

Netley became operational, I believe, in 1941 and was equipped with twin engine Avro Anson aircraft. These planes were used mainly for training bomber crews. The Anson was an excellent aircraft with over eleven thousand built. Of this total, somewhat over two thousand were constructed in Canada.

A large area of land in the Oak Hammock district was set aside as a bombing range. The bombs didn't always fall within the prescribed boundaries and there were occasions when some farmers had anxious moments.

Air traffic out of Netley was heavy with aircraft flying around the clock. It was a rare moment when aircraft could not be seen or heard. This activity came to an abrupt halt when the war ended. After four years of endless noise and activity the skies were suddenly empty.

The air base lay abandoned for many years. A commercial flying firm bought and used it for some years but that too came to an end. At the present time, it is farmer owned and used for the purpose of farming.

### **The St. Andrews Airport contributed by Mr. R. J. Beattie and sons Dennis and Jim**

St. Andrews Airport is located in the Rural Municipality of St. Andrews, 12 miles north of Winnipeg on P.T.H. 8. At latitude 50 degrees 04 minutes north, and longitude 97 degrees 02 minutes west, the Airport is almost in the centre of the old Red River Settlement.

The settlement consisted of river lots, established by the Metis and early Scottish settlers, which varied in width from 30 to 300 feet, and extended three miles back from the river. The Airport contains portions of river lots 9 to 52 in its 1170 acres.

The St. Andrews district is rich in early history, starting long before Manitoba became a province. Many hand-hewn stone houses and the famous old St. Andrews Anglican Church line the river lots. The copper clad steeple of the stone church can be seen from the airport control tower, and is used as a Visibility Point. If they can't see the steeple from the tower, visibility is less than three miles. The airport is a fairly recent addition to the district. Its beginning was in 1961.

St. Andrews Airport was developed by the Federal Ministry of Transport as a satellite to the Winnipeg International Airport. This was necessary because of the growing numbers of student pilots using small, slow moving aircraft at, and around, the International Airport. Both the congestion and the number of accidents or incidents between the small

aircraft and the larger, faster commercial and military aircraft were reduced by the construction of the new airport.

Following a survey in 1961 for the drainage and runway layout, construction at St. Andrews began in 1962. Runways are named for the first two digits of the compass heading an aircraft follows to land on them. Thus 18-36 is a north-south runway which is called either 18 or 36 depending on which direction the aircraft are landing. It and runway 12-30 were the first two runways built. They were 2500 feet long and 500 feet wide.

These runways and their connecting taxiways were not paved for another six years. Instead the earth was graded, compacted, planted with grass, and left to grow. Personnel from the International Airport tended the field until the grass was firmly established. The area surrounding the strips was leased for farming.

Mr. R. J. Beattie was put in charge of St. Andrews Airport when it finally opened in 1964. His family took up residence in the house by the main gate. Mr. Beattie operated the airport alone for 16 months. He was on 24 hour call and was up many nights to turn on the runway lights for late aircraft.



Looking across the runways St. Andrews Airport, 1964.



Service Buildings St. Andrews Airport.



St. Andrews Airport from Control Tower.

When winter came it was his responsibility to be up at 4 a.m. dragging and rolling the snow flat and hard. This compacting made it possible for both wheel and ski equipped aircraft to land with no delays come daybreak.

As the airport grew so did the need for men and equipment. Mr. Frank Buck was transferred to St. Andrews in November 1965. A dramatic increase in the work came with the paving of the runways.

In the spring of 1965 it was possible to sail a boat on the north half of the runways. By fall a drainage ditch along the west side of the airport to Parks Creek was completed. It was, however, still necessary to close the runways for spring breakup and after heavy rains.

In 1968 runways 18-36 and 12-30 were paved. This made all-weather operation possible but a compacted snow strip parallel to 18-36 was still required for ski equipped aircraft. The paved runways had to be kept clear at all times and this called for a snow-plow, a snow blower, a runway sweeper, and de-icing equipment.

By now the demand by flyers for building sites was growing. The west side of the airport was surveyed into fifty-four 100 x 250 foot double-sided lots with a road to the back and a taxi strip to the front. Room for an additional 32 lots was also set aside. The existing gravel tie down area with space for 100 light aircraft was built and the old area became a car parking lot.

In 1969 the Winnipeg Flying Club built the first

hangar, followed by Point West Flying School. St. Andrews Airways built and began both passenger and freight service to the northern part of Manitoba.

A group of private pilots known as "Fly For Fun" built an unique hangar, totally supported by a row of pillars down the centre with doors on tracks down both sides.

By this time air traffic was so heavy that a control tower was needed. The first tower at St. Andrews was perhaps the most travelled tower in Canada.

This tower was originally built in Winnipeg for interim duty while the present facilities at the International Airport were being built. From Winnipeg it was taken to Kenora, Ontario and from there it was taken to Dryden. After another trip to Saskatoon for use during the construction of their new building, the old tower finally came to St. Andrews.

The construction of the first permanent tower was completed in June, 1969. It was a vast improvement over the cramped temporary tower. Mr. Tom Linklater, Tower Chief since the first tower opened, had enough room for both air traffic control and the training of future controllers.

In 1970 a third all-weather runway was added. This runway, 04-22, reduced the necessity for crosswind landing to practically nil. Various navigational aids have also been installed and are being supplemented annually.

A new five bay maintenance garage and offices for the Ministry of Transport were completed in 1974.

After 29 years with Transport Canada, Bob Beattie retired in 1975. During their years on the airport his children, Dennis, Sandra and Jim had completed their education at St. Andrews School and Lord Selkirk High School. Dorothy was working in Winnipeg. Mr. Beattie and his wife, Sue, had become involved with youth groups in the area including 4-H, Girl Guides, Boy Scouts, and the church. Owing to this, and friendships in the area, the Beatties took up residence in Selkirk after leaving the airport.

Mr. Beattie had seen St. Andrews grow into one of the busiest airports in Canada. Air traffic movements increased from 9,176 in 1965 to 231,714 in 1977 which made St. Andrews the second busiest airport in Canada, for local flights, and the sixth busiest overall.

This growth necessitated another runway parallel to 18-36 out to the east of it. This 3000 foot strip was completed in 1978.

Sewer and gas had been installed at the airport by this time and over \$3 million had been spent by the 20 flying operations at St. Andrews. Continued growth included a helicopter pad — a first in Western Canada for night training of helicopter pilots, the addition of Meteorological Services at the Airport, and construction of another new control tower.

Since 1975 several Airport Managers have been at St. Andrews with Maintenance Foreman, Frank Buck, acting between appointments. Mr. E. Pickell, Manager to 1978, stimulated the growth of the Airport and was transferred to the Regional Office as Supervisor, Airport Operations. Mr. Garry Fries is the present Manager with a staff of seven people.

Perhaps the most memorable events in the airport's history have been the Air Shows held in 1970 and 1974. The 1970 Air Show was a stupendous success. It was one of the largest ever held in Western Canada and the twenty acre parking lot, with overflow capacity of eight acres, was full by noon. In the end all roads for a radius of three miles were lined with parked cars and the cleanup crew loaded a dump truck full of coffee grounds. That was a lot of cups of coffee!

The image of the air shows, and the masses of smiling people, remains in mind when one thinks of St. Andrews Airport and its growth in the past years. It was the air shows that gave the people of the St. Andrews district a chance to see what had been built in that huge fenced area, and it is that goodwill shown in their smiles that assures its continued success.

### **St. Andrews Airport's New Control Tower (An update by Mr. R. J. Beattie to his original story on the Airport)**

With the addition of the parallel 18-36 runway it

was impossible to properly control the traffic on the two runways, so a new 23 meter tall (five storey) tower was built to replace the old three storey one.

Transport Canada tower chief Tom Linklater said in the Winnipeg Free Press of April 19, 1982 that his eleven man crew of air-controllers could hardly wait to move into the new \$900,000 facility at St. Andrews which was triple the control cab space of the old one. It has all the latest equipment and the best viewing circle with thermopane surfaces tested under all conditions to eliminate glare and shadow.

Norm Addaway, regional manager of air traffic surfaces, said that the airport had 203,038 landings and takeoffs last year and handles about 18,000 airplanes a month, and that St. Andrews is an important training centre for air traffic controllers.

This tower went into operation May 7, 1982.

Due to the difference of weather between Winnipeg and St. Andrews, a weather station has now been established in the old tower. This gives the area a true picture of the weather conditions for safer operations, and ceiling balloons are sent up to give the controllers the height of the cloud base to pass on to the air traffic.

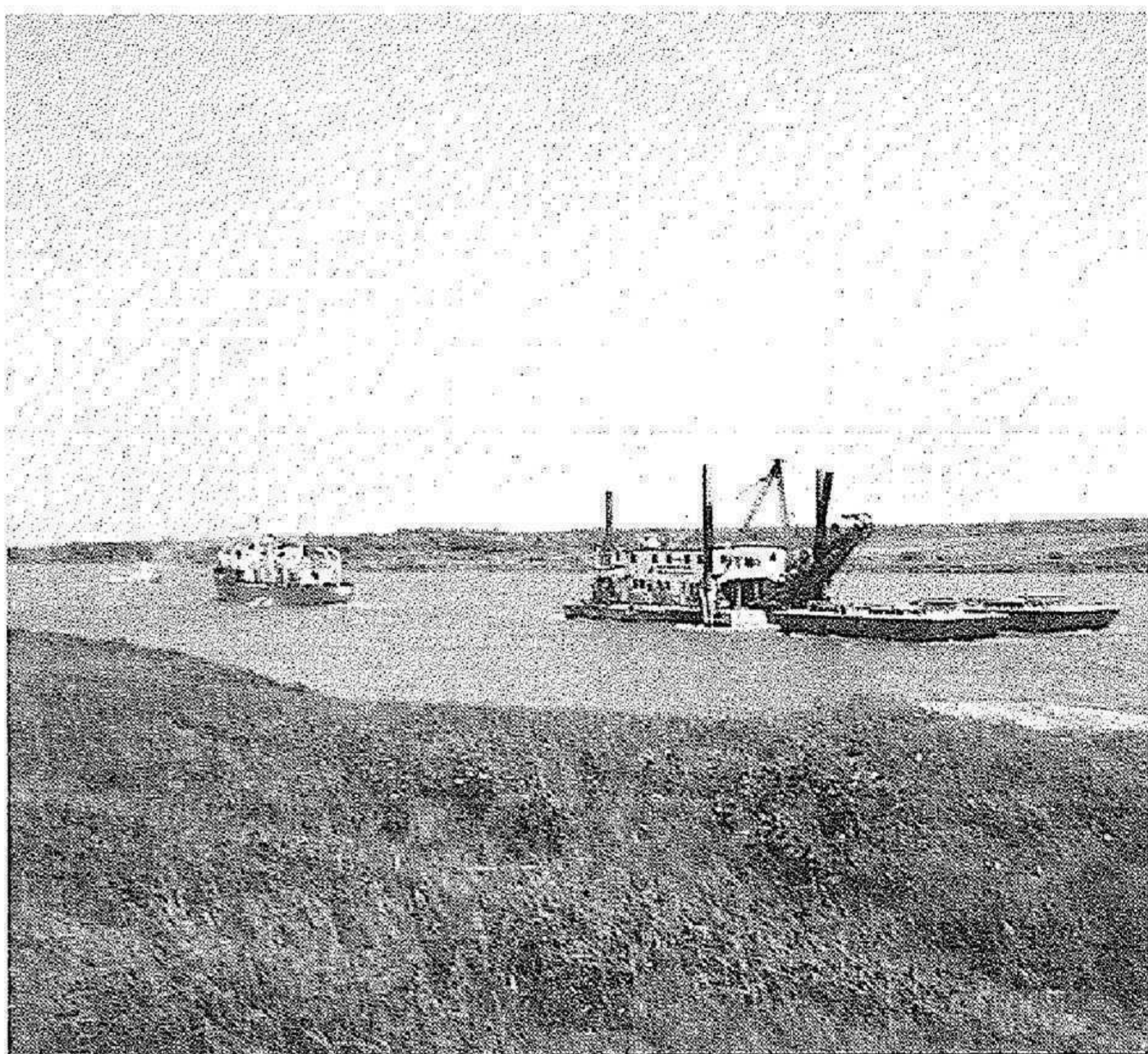
## **Transportation**



S. S. Keenora in St. Andrews Locks.



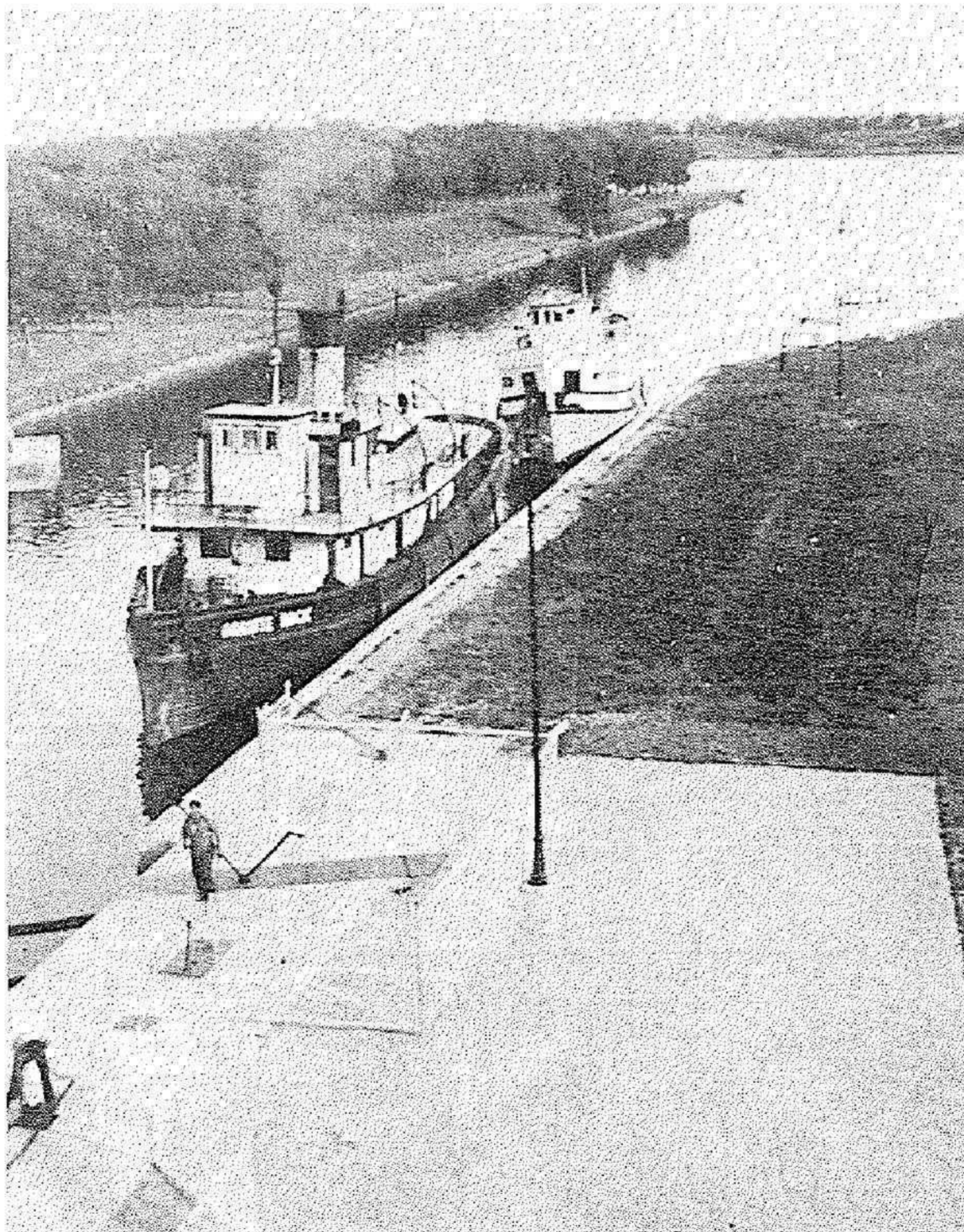
Travel in the early day of Lower Fort Gary.



Red River Transportation. Bringing silica sand from Black Island to Selkirk.



Queen Elizabeth's voyage on M.S. Lord Selkirk July 14, 1967.



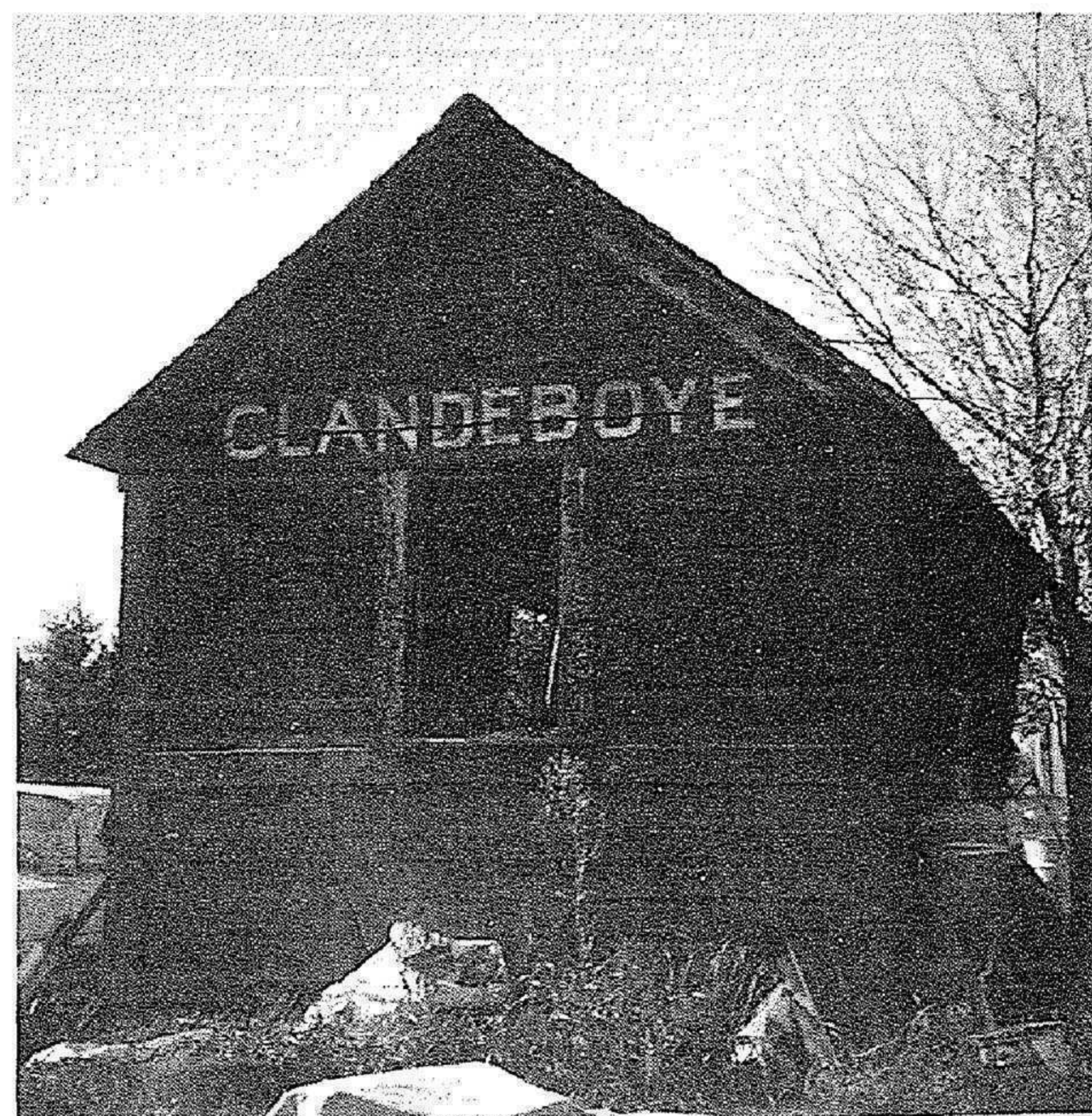
Granite Rock (tug boat) and Susanne E. (lake freighter) at St. Andrews Locks.



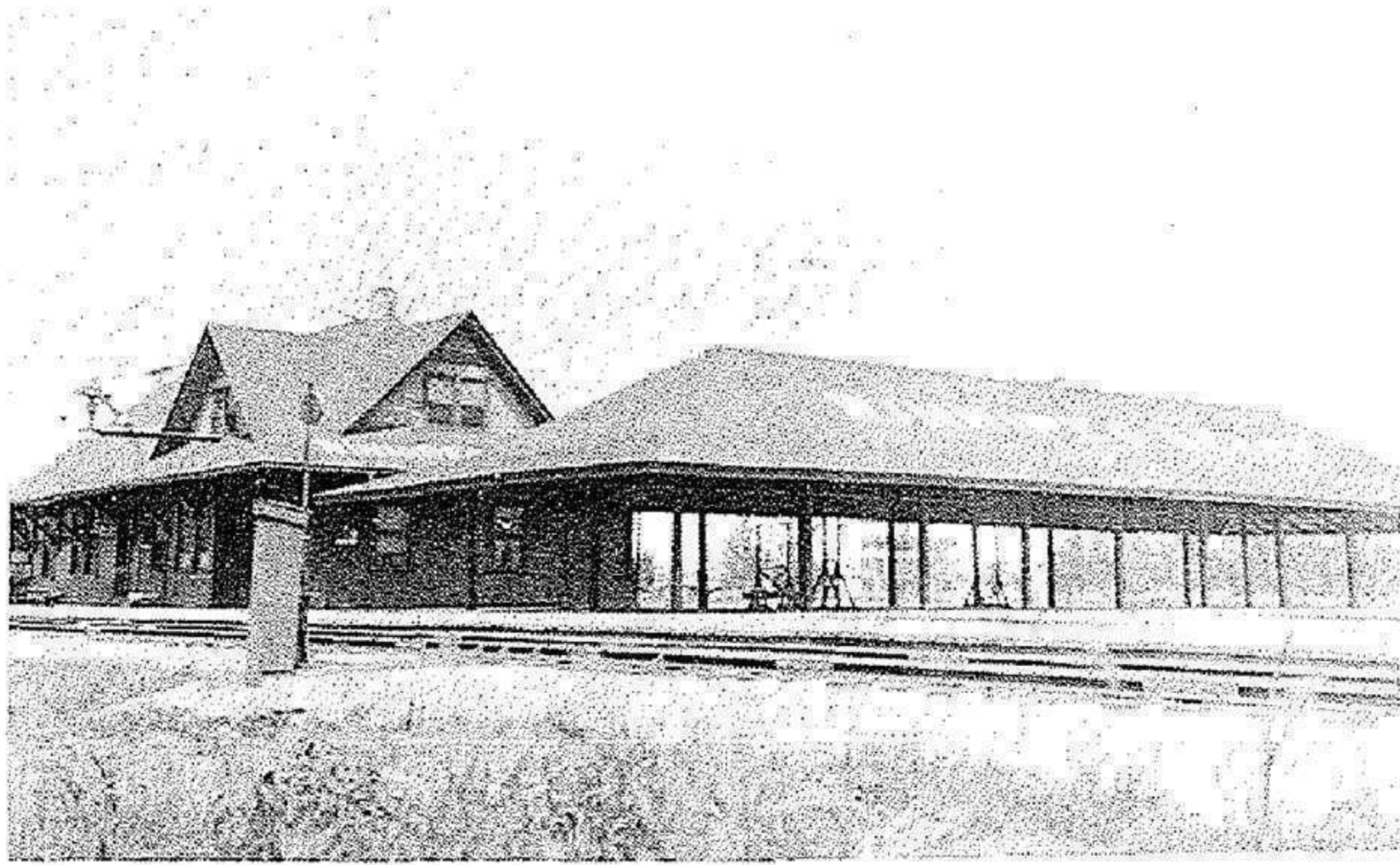
Peter Bannish on Street car from Winnipeg to Selkirk.



Old England Stop on Winnipeg, Selkirk and Lake Winnipeg Railway. Myrtle McDonald, 1927.



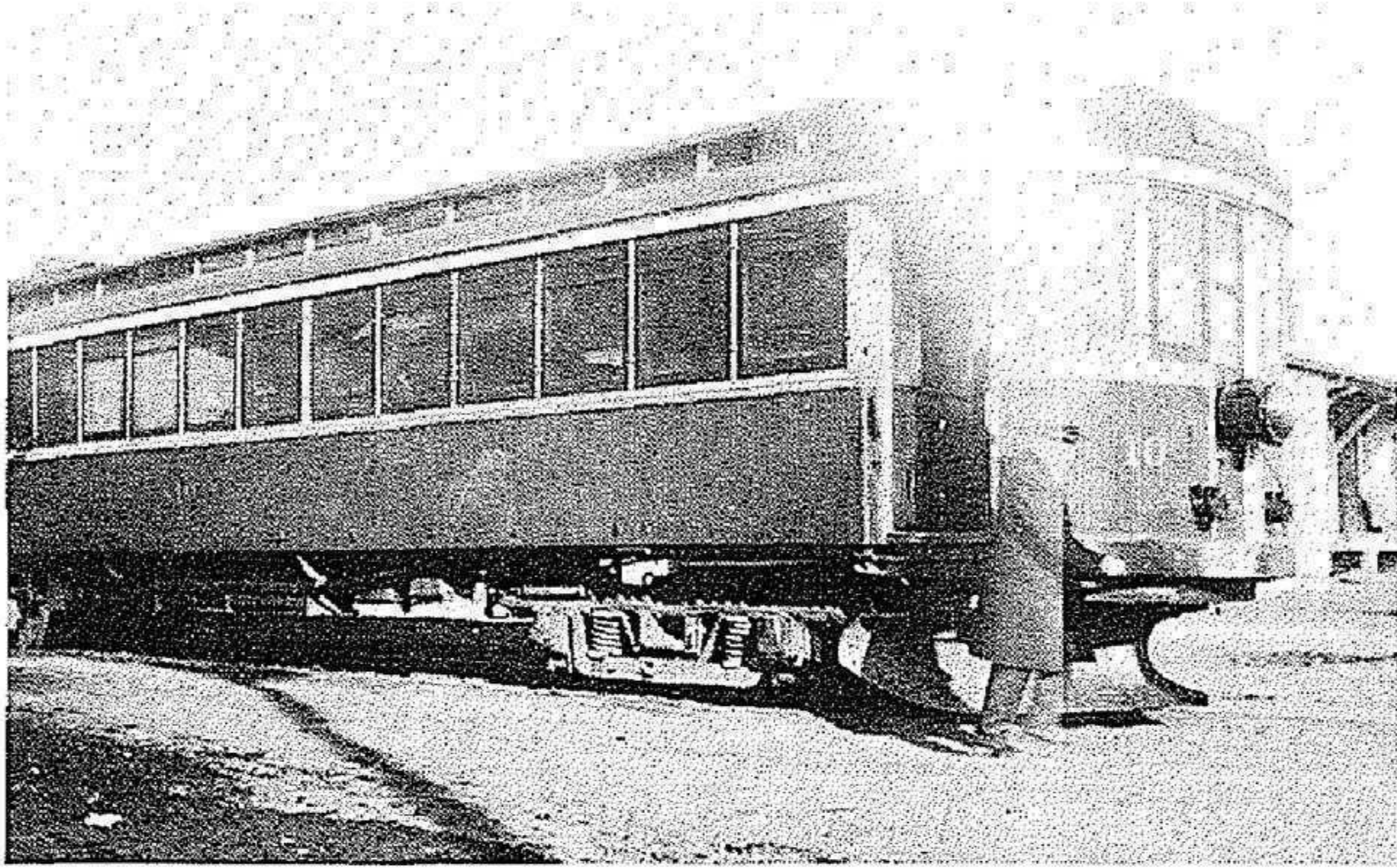
Railway Station, Clandeboye, 1979.



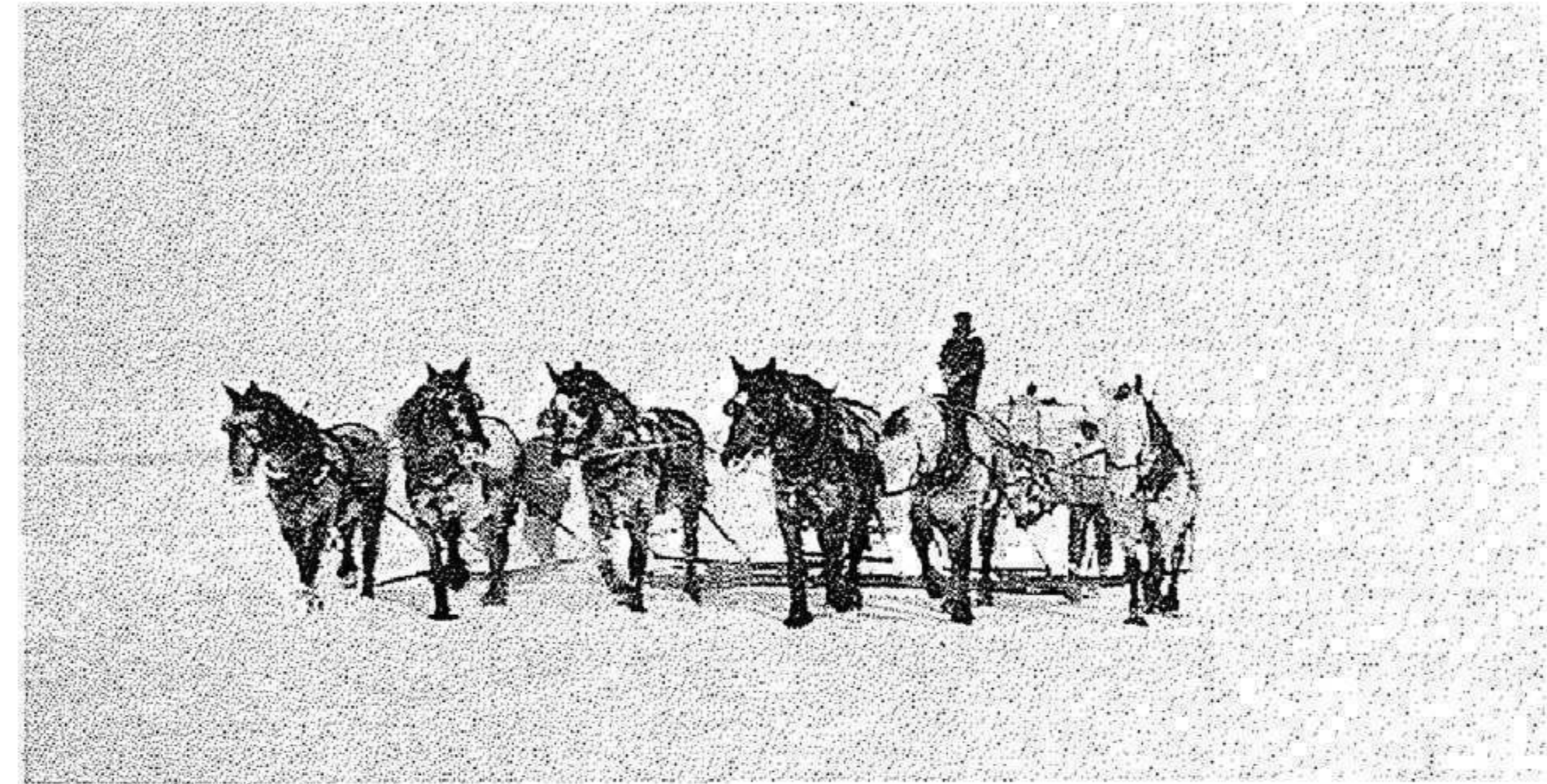
C.P.R. Station, Winnipeg Beach, Circa 1915.



"Crew" Hnaua Fish Freighters, 1930.



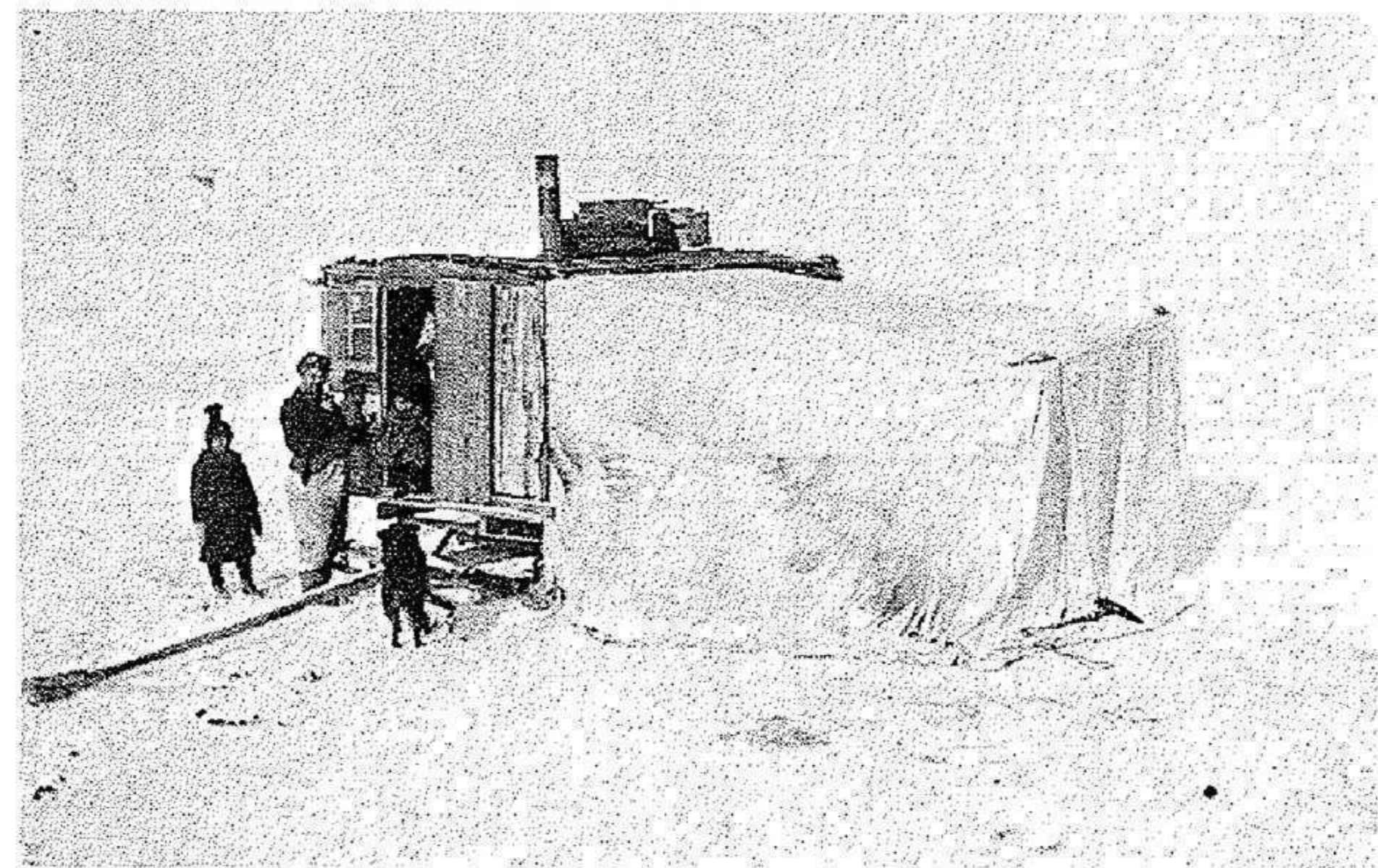
W. S. and L. W. Ltd. Street Cars, sometimes doubled, were Electric powered and ran on tracks from Winnipeg to Selkirk and Stonewall. Taken in 1926 with Rev. C. Teeter.



"Big" Einar Einarsons Freighting outfit, Lake Winnipeg plowing lake roads, 1930.

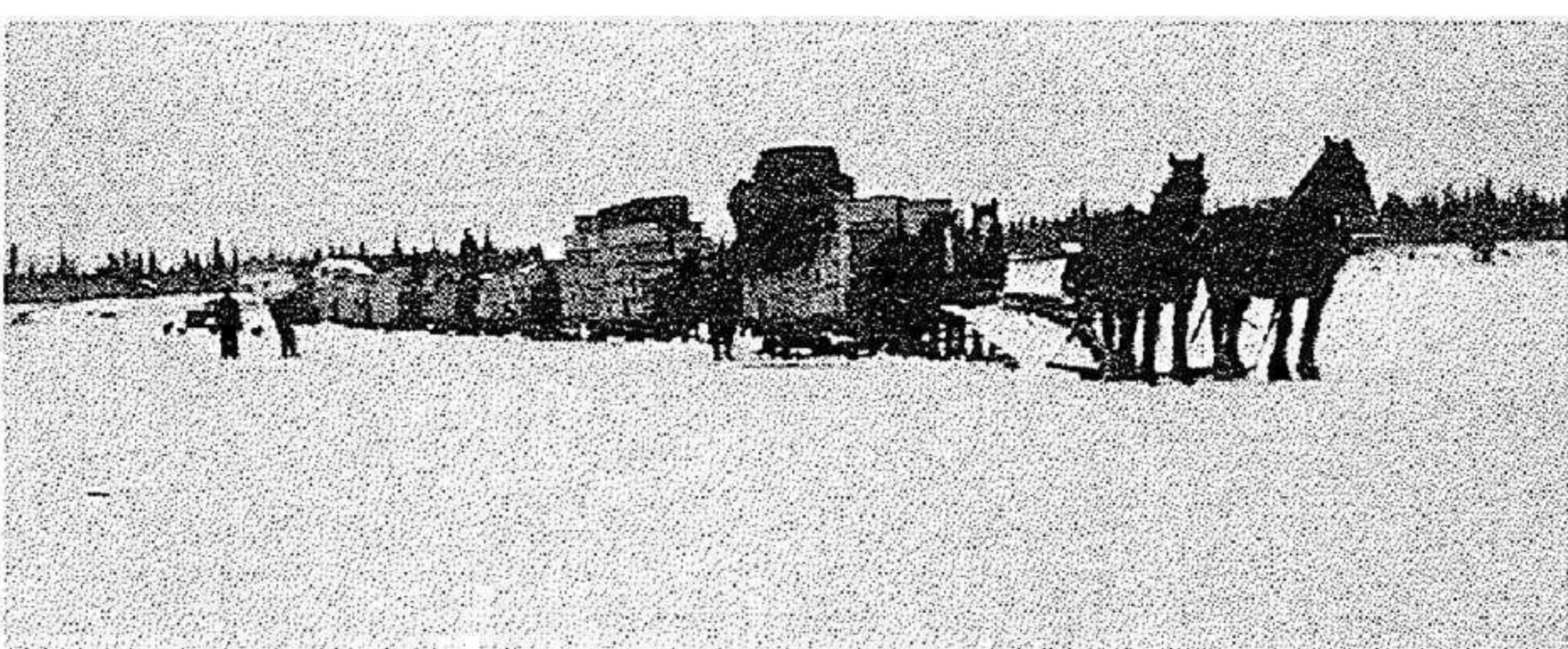


Matlock Railway Station which serviced many vacationers as well as local residents.

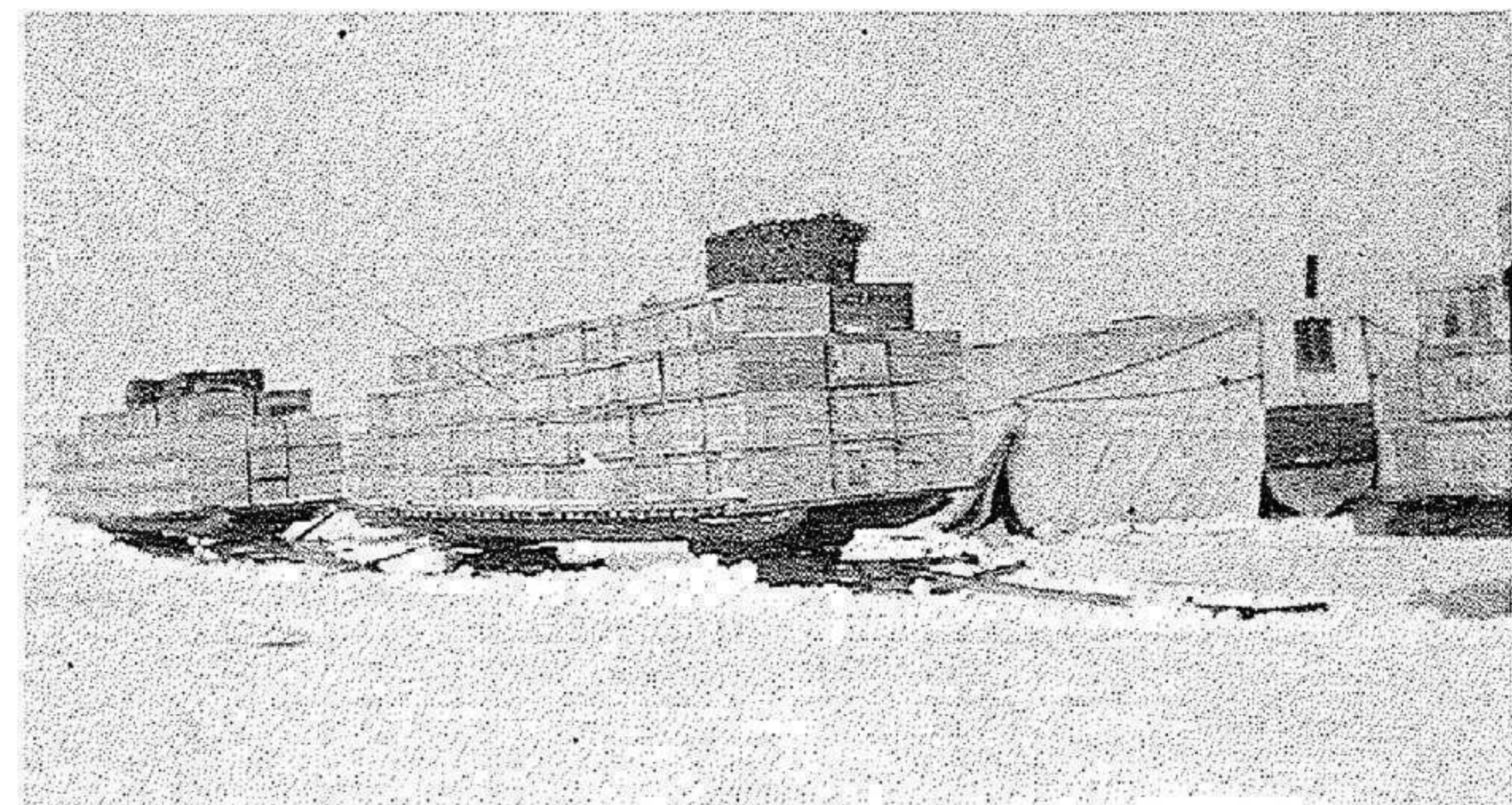


P. William's "One Team" caboose on Lake Winnipeg, 1923.

## Fish Freighting



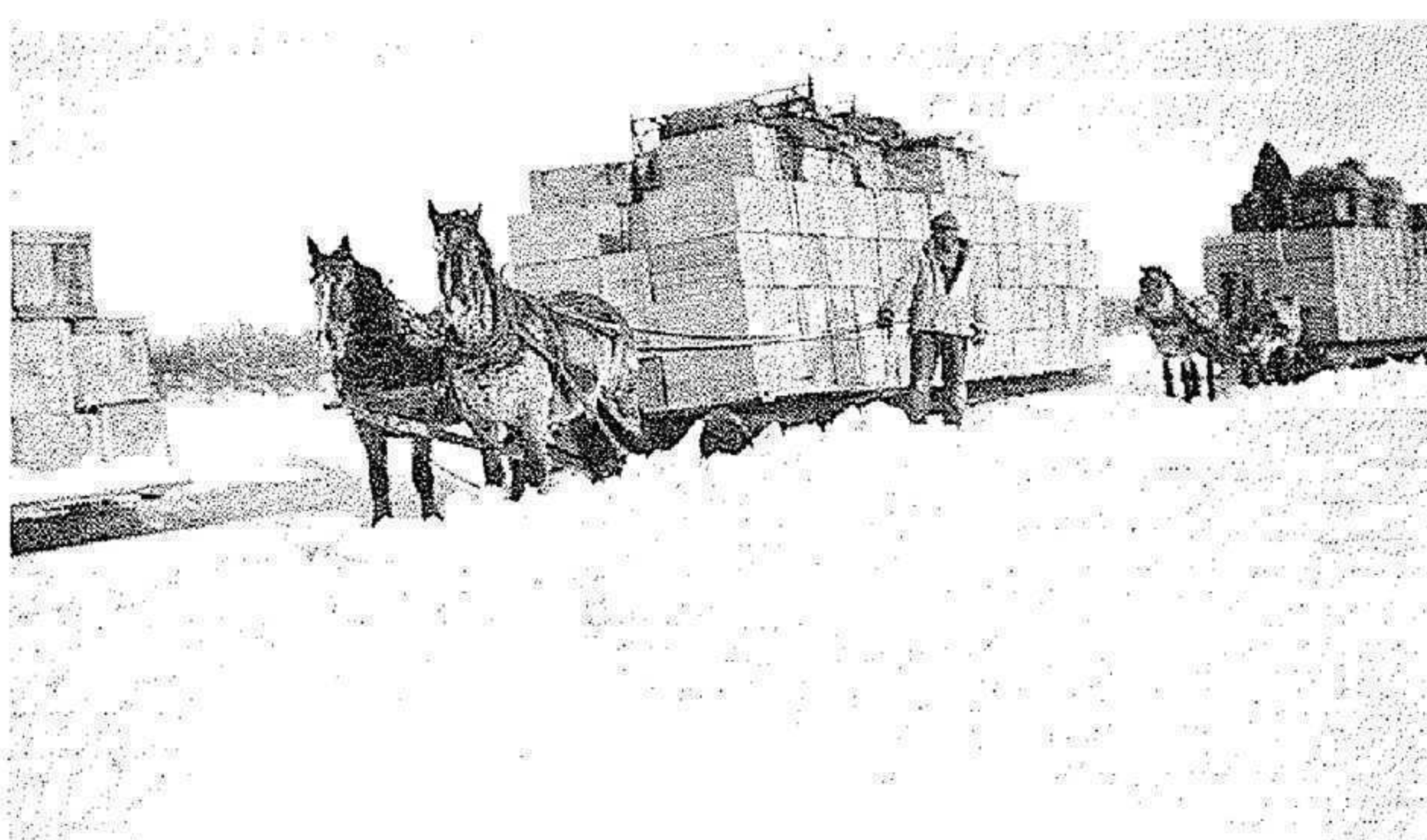
John McNabb freighting outfit, Clandeboye.



"Freighting on the Lake" Alex McDonald (range line) with John McNabb 1923.



Jonatanson Freight, Lake Winnipeg, 1929.



"Big" — Joe Johnston's Freighting Outfit with a load of fish 1934, driver Tom Linklater.



St. Andrew's Winter School Bus with Fred Goldstone and Toby who went along with his little sled to bring Jim home. It had a door at the back, a long seat down each side, and a small coal heater in a front corner.

## School



Off to school, 1930, H. Hermanson family.



McKenzie School van, Winnipeg Beach, 1947-50.

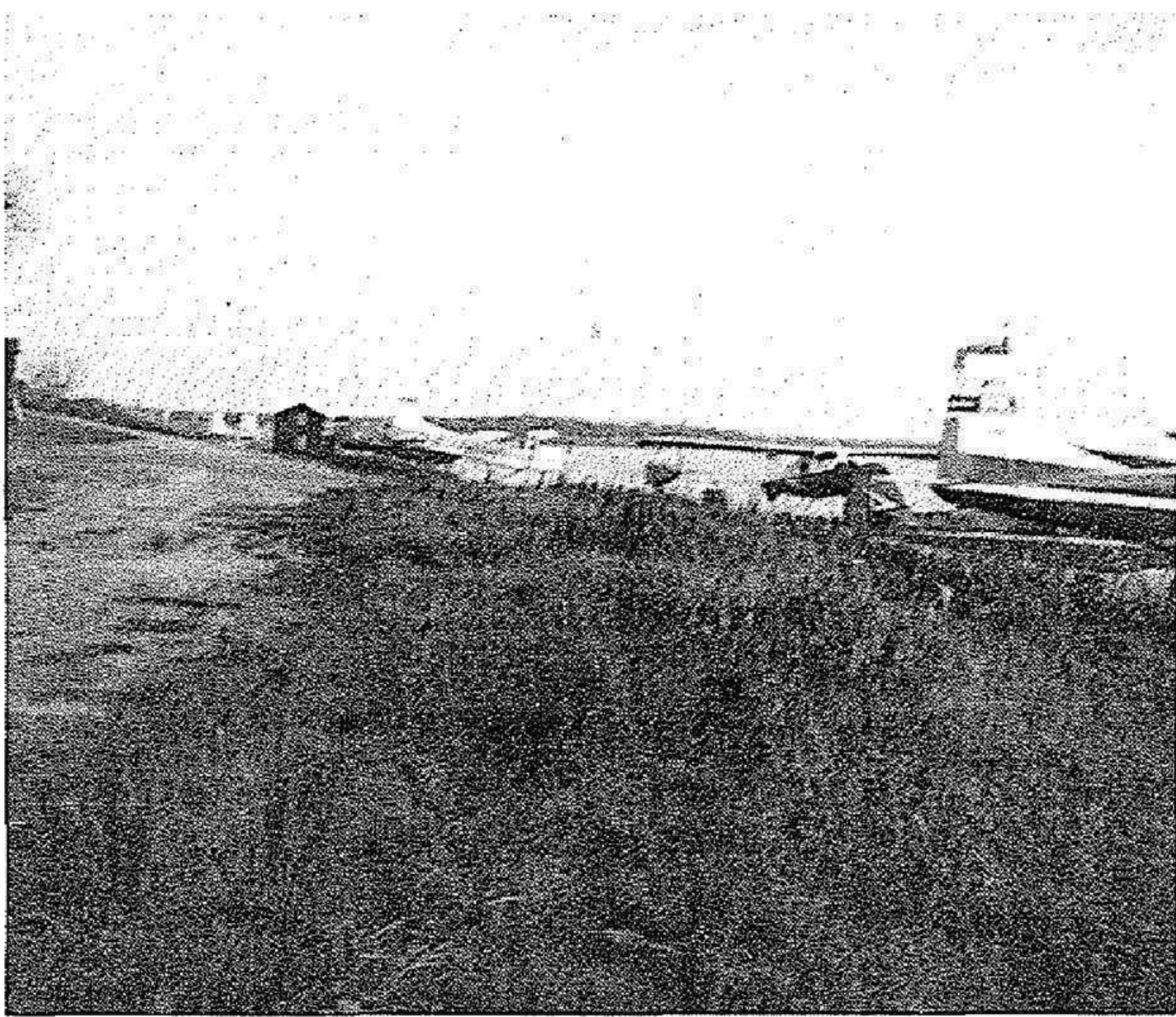


St. Andrews Old summer school van.

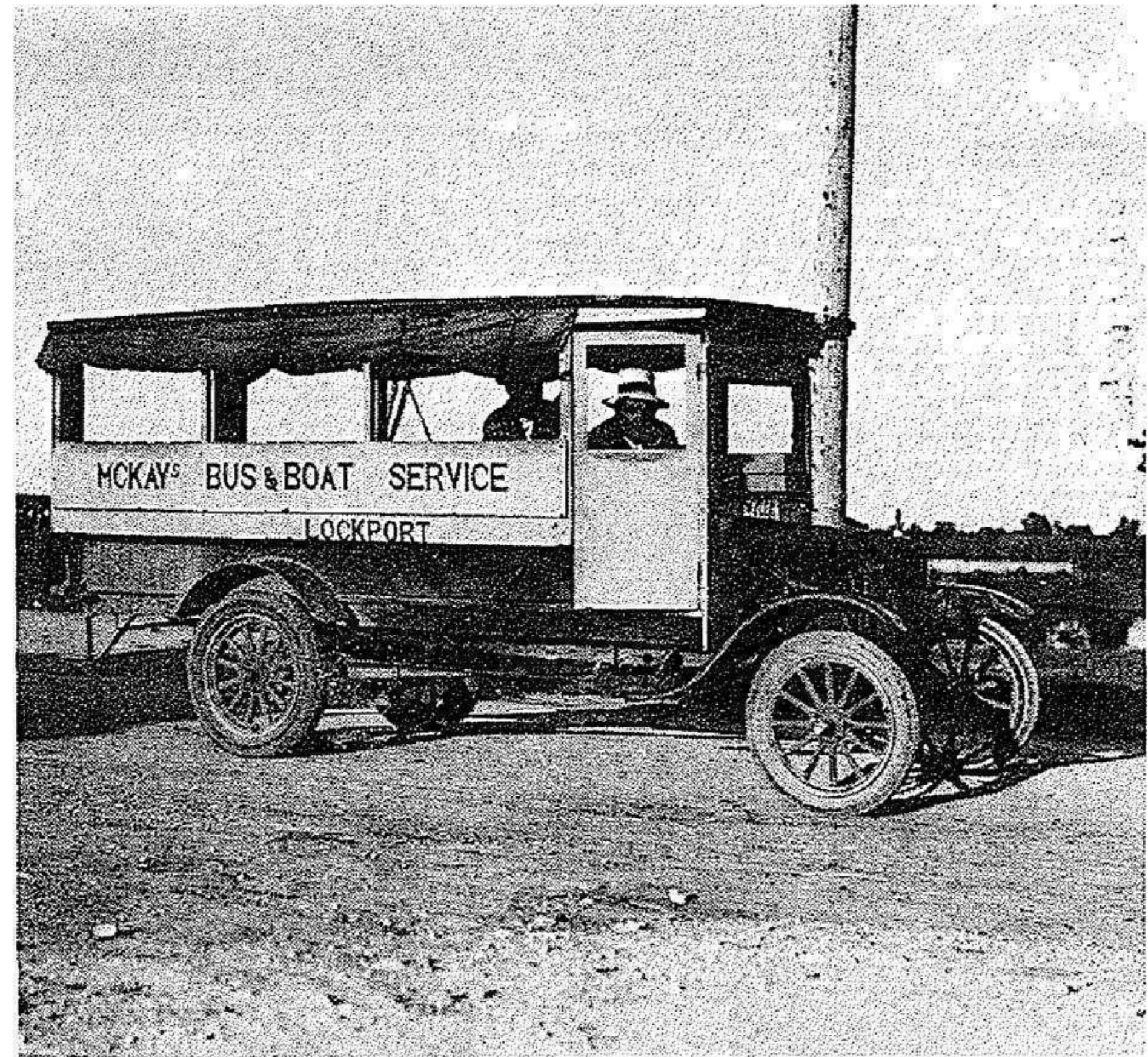


Winter travel.

## Transportation Miscellaneous



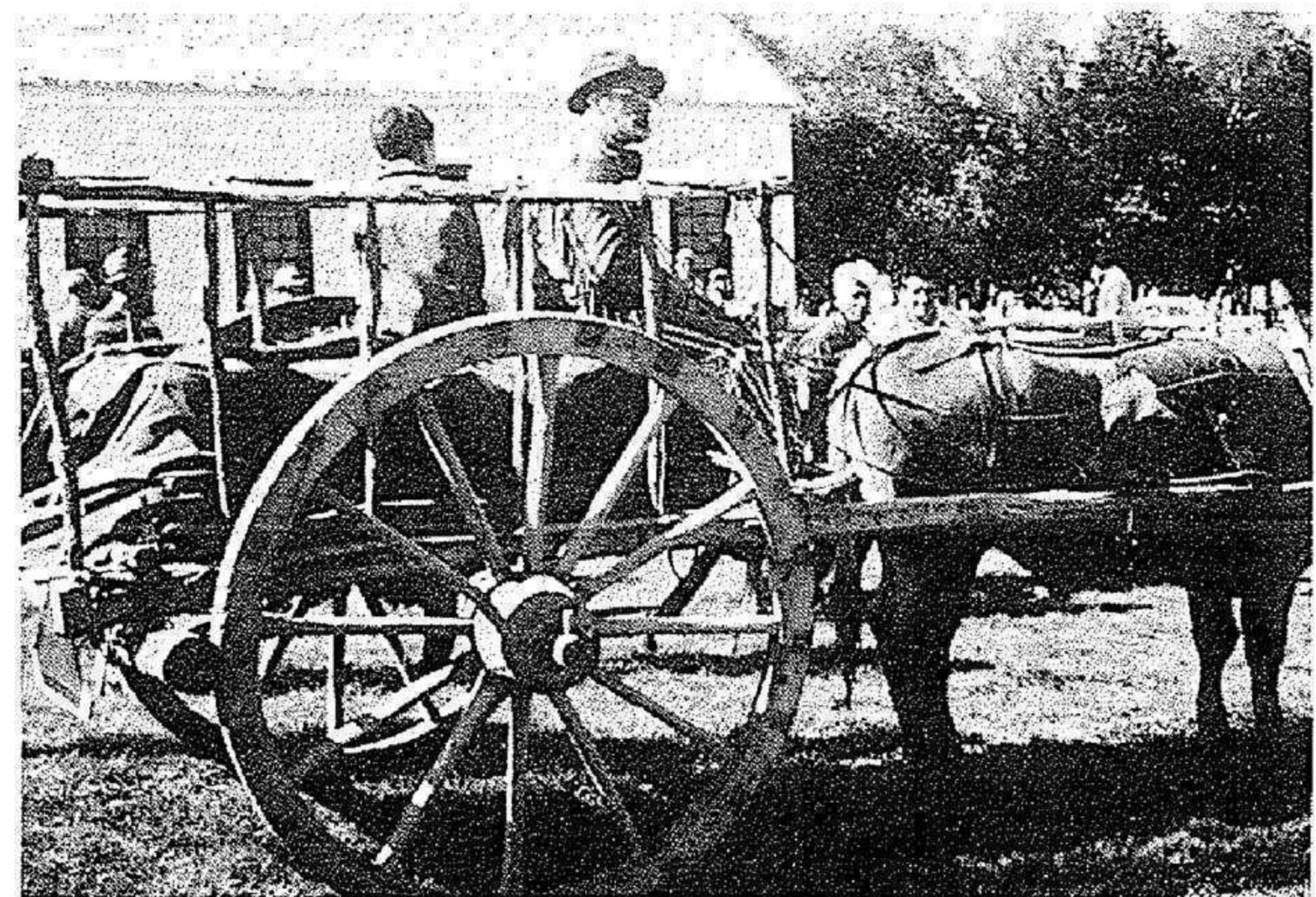
Interlake Air Services, just north of Selkirk, Man., 1979.



McKay's Bus & Boat Service, Lockport, in the 1920's.



At Wakefield picnic. John and Harriet Leask in the 1930's.



Indian Week, Lower Fort Garry, 19/0s.





Geoff McNabb's old Rogal and cutter.



Dan's Transfer, Matlock, 1934, owned and operated by Dan Rogowski (in picture).

## Private Miscellaneous



Winter travel — Tom Schindler on conservation checks.



Tom Schindler making his conservation checks by snowmobile, 1970's.



R.C.M.P. Dog team at Netley Marsh, 1948. Holding quarters for both sled and search dogs.



School Teacher's summer travel Miss Myrtle Goldstone, Primary teacher at Rosssdale 1929-1936 depended on faithful "Gypsy" to cover the three mile distance.



Working trap line on Wavey Creek, 1950.

# Family Histories

## Foreword

**To Be a Person is to Have a Story to Tell**  
Excerpt from an article entitled *Story Telling* by Percy O'Driscoll in the April, 1982 copy of the *Living Message*.

Story telling is an art all its own and as such much can be said about it. It uses a language all its own which is characterized in this way. If "day talk" is the language of life and "night talk" is the language of dreams which we experience then the language of stories is "twilight talk" as it blends together our conscious thoughts and selves with the subconscious and deeper selves within us.

Stories, like dreams, are rich in images which feed the imagination and border on fantasy, but at the same time they make sense and do present the truth.

To be a person is to have a story to tell. We understand ourselves because each of us in our private worlds can know the past through which we have lived. A person is a complex thing made up of a million individual memories, tastes and hopes. If each of us were to listen for a few moments to the millions of voices that run through the mind we would be amazed at the scenes, the memories, the characters that fill every corner. If you listen you will hear the voices of your family, the familiar sounds and smells of the particular area in which you lived as a child. You will see your heroes again and you will remember where you came from and with whom. Every person has a story to tell because the story makes the person. We were all raised by an intimate group of people that had traditions, values, way of doing things and beliefs and without those things we would be empty shells. And as we, through story telling, uncover those experiences and people all but lost in the business of living, we discover once again our own uniqueness. And as we recount those stories to others they too will understand our uniqueness and be encouraged to discover their own.

Story telling could be a means to help people to see and understand the diversity and the uniqueness of others and thereby strengthen the ties of community that may already exist.

## The David Aime Family

Dave and Gladys Aime live two and three quarter miles west of the town of Clandeboye on PTH 515. Dave, the second youngest son of William and Janet Aime, was born and raised a mile east of his present home. Gladys, youngest daughter of Leonard and Eva Robinson, was born and raised in the town of Clandeboye. Dave and Gladys both attended school in Clandeboye and were married in 1956 in the United Church in Clandeboye. Dave spent two years working at the Manitoba Rolling Mill in Selkirk before deciding to make farming his career. Dave and brother Robert became partners in the dairy herd previously owned by their father. They took many prizes with their Jersey cattle at the fairs. High production was always their aim and they worked hard to keep a good quality of animals.

In 1958 we purchased 160 acres land adjacent to the family farm previously owned by Tom Patton and moved into the log house in the spring of 1958 with our year old son, Alan. The old log house proved to be our castle and we have many happy memories of the five years that we spent there. We had the electricity installed when we moved in. The log house was nice and cool in the hot summer days but it was also very cool in the cold winter months. Baths were taken beside the oil burner in the kitchen. Needless to say there was no lingering in the bath tub. Gail, the first baby girl born to an Aime son, was born in 1960. We had a dog who was very protective of her after she was born. When someone came to visit, the dog would lie beside her carriage and refuse to leave until the visitors left. Ironically, Gail is very fond of dogs.

One summer night when we lived in the log house, we were awakened to find that we had a visitor in our bedroom. Something was flying around and we thought we had a bird in the bedroom. When we put the light on, a bat flew over to the screened window. We lowered the inside window and went back to bed. The bat was still there in the morning.

Dave enjoyed dairy animals but was forced to give them up for health reasons. In 1963, we pur-

chased the farm previously owned by Will and Stan Schofield. In 1964 we contracted out for a school bus route for the Clandeboye School Division. We continued with our own vehicle until 1969. The Clandeboye School Division had previously joined the Selkirk School Division and Dave started to drive a 66 passenger bus. Dave still drives the school bus from the edge of the Teulon division to Selkirk. With a high regard for the school kids that ride on his bus, Dave says he has the best route in the division.

The spring of 1963, the year we moved to our present home, was a very wet spring. Seeding began on June 20. The summer was very dry and the crops were poor. Alan was six years old and Gail was three. Having no milk cows, they thought they would help out with the need for milk. They went into the pump house and climbed up onto a high shelf to get down a can of insecticide. They pumped out some water and mixed in the insecticide. It was white like milk, so they each had a taste. They poured the remainder down the well. Excitedly, they ran into the house, as they had found a way to make milk. Needless to say, we had to have our water tested and in the meantime we hauled our water from the Leask farm across the road.

In 1965 we purchased a two hundred acre farm formerly owned by Mr. and Mrs. Alex McDonald. In 1968 we purchased the Leask farm from Allen Leask and later sold a portion of it to Stuart Cotton.

With 1966 came the arrival of Kevin. Kevin was born in March, a few short days after a winter storm that blocked all roads in southern Manitoba. I wasn't aware of it at the time but the municipality snow plough operators were alerted to be ready to go if a phone call should come that Kevin was arriving. Fortunately, Kevin decided to wait until the storm had blown itself out.

The family have all been involved in sports, either in the coaching or teaching capacity, or participation. Kevin enjoys many sports but hockey is his favorite. Gail participates in baseball and ringette.

Kevin is still in high school and Gail is presently employed in the medical field as a health record technician.

Alan has always had a love for sports. He played baseball, hockey, and football, but hockey was the one that he pursued. He got a pair of skates when he was three years old and an old chicken house became his "indoor arena". He played his minor hockey in Clandeboye and Selkirk. His junior hockey was played with the Selkirk Steelers, Brandon Wheat Kings and the Flin Flon Bombers. In 1979 Alan joined the professional ranks and still plays professional hockey in the minor leagues. Each winter he

spends in the southern states. The knowledge and experience that he has gained in the sports field is priceless.

Alan purchased the land from Ted Aime which was the original Aime farm. He and his dad farm together. Cattle have always been one of Alan's interests and he has a registered Hereford herd.

Farming has been a family affair with each member doing his full share. With farming, comes many ups and downs. Good crops and bad, with fluctuating prices, a farmer must be a very versatile person. Farming has brought a very rewarding life to us all.

### **The History of Hazelglen Jerseys**

It was in the year 1912 when Mr. W. D. Aime purchased his first two registered Jersey cows from Bathgate, North Dakota, U.S.A., and transported them to his home in Emerson, Manitoba, by a horse drawn sleigh. (Mr. Aime was born and raised in Emerson). In the year 1914 he purchased his first registered Jersey bull from J. H. Baskerville, Dominion City, Manitoba, and thus started the herd of Jerseys which eventually became Hazelglen Jerseys. In 1916 Mr. Aime became a member of the Canadian Jersey Cattle Club.

In 1917 Mr. Aime married Janet Hampton and in 1920 Mr. and Mrs. Aime and their two sons, Harry and Maurice, moved to Clandeboye, Manitoba, to the farm formerly known as the King Farm. They also brought with them three registered Jersey Cows.

It was possibly 1921 when the barn was first started and little by little as funds would permit, the barn was completed. As you drive by on Hwy. #515 you can see the original Aime barn still standing today. For the next few years progress was slow in the development of Mr. Aime's Jersey herd due to not being able to purchase another registered Jersey bull until approximately 1926, when he purchased a bull from Mr. Jo, Graham, of Clandeboye (this farm was later sold to Mr. and Mrs. William Streich).

During the years 1920-1930 cream was shipped to the Manitoba Co-op Dairies. Mr. Aime was an ardent supporter of the Co-op and later became a director of same.

By this time the "depression" was very much in evidence — a five gallon can of cream brought from \$3.00 to \$4.00, butter sold for 13¢ a pound in trade, and eggs were 3¢ per dozen.

In 1931 a milk house was built and a "Milk Delivery Business" was organized, starting with six half-pints of cream delivered to Safeway Stores in Selkirk. In very little time this business expanded to the delivery of milk, eggs, chicken and honey being delivered throughout Selkirk. The delivery of "Hazelglen Products" continued until 1962.

The farm and herd were registered in 1936/37 as Hazelglen Jersey Farm and the herd of Jerseys became an Accredited Herd in 1937. The name "Hazelglen" came from a small village in England near where Mrs. Aime came from.

The building of the farm house was started in 1942 but due to the shortage of building materials and the effects of World War II, it took several years before the house was completed.

In 1945 another change was made and that was to the shipping of milk which is still in existence very successfully by the "third generation". The selling of products of the original Hazelglen Jerseys is carried on by grandsons, Charles Aime.

In 1958 still another change came into effect when Hazelglen Jerseys were registered under the name of W. D. Aime & Sons (Robert, David, and Edward).

Unfortunately in 1962 Mr. Aime passed away and was not able to see the continuation of his "dream".

Again in 1963 another change came about when David had to discontinue in cattle farming because of his health and the three boys went their separate ways. Dave moved approximately one and one half miles west of the home farm and at that time went into grain farming. Ted remained on the home farm, in Jerseys, until 1972 when he was forced to sell out due to ill health. Bob moved one and one half miles east of Clandeboye taking with him twenty head of "Hazelglen Jerseys." When Bob moved he registered his herd and farm in the name of "Elm Glen Jerseys" and as time went on he built his herd to sixty registered Jerseys. Bob continued in the dairy business until 1980 when he was forced to retire and sold his herd to his son, Charles.

Mr. Aime was more interested in production than show cattle, although they were top competitors at the Manitoba Fairs several times. Bob received the trophy for the highest producing herd for Manitoba several times. Mr. and Mrs. Aime weren't only successful in the raising of Jersey cattle — they raised a family of seven — five boys and two girls' namely:

Harry — joined the R.C.M.P. in 1940 and completed twenty five years of service, he is now a County Court Judge in Ft. McMurray, Alta.,

Maurice — was in the Jersey business for several years but now runs a beef ranch at Woodlands, Manitoba,

Catherine — became a registered nurse, married and residing in Selkirk,

Robert — living in Clandeboye, retired,

Beth — became an Anglican minister and is presently living in Winnipeg,

David — is still farming and living in Clandeboye,

Edward — is a sales representative for Watkins for Western Canada and living in Clandeboye on the family farm (all of which has been sold to Dave's son, Alan, except for the building site),

Mrs. Janet Aime (the cause of it all) is alive and well and residing at the Middlechurch Home, Middlechurch, Manitoba.



Mr. and Mrs. James Anderson with 8 of their children. Log House built in Lockport and later moved to Cloverdale, 1899.

### **James Anderson** written for 1980 by Gordon Norquay

My grandfather James Anderson was born at Lockport in 1857. He was the third generation born in Manitoba. His ancestors came from the Orkney Islands to work for the Hudson's Bay Company sometime in the 1780's.

His father Thomas Anderson talked about helping out in the flood of 1852 in Winnipeg, so he must have lived in that area before moving to the River, now known as Lockport, where he acquired a strip of land just south of where St. Thomas church now stands.

As the settlement grew, the people began to move farther west and north. In the spring they would move their stock out to what was later to be known as Rosedale and Cloverdale, where the grass was more abundant. They would spend the summer looking

after their cattle and making hay to feed them in winter.

The move out in the spring would take place after seeding. At that time the fields were small and the seed was broadcast by hand. When the grain was ripe it was cut by hand with a sickle, or perhaps a reaper. The sheaves were all bound by hand, and then stooked. Later it was hauled in and built in stacks in what was called a "hay yard". This hay yard had a sturdy fence of rails built around it, strong enough to keep out the most scheming cow, who might have designs on the golden grain inside the fence.

The weather would be getting colder by now, so the move would be back to the "The River" for the winter. This went on for a number of years. Then in 1888 our grandfather, James Anderson bought the home farm that some of us are living on today.

He and grandmother Annebelle were married in 1878. Her maiden name was Falster. When they moved here in 1889, they were the first family to "winter" in this part of Cloverdale. In the family at that time were three girls. The eldest Christina in 1906 married William Alfred Norquay and was mother of Annebelle, Gordon and William E. Norquay. Isabelle, known to everyone as "Aunt Belle", was the third daughter.

Elizabeth married Walter McDonald, parents of Esther and Isabelle and Victor McDonald. Four more daughters and two sons were born to them after moving to Cloverdale. Their names were Harriet, Edith, Nora, and Grace. Two sons were Campbell and John. Edith married Edward McFie. He is still living and has a home beside one of their sons in Crystal Spring, Sask. Two more of their sons and two daughters also live in that area.

Grace, the youngest daughter married the late William R. Hall. They had a son and a daughter. Mrs. Hall still resides in San Mateo, California.

For some years after moving to Cloverdale, the people of this area drove to St. Andrews, or the "Rapids" as it was called then, to attend church. This journey was made every Sunday with team and wagon in summer and with sleighs in winter. They very rarely missed a Sunday. As grandfather said "Nobody would think of staying home." Later the preacher drove out from St. Andrews and held service in the school.

In 1904 plans were drawn up to build St. Matthew's Church. James Anderson donated one acre of land on the south west corner of his farm as the site, where construction was started that same year, and completed the following year. The church was opened for service in April of 1905.

Christina Anderson and William Norquay were the first couple married in the new church, November, 1906.

The history of the church would not be complete without some mention of the picnics of the time. This was an annual event, and held usually on July 12th. The picnic grounds were on a site just south of St. Matthew's church on what is now part of Ostermanns' farm. It had a beautiful spot with tall poplar trees to provide shade, and a nice clear level area to hold their sports events. It was the event of the summer in Cloverdale, and all the church members, men and women alike, worked together to make it a success. The afternoon and evening before they would all get together at the grounds to prepare things. The stands and tables were all rebuilt and shaded from the sun with nice, young poplars cut from trees close by. The ladies would spend days before cooking, baking and making last minute preparations for the big day. Usually some of them would be there to tell the men how they wanted the tables arranged.

It was a wonderful get together at that time. People drove here with teams of horses and wagons, bringing all their families. I guess it was a long journey home at night . . . especially with tired kids.

The ladies played the most important role by serving the most delicious meals all afternoon and evening. How they were able to accomplish this without the fancy gadgets we have today . . . freezers, fridges, micro wave ovens, etc., is a miracle. They would have pies by the dozen. The ice cream was made in five gallon freezers. Some times they would go through two.

The first freezer would be made in the morning to be ready for the start. Later in the afternoon, some of the men would have to get busy on a second freezer of ice cream. It was a two man job as one man had to hold the freezer while the other turned the crank. And it was heavy. They used to take turns on the crank. The ice cream we get today is not to be compared with what those boys turned out. Those were the days.

When James and Mrs. Anderson, the former Annebelle Folster and their family of three girls moved to Cloverdale in 1889 they were one of the first families to move away from the "River" and take up permanent residence in the district.

The girls were Christina, Elizabeth and Isabelle. Christina later married William A. Norquay — parents of Gordon and William Norquay. Elizabeth married Walter J. McDonald — surviving them are Esther and Isabelle Tebay of Maymont, Sask., and Victor McDonald of Selkirk. The third daughter Isabelle never married and was known to many as "Aunt Belle".

Four more daughters and two sons were born after moving to Cloverdale. They were Harriett,

Edith, Nora and Grace. Sons were Campbell and John.

Edith married Edward McFie and moved to Crystal Springs, Sask., in 1928. Surviving are her husband Edward, who is now 90 years of age and three sons and two daughters, all living in that area.

Grace (Mrs. Wm. R. Hall) had one son and one daughter. She is now in a nursing home in San Mateo, California, U.S.A. Although failing in health, she is still able to go home for an afternoon with her daughter, Geraldine.

For a few years before moving away permanently, some of the pioneers had been spending their summers in the Cloverdale area. They would move out in the spring where there was more room to pasture their stock. Then it was back to the "River" for the winter, where they would be closer to neighbors in case of an emergency, also for company.

The road allowance was already surveyed, although there were no roads at that time, so the settlers made their own. They had trails across the country around swamps and heavy stands of trees. If a farmer fenced a field they would just make a trail around it. This went on until the fields became larger when more trails were being fenced off, they started building roads.

It is interesting to note here that some of the first roads were built with "Statute Labor" as it was called. A farmer would build or help to build a section of road, and the money he earned would be applied to his taxes. This solved that problem at the time.

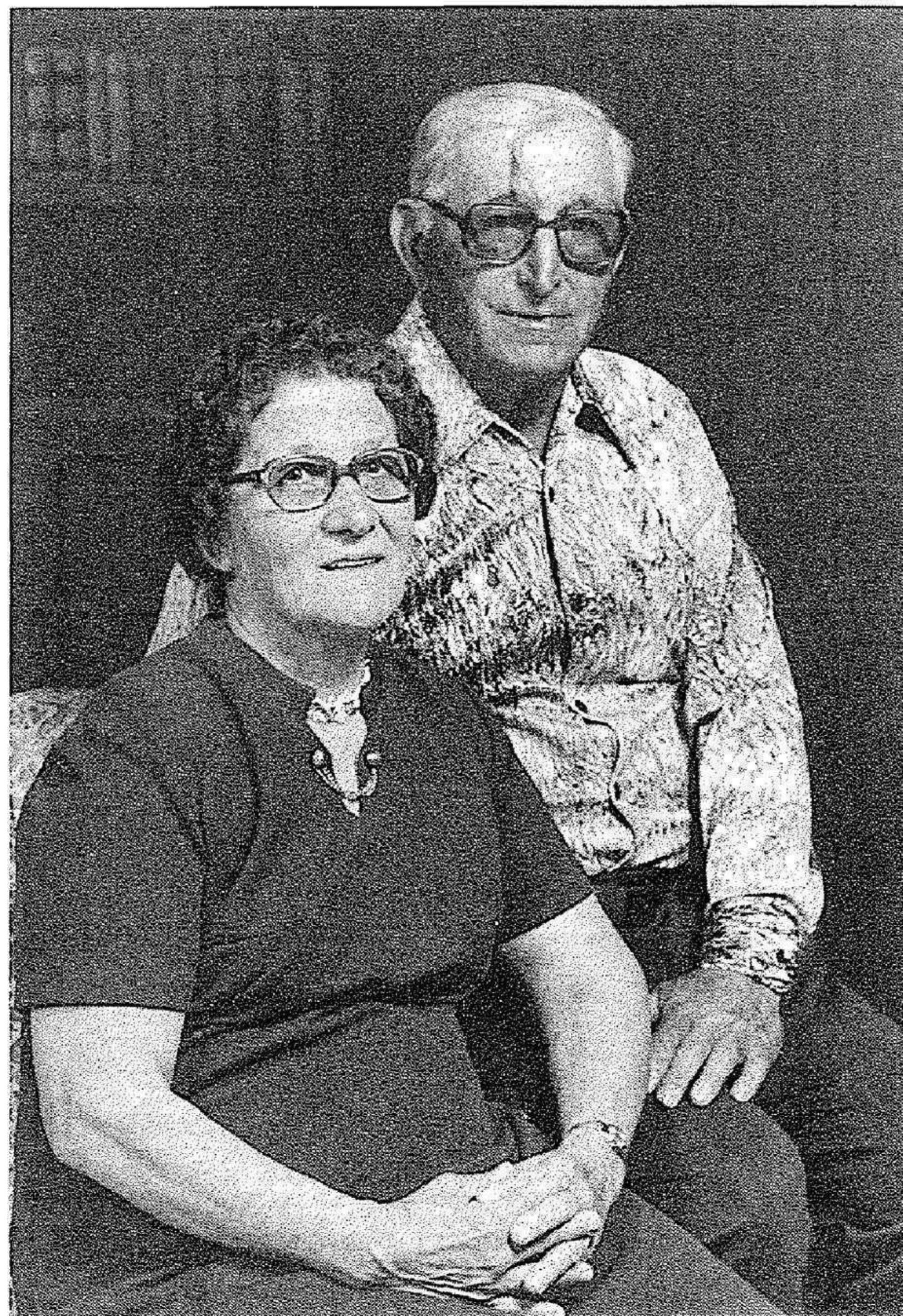
### **The Andrusko Family**

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 (nee Wazny) was born January 29, 1915, in Cook's Creek and grew up in East Melrose.

Dmytro and Katherine were married January 25, 1933 in Winnipeg, Manitoba. They lived in Melrose for seven years before moving to Oak Hammock. They lived in Oak Hammock for seven years. They farmed in both places as well as working away from the farm. In 1944 Dymtro was in a serious car-train accident on Fort Garry Road where one of his co-workers was killed.

In 1945 they moved to River Lot 16, St. Peters where they still reside. Dmytro worked at The Manitoba Rolling Mills for 33 years, retiring in 1974. Katherine remained at home looking after the farm and raising their family.

They have eight children: Robert, Edward, Janet, Lawrence, Raymond, Margaret, Judy, and Bonnie;



Dmytro and Katherine Andrusko, St. Peters District.

seventeen grandchildren and four great-grandchildren. Dmytro and Katherine celebrated their 49th Wedding Anniversary January 25, 1982.

Robert, Edward, Lawrence, Bonnie and Judy reside at River Lot 16 in their own homes. Margaret resides at River Lot 25. Raymond resides in Cloverdale and Janet now lives on Consul Avenue, in Winnipeg, Manitoba.

### **Andrusko**

Judy Andrusko, daughter of Dmytro and Katherine Andrusko has resided at River Lot 16, in the Municipality of St. Andrews all her life. She was born July 24, 1952. Judy went to school at Margaret Hayworth and Peguis, North of Selkirk, then on to the Selkirk Collegiate, graduating in 1971. In July 1971, Judy went to work for the Manitoba Telephone System in Selkirk, where she worked as an operator. Today, she works at the new Telephone office on Main Street in Selkirk as a switchboard receptionist, and at the Selkirk Office as an operator.

Judy will soon be leaving the district to take up residence in her new home in Libau Manitoba as Mrs. Harold Myslawchuk.

## John Armstrong

I was born at Pilot Mound, Manitoba, the eldest of seven children and worked on my father's farm until 1939. I then went to work for Winnipeg Timber at Seven Sisters for a short time, and from there to Swift Canadian Company in Winnipeg until joining the forces in February, 1941.



John and Grace Armstrong. Children — Pat, Raymond, and Kenneth, Petersfield.

In June 1946, I came to Petersfield, where I purchased the old Oakley Sargent Garage and Mr. and Mrs. Albert Gutknecht and children Evelyn and Gordon, from Ashern took over the oil and John Deere business formerly operated by Gordon Browne.

In November 1946, I married Grace Sims from Snowflake, Man. Grace's sister Mary (Mrs. Harland Yoke) is the third generation living on the Century Award farm where she and Grace were born, SW $\frac{1}{4}$  of 33-1-9 Rural Municipality of Pembina and which her grandparents homesteaded.

In 1952 the John Deere closed their agency and the Gutknecht family moved to Selkirk and took over the agency there, and we took over the oil business. We had the garage for several years, then started into farming until 1975, when due to ill health I had to retire. Grace started to work at the Mental Health Centre in 1969 and is still employed there.

We have three children. Kenneth and his wife Kathy live in N. Burnaby, B.C. They have two girls Chrystine and Jaclyn. Ken works for B.C. Telephone Company. Raymond lives in New Westminister, B.C. and is employed by Great West Steel. He is not married. Our daughter Pat married Keven Hawkins of Stonewall. They live in Winnipeg with their two children, a son Derek and a daughter Ambyr.

## John and Martha Brimacombe by daughter Annie Long, now Peterson.

My father, John Wesley Brimacombe, was born May 12, 1871, in Tyrone, Ontario. His father's name was William Brimacombe, his mother's name was Jane Hodgson.

Mother, the former Martha Timms, was born in Lindsay, Ont. September 26, 1880. She was one of eleven children. The first seven were born in England, the four youngest were born in Ontario. Mother always celebrated her birthday on September 27. It was not until she got her birth certificate when she was seventy-two years old, in order to receive her senior citizen pension, did she know she really was born on the 26th. Anyway, she was born the year our Municipality of St. Andrews was formed — 1880.

My grandfather left Ontario for the Klondike, Yukon, in 1898 to search for gold, when the rush was on. I heard he got some, but it was stolen from him, on his way back.



John and Martha Brimacombe wedding picture.

Mother worked for the Brimacombe family, and in 1902, on June 18, she and father were married. I often heard the story about my grandfather wanting my father to hill turnips that day. He said "No," he was going to town to get married. They did not go to all the trouble of getting married, as folks do today. They farmed at Manila, Ontario, for a while. On Sept. 26, 1903, a son, William Arthur, was born.

In the spring of 1905, grandfather and father came west to Manitoba to buy good land. They purchased one-half section on Sec. 2. Grandfather's land was a quarter-section on 3. They cleared some land and started to build a house, then returned to Ontario to bring mother and two-year-old son to Manitoba. They brought two horses (Bertie and Maude), furniture and implements. All their belongings were unloaded at Clandeboye station. My father stayed his first night with Mr. and Mrs. Taylor, in a