

# Transportation

## Mobility Developments

by Dennis Linklater

The 1981 book *Beyond the Gates of Lower Fort Garry* provided interesting recollections dating back many years. Further early recollections follow as well as some not so long ago.

### Motor Driven Transport

The use of horses, dogs, oxen and man's physical labour was eliminated or reduced substantially as and when motorized vehicles were manufactured. Steam pressured locomotion was the first form, used in railway engines, ships and tractors as early as 1880. These engines all required large boilers (tanks) containing water and fire boxes to heat the water, creating steam pressure which was controlled by release valves, that forced cylinders to turn the propellers or drive wheels. Creating steam pressure was a slow arduous process as wood or coal was fed into the fire box under boilers supplied with water. Anyone who has boiled a pot of water over a wood fire might appreciate how long it can take to get steam pressure sufficient to push an engine's cylinders. Many residents will recall the steamship S.S. Kenora, the railway steam engines with water supply tank towers along the rail line and the steam tractors used on farms. Joe Cheslock's Rumley steam tractor which powered his thrashing machine



Steam tractor.



Machine called a "bull nose" used to pitch up sheaves. 1946.

was a common sight on numerous farms around Cloverdale each fall in the early 1940's accompanied by the "Bull Moose" which was a stook gathering creation of Joe Cheslock's with a gasoline engine, generally driven by Lawrence (Kenny) Linklater.

Gasoline fueled engines required spark plugs to facilitate a spark and explosion within the engine's cylinders which contained vaporized gasoline. The electrical current to create the spark travelled by covered wires from a magneto. In order for the magneto to generate current, the engine had to be turned over manually by use of a crank which was inserted/interlocked temporarily to the engine and spun with a quick turn of one's arm. The crank was

inserted through the vehicle's grill, under the radiator, and into the pulley of the crank shaft. Men were usually expected to perform the cranking as strength was required and mis-firing could break an arm or wrist.

In the late 1920's electrical storage batteries were developed as well as generators and starters which enabled engines to start after turning a key and/or pressing a button to engage the electrical current. The earlier gasoline engines were quite small and less powerful than steam powered engines. As larger engines with more cylinders were built, greater power was achieved, but these were uneconomical as gasoline consumption was prohibitive particularly if four wheel drive applied.



Diesel highway tractor owned and operated by Merv. Gudmundson of Cloverdale.

In the mid 1940's diesel engines were developed which used cheaper fuel and provided greater efficiency with more power than gasoline engines. Maintenance costs were generally considered lower as well as diesel engines do not have spark plugs or ignition systems. Diesel fuel is caused to explode by compression alone. The larger diesel engine is much more expensive to purchase and therefore only practical where the need for much greater power can be justified. As an example of diesel engine replacement in the 1950's the S.S. Kenora became the M. S. Kenora (steamship became motor ship), railway steam engines were replaced by diesel. Farm tractors with diesel engines replaced the ponderous steam powered tractors, highway transport trucking of merchandise became practical as did pulp wood hauling.



All terrain vehicles – a real time saver on a busy farm.

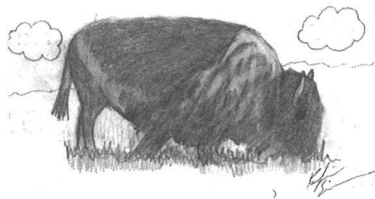


1972 Mercury snowmobile still proven useful for winter sports.

Growing affluence in the mid 1960's created a huge market for leisure transportation equipment to be built using gasoline engines with one or more cylinders. This equipment, while considered pleasure craft/vehicles by some, also enabled farmers, fishermen, and others to operate more efficiently. A few examples are outboard or inboard boat motors, snow machines, all-terrain vehicles, chain saws, personal water craft and lawn mowers.



Riding tractor lawn mower permits maintenance of an acreage lawn and converts to a snowblower.



GRAZING THE PAST AND PRESENT

## The Anson Northup – First Steamer on the Red River

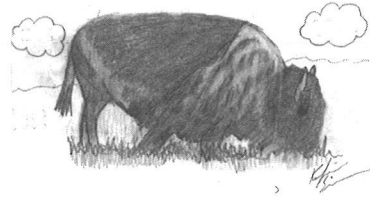
In 1858, the Anson Northup became the first steamboat on the Red River. Namesake and captain of the boat, Anson Northup was a pioneer businessman in Minnesota. After hearing of a prize offered for the Fort Garry voyage, he proposed to dismantle his steamboat the *North Star*, transport its machinery and fittings overland to the Red River and reassemble it for the maiden voyage down the Red River.

At the junction of the Crow Wing and Gull Rivers, in Minnesota, his crew dismantled the boat and loaded the machinery, cabin, furniture and timber onto wagons and sleighs for the 150 mile (240 km) trek to the Red River. The party consisted of 60 men, 13 yoke of oxen and 17 horses. By the time it reached Lafayette some two months later in April 1849 there were only seven oxen left.

The steamer was reconstructed in 1849 and measured 90 feet long with a 22-foot beam. It held between 50 and 75 tons of cargo. She travelled between Fort Abercrombie in Minnesota to Fort Garry, transporting Hudson Bay Company freight south and bringing agricultural machinery north. The Hudson Bay Company was a silent partner in the boat until 1861. When it arrived at Fort Garry on June 10, 1859 so many people wanted to go on the trip to Lake Winnipeg, that not all of them could be accommodated.

Over the winter of 1859-60 the boat was completely overhauled at Netley Creek. The boiler was patched and repaired, the cabin was raised and skylights installed. The first deck was properly laid and the entire vessel painted. The refurbished boat had three decks. The kitchen and engine room were on the first deck. The second deck, or boiler deck, had twenty-four berths and four state rooms providing accommodation for twelve ladies, an office, pantry and washrooms. The pilot house was situated on the uppermost deck. The steamer unfortunately sank at Cook's Creek in the winter of 1861. The Anson Northup helped to draw the Red River Settlement into the developing commercial life of mid-nineteenth century North America.

*Source: article in the Heritage Highlights of the Winnipeg Real Estate News, January 7, 1983.*



GRAZING THE PAST AND PRESENT

## Winnipeg, Selkirk & Lake Winnipeg Railway by Bill Gessner

The 'street car' as it was commonly referred to, with its shelters every mile, was a benefit not only to the Town of Selkirk but also to the Municipality of St. Andrews residents, particularly those who lived in Wards currently numbered 1, 2, 3 and 4. Here is its story.

In 1892 a group of Selkirk business people were anxious for a Winnipeg to Selkirk means of passenger transportation, as they considered the CPR Riverton line not a frequent enough service. Although the organized name was "Selkirk Electric Street Railway Company," this name soon disappeared and was replaced by the "Winnipeg, Selkirk and Lake Winnipeg Railway". The people of Winnipeg and Selkirk areas developed it from there. In 1903, the Selkirk Town Council awarded the W.S. and L.W. Railway an exclusive eighty-five year franchise with some tax exemptions over twenty years, for daily service between Selkirk and Winnipeg. The track followed the west side of what is now highway #9 (Winnipeg to Selkirk) to the then outskirts of Selkirk. From there it went easterly in the vicinity of Heap Avenue, then north along the east side of Eveline Street to the north end of town, to the car barns (now the New Life Community Church) with a wye into Selkirk Park, a popular Sunday ride for Winnipeg residents.

The tracks were heavy gauge so that a steam train from the CPR could be switched in Selkirk where the two lines crossed. The first trip on August 26, 1904 was by a train. Because the power plant was not strong enough for difficult travelling conditions, a small steam locomotive replaced it in 1905 referred to as the "Dinky". It carried freight and passengers including milk in five and eight gallon cans from the dairy farmers in this area including Edward Chamberlain, John Gessner, Charles Gessner and William Scott, who had milk contracts with the Winnipeg creameries.

In 1904 and 1905, having no turn around track in Selkirk, the cars went in reverse going back to Winnipeg. The southern limit of service was Main Street and Luxton in Winnipeg. The W.S. and L.W. Railway could go no further as Winnipeg street car

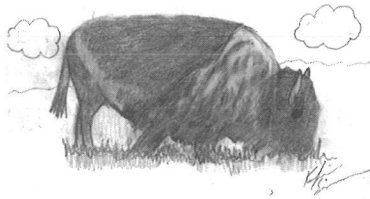
tracks were of lighter gauge. Electrification of this twenty-two-mile line took place in 1906. A brick station for passengers and freight was built on Eveline Street and Eaton Avenue (immediately north of the present Selkirk bridge).

Comfort improvements included panelling of cars, heating and cooling according to the season. Five round trips were made each day. The rides were inclined to be rough, but in 1906 this was acceptable when one could get to Winnipeg within one hour and back the same day for an 80¢ fare.

Just before World War I a branch line to Stonewall was constructed. It branched off in Middlechurch north of West St. Paul School, went under the CPR tracks and then on to Stonewall. The under track opening was filled in recent years but the spot is still recognizable.

In 1937 service on the Winnipeg to Selkirk line was reduced. Both lines continued until 1939 when service was replaced with buses and the lines later dismantled.

*With thanks to Mr. Frank Hooker of Selkirk, Manitoba for some of the details.*



GRAZING THE PAST AND PRESENT

## The York Boat

The York Boat came into use in approximately 1823 for transport of supplies and furs to and from York Factory near the mouth of the Hayes River on Hudson's Bay, to Hudson's Bay Company posts which were accessible by water. The boats were constructed of soft woods such as spruce and therefore only lasted three summers. The construction design was similar to Orkney Isles fishing boats which are thought to have been influenced by



York Boat resting at Lower Fort Garry.

Norsemen who inhabited northern Scotland in earlier times.

The standard boat size was generally 42 feet bow to stern with a keel length of 30 feet, eight or 9 feet wide and three or 4 feet deep with a flat oval bottom propelled usually by eight oarsmen, directed by a steersman. Eight oars, or sweeps, 20 feet long were each manned from the opposite side of the boat providing greater leverage. A square sail was used to rest the oarsmen whenever practical.

Two or more York Boats usually travelled together. The crew carried 80 or 90 packets weighing up to 90 pounds each over the many portages on each trip. The empty boats were pushed/pulled over the portage using log rollers underneath. Very strenuous work indeed.

In addition to supplies, they brought Hudson's Bay men's families to Lower Fort Garry and elsewhere. Mrs. Ellen (Wm) Linklater (nee Moar) remembered her childhood trip with several siblings by York Boat from her father's post at Little Grand Rapids en route to their Cloverdale farm in the 1890's (NE 8-14-4E).

With the development of steam ships in the 1880's, which travelled the length of Lake Winnipeg to Selkirk, the need for York Boats declined and consequently the boat works at Norway House and York Factory were closed.





# Family Histories

## Aime, David and Gladys

This is a follow-up to the story printed in the first edition of Beyond the Gates of Lower Fort Garry. Dave and Gladys moved from the farm to the Schindler Development in Clandeboye. Dave retired from school bus driving for the Lord Selkirk School Division in June of 1997. He spent 32 years driving the same bus route for the division. At the present time, he still continues to farm his land. Gladys worked for Revenue Canada for ten years.



Gladys and Dave Aime, June 1997.

Alan gave up his hockey career and returned home to farm in 1983. He received his two-year diploma in Agriculture from the University of Manitoba in 1985. Kevin and Alan formed a partnership in farming. They set up a hog operation. They were one of the first farmers to house their pigs in Bio Tech shelters. Unfortunately, Kevin had the misfortune to develop a severe allergic reaction to hogs and was forced to give up hog farming for health reasons. He worked for several years for New Flyer Industries building buses. He is presently working for Manitoba Highways Department.

Gail works for the Cancer Foundation as Data Manager. In 1985, Gail married Tom Charlo. They have three children, Coryn, Jana, and Jordy.

In 1988, Alan married Marusia Rohtynsky. They have two children, David and Danika.

In 1997, Kevin married Marsha Laudinsky. Marsha has one son, Evan.



Back row – Alan, Marusia, Kevin, Gladys & Dave Aime, Tom Charlo. Second row – Danika, David, Marsha Aime, Coryn, Gail and Jana Charlo. First row – Evan Klainjar, Jordy Charlo.

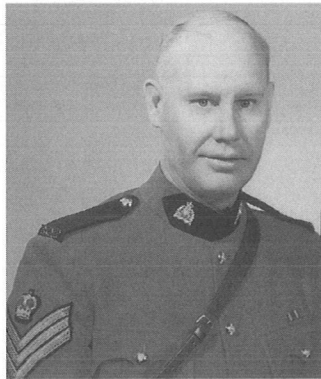
## Aime, Harry Hampton and Family by Harry Aime

I was born in Emerson, Manitoba in 1918, the eldest son of William and Janet Aime. Together, with my parents and my brother Maurice, we moved to Clandeboye in 1920. The family farm was established one and one-half miles west of the village. My parents had seven children and we all attended the Clandeboye School. As I wished to be part of the family farm operation, I left school at the age of sixteen after completing grade nine. As teenagers, my brother Maurice and sister Catherine and I attended many of the community activities. I especially remember the dances at Cloverdale, Clandeboye, Meadowdale and Norwood. Catherine's friend, Marjorie Perrin from Selkirk, accompanied us on many occasions. Our home was always open to others and it was very common for mother to have young people stay for meals. We were a very happy family.

After two years at home, I had the ambition to join the Royal Canadian Mounted Police. This required a minimum of grade eleven so I returned to school. This was difficult as I was overage in the classes, but I persevered and completed my grade eleven.

On completion of my schooling, I joined the Fort Garry Horse militia for two years and spent one summer at Shilo camp. In the summer of 1940, the military was not recruiting as they had insufficient equipment and supplies. I obtained a discharge to enable the application for the RCMP to be accepted.

Sergeant Harry Aime –  
R.C.M.P.



While threshing at a neighbor's farm in September, 1940, my mother phoned me. She was very excited as a letter from the RCMP arrived requesting me to report to the Winnipeg headquarters. I left for Regina with great anticipation to begin training. This was a real shock for me as the first day, along with other recruits, we were issued a duffle bag filled with various items of clothing. It consisted of a uniform, accessories and fatigues (work uniform). The QM stores took the opportunity to

dump their misfits on new recruits. My first job was washing windows but I was more interested in watching the parade square. I heard someone shouting and I immediately thought it was meant for me but it turned out to be the drill instructor over at the parade square. I took classes in criminal law, history of the Force, and foot drill. After three months, the recruits who had a French name, which included me, were transferred to Montreal.

My second part of training was taken in Rockcliffe, Ontario. The summer of 1942 was spent in Regina on the riot squad. We were being trained for riots in the eastern part of Canada. Riots didn't materialize and we were sent back to Edmonton.

I was transferred to Fort Smith, NWT where there were over a thousand American soldiers transferring pipe for an oil line at Norman Wells. This was my introduction to northern service. I spent four years at Fort Rae where most of the native people lived in tents all year round, camping near caribou herds in the winter and fishing in the summer. We made several winter patrols with dog teams to the outlying camps. There was very little police work to do with the natives. During the summer the natives would travel back to Fort Rae, trade their furs and have a reunion with other natives. Many of these people lived a primitive and rough life but they knew how to live under such conditions. They were independent and had their own Chiefs. A large majority suffered from tuberculosis but at that time there was no treatment. I recall going to a house in the settlement and found a sick man sitting in the middle of the floor surrounded by his friends. They were waiting for him to die which happened after a few days. They buried him and immediately packed up their things and returned to their hunting grounds. Much of our work at Fort Rae was looking after the household and doing our own cooking, cutting our own wood, fishing for dog food, and fighting fires. There were two of us stationed there. We did mostly civil administration for Indian Affairs and Territorial government. We tried to look after the native people as best we could. When visiting their winter camps, I would dispense medicine that I obtained from the hospital. The settlement consisted of the Catholic mission and hospital, Hudson's Bay post, Free Trader, and a dozen native houses. This was all an adventure for me. After four years, I realized that I was becoming very attached to the place and it was time to move on. During the summer of 1946, I spent a brief time at Peace River. I was detailed to the Eastern Arctic to represent the government at a joint American-Canadian weather station that was established at Resolute Bay. I held the appointments of Coroner, Justice of the Peace,

Postal Inspector, and Game Warden. We had one inquest when a boy from Saskatchewan was accidentally electrocuted from faulty wiring. About the same time, one of the radio operators had the misfortune of being chewed up by a polar bear while going from the operation building to the mess hall. I did a great deal of flying with the American Air Force. We would fly out to three satellite stations, to Thule, Greenland, Goose Bay and Labrador. I left Resolute Bay in the fall of 1949.

I was transferred to Toronto where I did relief work among the native people.

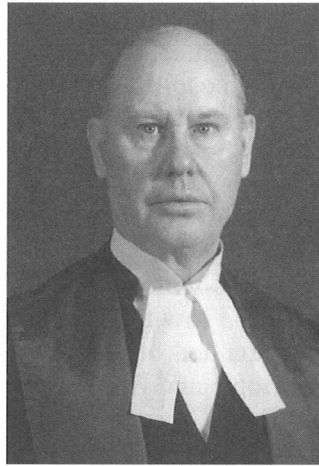
I met Joy Andrews, who worked for the northern headquarters in Ottawa, and we married in 1950.

It was back to the NWT and I was stationed at Fort Liard. This was a small settlement with a one man detachment. There were no roads and transportation was by dog team in the winter and canoe in the summer. In 1953, I moved back to Fort Smith. This move was to the subdivision headquarters that consisted of several constables. Fort Smith had become a well developed town. Two years later, I was asked to go to a questionable assignment and be in charge of the Aklavik detachment. Aklavik was an interesting place with features that are not found in other places. The people were nice and we enjoyed socializing with them. Working conditions were not compatible and I eventually asked to leave the northern service.

I was posted to Vegreville, Alberta where I was in charge of the highway patrol. Vegreville is a small town with a large population of Ukranian people. It was a friendly town and we were able to fit into the community very easily. With great pride, we adopted our two children while living there. Janet, our daughter, is living in Duncan, B.C. and Michael, our son, lives in Spruce View, Alberta.

After five years, I had the opportunity to go to Lethbridge, Alberta as Traffic Supervisor. I was promoted to Sergeant and was able to develop new programs concerning accident reporting and highway safety. In 1965, I was given an opportunity for an appointment of Magistrate and I asked for my discharge from the RCMP after twenty-five years of service.

As magistrate, I did relief work at several places in Alberta, Wetaskiwin, Red Deer, Medicine Hat, Drumheller, Stettler, and Camrose. An opening became available at Fort McMurray, Alberta. The road wasn't completed and air service was the only method of arriving there. With my tape recorder and a typewriter, I left for my new adventure. A court room had already been built and one of my first cases was a preliminary hearing which had to be recorded. Noise of the construction outside and wit-



Magistrate Harry Aime.

nesses that were difficult to hear caused a lot of frustration for the stenographer. My appointment included Judge of Juvenile Court and Judge of the Small Claims Court. Later it included Family Court Judge, Citizenship Court Judge and Marriage Commissioner. I retired in 1988.

My wife, Joy, passed away in 1979 after suffering with diabetes for many years. In 1980, I married Marjorie Boxer nee Perrin and we continue to live in Fort McMurray.

### **Aime, Robert Charles 1923-1995**

Bob was born at the Selkirk General Hospital December 29, 1923 the fourth child and third son of William D. and Janet E. Aime. He was raised and educated in Clandeboye except for one year at Oak Lake, Manitoba, where he was staying with family friends, the Montgomerys. Bob left school before completing high school to help his father on the family farm as his two older brothers had joined the Forces - Harry to the RCMP; Maurice to the Army. Bob enlisted in 1944 and served for 2 years; returning home at the end of WWII to farm again with his father.

During Bob's school years he enjoyed sports, particularly baseball, high jump, and the 100-yard dash.

At the 1946 New Year's Eve dance at the old Petersfield Hall, Bob met Edith Curiston; they were married June 3, 1950. From their union there are 2 children, Robert William Charles August 27, 1953, and Jessie Irene (Marlatt) April 11, 1961.

When Bob and I were married, we lived with Mr. & Mrs. Aime until our house was ready. This was a learning experience for us. I had to learn to cook for an extended family as Mother Aime went to Ottawa for Harry's wedding and was gone for almost two weeks. Come fall Dad Aime went to Texas for the winter. During the winter of 1950/51, Bob's younger brother Dave, became very ill and



Mother Aime spent a good share of that winter in Selkirk, staying with her daughter, Catherine Tataryn, so she could be near the hospital.

May 1951 saw us move into our new home on the Aime farm. Although it was not completed we were comfortable. We lived in this house until 1958 when Mother Aime suffered a heart attack, and we exchanged houses.

Dave and Ted became partners with Bob in the late 1950's and early 1960's. 1963 saw the brothers go their separate ways. Ted remained on the Aime farm; Dave moved to Tom Patton's and Bob moved to Muckle's Creek, to the T.A. Crerar (Wallace Keating) farm. Bob took 20 head of Hazelglen Jersey cows with him to establish his own herd of Elm Glen Jerseys. Bob showed great pride in his Jersey herd, taking awards for outstanding milk production. He also showed his Jersey cattle at numerous fairs throughout Manitoba along with son Charles. NOTE: Dave's son Alan now owns the original Aime farm.

We purchased our first TV in the late 1950's (black & white). Dad said, "he would never watch TV," but once he watched the World Series - he was hooked! Then, of course, there was the NHL hockey on Saturday nights.

In 1967, Canada's Centennial, a very successful Clandeboye Reunion was held at our farm, this continued every summer until 1972, when it became too much for us to handle.

We built our new home on Muckle's Creek in 1968 moving into it on a very stormy November day. Although we managed to get our harvesting done in 1968, we suffered a very serious setback. Again in 1969 we suffered a crop failure and to make ends meet Edith returned to the work force.

In 1973, Bob was elected councillor for Ward 4 in the RM of St. Andrews. Bob enjoyed his years as councillor stating that "it was a very valuable learning experience." He didn't run again in 1980, as he believed two terms were sufficient.

Bob sold the farm to his son Charles in 1980, and we moved to 203 Robinson Street in the Village of Clandeboye. On October 31 Bob started work as a Security Guard at Abex, retiring October 31, 1989.

After Bob retired he enjoyed many hours working in his garden in the summer, hooking rugs in the winter, and taking camping trips with friends and family.

Bob will always be remembered for his remarkable memory, his love of stories and jokes. Bob passed away September 4, 1995 but his memory lingers on.

Family of Robert C. & Edith J. Aimé  
Aime, Robert William Charles b. August 27, 1953

Married – Deborah Bell September 27, 1980  
Children: Gerald b. December 31, 1973  
Robert b. August 16, 1976  
JessieCarolynn b. February 23, 1982

Marlatt, Jessie Irene nee Aime b. April 11, 1961

Married – Terry Marlatt August 7, 1982

Children: Amy Jessie b. June 2, 1983

Edith remarried in February 1998 to Arnold Anton Dell of Petersfield, Manitoba.

### **Andrusko, Dmytro and Katherine**

Dmytro Andrusko was born November 1, 1909 in Winnipeg, Manitoba and grew up in Melrose. He worked with threshing crews going from neighbour to neighbour. Katherine Wazny was born January 29, 1915 in Cooks Creek and grew up in East Melrose.



Dmytro & Katherine Andrusko Wedding.



Dmytro and Katherine were married January 25, 1933 in Winnipeg, Manitoba. They lived in Melrose for seven years before moving to Oak Hammock, in the R.M. of St. Andrews in 1938. They resided in Oak Hammock for seven years. They farmed both places as well as working away from the farm. In 1944 Dmytro was in a serious car/train accident on Fort Garry Road where one of his co-workers was killed. In 1945 they moved north of Selkirk to River Lot 16, St. Peters, where they resided until their passing. Dmytro worked at the Manitoba Rolling Mills for 33 years, retiring in 1974. Katherine remained at home looking after their family. They enjoyed farming and gardening; many a trip was made to Winnipeg, first by horse and buggy, then by car/truck to sell their eggs, homemade cheese, butter and produce grown in their garden. Gardening was a hobby they enjoyed in their retirement. They remained in their home when they retired, surrounded by family, who lived close to them.

Dmytro and Katherine had eight children: Robert (1934-1998), Edward (1935-1999), Jeanette (1938-1986), Lawrence (1941-1995), Raymond (1942- ), Margaret (1945- ), Judy (1952- ), Bonnie (1957- ); 21 grandchildren, 24 great-grandchildren, and two great-great-grandchildren.

Robert, Edward (Marguerite), and Lawrence (Elizabeth) were life-long residents of St. Andrews. Also residing at Lot 16 are Bonnie (Harold) Hunnie, and Judy Andrusko. Margaret resides at River Lot 25, St. Peters. Raymond (Lucy) resides in Cloverdale, making seven out of eight children life-long residents of the R.M. of St. Andrews. Jeanette lived in Selkirk, moved to Winnipeg, then resided for a while in St. Andrews on Donald Road before settling in Winnipeg.

Dymtro's brother, John (Michael) also lived in St. Andrews on Fort Garry Road. His son Brian still lives in St. Andrews, where he has his own electrical business. Dmytro and Katherine celebrated their 50th wedding anniversary on January 25, 1983. A family gathering was held at their daughter Margaret's in their honour. Family and friends attended this joyous occasion. Premier Howard Pawley attended.

They lived through the flood of the century, never before had they seen such a flood. Their last greatest accomplishment was their 65th wedding anniversary on January 29, 1998. Dmytro passed away February 24, 1998. Katherine remained at home until late September 1998, at which time she became ill and spent time in Selkirk General Hospital, the St. Boniface Hospital, returning to the Selkirk Hospital in late October, at which time, her son, Robert, was also in the Selkirk hospital. He was



Dmytro and Katherine Andrusko on their 65th Wedding Anniversary.

sent to Health Science Centre, where he was diagnosed with cancer. He was sent back to the Selkirk hospital in early December, where he passed away shortly after, on December 10, 1998. While mom and Robert were in the Selkirk hospital her other son, Edward, was in Concordia Hospital, recuperating from major surgery. He was released before Christmas. As well, Katherine was released on



Back row – Raymond, Judy, Margaret Chiborak, Bonnie Hunnie, Lawrence. Front row – Edward, Katherine, Dmytro, Robert Andrusko. Insert – Jeannette.

December 31, 1998. Upon returning home, she stayed with family until she was admitted to the Selkirk hospital on March 31, 1999. Edward was admitted to the Selkirk hospital in early April. Katherine and Edward spent the month of April in the hospital. Katherine passed away on April 29, 1999, just after supper, and Ed passed away in the early morning of April 30, 1999.

**Judy Andrusko**, second youngest daughter of Dmytro and Katherine Andrusko, has resided at Lot 16 for the majority of her life. She was born July 24, 1952 in Selkirk. She attended schools in the municipality, Margaret Hayworth and Peguis north of Selkirk. She attended the Selkirk Collegiate and graduated in 1971.

In July 1971, she started work at the Manitoba Telephone System in Selkirk, where she worked as an operator. When the new building on Main Street was opened, she was their switchboard receptionist. She worked there for 28 years, before it became a private company, (Manitoba Telecom Services), where she still works.

See: Hunnie, Harold and Bonnie Anne

### **Anniuk, Nick and Victoria**

Nick and Victoria Anniuk were the parents of five children; Ed, Stan, Emily, Ann, and Edith, as well as grandparents to eleven grandchildren and eleven great grandchildren. Nick and Victoria, both deceased now, first resided in Winnipeg, then moved out to their homestead in Polson, Manitoba in 1945. Nick went into farming and they moved to the Melnice area where he farmed till 1949 then they moved to Matlock. When in Matlock, Victoria, a lover of animals, still had her cows, chickens, horses and they all were her pets. Nick worked for the Highways till he retired.

Ed, their oldest son, married Natalie Kulmatycki from Sarnia, Ontario. They had two children; Beverley and Donald. Beverley married Rick Stevens from Gimli and they had two girls, Tracy and Alicia. Donald married Kim Ulyot from Winnipeg and they had one daughter Kari, then separated.

Ed grain farmed all his life, starting in the Melnice area then moving to Matlock in 1959. He worked the land in Melnice and purchased one quarter of a section one mile out of Matlock where they reside today. Natalie attended to all the household duties including trips on the combine when Ed needed help. They both volunteered a lot of their time to the Matlock Recreation Hall to help in any way they could. They retired a few years ago, selling off all the farms to take life a bit easier now.

Stan married Helen Kowaliuk from Gardenton.

They had four children; Garry, Debbie, Perry and Darren. Garry married Susan Fougouette from B.C. and they had three sons, Jason, Terry and Justin. Debbie married Larry Zacharkiw from Winnipeg Beach and they had two children, Kelly and Derek. Debbie and Larry separated and Debbie is now married to Val Synemko. Perry married Wendy Park, now separated. Perry is now married to Carol. They live at Otter Falls, Ontario. Darren married Gisele Faucher from Winnipeg and they have two daughters Tasha and Desiree.

Stan farmed along with his father and brother till he decided this really wasn't for him. He moved to Matlock in the 1950's purchasing the Matlock Garage where he and Helen worked the business. Helen started a hairdressing salon along with the garage and that kept her busy. The garage was sold in the 1970's to their son Garry and wife Susan. Stan decided to retire but found out he couldn't sit around so he moved out to Crystal City and purchased a hotel. He ran that for a few years, sold it and moved back to Matlock where he is retired and now resides.

Emily moved to Winnipeg from Melnice where she worked for the Hudson Bay Company. She married Art Swirski who worked for the Department of Highways till retirement. They have one son, Ken. Emily and Art purchased the Big Whiteshell Lodge which they really enjoyed. After some years they decided to sell the lodge, their home in the city, and get away from Manitoba winters. They packed up and moved to B.C. where they now reside.

Ann married Bill Dunlop from Saskatchewan. They had two children Jim and Darlene. Jim married Audrey Reimer from Whitemouth, Manitoba. They have two girls Candice and Chantell. Ann left the farm and moved to Winnipeg, where she started hairdressing. Bill her husband was an entertainer. They sold their home, her business and moved to Seven Sisters where they purchased the Seven Sisters Tourist Hotel where they presently live.

Edith left home in Matlock and moved to Winnipeg to find employment. She married Andy Erickson, and they have two children, Brent and Christie. Edith and family presently live in Winnipeg.

Out of Nick and Victoria's five children, two still reside in Matlock. Out of their eleven grandchildren, four reside in Matlock and seven great grandchildren are there also. The hometown of Nick and Victoria Anniuk is still the meeting place for all to reunite.

### **Anton, Mike and Ina** by Margaret Anton/Criddle

In 1914, Mike was born in Matlock to Caroline

Kelner and Jacob Anton. Mike's baptism was the first to take place in the newly built Lady of the Lake church in Winnipeg Beach, Manitoba.

Mike married Ina Ball, daughter of Margaret and Henry Ball, in 1937, and together they raised ten children: Margaret, Verna, Faye, Eric, Bill (who died accidentally at age 13), Marsha, Allan, Geraldine, Dale, and Laura. They lived on a small farm about a mile west of Antons' Corner.

Dad worked at several jobs over the years including the D.E.W. Line, the Rolling Mills in Selkirk, and various construction projects. Mom cared for the children and always had room at her table for anyone who dropped in. She also cared for grandma Anton who lived with us for many years.

A construction job took dad to Dryden, Ontario and in 1955 he moved his family there. He loved the bush and the lakes of northern Ontario and was proud to be a conservation officer. He was an avid gardener and shared his produce generously. Mom worked at the hospital and dad became head custodian of the Dryden high school which he helped build. The family is now scattered across Canada, from Sarnia, Ontario to Nelson, B.C. and Washington, USA. Mom and Dad lived on the Trans Canada Highway, one mile west of Dryden. Our neighbours on the crossroad successfully petitioned the county officials to have the name of the road changed from Leech Road to Anton Road.

Family and friends were very important to my parents. They came back to Antons' Corner at every opportunity. Mike Anton died in 1975.

## **The Anton Family or The History of Anton's Corner**

**by Ella Jean Hamelynck nee Anton**

This is the story of the Anton family at Anton's Corner at the crossing of Highway 9 and Provincial Road #225, situated 5 miles south of Winnipeg Beach, 1.5 miles east of Matlock, and about the same distance from Whytewold. My grandparents settled in this area in the late 1800's. Grandfather was Jacob Anton who married Caroline Kelner of Esterhazy, Saskatchewan, formerly from Austria and the Czech Republic. Grandfather was born in Tripoli, Syria. They took up homestead land which is now known as Anton's Corner. I was told that my grandfather started a store in Winnipeg Beach and lived on the homestead land. All their twelve children were born there. They are:

Ella, born in 1893, married to John Wolchuk, 6 children

Dave, born in 1897, married to Helen Wiebe, 4 children

Peter, born in 1899, remained single

Rose, born in 1902, married to Dave Schrader, 3 children

Joe, born in 1905, married to Florence Korneylo, 2 children

John, born in 1908, married to Blanche Carlson, 3 children

Anne, born in 1909, married to Victor Jardine, 4 children

Ed, born in 1910, married to Tena Piasicki, 5 children

Tom, born in 1912, married to Elsie Fredborg, 7 children (all girls)

Mike, born in 1914, married to Ina Ball, 10 children

Will, born in 1916, married to Tillie Isbister, 1 child

Elizabeth, born in 1923, married to Robert Chambers, 6 children



Florence & Joe Anton, Nellie & Alfred Kelner, M. Hamelynck, Carol Kelner, 1959.

My grandparent's house was ¼ mile west of the corner. My Uncle Dave had a small store right on the corner and next door, north of him, Ed had a repair garage. Later, Tom and his wife lived between my grandparents and what is now Highway 9, Uncle Mike farmed just west of my grandparents, while my parents, Joe and Florence, and me, Ella-Jean, and my brother Wilbert, lived just west of Mike. West of us lived Joe Galonski and Alfred and Nellie Kelner whose father, Adolf Kelner (a cousin of Grandma) lived just north of Ed Anton's garage. Thus, Anton's Corner consisted of no less than eight Kelners and Antons. Today, it still is in the Anton family and owned by a grandson. The corner will be the site of a grand reunion in the year 2000.

My Dad operated a mixed farm for many years



growing grain, raspberries, strawberries, and raising thousands of turkeys, chickens, and pigs. We also had some dairy cows and usually a bull. To improve the family income during the Depression, he sold cordwood and worked for the summer campers through the beaches of Matlock, Whytewold, and Ponemah. In later years he was employed by the Village of Dunottar where he remained until his retirement.

Ella-Jean is married to Chuck Hamelynck (High School English teacher and Principal - now retired). Wilbert married Faye Reykdal and passed away November 30, 1995. Ella-Jean and Chuck have four children: Rose-Mary, Robert, Susan, and Tomas. Although living mostly in Winnipeg, they spent many happy years on the farm learning about all the things nature has to offer, such as lots of fresh produce from the garden, swimming in the lake, and country life in general.

Grandpa Jacob died rather young from cancer and left Grandma to raise her twelve children. What a pioneer woman! Her children gave her many grandchildren which, until her death, were the light of her life.

One of Grandma's sister's sons has traced the genealogy of the Kelner family which goes back to the 1200's. He has written four books about the history and genealogy of the Kelners called *Colonists and Pioneers*. They trace our relations throughout Canada and the United States and back to various countries in Europe.

My father, Joe, passed away in 1976 and my mother in 1983. My parents were very active in all community activities. Our home was often the centre of social gatherings whether they celebrated birthdays or weddings, or births and anniversaries. My dad was always a very happy person, happy in outlook and in helping neighbours and family or anyone in need. He played the violin and kept people entertained in the time when people had no

radios or T.V.'s and helped raise money for the little Anglican church hall and the Matlock recreation centre, working bingo's and dances, etc. Of course, it also helped that my mother Florence was a terrific cook and baker bringing all sorts of goodies when needed.

I am proud of my heritage which is part of the late pioneer era in the Interlake when Winnipeg Beach had moonlight trains and roller coaster and a theatre that anyone could attend for 25 cents.

### **Antons' Corner Store by Roger Anton**

Anton's Corner is situated on the north-east corner of the junction of Hwy # 9 and 225 (Whytewold Rd). It got its name from the fact that so many Antons lived in that area, Tom, Mike, Joe, Pete, Ed and David to name some. That was in the 1900's. My parents, Dave and Helen Anton, myself, and brother Richard and sisters Arlene and Marilyn lived there until the late 50's.

We had a small grocery store built on to the front of our house. My father also grew raspberries and strawberries. Probably the first fruit growing enterprise in the province. From Victoria Day to Labor Day it was an extremely busy time. Many young people in the area helped to pick the berries which then quickly sold to the passing people from Winnipeg.

The corner became a well-known location. That was the place to turn to the lake and the many cottages. It was the location of the only first-aid depot in the area. This contained helpful supplies needed because it was also the location of many car accidents. My parents had the key to the depot and because my mother was a nurse, she was often called upon to provide emergency help. It was also the location where farm families came on a Saturday evening for ice cream or soft drinks.

Three years ago, my brother Richard purchased



Anton's Corner Store - 1956.



the original three acres on the corner. Since retiring from 35 years of high school teaching, I enjoy gardening where, as a youngster, I spent every summer picking berries, looking forward to the day when I wouldn't have to work in the garden anymore.

Today, one of the greatest pleasures is spending time with visitors, many of whom have interesting memories. It is also the source of pleasure to the whole family who visit throughout the summer to harvest the fruit and vegetables.

It will also be the location of the whole Anton family reunion in July, 2000.

### **Armstrong, John and Grace by Pat Hawkins**

John and Grace Armstrong, my Mom and Dad, were married in 1946 and came to Petersfield, Manitoba where Dad had purchased the garage business from Gorden Browne. They lived in a small three room house until 1952 when they purchased the big house on Lot 3, 4, 5, 6, 7 from the Gutknecht family and Dad took over the oil business. Dad had grown up on a farm in Pilot Mound, so, in the 60's, he gave up garage work and he and Mom started farming on Section NE ¼-27-4E until 1974 when Dad had to give it up because of ill health. He was still able to look after a big garden and spent many hours there. As well, they owned seven acres of land on SW corner of Section 27-4E that is now Petersfield Place.



John & Grace Armstrong's first home 1946-1952.



Armstrong's Garage – 1946.



Grace & John Armstrong's home 1952-1995.

Mom had worked at various jobs in Selkirk prior to finding employment at the Selkirk Mental Hospital in 1969 where she worked until retirement in 1983.

My oldest brother Ken moved to Vancouver in 1969 and began working for BC Tel where he is still employed. He has two teenaged daughters Chrystine and Jaclyn.

In 1974 my brother Raymond also moved to Vancouver and started to work for Great West Steel, now called CANRON, where he is still employed. Ray has one teenaged son, Jeffrey.

In 1974, I married Keven Hawkins. We reside in Winnipeg where I am employed at Canada Post. We have two children, a son Derek, an electrician, who married Joanne Salmon in 1998; and a daughter Ambyr who has just completed her business diploma.

Dad and Mom both enjoy traveling and made trips to Vancouver, California, Hawaii and Texas. Mom, on her own, has made trips to England and Scotland. In 1994, Dad had an accident that left him unable to get around on his own, so they sold their home and moved to the Knights Centre, 312 Sophia Avenue in Selkirk, where they currently reside.



John & Grace Armstrong and Family on their 50th Wedding Anniversary.

They celebrated their 50th Wedding Anniversary in 1996 among family and friends at the Petersfield Hall.

### **The Arthur and Morton Family**

Bev Morton and Wayne Arthur moved to their home at the corner of Fort Garry Road (Highway #67) and Earl Grey Road in May 1979. They were married in their backyard in June of 1979.

The previous owners were Roy and Pat MacDonald, but another family was the first owners after the building stopped being Earl Grey School. The house was built as a schoolhouse in 1958 and was a school until 1968. A previous school had been on the property prior to this building having been built. Various people had come forward and indicated that they had been students in the school. They were also told that the teacher was the only teacher in the area who actually lived inside a school. When Bev and Wayne first moved there, the building that used to be the outhouse (possibly for the older building) was still on the property and there was a lot of graffiti on the walls indicating that so-and-so loved so-and-so. The swings are still left on the property.

Bev and Wayne had seen a picture of the house in the Real Estate News at the time and recognizing

the building as a school made a decision to see it and then to buy it. The ceilings are ten feet high. The original multi-paned windows have been replaced with large windows.

Bev and Wayne were involved in the St. Andrews/Lockport Arts Association from 1989 until its demise in 1997. They had several craft shows in their yard. They are still members of the Selkirk Community Arts Centre.

Wayne is an artist and now a well-known sculptor. In the municipality, he is most known for the three town monuments that were built in the driveway: the Poplarfield King Buck in 1990, the Meleb Giant Mushrooms in 1994, and the Petersfield Mallard in 1996. They were traffic-stoppers and the move and installation of the Mallard was filmed and shown on "Coleman & Company" on CBC. Wayne is also well known for the limestone Caring Hands at Deer Lodge Centre in Winnipeg and the limestone aboriginal-hunting scene at the Forks National Historic Site.

In 1995, Wayne and Bev opened the Wayne Arthur Sculpture & Craft Gallery, drawing people in to view and purchase the art of over 50 Manitoba artists and craftspeople.

Wayne passed away on November 30, 1999.

## **Baker, Edward and Victoria**

Edward Baker, son of Anton and Pauline Baker, was born in Cromwell, Manitoba. Edward worked on the family farm in Cromwell. In off-seasons, he worked for various contractors in Beausejour. Edward also worked at the Milner Ridge Radar Base for several years.

Victoria, daughter of Anton and Sofia Yaremkevich, was born in Fisher Branch, Manitoba. Victoria was a schoolteacher. Her first three years of teaching were in Fisher Branch. Victoria then joined the teaching staff of the Beausejour Elementary School, where she taught for nine years. It was in Beausejour that she met Edward. Edward and Victoria were married in 1953. While they lived in Beausejour, their daughter Tami Dawn was born.

In 1964, Edward, Victoria and Tami moved to St. Andrews, Manitoba. They bought a parcel of land from Mr. John Dykin. The land was east of St. Andrews Airport, along Highway 9. Edward and Victoria had their new home built on this site.

Edward worked for Schreyer Equipment for several years. The City of Winnipeg then employed him in the Parks and Recreation Department, in Kildonan Park. He continued his employment with the City of Winnipeg for the next twenty-two years, after which he retired.

Victoria continued in her teaching profession. She taught in Winnipeg I School Division for twenty-two years until her retirement. Victoria also con-



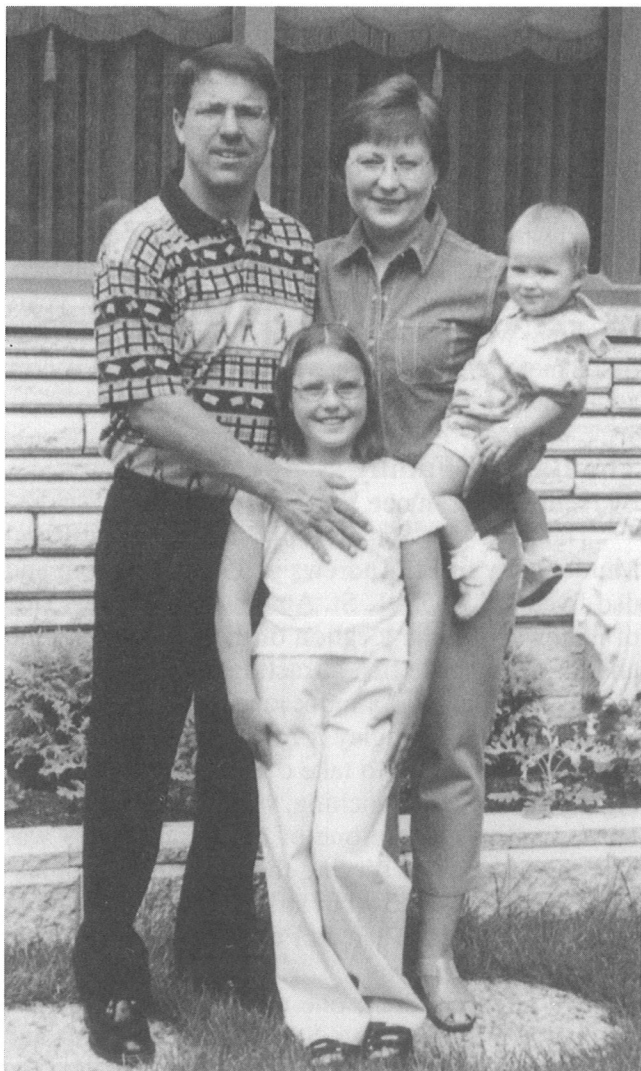
Edward & Victoria Baker.

tinued her own education at night school and summer school, where she obtained her Bachelor of Arts degree from the University of Winnipeg.

Tami received her elementary education at the St. Andrews Elementary School and her high school education at the Lord Selkirk Regional Comprehensive Secondary School. While attending high school, Tami worked part time at St. Benedict's Priory.

Tami went on to University. During her studies at the University of Manitoba, Tami held part time summer employment with the City of Winnipeg, in the Finance Department. Tami obtained her Bachelor of Commerce (Honours) degree from the University of Manitoba. After graduation, Tami moved to Kenora, Ontario, where she worked for the Federal Business Development Bank.

Tami met her future husband, Mike Magill, while both were attending Lord Selkirk Secondary School. Mike is the son of Brian and Doreen Magill of Selkirk. Mike and Tami were married on New



Mike and Tami Magill, Tara and Taylor.