

Lockport and Lower Fort Garry, West of Highway Number 9. The settlement originated through the initiative of Roman Catholic Father Kierdorf, Immigration Secretary for Catholics and, Agent for the Canada Colonization Association. Therefore, the Little Britain Community is celebrating this year, not only the 50th Anniversary of their settlement, but also, of their Church and Parish of St. Margarets. Today, half a century after their arrival, not many of the original settlers are still alive. Mrs. M. Wehrle, recalls those early beginnings. "We Sure Have No Regrets". Here is how the settlers started their new life, on a 3400 acre farm, which correctly, should be described as bushland.

A special C.P.R. train took the 100 immigrants with their two box car loads of luggage to their settlements in Little Britain. Quite ironical for us Germans, but there we arrived and still reside after 50 years, with nothing to regret.

It has been a long journey. Exactly three weeks after our departure from Germany we reached our destination in Canada. Some of us came from various parts of the Black Forest via Cologne where we were joined by the Westphalians, the other half of the group going to Canada. Further on we went by train to Antwerp, Belgium from where we crossed the Atlantic Ocean. There was a two-day stop in Antwerp, mainly for medical examination. Only one man was turned back for medical reasons.

The name of our boat was "Marlock"; a C.P. steam liner, on its last journey. We sailed to Southampton, England. There, several hundred passengers from Poland came on board; also to immigrate to Canada. We were on the ocean for two full weeks and had all kinds of troubles. Among them was a two-day standstill in the middle of the ocean when the ancient engines of the "Marloch" failed and stormy weather with more than half the people badly sea sick.

When finally land could be sighted, a day or more before landing, everyone was on his feet again. Landing at St. John, New Brunswick, we were greeted by Father Kierdorf who had come from Winnipeg to meet and lead his flock to its destination in Manitoba.

In St. John, we were served a hot meal, in a big hall. Tables were all set, with stacks of soft white bread, something new and different for us. My husband and I went to a nearby store to buy matches. With all kinds of gesticulations, we finally got them.

The same day we stepped into a C.P.R. train destined for Winnipeg. During the night big lit up cities could be seen. We guessed: Montreal, Quebec, Ottawa? And then, almost nothing but bushland, with the odd Indian or Trapper shack could be seen until Winnipeg when, suddenly life appeared.

It was a Sunday afternoon; we waited two hours before we were cleared by customs. We were sitting in the train cars, waiting for the last stretch, now less than 20 miles. Snow was falling lightly; we were tired, dirty after the three-day train ride and nervous. What is now going to happen and where are we going to be?

Soon after leaving Winnipeg, the train stopped right at a railway crossing on the farm. Our first impression was the same as we had had for hundreds of miles en route to Winnipeg: Bush and more bush. Along a small trail, we followed Father Kierdorf in deep melting snow, for several hundred yards. Everyone got his feet wet since no one was wearing rubbers or boots. It had been Spring time when we left Germany. Standing before a large commune building, especially built for us, Father Kierdorf said in German, "Here we are, here you will live."

There were 16 bedrooms on the second floor; furnished with two iron bedsteads and one chair. The rooms were eight by ten feet. The main floor consisted of a large kitchen with a camp size stove, with huge pots of boiling water on it. There was a sizeable pantry, filled with all the essentials for cooking and eating as well as a large box of candles as there was no electricity. There was a good sized laundry room and the big living or dining room with twelve foot tables and benches where 100 people could eat.

Our regular Sunday worship, led by Father Kierdorf until his death in 1931, was also held in the big hall. On the boat we had already organized three groups, from ten married women and five single girls, who would alternately do the cooking, washing and cleaning. The first group in charge of the cooking immediately got busy preparing supper but was in trouble as no stirring utensils could be found. Whoever was responsible for the planning and buying had done a fairly good job, but slipped up on things such as spatulas and cooking spoons, etc.; most essential for cooking for 100 people. So it was burnt milk rice for supper, not a good start and most embarrassing for the cook.

Unloading the luggage from the two box cars lasted until late at night. Two teams of horses with sleighs were at hand. Each person had to have a specified trunk which, in Canada, could be used as a clothes closet. We were also told to bring warm bedding for the cold Manitoba winters. Huge wooden boxes contained the bedding; from mattresses to pillow cases. Everyone brought a huge feather tick. The remains of those feather ticks are still useful today and just loved by our grandchildren.

To store all the belongings in an eight by ten bedroom was not a small problem since we had also brought pots, pans and dishes. The space under the beds and on top of the two clothes trunks was packed



with boxes and suitcases. Only one at a time could get out of bed, as there was not enough room for two to get dressed.

Among the 100 immigrants there were seven couples just married before leaving for Canada. For them it was easier to accept the situation than for those who were single. We laughed it off. We still had the spirit of adventure and looked at the good sides. We had a roof over our heads and a warm place to live; too warm, in fact, in the summer, when the heat became unbearable. It was much harder for the three families with young children. They had had a home and household in Germany and were now living in old granaries. Next to three of those granaries was an old log horsebarn and another long building. In one half of this building ten cows were sheltered while in the other half, there were bunk beds for our single men.

Why did we come to Canada? We have often been asked. The economy and unemployment, after the First World War was very bad for many years in Germany. Inflation in the early Twenties was a nightmare when, towards the end, a loaf of bread cost One Billion Marks. And then, from one day to the next, one Billion was worth one Mark only. A new start from nothing. This was extremely tragic for old and retired folks.

Many people envied us for the chance to go to Canada, but my good, dear uncle said: 'Girl, you don't know what you're getting yourself into, going to a faraway, strange country where you will probably have to sleep and live in a barn'. Still, I was willing to take that risk.

Our particular farm belonged to an American, Mr. Bennett; a land owner, living in Nebraska. He had this complex of 3400 acres up for sale with the Canada Colonization Association in Winnipeg. Father Kierdorf went with the Bennett project to Germany where he met Dr. Jur. F. Schneider, at that time, Editor of a newspaper in Freiburg. Dr. Schneider went to Canada in the Fall of 1926 to obtain information and look at the farm. He returned with a deal and became the organizer for the settlement. He found 15 young farmers from Baden, mostly from the Black Forest and, 15 young farmers from Westphalia. The reason Dr. Schneider gathered people from two opposite areas was that he himself came from Freiburg, Provinz Baden and his wife was from Westphalia.

In order to become a shareholder of this Society Farm in Canada, each farmer had to deposit 5000 Marks in Germany. We came to Canada with a total of 160,000 Marks. Each of us had to pay our own transportation, as well as bringing our farm hand. Among these were tradesmen of all kinds who became very helpful when building up the establishment.

No time was lost getting started. A board of four directors was elected to plan and organize the workload. Dr. Schneider remained as Chairman and leader for several years.

The main objective was to clear the land. Then seven groups, consisting of seven men each, all went out to cut bush with axes and bush knives. During the first two months of that Spring (April and May), 400 acres were cleared and sown into flax. The breaking was done with two Minneapolis tractors. These were not strong enough to break the heavy bush with many oak trees; so an old steam engine was purchased to do the job. We baptized it "Hindenburg". In less than ten years, the bush was almost conquered, not a small accomplishment considering the machinery of fifty years ago.

Another main concern was to establish a steady income. There were 10 cows when we arrived to supply our community household with milk. In May, 30 more cows were purchased to ship and sell milk. A fenced in milk parlour was set up on the West side of the farm. The cows grazed on 800 acres of bushland; quite a problem when gathering them for milking. The milk to be shipped to the City Dairy, in Winnipeg, had to be ready by 7:00 a.m. at the Little Britain electric street car station.

After a few months, worrying problems crept up. To feed 100 people cost a lot; building up the place with houses, barns, machinery, gasoline, repairs, all ran into unending expenses and, all of a sudden, there was no more money at hand.

This situation brought opposition and mistrust to the point of explosion. People packed up and left, hoping for better luck elsewhere on their own. Of the 30 farmers, only 12 stayed. Dr. Schneider, as leader and Chairman, managed to obtain a bank loan of \$17,000 from The Royal Bank of Canada. Four horses and four barns were built; two on the West and two on the East side of the land. Each barn held 30 dairy cows. Then, twice again, 30 additional cows were purchased from Ontario at a cost of \$150 each.

The milk business flourished. Payments to the bank were regularly met from the monthly milk cheque. But the good time did not last.

With the depression in 1929, farm products immediately dropped to rock bottom low. Winnipeg suddenly had too much milk and paid only surplus prices. Wheat also went to 35¢ a bushel, barley 12¢, the cows we had bought for \$150 per head were then worth only \$15.00 or less; yet we had to pay back the full price to the bank. It took 10 years and we were constantly checked by the Royal Bank, until the last payment was made.

**The community was divided into two groups (East and West Group), by January 1, 1928. The**



community building was taken apart in 1931; the lumber divided between the two groups. One quarter of the building remained and became the church which served the two groups until 1943 when it became too small due to our growing number of children.

The depression years of the thirties were especially hard for us newcomers. The grasshopper plague in the early thirties, lasting all of three years, became more crucial from year to year. Neither hay nor grain grew. All the feed for the dairy cattle had to be bought elsewhere. At the worst and poorest time, in 1933, the original groups of East and West divided into three groups each. It certainly inspired the people to work and fight more for their existence. In 1936, each farmer became his own boss. Those first 10 years were tough going. Ironically, things became better when the Second World War broke out.

In fifty years we have seen many changes and happenings. On our arrival in 1927, Winnipeg had a population of 225,000 and now, population counts more than half a million. An electric streetcar was then running between Winnipeg and Selkirk. It stopped running in the later thirties. The houses along Main Street, between Winnipeg and Selkirk, could easily be counted. In 1927, Main Street, North of Winnipeg, was a narrow gravel road. My husband was in charge of buying the horses for the farm at McLean's Sales Stable at Logan and Arlington. There were wild broncos from Alberta which we bought for \$50.00 a pair, instead of \$200 to \$300 a pair for broken in horses. Several times my husband walked a pair of those wild broncos from Winnipeg to Little Britain. Stories of life and death pertain to those trips.

With all the ups and downs, we became total Canadians. We realized this when frequently visiting our homeland. It is always lovely to see the beautiful country of the Black Forest and Westphalia, where everyone seems to have a good life, but to stay and live there 'NO'. We are always glad to return to Canada where we have our children and grandchildren.

Well worth mentioning is our church of **St. Margaret's, Little Britain**, which also will celebrate its 50 Anniversary in 1977. All the new settlers from Germany came to Canada with a strong religious faith. It was our stronghold throughout our life, so full of struggles, successes and failures, happiness and sorrow. **Our present church was built in 1943. Since 1944 and until 1973, it was served by Oblate Fathers, living in the Rectory beside the church.** First Father Hilland served for 10 years, until his death in 1954; then Father Boening for 10 years or more. Father Hermann was here for three years and

then Father Otterbach until 1973. Since, we have been served by two young Oblate Fathers for Mass and one weekday evening for Mass. Father Jacek was with us for two years and now we have Father Ronald Rissling. Father Kierdorf had also been an Oblate Father. For many years, Catholics living nearby have been welcomed and joined St. Margaret's Parish. We hope and pray that the good spirit of faith will keep on living in our third generation and that it does not get lost in the modern stream of time.

To tell more of our **social life**, it needs the German word "**Gemueticlichkeit**" which cannot be found in the English dictionary. It means an atmosphere of relaxation, talking, laughing, humour, singing, dancing, card playing and having a social drink. This sort of a gay time we allowed ourselves at the very beginning of our arrival in Canada. Every weekend a small keg of beer was ordered and consumed Saturday evenings. Maybe it helped to keep the men in good spirits during the week of hard work. Every morning, by six o'clock, all the men were out of the building, had had breakfast, and were on their way to work. During the summer, on Sunday afternoons, we walked to the nearby Red River and had a swim or just sat on the river bank enjoying the warm sunshine.

**Westphalians are known for their traditional, famous "Schutzenfest"**. In the summer of 1929, a "Schutzenverein" (Club) was born in Little Britain and, ever since, "Schutzenfest" has been a three-day event. On Friday evening, the day before the festival, a carved bird is placed on top of a tall pole. On Saturday morning at 10:00 o'clock the "Schutzenfest" starts with a church service attended by all members, followed by marching to the nearby cemetery, in remembrance of the deceased members. A trumpet plays, in dead silence, "The Comrades Last Farewell". Very heart moving minutes! Then life goes on to celebrate "Schutzenfest."

A car drive, two miles West, takes us to the Westphalian part of the farm. A substantial "Erbsensuppe" (pea soup) with smoked Bratwurst in it, is served for everyone. After that begins the shooting of the bird. This can take from one to three hours or more. Each member has his turn, in alphabetical sequence. The one who shoots down the last piece of the bird is proclaimed king with an enthusiastic cheer, accompanied by a six piece band. Now follows the selection of the king's court. First a queen is chosen, then two or three courtiers, usually the king's best friends. They in turn select their favourite ladies. All have to be club members. Later in the afternoon the procession starts from a nearby farm towards the hall headed by the band, the banner of the "Schutzenverein" and the Canadian flag, followed



by the King and Queen and his court and the 60 members in their white shirts, white trousers, green ties and green hats; a quite impressive appearance!

Photographs are taken in front of the hall of the new King and his court. On Sunday afternoon, the same formal procedures are followed by a "Kaffee Tafel" (coffee party) for all members and guests. Sandwiches are served and cakes ranging from "Torten" to "Kugelkopf". In the long daylight summer days, people often sit under the shady trees, in the little parklike setting, where there are tables and benches for comfort. There is a concession stand where soft drinks, ice cream, etc. and barbecued Bratwurst with Kartoffelsalat (potato salad) are available. Supervised games for the children are conducted. Also, target shooting on both Saturday and Sunday afternoons. Many prizes are donated for the best target shooters. A dance is held both Saturday and Sunday evening.

For the first 10 years, these celebrations were held in the hay loft of Rieses' cowbarn, and they were the most "gemütlich". The walls were lined with green poplars, white tablecloths on the tables which were set and decorated with wild flowers; tigerlilies, sweetpeas, etc., stacks of goodies and beautiful German Torten. It had the appearance of a fairyland place.

During the Second World War, of course, no Schutzenfests were held. To remark on the war time, no harm at all was done to us. From 1946 to 1950, "Schutzenfests" were again held. Then we were told we could only get a permit to celebrate in our style if we had a hall and so, a Community Club was formed. To become a member, \$25.00 had to be paid. With memberships and donations totalling \$3,000 we started the hall. The building of the hall was done mainly through free labour by the members. **The opening of the unfinished hall and the first "Schutzenfest" was held in July 1951.** It took 10 years until all was completed and a few more years to pay off the bank loan. The total cost of this first hall came to \$36,000 and, all was paid off when, due to an accident, it caught fire and burned down in the Spring of 1965. The building of the present hall was immediately underway. The opening of the second community hall building was in the Fall of 1966.

All or most of Little Britain's festive events are held in this hall. Weddings, our annual Church Supper, Spring and Fall banquets of the "Schutzenverein", two barbeques by the Community Club, two beer fests by the Country Club and more. The hall is also available to non-members. The basement has a very comfortable boardroom for meetings and small celebrations. It seats about 60 people. The ladies monthly "Kaffee Klatsch" is also held in this room.

Time for us grandparents is running out fast. Of the twelve farmers who remained to make up the Little Britain settlement, only four are living. Two from the West and two from the East group. Even death did its equal sharing. By February 15th and 19th we will celebrate two golden wedding anniversaries. With this, I close the story of the Germans at Little Britain.

### **This is a Translation from the German Account to Entice Settlers to Canada**

The particulars concerning the settlement by German Farmers on a parcel of land in Canada:

In Canada, about twenty kilometers north of Winnipeg, capital city of the large Province of Manitoba, a parcel of land is available for purchase for purposes of settlement by approximately thirty German farm families.

This parcel of land, except for two small areas, consists of one large undivided block. The land is level. The soil consists of the best black loam; virgin soil famous for its wheat growing potential. There are no stones. The farm is suitable for a cattle and dairy enterprise and for growing grains, sugar beets, mangels and vegetables. The entire complex is suitable for cultivation. Along the right side of the farm, an electric railway provides transportation to Winnipeg. A street car station, <sup>(1)</sup> Little Britain, lies exactly in the centre of the farm. The street car makes sixteen trips daily to Winnipeg and provides transportation for people and for freight; travel time from Little Britain to Winnipeg is forty minutes. Parallel to the street car tracks, a wide highway winds its way to Winnipeg. Other roads divide the farm complex cross and lengthwise. All these roads are not only very wide but, in their construction, almost as good as asphalt.<sup>(2)</sup> An electric powerhouse<sup>(3)</sup> which supplies all the light and power required on the farms is situated in the area. There are already six houses on the farm. About five hundred meters east of the farm flow the waters of the Red River. It is one of the great navigational routes in Canada. Small bluffs of bush are scattered over the farm.

This farm belongs to a Mr. Bennett who lives in the U.S.A. He bought this acreage before the war. Today he is old and ill and would have to leave the management of his farm to strangers. Since he does not find this a suitable solution, he has decided to sell this holding.

The conditions of sale are as follows: Cost per acre is about \$45.00 (approximately 190 Marks). In comparison to the usual land prices in Canada, this sum is relatively high. This is due to the fact that the soil is first class loam, that good roads exist, that the railway is in the immediate vicinity, that only twenty kilometers distant, with its 200,000 inhabitants is the



large capital city of Winnipeg which, as a result, provides a good market with higher prices than can be obtained elsewhere. Moreover, the purchase price is more or less unimportant since no cash downpayment is required. Payment on the purchase price, on the contrary, will be made in installments over a period of thirty years, as follows: Capital payments and 5% interest will be realized out of  $\frac{5}{12}$  of the surplus production (i.e. after deduction of produce used for internal consumption) while the remaining  $\frac{6}{12}$  may be sold privately by the farmer as his share. Moreover, the vendor himself shares the risk of the young farmers. In case of a crop failure (i.e. when the yield per acre falls below \$10.00) neither interest nor capital payments will be required. These young farmers will enter into the same contract as 12,000 German-Russian Mennonites, who immigrated into Canada about  $2\frac{1}{2}$  years ago. It may be of interest to note that these Mennonites are doing very well, although they settled in Canada's far north.<sup>(4)</sup>

The negotiations concerning this land will be carried on by Father Ch. A. Kierdorf, O.M.I. Father Kierdorf is a native of Westphalia, therefore, a German. For the last 16 years he has been in Canada where he assumes the leadership of the 12,000 member German Catholic Ethnic Society. Father Kierdorf is, at the same time, Immigration Secretary and has negotiated good land deals for thousands of German farmers and is consequently well informed about all agricultural matters. His character is in every respect flawless. References may be obtained from the Rafael Society for the Catholic Germans in foreign countries. (Präsident Bischof Dr. Beeringer von Os-nabrück, Diocese of Hamburg, Besenbinderhofstr. 28)

Besides this, the settlement of this land will be supported by His Grace Archbishop Alfred A. Sinoth of Winnipeg who has pledged his help in writing. The letter in question is available for inspection at all times. These persons have undertaken to guarantee the accuracy of all statements made in relation to the aforesaid block of land. Moreover these statements are also guaranteed by the Immigration Office, 439 Main Street, in Winnipeg.

At this time, the negotiations are at a point where Father Kierdorf has the option to buy for several months.

The 3,000 acre block is to be divided into approximately 30 farms of 100 acres each. The basis of the farm business will be dairy and the cultivation of sugar beets or wheat. For any other type of cultivation such as potatoes, vegetables, small fruits, the soil is just as suitable. The city of Winnipeg provides an excellent market for fresh milk (55 Pfennige/Litre). The profitability of sugar beets is also assured by a good internal market.

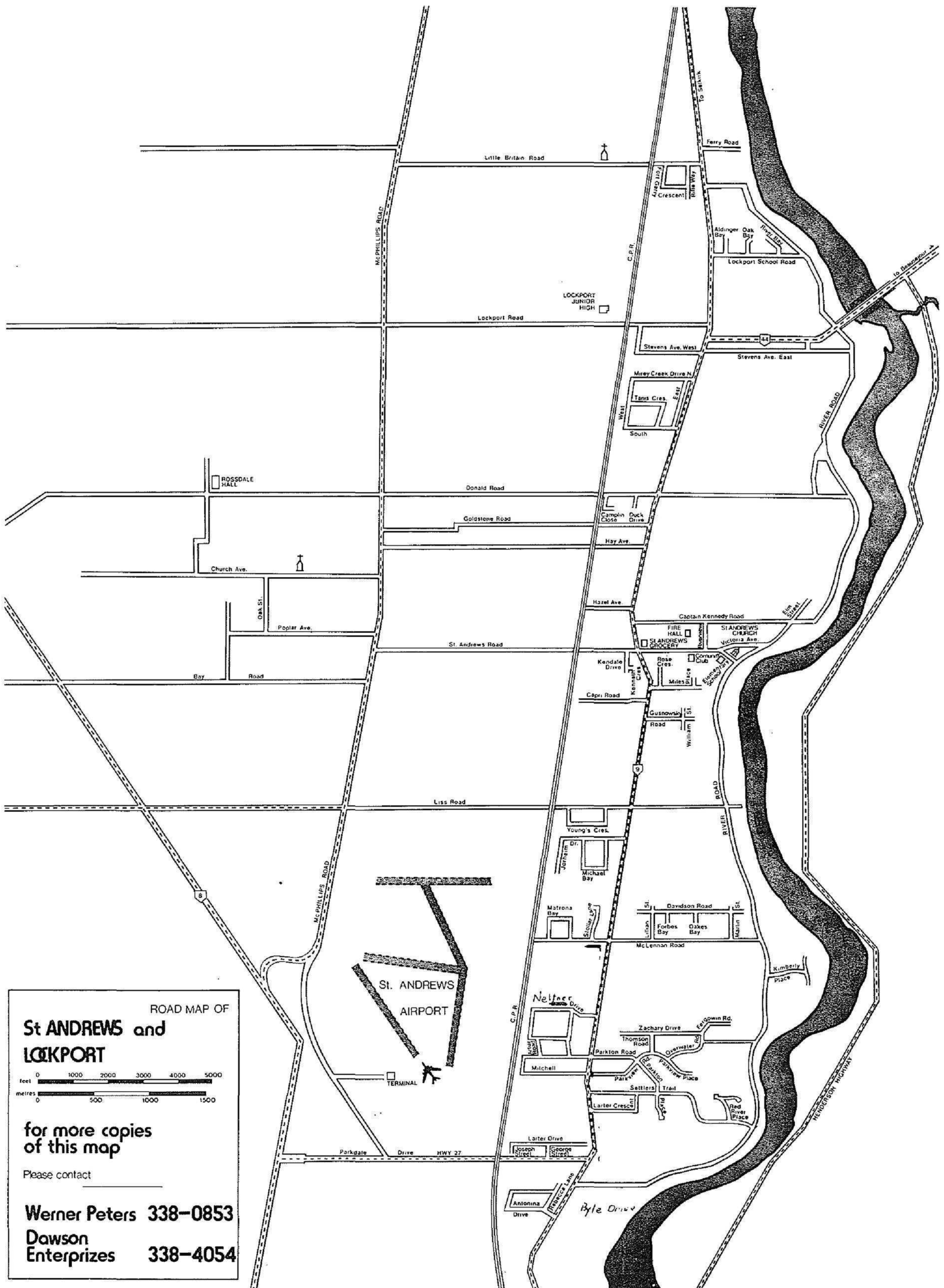
The individual farmers are independent. Each is responsible for his own operation and reaps the fruit thereof. On the other hand, the farms will be incorporated into a society. This society will pursue certain objectives: it will acquire the agricultural machines with which almost all labour is done, and makes them available to the farmers so that these, individually, will not be forced to invest too heavily in farm machinery. The Society, furthermore, will act as Vendor for all farm produce so that higher prices and better markets may be realized. The Society will also buy in bulk and therefore, more cheaply. The Society assures the social, cultural and religious life of its thirty farm family members; it provides education for children and adults alike. Thus the ethnic ties of the settlers will be retained and there will be no danger of loneliness in a foreign land. In other words, the Society will make the operation of the farms more economical, will relieve the individual farmer of difficult transactions with the world outside, and will further the social advancement of the farm families. In order to ease communal life and labour, and to safeguard community spirit, the Society accepts only Roman Catholic members. Each farmer who is interested in this endeavor must be Catholic. By the way, it is noteworthy that the farmers can join an already existing German ethnic Society quite apart from the fact that Winnipeg itself harbors 30,000 Germans and publishes a German newspaper.

Concerning general conditions in Canada, the following may be said: the climate of the Winnipeg region is excellent. It is of note that the entire area is completely free of fog or mist. The winter is severe, but clear and sunny; the summer is hot but not sultry, since it is cooled by the fresh prairie winds. Winnipeg lies on the same latitude as Darmstadt, has therefore, a more or less German climate.

Agricultural conditions in Canada are known to be first rate. In this matter one can point to a pamphlet published by the Rafael Society "Canada the destination of emigrating farmers of German origin" and to a special edition of the "Frankfurter Zeitung" (Frankfurt newspaper) of August 10, 1925, No. 589, which contains an article entitled "Canada" wherein "guaranteed excellent agricultural conditions" are mentioned. For the last  $1\frac{1}{2}$  years immigration of German farmers, agricultural laborers and domestic servants into Canada has been resumed. However, only mentally, morally and physically healthy persons are eligible.

Although no down payment will be required for the land in question, every farmer must have a certain amount of working capital available to enable the Society to purchase cattle, machinery, seed and other goods. Without this working capital years would go by without remuneration.





ROAD MAP OF

## St ANDREWS and LOCKPORT

0 1000 2000 3000 4000 5000  
feet

0 500 1000 1500  
metres

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of this map**

Please contact \_\_\_\_\_

**Werner Peters 338-0853**  
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This concerns a capital investment of 5,000 Marks which each farmer must make. In special cases this sum may be reduced to 3,500 Marks. This capital must be deposited as follows: 2,500 Marks on November 1 and the remaining 2,500 Marks on January 1. Only the second and third sons who cannot inherit the family farm, who receive a cash settlement as their inheritance, and who would have to work in factories are eligible as settlers. Consideration will be given to skilled laborers who grew up on the farm, and would like to return to this occupation. Since the emigrants will work together in the first year to seed the land and to organize the farm, and since the individual farms will only be set up after that year, each farmer will have the opportunity to adapt to the conditions in Canada without risk. Life, of course, will also be very simple during this first year — (The departure takes place next April) — The existing buildings will be used as living quarters and only so many very solid and durable log houses built that, for the first year, each family will have one or two rooms at the most. Meals will be prepared for all in a large kitchen. In this way, most of the money can be put into the business operation, and all available manpower can be utilized to the best advantage. This is a benefit to the individual. After a year when he obtains his farm, he can get ahead that much faster. Those considered for this settlement must be industrious, good natured, ambitious and altogether steady. Adventurers and unstable elements will be excluded.

As far as prosperity is concerned, it can be said that farmers in Canada are undoubtedly much better off than our German farmers. Purchase price of land amounts to one tenth, capital interest to one half, taxes to a fraction, and products yield higher returns. Furthermore, the block of land in question is situated so advantageously, that Father Kierdorf wrote, we are dealing with "the best project in the Canadian West."

For further information, contact Dr. Schneider L.L.D., 19 Colombi Street, Freiburg in Breisgau. He will accompany the group to Canada and will personally assume the leadership of the Society.

This matter is to be dealt with confidentially. There will be no propaganda of any sort through the newspaper or by meetings.

- (1) The **street car station** was a small shed located at a midpoint on the east boundary of the farm.
- (2) These were so called **mud roads**, good only in dry weather.
- (3) This powerhouse contained machinery to increase the electric voltage for the operation of the street cars. Farm electricity came from separate

wires from the Seven Sisters Falls Generating Station.

- (4) In truth, most of these people settled in southern Manitoba (i.e. south of Winnipeg).

(Original document provided by Mr. Aloys Bentler and translated by Mrs. Elisabeth Schilling)

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## Little Britain by Chris Johnstone

The author was born in Winnipeg in 1881 and lived all his life at Little Britain. His sudden death in 1953 brought to an end his dream of writing in more detail of early life in his community. A great many changes have taken place since this was written.

Early stories of the district tell us, that Little Britain was the name of the village of Lockport in the early days, so named by a Mr. Stevens, father of the man for whom Stevens Ave. was named. However, the first post office there was called North St. Andrews and kept by the late P. R. Young, an early merchant in the district. The school was also named North St. Andrews. The meeting house built by the late Hon. Donald Gunn for services of the Presbyterian Church was called Little Britain, and the name continued in Little Britain Presbyterian Church built in 1874.

The purpose of this record is to give as accurate a picture of Little Britain as I can recall. I can remember the old log meeting house, also used as a school, which stood slightly north and west of a large stone dwelling house built by Mr. Gunn. A cairn, built of stones from that dwelling, marks the lot where these buildings once stood.

Just north of Lockport School Road and on the river bank were the farm buildings of James McDonald, a brother of the late Mrs. Robert Hay. They were the usual log barn and house. Many of these settlers moved down to Clandeboye District with their cattle, as our district became more settled and their buildings gradually fell apart or were removed. Lockport School now stands on this property.

The next settlers were Harpers. Mrs. Harper was related to the Loutits, descendants of the late Lowe Loutit, an early Scots emigrant. Then on to the late Duncan McRae's home. He was the mason who built on the Lower Fort and all the early churches, of which we have numerous records. I remember, well, my Mother taking me, on a Sunday afternoon, to



visit at the McRae home. Mrs. McRae was an English woman of a very jolly disposition and most hospitable. Mr. McRae who was a Scotsman, became paralyzed in middle life and had lost the use of his legs. Notwithstanding, he was quite happy and used to sit on a long wooden settee which had a tobacco knife attached to one end. I liked to watch him cut up his big plug of T and B tobacco for pipe use. He enjoyed his visitors very much. As a small boy, I thought he had a very loud voice. Mrs. McRae used to bring her knitting when she came to our home, knitting all the way there and back. I was fascinated with the speed at which she plied her needles.

At the home of Mr. Ballendine and family there were four brothers and a sister, also an old lady they called, "Auntie." Two of the Ballendine brothers moved to Petersfield, the others remaining at Little Britain. They farmed and had a large herd of cattle, as well as a number of fine horses. The horses were raised in Petersfield and not broken until eight or nine years old. As the old North St. Andrews School, which I attended, was on the lot just north of Ballendine's, I witnessed the breaking-in of some of these horses.

John Smith known by everyone as "Little John," lived on the river bank of the next lot with the old St. Andrews School farther back on the creek bank. "Little John" was also paralyzed in the legs, but that did not keep him from carrying on a very active life. Everybody was welcome at his home. He enjoyed nothing better than a good game of cards or checkers, of which he was a master — a very jolly man to the end.

I could write much about North St. Andrews School, but the outstanding memory is that it was the demarcation line between the "up-aboves" who lived south of the school and the "down-belowes" who lived north of the school, and the spot where these groups fought many a battle for supremacy. In the early days we sat in long hand-made wooden desks, several of us to a desk. My first teacher was Mr. T. H. Loughheed, later Dr. Loughheed and father of the health officer for Winnipeg.

Adjoining the school ground on the north were the farms of Jimmy and John Muir. They raised a lot of fine cattle, offspring of sires brought out by the H.B.Co. in the early days.

Next was the home of James Gunn, a son of the Hon. Donald Gunn. He was a tall old man and an elder in the church while he could attend. On this same lot and at the main highway lived an old retired H.B.Co. servant whose name was Wm. Foubister.

There was always a road along the river bank. Where this road turned west from the river was the

original "Hawthorne Lodge" built by Chief Factor John Edward Harriott in 1858, of log frame, filled with stone, a full two stories high. As a boy, I remember it being occupied by Doctor David Young, who was then in charge of the Mental Hospital at Selkirk. There used to be a beautiful rustic bridge over the creek, just west of the residence, and a driveway which circled south from the front of the residence and back on the brow of the hill to the bridge.

Well do I remember Dr. Young's bay team of hackneys with brass mounted harness and his beautiful phaeton, so the family drove down over their service bridge on the way to Selkirk. As a boy, I often heard it said that those who found employment at what was fondly called "The Big House", were very fortunate as there was always lots of fun as well as work to be had. Dr. Young and his family were very friendly.

On the west side of the creek was the home of Bernard R. Ross, a retired H.B.Co. official. At the main highway, about the centre of the lot was a residence and at the north side, a two storey log building. On the main floor was a store operated in my day by a Mr. Fox. The upper storey was, I think, the first Masonic Hall. A stair on the south side was built up to the hall.

At one time this part of the settlement was called Caledonia. However it became better known as Brookside when it was a thriving business area in the 1870's.

Thomas Flett owned the next lot. He was a retired H.B.Co. servant and farmer. The ferry landed at the front of this lot and was one of the attractions of the district, especially the annual event of laying the cable, at which time men came from far and near to lend a hand. Sometimes the cable was carried down by the strong current and would be caught by the rocks in the bottom of the river, in which event it might take a day or two to complete the operation. There was always a liberal supply of refreshments, both solid and liquid and as time passed spirits rose to a point of exuberance. The cable was hauled and made fast to the "dead-man" buried in the river bank and we had connections with the East Side for another summer. The Ferry Road out to the main highway was on the Cox Lot. Mr. Cox was another H.B.Co. retired servant. I should mention here that people crossed to church and funerals free on the ferry. It was a common thing to see the ferry crowded with Church people on Sunday afternoon or evening as service was sometimes changed.

Before Lockport Bridge was built and even after, the Ferry Road, on both sides of the river, was an artery of traffic for miles around. I can remember



seeing Germans with their settler's effects and beautiful horses, crossing by the Little Britain Ferry on their way to settle in the Beausejour District. At another time the C.P.R. train stopped at Little Britain where the track was about half a mile east of the main highway. About two hundred men and women walked from the train, crossed on the ferry and walked south to what is East Lockport now. This expedition was headed by Dr. George Bryce and the purpose was to open up a couple of Indian mounds in which a number of skeletons and relics of early Indian tribes were found. I remember these people returning in the evening of a hot summer day and boarding the train to return to Winnipeg.

My father H. M. Johnstone, who had come out from the Orkney Islands in 1856, as a blacksmith for H.B.Co. and had later set up his own business in Winnipeg, moved to Little Britain in 1883. He built a shop on the main highway at the Ferry Road. The frame was made of oak logs that had been the frame of the H.B.Co. flour mill operated at Lower Fort Garry for many years. Blacksmithing was a busy trade in those days, especially when it was icy and both horses and oxen had to be shod. The wild ones provided plenty of excitement for the young boys.

On the lot next to Coxes was the home of Donald Ross, another H.B.Co. officer. It was a large house constructed of log frame filled with stone. This house and property were later owned by Alfred Franks who was employed by the H.B.Co. until retirement, first at Lower Fort Garry and then in Winnipeg. The Donald Ross house burned down about 1919. This was one of the homes in which Dr. Schultz found refuge at the time of the first Riel Rebellion.

The next lot was known as "Cobber Fae." On it stood a long, low, log house, lathed and plastered outside and in, built by a H.B.Co. factor named McKenzie. My earliest recollection of this house was that it was abandoned so it was one of the places we used to "explore". These were several rooms and a fireplace. The finish on the outside was blue and it had a thatched roof.

Then came the lot transferred by Gov. Dallas from the H.B.Co. in 1864, to the Congregation of Little Britain Presbyterian Church. On it were erected a stone manse in 1872 and a stone church in 1874. A cemetery, where you will see many of the old names, surrounds the church, beautifully situated not far from the river.

My first recollection of a pastor in the manse was of Rev. Alexander Matheson, a man of great zeal and energy. Being interested not only in the spiritual welfare of his flock but also in the physical welfare, he promoted gardening and showed the people how to grow many vegetables. Unfortunately the old

stone manse was demolished in recent years, which somewhat changes the picture of the labour of the early pioneers. The church was thoroughly repaired in 1948.

On the next lot to the church was a log house occupied by James Linklater and family. He was precentor in the church at one time and I saw him use a tuning fork to get his "pitch". James McDonald, whom I spoke of earlier, was the first precentor in the stone church and received a small salary.

We now come to the old "Travellers' Home," owned and operated by Wm. Porter, an Irishman and an old '49 gold miner. He was an ideal character to run a stopping place in the early days, kind and hospitable, consequently it was a place of considerable activity. Wm. Peel, another Irishman, had a liquor store across the road and Alex McPherson, a Scot, had a general store beside Peel. Mr. Peel later moved to the Cloverdale District and became famed for his good stock and garden. He took many prizes at the Selkirk Fair.

North of the "Travellers' Home" lived a quaint old Irishman who was a wonderful gardener and liked fast horses. He was one of the kindest men you could meet and if the weather was bad he would come to the school with his team and sleigh to take home as many as he could pack in.

Next was the home of Sandy Gunn, a farmer and son of Hon. Donald Gunn. Then the home of John McDonald at the river and his liquor store at the highway. This store later became the St. Andrews Municipal Hall in which John McDougald was Secretary Treasurer, until the Municipality moved its office to Clandeboye.

The next lot was owned and occupied by Norman Morrison, a Highland Scot and a retired blacksmith for the H.B.Co. He was a great Sunday School and Church worker. His family all took an active part in Church affairs until they moved to the Meadowdale District where they became active in Cloverdale Church.

The lot next to Lower Fort Garry was owned by Mr. Able, an engineer in the H.B.Co. flour mill. The house was abandoned as I knew it.

That was our settlement of Little Britain. Today it is greatly changed. The only people who have kept their land in the family are the Fletts. The United and Roman Catholic Churches perpetuate the name of Little Britain, one of the oldest settlements along the Red River.

List of Grantees of Lands in Assinaboia under the Earl of Selkirk and the Hudson's Bay Company from 1812 to July 15, 1870. From the Hudson's Bay Land Tenures by Archer Martin (London, 1898).



Name of Grantee	No. of lot in Register B.		
John and Thomas Fidler	1.	James Bird, Henry and John James Bird	70.
John and George Kippling	2.	Peter and William Pruden	71.
Thomas Kippling	3.	James Ballendine	72.
Patrick Jouron (also Henry Atkinson)	4.	John Lee Lewes	73.
Charles Donald	5.	Thomas Isbester	74.
William and Thomas Folster	6.	Philip Kennedy (also listed Widow Kennedy)	75.
James Irvine	7.	Bishop of Rupert's Land	76.
Robert Hourie (also George Davis)	8.	Church Missionary Society	77.
John Hourie (also George Davis)	9.		78.
Murdock McLennon (George Calder also listed)	10.	Thomas Sinclair	79.
John Lyons	11.	George Johnstone	80.
Magnus Birston	12.	James Omand	81.
George Spence	13.		82.
John Spence	14.	Andrew Linklater (Catherine Leask also listed)	83.
Angus Morrison (also listed as reserve land)	15.	Thomas Leask	84.
A. H. Murray	16.	Charles Thomas	85.
The Fur Trade	17.	James Corrigan	86.
The Fur Trade	18.	James Corrigan (Also widow Davis)	87.
The Fur Trade (Pierre Leveiller also listed)	19.	Matilda Davis (also John Forrister and John Beads Sr.)	88.
Lower Fort Garry	20.	John Knott (also listed Hugh Linklater)	89.
Donald McDonald	21.	John Brown	90.
William Baillie	22.	William Scott	91.
John Muir, Sr. and John Muir, Jr.	23.	Henry Budd	92.
Presbyterian Congregation of Little Britain	24.	Malcolm Cummings	93.
Roderick McKenzie	25.	David Halcrow (also listed James Johnstone and James Corrigan)	94.
John Cox	26.	Charles Desmarais	95.
George Taylor (Frederick Hemmingway also listed)	27.	James Sutherland (also listed Cuthbert Cummings)	96.
Roderick Sanderson (Low Loutit also listed)	28.	William Sutherland	97.
John Muir, Sr.	29.		98.
Henry McCorrister, Alexander K. Black and Wm. Donald	30.	Charles Cummings	99.
William Smith	31.		100.
John McDonald	32.	Robert Spence	101.
Donald Gunn (John McDonald also listed on #33)	33 & 34.	James Tate	102.
Neil McKay (also James and Charles McCorrister)	35.		103.
Thomas Hay and John Atkinson	36.	Thomas Lambert (also John Beads, Jr.)	104. Murdoch McLennan
David Marcus, Sr. David Marcus, Jr. (also listed on lots 37 and 38 William Robert Smith)	37.		105. also lot # 104.
	38.		106.
	39.		107.
Richard Smith	40.		108.
Richard Stevens	41.	James Anderson, Sr.	109.
Richard Stevens	42.		
Richard Thomas	43.		
James Anderson, Sr.	44.		
William Sanders	45.		
Jacob Truthwaite	46.		
	47.		
Charles Cremer	48.		
Roderick Sanderson	49.		
Bakie Sinclair	50.		
John Norquay	51.		
Edward Mowat	52.		
Alexander Birston	53.		
James Vollar	54.		
	55.		
Thomas Firth	56.		
William Ballendine (also Thomas Firth)	57.		
James Peebles (also Thomas Mowat)	58.		
James McKay	59.		
George Ross	60.		
	61.		
Alexander Sabiston	62.		
	63.		
James Mouvick	64.		
James Mouvick	65.		
	66.		
Griffith Daniel	67.		
Andrew Thomson	68.		
	69.		

### Lockport: a proud heritage by Jason Stuart

Two log churches preceded the present stone structure now known as The St. Andrews on the Red.

Once within the sound of the rapids, the stone church was built in 1849. The rapids were named after the Parish of St. Andrews. The settlement grew steadily as more and more retired fur traders moved to that area. Many of the new settlers brought with them accumulated wages and investments which augmented their farm earnings. Before long they became men of means and built impressive log and limestone houses of great stature.

The log constructions were done in a style that became known as the 'The Red River Frame.' An example of one of those fine structures is the convent of the Grey Nuns on Tache Avenue.

Some of the old classic stone buildings of note are the St. Andrews Rectory, just across from the Church. It was built in 1851.

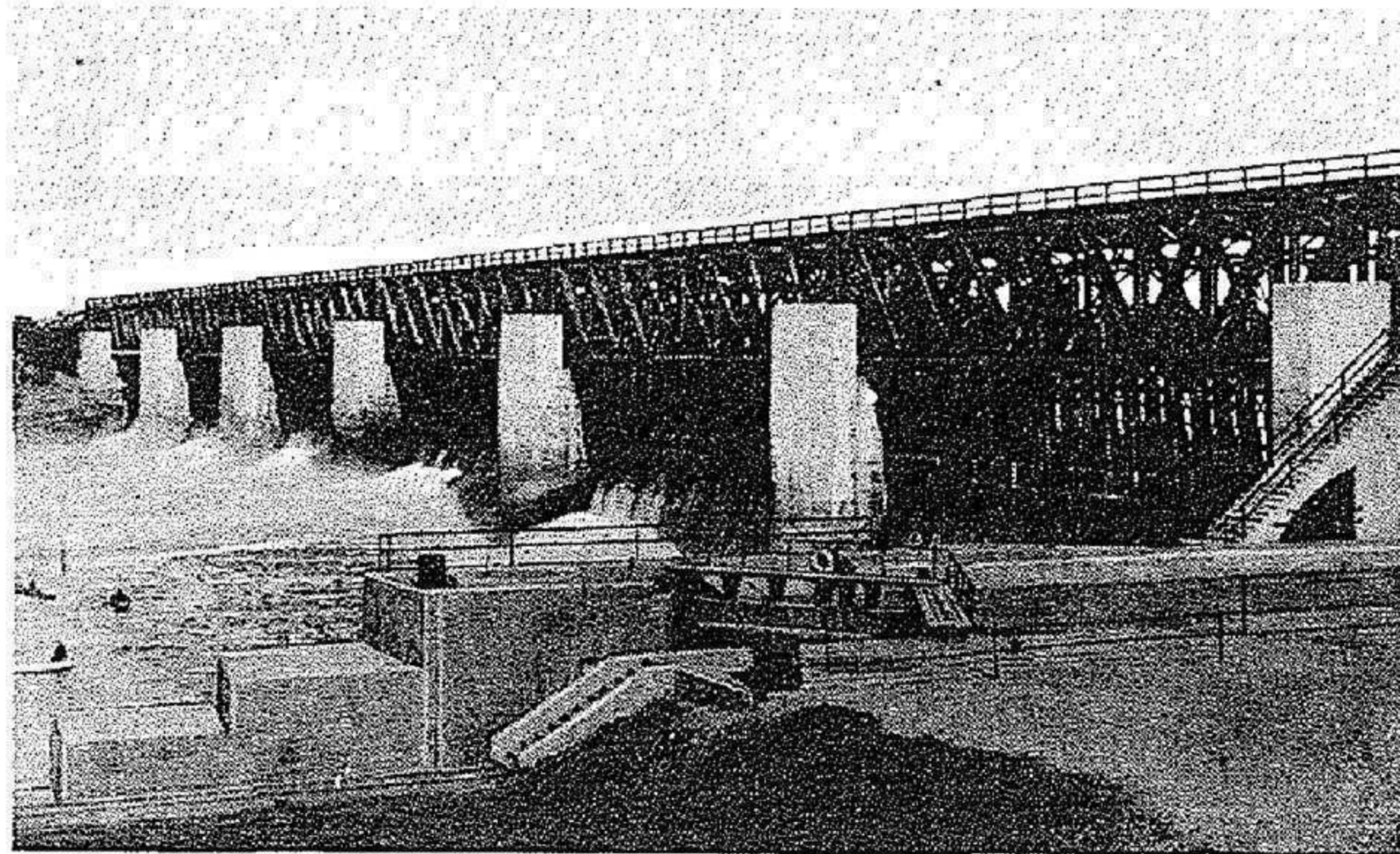
Donald Gunn  
famous settler



One of the most famous of the Lockport settlers was Donald Gunn, who settled the area in 1823. In that year Gunn built his house on the west bank just below the rapids.

A historian and naturalist, Gunn was correspondent for the Smithsonian Institute. His home was a focal point for intellectual studies and housed the Red River Library.

Opening of locks  
gala occasion



St. Andrews Locks and bridge at Lockport.

The name of Lockport first started to be used after the Canadian government completed the control dam at the rapids in 1910.

Sir Wilfrid Laurier, then Canada's Prime Minister attended the formal opening of the locks on July 14 at a huge gala occasion.

The first commercial vessel to pass through the locks was the Alberta. The boat passed through the locks on May 2.

The celebration journey took place July 14 when the steamer "Winnitoba" carrying several hundred people and invited guests made its way through the locks with the Prime Minister aboard.

Great things were predicted for the future of commercial navigated traffic on the River. It was not to be. The riverboat era came to a swift end when Winnipeg became a railroad centre.

Lockport did not become the metropolis predicted and today's residents do not mind at all.

The community is a picturesque community with lots of character and distinction. The town of Lockport is a pleasant place enjoyed by its residents and all who pass through it.

### Lower Fort Garry National Historical Park

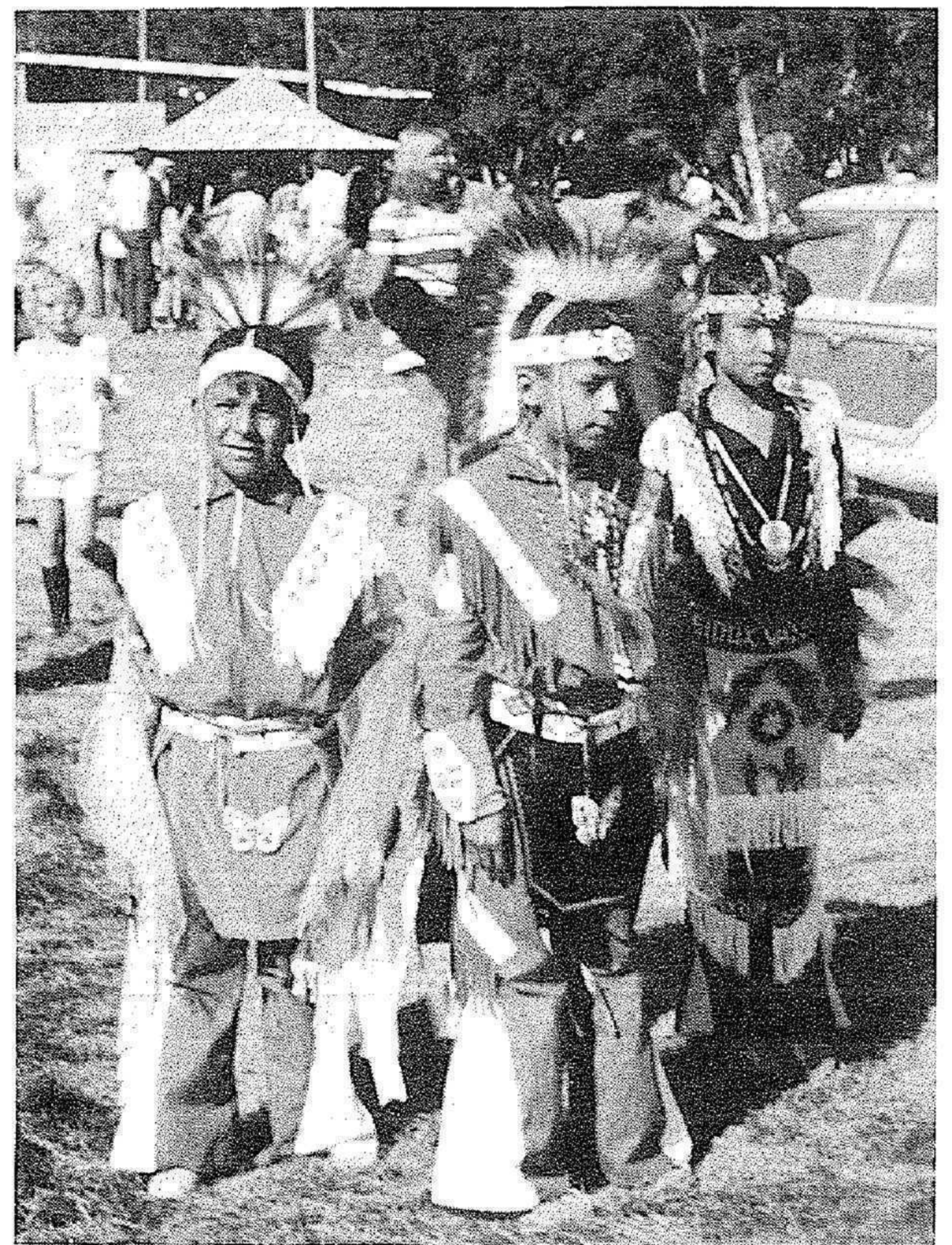
Lower Fort Garry, or "the Stone Fort," as it was referred to historically, is western Canada's major historic site.

Lower Fort Garry was built in 1830 by the Hudson's Bay Company after Fort Garry, at the junction of the Red and Assiniboine Rivers (now central Winnipeg), was destroyed by flood in 1826. It was constructed 32 km north high above the flood waters, and below the dangerous St. Andrew's Rapids (Lockport Bridge). The Hudson's Bay Company felt that Lower Fort Garry would become the headquarters of the richest fur region in the British Empire. However, this did not occur, as for two decades the fort's influence extended little beyond the Red River Settlement.

In 1837 the Upper Fort (at the junction of the Red and Assiniboine Rivers) was reconstructed, as this was the established social and economic centre of the Red River Settlement. Upper Fort Garry conducted the Hudson's Bay Company's trading and administrative functions and the Lower Fort evolved as a significant fur trade provisioning and trans-shipment centre, and retail outlet for the Red River Settlement.

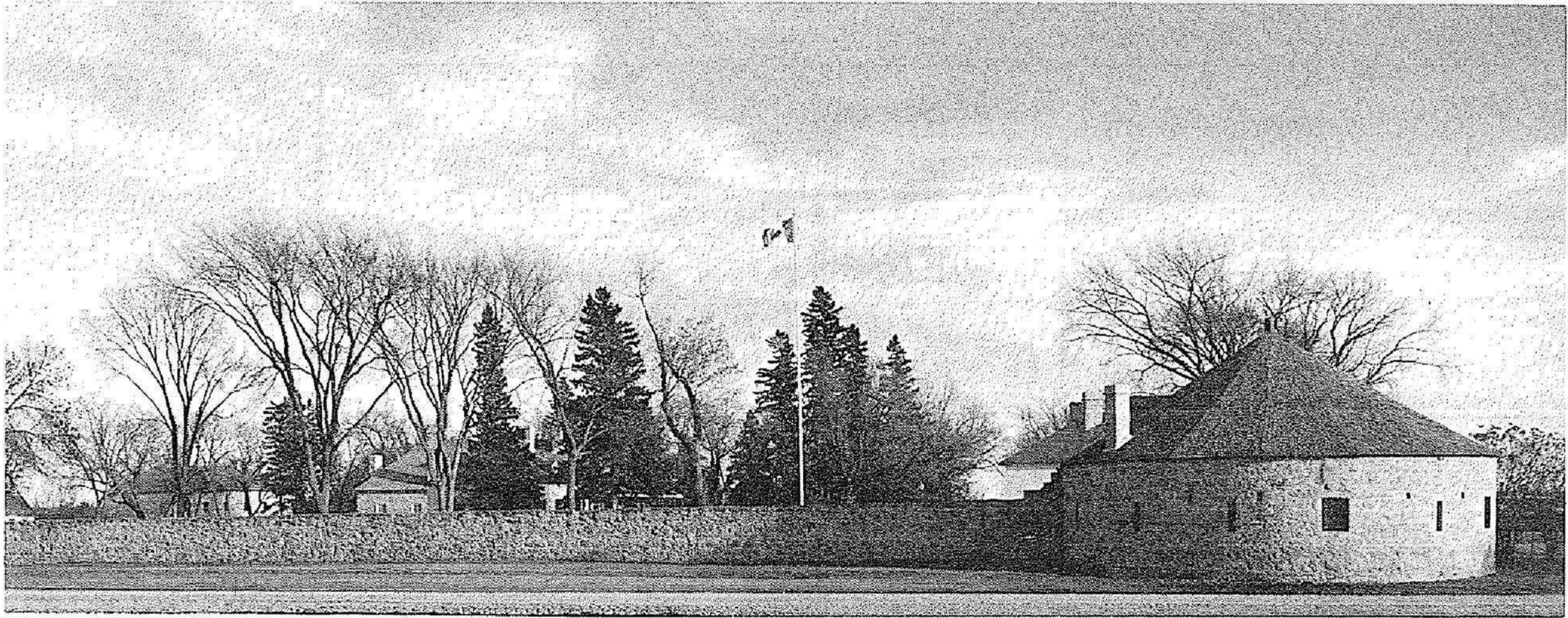
Lower Fort Garry was actively involved in the volatile political atmosphere of Red River, and from 1846 to 1848 soldiers were quartered there during the free trade crisis, and again in 1870 after the Riel resistance.

By 1865, the Lower Fort had become an economic force in the St. Andrew's area, as an industrial



Indian Week, Lower Fort Garry, 1970.





Lower Fort Garry.

complex south of the fort contained a boat building yard, blacksmith shop, lime kiln, brewery and grist mill. However, after the expansion of the eastern agricultural frontier even these activities became less significant.

Lower Fort Garry was used as a training ground for the Northwest Mounted Police, as a provisional penitentiary, and as a temporary lunatic asylum in 1885-86. The Fort continued as a Company residence until 1911, when it was leased to the Manitoba Motor Country Club. In 1951 the title passed from the Hudson's Bay Company to the Crown. Parks Canada began the restoration of the site to its historical character, with the focus of its program centering on the preservation and interpretation at the Park (Fort) on the fur trade history and Red River settlement. The Park is open twelve months of the year, with the major focus from mid-May to Thanksgiving.

### **Lower Fort Garry and St. Andrew's Locks** **A. H. Sutherland.**

**submitted by Mrs. Gladys (Lyll) Taylor)**

Oh! ye grim towers and grey decaying walls —  
Scarred veterans of the swift returning years,  
Thine eyes behold with wonder and with fears,  
These massive masonries and sullen falls,  
Thine ears are unaccustomed to the din  
Of throbbing engines, listen all in vain  
To hear the music of the mighty plain  
Across the distant marshes, drifting in.

Are these thy waters? Old St. Andrews  
These, thy merry rapids, once so clear and bright?  
Filling with laughter all the moonlit night,  
The summer days with tuneful melodies?  
Hast thou forgotten how the birch canoe,

Silent as some deep shadow in a dream,  
Would'st glide along the bosom of thy stream,  
As swift and daring as her dusky crew?

Hast thou forgotten all the mirthful tunes,  
That rippled from their lips among the reeds,  
While wave on wave in dancing light succeeds,  
And mirrors back a million little moons?  
But now, the music and the dream is gone.

### **Petersfield — Once Called Saint Louis** **Francis J. Walters**

The town of St. Louis was established in fulfillment of a plan Mr. St. Louis had in mind for sometime. A place where people living on small farm lots could produce milk for the manufacture of cheese, in a small way, as one source of revenue for families he intended to bring from Quebec, where he came from. And because part of the property he purchased bordered on the banks of the Netley River, he also planned a sub-division intended to be a summer retreat for campers to spend their leisure time in.

He spent a good deal of money on surveying and mapping this part which he called "Versailles", with tennis courts and lawn bowling sites. But alas his town, along with his hopes, did not materialize as his untimely death intervened and wrote "finis" to the development as he planned it, although the town is still here, but vastly different. There is no cheese factory or industry of any kind. Oh yes, there were many businesses in town at one time, but its decline started with advent of the automobile and good roads to drive them on. Tram service was not needed any more. Mail and freight came trucked in. Mr. Ed Corrigan, with his familiar bicycle wheeled cart he carried the mail bags in, was off the road for good. Lumber yards, implement and oil shed, plus stores,



31	32 S. M. GALSKI BILAN J. TAIT	33 M. HAWRYSHOK W. PIKE	34 MILLAR WYSPINSKI DIACHUN. RITZ	35 MUSTARD SEED K. CHORCH	36
30	29	28 F. THIDRICKS ON F. CLOUSTON	27 J. PIKE SCOROPATA	26 CHORNEY PENNY PIKE	25
19	20 E. CARTER	21 AMMETER	22 DALMAN MCLENNAN 3 NETLEY PIKE SCHOOLS	23 SLYM KREAMER	24 MC CULLUM DALMAN TIO KREAMER
18 G. HOLT	17 DUFF TAYLOR R. TAYLOR FRANKS.	16 NETLEY AIRPORT. NO. 9 HWY	15 AIRPORT STORE. KIZUIK SKWAREK W. THOMPSON MCMAHON W. COCHRANE SBIV NETLEY ROAD	14 1st. SCHOOL. MC KENZIE WAWRYK SMITH	13 LUCYSHEN
7	8 R. TAYLOR	9 P. & N WAWRYK ROLLAND TRIPPIER R. TAYLOR	10 GOODMAN P. BIY JE. H. FISHER TAYLOR	11 SCHOOL 2nd. TAYLOR BULLIVANT	12 GIMLI ROAD J. EIVARSON
6 GORDON GRAVEL PIT.	5 ROSS	4 C. SCHALK HACKING J. KOCH	3 BRETT F. KOCH HERMANSON	2 HERMANSON BOEHMER HENRY	1

NETLEY MARSH

TOWNSHIP 16 RANGE 4 E

boarding houses, a bank, pool room, a slaughter house and livery stable and more, closed up. Even the grain elevator and the C.P.R. station were no longer in use. The Ogilvie elevator was torn down, the station moved to a campsite down river. The Woodman's Hall, where many a gay dance or concert was held, became a private family home.

The town then took on a new look. Today it is a place filled with family homes, over eighty of them, surrounded by summer and winter houses too, with four developments similar to the one Mr. St. Louis planned. His idea was seventy five years too soon,

though relentless time has done all he dreamed of and more. There is one store, a chip stand, a trucker and a hotel; and of course a dance hall and a curling rink, a familiar sight in most towns in this year of 1981. On each bank of the "River of Death", trucked in sand covers the approaches to, not just summer cottages, but to dwellings that cost thousands. In his wildest dreams he never could have visualized what the passing years have done to the place.

Now I will tell you something about the man himself and the way he and his partners went about getting things done.



He was born in Sorel, Quebec, 1859. His full name was Francois Xavier Romauld Gadiou-Saint-Louis. When he responded to the then popular call "go west young man", he settled in Prince Albert, Sask., where he became agent for the John Deere implement company. Graduating to become agent and western manager for the Federal Life Insurance Company, he settled in Moosomin, Sask., where he met his wife, nee Sarah Stutt. Later on he was transferred to Winnipeg where he became acquainted with some prominent business men. While there he bought a boat, (called a launch then) and named it after his pet name for his wife, "The Tully". It was this boat that got him into the business of river campsites when he made a trip to the St. Peters Indian reserve with his friend, R. M. Muckle of Clan-deboye, Man. Mr. Muckle, as Indian Agent, was paying out treaty money. After seeing the river the old-timers called "Jack Fish Creek", he formed what was called the Netley River Development Company, whose members were: Mr. St. Louis, John McRae, W. L. Parish and A. E. Ham and as business manager, Ralph Roland. This all happened in the year 1904 — one year after the C.P.R. railroad company line to the Lake Winnipeg Beach was underway. These men bought land adjacent to the railway and hired a surveyor named McPhillips (the same man McPhillips Street that is half-way road crossing the Red River lots) to map out a town with streets and lanes. These were named for Mr. St. Louis' family: Archie, Edith, Corrine, Teilley and one for Mr. Fred Foord, his carpenter. There were also 12 acre farm lots outside the Village, all of which are still the same, registered under plan 1509.

Local people were hired to clear and break land for farmers who were expected to come and settle on the farm lots. But people didn't rush to buy them or to live in town either, so by 1907 Mr. St. Louis' partners began to fear their investment was not going to pay off and to satisfy them, St. Louis bought them out.

He was on his own then. He thought if he had buildings erected ready for people to move into, such as a boarding house and a blacksmith shop, people already in the district might settle in town. To do this he scouted around Winnipeg and located Mr. Fred Foord, who had a workshop on James Street, making cupboards for people like James Ashdown, a prominent hardware man. Mr. Foord left Winnipeg and built himself a shop and house combined out on what became Highway #9. Next he built a cottage on "Red Bird Point" just east of town on the river bank for Mr. St. Louis to move his family into. Its present owner is Mrs. Chris Best. The lumber for all the buildings was brought on a barge from Mr. Thompson's Saw Mill located on the east shore of Lake

Winnipeg, tamarack fence posts and all. How a tug-boat brought the barge up the Creek getting stuck on mud flats is another story.

Mr. Foord went ahead with the building and the town began to look like a town. Mr. St. Louis persuaded Mr. Arthur Guilbert to come and be his agent to sell lots and manage the other business of hiring help. Mr. Foord built him a store which was a landmark for many years when Herbert Sage had it. But all this was costing money. The drain on his financial resources was giving Mr. St. Louis concern. He was also a sick man. He suffered from an incurable malady, and although business was beginning to look up; Mr. Foord's sister had opened a boarding house, and a blacksmith moved in, he never lived to benefit from his investment, and neither did his widow. By 1909 he was dead and all but two parcels of property and his original home place passed into the hands of the Municipality of North St. Andrews for unpaid taxes. Mr. St. Louis' grave is in a family plot in Moosomin, Sask., beside that of his wife and infant son.

Quoting from Burns' poem:

"To a mouse —

The best laid schemes o' mice an' men  
Gang aft agley,  
An' lea'e us naught but grief an' pain  
For promised joy."

### **River Road Residents of St. Andrews as of approximately 1900**

**compiled by Bill Gessner from notes made by his late father Charles Gessner**

Starting at Parkdale north side Highway 238

#### **River Lot**

- 9 — Ben Setter property with George Parks father (Willie Parks) living there
- 11 — Free Larter
- 13 — Willie Beaton  
— Alfred Larter
- 15 — Sam Slater, father of Mrs. Alfred Larter  
— vacant house, later owned by Webb
- 21 — Mr. Beaton and sons Willie, Jack, George and Alex
- 22 — J. MacDonald
- 22 — Charlie MacDonald sons Philip, Jim, John, Donald
- 22 — Corbet MacDonald brother of Charlie
- 22 — Mr. and Mrs. Arthur Clare and his mother  
— Captain and Mrs. Allen (east of River Road)  
— Mrs. Kett a widow sons Ernest, Arthur and Barney. Barney killed in World War I
- 26 — John MacDonald (Mrs. George Parks brother).  
East side of River Road.
- 27 — Corrigan and Lambert families. Commonly referred to as Lambert's point, later purchased by



- Marr family, now sub-divided and known as Kimberley Place. East of River Road.
- 34 — Donald McLennan, log house. Now Naayer property  
— McDonald uncle of Archie McDonald of Rossdale
- 37 — John Morrison, sons Jim, Charlie, Thomas, George  
— Colin Sutherland (widower) and his father, related to the Clandeboye family  
— Harry Hodgson
- 44 — Mowatt property — no buildings
- 44 — Hodgson's property of the mother of Harry Hodgson
- 47 — Mr. and Mrs. Willie Scott (nee Josephine Fulsher)
- 48 — Browns; house vacant; 6 chain lot
- 49 — Cheese factory, no longer in operation in 1900
- 50 — Mrs. Duncan McDonald and brother John Tait. One daughter married to Andrew Truthwaite; one daughter married to Jacob Truthwaite (moved to Hodgson); one daughter married to J. F. MacDonald (Rossdale); one daughter married to Harry Hodgson (of Hodgson).
- 51 — Edwin Hodgson (widower) and son Charlie and Mrs. John Hodgson (his mother, widowed). This was previously the home of Miss Davis' School, which was a private school sponsored by the Hudson Bay Company for the education of daughters of Hudson Bay Company employees of their scattered Trading Posts.
- 52 — Edward Corrigan and brother Jim (widower) and Jim's daughter Liza.
- 53 — Mrs. Peebles
- 54 — Jacob Gessner, previously rented to Jack Anderson (later councillor) by both J. Gessner and previous owner Mrs. Mowatt.
- 55S John Leask estate — house vacant — old Sam Leask's nephew
- 55N Sam Leask born in the Orkney Islands and his wife Kate (nee Linklater)
- 56S owned by Mr. Cook; no house
- 56N John Tait; 3 acres; later Nathan Liss Store
- 57 — John and Jim Omand, brothers
- 58 — George Davis and sons Willie and Fred; previously owned by Willie Taylor who moved to Cloverdale.
- 59 — Mrs. Gardner, previously the property of Willie and George Brass. Willie Brass had been caught in a blizzard while hauling hay and froze to death.
- 60 — Mrs. Sinclair, widow (nee MacDonald) related to Clare's; daughter Mrs. Cowie; granddaughter Mrs. Johnson. Sons were Charlie and Colin.
- 60 — Albert Boscal property later the residence of Mrs. Gray and then later the Dean family. The Boscal family went to Maymont, Saskatchewan about 1908.  
— vacant premises — foundation of a house
- 61 — Hudson Bay Company lot
- 62 — Rectory. One of Rev. Brownlee's twin sons drowned while he was in charge of this Parish.
- 62 — St. Andrews School. Teacher Miss Sullivan.
- 62 — St. Andrews Church  
— Kennedy Store operated by brother of Captain Kennedy along river south of the Kennedy residence. Property later purchased by McAllisters.  
— Henry Sargent, father of Alex Sargent; later Adshead property  
Scattered along North of Adsheads, on hill:  
— Gust Mayo  
— Jim Bennett  
— John Morris  
— Bill Ross, son Jacob, daughter Mrs. Charlotte Harding  
— Atkinsons, children Sydney and Mildred  
— Mowatts  
— Jack Corrigan; children Lavinia, Mary (Mrs. Alfred Anderson), Kate (Mrs. Chambers), John, Maude and Andrew  
Along River Road north of Captain Page's (Snug Harbour) — Lot 63  
— Morwick's  
— Saunders; two cousins both named Tom  
— Mrs. Charlie MacDonald and son Charlie, daughter Nora  
— Adam MacDonald, Charlie's uncle on north side of Donald Road; sons Walter and Tom