, the one she and late husband Rask purchased from her parents back in 1971, and the one where they raised their children Mark, Kim and Kirk.

However, a heart attack which claimed Rask in December at the age of 61 has meant some hard decisions, and they decided farming, which over the years had become a value-added portion of their seed export business, would fall by the wayside.

"Everything keeps going. With the business we had to land on our feet. Maybe they were shaky feet, but we had to land on them," Carol said.



Carol and Kirk Klagenberg.

The son of a Danish farmer, Rask Klagenberg came to Canada in 1957 to try his hand. Four years later, he and Carol were married, though it would be another ten years before they purchased the family farm.

As their seed business grew, Rask finally decided to act upon his idea of opening up some export markets. In 1991, he travelled back to his home country and started knocking on doors. The cold calls managed to produce a request for a single container of flax. They now sell hundreds to markets in the U.S., Europe and occasionally Australia, mainly flax for human consumption.

All of the children grew up on the farm and helped out where they could. Mark, who Carol calls a "computer whiz", now works in Vancouver, while Kim is a special education and English as a second language teacher in Winnipeg. Kirk has remained and runs the business with his mother. They employ three others.

"This is what I plan to do," Kirk said, noting it's important to carry on the family name. "I tried the city(life) one time, and it didn't work. It's just different. Here, it's quiet — well reasonably quiet, and it's pretty. And you know your neighbors and what not."

The family had no warning of Rask's passing. He'd had a routine checkup in the spring and was in great spirits throughout the year.

He and Carol had travelled to California for a wedding and had taken a nice vacation in November. Rask was proud to see that customers felt comfortable dealing with Kirk on the export side. And he even put up the Christmas lights and decorated a huge tree on the property for the first time which Carol felt was for the benefit of their first grandchild, Kim's son Russell.

In retrospect, it was almost as though Rask was preparing to take his leave.

"Quite often you talk to people who've lost somebody, and that's sort of how it is I'm finding," said Carol.

The family is happy that they were able to share in the joy of the Red River Ex award, for which they were nominated by the South Interlake Land Management Association.

"Of course we were both ecstatic. For him it was about one of the nicest awards you could get, I guess," Carol said.

The Klagenbergs took part in the Red River Ex parade on June 27, and followed that up with a luncheon at the Winnipeg Chamber of Commerce the next afternoon where they picked up the plaque.

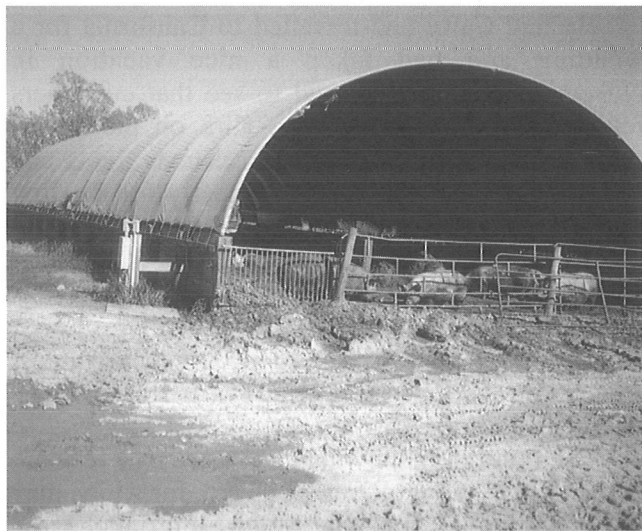
*This story appeared in the Interlake Spectator on Monday, July 5, 1999.*

## Biotech Shelters by Alan Aime

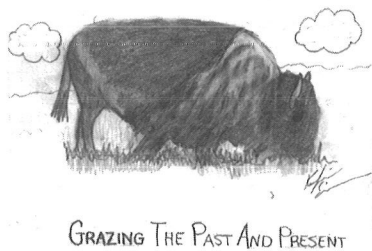
Biotech Shelters offer an inexpensive and efficient means to house livestock, machinery or bales of hay or straw. They were designed and engineered in Western Canada, improving an idea previously used overseas. They do not require a permanent foundation. Packed sand or gravel are sufficient floor bases depending on the use of them. The frames are manufactured from galvanized tubes and do not require bolts for assembly. Ultra Violet treated ropes are used to lace the fabric to the frame. The cover is a special ultra violet aluminum coated polyethylene fabric. Ends can remain open or a tarp may be dropped from each end to close them.

Some of the advantages are low initial cost and better return on investment. They are easy to assemble or dismantle and more versatile than a conventional structure. A biotech shelter offers lots of ventilation for hot weather protection. The black inner coating helps to keep the inside cool in the summer. Straw bales are moved in by tractor which allows animals to burrow down in the warmth on cold winter days. Cleaning of these shelters is easily done with front end loader tractors or bobcats. With proper care, animals can be happy in any type of weather.

Alan Aime has nine shelters on his farm.



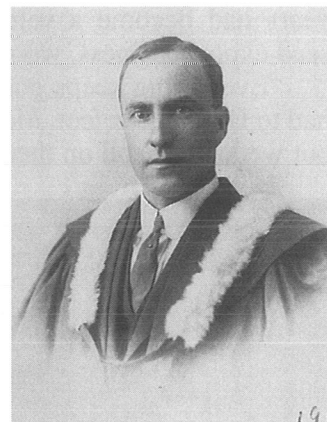
Alan Aime's Biotech Shelters – housing for hogs.



GRAZING THE PAST AND PRESENT

## The Muckle Plum and Better Honey Production in Manitoba Attributed to R.J.T.M. Muckle, B.S.A.

Robert James Tennant Montgomery Muckle (Born March 1886 – died October 18, 1951) held a Bachelor of Science in Agriculture from the University of Manitoba. He was a Provincial Apiarist and operated his own honey and nursery business. He taught at winter agricultural schools in Manitoba.



Robert James Tennant  
Montgomery Muckle –  
Provincial Apiarist.

A newspaper of the day published this article:

### Manitoba has Provincial Apiarist.

“A recent appointment by the Department of Agriculture was that of R.M. Muckle to the position of Provincial Apiarist. Mr. Muckle is a fourth year student at the Manitoba Agricultural College. His immense knowledge of bees come from the fact that he has a large apiary at his home in Clandeboye. More than this, he comes from a family that are bee enthusiasts.

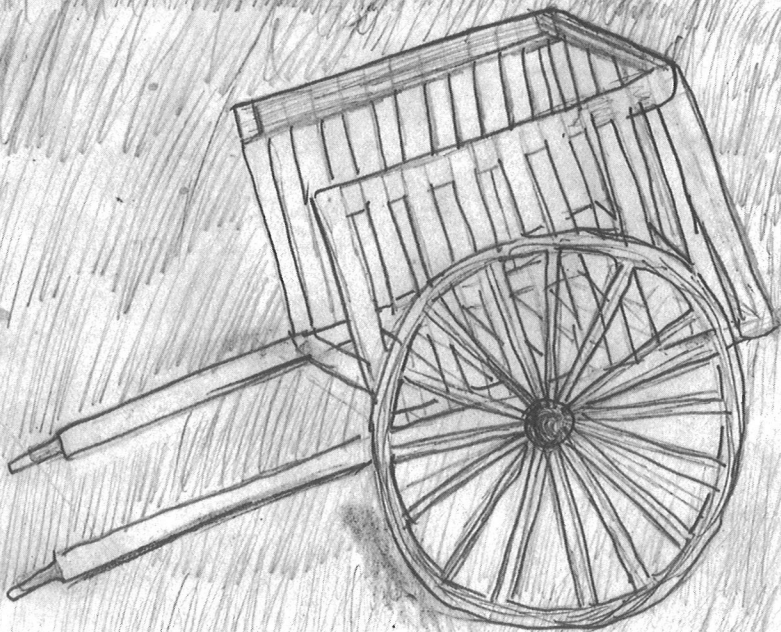
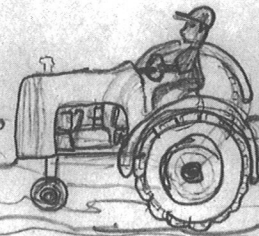
We have not quite realized the extent of the bee industry in Manitoba, as well as the possibilities of further enlarging the production of honey in the province. It is Mr. Muckle's aim to get in touch with all bee enthusiasts in Manitoba, to get better organization of the “bee-men” and to work out better methods of handling for Manitoba. As many are unknown to him, it is his wish that all should write to him at the Manitoba Agricultural College, Winnipeg”.

The Dominion Experimental farm at Morden, Manitoba, prior to 1949, had received a plant from Robert M. Muckle. He had successfully crossed the Canada Plum (*Prunus nigra*) with the Russian Almond (*Prunus tenella*), completely hardy to prairie Canada. The hybrid plant is botanically referred to a “*Prunus X nigrella*”. Following his death the Morden Experimental Farm accorded the name “Muckle Plum” (A flowering plant).

See: Muckle, Captain Robert and Elizabeth

# BEYOND THE GATES OF LOWER FORT GARRY

In Our Days



*Kari Einarson*

# Thoughts Of Yesterday

In Our Days: Thoughts of Yesterday – by Kari Einarson.