

**MEET YOU ON THE TRAIL
OR
WEST BEFORE THE
RAILROAD**

Volume 2

**Jottings from a Buckboard
Four Hundred Miles and Three Weeks
on the Trail in May 1881**

**J.F. Tennant
1881**

Ten articles from the *West Lynne Southern Manitoba Times*, 10 June 1881 to 20 September 1881, narrating a trip across southern Manitoba with a buckboard; a journey of 440 miles in three weeks, 8 May 1881 to 28 May 1881

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Founding president
of the
Boundary Commission NWMP Trail Association

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The illustration on the front cover entitled
SIOUX BURIAL
 is based on a photograph
 from the
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 Public Archives of Manitoba

Thursday, 12 May 1881

... In the morning with Mr. Gauvreau we took a ramble around inspecting some of the fine sections of land in the neighbourhood bordering on the timber of the Turtle. Here, on one of the highest mounds of the Whitewater Coulee, we came across a

SOLITARY INDIAN GRAVE.

On four crotches about seven feet high in the air, a rude coffin was elevated and covered with a bright scarlet cloth indicating that he was the son of the Chief of the Mountain. This mode of burial was viewed by my companion with great wonder and astonishment.

- *Jottings from a Buckboard*
 Section VII

The footnotes to this section suggests that Mr. Gauvreau had taken his guest, Mr. J.F. Tennant of West Lynne, to view the grave of a son of H'damani, Sioux chief of the Turtle Mountains. Early settlers recalled that three of the chief's five children died of TB before they were thirty. One of these was a son who passed away early in 1881 and whose body was hoisted "up on some poles in the cemetery" where it remained "a long time". A considerable number of these Sioux tree burials could be see in various locations in the Turtle Mountains until they were destroyed in the great fire of 1896.

The site of this Sioux cemetery southwest of Deloraine is well known to local residents. One large oak still growing on the site is said to have been used for platform burial during the first decades of this century. In contrast to the practise of most of the other Indians of Manitoba, who buried their dead in the ground and then erecting small houses over them, the custom of the Sioux was to wrap the deceased members of their tribe in buffalo robes and lay then on a platform either built in the branches of a large tree or erected on log supports. When the platform eventually collapsed, the bones were reverently gathered up and buried in a leather pouch where they had fallen. During the summer of 1991 the use of modern technology, which enables researchers to locate graves without disturbing the ground in any way, definitely established the presence of these so-called "bundle burials" among

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these trees "on one of the highest mounds of the Whitewater Coulee". One of these bundle burials may be that of this son of Chief H'damani visited by Messrs. Gauvreau and Tennant as they made their way "west before the railroad."

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THREE WEEKS ON THE TRAIL WITH BUCKBOARD

First week

Sunday, 8 May 1881 - With Mr. Pringle left West Lynne on a beautiful Sunday morning; a mile west joined a party of immigrants with Mr. L. O. Armstrong as their guide. They had left Emerson on Saturday.

Monday, 9 May - On the road between West Lynne and the Twelve Mile Village - the worst piece of road within 200 miles; camped at the Twelve Mile Village, (Edenburg).

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Tuesday, 10 May - Roads much better; bid farewell to Mr. Armstrong's party; dinner at Brown's Central Hotel 25 miles west of West Lynne; to Mountain City where we spent the night with Mr. R. Brown. Made 30 miles.

Wednesday, 11 May - Passed through Alexandria; dinner with the Aldersons at Darlingford 13 miles from Mountain City; met Mr. Landerkin of the Dominion Land Office, Nelsonville; through Pembina Crossing and Ruttanville; spent the night at Latimer's about six miles from Crystal City. From Darlingford to Latimer's, 21 miles for a total of 34 miles driven today.

Thursday, 12 May - Breakfast at Latimer's; dinner at McLaren's hotel in Clearwater 9 miles west of Latimer's; continued on our way; overnight at McKibbon's at Badger Creek 14 miles from Clearwater. Made 23 miles in total.

Friday, 13 May - Spent the day with Mr. McKibbon viewing his farm.

Saturday, 14 May - Accompanied by Mr. McKibbon, travelled through the valley of Long River to the vicinity of Pelican Lake, also saw Lorne Lake, Louise Lake and Rock Lake. Camped for dinner; returned to Badger Creek and spent the night with Mr. McKibbon. About 20 miles.

Total mileage for the week; 119.

Second week

Sunday, 15 May - Underway from Badger Creek, made a short stop at Pancake Lake, arrived at La Riviere's at the foot of the Turtle Mountains about 2 o'clock in the afternoon. Had a late dinner in Mr. La Riviere's hotel while a church service was being conducted in the dining room; overnight at La Riviere's. Distance from Badger Creek to Pancake Lake 14 miles; from Pancake Lake to La Riviere's 13 miles. Drove about 27 miles today.

Monday, 16 May - Saw Mr. La Riviere's stock and farm and looked at the mill; set off westward accompanied by Mr. O'Brien, a government land guide; got as far as Porritt's on the South Trail and then struck across country to the North Trail. A storm threatened and so we drove to the Whitewater Store. Lunch here. The storm cleared off and so went for a stroll. Evening concert featuring the Sankey Brothers. Overnight at Whitewater. From La Riviere's to Porritt's, 11 miles; from Porritt's to Whitewater, 10 miles; 21 miles in total.

Tuesday, 17 May - Visited some of the farms in the district. Left part of our camp outfit here and set out for the Dominion Land Office at Whitewater Coulee 7 miles from Whitewater; drove three miles further to the residence of Mr. Gauvreau, assistant to Mr. Newcombe. Supper and overnight here. 10 miles today.

Wednesday, 18 May - Made an early start and by 1 o'clock camped for dinner at the First Crossing of the Souris; 25 miles; rested our horses for an hour while we did some shooting; arrived back at Mr. Gauvreau's shanty about 10 o'clock in the evening. 50 miles driven today.

Thursday, 19 May - In the morning took a ramble about with Mr. Gauvreau, saw the grave of the son

of an Indian chief near Whitewater Coulee; returned the 3 miles to the Dominion Land Office accompanied by Mr. Gauvreau; a two hour drive of 7 miles brought us to Whitewater. Camped for the night near Tregent and Beck's store. Another 10 mile day.

Friday, 20 May - From Whitewater 30 miles to a small lake for dinner; then 10 miles farther to Lang's Valley, stopped at the homestead of Mr. Lang; forded river here and arrived in time for supper at the Johnson place, overnight here. About 40 miles covered.

Saturday, 21 May - left Johnson's for Millford, a distance of 9 miles; when we arrived here accompanied Major Rodgers for a walk around the place. About 3 miles to the land office at Newcombe's Landing. Bid adieu to Mr. Pringle who took the steamboat to Portage La Prairie and then continued on to Winnipeg by rail. Returned to Millford and camped for dinner; arrived back at the Johnsons early in the afternoon and camped for the night here. Total miles, about 24.

158 total mileage for the week.

Third Week

Sunday, 22 May - Set off at sunrise, stopped to water our horses at Lang's Valley; camped at noon for dinner near a pond; overtaken by a storm while still in camp but nevertheless set out. When the storm cleared, the Turtle Mountains came into view. At sunset arrived at Tregent and Beck's store where we were informed of the arrival of Mr. Armstrong's party, which left Emerson on the 6th. Overnight here. 40 miles.

Monday, 23 May - Rested the horses; towards evening were joined by Mr. Armstrong; overnight at Whitewater.

Tuesday, 24 May - Drove the 7 miles west to the Land office accompanied by Mr. Armstrong where we parted company with Mr. Gauvreau; then east back from the land office; stopped at the Whitewater store for a farewell call on Messrs. Tregent and Beck; with Mr. Armstrong, set sail for home; towards evening arrived at the Alexander's residence about 18 miles from Whitewater and a mile from La Riviere's, spent the night here. 32 miles driven today.

Wednesday, 25 May - Purchased a Shaganappy pony and set out on the trail for Clearwater; stopped at Pancake Lake to have a bowl of hot tea; decided not to stay overnight with Mr. McKibbon at the Badger Creek Crossing but pressed on in company with Mr. Waugh, the proprietor of the townsite, and arrived at Clearwater. 42 miles.

Thursday, 26 May - Rested our horses in the morning; did not start out for Crystal City until after dinner. Drove past Latimer's, Ruttanville and finally arrived at Pembina Crossing; camped for the night. 19 miles.

Friday, 27 May - At sunrise we were once more on the road and arrived at Darlingford for dinner 8 miles from Pembina Crossing. About four in the afternoon arrived at Nelsonville after a drive of about 15 miles; visited the residence and farm of Rev. Wilson; supper with them; drove 12 miles and camped for the night in a Mennonite village. 35 miles.

Saturday, 28 May - After a hasty meal set out towards West Lynne; 13 miles dinner and a short stay at the Central Hotel, then 25 miles on to West Lynne which we reached about four in the evening of a glorious summer day. 38 miles.

163 miles driven this week.

Total distance covered during this three week trek about 440 miles.

Messrs. L.O. Armstrong and J.F. Tennant, Government Land Guides, arrived home Saturday evening from the Turtle Mountain Country, having successfully located the parties they went out with a few weeks ago.

-*Emerson International*, 2 June 1881

Introduction

According to the constituting bylaws of the Boundary Commission NWMP Trail Association, one of the priorities of the association is the printing and production of "such publication and media materials as will increase public awareness of the significance of the Trail to the history and heritage of Manitoba." In order to fulfill this mandate, the Trail Association has undertaken the compiling of two series of publications, A STORY FOR EVERY MILE and MEET YOU ON THE TRAIL.

The former is a collection of articles having as their theme the Boundary Commission Trail and the history and heritage of the communities through which it passes. The first volume of this series, entitled *Guide to the Historic Sites along the Trail*, was released at the Trail Association meeting in Crystal City, Manitoba, in September 1989. It outlines the history of the Commission Trail in a format that was published as a brochure four months later. This was followed by *Thou Grand Old Church of England ... in the Pembina Mountain Country*, a profile of the establishment of that denomination in southern Manitoba in the first years of the 1870s. It begins with an account of the Anglican services celebrated in the Hudson's Bay fort at North Pembina just across the river from the present site of Emerson in the first years of the 1870s and focuses on the establishment of St. Lukes Anglican Church still in use on its original site beside the Trail in the Pembina River Valley. It was first printed for the Rogation Sunday service at St. Lukes Pembina Crossing in May 1990.

In January 1992, the Trail Association published *Whither Thou Goest; The Life and Times of the Rev. Andrew Gordon and his wife Ann Copp Gordon*, the story of the Gordons during the years 1882 to 1887 when they were ministers of the first Bible Christian Church in Manitoba at Alexandria, Manitoba, and the the Methodist Church at Manitou. Both are based on the writings of their daughter, Abbie Gordon. It also a synopsis of the founding of the Methodist Church in the Pembina

Mountain district. The next volume in this series is entitled '*Twas Once a Teeming Highway: Historic Sketches from along the Boundary Commission Trail*. This volume is a collection of these "stories for every mile" recalling the time when, in the words of an 1881 newspaper article, the trail was "The great highway of the southern portions of the British Dominions in the far west."

The second series MEET YOU ON THE TRAIL is subtitled WEST BEFORE THE RAILROAD. In these we accompany former travellers along the Trail; the explorers, buffalo hunters and fur traders, the International Boundary Commissioners, the NWMP and our pioneers forefathers for whom the trail was their lifeline to civilization.

The first in this series is a reprinting of a small book entitled *The Turtle Mountain Country and Southern Manitoba* written in 1880 by Rev. L.O. Armstrong, rector of St. Lukes Church of England in Emerson, 1879-1880. In its pages we accompany Rev. Armstrong and six other citizens of Emerson on their way west in order to gain a first hand knowledge of the country through which their town intended to build a railroad, the Emerson and Turtle Mountain line. This volume is illustrated with drawings by a close friend of Rev. Armstrong, Mr. R. N. Lea of Pembina Crossing and was released at the third Annual General Meeting of the Trail Association at Gretna, Manitoba, in March 1991.

You are now holding the second publication of this series., originally released at the May 1992 meeting of the Trail Association in Pierson, Manitoba. In it we again meet Rev. Armstrong guiding a party of settlers west along the Trail in May of 1881. However, now he is no longer the rector of the Anglican Church in Emerson but rather a Dominion Government Land Guide entrusted with assisting recent arrivals at Emerson, (and its twin city across the Red, West Lynne), in finding new homes in southern Manitoba. Our guide for the entire distance is Mr. J.F. Tennant, one of the earliest pioneers of the Emerson district. Highly knowledgeable about southern Manitoba and acquainted with many of its earliest settlers, we could not have selected a better companion for a three week trip from the Red River to the Souris, back to the Turtle Mountains and then north to the Assiniboine, a 400 mile trek in a buckboard.

As we head WEST BEFORE THE RAILROAD with Mr. Tennant we are astonished at the progress made in only sixteen months since our January 1880 trek with Rev. Armstrong. In a number of places where less than a year and a half before there was but a single store there are now thriving little villages. Not a little of this development, we learn, is due to the remarkable initiative of Rev. Armstrong. As we travel together down the Trail, we have the pleasure of meeting some of the English pioneers he has brought to Canada, particularly members of the first party who arrived at Emerson in June 1880 and now are pioneering in several communities along the Trail.

The circumstances of our May trip west are outlined by the *West Lynne Southern Manitoba Times'* Turtle Mountain correspondent in its edition of 10 June 1881 as follows:

During the last week we had an Irish delegate - Mr. Pringle - who came up under the care of your esteemed citizen and ready guide, Mr. J.F. Tennant. Mr. Pringle is in raptures with our fine country and has given proof of it by taking up his homestead and his homestead preemption in Range 22 West. He expresses himself as most favourably impressed with the Turtle Mountain Country above all others that he has

visited and promises a large immigration of desirable settlers from the north of Ireland.ⁱ

Mr. Joseph F. Tennant came to Manitoba in the spring of 1870 as a member of the Wolseley expedition raised in eastern Canada in response to the execution in March 1870 of Thomas Scott by Louis Riel. Forty years later he published an account of his experiences in a book entitled *Rough Times, 1870 - 1920; A Souvenir of the 50th Anniversary of the Red River Expedition and the Formation of the Province of Manitoba*. It contains a wealth of historical information about many aspects of southern Manitoba history, some of which is incorporated into the footnotes of this volume.

When he got back to West Lynne, Mr. Tennant published a 12 article serial entitled "Jottings from a Buckboard" in the newspaper he was then associated with, the *West Lynne Southern Manitoba Times*. As each appeared, there is little doubt that it was read with great interest by the many subscribers of this newspaper throughout southern Manitoba. More than forty years ago, residents of southern Manitoba once again had a chance to enjoy "Jotting from a Buckboard" thanks to the late Mr. Howard Winkler of Morden.

Born at Morden in 1891 to a family having southern Manitoba roots going back to the 1870s, Howard Winkler early developed a keen interest in Manitoba history.ⁱⁱ Dr. D.A. Stewart, founding director of the Ninette Sanatorium and president of the Manitoba Historical Society, and Mr. Winkler in the early 1930s may be credited with rekindling an interest in the fur trade history of southern Manitoba and particularly in the location of the Northwest Company Pinnaclewaywining post near Morden.

In 1935 Howard Winkler was elected as the Liberal member for Lisgar in the House of Commons. While in Ottawa, he had an opportunity to spend some time in historical research, particularly in the early papers of Emerson and West Lynne. Knowing that there were many others with similar interests, he had his secretaries type out extracts from a number of these sources and make copies for various friends. Among those who received these articles was the late Mr. Chas. H. Vrooman of Manitou, a lifetime Liberal and the local historian. Some thirty years ago, Mr. Vrooman, then in his 90s, shared his copies with the collector of these notes.ⁱⁱⁱ

The Boundary Commission NWMP Trail Association has reprinted JOTTINGS FROM A BUCKBOARD not only to "increase public awareness of the significance of the Trail to the history and heritage of Manitoba", but also as a tribute to the memory of those pioneers whose names are mentioned in these pages. We shall not have the privilege of "meeting them on the Trail", but we can still recall all of them with gratitude because of the contributions they made to southern Manitoba. No doubt both Mr. Tennant, who originally penned these pages, and Mr. Winkler, who again brought them before the southern Manitoba readers, would be pleased to see them once again in print.

JOSEPH H. TENNANT
RIEL REBELLION VETERAN IS DEAD

Joseph F. Tennant, one of the old timers of the Red River Valley and a member of the Lord Wolseley Expedition of 1870, died suddenly at Yorkton at 12:30 o'clock Tuesday morning while on a visit to his daughter, Mrs. Arthur Watch. He was 76 years of age. Born in England of Irish parents, for many years he had been connected with the customs department of the Dominion government. He was one of the oldest and most respected members of the Army and Navy Veterans in Canada, having served on the Manitoba executive for a number of years. He had been a life member for about 35 years and attended every decoration parade since its inauguration, being prominent in the last parade.

He was the author of the book "Rough Times" which related the journey of the Wolseley expeditionary forces from Ontario through the uninhabited wilderness to Fort Garry on the western frontier. He had served as a bugler with the First Company of the First Ontario Regiment, his number being "9" of his company. Mr. Tennant had been present when Louis Riel, Ambrose Lepine and W.B. O'Donoghue of the Riel provisional government had made an ignominious flight across the pontoon bridge from where the present street car barns are to the ferry across the Red River and hence on galloping horses to the United States.

During the trip to Fort Garry, he had gained mention in dispatches through saving a boat's crew from destruction by "promptness of action and gallantry in conduct." In 1871 he was engaged in erecting telegraph poles to connect with a line from the United States when he and his helper saw the first scouts of the Fenians preparing for their third raid. The Fenian forces were later routed and captured by regulars of the US army.

Mr. Tennant was a connecting link between the days of the late '60s and early 70s and the present, as he had been active in keeping track of early settlers. For some time he had been, in connection with his brother Harry, publisher and editorial writer of the "West Lynne Times" in the days previous to the amalgamation of the two rival cities, Emerson and West Lynne. He had also been prominent in the political and civic life of the frontier in the early days. He had joined the Ancient Order of United Workmen at Gretna and had later transferred to Phoenix Lodge No. 1 in Winnipeg of which he was a past Grand Master Workman. From 1885 up until recent years he had been collector of customs at the port of Gretna. Burial took place at Gretna Thursday afternoon and the funeral was very largely attended.

Mr. Tennant leaves his widow residing at 166 Wallace Road, St. James; five daughters, two of them, Edith and Dorothy, are living at home; Mrs. S. Dunn at Portage la Prairie; Mrs. E. D. O'Neill, at Wetaskiwin, Alta., and Mrs. Arthur Watch at Yorkton, Sask., and one son, W.H. Tennant, of Regina, Sask.

- *The Emerson Journal*, 30 May 1924

THE WOLSELEY EXPEDITION

News of the execution of Thomas Scott by Louis Riel in March 1870 reached Ontario within a matter of weeks and volunteers were soon being solicited for a force to go to Fort Garry to fight Riel and his forces. Among these was J.F. Tennant, a 21 year old member of the Ontario militia, who enlisted in the No. 1 Company of the 1st Ontario Rifles. Volunteers from Quebec enlisted in the Quebec Rifles and together with men of the Imperial troops of the 60th Rifles they formed a military force of some 300 men, the Red River Expedition under the leadership of a seasoned English army officer, Colonel Garnet Wolseley.^{iv}

Making their way via the Lake of the Woods, the Winnipeg River, Lake Manitoba and the Red River, the Red River Expeditionary Force landed first in the vicinity of Selkirk and then, in a drenching rain, at Point Douglas three quarters of a mile northeast of the corner of Portage and Main on 24 August. Riel had fled to St. Boniface, was soon on his way south across the border, and Upper Fort Garry was soon occupied without a fight. Early in September, with the arrival of the new Lieutenant-Governor of Manitoba, a tall, quiet Nova Scotian, Adams G. Archibald, the work of the Red River Expedition was completed.

This left the men of the expedition free to return to their former homes. Many did so, but a considerable number remained, or later returned, to become an important element in population of the new province and western Canada. One of the most prominent was Hugh John MacDonald, only son of Prime Minister Sir John A. MacDonald. He was a member of the 1st Ontario Rifles and later premier of Manitoba.

Private William Alloway, 2nd Quebec Rifles, was a founding member, with Sergeant Champion of the 1st Ontario Rifles, of Alloway and Champion, one of the first and most successful banking firms in Winnipeg. Another veteran of the force well-known in Winnipeg was Judge John Walker who was elected to the provincial legislature, received the portfolio of attorney-general under the Norquay administration in 1876 and resigned in 1882 to become a provincial court judge. Dr. C.N. Bell, for many years secretary of the Winnipeg Grain Exchange, was also an ex-member of the expedition of 1870.

Other members of the force later went on to distinguished careers in the NWMP. Sergeant Constantine of the Quebec Rifles became Inspector of the Yukon district; Major Irvine of the Quebec Rifles was later commissioner of the force and eventually warden of the Manitoba provincial penitentiary. Captain Wm. Herchmer, (Ontario Battalion), and Capt. MacDonald and Lieutenant Jack Allan, (2nd Quebec), also entered the force. Herchmer, associated with the International Boundary Commission in 1872-1873, became Commissioner of the NWMP in 1886 and served until 1900 when he took a leave of absence to enter the South African War.

In rural Manitoba members of the force were outstanding pioneers of several communities. The Pembina Mountain Country, for example, had as its first permanent settler a member of the Expeditionary Force, Thomas Cave Boulton. Born in June 1846 in County Welts, England, he served as a scout for the Wolseley Expedition and then returned to England for a short time. "The wide open life of the prairies had gotten into his blood so he returned to Canada in 1872 to be one of the first

settlers of the Municipality of Thompson."^v He established his homestead, a farm still in the Boulton family, along Silver Creek in what later became the Nelsonville area.

Other members of the Wolseley expedition who became neighbours of Mr. Boulton included John Cruise and Charles Viney Helliwell. The former was Number 71 of Number 3 Company of the 2nd Battalion of Quebec Rifles, the latter Number 295 of No. 6 Company, 2nd Battalion Quebec Rifles.^{vi}

Descendants of another member of the Wolseley Expedition are still living in the Manitou district. Samuel Forrest, born in Renfrew, Ontario, in April 1845 came to Manitoba as a voyageur with the force. He returned to Renfrew where he married Catherine Tait in 1873 and in 1879 came to New Haven Township northwest of Manitou where he took up a homestead. Mention of the tragic death of his wife and infant daughter in April 1880 will be found in Footnote 10 of *Southern Manitoba and Turtle Mountain Country*.

Several of the first residents of the Emerson community and neighbouring districts came out with this force, William Nash being one of the most prominent. Mr. Tennant outlines his life in these lines:

Major William Hill-Nash served as Ensign of No. 1 Company of the 1st Ontario Rifles. He held a commission previous to 1870 in the 7th London Light Infantry, afterwards the 7th London Fusiliers, and served in the Fenian Raid of 1866. During the Northwest Rebellion of 1885 he was Captain in the Winnipeg Light Infantry commanded by Colonel Thomas Scott, and returned at the end of the campaign with rank of major. In civil life, Major Nash was a solicitor and barrister and the first member for Emerson in the provincial legislature. He resigned to accept the office of Registrar of Deeds for Emerson district. Later he was transferred to the Land Titles Office in Winnipeg and was a resident of Winnipeg up to the time of his death on the 26th of April 1917.

Although another of Emerson's most prominent founding citizens, F.J. Bradley, first inspector of customs at the Hudsons Bay post at North Pembina, (later West Lynne), was not a member of the Wolseley Expedition, his brother-in-law and partner in several business enterprises, Dr. Alfred Codd, was. Of him *Rough Times* notes:

Surgeon-Major Alfred Codd was attached to the Ontario Battalion. After the return of the Red River Expeditionary Force, Dr. Codd was appointed to take charge of the provisional battalion formed to garrison Fort Garry and continued his services for many years as senior medical officer for Military District No. 10. He was highly esteemed among the medical fraternity of Manitoba for his professional knowledge and skill, and won the friendship of all by his kindly disposition. He died on the Pacific coast.

Associated with Mr. Bradley in the customs at Emerson was William Mills, the namesake of Mills Township, 2-7E, in the Pembina Mountain Country, south of Calf Mountain. He came to Manitoba with the 1st Ontario Rifles and had received the Red River Expedition medal and bar. He later worked for the Department of Dominion Lands and in 1920, the year of the publication of *Rough Times*, he was still residing in Emerson. Another prominent citizen of Emerson who was also a veteran of the Wolseley expedition was Mr. Johnson E. Cooper, originally from County Fermanagh,

Ireland. In Emerson he was a founding partner of Cooper and Carmichael, building contractors. For a number of years he was a member of the Emerson town council. He passed away at Emerson, one of its most respected citizens, especially remembered for having brought to Fort Garry from Toronto the charter of the first Orange Lodge established in Manitoba.

Mr. Tennant wrote of another prominent resident of the Emerson community in these words:

Private W.B. McClelland, of the No. 1 Company of the 1st Ontario Rifles, returned to Manitoba in 1872 and took up land on the Marais near Letellier. He was one of the most prosperous farmers in the district and died a few years ago leaving a wife and large family in good circumstances.^{vii}

Like Mr. McClelland, Mr. Tennant took up land in the Marais River district. The land of the former was located on the south half of 5-1-2E; J.F. Tennant's farm was two miles north on the south side of the Marais River, NE 17-2-2E.^{viii}

No. I

A journey over the rich meadow lands of Manitoba, in the great Northwest, the enjoyment of the fresh breezy air, (nowhere purer than on the wide open prairies of the west), will infuse new life into the constitutions of the most delicate. Your correspondent is aware of no more efficient way of producing appetite and making the fattest of pork palatable than such a trip. However, a good appetite with a relish for fat pork is needed in case it should be your lot, (or misfortune), to strike bad roads. Then the rich, dark soil of the prairies, stirred up by the continual travel, becomes a sticky mud, a regular black paste. The words of the old song "Put your Shoulder to the Wheel", often have been literally fulfilled when someone is called upon to pull their vehicle through and out of such mud after its wheels have sunk to their axles. Such excursions make it a necessity, at all camping grounds, to replenish the inner man with a solid nourishment in which salt pork and beans off form a most luxurious fare.

On a beautiful Sunday morning in the beginning of May not a mile distant from your own thriving town of West Lynne, on just such roads as described, it was our good fortune to fall in with a party of immigrants who had left Emerson on the previous day, westward bound to the Turtle Mountains.^{i,x} It should be noted that nowhere on our entire trip west of over 200 miles can a worse piece of road be found than the first twelve miles west of West Lynne.

The immigrants were a large party of late arrivals from England, with ox teams and wagons, new outfits complete. As this was their first introduction to the driving of oxen, the "back!", "whoa!" and "gee!" often got mixed with something that sounded a good deal like "tarnation" and "darn it". Of course, before this older settlers and older drivers than these have got themselves badly mixed in their language while addressing their cattle and ox teams when stuck in a mud hole. Some idea of the labour undergone by these people, and the worry to their teams, may be imagined when we state it took them three whole days to make a journey of twelve miles over the bad roads immediately west of your town.

In comparison to what the provincial government has yearly expended on the route west of Winnipeg via Portage la Prairie, a small sum would be sufficient to make it possible for our great western highway to be kept open in all seasons of the year.^x What an inducement it would be to settlement and what an immense saving at a trifling cost to the immigrants hauling their effects westward!

However, the experience gained by the newcomers on the first three days of their journey was not lost to them. On the contrary it was an opportunity to learn from the experienced gentleman in charge of the party, Mr. L. O. Armstrong, Government Land Guide, many ways and means of getting around difficulties, and that no matter how badly they might get stuck, there was always some plan that could be devised to get out.^{xi}

Arriving at what is known in West Lynne as the Twelve Mile Village, the roads became much better.^{xii} The next morning, after camping here for the night, we bade adieu and a bon voyage to the English party. Now fairly embarked on a 600 mile journey across the prairies of our most beautiful province, with a genial companion and a spanking new team of Quebec horses, we were bowling along in our light buckboard.

As we passed Mennonite village after village, we were forced to acknowledge the work of these people who have wrought such a great change in such a short period of time on the woodless tract of country lying between the Red River and the Pembina Mountains.^{xiii} In their eagerness to locate amongst the wooded lands of the Pembina Mountains, but a few years ago the hardy Canadian pioneers passed these lands as worthless. Now hundreds of peaceful and industrious Mennonite families have located thereon, changing the scene as if by magic. The cultivated fields extending in all directions yield an untold wealth to the tillers of the soil. From our buckboard we could see men and teams busy at work in the fields and large droves of cattle peacefully feeding in the rich grass and we could hear the sound of the steam whistle issuing from the busy mills on the plain.

Twenty-five miles from West Lynne we arrive at the Central Hotel, so called by our friend Brown, the genial and corpulent proprietor, on account of its central position between West Lynne and the Pembina Mountains.^{xiv} Parties travelling the road will find it a good stopping place, clean and well kept, and will receive all attention for either man or beast. A short stay for dinner and on for Mountain City where we arrive at seven in the evening, after driving over some of the most beautiful land in the province.

No. II Mountain City^{xv}

is situated on a fine rise of ground in the Pembina Mountain country. Stretching away far to the east on the level prairies below can be seen the numerous villages of the Mennonites with whom Mountain City does a prosperous trade. Two general stores, one tin and hardware store, a grist and saw mill, blacksmith shop, a neatly built Presbyterian church, schoolhouse, two hotels with a number of private buildings, all built within the limits of the town survey, give Mountain City, an embryo city, quite a respectable appearance. We found its inhabitants consisting for the most part of sturdy Canadian settlers, well contented with their lot and the future in store for their town.

They express great eagerness for railroad communications with the east. With them it is an absorbing topic, and no wonder, considering the heavy expense their merchants and store keepers are put to in freighting over the "slough of despond", (as you might call it), lying between West Lynne and the Twelve Mile Village.

Next morning we bid adieu to our host, Mr. Fred Helliwell, one of the earliest pioneers of the Pembina Mountains, and now the proprietor of the British Lion Hotel in Mountain City. With expressions of good will from our old friend R. Brown, with whom we had spent a very pleasant evening the night previous, we continue our journey on through a partly wooded and fair farming country, now and again crossing a deep ravine generally called a river.^{xvi}

We pass through Alexandria almost without being aware of it.^{xvii} An anxiousness to become the owner of a town site often leads to a survey, and the locating of a city on the map, without any perceptible difference to the location itself or to the adjacent farms. This is how the appearance of Alexandria struck us. Driving on we pass Calf Mountain, a mound so called because of its peculiar

shape.^{xviii} Continuing westward we came to where the trail crossed the Little Pembina, another surveyed townsite consisting of a store and hotel. We cannot congratulate friend Alderson on the present appearance of his town of

Darlingford,^{xix}

but we do sincerely congratulate himself and his estimable lady for the warm reception and good square meal with which they are at all times prepared, at the Hotel Darlingford, to receive travellers on the road.

Our horses refreshed by a good feed of oats, we proceed cautiously on the road, warned that there are bad places ahead of us, worse than any we have come through.^{xx} We pass through several bad alkali sloughs and, still in dread of the ones before us, we meet with Mr. Landerkin of the Dominion Lands Office, Nelsonville, who to our great satisfaction reports good roads ahead and that we had already cleared the bad place.^{xxi} Our spirits rose as we thought of the endeavour of our previous informant to scare us and calling to our gay little team, we flew merrily to the

Pembina River

situated in a deep and beautiful valley about one mile in width. To the tourist travelling in Manitoba and fond of a nice bit of scenery, this beautiful valley can furnish some charming views. Slowly proceeding down the side of the valley we arrive at a level plateau. We once more stop to take in the beauty of the scene before proceeding on our way. Arriving at

Pembina Crossing^{xxii}

(the name of the townsite laid out here), we are informed by John Smith, an old resident of your sister town across the river, Emerson, and at present a thriving merchant at the Crossing, that the bridge, built by the local government in their unbounded generosity to Southern Manitoba, had about collapsed.^{xxiii}

For fear of a delay we determined on pushing on at once and to take in Pembina Crossing on our return. Nearing the bridge, we found it shaped exactly like a W. Unhitching the horses from the rig, we led them over carefully and then returned for our buckboard. We were soon on the other side with everything again in readiness to proceed with our journey. However, a hail from a loaded immigrant team approaching warned us that assistance in getting the heavy wagon over would be acceptable to the new settlers, two young Englishmen, late arrivals.

Again the business of unhitching the horses and leading them across was gone through. Then the wagon was unloaded of all heavy and bulky articles and these were carried across. After this the four of us put our shoulders to the wheel and, by main strength, we forced the wagon up the steep inclines of the W bridge. After assisting our two friends to load, we bid them goodbye and proceeded to slowly climb the long, steep road up out of the valley of the Pembina. Arriving at the beautiful plain at the top of the hill we pass another party of English settlers on the road west, a hardy lot of young fellows. They were accompanied by a Mr. Heath, an English settler who had located in the vicinity of Badger Creek last year and now was their guide to that district in which they also intended to locate.

Four miles distant from Pembina Crossing we pass Ruttanville, a store and stopping place where we had intended on stopping for the night.^{xxiv} However, as the afternoon was yet long before us, and the roads were getting better with every mile we proceeded, we pass Ruttanville. Ten miles further on we arrive at Latimer's about six miles from Crystal City.^{xxv} As Mr. Latimer was willing to receive

travellers we concluded to visit Crystal City the next day.

No. III

The following morning we rose early and, after breakfast, bade goodbye to Mr. Latimer and his family before we proceeded on our way. The day was remarkably warm, a striking contrast to the cold wind of the previous day. Pilot Mound could be seen to the right of the trail and some distance to the north.^{xxvi} The settlers around here are energetic and working hard to build up a town on the Mound. We believe that a mill is already under construction there. This section of the country was settled by the Paisley Colony.^{xxvii} The chief person instrumental in the settlement of this fine district was Mr. Thos. Greenway, now a member of the Provincial Legislature in Manitoba and, we understand, a former member of the Provincial Legislature of Ontario. Mr. Greenway's selection of a site for the Paisley Colony was by no means at fault. A more beautiful prairie setting could not be found although there is one drawback, the lack of good water.

Approaching

Crystal City^{xxviii}

the townsite of Mr. Greenway, we met with an obstacle called a bridge, (a misnomer) which spans Crystal Creek. We now had the choice of climbing over the bridge which has approaches to it similar to a good high rail fence, (they are not quite, but very nearly perpendicular), or crossing the dirty creek. This stream belies its present name of Crystal Creek most outrageously as it is very muddy, rather alkali, and fairly stinks when stirred up. Consequently we had to give our preference to crossing on the bridge. Leading the horses over carefully, we drove up to the store and post office kept by Mr. Rollins who appears to be doing a very good business.

The people around the store were also anxious about the bridge at Pembina Crossing and were pleased to learn from us that although it was in a bad state, it was still usable. Crystal City has not yet got out of its swaddling clothes, but it is making strenuous efforts to strike out into vigorous manhood. It is settled by people of perseverance and the town proprietor is a man of energy. A mill is now being built and will be completed in time for this season's harvest. Four townsites, all in easy distance of each other, Pilot Mound, Preston, Crystal City and Clearwater, are ample evidence that the country around it is well settled.^{xxix} We wish each of them, and all their residents, success but, of course, railway communications will decide the supremacy of these young rivals. There are resident in Crystal City two clergymen, Methodist and Presbyterian, also the residence of Mr. Greenway, M.P.P., [Member of the Provincial Parliament], one general store and blacksmith shop and a few dwelling houses.

From Crystal City we can see the timbered banks of the Cypress River four miles west. As we proceed the numerous surveyor's stakes make us aware that we are once more in one of the infant cities of the great Northwest. The Cypress, or

Clearwater^{xxx}

as it is now called, is a beautiful stream and well worthy of its name. The heaviest of loads can cross the ford here without the slightest difficulty and, as we do, we can see the smallest stone of its clear, pebbly bottom. The town proprietors of Clearwater, if they did not have the first choice of locating a

town before Crystal City was staked out, certainly have made a far better choice. Of the two localities, Clearwater stands head and shoulders over its rival as the best location for the building of a town. Situated as it is in the beautiful little valley of the Cypress, with the best of water, plenty of wood, good farming land, what more can settlers desire but a ready means of transportation to the outer world. This eventually will come and Clearwater, (or some other point on the beautiful Cypress), will become a town of importance in the developing great Northwest.

Arriving at the hotel in Clearwater, situated in a sunny nook at the bottom of the valley, we are welcomed and received by Mr. McLaren, the worthy host of the Clearwater hotel, and, (with Mr. L. O. Armstrong, Esq.), one of the townsites' proprietors. Mr. McLaren at once saw that our horses were properly cared for and then invited us to take a stroll with him to some points of interest within an easy walk of his hotel. Ascending the hill on the western side, our host pointed out to us the place across the stream where a contract had already been let to construct a dam for a mill. As a matter of fact, the timber was already on the site.

In answer to a question, Mr. McLaren informed us that during the time he has been living here, (even during the severe winter of the past season), he had never seen the Cypress frozen over. During every month of the year, cattle can go to the river and quench their thirst in the beautiful, clear spring water that babbled along in its independent freedom, joyously wondering what could have happened to have locked up with an icy iron key all and every other stream of the great Northwest.

The Clearwater mill, according to the contract, will be ready for grist by 1st of August. Continuing our stroll, we enter the store of Mr. McKellar. He is doing a thriving business and reports himself quite satisfied with the future prospects of increasing his trade. At the store there were quite a number of people waiting for the mail and, again, there were numerous questions relative to the condition of the bridge across the Pembina, questions we answered to their evident satisfaction.

Leaving the store we entered the warehouse of Mr. Laidlaw, agent for Westbrook and Fairchilds. Here it was certainly a surprize for us to discover at this point, 100 miles distant from West Lynne, such a heavy stock of farm implements. These were offered at West Lynne prices with only the cost of the freight added. They are hauled in during the winter months on the hard winter roads when freighting can be done at much cheaper rates than at the present time of year. Settlers can realize considerable savings by buying their farm implements here rather than hauling their own in all the way from West Lynne.

At the invitation of Mr. McLaren we went to his hotel for dinner. There were many other guests but, as our host made no comment that the number was unusually large, we said nothing about this. After dinner we called on the blacksmith to make a few repairs we needed on our buckboard and then continued on our way. We soon crossed what was only a very short time ago the boundary between the Province of Manitoba and the Great Northwest. However, since the recent legislation in the Dominion House of Commons in Ottawa, the possessions of our fair province extend west as far as Range 28.^{xxx1} For the sixteen miles between the crossing of the Cypress at Clearwater and Badger Creek, but little or no settlement is to be seen. The quality of the land is not as attractive for settlement as that in the immediate vicinity of Clearwater or Crystal City, but as we approach the Badger the land improves. As it does so, the signs of settlement become evident, rough hewn logs and

the marks of the plow across the prairie.

The valley of

Badger Creek

is similar to the Cypress, but as the stream contains a far greater body of water and a greater fall, consequently it has a more rapid current. In the valley is situated the house of Mr. Waugh occupied by J. McKibbon who has rented the place for the purpose of entertaining travellers on the road. The stream has a hard stony bottom, rather rough, but still a good ford. It is a beautiful camping spot and contains the natural qualifications to make its owner the proprietor of a town in the Northwest. The stream is full of fish and has several good mill sites. This splendid agricultural district, with a large supply of timber within easy distance, needs nothing but the surveyor's stakes, the mill and the town plan to make

Waugh Town^{xxxii}

on the banks of the Badger come into prominence amongst the ambitious sites of the Northwest. We were received by Mr. McKibbon, a young man but recently out from Ireland. Almost immediately he recognized in my companion a neighbour of his father's from the old days gone by in their distant homes in the Green Isle. With words of welcome we were received into the shanty, at present the best and only hotel in Waugh Town, and after a short stay, we started to walk up to the residence of Mr. McKibbon, Sr., some distance north of the crossing. Arriving there my companion was received with outstretched arms and right joyously welcomed by his old friend, a tenant farmer from the north of Ireland.

The evening was passed pleasantly in chatting about old times, the troubles going on in the old land, and the bright and good prospects in store for great numbers if they could only get to see the advantages of this great Manitoba. Mr. McKibbon explained to my companion his experience of the country, his past trials and future prospects, his confidence in this land of his adoption. Not for the best farm in Ireland, rent free, would he exchange his lot. The next day we spent with Mr. McKibbon in viewing his farm, 40 acres of which he had under crop. My companion dug up samples of the soil from different depths and carefully packed them away to show in distant lands.

Part IV

That evening, after consulting with our host, Mr. McKibbon, we determined to leave the trail and strike towards Pelican Lake, where he said we would find a most beautiful tract of country.^{xxxiii} Accordingly the next morning we resumed our journey in a different direction, accompanied by Mr. McKibbon. Three miles from the crossing or ford we arrived at Long River, (or as it is named on the maps, the White Mud River), and were introduced to the pioneer settler, Mr. Turnbull.^{xxxiv} He is a very well informed man about the district and country he is living in and at the solicitation of Mr. McKibbon, gladly consented to accompany us for a day.

While descending the valley by a very steep trail, and catching the first glimpse of the river, we were very much astonished to find it spanned by a good substantial bridge with regular graded approaches. Upon inquiry we learned that the bridge was built by the private enterprize of Messrs. Turnbull and Weaver. If anyone should be complimented for their spirit and energy in undertaking a work of such

public character, these men should be. This bridge itself must have cost, by a close estimation, the full sum of \$300.

At this point, the south side of the valley of the Long River is thickly wooded by poplar. From the north side, some nice views of this beautiful, picturesque little valley can be obtained. Mr. Heath, the gentleman we passed at the Pembina Crossing in charge of a party of English settlers, has his residence snugly located in one of the most beautiful spots in the valley.^{xxxv} Mr. Heath's party will indeed be hard to suit if they do not at once take up with this place and make their future homes on the lovely banks of Long River. Ascending the hill on the north side, which is not so steep, we are once more on a level prairie thickly covered with small groves of poplar. Here, although the land is of the finest quality, there are but one or two settlers' houses to be seen. Indeed, the whole country for miles around is vacant and waiting only for the sturdy arm of the settler to guide the plow to make the prairie yield up untold treasures from the cultivation of the soil.

Travelling on, we skirted the groves of trees, (of a variety of types), and occasionally crossed some bright clear little brooks until we came to the lakes which are connected together by the Pembina River. At one time we picked up a fine elk horn, a single branch and at another place startled a beautiful spotted deer from its solitary repose. Mr. Turnbull guided us to a point where a most beautiful view could be got of the lakes. At our feet lay Lorne Lake; stretching far to the north and west Pelican Lake could be seen and in the opposite direction, to the south and east, Louise Lake was plainly visible and beyond, a distant glimpse of Rock Lake. Altogether it was a most beautiful scene, and one well appreciated by our party. Indeed, in the whole northwest we do not think finer scenery could be found than is to be seen around this group of beautiful lakes.

Camping for dinner, we released our horses for a time, and after finishing our repast, we walked to several different points on the hills surrounding the lake. A large quantity of oak timber grows on the shores of the lakes on either side and although the land is also of the finest quality, yet there was not a settler within miles. Returning to camp our horses were once more harnessed up and their heads turned south to return to the Badger. Arriving back at Long River, we bid adieu to our obliging companion, Mr. Turnbull, and just as the sun was setting in the west, crossed the ford at the Badger and were again the recipients of the hospitality of our friend, Mr. McKibbon.

The next day was Sunday, but early in the morning we were making our way at a good speed along the great trail west. Sixteen miles from Badger Creek, we came to a small sheet of water known as Pancake Lake.^{xxxvi} It is situated in a country that is broken, rough and very stony. On the shores of Pancake Lake we found the two small shanties placed here by L. O. Armstrong, Esq. at the expense of the Dominion Government. One of them was almost completely knocked to pieces by some mischievously disposed persons but the other was still in a good state and must have been a regular haven of rest for many weary travellers crossing the bleak, dreary stretch of prairie lying between Badger Creek and the Turtle Mountains during the severe winter of the past season.

After a short rest, we proceeded on and soon we beheld a good view of the Turtle Mountains. As we got closer, we gradually realized that what appeared here and there in the distance as many little white spots were actually the homes of the settlers on the mountain. It is not possible to praise too highly the fine agricultural district of the Turtle Mountain. It contains, within its many acres of fertile land, in

addition to its woods and fine water, all that is required to make it the home for thousands. Here at no distant day, will one of the cities so rapid in the west spring into line and earn for itself a name and reputation second to none in the province.

It was about two o'clock in the afternoon when we arrived at our destination for the day, Mr. La Riviere's.^{xxxvii}

Part V

Mr. La Riviere is the oldest settler of the Turtle Mountains, having located here in 1874 after buying from Major Cameron the old depot used by the British North American Boundary Commission when it was no longer required by them. Mr. La Riviere was first well-known throughout the Northwest as a very successful trader, but of late years has taken to farming and stock raising. Considerable improvements made at this point prove more than anything the advancement of settlement at the

Turtle Mountain

and afford a striking contrast and change to the appearance of the place but a few years past. Mr. La Riviere has built a fine store and hotel. These, in association with the numerous buildings for his stock and machinery, and the steam saw mill of Mr. Wilson, form quite a town at the Mountain.

The Mill^{xxxviii}

is owned by Mr. Williams and is situated on La Riviere's property in a very fair situation. The large quantity of logs laying around the mill bore testimony to the activity of the settlers on the Turtle during the past winter. The logs were laying piled in numerous small lots, each one the property of a separate individual. Balm of Gilead with poplar and a little oak was the chief timber sawn at the mill and in answer to an inquiry we were informed that he was furnishing the best lumber at \$25 per thousand board feet, sheeting at \$20 and shingles at \$3.50. The latter are of very good quality and are of poplar. The low figures asked for lumber fairly astonished us considering the difficulty and labour getting the mill into the country and its distance from West Lynne, some 150 miles. It is also the intention of the proprietor to add to the mill two run of stone for gristing purposes for which he intends to charge 12 1/2 cents per two bushel bag.

After seeing that our horses would be cared for, we entered the hotel and were greeted by Mr. La Riviere, the proprietor. Introducing my companion to him, I warmly congratulated our host on the great changes since my last visit. As it was Sunday, Mr. La Riviere had given up the use of his large dining room to Rev. Mr. Patterson, a young Presbyterian clergyman stationed at the Turtle.^{xxxix} Quite a number of people of both sexes were congregated to attend the Divine Service about to commence. An eloquent sermon was preached by the young minister, but as myself and my companion had tasted nothing since our early breakfast that morning, and had driven a distance of about 30 miles from Badger Creek, our thoughts were more centered on the preparations for our meal than the words of the preacher.

After the close of the service, we attended to the wants of the inner man and also made the acquaintance of a number of the settlers. I met a few old friends, some of the earliest pioneers of the Mountain, Mr. Sharpe and Mr. Alexander.^{xl} Mr. Sharpe at one time farmed on a Red River lot about two miles from West Lynne and sold out to go to the Mountain some four or five years ago. He

informed us that not for the best farm on the Red River would he exchange his lot. The soil was lighter and not so rich, but he felt fully compensated by being able to go to work earlier in the spring and being free from the everlasting mud at that season of the year.

In the morning we looked around at the stock and farm of our host and visited the mill. The saw for the manufacture of shingles was quite a novelty to my companion who had never seen one before and who remarked that in his country they used slate or thatch as roofing materials. Taking our farewell of our host, (and a supply of oats for which we had to pay two dollars a bushel), we were once more on our way westward accompanied by Mr. O'Brien, a Government Land Guide on his way to the Land Office.^{xli} We found the trail very bad with numerous small creeks to cross. One of the worst was at Mr. Porritt's where the horses refused to go in.^{xlii} After repeated unsuccessful attempts to force the horses to do so, they were unhitched, jumped over, and the buckboard pulled over afterwards.

Mr. Porritt informed us that there was a far better trail to the north known as the

Boiler Trail^{xliii}

and on his suggestion we determined to strike across towards it. After reaching the Boiler Trail, (so called from its being made by the boiler and machinery taken out by Hugh Sutherland to the Souris coal fields), we found a much better road.^{xliv} Settlers going west to the Land Office should always take this route. It leaves the Boundary Trail about two miles west of La Riviere's and joins again in the neighbourhood of the Land Office. An inquiry from any of the settlers will give you the required information to find it. The land along the "trail" is a beautiful rolling prairie distant from the timber from three to six miles. The country is well watered with streams of good spring water as clear as crystal from the Mountains but these are not very difficult to cross. As we journey on, a lot of useful information was given to us by our companion, Mr. O'Brien.

No. VI

The distance from La Riviere's to the Land Office is about thirty-five miles, but a good stopping place is kept about eight miles east of the office by Tregent & Beck, proprietors of the

Whitewater Store.^{xlv}

It was our intention to have gone through to the Land Office that day, but the clouds began to lower, threatening a storm, and at the suggestion of Mr. O'Brien, we turned off for the stopping place a little to the north of the trail. However, before reaching the store we were caught in the thunderstorm and received a thorough soaking before gaining its friendly shelter. However, once we got under the roof of Beck's hospitable "mansion", a change came over our dampened spirits for it took but a short time to discover we had struck first rate quarters.^{xlvi} In a short time a good meal was placed before us and we did it ample justice, our host rallying us once in a while on the delicacy of our appetites!

After lunch the storm cleared off enabling us to take a stroll around. From the store there is a splendid view of

Whitewater Lake,^{xlvii}

a body of water about thirteen miles in length and from three to five miles in width. The land around

it is a beautiful rolling prairie entirely destitute of timber except for a few scattered groves of oak trees growing here and there on some point or bend of the numerous coulees. Springs in the Mountain feed the streams, which flow clear and bright down these coulees to the lake.

If choice of locality were left to our individual preference, of all the land so far visited, this district would be our choice. Distant some three or four miles from the thick growth of timber on the Turtle, there would never be a scarcity of fuel or a want of logs for building purposes. Besides this, the Turtle Mountain district boasts of the best of water. Here, with almost every acre on a farm ready for cultivation, what more could a settler desire that could not be given to him in the district surrounding this beautiful lake?

In the center of the lake is an island covered with timber, primarily poplar and maple according to Mr. Beck. He also informs us that the lake, in contrast to all the lakes found in the Turtle Mountain district, was entirely without fish. This, he believes, is due to the fact that the lake is so shallow that it freezes solid in every unusually severe winter, killing the fish found their way into it from the numerous mountain streams and lakes.

The store, which seems to be the general rendezvous for the settlers around, is owned by Mr. L. O. Armstrong of Emerson, Messrs. Tregent & Beck occupying it at present until their own store close by, and currently under construction, is finished. Goods are sold at the Whitewater Store at nothing but the bare price of freight added to the cost of the articles. Farm implements are also kept on hand. The store is doing a good general business with one of the proprietors, Mr. Tregent, being constantly employed freighting on the road. In this establishment old smokers can here get their Myrtle Navy Cut tobacco for 25 cents a plug, the same as in West Lynne. Flour is \$4.50 per sack; plows \$5.00 more than in West Lynne and other articles sell at comparative prices.

In the evening a pleasant time was spent after our company was joined by the Messrs. Sankey, two young men farming on the land adjoining.^{xlviii} For the sake of more sociability they were boarding with the freedom of bachelors together at the store with Messrs. Tregent & Beck, and they do things well together. Hardworking fellows all four, they still endeavour, and succeed, in knocking out considerable fun from their pioneer life. We earnestly hope and believe that their efforts will be crowned with success.

An impromptu

Concert at Whitewater,

not an uncommon occurrence, was begun. Beck with a cullender covered with the tanned skin of some animal tightly braced down, in regular kettle drum style, was immensely entertaining. With two carved sticks of his own whittling, he showed himself to perfection in giving us the "roll". R. Sankey, with the cornet, showed himself familiar with the instrument and the well-known strains of the march of the "Queen's Own" of Toronto was well rendered. However, it was his brother, H. Sankey, who carried off the honours as a vocalist. Song after song was rendered in fine style as he kept time on an instrument new to the musical fraternity but well known to mechanics as the "square", (the triangle was nowhere to be seen.) The most popular song of the evening was given by friend Beck, in a comical manner particularly his own, and was an original production called

"The Rambling Rake of Saskatchewan".

Not want of space, but copyright prevents us from giving it here in full, however, if we can we will

produce it on some future occasion.

No. VII

In the morning, before hitching our horses, we visited some of the new farms in the neighbourhood and found all the occupants, without exception, fully satisfied with their lots. Mr. Bolton was finishing sowing a crop of 23 acres using a single yoke of oxen.^{xlix} Mr. Brondgeest, the leading farmer of the place, had seventy-one acres under crop - first year - and had two teams of horses working steadily at new breaking.¹ His confidence in the country was strong. Your readers will realize how rapidly this district is filling up when I mention that, from a nearby rise on the prairie, the homes of eleven settlers could be counted.

When we returned to the store, we harnessed our horses and lightened our load to some extent. Because we intended to pass this way again on our way to Millford, we left part of our camp outfit here. Arriving at the

Land Office^{li}

situated at the junction of the Boiler and Boundary Commission trails in.....found it down in the small valley of the

Whitewater Coulee.^{lii}

It is not two years since the office was established at this point by Mr. George F. Newcombe, formerly crown timber inspector for Manitoba.^{liii} Mr. Newcombe went to work with a will, employing his leisure moments in cultivating the section he is located upon. It now excites the admiration of every visitor to the office, many of whom, of course, rather enviously think the "agent" had the pick of the land. This is not so. Places just as fine are still to be found in a wild state waiting but for the same labour and taste to make them equally as beautiful as the homestead of Mr. Newcombe at the "Land Office".

Entering the office, where we were received in a friendly manner, my companion presented his letter of credentials from Ottawa stating that he was a delegate from the north of Ireland visiting this country in the interests of his countrymen. His intention was to promote their immigration to Manitoba where they might receive the benefit of the "free grant land" in the great Northwest.

Mr. Newcombe shared a good deal of useful information with us and, after examining the maps of the office, we finally determined to call on Mr. Gauvreau, Mr. Newcombe's assistant, before going on to the Souris.^{liv} A short drive of three miles brought us to the residence of Mr. Gauvreau just as the sun was disappearing in the west. We received a hearty welcome, and stating our business to him, while the preparations for supper were going on, Mr. Gauvreau imparted to my companion valuable information concerning the wants of new settlers settling in a new country.

An early start was made the next morning and by one o'clock the same day we had the satisfaction of camping for our midday meal on the banks of the broad

Souris,^{lv}

a large stream, but not at present navigable, although, a year ago last spring, Sutherland Bros. floated some flat boats loaded with coal down to Winnipeg. The mines from which this coal was secured are

situated at the Second Crossing of the Souris. Strong convictions are held of their great importance to the future of this country. From the First Crossing of the Souris to the Land Office is thirty miles and, with the exception of Township 2 in Range 24 west, the land is almost all good although here and there is a section rather broken and stony. The First Crossing of the Souris is situated in Township 2, Range 27 west. At the time we were there, the ford was not passable, the few settlers located across the Souris crossing this stream in a flat bottomed boat. Horses and cattle have to swim across the Souris; wagons or carts are hauled through the stream by a long rope.

Whilst the horses were resting, for an hour or so we enjoyed some good sport by shooting some of the numerous ducks on the river. Bidding goodbye to the banks of the lonesome Souris, (which at this point is almost destitute of timber), we turned our backs on the west and arrived at the hospitable shanty of Mr. Gauvreau about 10 o'clock in the evening. It had been a hard day's drive, but the scenery of this beautiful country well repaid us for the trip. In the morning with Mr. Gauvreau we took a ramble around inspecting some of the fine sections of land in the neighbourhood bordering on the timber of the Turtle. Here, on one of the highest mounds of the Whitewater Coulee, we came across a

Solitary Indian Grave.

On four crotches about seven feet high in the air, a rude coffin was elevated and covered with a bright scarlet cloth indicating that he was the son of the Chief of the Mountain.^{lvi} This mode of burial was viewed by my companion with great wonder and astonishment.

No. VIII

The North American Indians, like other races, have many notions peculiarly their own that surprize a stranger to their customs. This mode of burial with the coffin elevated some seven or eight feet above the ground is quite common to the Sioux and other Indians of the plains and is witnessed time and time again by all travellers in the west. It was with great interest that our companion listened for a while to a short talk on the customs of the Indians hereabouts. No doubt, this solitary grave on the Mountain, with the manners and customs of the Indians, has since formed the theme for many a conversation between our companion and his friends around their firesides in the old land.

Returning to camp, we prepared for a fresh start and, accompanied by Mr. Gauvreau, we soon arrived at the Land Office. Here our companion signified his intent of becoming a settler in the Northwest. With a critical eye he had surveyed the manners and customs of the country and was impressed with the fertility of the soil. His opinions were formed from close personal observations and, as he himself expressed it, there were here, in this "Great Northwest", homes and an easy competence for thousands who, in the crowded countries of Europe, toil hourly and from day to day for what will barely keep their families from starvation. When he returned to Ireland his Irish neighbours would hear from him what fine homes they could make for themselves in the west. With the faith and confidence he now had in the country, he would use all the influence he could exert to persuade his countrymen to join him when he returned in the spring to actually become a settler in this great Dominion of ours.

The agent, Mr. Newcombe, then received the homestead and pre-emption entry from my companion who, after paying an entry fee of \$10, received a receipt. With Mr. Newcombe's kind consent, Mr. Gauvreau, his assistant, was given permission to accompany us to Millford on the Assiniboine. It was

the Irish delegate's desire, while on this inspection tour, to secure as much information as possible about the land we were travelling through. Mr. Gauvreau would be able to give us a good deal more information, which could be shared by my Irish friend with those who had sent him out.

After bidding adieu to Mr. Newcombe, a drive of two hours once more brought us to Whitewater Lake and the hospitable shelter of Tregent and Beck's store. After camping for the night, an early start was made, and it was only necessary to follow the Boiler Trail for about four miles before we struck off north over a trail laid out the previous year by Mr. Newcombe.^{lvii} Owing to our being the first travellers over the route this year, the trail was very indistinct, but our right bearings having been taken, little difficulty was experienced in keeping the right direction.

Some thirty miles was travelled over a beautiful rolling prairie entirely destitute of timber, without any sign of settlement and with nothing to disturb the solitude and freedom of life of the animals and birds so numerous on the prairie. It would have been a sportsman's paradise with prairie chickens and ducks to no end and large flocks of wild geese peacefully feeding on the prairie grass near some pond holes. An occasional deer disturbed from its domain would go bounding across the prairie. A stop was made close to a small lake while we camped for dinner.^{lviii} After finishing our repast, a drive of ten miles brought us to what is known as

Lang's Valley.^{lix}

This is a beautiful valley connected by a small stream with Pelican Lake. In some respects it resembles the valley of the Pembina, though not so large. It is well wooded with a thick growth of poplar mixed with a little oak. The scenery is grand. The land on the south of the valley can not be surpassed for richness of soil and the number of sturdy pioneers already settled there show that it has been appreciated to a very great extent. The valley and small river running through it take their name from Mr. Lang. Originally from Ottawa, he was one of the first settlers attracted to this district's beauty and fertility.

After a short stay at the residence of Mr. Lang, (his house is built in the rich bottom lands of the valley), we had to cross the stream at a rather bad ford because the bridge had been swept away in the spring flood. Ascending the valley on the north side, we found the land not nearly so good. Although well wooded with small groves of poplar here and there it was also more stony and swampy. Yet here too there was an abundance of prairie chickens. As we proceeded the land became very hilly with numerous small lakes. This district is known as the

Tiger Hills.^{lx}

It is well timbered but the land is far inferior to the Turtle Mountains district and that immediately to the south of Lang's Valley. It is inclined to be alkali and although the trail from Lang's Valley is well beaten by the numerous settlers travelling from there to Millford, it is a very bad road and extreme difficulty was experienced in crossing some of the alkali swamps. However, this was but a narrow strip and a journey of nine miles brought us to another district, the outskirts of the settlement of the Assiniboine.

It was evening and growing dark, but we were still some distance from Millford. Our horses had worked very hard during the day and so it was impossible to continue. Therefore a turn was made to the west off the trail and, guided by a light, we soon arrived at the house of a settler, Mr. Johnson.^{1xi} He gave us a hearty greeting and, in answer to our request for accommodations for ourselves and our horses, a reply in the affirmative. We were now in a different land district, the office of which is located at the junction of the Souris and Assiniboine at Newcombe's Landing.

The settlers of this district come in by a different route. While all those located at the Turtle come by way of Emerson and West Lynne, driving by wagons over the great highway leading west from the Red River to the Rocky Mountains, those located in the Tiger Hills, the Assiniboine settlement and in the vicinity of Brandon and Millford take the other great western route via Winnipeg and Portage la Prairie. The latter have a choice of either steamboating or of driving overland.

The residence of Mr. Johnson was the first we met with on our trip, which had been constructed of pine logs. He informed us that there was quite a growth of jack pine and poplar in the hills we had just come through. Entering the house we found supper already prepared and the little extras in the surroundings promised us that we were to receive something a little different from the rugged hospitality of many of the pioneer bachelors settled on the western prairies. When we had completed our preparations for supper, we were greeted by our hostess and invited to take our seats at the table. This hospitable request was not one we were loath to comply with. Mr. and Mrs. Johnson are a young married couple of Scotch descent who told us they were well pleased with the country, their own locality in particular, and their future prospects. Mrs. Johnson stated that the land from here to Millford, nine miles, was all taken up and settled.

In the morning, when we had a good view of the land around us, we found ourselves in the midst of a thickly settled district. We could count numerous teams at work breaking up the sod. The homes of the district's pioneers could be seen dotting the prairie while to the north in the distance the timber along the Assiniboine was visible. The road from here to

Millford^{1xii}

was a good one although the last portion is a steep descent to the banks of the Souris River. We crossed the Oak River, which flows into the Souris at Millford, on a substantial bridge with graded approaches. Knowing that Millford sprang up almost overnight, we were surprised at its business-like appearance. Here is located a grist and saw mill, a general store, a registrar office in charge of M. McDonald, Esq., a post office, a blacksmith shop, shoe shop, two large boarding houses and numerous smaller dwellings.^{1xiii}

Major Rogers, the founder of the place, is a man of considerable energy; indeed pluck and perseverance are stamped on his countenance. He informed us that he landed here on the 18th day of May of last year and chose a place for his mill site; there being no settlement in the country. Today there settlers located within ten miles of the place and 2000 acres are under cultivation, one settler alone, of six months residence, having 120 acres ready for seed. Accompanying Mr. Rogers for a walk around the place, we were led to the top of a hill overlooking the village and being in itself part of the surveyed townsite. From this point we had a most beautiful view of the surrounding country. Only three miles to the north could be traced the windings of the valley of the

Assiniboine

heavily skirted by growths of timber long its banks. Right at our feet was the Souris River running with a rapid current through its deep valley and the Oak River with its valley thickly wooded with jack pine. Away to the west the

Brandon Hills,

now famous because of their proximity to the crossing of the CPR over the Assiniboine River, could be seen.^{lxiv} The Moose Mountains were in the even more remote distance. Before going down the hill, we were shown Mr. Roger's mill site on the Oak River where, in my opinion, water power can be utilized with a smaller expense than anywhere else I have ever seen.

The land office is two or three miles from Millford and to reach it you have to cross the Souris here. A free ferry is operated at Mr. Roger's expense just as he also paid for the bridges and many graded approaches on the hill sides entering Millford. If his town does not make a name for itself in the development of the West, it will not be for the lack of perseverance and generous spirit on the part of its proprietor. A short drive landed us at the land office where we were received in a kindly manner by Mr. Mills, the assistant agent at the office. The agent in charge here, Mr. Newcombe, formerly in charge of the land office at Emerson, was absent. Mr. Mills was doing a rushing business here and there was a large group waiting in the office to make their entries.

Newcombe's Landing,^{lxv}

so called after Mr. G. Newcombe, the agent stationed here, is situated right at the junction of the Souris and Assiniboine. A ferry is located across the Assiniboine at the landing just above the mouth of the Souris, but beyond a shed for the reception of goods unloaded off the steamboats plying the Assiniboine, the house of the ferryman and the Land Office, there was nothing further to be seen at the Landing. At both the Turtle and here the want of hotel accommodations close to the Land Office is a serious deficiency, but time, we suppose, will rectify these things.

It was here that we had to bid adieu to our travelling companion who would take the steamboat to Portage la Prairie from this point and thence go to Winnipeg by rail. Standing on the banks of the Assiniboine before departing, my companion expressed himself feelingly on the vastness and richness of the land we had travelled over together. The independent pride and spirit of its people, their thorough conservatism and contentment with their lot afforded him a striking contrast to the state of things in Ireland. He expressed strong hopes of the Government doing something towards aiding immigration from Ireland. For himself he was satisfied; his lot was thrown in for the future of the Turtle Mountains, the district that received his preference, and he parted from us with the full intention of being back early next spring.

With a hearty handclasp, we bid goodbye to our friend and companion leaving him, while he awaited the arrival of the boat, to enjoy the hospitality of Mr. Mills. A short drive brought us to Millford where we camped for dinner and bought a supply of oats at \$2.50 per bushel. Then on again to our old friends, the Johnsons where, although we arrived early in the afternoon, we concluded to camp for the night in order to be able to face the poor road through the Tiger Hills to Lang's Valley the next day.

No. X

At sunrise we bid goodbye to our pioneer friends, the Johnsons, and travel back over the road we had come from on the previous day. A short stay was made at Lang's Valley to water our horses where the mosquitoes used this opportunity to have some of our blood. After noon we again camped for dinner near a pond of water. Before leaving our camp we were overtaken by a severe thunderstorm but concluded we might just as well take what was coming on the road as to remain in camp with no shelter. Besides this, our horses were greatly frightened and appeared to be as anxious to move on. Therefore it did not take long before our solitary campground was left far behind.

As the storm cleared off, the Turtle Mountains came into view and the distance gradually decreased. As we travelled on, the houses of the settlers could be dimly made out. At sundown we arrived at Tregent and Beck's store where we were informed of the arrival of an English party in charge of Mr. L. O. Armstrong. They had arrived the day previously and, with the exception of a few young bachelors who had a desire to look around a little more, they were all located and settled. Some had remained at Clearwater, but the majority come on to the Turtle where we sincerely hope they will meet with success in carving out their future homes in this great western country. The next day, before commencing our return trip, our horses were given a day's rest. They needed this badly as they had been constantly on the road since leaving West Lynne.

Towards evening we were joined by Mr. L. O. Armstrong, but long before we had seen him or any of his party, we heard his cheery voice singing "There's One More River to Cross". After some time we saw Mr. Armstrong and his pony coming over the top of the bank out of the coulee, a rather bad ford, which had to be crossed before reaching the store. However, a regular Indian pony, if he is able to swish his tail and you convince him by a favourable argument that you won't stand his laziness, will go through any amount of work with pluck and endurance.

This last specimen had been driven over bad roads more than forty miles in a buckboard carrying two men with their traps. To look at him as he stood tied to the hind wheels of the rig eating some hay, you would have thought he was fit for nothing but the boneyard. The endurance of the Indian ponies is truly something remarkable. The next morning we drove to the land office in company with Mr. Armstrong who, from this point, joined our party. We were sorry to part with our friend Mr. Gauvreau, but the object of our present trip being accomplished, we had to return to West Lynne. Bidding adieu to Messrs. Newcombe and Gauvreau, we faced, for the second time on our journey, towards the east. Stopping at the store, we made a farewell call on Mr. Beck and his genial companions, the Messrs. Sankey.^{lxvi} Mr. Armstrong disposed of one of his rigs here and with my team and "Shagannapy", the Indian pony, we proceeded on our way, arriving towards evening at Mr. J. P. Alexander's residence about a mile from La Riviere's.

Mr. Armstrong and I were received by Mr. and Mrs. Alexander in a most hospitable manner. Mr. Alexander, we found, is a well educated man who had left Glasgow, Scotland to come and settle in the Northwest and learn farming. He had homesteaded, was doing well and had become an enthusiastic admirer of the country. This gentleman had arrived with his wife and family to settle in the Turtle a year ago last November. Mrs. Alexander had walked the whole distance along side of her husband from West Lynne to the Turtle at that inclement period of the year.^{lxvii} It is this kind of material our lands to the west are filling up with and speaks well for the future of the country. The

Turtle Mountain district has lately been formed into an electoral division and we have lately learned that Mr. Alexander has been requested by a large number of his neighbours to represent them. This shows that the sterling qualities of the man are appreciated in the settlement.

The next day our stock of horse flesh was increased by an additional pony of more respectable appearance than "Shaganappy" and with an early start and the kind wishes of our host and hostess, we took the trail for Clearwater. We arrived there at 11 o'clock at night after driving through one of the most severe and drenching rainstorms it was ever my misfortune to be caught out in. We had made some stops on the road. One of these was at Pancake Lake where, thanks to the day's weather, we fully appreciated the benefit of the government hut. We found it occupied by another traveller who was making himself comfortable under the circumstances by enjoying a hot bowl of tea, which he had just cooked, on the small stove with which the hut had been provided. Nothing loath to refuse his request, we supped with him before parting. Our next stay was at Badger Creek with our old friend McKibbon but being anxious to go on we refused his pressing invitation to remain all night. In company with Mr. Waugh, the proprietor of the Badger Creek Crossing, we started for Clearwater. Both our horses and ourselves were severely fatigued by the time we arrived at Clearwater.

In the morning we found that since our previous visit to Clearwater, great preparations were going on for the building of a mill, and the people of the town were jubilant over it. The hard work of the previous day had told heavily on our horses; they required shoeing which was attended to by the blacksmith at Clearwater, delaying us so it was dinner before we made our start. A short drive and we reached Crystal City. Here too great preparations were underway for the building of the mill. On the other side of Crystal City we passed Latimer's, (where we had camped on our way out), Ruttanville and finally arrived at Pembina Crossing where we intended to camp for the night.

No. XI

Arriving at Pembina Crossing, we found the bridge, which had been in such a dangerous state on our previous crossing, fixed. The bridge had been taken down by the municipality in which it was located and repaired by C. Troyer at their expense, and a really good job Mr. Troyer had made of it.^{lxviii}

Pembina Crossing^{lxix}

is destined to be one of the chief towns of the Pembina Mountain district provided it get connected with one of the present line of railroad now under construction in the Northwest. We found an old pioneer settler, John Smith of the town of Emerson, located here. Mr. Smith is doing a first class general trade and keeps one of the heaviest stock of goods we had yet seen in any of the country stores we had visited west of West Lynne. The Crossing also boasts of two hotels, the Valley House kept by J. Adamson and the Pioneer's Rest kept by W. P. Hutchinson, the pioneer hotel keeper of Emerson.^{lxxx} A grist and saw mill is now in the course of construction at the Crossing. Everything points towards the general prosperity of the place in the near future. It is surrounded by one of the best agricultural districts in southern Manitoba and its beautiful scenery, pleasing to the eye, lend additional attraction towards inducing settlement in the place.

At sunrise we were once more on the road and in a short time we had reached that portion of the road

situated between the two Pembrinas which has been a source of disaster to more than one of the many immigrant wagons that had travelled that route this spring. It was not long before we were called upon to extricate another of our new settlers who was receiving his baptism of mud in one of the numerous sloughs which lay in this great travelled route of our leading western highway. So long as this state of affairs exists on this road, it will be a standing disgrace to the local government and the present heads of state that are running the machine. Our united efforts were not sufficient to extricate the wagon from its soft bed of mud and extra help had to be solicited from some of the farm houses close by.

At noon we arrived at Darlingford and once more enjoyed the hospitality of our old friend Alderson. After dinner we took the Nelsonville trail and about four in the afternoon we arrived at

Nelsonville,^{lxxi}

the premier town of the Pembina Mountain settlement. Although both residents of southern Manitoba, this was to one of us our first visit to Nelsonville and it was with something more than astonishment we viewed the growth of the place. The town, we should judge, contains a population of about 500 with numerous general stores, and business offices, churches and schools, livery stables and blacksmith shops and in fact everything that goes towards the general makeup of a lively western business town. Nelsonville also boasts of a good weekly journal, the Mountaineer, which has a large circulation in the west. It is one of the best weeklies published in the province. Reform in politics, its management has been such as to commend it to the favour of all parties independent of its political tendencies.^{lxxii}

No. XII

At the warm personal invitation of Rev. Mr. Wilson, Episcopal clergyman at Nelsonville, we visited his residence and farm situated a short distance from the town.^{lxxiii} We found the place most beautifully located, the grounds approaching the residence were tastefully laid out and the whole farm was under a high state of cultivation that would win an encomium of praise from the greatest connoisseur. The reverend gentleman informed us that a large church edifice was to be immediately built in Nelsonville, a solid brick structure. He also expressed himself with confidence of the great future in store for this country and the homes that could be made for the starving populations in the crowded old countries of Europe.

After dining with our host and his estimable lady, we bid adieu to the Rev. Mr. and Mrs. Wilson and, after a journey of twelve miles, we camped for the night in one of the numerous Mennonite villages of the West Lynne Reserve.^{lxxiv} Next morning, after a hasty meal, we commenced the home stretch with the pleasure of reaching West Lynne the same evening putting us in the best of spirits. Travelling through the West Lynne Mennonite Reserve we found the crops of the Mennonites greatly advanced and giving rich promises of a most bountiful yield. A short stay at the popular Central Hotel under the proprietorship of the genial landlord Brown and on again to West Lynne, arriving in your town about four in the evening of a glorious summer day.^{lxxv}

Our trip to the west forces us to emphasize how much this town needs communication with the great and soon-to-be prosperous western country. The rival roads from Winnipeg via Portage la Prairie will,

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if some effort is not made on the part of the citizens of West Lynne and Emerson, leave these two thriving towns on the boundary line completely cut off from the trade that has actually made them what they are at present. It behooves the leading men of both places to be on the alert and lose no opportunity to advocate and advance those interests which will lead to our closer communication with the west and those thriving settlements laying between here and the Turtle Mountain and Souris district.

- Buckboard, 2 September 1881

. The anonymous author of this article from the Turtle Mountain districts continued by stating:
 ... and no wonder when they hear the plain, unvarnished truth, clear of all interested misrepresentations, from one of themselves who has seen the land for himself. He can tell them that there is within their grasp a farm unsurpassed in any country containing 160 acres and on the terms an Irishman loves best, for nothing. An entry fee of two pounds, ten shillings, is all they are required to pay down while they can have a farther tract of 160 acres as a preemption at the rate of one dollar per acre. I am in a position to state that they will have ten years to pay for a splendid farm of 320 acres, most of it ready for the plow, for the total sum of forty-one pounds sterling. This is less than one year's rent on a paltry ten to fifteen-acre farm, much of it stone and bog. It is my opinion that, when Mr. Pringle lays these facts before them, an inference unfavourable to them will be drawn if they don't come in thousands right away. However, if they do come, (as I believe they will), they will never regret it for they will be coming to a fine and free country offering them everything which any reasonable man can desire - almost as a gift, plenty of timber, good water and a farm of 160 acres FREE.

Unfortunately the Land Titles Records for Range 22 begin in 1882 and so it is not possible to discover the precise location of Mr. Pringle's homestead. Since we do not know Mr. Pringle's first name, it is not possible to state whether he was one of several gentlemen by this name that secured land in southern Manitoba the following year.

. The Winkler family has many fascinating associations with southern Manitoba. Howard Winkler was a son of Valentine Winkler whose older brother, Enoch Winkler, was one of the first merchants in the town of Emerson. Valentine Winkler came to Manitoba from his home in Neustadt, Grey County south of Owen Sound, in 1879 to work in his older brother's lumber yard in Emerson. In 1881, at the age of 16, Valentine Winkler became the manager of his brother's lumber and grain business at Gretna and in 1883 at Morden. In 1891 he became the first reeve of the municipality of Stanley and the following year was elected to the provincial house. In 1892 William Whyte, western superintendent of the CPR, suggested that Mr. Winkler survey a townsite 7 miles east of Morden. The thriving town of Winkler has since grown up on this property. Mr. Winkler represented the Morden constituency, (later re-organized as Morden-Rhineland), until his death in 1920. In 1915 when the Norris administration took office, he was made Minister of Agriculture for Manitoba.

. The Rev. G.H. Hambley, minister of the Roland United Church, also received copies of these extracts of "Jottings from a Buckboard" from Mr. Winkler. He included portions of them in his excellent 1956 book *Trails of the Pioneers*. Unfortunately, in this publication, (page 25), he states that their author was a fellow United Church minister, Dr. Andrew B. Baird, the first minister of St. Augustine United Church on River Avenue in Winnipeg. Although Dr. Baird did use the pen name Buckboard, (probably because in the fall of 1881 he made a 49 day trip in a buckboard from Winnipeg to Edmonton), he was not in Manitoba in May of 1881.

. Sir Garnet Wolseley, 1833-1913, had such a brilliant military career that he has been immortalized in two mediums. The once popular British expression "it's all Sir Garnet", meaning

"everything has gone well", originally referred to this distinguished soldier. He was also the "model of the modern major-general", the delightful Major-General Stanley of Gilbert and Sullivan's 1879 production "The Pirates of Penzance."

v

. Page 128, *The Hills of Home: A History of the Municipality of Thompson*, published in 1967 by the History Committee, Miami, Manitoba. An excellent picture of the Boulton homestead with its large stone home built in 1897 will be found on page 48 of the 1974 publication *Pembina Country; Land of Promise* edited by Dorine Brown.

vi

. Mention is made of Mr. John Cruise in *The Hills of Home*, pages 378 and 401 and of Charles Helliwell on page 143. Mr. Cruise's picture will be found on page 56 of *Pembina Country*.

vii

. Descendents of this outstanding pioneer of the Marais River settlement include Mrs. Irene Milne, nee McClelland, a founding member of the Post Road Heritage Group; and James and Elmer McClelland, both prominent in its affairs since the organization of this association in 1984.

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. Other southern Manitoba pioneers came because their relatives came with the Wolseley Expedition, stayed, liked Manitoba and wrote back encouraging them to follow. The Tennants are a good example. Henderson's Directory for 1877 mentions Henry Tennant Sr. and Thomas Tennant as farmers in Township 2-2 with Henry J. Tennant Jr. as a hotel and store keeper in Emerson. Late in 1880 Henry Tennant established the West Lynne Southern Manitoba Times newspaper which later amalgamated with the Emerson International.

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. (10). EMERSON 1-1-2e, In the spring of 1873 the founders of Emerson, Wm. Fairbanks and Thomas Carney, initiated contacts with Manitoba's Lieutenant-Governor Archibald which soon led to their receiving a large grant of land just north of the border on the east side of the Red River. In September 1874 the Dominion Land Office was relocated from Fort Dufferin across the river to Emerson and the town's first buildings were constructed with 60,000 board feet of lumber purchased off a flatboat tied up to a stump on the east bank of the Red. The growth of the first town in southern Manitoba was gradual until November 1878 when the arrival from the south of a railroad link with the rest of the civilized world quickly made Emerson "the Gateway City" joined to all points west via THE POST ROAD, (die Post Wajch" to the Mennonites of the West Reserve), and the COMMISSION TRAIL.

(11). WEST LYNNE 2-1-2e, Montcalm Municipality. Laid out in 1879 on the land surrounding the NORTH PEMBINA Hudsons Bay Post, West Lynne was incorporated as a town in 1882 and the following year became part of Emerson. Since 1889 it has been, once again, part of the 5000 acres officially constituting the Emerson town property.

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. Our friend "Buckboard" is here referring to the Portage Trail that linked Winnipeg with Portage La Prairie along the north bank of the Assiniboine via High Bluff and Poplar Point. Portage Avenue received its name as the eastern section of this route west. For a fascinating description of travel along "the Portage Road" in September 1880 see Nellie McClung's, *Clearing in the West*, Chapter VII, On The Trail.

xi

. For further information on Mr. L. O. Armstrong, Government Land Guide, please see Volume I, *Meet You on the Trail or West Before the Railroad*, A Biographical Note.

xii

. (13). EDENBURG 2-1-1w, Rhineland Municipality. This settlement was well known to English-speaking travellers as the TWELVE MILE VILLAGE. Rev. Heinrich Wiebe, one of the original Mennonite delegates to America in 1873, was one of the pioneers of Edenburg.

xiii

. The first Mennonites, Anabaptists from southern Russia with their roots in East Prussia and Holland, arrived in Winnipeg in July 1874 and settled on a reserve east of the Red River in the vicinity of Niverville and Steinbach. Here they soon discovered that much of the soil was too poor to make a decent living and in 1875 they began moving west across the Red River.

Among the first records of their presence west of the Red River are notations made during the summer and fall of 1875 by the surveyors working in the townships west of the Red River. Their maps indicate several "Mennonite camps" established as early as July. By fall these new settlers were living in 17 villages when the Free Press noted that each village sent two wagons to Emerson to bring back flour for the winter.

On 25 April 1876 the Mennonites were allotted 17 townships west of the Red River, land which became known as the West or Boundary Reserve. Although most of it was the treeless plain of the Red River Valley, it also included several townships of heavy bush as a source of building timber and fuel.

In the spring of 1876, the road these settlers established through the center of their reserve was marked with guideposts at regular intervals. It was these posts which soon gave their name to this trail, the Post Road. It soon became the principal link between the Red River, (initially the Hudsons Bay post at North Pembina, then Emerson and later West Lynne) and the settlements of the Pembina Mountains and all points west. By the late 1870s, although well used by the Mennonite farmers of the reserve, the majority of its travellers, sometimes totally several hundred a day, were settlers on their way west.

As it often took several days to cross the reserve, it soon became a common practise for settlers to stop, either for meals or overnight accommodations, in the Mennonite villages along the Post Road. Almost without exception, the two groups met on the best of terms. Travellers along the trail accepted with gratitude the hospitality so graciously offered by the residents of the West Reserve and the thrifty Mennonites were happy to get the cash that came their way from these guests. By our standards charges were exceedingly modest. Some homes charged as little as five cents per person for a place to sleep and something to eat in the morning. Others chose "eine slupp", (literally "a sleep") a group rate, 60 cents for the whole family with stabling and feed for the horses or oxen included.

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. (17). BROWNS GRAND CENTRAL HOTEL 11-1-3w, Rhineland. In March 1881 Mr. Wm. Brown, previously manager of the Davis House in Winnipeg, took over management of this establishment

and it soon became a great favorite among the more affluent travellers along the trail who did not care to partake of the hospitality offered in the nearby Mennonite homes.

Located on school land, in the heart of the West Mennonite Reserve, Mr. Brown's hotel was a sore point with the leaders of the Mennonite community who repeatedly petitioned the authorities to close down these premises and force their proprietor to move elsewhere. However, other petitions signed by patrons carried a greater weight until finally in January 1888 Mr. Brown was able to purchase the property.

Early records make many references to the warm hospitality enjoyed by the guests of this establishment but only one makes mention of the rates. Writing in Cornerstone of Empire, (page 110), Mrs. Jas. McGregor recalled, "The return trip to Emerson would take a week, and any time spent in Emerson would be over and above that. Later there was a good hotel set up 25 miles from Emerson, which was called 'Brown's'. This was a good house and at that time considered pretty steep at \$2 a day."

xv

. (23). MOUNTAIN CITY 24-2-6w, Stanley Municipality. In July 1877 F. T. Bradley, Collector of Customs in Emerson, had his land along the St. Joe Trail surveyed as a townsite. The first business, a general store, was opened later that year by Mr. W.C. Alderson, later of Darlingford. Since the Pembina Hills are only a gentle rise at this point, it was almost certain that any railroad from the east would pass through Mountain City. In 1882, in anticipation of the arrival of the Southern Manitoba Colonization Railroad, more than \$25,000 was spent on construction.

MOUNTAIN CITY
WEST

Grand Auction Sale of
200 Lots!
in this beautifully situated town

THE GATEWAY OF THE PEMBINA
MOUNTAIN DISTRICT

The Only Outline for Three Important
Railway Lines Over the
Pembina Mountains

Sale on Thursday and Friday Evenings
the 15th and 16th Sept., at the

QUEEN'S REAL ESTATE
EXCHANGE

Beginning both evenings at 7:00 sharp

Good Speculative Investment

Mountain City is situated 45 miles west of Emerson and 9 miles north of the International Boundary Line and immediately on the Boundary Commission Trail leading from Emerson to Rock Lake, Turtle Mountain and Souris River settlements and in the heart of the great wheat-producing belt of Southern Manitoba.

There are now in Mountain City some 65 buildings, comprising one large steam grist mill and saw mill, two hotels, 2 general stores, 1 hardware store and tin shop, 1 church, (Presbyterian), and two other churches built this season, 1 large grain warehouse owned by Trail & Maulson which last season was filled with choice seed grain grown in the vicinity of Mountain City, and being sold to the farmers westward at \$1.25 per bushel for seed.

Mountain City is the County Town of South Dufferin and will be a station of the Emerson North-Western R.R.

Brick clay of a superior quality is plentiful; limestone, lime and sand can be taken from the mountain range some two miles distant from the town. Taking into consideration the high and dry location situated as it is on the high table land, (the second plateau of the Pembina Mountains), and in close proximity to fifty Mennonite villages, the rich tract of farming land by which it is surrounded, together with its future railroad prospects, it has been most deservingly styled

"THE EMBRYO CITY"

of southwestern Manitoba.

An important fact in connection with the position of Mountain city should command the attention of every observant buyer of property in the new towns which have sprung up into existence during the past year or so:

Mountain City is fortunately located upon the Pembina Mountains that from its natural position it absolutely commands the crossing of the whole three of the railway lines which pass over to the fertile plains beyond, there being only a distance of about 2 1/2 which can be made use of for that purpose, Mountain City being in the center of that distance. Two out of three roads, namely the Canadian Pacific and the Emerson & North-Western have already made their survey into this city and there is not a question or doubt but that the Southwestern will also adopt this route, thus creating at this point the

MOST IMPORTANT RAILROAD JUNCTION

in the province of Manitoba. Upon the face of the mountains and within two miles of the town splendid oak timber is to be had and any quantity of any other first-class building timber is easily obtainable. The site of Mountain City, apart from its business location, is one of the

MOST BEAUTIFUL IN THE PROVINCE

commanding a grand view North, East and South-East for twenty-five miles of the most fertile and populous districts to be seen in the North-West. No less than forty Mennonite villages can be counted from the mountainside. Taking these facts, which are facts and not romances, we would say to all, buy at least one lot in this town, and it will prove unquestionably on of

THE BEST INVESTMENTS

it is possible for a buyer to make

The Title is Perfect!

The Sale without Reserve.
The place of the Sale is the
QUEEN'S REAL ESTATE EXCHANGE
Sale Room
The Terms Very Liberal
The sale will be on
Thursday and Friday Ev'gs
September 15 & 16
The sale will be conducted by

Joseph Wolf
Auctioneer

- *Manitoba Free Press*, 15 September 1881

Frederick J. Helliwell, in addition to being the proprietor of the British Lion Temperance Hotel in Mountain City, at this time was also the owner of a stage coach line between Emerson and the Pembina Mountains. The Emerson International mentions the British Lion Temperance Hotel as already being in operation in January 1879 with Mr. W.C. Alderson as its first owner.

In addition to Charles Helliwell, *Rough Times* also notes an A. Helliwell as a member of the No. 6 Company of the 2nd Battalion of Quebec Rifles. Other members of the Helliwell family prominent in the history of southern Manitoba include Mr. Wm. J. Helliwell, the owner of a store in Preston, the first mail carrier between the post offices of the Rock Lake district and, in April 1880, the first returning officer for the newly established RM of Louise. In August of 1881, the International mentions a Rev. T.L. Helliwell as a resident of Lizzie Street in Emerson.

xvi

. Mr. R. Brown was the proprietor of a well known Mountain City Store. In the 22 July 1881 edition of the Southern Manitoba West Lynne times one finds the following advertisement with spelling as below:

R. BROWN
Mountain City
General
CHEAP CASH STORE

Westward Bound Settlers
Attention!

This store is situated on the main route to the Turtle Mountains, Souris River and the great country west, all descriptions of goods, vis. Hardware, Dry Goods, Boots and Shoes, Hats and Caps, Groceries, Earthenware and Crockery can be purchased here as cheap as at Emerson or West Lynne.

Settlers spare your teams and save the cost of freight by purchasing at

R. BROWN'S
Mountain City

xvii

. (24) ALEXANDRIA 20-2-6w, Stanley Municipality. In July 1877 Alexandria became the site of

the first post office west of West Lynne opened in the home of Mr. John Elliott. That same year Thomas McInrue opened a store and stopping house and in 1881 the Bible Christians, (members of an early branch of the Methodist church), completed the Ebenezer Church.

For further information concerning Alexandria, please see Volume I of the Trail Association publication *Whither Thou Goest: The Life and Times of the Rev. Andrew Gordon and his wife, Ann Copp Gordon*.

xviii

. (27) CALF MOUNTAIN 5-3-7w, Pembina Municipality. This ancient burial mound is the landmark most frequently mentioned in all the early records of southern Manitoba. Pioneers attributed its construction to the extinct race of Mound Builders and opened it several times during the first years of settlement in the hopes of discovering some clue as to the fate of its builders. In addition to copper from Michigan and shells from the Gulf of Mexico and Vancouver Island, more than 20 skeletons in a sitting position were uncovered.

xix

. (28). DARLINGFORD 6-3-7w, Pembina Municipality. In July 1880 Mr. W. C. Alderson of Mountain City put up a stopping house, Hotel Darlingford, beside the ford of the Commission Trail across the Little Pembina River. The location's original name was DARLINGTON, (Darlington City, according to a 27 January 1881 notation in the Emerson International), but soon after it was changed to Darlingford. Less than a year later EAST DARLINGFORD was laid out on an adjoining quarter.

Mr. Wm. C. Alderson was one of the earliest pioneers of the Pembina Mountain Country. The first business man to establish himself in Mountain City, in July 1879, he became the father of the first child born in that town. In appreciation, his son received the gift of a fine corner lot from the town's godfather, Mr. Bradley.

This pioneer was a native of Darlington, Durham County, England, famous as the site of the opening of George Stephenson's Stockton and Darlington Railroad in 1825, the line which introduced the railroad age to the western world. The name Darlington was first associated with this district in May 1879 with the establishment of the Darlington School District, Number 79. According to local tradition, Darlingford is a contraction of "Darlington ford", a name which first came into use in January 1880 with the establishment of the Darlingford School District.

In the mid 1880s Mr. Alderson moved to Manitou where he became a clerk in the post office. In the early 1900s he retired to Winnipeg where he made his home in Fort Rouge.

xx

. Mr. Ed. T. Caughlin, a pioneer of the Clearwater district and a traveller along the trail in the early spring of 1880, recalls in T.G. McKittrick's 1941 *Cornerstone of Empire; The Settlement of Crystal City and District in the Rock Lake Country*, (page 26), "I remember coming across Township 2-8 between the Little Pembina and the Big Pembina. You did well if you made that 8 miles in one day." In the history of the Alexander McLaren family in that same volume, page 108, Elsie McLaren, (Mrs. Jas. McGregor), writes, "This piece of road, which they called 2-8, was nearly a continuous slough for six miles and was considered a day's travel. Very few loads went through complete; nearly everyone left a part of their load at some of the numerous sloughs."

For additional insights into how bad this section of the Commission Trail see *Pembina Manitou*

100th Anniversary and Reunion, 1979, Chapter I, page 30, the recollections of Mr. James J. Dougall in May 1879.

xxi

. Mr. Henry Landerkin, the Dominion Land Agent, Nelsonville, was widely known for his amazing ability to recite chapter after chapter of the New and Old Testaments, a feat recalled by some of the pioneer authors of *Cornerstone of Empire*. The Land office in Nelsonville was opened in October 1878 with this gentleman in charge. Born in 1850 in Simcoe County, Ontario, he died in September 1917 at the age of 67 at Pilot Mound while visiting his nephew, Wm. Landerkin, a homesteader west of Purves in 1879. (*See Echoes of the Past, page 610.*) He was survived by his wife and daughter; his brother, Dr. Landerkin of Simcoe Co., parliamentary whip; and a sister in Montreal. Retired and living in Winnipeg for some years, his funeral took place in the Grace Methodist Church on Ellice Avenue. Among his pallbearers was one of his best friends, George Tweed, a former pioneer of the Rosebud district south of Crystal City and a great-great uncle of the editor of these notes.

xxii

. (29). PEMBINA CROSSING 25-2-9w, Pembina Municipality. Pembina Crossing's first resident, John E. Adamson, established a small store a few hundred yards from the Commission Trail's ford through the Pembina River. It soon became the Pembina Crossing Post Office and a well-known stopping house. In 1880 the land was purchased for a townsite by Rev. L. O. Armstrong, rector of St. Lukes Church of England in Emerson.

The store in which Mr. Smith was a "thriving merchant" had a long and distinguished history. When no longer used for its original purpose, it became the first Pembina Crossing School and later the original St. Lukes Pembina Crossing Church. Pictures of its exterior and interior and full particulars of its history will be found in the Boundary Commission NWMP Trail Association's publication *Thou Grand Old Church of England ... in the Pembina Mountain Country*.

The bridge spoken of as collapsed into the shape of a W was less than six months old. It had been constructed during the winter of 1880 - 1881 by Mr. Robert Bell, a contractor from Mountain City. Constructed in two sections, 229 feet and 115 feet, at a cost of \$4,125.00, it had been officially opened on 14 March of 1881. Its builder has suggested that the design was defective but his advice to span the river in three sections resting on piles was rejected and so it had been constructed with only two. In April, while a heavily laden team was passing over the bridge, one of these sections sank 3 1/2 feet. An unsuccessful attempt was made to prop this section up but it was not long before the other span gave way as well.

xxiii

. John Smith, previously of Emerson, was already in business at Pembina Crossing in October 1880 as reported in the columns of the International by the Archibald correspondent, Mr. Alex Bethune.

..... I made my way to the store of Robinson and Smith, the latter being an old friend of mine. John appears to be doing a rushing business, (thanks to the National Policy), and reports daily sales from \$50 to \$75. The firm is putting up a large addition to the store which they purpose using for a warehouse. The post office has been removed to the store and John will shortly sign PM. to his name. John has a host of friends up here who wish him every success.

According to "Clear Grit," the Turtle Mountain correspondent of the *Manitoba Free Press*, Mr.

Smith did not remain much longer at Pembina Crossing for on 8 September 1881, in the first column for the settlement of Grip Grove, he reported:

Mr. Robert Smith, of the late firm of J.H.R. Smith of Pembina Crossing, has very lately opened a fine general store here where he is prepared to meet the needs of the many settlers this side of the Pembina who have always been at the great inconvenience of having to go to Preston and Pilot Mound for all kinds of goods.

Grip Grove is situated twelve miles west of Pilot Mound on the main trail leading to Pelican Lake, Souris River and Turtle Mountain and one mile and a half north of Rock Lake ... the center of one of the most beautiful tracts of farming land in the grand North West.

This district soon became known as Glenora, the name of the station and townsite in Township 3-13e later located on the CNR line linking Greenway to the north with Louise, Holmfield, Lena and Wakopa to the southwest.

In January 1890 Mr. Smith sold out his business to Mr. Robert Rollins, a pioneer merchant of Crystal City.

xxiv

. (30). RUTTANVILLE 24-2-10w, Pembina Municipality. In April 1879 Mr. W. D. Ruttan built a sod shanty along the Trail which he replaced in December 1880 with a two-storey frame building, the first store and post office in the district. In 1886 it was taken apart and rebuilt on Manitou's Main Street.

xxv

. Thomas Latimer was the pioneer homesteader of 23-2-11E half way between Crystal City and Purves. (The Huron School was later located on this section. Provincial road 423 links the Snowflake Highway, 242 to Highway 3 a mile south of Crystal City. The Commission Trail crosses 242 a mile north of its junction with 423 and reaches No. 3 at its junction with 423. The site of the Latimer homestead was a mile north of 423.) On 19 April 1880, the Latimer homestead was the location of a meeting called to organize the Rural Municipality of Louise. The attendance was more than the sod hut would hold so the meeting was conducted from the top of a snow bank at the east of the house.

xxvi

. In July 1880 the Emerson International reported that 74 houses could be counted from the top of Pilot Mound, the original location of the town by the same name. A few extracts from the columns of the Emerson International in its 14 July 1881 edition will provide the reader with some insight into the town rapid progress.

Space prevents me from giving a full account of the progress this young and thriving town has made, suffice it to say that only one year ago there stood one log hut 10 x 12. There are now large frame agricultural warehouses, stores, post office, saw and grist mill, (grist mill in course of erection), blacksmith shop, school house and several other public buildings and a number of private houses.

Pilot Mound is a beautiful rise of ground, 116 feet above the level of Stewart's Lake near its base on the northwest side. I was considerably surprized on arriving at the mound to see such a large quantity of people and every person busily engaged. Quite a number of men are furnished with steady employment at McKenzie & McIntosh's saw and shingle mill.

Many more are prosecuting the construction of the gristmill with great vigor under the supervision of A. Kelsey, Esq. It is expected to be ready for machinery in a few days.

xxvii

. For additional information on the Paisley Colony see Footnote No. 17 *Southern Manitoba and Turtle Mountain Country*. The author, "Buckboard", is mistaken in his attributing the establishment of this group of settlers to Thomas Greenway. Particulars regarding this gentleman's first visit to Manitoba will be found in the chapter entitled "The Establishment of the Methodist Church in the Pembina Mountain Country" in Volume II of the Trail Association's publication *The Life and Times of the Rev. Andrew Gordon and his Wife, Ann Copp Gordon*.

xxviii

. (32). CRYSTAL CITY 13-2-12w, Louise Municipality. In April 1880 Mr. Thomas Greenway brought the first of more than 300 settlers to the Rock Lake Country and selected the Commission Trail ford through Crystal Creek as the townsite for Crystal City. By 1884 Crystal City had several hundred residents but during the winter of 1885-1886, after being bypassed by the railroad, the entire town was moved to the newly constructed CPR line.

Mr. Robert Rollins opened his first store in Crystal City in June 1880. A year later, in September 1881, the first edition of the Rock Lake Herald carried 20 inches of display advertising for his business. In later years, in Crystal City, he specialized in the hardware business and opened up branches at Baldur, (its original name was Glasgow, its original owner Mr. Burnham of Emerson), and in Killarney. In January 1890, according to the Rock Lake Herald, Mr. Rollins purchased the stock of one of his competitors in Crystal City, Mr. J. Smith, formerly in the general store business at Pembina Crossing.

xxix

. Preston, a post office opening in the fall of 1879, took its name from pioneers of the district who came out in 1879.

The advance guard of the Paisley colonists arrived in the same year and two cabins were occupied during the winter of 1878-1879. The cabin located near Barbour's Lake was occupied by Mr. and Mrs. James Beveridge, Mrs. Wilson, (the mother of Mrs. Beveridge), and Messrs. Robert Blackburn, W. Kemp and John Moffatt. The other cabin was located in a beautiful oak grove near Gourney school four miles north of Crystal City and was occupied by Peter Butchart and two Preston Brothers, sons of Richard Preston. One of the brothers died during the winter. This was the first death of a white man recorded west of the Pembina River. - *Cornerstone of Empire*, page 13

This bluff in Township 3-12E later became known as Preston's Grove. Richard Preston Sr. homesteaded NE 13-3-12, his son R.S. Preston, SW 17-3-11.

xxx

. (33). CLEARWATER 16-2-12w, Louise Municipality. In 1873 the Boundary Commission established their LONG RIVER DEPOT at the CYPRESS CROSSING. In March 1880 Rev. Armstrong laid out the townsite of Clearwater. Today the distance between Clearwater and Crystal City is four miles but prior to the arrival of the railroad, the survey of each had been so enlarged that their suburbs were just a mile apart. Today Clearwater is the only town along the Trail remaining on its original location.

For addition particulars concerning Mr. McLaren and the establishment of Clearwater, please see Footnotes, 16, 18 and 19 of *Southern Manitoba and Turtle Mountain Country. Henderson's Directory for 1884* mentions Mr. James Laidlaw as a dealer in agricultural implements and as secretary-treasurer of the Clearwater school district.

In December 1880 Winnipeg newspapers reported that the Coulthardt brothers had gone to the Turtle Mountains to secure timber for their mill which was to have three sets of millstones. These brothers, John and Thomas, had been farmers and millers in Glencoe, Middlesex County, Ontario prior to their coming to the Clearwater district. Their mill began its operations in December of 1881.

xxxii

. The western boundary of the "Postage Stamp" province established by the Manitoba Act of 12 May 1870 was the 99th parallel between Crystal City and Clearwater. During the survey of southern Manitoba, it was discovered that this parallel passed through the middle of the townships of Range 12. On 28 April 1877, legislation was passed to move the boundary a few miles west to the western edge of the townships of Range 12. This located the boundary a mile and a half west of the future site of Clearwater. In March 1881 the boundary was again moved west to the western edge of the 29th range of townships, (not the 28 range as noted by Buckboard), its present location.

xxxiii

. (34). CARTWRIGHT 34-2-12w, Roblin Municipality. The first settlement at the Badger Creek ford of the Commission Trail was known as WAUGH TOWN after Mr. J. C. Waugh. In 1880 the property passed into the hands of the town's namesake, Sir Richard Cartwright, Minister of Finance during the Liberal regime of Alexander McKenzie. Cartwright's rival townsite was ROCK LAKE CITY.

In June 1879 Mr. P.C. McKibbon secured NE 30-2-14 as his homestead. It was his son, Joseph P. McKibbon, who operated the stopping house. According to local legend, the present name of the village was decided by the toss of a penny. The elder Mr. McKibbon wanted the site named Caledon after his former home in the north of Ireland; the new purchasers of the site, Kean and McFarlane, land agents in Emerson, wished to name it after its new owner, Sir Richard Cartwright. The penny came up heads for Mr. Kean and so the name was Cartwright not Caledon. This same event is noted in the columns of the *Manitoba Mountaineer*, 16 August 1881:

Mr. Kean, of McFarlane & Kean, returned home from a trip west on Saturday. He reports the crops looking splendid. While west Mr. Kean purchased from Mr. P.O. McKibbon for the firm a townsite of the quarter section on the crossing of the trail to Turtle Mountain at Badger Creek for which he paid the sum of \$1,500. Surveyors will be put to work at once to run out town lots. The new town will be called Cartwright and is said to be situated in one of the finest farming sections in Manitoba. Already arrangements have been made for the erection of a grist mill which is to be ready for work this fall - Gateway Express

Mr. Waugh is mentioned in Footnote 21, *Southern Manitoba and Turtle Mountain Country*.

xxxiiii

. From the original site of Cartwright, (or Waugh Town as referred to by the author of these Jottings), in Township 2-14E, this side trip was some nine or ten miles to the northwest through Township

2-15 and 2-16. They likely passed close to the former location of Louise on the CNR line between Neelin and Holmfield. The lookout point above Lorne Lake from which they were also able to see Pelican Lake, Louise Lake and Rock Lake was likely about 6 miles north of Holmfield, (a mile south of the junction of 240 with 253), and a mile west.

xxxiv

. Mr. John Turnbull was a pioneer settler on the w 1/2 36-2-15w; Wm. H. Weaver homesteaded the east half of the same section on 6 June 1881. On the original homestead maps of Township 2-15w, one finds that the Heaths are associated with the next two sections west of Messrs. Turnbull and Weaver. Mrs. Elizabeth Heath purchased the south half of section 35 on 11 June 1889 and her husband, F.R. Heath, homesteaded the se 34-2-15w on 20 June 1881.

Mr. John Turnbull was also associated with the organization of the first municipality in this district, Derby, in October 1883 and also served that same year as the secretary of the first Cartwright fair.

xxxv

. Mr. Heath was, in the words of the Emerson International, 3 June 1880, a member of the "First English Party.... induced through the efforts of L.O. Armstrong to immigrate to southern Manitoba". He homesteaded at Long River on 34-2-15w, 5 miles northwest of the Commission Trail ford through Badger Creek, on 20 June 1880.

Mrs. P.A. Watt's History of the Cartwright School District found in *Memories along the Badger, 1885 - 1960*, published in 1960, recalls Mr. Heath in these lines:

The last time I saw Mr. Heath he was riding a beautiful sorrel pony and was dressed as though about to take part in an English hunt, (minus the red coat). His coat and cap were matching tweed, well-tailored whipcord breeches and shiny brown leggings, shoes and gloves. Everything was just right - even to the riding crop tucked at a jaunty angle under his arm.

Mr. Heath later moved to Boissevain where he was widely known as "Squire" Heath and a prominent member of the Methodist church.

xxxvi

. (35). PANCAKE LAKE 6-2-16w, Turtle Mountain Mun. Local legend credits a pioneer resident, Harry Coulter, with christening this lake as he sat on its shores enjoying his evening meal cooked over a fire of wild willow scrub. Early in 1880 the federal government placed four portable shelters here for the convenience of travellers along this particularly open stretch of the Trail.

xxxvii

. (36). WAKOPA 29-1-18w, Turtle Mountain Municipality. In 1873 the Boundary Commission established their TURTLE MOUNTAIN DEPOT at the Long River ford. Its pioneer settler was Mr. Bernard B. La Riviere, who purchased the depot and its remaining supplies in 1874 from Major D.R. Cameron, Boundary Commissioner, and established a trading post and farm. By 1880, LA RIVIERES was one of the best known stopping places along the Trail with Mr. La Riviere also being the proprietor of the townsite of WAKOPADOSA. The present name came into use in 1881 with the establishment of a post office. STANLEY CITY, a rival townsite, was laid out on an adjoining quarter by its proprietor, Rev. Armstrong.

xxxviii

. This mill at La Riviere's, the first to operation in the Turtle Mountains is still in excellent condition and is located on the Killarney fairgrounds. Powered by a large steamer, (one of at least 65 horsepower is required to drive the saw through a 12-inch poplar log), the capabilities of this old mill are demonstrated each July during Killarney's Prairie Pioneer Days. Local legend credits Jesse James as once having work on this mill.

Machinery for the saw mill has passed here for Turtle Mountain, Messrs. Williams and Harrison proprietors, and it is said that one or two more mills will be started there this summer or spring.

- the Crystal City Correspondent of the *Emerson International*, 15 April 1880

We arrived the latter part of March and stayed at La Riviere's until our land was located.... In Ranges 19, 20, 21, 22 and 23 the land is beautiful and there is good timber for 20 miles. Two sawmills are in the course of erection. Some propose a gristmill as soon as there is wheat to grind. -

Settler, *Manitoba Free Press*, Wed., 4 August 1880

W.C. Williams, writing in the 28 October 1880 edition of the *Emerson International*, states:

Our sawmill is in operation producing good poplar lumber at \$20 and shingles at \$4 per M. One cannot find fault with the price. The proprietors intend to get out a large quantity of lumber during the winter and have it seasoned and ready for the spring trade. They will have a planer and matcher before spring and during the coming summer will add a gristmill. This will be the nucleus for a town.

By Order-in-Council, December 27, 1880, a yearly license was granted to C.W. Williams and the Harrison brothers of Wakopa to cut timber on Sections 1,2,3, 12, and 13 of Township 1-18 on payment of a ground rent of \$10.00 a square mile and 5% royalty on all products, "the grounds for according a timber berth being that they have erected a sawmill capable of cutting 5,000 feet of lumber per diem which is doing good service in supplying the Turtle Mountain settlers with the lumber and shingles necessary for the erection of buildings on their homesteads." Harrison and Williams' first mill burned down but they promptly replaced it, for there was a lively demand for lumber and shingles. - *Beckoning Hills Revisited*, page 41

The Wakopa gristmill, apparently established in 1881, like the sawmill, is still in business today. From here the mill was moved to Holmfield, 17 miles northeast of its original location, where it is still in operation as the Prairie Maid Flour Mill. It is still owned by members of the Harrison family, direct descendents of one of the original partners. At the turn of the century some 80 such mills were in operation in rural Manitoba; today the Holmfield mill is one of two remaining.

xxxix

. The Synod of the Presbyterian Church of Canada, or Knox College, Toronto, (I am not certain which), have recently sent us a missionary in the person of Mr. Patterson, "a broth of a boy", who has entered upon his duties with a zeal and assiduity and preaching three times each Sabbath and walking a distance of from 15 to 20 miles. (By this method he has adopted all the settlers within a radius of, say,

twenty miles are brought within the reach of a preached gospel every two weeks). Upon him has been conferred the privilege of preaching the first sermon to the settlers of Zululand and faithfully did he perform the duty upon the subject, "As Moses lifted up the serpent in the wilderness, even so must the Son of Man be lifted up." - Zulu Zephyrs, 23 May 1881 in the *Emerson International*

The Manitoba Free Press, in its edition of 6 October 1881, carries the text of two addresses to William Patterson, at a social given in his honor at La Rivieres on the evening of the 9th September 1881 just prior to his departure from Turtle Mountain. In these presentations, both given by Mr. George F. Newcombe and accompany a purse of money, mention is made of his having served Millar, Fleming and Zulu stations, i.e. preaching points. "The extensive field of your labor - extending over fifty miles in length - the absence of bridges consequence upon the early and sparsely settlement of the district, combined to make your journeys, which were performed on foot, difficult and dangerous, but these were overcome with a pluck and perseverance of no ordinary character and indicates unmistakable genuine devotion and love for the good of your calling."

Beckoning Hills, published in 1956, on page 238, notes that Rev. Patterson was a Presbyterian student from the north of Ireland. In later years he was called to Cooks Church, Toronto, "which he filled to overflowing. From there he went to Philadelphia where he was in charge of the Wanamakers Church, one of the largest in the United States."

x1

. Mr. Sharpe and Mr. Alexander are mentioned in Footnote 26 and 27 in *Southern Manitoba and Turtle Mountain Country*.

Mr. Alexander was not the only pioneer of southwestern Manitoba ruined by the failure of the Bank of Glasgow in the late 1870s. Robert King, a pioneer settler of 30-6-20 of the Fairfax district, 25 northwest of Boissevain, a building contractor in Edinburgh, had also lost his savings in its collapse. Writing in *Beckoning Hills*, page 215, his son recalled that this event resulted in the British House of Commons passing the Limited Liabilities Act.

xli

. An April 1880 Order-in-Council provided for the hiring of twelve government land guides. Two of these were to be stationed in the Turtle Mountains. In its edition of 23 May 1881 the *Winnipeg Free Press* reported "O'Brien and Thirkell, who have been appointed Land Guides and attached to the Dominion Land Office here, arrived recently and have entered upon their duties."

In an article dated 13 July 1881 and appearing in the 11 August edition of the *Manitoba Free Press* noted, "Mr. J.S. O'Brien, one of the land guides attached to the agency here, is reported as doing excellent work, and plenty of it, in locating immigrants in the district. His age and unacquaintance with the system of survey combined in making the discharge of his duties, at the beginning, difficult and embarrassing, but these have been overcome by his characteristics - indomitable energy and perseverance."

Mr. O'Brien's name will long be associated with the naming of Lake Killarney. The speech in which he christened it is recorded in Chapter I, *The Beginning of Things, Reflections; Turtle Mountain and Municipality and Killarney, 1882 - 1982*;

My name is John Sydney O'Brien, a lineal descendent of Brian Boru, the last king of Munster. I have been sent to your country by our great Chieftain, Sir John A. Macdonald. When I look at this beautiful lake it puts me in mind of the Lakes of Killarney in Ireland, and

when I look at those hills, they remind me of the mountains of Killarney they call the Macgillicuddy Reeks. I think we should call this lake Killarney, after the beautiful hills of the homeland.

Mr. O'Brien, (the homestead records give his name as "James Sydney" rather than "John Sydney"), built his first home on the upper reaches of what we now know as Lake Killarney but named on the original township survey maps as "Oak Lake". In September 1881 he homesteaded the w 1/2 4-3-17 but located his home directly north on Section 9, a point of land surrounded on three sides by the lake.

xlii

. The difficulties presented in crossing this ford, and many others equally as bad along the original route of the Commission Trail at the foot of the Turtle Mountains, was the reason for the popularity of the Boiler Trail further out on the prairie. The Porritt brothers, Frederick R. and Herbert, were the pioneer settlers of 14-2-20 and established themselves during the summer of 1880 at the Commission Trail's crossing of one of the creeks draining down of the Mountain into the Pembina River. The Porritts, originally from Yorkshire, were members of the first group of English settlers to arrive Manitoba as a result of the promotion of this area by Mr. Armstrong.

First English Party - The first installment of English families, who have been induced through the efforts of L.O. Armstrong to immigrate to southern Manitoba, arrived Saturday, and a second installment arrived on Monday. The party numbered 52 altogether. The majority of the party, and the wealthiest portion, stopped off here, and will settle west of Emerson. The party, according to an Owen Sound dispatch to the Toronto Globe, holds drafts on the Winnipeg banks to the amount of \$75,000. A few of the families will remain in Emerson for the summer, among them Messrs. Drew, Gilbert and Pocock who have rented houses in South Emerson. A portion of the party left this afternoon for the Turtle Mountain Country under the guidance of Mr. L.O. Armstrong. This party is but the forerunner of a large number of the same class who will seek homes in Manitoba this summer.

The Emerson International, 3 June 1880

Delighted with Country - W.H. Porritt, Esq., a wealthy Englishman from East Yorkshire, who, accompanied by a son and some friends, has been exploring the country west of Emerson in search of land, returned to town this week, and left for his home in England. Mr. Porritt secured 3,000 acres of land within 12 miles of the Assiniboine River and about 100 miles northwest of Emerson. He left his son on this land and breaking and building operations were commenced immediately. Mr. Porritt was delighted with the country and will come out in August and bring another son with him to locate. Mr. P. considers Manitoba a remarkable country. Although 54 years of age, he made the journey on horseback with very little luggage, and roughed it in every sense of the word, often making his bed upon the floor of a shanty and going to bed with wet clothes and wet feet, and yet he never took cold or suffered from any inconvenience from his exposure - in fact, never enjoyed better health in his life. He will do much to influence English immigrants to Manitoba.

- Emerson International, 10 June 1880

The Gilberts, as described by a daughter in *Cornerstone of Empire*, page 46, settled at Clearwater. George Pocock stayed at Emerson, became a miller in West Lynne and built a beautiful stone house, today the home of Mr. and Mrs. Michael Resch. Mr. Fred Heath who settled northwest of Badger Creek was also part of this group.

Others of this first party brought out by Mr. Armstrong and took up land in Township 2-20 were; Mr. and Mrs. William Cumpstone of 34-2-20; William Lovel, 32-2-20, and Frederick Edmund Tobias of 12-2-20. All secured their homesteads in August of 1880

A few years later, Mr. F.R. Porritt's name became associated with Desford, the 38th historic site along the Boundary Commission Trail. During the summer of 1881, Mr. Erskin Nichol, a settler from Huron County, Ontario, established a store operated in which the Desford post office was opened in May 1882. Mr. Porritt opened a second store and soon stopping house facilities. He later became the postmaster of Desford. In 1882 the Porritt brothers purchased a John Abel steam threshing engine, the first one southwest of Brandon. See *Beckoning Hills*, page 21.

xliii

. The Boiler Trail was further out on the prairies and therefore avoided most of the worst crossing along the original Commission Trail at the foot of the Turtle Mountains. Therefore, it soon became the more frequently used route, especially during the spring or other wet seasons. The Boiler Trail was frequently referred to as the North Trail; the South Trail being the original road laid out by the Boundary Commission in 1873.

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. Mr. L.O. Armstrong had guided Mr. Sutherland's coal exploration crew along this route in June of 1880. In May a large boiler and steam engine to drive the drilling machinery arrived at Emerson. On 1 June the party set out westward along the Commission Trail. Ten days after leaving Emerson, the Pembina River was crossed without difficulty. Another ten days brought the party to the Turtle Mountains where a week was spent in constructing a bridge across Long River at Wakopa. Two miles beyond, facing the mud Skull swamp and fords through various streams flowing down of the Mountain, Mr. Armstrong guided the party in making a wide detour out onto the prairie.

xlv

. (40). WHITEWATER 4-3-21w, Morton Municipality. In July 1880 Rev. Armstrong secured land along the BOILER TRAIL and built a house. The following year he put up a store and stopping house at the ford of this trail through Waubeesh Creek and surveyed the adjoining property for the townsite of Whitewater. In 1882 the TURTLE MOUNTAIN CITY post office opened in this townsite. A rival townsite by the name of WAUBEESH, just a half mile to the north, was the property of Mr. John A. Brondgeest.

The Turtle Mountain district is still progressing, settlers still coming in and stores being started. The last store is by Messrs. Tregent and Beck, two enterprising business men who have come with a large stock of well selected goods. The settlers are taking advantage of the number of stores here and are buying goods very cheap. If they keep on starting stores at this rate there will soon be one for every settler, or, at least, the settlers here will be well supplied with goods at very low price. The prospects seem very fair in this part of the country.

- A Settler, Whitewater Lake,
Section 33-2-21, 11 February 1881
The Emerson International, 7 April 1881

An article in the *Manitoba Free Press* of 22 June 1881 shares the following information:

There are now five stores in the Turtle Mountain District so settlers are provided with goods at reasonable prices and nearly all who have come to locate are satisfied to buy all of their goods

here rather than return to the city for them. Tregent & Beck of the embryo town seem to be doing the largest business and they deserve support for they have started on business principles and are now keeping for sale all classes of goods, even to implements, furniture and many other goods foreign to an ordinary country store. They also have a herd of cows and oxen for sale.

Many of your readers may not know just where the new village of Whitewater is, so I will endeavour to picture its position. It is situated on a height of land in Range 21, Township 3, nearly two and a half miles south of the woods on Turtle Mountain and about the same distance north of the lake from which it takes its name. Whitewater Lake is a shallow sheet of water 12 miles long by 7 miles wide running in a N.E. to S.W. direction from here and having a beautiful well wooded island in the middle of it. The view from this embryo town is consequently charming, especially on a fine summer's day when, it is said by some, the Souris, 35 miles distant, may be seen. The country immediately surrounding is rolling prairie with plenty of coulees and streams. Game of all kind from moose, elk and other large animals to the smallest birds are plentiful as yet.

The above paragraphs, introduced by "Since my arrival here I feel that great improvements have been made during my short absence of about three weeks", may have been penned by Mr. L. O. Armstrong, the owner of the townsite. The store occupied by Tregent and Beck may have been the "house overlooking Whitewater Lake" which Rev. Armstrong had erected the previous fall.

The Sankey brothers, Edward M.C., And Charles A., were members of another party of English settlers that Rev. Armstrong brought to the Turtle Mountain Country. Their entries for land in this district were in January 1881. In this district they are recalled as prominent members of the "the British Settlement" which centered around the Lovell homestead on 32-2-21. *In View of Turtle Hill* notes that it included 3 couples with families, 3 couples without families and 15 bachelors.

Mr. Luke Sharp, in an article in the 25 August 1881 edition of the *Manitoba Free Press*, notes the recent change of the name of this location from Whitewater to Turtle Mountain City. "I noticed one decided improvement as regards to the trails here, which have been straightened, picketed and bridges built on coulees between Milford and the Land Office, most of this work being done by the enterprising settlers of Turtle Mountain. It seems late in the day to rechristen this place from Whitewater to the above name, but it has been done with the consideration and due consideration and careful argument."

TURTLE MOUNTAIN CITY Whitewater Lake

This is the banner town of the far famed Turtle Mountain Country, and is the business centre of the best settlement in the Great North-West

Being on the lines of the Manitoba Southwestern Railroad and the Syndicate Southwestern Branch, it will be a competing point for these railroads, and merchants and investors should secure lots there as soon as they are placed upon the market.

Sec. 3, Tp. 3, Range 21 W.

Sec. 32, " 2, " "

Turtle Mountain City is most favourably situated, having to the south the only lumbering district in Southern Manitoba, and to the east and west, immense stretches of the most magnificent prairie in the world.

Turtle Mountain City lots will shortly be placed upon the market for the first time.

Intending purchasers should apply to
A.W. Tregent & Bro.'s, General Store

C.L. Hanson & Co's, " "

Turtle Mountain City
or the Winnipeg Agents

J.F. RUTTAN & CO.
Real Estate Agents

Main Street, 3 doors south of the Post Office, Winnipeg

- *Manitoba Free Press*, 24 December 1881

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. Mr. Beck apparently did not file for a homestead or purchase any land in the district and his first name is unknown. His partner, Alexander N. Tregent, was the original claimant for se 4-3-21, the land on which the Whitewater store was located.

xlvii

. The name "Whitewater Lake" is believed to be a translation of its original Indian name. On some of the original township survey maps, its name appears as "White Lake." Its main feeder, Turtle Head Creek, is also known as Whitewater Coulee. According to local tradition this stream receiving its name not from the lake, but rather from the brand name of the wagons used by the Boundary Commission. These were said to have been constructed in Whitewater, Walworth County, Minnesota, and therefore called Whitewater wagons.

xlvi

. In Norman E. Wright's 1951 publication *In View of Turtle Hill: A Survey of the History of Southern Manitoba to 1900*, Chapter 6, page 41, mention is made of Charles and E.M.C. Sankey. In footnote no. 57, reference is made to an unpublished manuscript in the legislative library entitled - *The British Settlement* by Mr. Charles Sankey. Unfortunately this manuscript is no longer to be found in this collection.

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. This would no doubt have been Mr. James Bolton, in February 1881, the pioneer settler of N 1/2 32-2-21, the section directly south of the Whitewater store. Turning to the *Manitoba Daily Free Press*, 6 September 1881, quoting from the *Pilot Mound Signal*, we note the following:

It is reported that a man named Beck, from the Turtle Mountain District, the other day eloped with the wife of a farmer named Bolten. The lady took all her husband's money and one child, leaving the two eldest with the robbed and deserted father.

l

. *The Manitoba Mountaineer*, published in Nelsonville, 1 August 1882, refers to Mr. T. W. Brondgeest as "a late employee of this office". That same issue carried a lengthy column entitled "Turtle Mountain Notes" written by a correspondent of the *Manitoba Mountaineer* using the pen name "White Pine".

Waubeesh is rapidly coming to the front as the future city of the Turtle Mountain district and bids fair before long to eclipse many of her older sisters in the province. The large grist mill being built by Messrs. Hurt & Brondgeest is nearly completed and now ready

for the machinery which will be placed in position either next week or the week following. Mr. T. W. Brondgeest, a practical representative of the "Arts Preservative of all Arts", intends starting a newspaper here and in connection with the printing office of Mr. Chas. J. Hart will conduct a stationery establishment. ... Mr. John A. Brondgeest, one of the enterprising men of this section, has some very fine stock and is the proud possessor of the famous stallion "Rologram" who won such a good reputation as a runner in Kentucky and other states. He also has the well known blood mare "Molly Darling", the trotting mare "Lady Douglas" and eight other half-bred mares, besides a number of Jersey and graded cattle. A church and school have been contracted for. A large company assembled at the residence of Mr. J.A. Brondgeest on Friday last and enjoyed an old fashioned picnic. The time was spent in various games until the shades of night warned the company that some of them had several miles to travel and they accordingly went their several ways. A cricket match was played during the afternoon by picked elevens of the Turtle Mountain cricket club.

li

. (42). TURTLE MOUNTAIN LAND OFFICE 19-2-22w, Winchester Mun. In April 1880 an Order-in-Council established the first land office in the Turtle Mountain Country with Mr. George F. Newcombe in charge of a territory that extended over 100 miles into what is now Saskatchewan. Several months later he selected the junction of the Commission Trail and a trail linking the Souris River with North Dakota as the site for this office.

The junction of these two ancient trails was located in the bottom of Turtle Head Creek where both forded this stream. Thus he chose the most convenient location both for settlers coming in from the east along the Commission Trail and the north from the Assiniboine River. In order to assist the latter, one of his first tasks was to upgrade the trail to the Assiniboine River. Only a few weeks previous, the portion of this trail directly west of the land office had been used by Messrs. McGarvie and Heiman, the leaders of the federal government expedition to the present location of Estevan to assess the coal deposits in that area.

lii

. The little valley in which the Turtle Mountain Land Office was located is known by several names; Turtle Head Creek, Whitewater Coulee, Renton's Ravine, Newcombe's Hollow and Sleepy Hollow.

liii

G.F. NEWCOMBE DIED LAST NIGHT

Was one of the most prominent members
of the Masonic craft in Manitoba

One of the oldest Masons in Manitoba, G. F. Newcombe, died in the General Hospital at 9:30 last night. He resided at 59 Ellen Street and was 68 years of age. The deceased had been sick of cancer of the stomach for some time and was not expected to recover.

For the past year he had been agent for the Canadian Masons Mutual Life association, and as most of his time was spent in travelling throughout Manitoba, he was a well known figure in practically every town of the province and also the Northwest Territory.

He was also known as one of the most sociable of men and wherever he went was sincerely welcomed.

Mr. Newcombe was the oldest Past Grand Master in Manitoba connected with the Masons. He was honoured with that position in the years 1877 and 1878. He was preceded in the high office by two gentlemen, Rev. W. C. Clark and Hon. W. M. Kennedy who held the office in the years 1875 and 1876 respectively. His figure was a familiar one to all members of the Masonic order and he was actively associated with the St. Johns Lodge No. 4 until the time of his death. He was also connected with the Napinka Lodge No. 77 and one or two others.

The deceased was born in Nova Scotia and leaves a family of two sons and two daughters.

The funeral arrangements have not been completed but the service will be held under the direction of the St. Johns Lodge No. 4.

The Winnipeg Free Press, 12 December 1907

GEORGE H. NEWCOMBE

The death of Geo. H. Newcombe in the General Hospital in Winnipeg on the 10th removes another old timer. Mr. Newcombe was the Dominion Lands Agent in old Deloraine for some time after the office was opened in the sheltered nook of Renton's Ravine. Subsequently he was for a number of years a resident of Napinka and of late years a resident of Winnipeg. He was at one time Grand Master of the Masonic Grand Lodge of Manitoba. Many settlers who applied for entry for lands have long since gone before, but there are still many in the district who will remember him as the one to whom their introduction was an application for a homestead.

The Deloraine Times, 18 December 1907

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. Mr. Pierre Valmore Gauvreau's original homestead was the NW 12-2-20w. He filed for this on 3 August 1880, the day in which the first entries for land in the Turtle Mountains were accepted in a tent on this section. (See the recollections of Mrs. Wm. Cumpstone in *Beckoning Hills*.) Quite possibly he was assisting Mr. Codd who is recalled as having accepted these first entries.

In July of 1882 Mr. Gauvreau purchased n 1/2 7-2-23, a farm six miles southwest of the land office. It was then situated just a mile from the trail heading southwest into Dakota Territory and today is located on Highway 21 six miles southwest of Deloraine. If Buckboard's distance of three miles to Mr. Gauvreau's residence is correct, he must have been living at some other location in May of 1881.

In June 1881, writing to the *Winnipeg Daily Times*, Mr. Gauvreau reported that the office had already disposed of 5000 acres of homesteads and pre-emptions and while the 1880 census of the district noted only seventeen families residing here, there were now a total of fifty families with a population in the range of 500. The name chosen for the township, he added, was Zulu and soon a column entitled "Zulu Zephyrs" was a frequent feature of the *Times* along with Rockwood Ripples and various other equally melodious names.

There is no question that during the early 1880s the land office was the busiest place on the Mountain. Many pioneers spoke of seeing the entire flat in the creek bottom covered with dozens of teams waiting until their owners had completed their business here. Writing to the *Daily Times* in May 1882, Mr. Newcombe reported that as many as seventy people were sometimes waiting to be served by himself and his assistant, and occasionally those who arrived early in the morning had to wait until late the following

day before their turn came to be served.

lv

. (44). SOURISFORD 26-2-7w, Arthur Municipality. One of the most historic sites along the trail, this site has been known by many names, HE-A-PA-WA-KA, (translated as HEAD AND HORNS) and the RED DEERS HEAD CROSSING. Mr. Walter Thomas, one of the earliest settlers, arrived here in 1879. SOURISBURG was a name in use by the summer of 1881 but when a post office was opened in December 1883 it received the name Sourisford. Other townsites in the immediate vicinity were SOURISAPOLIS, and SOURIS CITY. Today the area is best known as the site of western Canada's oldest pioneer picnic dating back to 1 July 1882.

lvi

. The chief of the Mountain, H'dam-ani, (He Who Rattles As He Walks) lived four miles directly south of the Dominion Land Office. Born about 1830, and also known as Wigiya, (Yellow Tent) he originally had been a chief of the Mackalow band of the Dakota Indians. (The Dakotas are also known as the Sioux from the French corruption of a term of enmity applied to them by the Ojibways.) His original home had been near Redwood Falls, Minnesota, sixty miles southwest of Minneapolis. In 1863, following the Minnesota Uprising of the previous year, 100 lodges of his tribe fled four hundred miles northwest to escape the brutal retaliations of the US Army. Arriving in the Turtle Mountains, H'dam-ani purchased this land from the chief warrior of local Ojibways for four horses and seven sacred pipes.

Ten years later, when Chief H'dam-ani welcomed the International Boundary Commission, only about 30 lodges remained. Having conferred with Canadian Boundary Commissioner D.R. Cameron in 1873, early in 1874 Chief H'dam-ani had a local trader, George Arthur Hill, write two letters to Commissioner Cameron in which he requested the Commissioner to assist him in securing a guarantee to his land. In the years following, as the buffalo disappeared, the Sioux of the Turtle Mountain were occasionally reduced to starvation. Nevertheless, and in spite of repeated requests, it was not until 1888 that they received any sort of guarantee to land on which they resided or official recognition by the Department of Indian Affairs.

Chief H'dam-ani had six children, the eldest being Catkiahduza, born in 1860 to his first wife, Wiyan. This son remained in the United States, adopted his wife's family name and as Edwin Phelps became a well-known Congregationalist missionary. By his second wife Tunka, who died early in 1908 at the age of 76, Chief H'dam-ani had five children; two daughters, Han-yet-usap-win and Hay-et-uad-uza; and three sons, Maz-adu-sawin, Hoken-aske and Tama-za-wasta. Early pioneers recalled that two of these sons and Chief Hydam-ani's daughter Hay-et-uad-uza died of TB before they were thirty. It was one of these sons whose grave Mr. Tennant and Mr. Gauvreau saw in the trees. Apparently he died only a short time before as, many years later, Mr. Newcombe's daughter wrote of the chief's son as having died shortly after she was born in February 1881.

Settlers arriving in the district during the summer of 1880 found Chief H'dam-ani and his band camped on Sections 31 & 32 in Township 1-22w. Section 31 became their reserve. Situated on the headwaters of Turtle Head Creek, Chief H'dam-ani eventually built a small log home near the present abandoned Ferguson buildings on the southeast quarter. Two burial grounds were located on this reserve, the main one on a hill behind Chief H'dam-ani's house. The latter may very well have been where Messrs. Tennant and Gauvreau visited his son's grave.

After the Turtle Mountain Reserve #60 was dissolved in 1909, the remaining Indians were forced to move elsewhere. Most went either to the reserves in the vicinity of Oak Lake or Griswold; a few went to North Dakota. Chief H'dam-ani died while visiting his grandson, Charlie Eagle, on 18 August 1914, at the Oak River Reserve, (now called the Sioux Valley Reserve), at the age of 82.

Since the former residents of the Reserve still brought their dead back to their cemetery on the Mountain, Chief H'dam-ani's final resting place may also be "on one of the highest mounds of Whitewater Coulee."

Chief H'dam-ani's grandson, Charlie Eagle became the well-known Chief Sitting Eagle who spent his last days in the Turtle Mountains living in a cabin not far from the former home of his grandfather who had raised him. He died in April 1944 and is buried in the Deloraine Cemetery.

For a fascinating series of articles about the Turtle Mountain Reserve, Chief H'dam-ani and his brother-in-law, the feared Chief Inpaduta whose son is claimed to have personally killed Custer at the Battle of the Little Bighorn, see the January 1992 issues of the *Deloraine Times and Star*.

lvii

. Our author would have been more exact had he stated that this trail had been improved rather than "laid out" the previous year by Mr. Newcombe. Because the trail to the northeast was the principal route for settlers coming in from the junction of the Souris and Assiniboine Rivers, one of Mr. Newcombe's first tasks was to upgrade this trail to the Assiniboine River.

Like the Commission Trail, this route, no doubt, was originally one of the principal north-south trails followed for centuries by the native people. Later it was one of the main routes between the various fur-trading forts and posts located near the junction of the Souris and Assiniboine Rivers and the Turtle Mountain Country.

A variety of names are associated with this trail. Some maps refer to this route as the Yellow Quill Trail, for example the *Economic Atlas of Canada*, which shows it linking with the southern branch of the Saskatchewan Trail west of Portage La Prairie and continuing on down into North Dakota. *By Section Township and Range* notes it as Bang's Trail, a reference to the fact that it also led to Bang's lime kiln located at the point of the Souris on the extreme southwest corner of SW 9-6-18w. (This name appears on one of the original township survey maps of 3-20 published in January 1881.) The maps drawn by Mr. Wm. Moncur for the 1956 Deloraine community history *Beckoning Hills* calls it the Mandan Trail and notes that it linked the Turtle Mountain district with Fort Brandon.

lviii

. The original township survey maps compiled in 1880 and 1881 show little of this trail. However, a re-survey of Township 4-19 done in 1889 shows the route of this trail across the entire township and names it "Trail to Turtle Mountains & Millford". In this township northwest of Ninga, the trail passes between two lakes.

lix

. Striking to the northeast from Township 2-11W south west of Whitewater Lake, this trail angles to the northeast to the vicinity of the present location of Margaret, 2-5-18w, on Highway 23 in Riverside Municipality. Lang's Valley was some five miles beyond this in Township 6-18W.

Among the first settlers of this district were members of the Lang family, including James Lang who arrived here in June 1880. He was a son of Rev. James Lang, (a noted Presbyterian minister in Ottawa), and the grandson of Capt. John Lang, a veteran of the War of 1812. Eventually, members of the Lang family owned most of the north side of the valley. In the second half of the 1880s, a post office was established in the district on 2-6-18w and given the name Langvale. See page 75, *Place Names of Manitoba*.

Although none of the original township survey maps of this area show the exact location of this trail, it is possible that it passed through the homestead of C.M.D. Land on the NE 4-6-18, the section in which the Souris River makes a sharp bend from the east to the north.

The little stream today known as Lang's Creek, has a long and significant history. On H.Y. Hind's Topographical map of the Assiniboine and Saskatchewan River Country, 1859, this stream bears the name of Back Fat Creek in keeping with the collective name for all the Lakes in the district, the Back Fat Lakes.

In ancient times, Lang's Creek was a mighty rushing torrent carry water from the glacial lakes at the face of the last glacier into the Pembina River via Pelican Lake. As such, it was the link between the Souris River and the Pembina.

lx

. There are several opinions as to the origin of the name of the Tiger Hills. Penny Ham's *Place Names of Manitoba* states:

Early settlers gave this name to the hills and with the passing of time the origin of the name has become hazy. One version suggests that the settlers named the hills thus because of the striped effect the autumn frosts gave to the foliage. Another version claims the hills reminded a man of the jungles he had visited in India. Lyn Harrington suggests that the name might have originated with the bright orange tiger lilies that grow in the area, but says that Upham claims that the name came from aboriginal names which referred to the cougar or panther. (*Manitoba Roundabout*).

lxi

. Messrs. Tennant and Gauvreau were likely the guests of Mr. and Mrs. T.W. Johnson, who filed for N 1/2 12-7-17 in June 1881.

lxii

. The founder of Millford was Major R.Z. Rodgers from Grafton, Ontario,who had travelled on the first steamboat up the Assiniboine in the spring of 1880. The Major, a "man of considerable means", had acquired the land in 1879 on the advice of his brother-in-law, F.C. Caddy, who was a Dominion Land surveyor. Caddy had surveyed Millford into 500 lots complete with public squares, a steamboat landing and, most important of all, a railway line which Rodgers expected the CPR would run through the town. - *Ghost Towns of Manitoba*, Helen Mulligan and Wanda Ryder, 1986, pg. 62.

The townsite of Millford was located on parts of sections 3-8-16W and 34-7-16W at the junction of Oak Creek and the Souris River, three miles south of the junction of the Souris and Assiniboine Rivers. The homestead of Nellie McClung's parents was located three miles southwest of Millford at a bend of Spring Brook, a tributary of Oak Creek. The Yellow Quill Trail passed directly through their homestead.

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. Tregent and Beck of Turtle Mountain City, late Whitewater, have purchased the Milford sawmill and intend to move it to their place at once. - *Manitoba Free Press*, 16 September 1881

lxiv

. The location of the crossing of the CPR over the Assiniboine River was Grand Valley, 19 miles to the northwest of the junction of the Souris and Assiniboine rivers. On 2 May 1881, a week before Buckboard set out west along the Commission Trail, the newly formed CPR began work on the main line west towards the Rockies. General Thomas Lafayette Rosser, chief engineer, had turned the first sod at

Portage la Prairie, the end of the line built the previous year.

It was generally assumed that Grand Valley, 130 miles west of Winnipeg, (according to a note in the 26 August 1881 edition of the *Manitoba Free Press* this crossing was to be renamed Niagara), would be the first principal division point of the CPR. For the details why Brandon, two miles west of this crossing, received this distinction see Chapter 1 of Pierre Berton's *The Last Spike*.

lxv

. In April 1880 federal Orders-in-Council ordered the closure of the Dominion Land Office in Emerson and provided for the establishment new land ones in the Turtle Mountain Country and at the junction of the Souris and Assiniboine Rivers. Mr. George Newcombe, (a native of Ontario and no relation to Mr. G.F. Newcombe of the Turtle Mountain Land Office), long time Dominion Land Agent in Emerson, and his assistant, Mr. William Mills, were to be transferred from Emerson to Sourismouth.

Mr. Martin McDonald, clerk of the newly organized Turtle Mountain judicial district, set about securing temporary quarters for this office, a warehouse in the newly-established town of Millford. (Mr. McDonald, a pioneer of the Pembina Mountains and the first postmaster of Lorne post office near Swan Lake, was the son of the federal Minister of Justice; his sister was married to a son of Sir Charles Tupper.)

Mr. Newcombe made his way to this new office from Winnipeg via river steamer and arrived in time to take part in the 1880 Dominion Day celebrations and served as judge for some of the day's athletic events. His wife and children remained at Emerson where in October the Newcombe's first son, S.S. Newcombe, was born. In mid May 1881, after being suitably entertained by her Emerson friends, Mrs. Newcombe departed for the west. In July 1881 the Newcombe's little son passed away at Millford at the age of nine months.

According to *By Section, Township and Range*, Major Rodgers had been anxious that the land office be located permanently in Millford but a site on the Assiniboine upstream from the mouth of the Souris was chosen "so that those from the west did not have to cross the Souris River and pay a toll to do so." In 1882 the Dominion Land Office at Sourismouth was moved to Brandon.

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. *Emerson International*, 8 September 1881

READ THIS!

Emigrants and Travellers will save money and time by purchasing their goods at the
TURTLE MOUNTAIN CITY STORE

Range 21, (twenty-one), where an extensive stock of plain and fancy

Groceries, Drugs, Dry Goods

Carpets, Boots, Shoes

Flour, Crockery

Stoves, Sash and Doors

- also -

Waggons & Agricultural Implements

Of the very best makes, including the New Brantford Mower and Reaper, etc., and everything that a settler requires are kept for sale. Our prices are low and we will not be undersold. There is a good stopping place here.

NOTE. Take the North or Boiler Trail after leaving LaRiviere's place, Range 18, and thus secure the only good trail through to Turtle Mountain City and the Land Office.

Lands inspected and located at reasonable rates.

Money to loan on reasonable terms.

Insurance effected on farm property

TREGENT & BECK

lxvii

. Dr. Matthew Young, V.S. of Pembina Crossing and later of Bonnie Doon Farm, Manitou, was a close friend of Mr. and Mrs. James Peterkin Alexander. The editor of these notes, a great grandson of Dr. Young, often heard mention of Mrs. Alexander's walking from Emerson to the Turtle Mountains from his great aunt, the late Mrs. Mabel Mackintosh of Manitou, the eldest daughter of Dr. Young. In 1900 and 1901, Mabel Young had lived with the Alexanders in Deloraine where Mr. Alexander was then the owner and publisher of a newspaper known as the Deloraine Advertiser. She studied piano from Mr. Alexander and voice from his wife.

lxviii

.Moved by Councillor Miller, seconded by Councillor Stephenson, that the Council hereby condemns the Pembina Crossing bridge and gives notice that persons crossing said bridge do so at their own responsibility. Carried

Tenders for repairing the Pembina Crossing Bridge were received from the following; Messrs. Joseph Tees, Nicholas Hughes and John Adamson, \$800; Chris Troyer \$1200.

A tender to repair the bridge by placing the injured bents in position and securing them with piles was received from Chris Troyer amounting to \$300.

- Meeting of the Louise Council, 14 May 1881, as recorded in the *Emerson International*, 27 May 1881

A Young Family Scrapbook, Section III, Chapter 1, "Winnipeg, December 1881" also mentions Mr. Troyer:

Southern Manitoba had one other Stayner pioneer, Mr. Chris Troyer, a charter member of the Northern Light Lodge, its first Inner Guard, and its Worshipful Master in 1875 when I became a member. Born in Scotland in 1836 and a member of the Church of England, he came west in April 1879 and secured the east half of Section 30-2-9 as his farm. Mr. W. D. Ruttan took the west half of the same section the very same day. Mr. Troyer did not take up homesteading full-time immediately but instead found an excellent position as the steam engineer at the flour mill at Pembina, North Dakota, just across the border from Emerson. He later took over positions in the Emerson Lumber Yard and then with the Wilson Implement Firm in the same town. A clipping from the 1 April 1880 edition of the *Emerson International* recalled, "Chris Troyer, who is Thompson & Co's machinery commissioner, may be seen from day to day in West Lynne alternately enchanting the attention of groups of amazed Mennonites while he mows down and heaps into bundles thousands of tons of imaginary grass and millions of bushels of possible grain with that perfect machine, the Toronto mower and reaper. Chris is a linguist and slings German as well as the vernacular."

When he moved onto his farm next door to Ruttanville with his wife Priscillia and sons Roderick, Albert and Edgar, he also was in the implement business and served on the Louise Municipal Council. Here his engineering and construction gifts were put to good use when he became the builder of some of the first bridges in the municipality including the first over the Pembina in the vicinity of La Riviere.

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. "There is no more historic place in southern Manitoba than the old crossing of the Pembina a few

miles south of Manitou.”

- *The Manitou Mercury*, 19 June 1897

The first building in what later became the Pembina Crossing townsite was a general store built in July 1879 by Mr. John E. Adamson. Three months later the Pembina Crossing Post Office was opened in these premises. Pembina Crossing suddenly became a place of some importance early in 1880 when it was envisioned as the midpoint of a railway linking Emerson and all of the settlements along the Boundary Commission Trail as far west as the Turtle Mountains. The Emerson and Turtle Mountain Railroad was expected to cross the Pembina Valley at this point and in April of that year a townsite was surveyed here.

The leading business men of Emerson were the principal founders of the new town although it was not long before wealthy Winnipeg citizens also obtained an interest and, finally, Mr. James Lowe, the Secretary of Agriculture in Ottawa, the last owner of the townsite. The center of business for a large area, Pembina Crossing consisted of a church, a school, a post office, two hotels, (both licensed, one with a saloon), a grist and saw mill, a butcher shop, a blacksmith shop and a general store selling everything from Sunday shoes to walking ploughs.

The first years of the 1880s were boom years for the little town. A regular column from Pembina Crossing appearing in the Emerson International newspaper described a volume of business in the town that was remarkable even for that time. The store carried the largest stock of goods west of Emerson and the huge hotel built by the town's founder, Rev. L. O. Armstrong, boasted of having the first billiard table west of Emerson and the first organ in the district. Pembina Crossing was a lively place, especially the hotels, full of activity "with lots of singing every night" as one contemporary account states. It also had big plans and larger dreams for the future for in addition to the railroad connection, a steam boat line was planned to link Pembina Crossing with Pembina, North Dakota and with Emerson.

The boom was brief. When it became obvious that Pembina Crossing would never be able to secure a railroad connection, the little village faded away almost as quickly as it had appeared. The post office closed November 1885 and the following spring its last place of business, the Valley House Hotel, shut up shop. All that remained was St. Lukes Church of England and the Pembina Crossing School House, now in the Manitou Centennial Park.

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The first hotel, in fact the first building in Emerson, was erected by William Hutcheson in 1873. He and his wife were well known for their generosity to early settlers and their names are kept in memory by old timers. Hutcheson later put up the "Pioneer's Rest" at Pembina Crossing..... and still later he built the first sawmill in the Turtle Mountains at St. John, North Dakota, south of the boundary line. He died in Los Angeles some years ago. His wife, who lived for some years after his death, died at Churches Ferry, North Dakota, in 1913.

Rough Times, page 182.

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NELSONVILLE!

NELSONVILLE!

Auction Sale

70 Lots

In the best portion of this now

THRIVING TOWN
The Queen's Real Estate
Exchange Sale Room
Saturday Ev'g, Sept. 10

Being that portion of the Nelson Estate adjoining the new line into Nelsonville of the Southwestern Railway

Nelsonville
The Queen City of Southern Manitoba
NELSONVILLE

is the oldest, largest and most favoured town in the far-famed Pembina Mountain country. There are now in Nelsonville one large three-run grist mill, one shingle mill, five general stores, two furniture stores, two harness shops, three hotels, five agricultural warehouses, one printing office in which is published the Mountaineer, three churches, (two brick and one frame), Government Land Office, two livery stables, two blacksmith and carriage shops, one school house, one stove and tin shop, one shoe store. Among the societies and professional men can be found: an Orange Hall and Masonic Hall, three resident ministers, two resident doctors, one lawyer, and over fifty private residences in addition to the above.

A branch line of the Emerson & Northwestern Railway is already located to Nelsonville, and the Southwestern Railway is already bonused for \$100,000, and by January 1st next will have the line completed to Nelsonville.

Nelsonville is also the County Town of North Dufferin, with the Registry Office and County Court already established.

Do not forget these
SEVENTY LOTS
WHICH I SHALL OFFER ON
Saturday Ev'g.
Are doubtless the best value that
has yet been offered in this town.
Title Perfect- No Reserve
Liberal Credit Terms

Joseph Wolf
Auctioneer

- *Manitoba Free Press*, Wed. 7 Sept. 1881

Today the site of Nelsonville is marked by a cairn unveiled on Sunday afternoon, 29 June 1958. The plaque on the cairn bears the following inscription:

TOWNSITE OF NELSON
1877 - 1885

In 1877 Adam Nelson built a grist mill on Silver Creek marking the beginning of Nelson. 1882 saw Nelson as an incorporated town of over 1,000 people. It had a Land Titles Office and was the judicial seat for North Dufferin. A newspaper was published from 1880 to 1885. Nelson was on a regular stage coach route. The railroad bypassed Nelson in 1882 and the people gradually moved their homes and business places to other locations, the majority going to Morden. The last building was moved away in 1905. The community was later named Dunstan. In 1958 this cairn was erected in memory of the pioneers under the auspices of the Dunstan community.

Additional information concerning Nelsonville may be found in *The Hills of Home*, page 122 and the 1931 *Re-Union of Old Timers and Ex-Students of Morden and District*.

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. Digression might be well made here to mention a book entitled *Both Sides of Manitoba* written by J.F. Galbraith under the pen name of Jeff Gee, a contraction of his initials, J.F.G. The book, a paper covered one, was evidently written for the most part prior to 1877 and was printed by the author himself in 1881 when he had established a printing plant in Nelsonville and published and edited the Nelsonville Mountaineer. ... The author sent a copy to Mark Twain, (Samuel Clemens) and assured him he had not tried to copy his style and received a characteristic reply which he showed to the writer. Mark Twain wrote in part something like this: "My dear boy, don't worry! We think in our writing we are absolutely original; but alas! If the truth must be told we are all miserable plagiarists, and unconsciously so."

Mr. Galbraith came to Winnipeg, (then Fort Garry), in 1873 to take a position on the Free Press. He said the city had then a population of about one thousand. His farm [at Nelsonville] consisting of 320 acres, was acquired about 1875, and when he had moved there and built a house, he started a small store and did some trading with the Indians. ... When the exodus from the town of Nelson took place, Mr. Galbraith moved his printing plant to Morden, and continued the publication of a newspaper there.

Re-Union of Old Timers & Ex-Students of Morden and District
1931

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. For additional information on Rev. Mr. Wilson please see the Trail Association's publications, *Southern Manitoba and Turtle Mountain Country*, Footnote 8, and *Thou Grand Old Church of England ... in the Pembina Mountain Country*.

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. This Mennonite village may have been Osterwick, the settlement along the Post Road closest to the foot of the Pembina Mountains. It is 12 miles southeast of Nelsonville, but about 16 by the trails "Buckboard" would likely have followed.

(*21). OSTERWICK 6-2-4w, Stanley Municipality. According to local traditon, it received its name, "Easter Vetch", from the flowers brought to the first Easter service in the newly established village.

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. The Grand Central Hotel Hotel and its proprietor no doubt have more history associated with them than any other similar location along the route. The booklet published for the *Re-Union of Old Timers and Ex-Students of Morden and District* in 1931 recalls:

About halfway between Mountain City and Emerson "Billy" Brown squatted on a school section in the Mennonite Reserve much to the disgust of the Mennonites, and put up a good, large house, commodious barns and graneries and farmed extensively. He had been a hotel man all his life in Ontario and Manitoba, and in Winnipeg, it was stated, he ran the

Davis House for a while. He continued his hotel, keeping on the school section, accommodated travellers with meals and beds, and shelter and fodder for horses and oxen. He also furnished all kinds of beverages, alcoholic and non-alcoholic to the thirsty, for he had a regular license to dispense spiritous and malt liquors and had a well equipped bar and a typical bartender. His place was known as "Brown's Half Way House," and was a great boon to the weary and often storm-battered travellers, especially in the winter time when a blizzard was not uncommon. Billy was almost an exact replica of the pictures of Santa Claus so widely displayed at Christmas time, and his stature was about the same as given to the artist of the children's saint. His legs were short, and always encased in top boots reaching almost to the knee; he generally wore a red vest as a sartorial decoration; his waist line was capacious, and his hair and long beard were white. He was a great host, and the travellers putting up with him for the night, and especially the youthful ones, enjoyed him immensely. The "boys" sometimes got hilarious and reckless, and ordered champagne at five dollars a quart. Then it was a sight for the gods to see Billy ascending from the depths of the cellar, and holding in his hands before him, as if he were performing a solemn and sacred rite, a cobwebby, dust encrusted bottle, which one of the unsanctified, with brutal frankness, was heard to declare was nothing more or less than gooseberry wine.