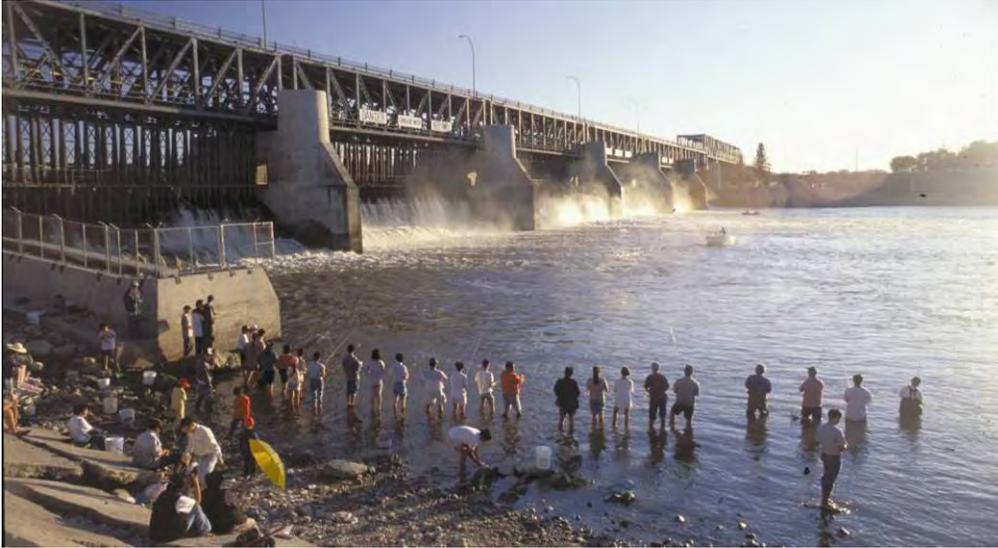


**St Andrews Lock & Dam –Centennial Celebration
August 21st & 22nd 2010
Heritage Village Displays**



**A summary of the highlights of some of the displays featured at
the Heritage Village tent August 21st & 22nd 2010
Fraser Stewart, St Clements Heritage Committee**

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Listing of Heritage Village Displays & Contributors

1. Mabel Davis 1918 Bus display – Manitoba Classic & Antique Auto Club – Wayne Pruden
2. 1910 - BRUSH Antique Car display – Murray & Linda Johanson – Langruth MB
3. St Andrews Lock & Dam – St Clements Heritage Committee – Fraser Stewart
4. Fishing at Lockport - St Clements Heritage Committee – Fraser Stewart
5. First Nations at Lockport – Donna Sutherland
6. Métis – First permanent Residents– Donna Sutherland
7. Hudson Bay Heritage– Donna Sutherland
8. Narol & Gonor – A New Beginning – St Clements Heritage Committee - Donna Artimowich
9. Getting Around Lockport in Early 1900's - St Clements Heritage Committee – Fraser Stewart
10. Early Lockport Commerce - St Clements Heritage Committee – Fraser Stewart
11. Marine Museum of Manitoba – Shaylene Nordal
12. St Clements Heritage Committee - St Clements Heritage Committee – Fraser Stewart
13. Going to School in Lockport in 1900's– St Clements Heritage Committee – Sharon Moolchan
14. Lower Fort Garry
15. Red River Floodway – Manitoba Floodway Authority – Ronuk Modha
16. Our Farming Heritage - St Clements Heritage Committee – Fraser Stewart
17. St Andrews Heritage Gems – St andrews Heritage Centre – Elmer Keryluk & Ken Oswald
18. St Clements Heritage Gems - St Clements Heritage Committee – Fraser Stewart
19. School Banner Competition – St Clements Heritage committee – Nancy Lovenjack
20. Manitoba Historical Resources – David Butterfield
21. Scandinavian Stamp collection – David Dawes – Scandinavian Stamp Collectors Club
22. Heritage Book Display & Sale

Heritage Village Highlights



1917 Model T Ford bus – Mabel Davis 1st female driver



1910 Brush Car – company out of business in 1912



Lockport Centennial Committee getting some exercise



Lower Fort Garry – “hands on” kids display



Excellent attendance over the two days of the event



Our Farming Heritage - One example of 22 displays

School Banner Competition

A School Banner competition to celebrate the centennial of the Lockport area was conducted in the spring of 2010 in the Lord Selkirk School division. 186 entries were received from local schools depicting some aspects of the heritage of Lockport & area. Nancy Lovenjack of Happy thought School coordinated this project. Of the entries received, 25 were selected and 30 inch x 90 inch banners were mounted on poles in the Lockport area to celebrate the Centennial.



Historical Summary of the St Andrews Lock & Dam

100 years ago, on July 14th 1910, the steamer Winitoba made the inaugural pass through the St Andrews Lock to commemorate the official opening of the St Andrews Lock & Dam. Prime Minister Sir Wilfred Laurier was on hand as were provincial and municipal dignitaries as well as several thousand people. August 21st & 22nd in 2010 we are also honouring this achievement.

The St Andrews dam & lock was established to raise the water at the St Andrews rapids to allow commercial shipping to pass from Lake Winnipeg right into the heart of Winnipeg. Prior to this, large boulders at the St Andrews and Lister rapids prevented any craft larger than 100ft to pass.

The St Andrews Dam & Lock was considered at the time it was built as an engineering marvel. This dam can raise water levels by 21 ft which will allow deep draft ships to pass over the rapids and also to raise levels at the Forks in Winnipeg by 9ft. Chris Colp a recent project manager for the Lock & Dam indicated that if the dam wasn't there, in a dry summer it would often be possible to walk across the Red or Assiniboine, barely getting one's feet wet.

In the late 1880's there was an interest in developing an extensive inland navigation system on the prairies so that shipping would be possible to the Rockies in the west and perhaps even to the north to Hudson Bay. In this scheme, the rapids at St Andrews were a major deterrent. At this time more than 30 steamships provided freight and passenger service to the lower reaches of the river and to Lake Winnipeg settlements including connections via Grand Rapids to steamboat service on the Saskatchewan River system.

During the election of 1900, the Liberal Government announced that a canal works would be constructed at the St Andrews Rapids and the project was assigned to the dept of Public Works under the direction of the public works minister William Pugsley. The main lobbyists for this project were Winnipeg businessmen such as R.D.Waugh who could foresee the potential trade for the city.

The first cost estimate to build the dam & lock was about \$1 M. The final cost was \$3.5 M.

The design of the dam chosen was the Camere Curtain design from France. This design allows for a gate structure that could be removed at the end of the season to reduce problems with ice jams and also to be removed if water flows exceeded 10,330 cu ft/sec. It can be raised or lowered relatively quickly depending on the situation. (Approximately 2 days to raise the dam and one day to raise the curtains).

The Lockport design is the only one in North America and one of four in the world. It may now be the only surviving movable type in the world and is considered by many as an engineering marvel.

Excavation for the dam was started in October 1900 with the concrete work completed by March 1909. The dam is 788 ft long supported by 8 piers each 118 ft apart.

The Lock portion was constructed June-October 1907 The total construction materials for the total project – Lock & Dam, involved 55,000 cu yards of concrete, 6,500,000 lbs of steel

The Lock is 215 ft and 45 ft wide with a 17 ft lift at normal water levels and a maximum lift of 22ft at low water levels. It can accommodate vessels of 1600 tons (Lord Selkirk)

Lock design was very modern for its time with automatic self-balancing valves so the lock could be filled and emptied. At the time the lock valves were the largest in the world

Laborers were paid 15 cents per hour, skilled workers 25 cents per hour and \$2.50 per team for a 12 hour day Work was often halted due to problems with ice, high water, late frosts and cave-ins. Much of the excavation work was undertaken by manual labour and teams of horses dragging “Fresno” scoops.

Kelly brothers of Winnipeg had the 1st contract for the excavation and the work was finally completed in 1905 by a Montreal company who also had the concrete contract. Towards the end of 1907 the project employed 150 men working in double shifts. With this increase in manpower came accidents and labor disputes. To add to the problems, typhoid broke out in 1908 and several men died of injuries or drowning. December 1908, when concrete was being worked on, a tramcar went through a trestle carrying two men with it. On several other occasions’ horses fell into the river and were drowned. During one blasting experience when they were removing some large boulders, the charge was so large it shattered glass in windows of nearby houses.

The “fishway” or Fish ladder was not included in the initial plans but George Bradbury M.P. for Selkirk and also the American Consul lobbied the Minister of Public Works and in 1913 it was built at the east end. The American concern was that the dam would prevent fish, almost all of which were spawned in Lake Winnipeg from proceeding upstream.

The fish ladder is 190 ft long, 5 ft wide, 6 inch drop between pools and a total lift of 19 ft. In 1913 the highway crossing and a lift bridge were completed. However there was a sharp right angled turn at the west end of the bridge and after several fatal accidents including one where some Australian Service men were killed, the western approach to the bridge was finally straightened out in 1949.

After the opening of the Lock, cargo tonnage which was primarily forest and mineral products increased to 95,000 tons. However since that time due to alternative transportation options including rail and improved road transportation, river traffic decreased dramatically and now the major traffic has been pleasure craft and tour boats.

In 1987, the bridge had deteriorated quite badly so that truck tonnage allowed over the bridge was reduced from 36 to 16 tonnes. The dam also required major repairs and upgrades. Due to the estimated cost of \$2 M to repair the road and bridge, there was even talk about constructing a new bridge to the north of the current one. However by 1997 the repairs were made to the Lock & Dam.

Since 1910, when the Lock & Dam was established, the community of Lockport has flourished and now has extensive residential, business and commercial development with the St Andrews Lock and Dam being the hub of most of the activity.

Tourism plays a major role and the area has a world renowned reputation as one of the best fisheries for trophy Cat fish and Pickerel in North America.

Excellent eating spots such as Skinners Hot Dogs, Half Moon and Gaffers restaurants attracts many from Winnipeg on weekends – it is the place to go!

The Lock and Dam has been recognized by the Historic Sites and Monument Canada as an unique engineering marvel and for its role in a proposed river steamboat navigation route to extend from Winnipeg to Edmonton.

It is very appropriate in 2010 that we recognize the achievements of those who pioneered this unique historical artifact.

Heritage Village Displays

The following are copies of some of the highlights of the 24 different displays that were featured in the Heritage Village which involved over 400 slides displayed on panels 16ft wide by 7ft high in the 110ft x 30 ft tent. Over 1,000 visitors reviewed the displays over the two days.

1: Display on St Andrews Lock & Dam

St Andrews Rapids

- Originally called "Sault a la Biche"
- The northern portion of the rapids was the Lister Rapids then St Andrews Rapids with smaller rapids running for 10 miles, south to Middlechurch with a 15 ft fall.
- Very large boulders were a major obstacle for major shipping
- Steamers over 120ft long could not navigate the rapids and only shallow draft stern-wheeled steamers
- Some large boulders were removed in 1870 – but no major improvement
- The creation of a dam would raise water levels to allow shipping to Winnipeg and access to Saskatchewan river system to the foot of the Rockies



The dam was located north of the Lister rapids in an area where the river was quite straight and wide enough for both the Lock and the Dam. Long bend in the river and wide enough for both the dam and a lock.

Also, the natural stratum (bedrock) was not high enough to cause another set of rapids but would provide access to bed rock for good footings

Objectives of the Dam:

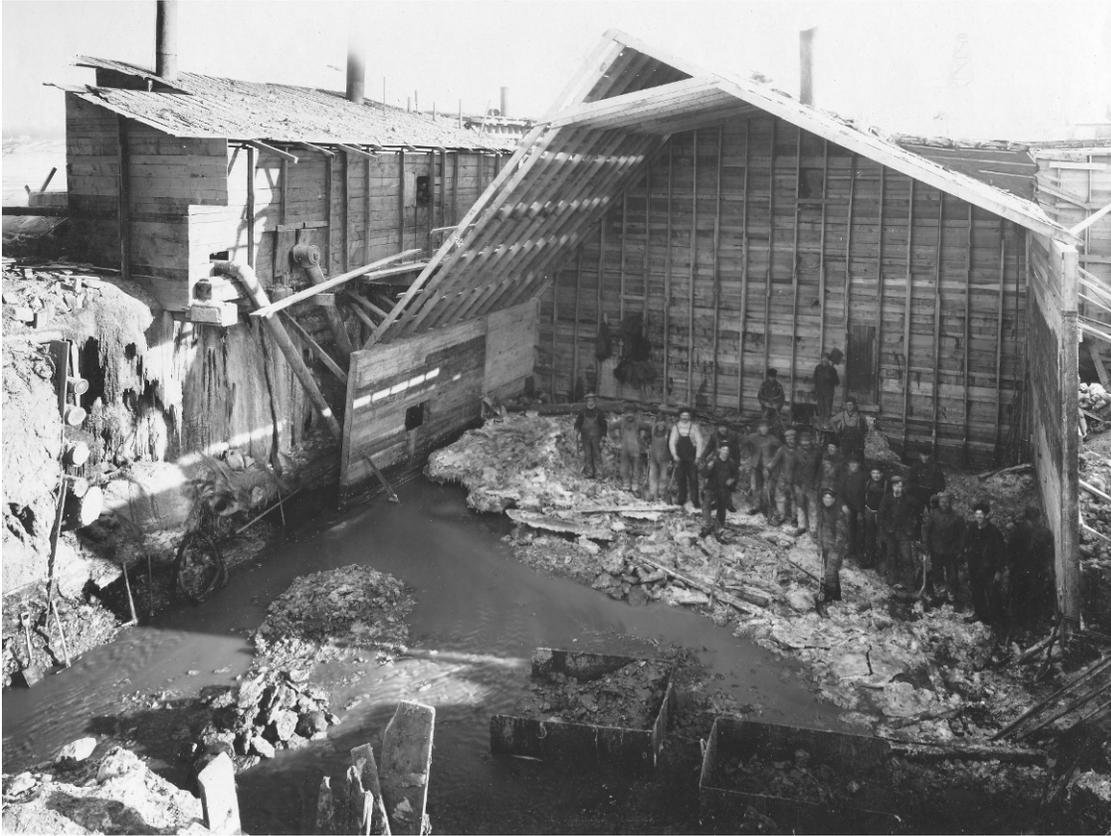
- The dam was required to be able to raise the height of water 21 ft so as to raise water levels at Lister Rapids by 9 ft.
- Dam had to withstand ice
- Dam, could be removed in a few hours if high winds backed up water from Lake Winnipeg or from excessive flooding during summer heavy rains.

After 1899, after considerable lobbying by Winnipeg business men, the dam was authorized. The estimated cost of the dam was to be \$150,000. The actual cost when completed was \$3.5 million. It was officially opened by Prime Minister Sir Wilfred Laurier in 1910. Further improvements in 1994 and 1999 cost additional \$20 million.

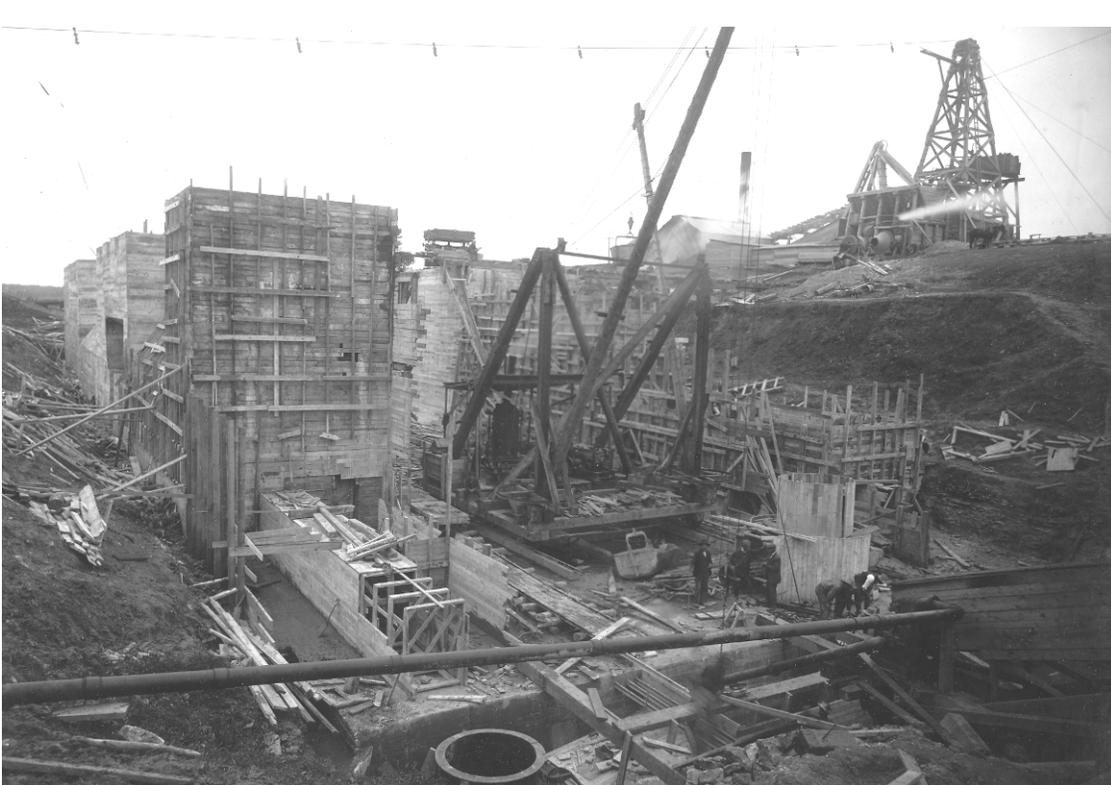
The Dam selected was a French design called “Camere Curtain Dam”. Only four were constructed in the world, however in Europe after 1890’s similar moveable dams ceased to be constructed. The Lockport dam is now one of a kind.



Work started in January 1900 with men removing boulders and cutting a 8ft wide opening across the river through the ice. Official sod turning was October 8th 1900.



Laborers were paid 15 cents per hour, 25 cents per hour for skilled workers and \$2.50 per team for a 12 hour day Work was often halted due to problems with ice, high water, late frosts, cave-ins



Kelly brothers of Winnipeg had the 1st contract for the excavation but due to poor work, they were replaced by a Montreal company who had the concrete contract in 1905

This is an example of the ice conditions they had to face on occasion.

This was a pile of ice 20ft high at spring break up on the east side of the river

March 25th 1910

Blasting some of the bed rock was also a challenge – one blast that was incorrectly sized blew out most of the windows in nearby homes.



The building of the Lock, bridge piers and submerged dam began in 1905 and continued to 1908. Steel was supplied by Canada Foundry & Manitoba Bridge



Most of the excavation work was accomplished in the winter months – provided the frost was not too severe



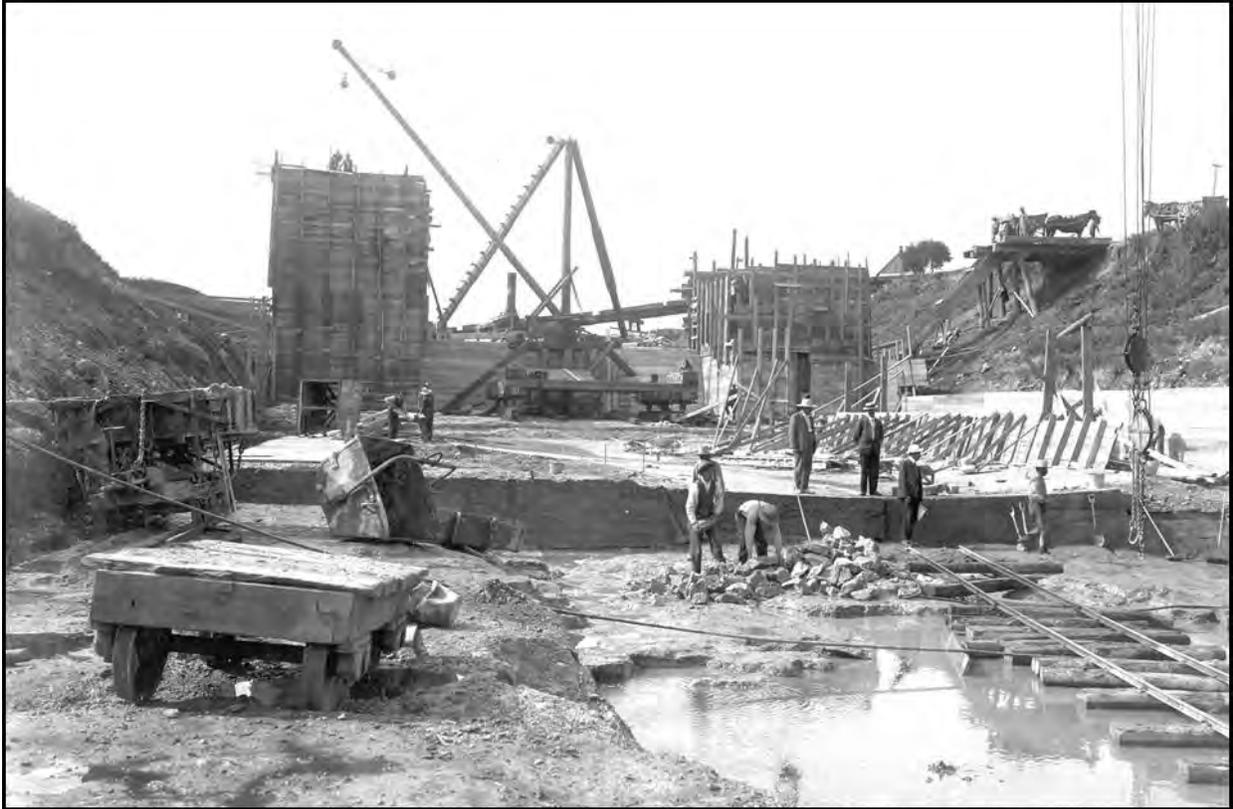
Spur rail line from the Selkirk Branch for the purpose of moving heavy machinery and materials



December 1908, when concrete was being worked on, a tramcar went through a trestle carrying two men with it. On several occasions horses fell into the river and were drowned

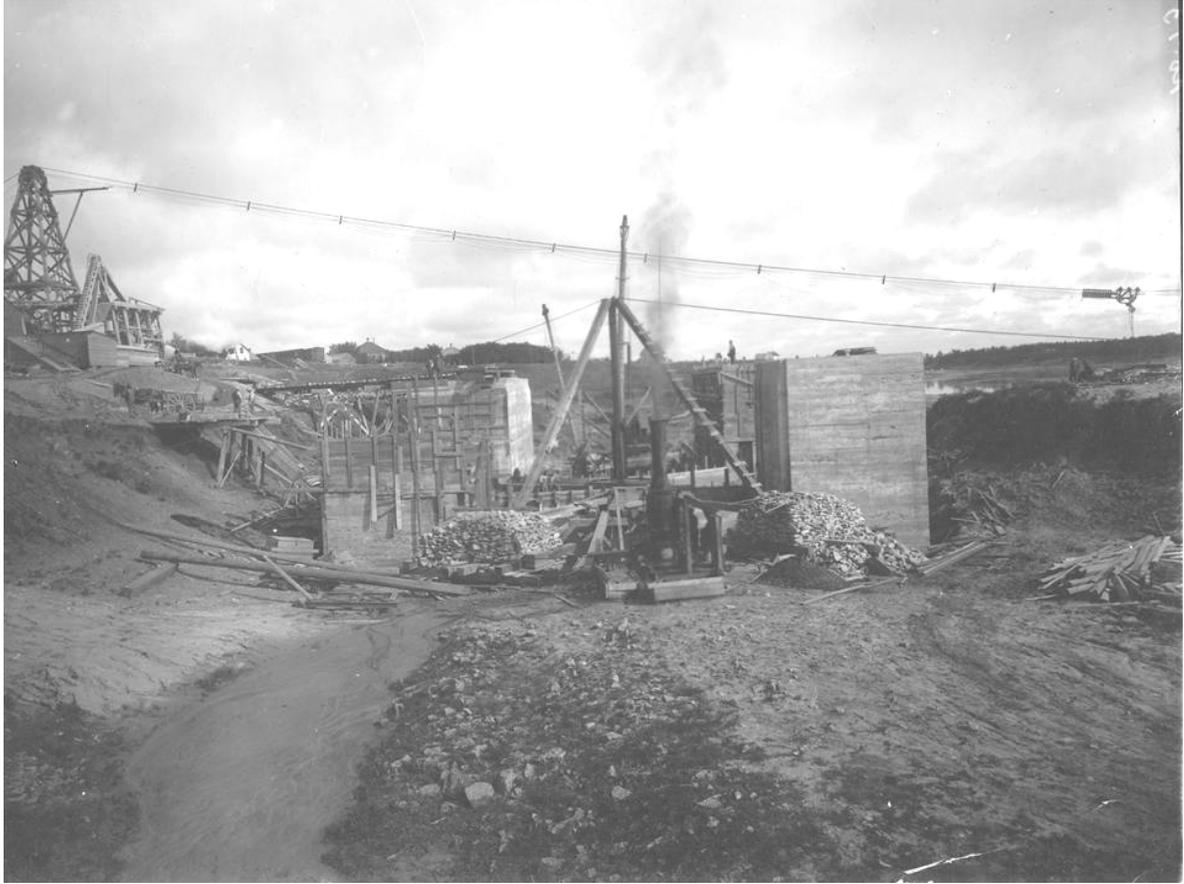
Towards the end of 1907 the project employed 150 men. With this increase in manpower came accidents and labor disputes. To add to the problems, typhoid broke out in 1908 and several men died of injuries or drowning.





**A view of construction work being undertaken at lock site. Much of the excavation work was undertaken by manual labour and teams of horses dragging “Fresno” scoops.
(Manitoba Archives Photo.)**





Cable tram ways were used to move concrete and other materials across the dam during construction



View of the main piers under construction. Note the temporary causeway / roadway located on either side of the row of piers and the tower and the cable mechanism used to carry huge buckets of concrete from the shoreline to the piers. (Manitoba Archives Photo.)



Steel frames being constructed that would contain the wooden roll curtains that formed the actual movable dam. Each curtain is made up of 50 Douglas Fir laths fitted into a heavy cast iron plate at the bottom. The frames weigh between 5-9 tons and are dropped to the concrete frame at the bottom of the dam. They can be adjusted according to river flows.



The “fishway” or Fish ladder was not included in the initial plans but George Bradbury M.P. for Selkirk and the American Consul General lobbied the Minister of Public Works and in 1913 it was built at the east end. It was suggested that the dam would prevent fish spawned in Lake Winnipeg from moving upstream. The Fish Ladder was 190 ft long, 5 ft wide, 6 inch drop between pools and a total lift of 19 ft.



**This Lock & Dam is the only structure of its kind in North America and only one of four in the World
a Unique Engineering Marvel!**



If not for this dam, in dry years, it would be possible to walk across the Red and Assiniboine rivers at the Forks without getting your feet wet.





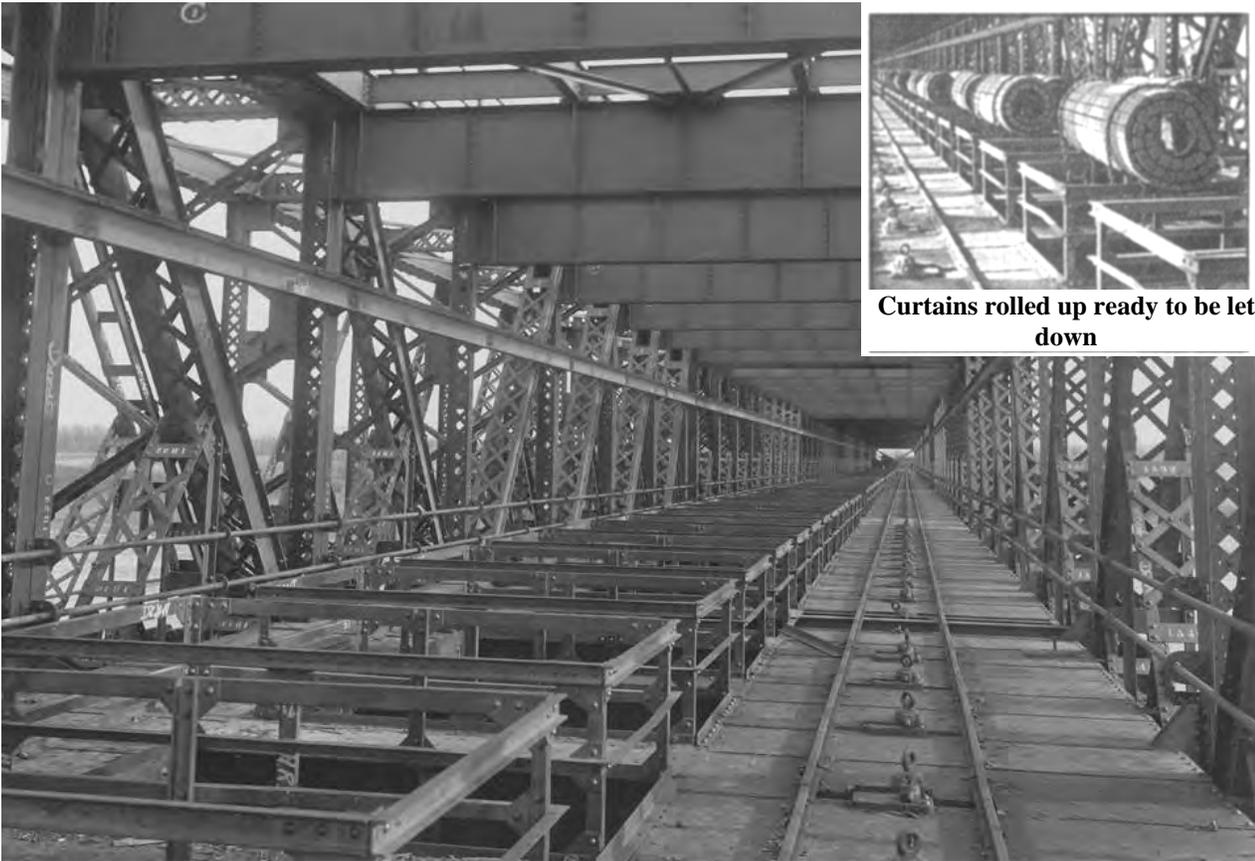
The seven bridge spans were erected in the summer of 1909 each with trusses 21ft wide x 126ft long.



The lock and dam soon after its completion in 1910. The roadway decking and approaches have yet to be constructed at the time of these pictures. Note the people fishing on the downstream side. (Manitoba Archives Photo.)



Steel frames weighing approximately 10 tons, are lowered into the water and the moveable wood lath gates are lowered into the frames to hold the water back.



Curtains rolled up ready to be let down

Large open bays provide access for attaching and removing the curtains each of which are made up of 50 Douglas fir wood laths 7 ft wide and 13ft long which can be rolled up or down depending on the required water height.



The repair shop and power house for auxiliary electric power, however power was never needed as electricity was purchased from Winnipeg Electric Co. in 1923.



Views of the upstream approach to the lock, taken from the bridge and from on board an excursion steamer. The concrete abutment at centre acted as an ice breaker during the spring melt to help minimize damage to the structure as the ice flows passed through the open dam gates. Although the old time steamers are long gone, boating excursions are still popular. The Island was created from mud from the base of the dam.

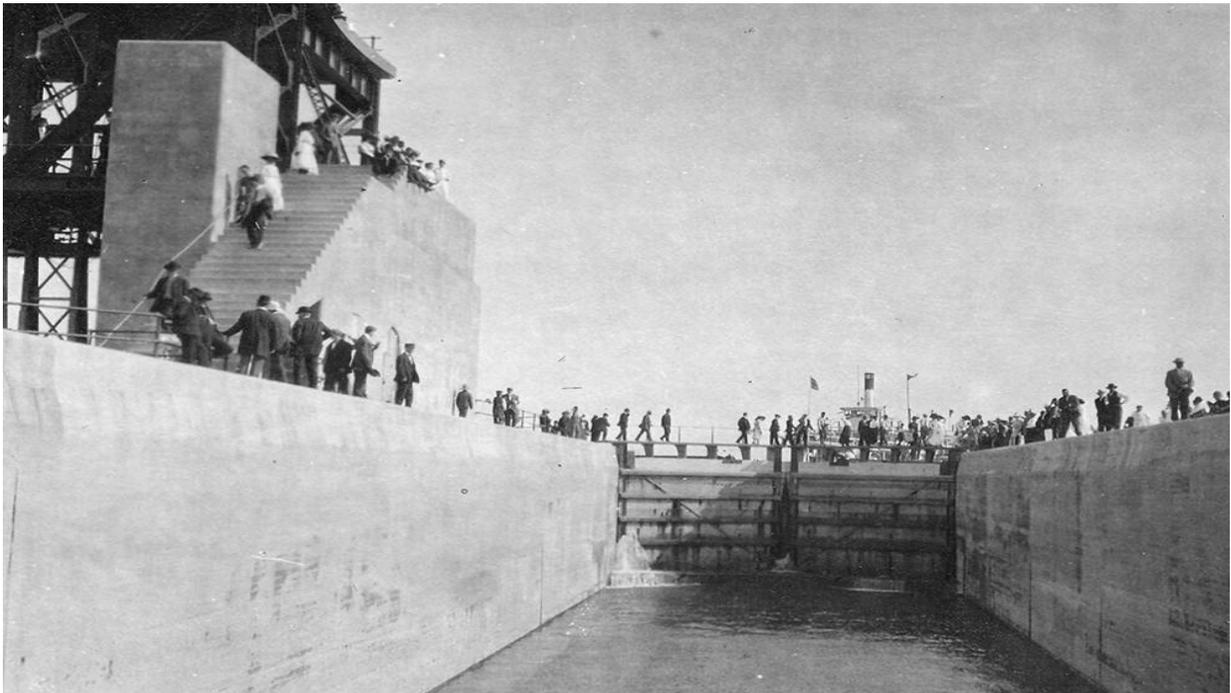




The Lock portion was constructed June-October 1907 The total construction materials for the total project –The Lock is 215 ft and 45 ft wide with a 17 ft lift at normal water levels and a maximum lift of 22ft at low water levels. It can accommodate vessels of 1600 tons (Lord Selkirk)

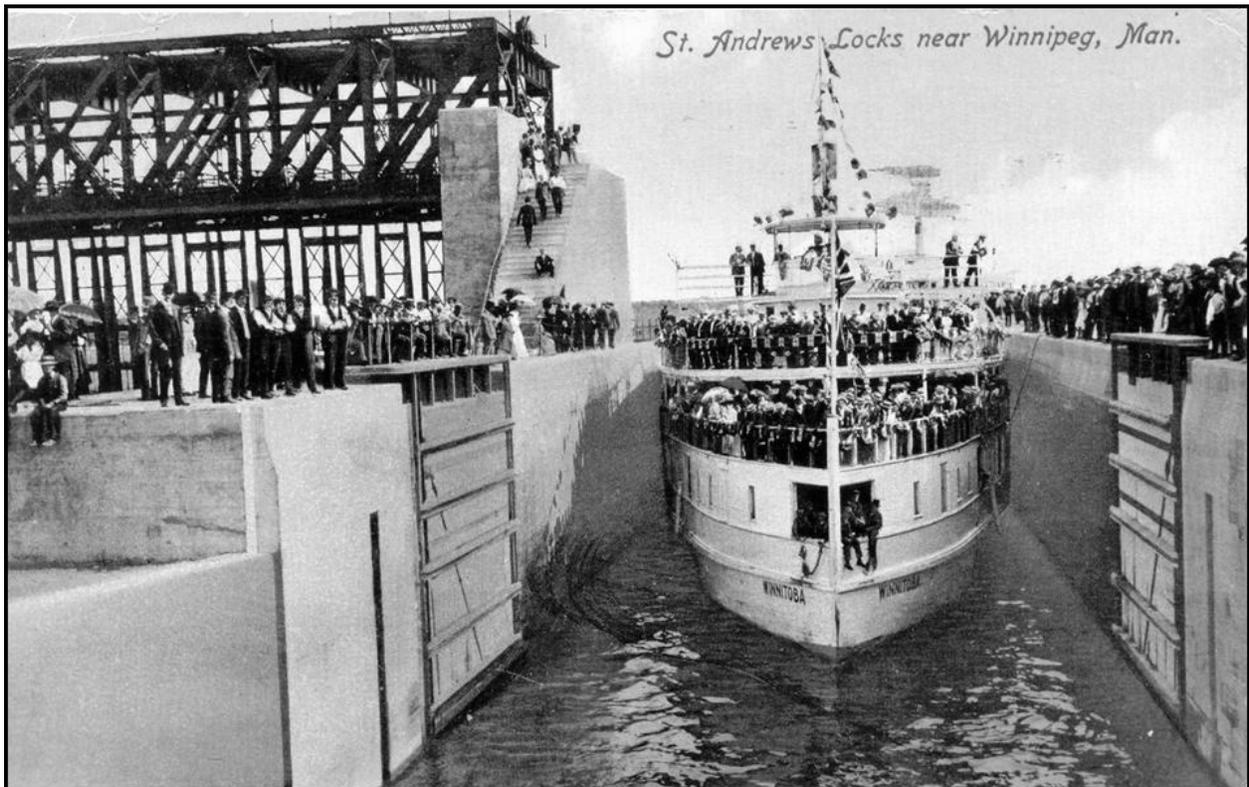


**Lock design was very modern for its time with automatic self-balancing valves so the lock could be filled and emptied by a 4.5ft x 6ft culvert sluice located at the base of each side wall and opening into the lock chamber through a series of 8 ports
At the time the four sluice “Cluett” automatic lock valves were the largest in the world**



The Lock gates were constructed from Douglas Fir, 350 years old. 108 timbers in total were required, 28 ft long, 33 inches wide and 15 inches thick.

Construction materials for the total project – Lock & Dam, involved 55,000 cu yards of concrete, 6,500,000 lbs of steel

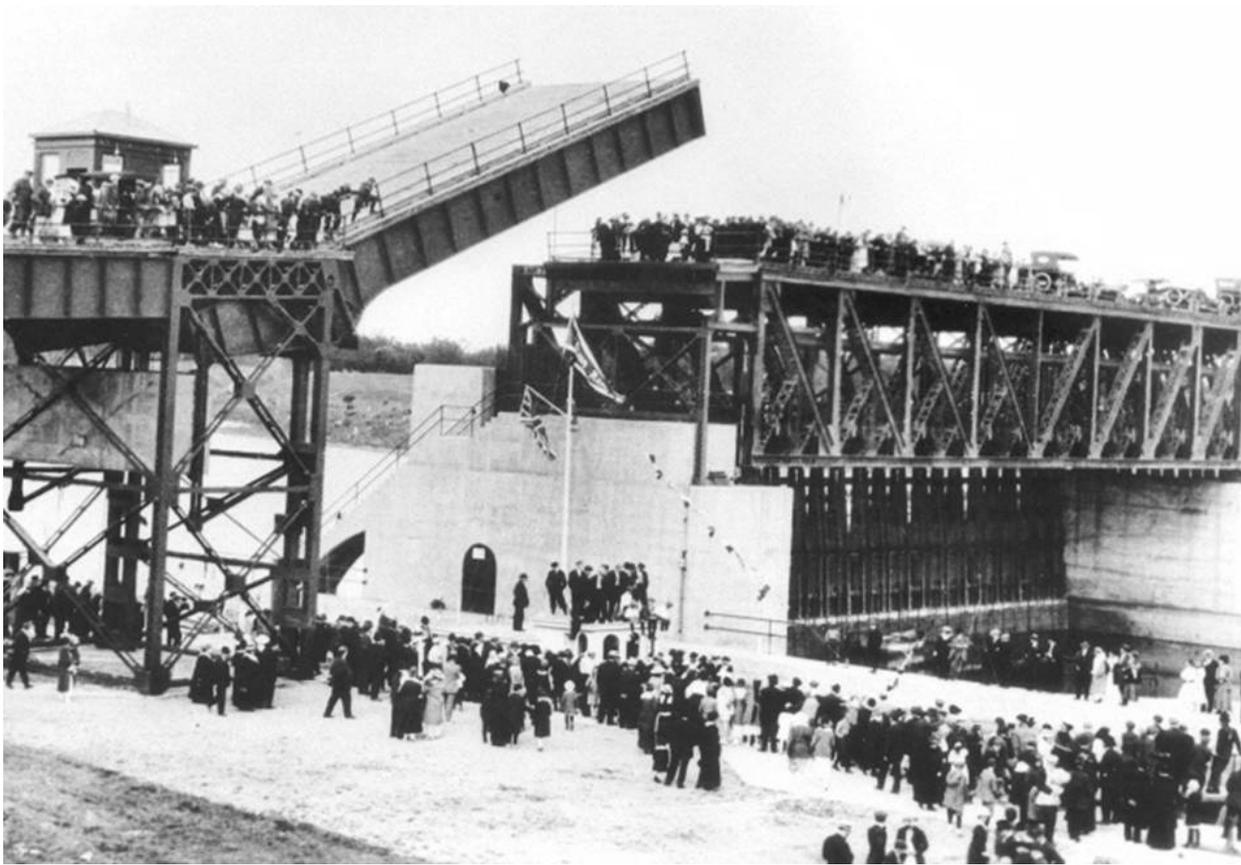


Grand Opening of the Lockport dam, July 13, 1910. The steamship “SS Winnitoba” was selected as the ‘official’ first vessel to pass through the locks. On board among other dignitaries and 2,000 passengers was Prime Minister Sir Wilfred Laurier. The SS Alberta was actually the first to pass through the lock some weeks earlier, as a test run to the official opening. (Manitoba Archives Photo.)



Views of the Winnitoba on July 13th 1910





The lift bridge was of the Strauss Bascule design, a novel design at the time and was completed in November 1913. The completion of the bridge portion of the project was a much anticipated event, as it was the only bridge crossing of the Red River between Winnipeg and Selkirk. (Manitoba Archives Photo.)





Fun 'N Games at Lockport

Before the water flowing across the dam had dug a deep trench in the river bed, swimming below the falls was possible.



1915 – Lockport destination for fishing and swimming



Tragedy in 1944 straightens bridge West exit road

When the bridge deck was constructed, the owner of the land at the west end, Thomas Smith (1844-1926) was not interested in selling the river lot as that was the heritage left to him by his father.

Thomas did however take a keen interest in the building of the Lock & Dam and was looked on favorably by the workers who called him “The Boss” as he was there often to review their work.

His son-in-law Ernest Billington, worked on the bridge and took the 1st scrapper load of mud from the dam site.

As a result of not obtaining this land, the west exit off the bridge had a sharp turn which became very dangerous with newer and faster cars.

After a tragic accident in 1944 that killed some service men that overshot the bridge, the land was sold to the government by the family and the road straightened and joined the current PTH#9



1940 – Keenora just passed through the Locks George Donald’s Boats – for hire for fishing

Circa 1927



Destination Lockport in the 20's



Pleasure craft lining up to go through the Locks – 1958

After the opening of the Lock, cargo tonnage which was primarily forest and mineral products increased to 95,000 tons. However since that time due to alternative transportation options including rail and improved road transportation, river traffic decreased dramatically and now the major traffic has been pleasure craft and tour boats.



Floodway was started in 1958

Red River Floodway outlet located just downstream from the Lockport Bridge and Dam. In this photo, the floodway has been opened during the spring melt. Normally the floodway channel would contain a trickle of water, particularly during the summer and autumn when river water levels are naturally low.

2: The Lockport Fishery

Early Fishers at Lockport

According to the findings at the archeological site at Lockport, early populations, such as the people of the Laurel culture in the 14th century, were using the rapids area to not only fish in the very abundant fishery of the time, but also had a very well defined farming culture.

They had come there from the south due to a major drought that had struck the Midwest.



Fishing was an important means of obtaining food by people of the Laurel Culture.



The aeration which occurs as the water flow over the curtain and through the dam is one of the reasons why fish congregate at the site, attracting many recreational fishermen and picnickers.

A fish ladder was constructed on east side of the dam, but was not designed to accommodate all species of fish inhabiting the river. The Lake Sturgeon in particular suffered a substantial decline in their numbers due to the barrier posed by the dam and absence of an appropriate fish ladder.

The Lockport Dam and Lock has been a popular fishing and picnic site for more than 100 years. A wide variety of fish species can be caught at the site, with the Channel Catfish being among the more popular, due to its size and ‘fighting’ nature.



The Minnow and Boat business was hard work – maintaining minnow boxes and bailing out all the boats after a heavy rain required lots of willing hands



John & L. Natchuk – with a catch of fish

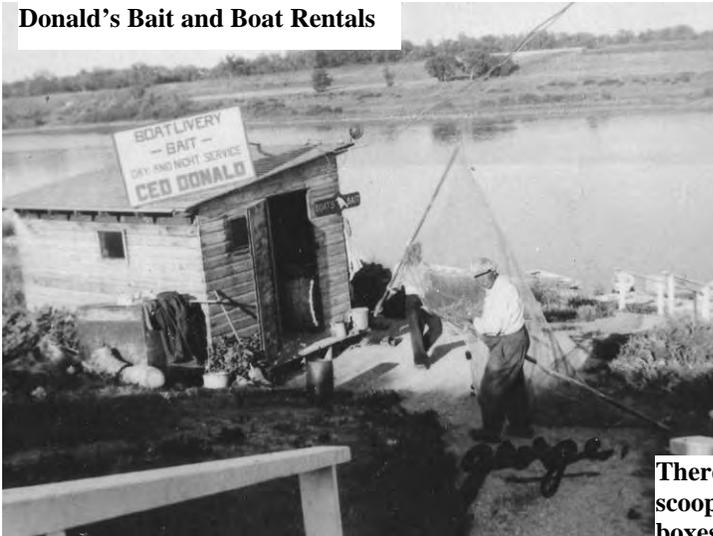


The boat & bait gang at the Locks 1920 - Tom Pihulak, John Reutcke, Bill Olekson, Olie Leftrook, Mike Pihulak, Pete Powluk - J. Reutcke



Boat Rentals to fisherment was a good business for many years

Donald's Bait and Boat Rentals



There were several ways to catch minnows – front mounted scoops worked very well. Minnows were stored in large wood boxes

The Bait House - minnows and fish boat rentals



Lillian Homenick & Alex Natchuk 1957



In 1945 a small building was located on the east side and called "The Bait House. The 4th generation building was located on the west side of the river in 1969.

In early 50's, Alex designed a wire cage ("a crazy house") which was placed on the front of the "punt" which was very effective in catching minnows

1953 a 40ft whitefish boat was used to freeze and transport the minnows. In 1974, a steel hulled boat replaced the old one.



The third Bait Hou



Helen S. and Alex Natchuk, 1965.



George & Jake Donald – 1934 - Repairing one of their many “Punts”
 George was quite the entrepreneur – not only did he have the bus business, he also did the school van with horses and had the boat rental business on the river (65 boats)

Fishing - Then & Now



Ice Fishing results in many trophy fish at Lockport



Using a catch and release system, barbless hooks, the Red River Fishery at Lockport should be very Sustainable

3: Early Lockport Commerce

Storozuk Grocery Store
Established by Paul & Julia Storozuk in 1936
Rented and started their business on the Lerner property
Located at the corner of Stevens Ave and River Road
Consisted of a grocery store, gas pumps, tearoom and hotdog stand



(Mother) Julia, Mike, John and Jimmie the dog.



New Lockport Grocery built 1939. Michael & Julia Storozuk with Aunt & Uncle visiting from Detroit – 1946.

1939 land purchased on Steven ave and Lockport Grocery – hot dog stand and residence was built
1950's new self-serve store was built including the Lockport Post Office



In 1929, Jim Skinner established the now Famous Skinner Hot Dog stand where at one time, hot dogs sold for only 10-cents and made Lockport a famous recreational location!



Circa 1940's Skinner's at Lockport was a year-round meeting place both summer and winter



In the 1940's the Trans-Canada highway passed in front of Skinner's and then turned west on Stevens Ave to the highway. This was a meeting place for boaters in the summer who could also camp on the island at that time for the whole weekend. Lockport was the Place -To-Be!



Skimmers – 1971 – many improvements in the facilities, a fire which resulted in more changes but as is now – the destination site for a nice drive with the family from the city



Nick & Marie Kolynchuk purchased the business in 1947, located north of Lockport on Henderson highway - sold dry goods, groceries, hardware and fuel. With a large garden and a couple of cows, they also sold home grown produce including “cows milk” to those who wanted it compared to “store milk”. Their business ended in 1962 when the Floodway took over the property



Lockport Appliances – owned by Mike Peake until he retired in 1960. It was one of the “leaders” in retail household appliances in Manitoba for over 30 years



A central landmark on the corner of Henderson Highway and #1 since the 1930's. Nick & Dorothy Paziuk were the original owners. It was a favorite “pit stop” for many coming home after work including a truck that one day crashed into the beer hall – unfortunately, John Pokletar was killed. Mike Peake was also one of the early owners





Bill & Birdie Herbert ran the Rendezvous for many years. In 1945, the Casey Shows set up many rides at that location. In the 1953 Winnipeg Visitors Guide, the Rendezvous was listed as: “Open during the summer months from mid-May to Labour Day weekend in September. Picnic facilities, midway, wading pool, dancing, kiddies zoo, kiddies Enchanted Land and roller skating”. There was also a dance there every Saturday night! Certainly a “happening Place!”



The Lockport Grocery, currently owned by the Faires family was originally owned by the Slusarchuk family who established a business in 1946. It contained a hall and living quarters. Originally intended for use as a dance hall and movie theatre, it later was used as a pool hall and barbershop.



Mary Gunn 1864-1948

Mary Gunn's Restaurant in 1926
on the East side of the river



Mary Gunn set up a restaurant on the east side of the river about the time that the Dam & Lock was being built. Men working on the bridge could get a full steak dinner for 25 cents, 15 cents for a whole raisin pie and 20cents for a whole lemon pie. She shocked the Presbyterian community by having her restaurant open all day Sunday in 1926. In 1931, after her bus was retired, Mabel Davis leased the restaurant and would cook fresh fish including catfish to hungry fishermen.



Mike Peake owned and operated this grocery store from 1929 to 1940. Then the Lockport motors from 1940 to 1958. He also was involved in the Lockport Hotel and owned Lockport Appliances until 1960 – all of this on the Lockport Corner!



John & Katherine Pawluk's started their store on Henderson Highway north of Bazan Drain in 1925. They operated it during the depression and kept many Gonor Folks in warm boots and coats who could not afford new ones.



**Bill's Garage at Gonor
Fred Blacher Joe Dubowitz Bill Sempowich (owner) Paul Sempowich**



Since it first opened in 1938, the Half Moon Drive In has become a favorite Manitoba Destination. A family drive along the Red River and a deluxe hot dog have become a tradition. The original stand was first opened in 1938 by 2 brothers who lived in Lockport, Peter and Louie Kosowich.

It's original location opened in 1938 and closed in 1982 at which time the owners decided to retire. It was then the Half-Moon was taken over by 2 new owners who ran the operation until 1987. Since then a new Half-Moon currently owned by Wayne Macintosh, has been built near-by and with expansion in 2009 to increase it's inside seating capacity for 170 people plus 150 outside in the summer.



With it's growth in popularity among people from every part of Canada, Half-Moon drive-in is proud to be recognized as Canada's best hot dog (Winnipeg Free Press, Today Magazine, June 27,1981) thanks in whole to the original owner's Peter and Louie Kosowich.

Working on the Half Moon - Steve Kosowich, Walter Mackelson, Wm (Louis) Kosowich



**John Nahorney's
General Store, next to
Malis's property on
the east side of
Henderson Highway
Circa 1920's**



Lockport Flour Mill



Lockport Flour Mill, River Road — Lockport. In 1917 H. B. Lyall together with G. B. Corke formed the Lockport Flour Mill Company, Ltd. In 1920 they sold the company to Mr. George Gilmore, who operated it until, 1941, when illness prevent him from working. Mr. Lyall and Mr. Corke then took it it over once more, and sold it in 1942 to Mr. Joseph Picha. In time the historic stone building was torn down and a frame one was built to take its place. Painting by W. J. Phillips and story submitted by Mrs. Gladys R. (Lyall) Taylor.



Stevens Avenue at the Highway (1945), named after Richard Stevens, a local school principal who also donated the land where St Thomas church stands today

Manitoba Rolling Mill



This was a major employer for Lockport area people employing some 650 people. Built at Selkirk in 1918 by Manitoba Bridge & Engineering
The president and general manager of the MRM was H.B. Lyall who moved from Winnipeg and took up residence at Little Britain in 1915 on the river road on the property currently owned by Dr R.O. Robertson.
He was a local benefactor to the community, very active in St Andrews and St Thomas churches and instrumental in helping people in need such as for food or employment.
He died in 1948 at 77 years

Mable Davis's Food Stand

After giving up the bus business, Mabel started a takeout food stand in front of her house on the west side of the river.

- Business was good with all of the fishermen coming to Lockport
- Sometimes she would be up all night baking 40 pies, the next day they would be all gone
- They had the stand for over 29 years



Mabel Davis original food stand

1939



1941



Food stand moved to the west side of the road



1953



Mabel Davis & Marge Paradossi
(her little helper)

4: Getting Around Lockport – 1900’s

George Donald – Busman & Boatman

George got the idea of setting up the 1st bus service in the Lockport area when he was visiting relatives in the USA. When he returned home, he asked a carriage company in Winnipeg to build him a bus on the chassis of a 1917 Model “T” Ford.

His main bus route involved picking up passengers from the Street car track on the west highway (now PTF#9), taking them to Lockport and across to the east side.

Weekends were especially busy with many people coming from Winnipeg to Lockport to fish and swim.

Bus fares were 25cents return or 15 cents one way



Hauling kids to the Gonor school from the west side



In times of emergency when storms knocked down power poles, which stopped the street car service from Selkirk to Winnipeg, they would provide service to Winnipeg. The bus could handle about 15 people comfortably

During the “strike of 1920”. They carried passengers to Winnipeg for over 3 months.



Uncle Willie also did some driving



Mabel Donald, George’s daughter was very intrigued with the new bus and convinced her father to let her drive. At 14, she quit school and learned to drive almost right away. When she earned her chauffeur’s license, she became the first woman bus driver in Canada



Mabel was taught how to drive by a friend of her Dad's who came out from Winnipeg to teach her. Shortly after that she was able to earn her chauffeurs license. By 16, she could drive any motor vehicle.

Mabel & friend - Jean



1918 – George's bus and his other car

George Donald had a thriving business prior to the opening of the Lockport bridge, ferrying people across the river in boats. When the bridge was opened in 1913, he carried passengers with a wagon and team of horses. In 1917, the bus added a new dimension to his business.

Young Mable was indeed a hit with the younger crowd – started to drive when she was 14 early in 1917. Children were often hauled to the Gonor School (free)



Mabel's uniform was khaki, knee length knickers, silk stockings, long tunic jacket and cloche hat





Jake Davis took over the mechanical repair of the bus from 1922 to 1931 when it was retired.

Jake was also “sweet” on Mable and in 1922, they were married – a union that lasted for 60 years.



George Donald and his family lived in the Gonor area.

He was quite the entrepreneur – not only did he have the bus business, he also did the school bus run with horses and had the boat rental business on the river (65 boats)

His main interest however was life on the river with his boat business (50 years). Boat rentals were for fishing, for general recreation as well as a water taxi service - before and during the construction of the Lock & Dam



The wagon and team for transporting people across the bridge and children to school



1918

The bus could hold up to 21 with 10 passengers on each side plus the driver. (15 comfortably)

The upper portion was wood frame with roll down canvas used during bad weather.

Initially the main entrance at the rear of the bus

Up grades to the bus in future years was to change from solid rubber tires to tires with tubes. Also two new doors with made of black oil cloth and mica windows and two small oil lamps

The bus continued in operation until 1931 when other buses took over and the Model T was retired

Bus Restored

January 1971, Manitoba Classic and Antique Car Club hauled the 1917 Model T Ford Bus from Mabel's back yard. It was sold on the understanding it was to be restored



MRS. DAVIS AND THE OLD BUS TODAY

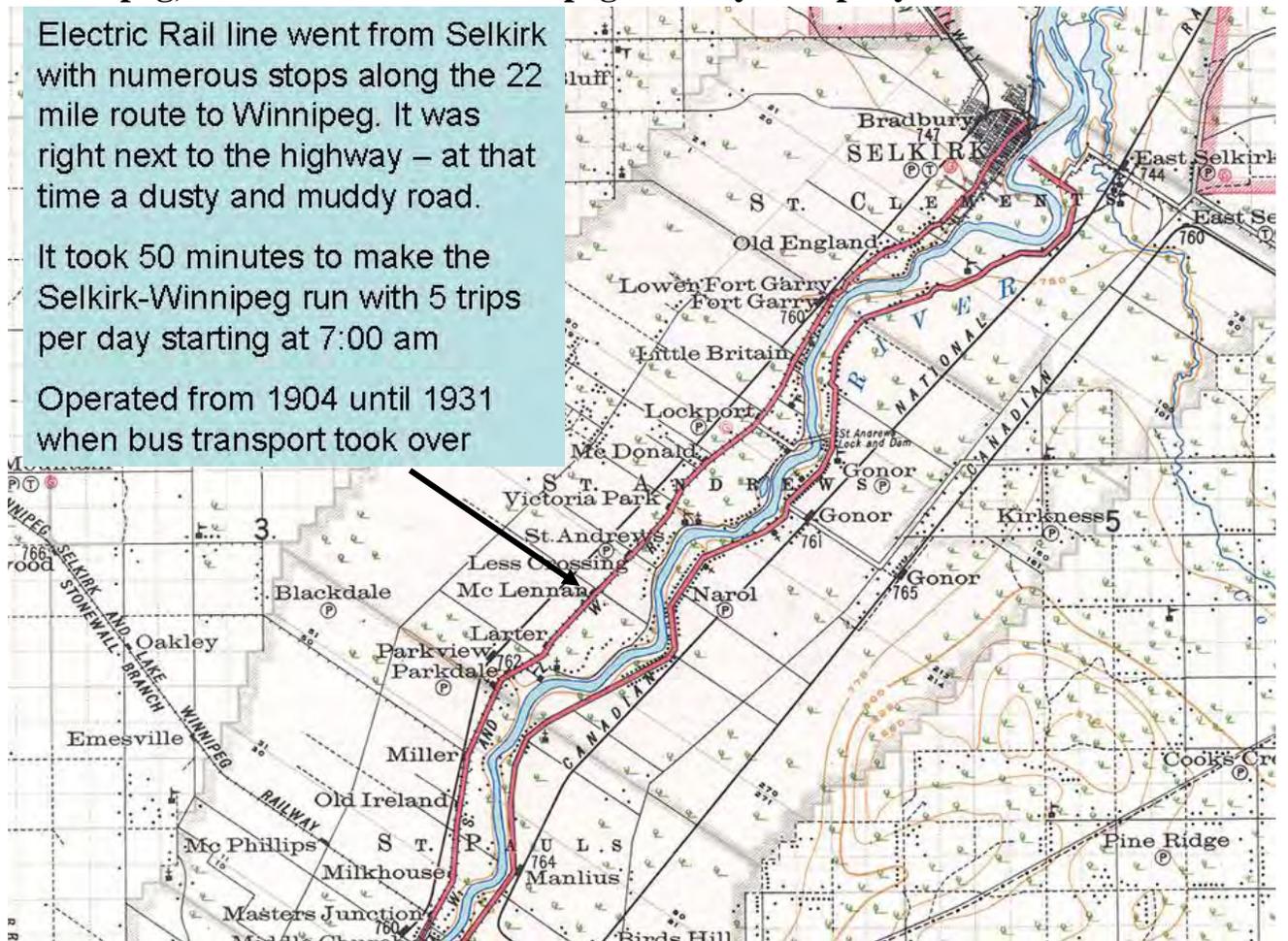


Winnipeg, Selkirk and Lake Winnipeg Railway Company

Electric Rail line went from Selkirk with numerous stops along the 22 mile route to Winnipeg. It was right next to the highway – at that time a dusty and muddy road.

It took 50 minutes to make the Selkirk-Winnipeg run with 5 trips per day starting at 7:00 am

Operated from 1904 until 1931 when bus transport took over

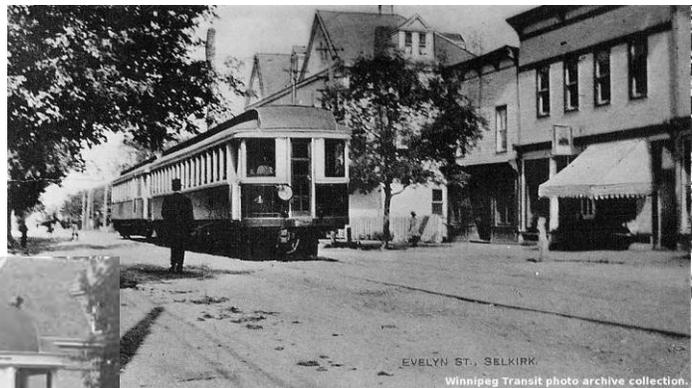


1904, this small steam engine nicknamed "Dinky" pulled freight and passenger cars on the Winnipeg – Selkirk run. As there was no turning facilities it had to run backwards to Winnipeg

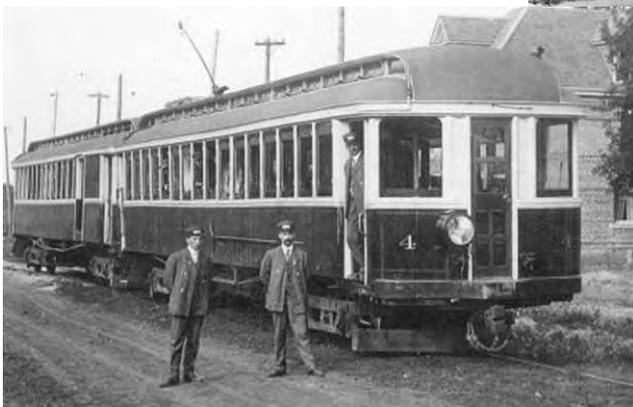
Winnipeg, Selkirk and Lake Winnipeg Railway Company

May 25th 1908 to April 30th 1939

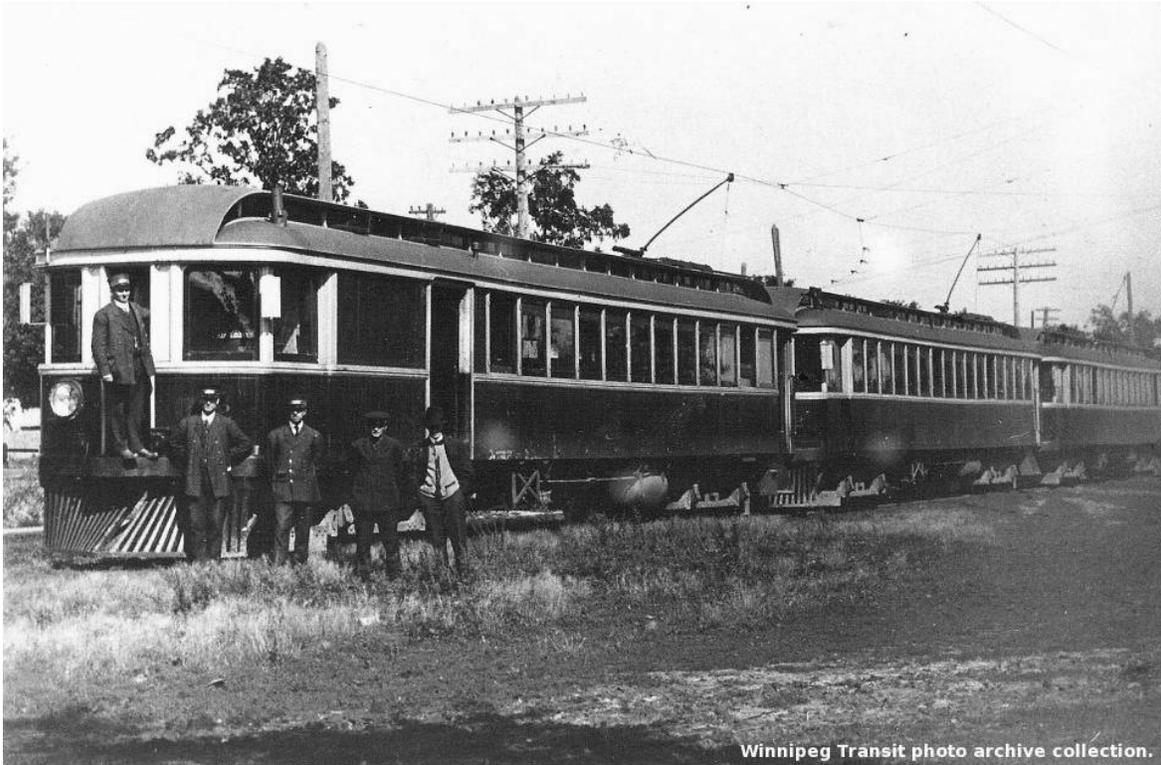
- Separate smoker sections
- The cars were elegant with brown and cream cars, stained glass windows, mahogany paneling and plush red seats.
- Incorporated in 1900 to run a steam or electric train from Winnipeg to Selkirk. Full service not until 1908.
- Steam Railway – August 1904 – May 1908
- Electric Railway – June 1906 – April 1939
- Motor Bus – June 1931 to present
- Branch line from Middlechurch to Stony Mountain and Stonewall in December 1914
- All services ended in 1939 in favour of buses
- W,S&LW Ticket Office and Freight Shed was located at 369 Eveline, next to the Selkirk Bridge (built 1937)
- Spur line ran down to the docks to serve the warehouses and fish sheds there and also to the Selkirk Park.
- The electrification of the railway began in 1906 and was completed in 1908; the railway operated until 1937.



Street car on Evelyn St in Selkirk



In front of the Selkirk Ticket office next to the current Selkirk Lift Bridge



Winnipeg Transit photo archive collection.

Middlechurch spur line to Stony Mountain and Stonewall, branched off at the building now called “The Candle Factory”



The track was quite rough as it was laid on a minimal road bed with little ballast and the cars rocked violently as they sped down the tracks at 30 miles per hour.

Most people recall the sensation of “seasickness” on the trips to Winnipeg.



Mabel Donald’s bus had a great business hauling people from the east side of the river to the Lockport Street Car station on the west side

Homenick bus Lines

Peter Homenick of Gonor

- First Rural Bus Line in Manitoba
- 1925 – 1962 (sold to A.J.Thiessen)
- Red River Motor Coach Bus Lines First Rural Bus to run a daily schedule from Winnipeg to Lockport, East Selkirk and return 1924/25



Peter had this bus built in Winnipeg by a wagon manufacturing company. The enclosed 12 passenger unit was set on a Model T chassis

1926 Chevrolet Bus -
Route along Henderson Highway, took 90 minutes from Winnipeg to East Selkirk



Whoopee Bus, 2nd from left-George Homenick.



Whoopee Bus – “party bus”
Specialized in delivering groups to parties and then picking them up and bringing them home safely



Billie Homenick on the Grand Beach run



John Kreviazuk



Bus Driver is Ray Homenick, son of Peter Homenick, 1950.

Emma & George Homenick of Gonor



George started driving bus for brother Pete in 1925 and in 1928 he purchased his own bus and started the Northern Bus lines. Initially they serviced up to Thalberg but eventually roads improved to allow for trips to Grand Beach. These were twice a day. He sold the business in 1951

George Donald's Ferry Boats



George Donald had a great ferry system for moving people across the river before the Lockport bridge was finished.

People coming from Winnipeg on the street car on the west side would walk to the banks of the river and whistle and George would come over and for 5cents he would take them across the river

At one time he had 65 boats for rental for fishermen. On a good weekend it might take an hour or two wait until a boat became available to fish

Red River Ferry System

The RMs' of St Clements and St Andrews operated four ferries at Little Britain, Mapleton, Selkirk and St Peters. As the bridge at Lockport was opened in 1913 and the Selkirk bridge in 1937, the ferries were gradually shut down.

The Little Britain ferry was located at the end of Thomas Flett's lot, a retired HBC employee and farmer. The ferry landed at the front of his lot. The annual spring laying of the cable was a community event. Sometimes the cable would be swept away by the strong current and it would take two days to complete the connection

The ferry was pulled across the river by a cable system using the power of the current to propel them. On the return trip a hand winch system was used for smaller ferries and a gas engine driven winch system in later years.

The cable had to be lowered whenever a large boat was passing.



The Ferry at the end of McLean ave in Selkirk

The cables across the river were often dangerous to smaller craft and drowning accidents were common when small boats were caught by the cable

Lockport was unique tourist attraction

A local character, Sam Darichuk, who came to the Gonor area in 1906, recounts how he and “the boys” would entertain the “ladies” who had come to visit the Locks.

“We would climb up on the top of the bridge and dive off into the water, usually in the canal portion.

One time, in the 1920’s a “professor” from Winnipeg was teaching some girls how to dive off the back of the Keenora into the canal on the south side.

One of the Buchannan boys thought he could do better than the professor. Weighing 240 lbs he climbed to the top of the bridge, he had a bathing suit buttoned up to the top, gave a Tarzan yell and jumped off the bridge.

The water splashed clear up to the top of the bridge, he went under but the bathing suit stayed on top of the water – tore it right off

They had to get him some clothes to get him out!



Girls Trip to the Locks

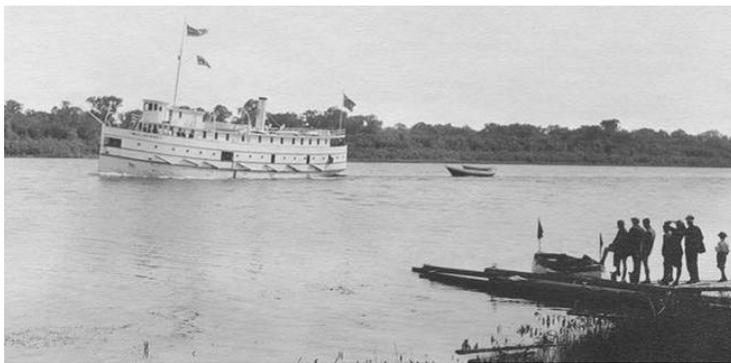
Ships of the Red River & Lake Winnipeg

York Boats coming into Lower Fort

Garry -These were the only vessels as well as the canoe, that could navigate the rapids at St Andrews. Freight such as fish and lumber from Lake Winnipeg had to be off loaded and hauled in by cart to Winnipeg – a very expensive process.



Stern Paddle wheelers were often the only ones with a shallow draft that could get by the rapids – usually only at high water – Alberta 1908



The construction of the St Andrews Dam & Lock made possible for boats such as the Wolverine to navigate right into winnipeg.

However, commercial river transport declined significantly during the 1930s and thereafter recreational boating soon replaced freight transport in terms of river traffic.

5: Our Farming Heritage

FIRST FARMERS IN THE RED RIVER VALLEY



In 1400, there was a major drought in the central part of North America which drove many of the early tribes north.

The Lockport area is often considered as the first location for small scale farming as there was abundance of fish at the Rapids and good soil for

growing some traditional food.

At that time corn was a common crop which could mature in a 100-day growing season



For many new immigrants from Europe coming to the Lockport area in the late 1880s and early 1900's, farming was a major source of income and was the principle source of their daily food.

The new immigrants purchased their new lands usually from Métis people who were often not farmers but fishermen and trappers. The river lot system at Lockport area was designed because everyone had to have access to the river. The lots were long and narrow often going back from the river four miles. The soils of the area was a heavy clay, usually very fertile but often had many stones, poorly drained and had some dense tree cover. Breaking this land and carving out a productive farm was very difficult.



Breaking land -1931
(nose bags on the horses for fly control)



Picking stones was an annual chore – even for the kids



Breaking land 1927 - Kaluzniak
Early Tractor power



Bulldozing trees - there is a cutting blade on the bottom of the dozer blade to shear the trees off



Two furrow plow – plowing matches were often held to test the skill of the plower



Often visitors provided a welcome rest for the farmer



Advance-Rumley – Gas Pull Farm Tractor



Some larger tractors were used in the area – this one - Reeves Cross Compound Steamer could pull a 10 furrow plow. Used at the Van horne farm at East Selkirk





Impressing the “girl friend” with the new tractor



Some different types of new tractors



George Hrechuk, son Walter on Titan tractor – 1935.



Hauling manure was a back- breaking job

Most farms usually had a couple of cows to supply their local milk needs or to ship to the local creamery



1934 — cow, Bernice was 23 years old and part of the family. With her tiny curved horns and long practice, she could open any gate. Milkmaid is Mrs. Grace Goldstone.

Cream was separated from the milk and shipped to the local Creamery



Crescent Creamery Co., Bldg., Clandeboye, built in 1910 at site of present Municipal Hall. Gathering point for local farmers.



Julia Homenick of Gonor Milking cows 1931



Tonita Kolton feeding her chickens - Narol



Mr Kolton of Narol- bee keeper at the age of 80



**Loading Pigs at the local farm.
In the early years, much of the livestock were sold to Drovers who bought directly from the farm not always the "best price"**

Making Hay

This was a major summer activity to prepare for winter feeding.

- Hay was cut and dried in the field, then raked, made into stacks which would be taken back to the farm later in the fall.
- Here, a stack is being formed, hay is pushed up using a hay sweep then with a system of pulleys, the hay is raised and dumped into the stack
- Hay stacks need to be properly formed to shed the rain to prevent spoilage
- It was an “art and skill” to make a good stack of hay



Making hay 1932



Repairing the mower - Sawula farm 1924

Not only did the hay have to be put up and stored properly to avoid spoilage – but then it had to be hauled home to the livestock – often from quite far distances such as the local marsh where it was lower cost production than on the more productive land at home



Dave Kossack hauling hay in the winter

Spring Seeding at Gonor



Harvesting Grain at Gonor

Some of the new settlers had limited resources. Some had to revert to the old system used in the “old country” such as the use of a scythe to cut the grain. Then the use of a hinged stick and like a flail would beat the grain from the straw.



1905 harvesting at Gonor



William Kirkness

In the early years of 1900's, more mechanized equipment were available for harvesting. Grain was cut with a binder, pulled by horses or a tractor, tied in a package called a "sheave". These were dropped on the ground and then are picked up by hand and placed upright (heads at the top) in a teepee type (stook) formation to dry the grain before it can be threshed

- this is usually a "family" event



Time out for lunch — threshing Bill Bird's farm, Norwood district.



Stooking Oat Sheaves 1917 — St. Andrew's. Mrs. Fred Goldstone, Jim and Myrtle and visiting Aunt.



Hauling in the Sheaves to the Thresher

Threshing Gangs would move from Farm to Farm



George Hrechuk threshing, 1935.

Threshing at Fegol's - Narol



Harvesting, Riese Farm, Little Britain.

Vegetable Market Gardening was a major income for many farmers
Especially those in the Gonor and Narol areas



Cultivating potatoes 1948



John Miller cultivating by the Red River



Transplanting celery - 1922

Market Gardening was very hard work – lots of manual labour for the smaller acreages in the early years. The soils of the Lockport area were very fertile but heavy clay and stones were often a problem



Row crop tractor with cultivator attachment.



Picking potatoes.



Harvesting Turnips at Fegols



Gawriluk Potato field.

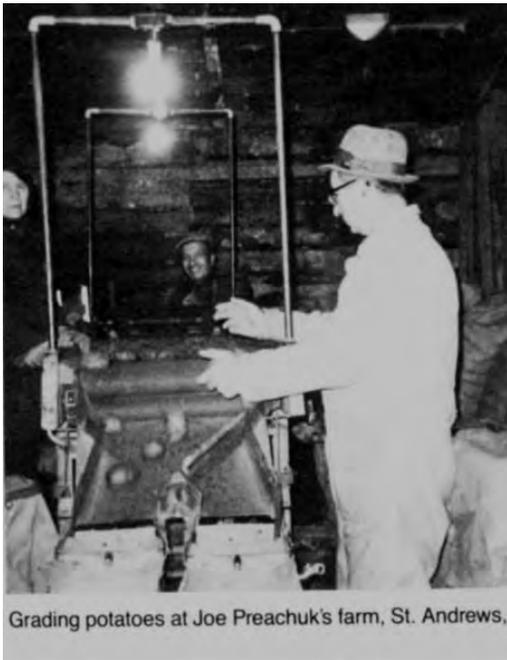


Cabbage harvest — Peter Ducheck's farm, Rossdale. L to R: Romka Arzanavicz (from Poland), Tina Zyla, Peter and Millie Ducheck, Margaret Dear.



Picking cabbage at Narol

Harvesting & Marketing was a major effort in Vegetable Industry



Grading potatoes at Joe Preachuk's farm, St. Andrews.



Vacil Homenick off to the city



Picking beets.



Horse drawn potato digger

In recent years, potato harvesting became more mechanized but due to the stone conditions, heavy soils, hand picking still was the major method of harvesting up until the early 1960s'



Some market garden produce was delivered into the wholesalers or the best price was often right off the farm at local road stand markets



Roadside Stand on River Road 1953. Fred Skromeda & sons, Harry & Don.

Max Dubas's mother from Narol at the North End Market



North End Market was the Place to Go!

The whole Family was involved