SPECIAL PLACES

Municipality of Grassland

Inventory of Heritage Sites

Combined Projects 2009 – 2017

Grassland Special Places Projects

A. Introduction

Historical Overview
Maps

B. The Inventory – Arranged by Location

Hartney & Area
Elgin & Area
Minto & Area
Lauder & Area
Fairfax and Area
Grande Clairiere & Area
Underhill Area

Introduction

The Municipality of Grassland includes the former Municipalities of Cameron and Whitewater as well as the Town of Hartney. It contains an impressive collection of historic sites, which have been documented through The Hartney Special Places Project, The R.M. of Cameron Special Places Project and the Grassland Community Heritage Site Inventory (Part II)

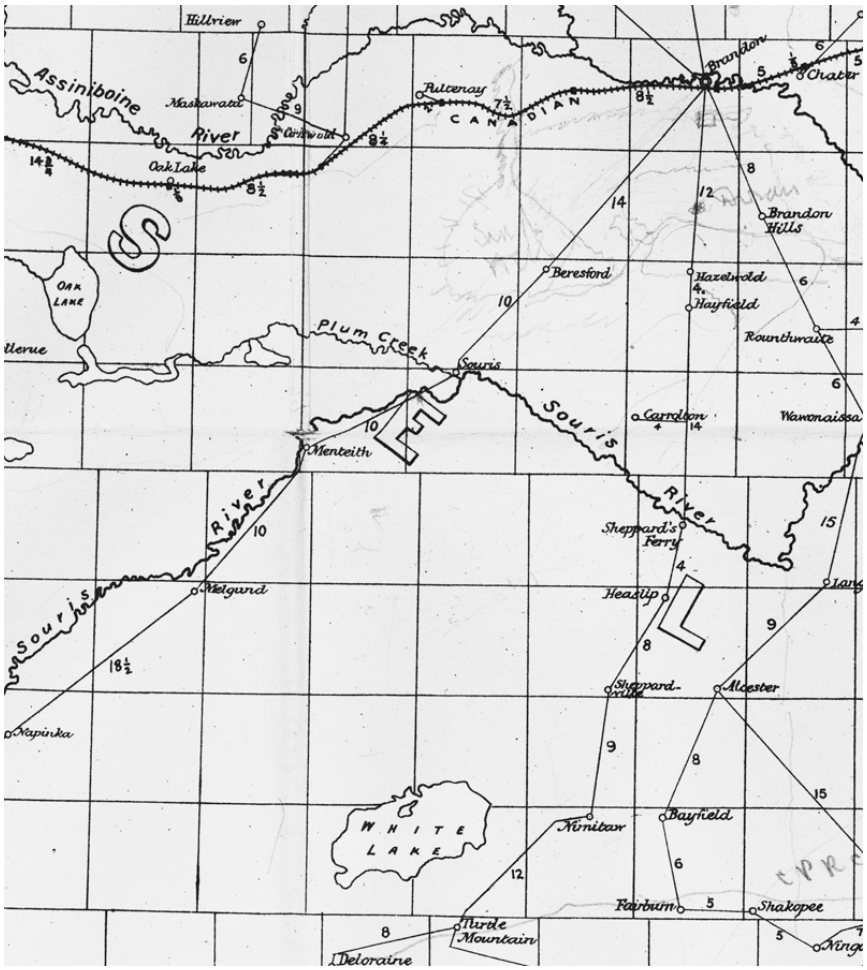
The projects were directed by the Grassland Heritage Advisory Group. The actual work for the project was undertaken by Ken Storie, a consultant hired through the Historic Resources Branch of Manitoba Culture, Heritage, Tourism and Sport (with funding from the department's Heritage Grants Program).

This document is a summary of those projects. Sites have been grouped based on the community and building type and each site has been assigned an identification code.

Many residents of Grassland have participated in the project by contributing information in the form of corrections and additions to the inventory pages. In this way, the final project will incorporate and preserve the collective knowledge of the town for present and future generations.

The Story Told by Maps

Postal Routes - 1884



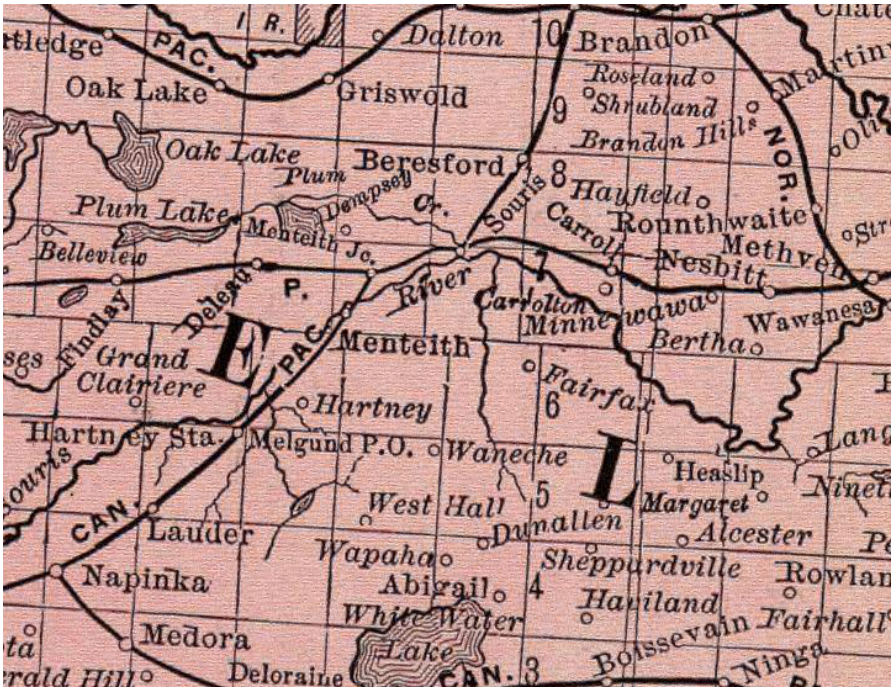
Before there were towns and railways (which) created the towns, there were communities, as identified by post offices. When the number of settlers arrived in a region, someone would apply to the Federal Government for a post office.

With the arrival of railway lines, towns were formed, but these towns were put where the railway wanted them. Most of the post office moved to the new towns or were closed.

Notice the empty space between Melgund and Heaslip? Much of that land is thre Municipality of Grassland today. A Post Office named Fairfax did open in the mid 80's between Melgund and Heaslip.

Railway Routes

After the Railway reached Hartney and Lauder.

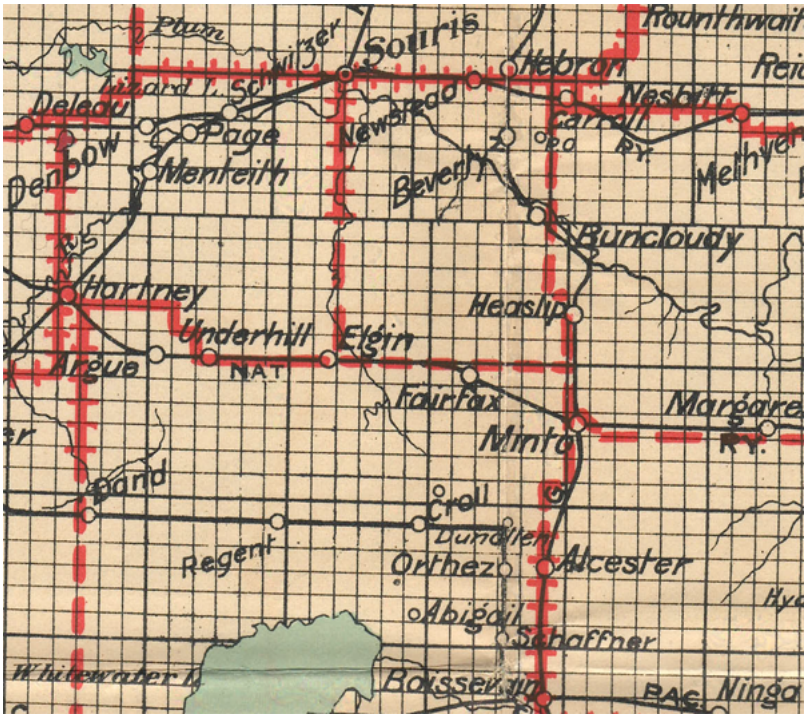


Note the Post Offices at Waneche and Fairfax.

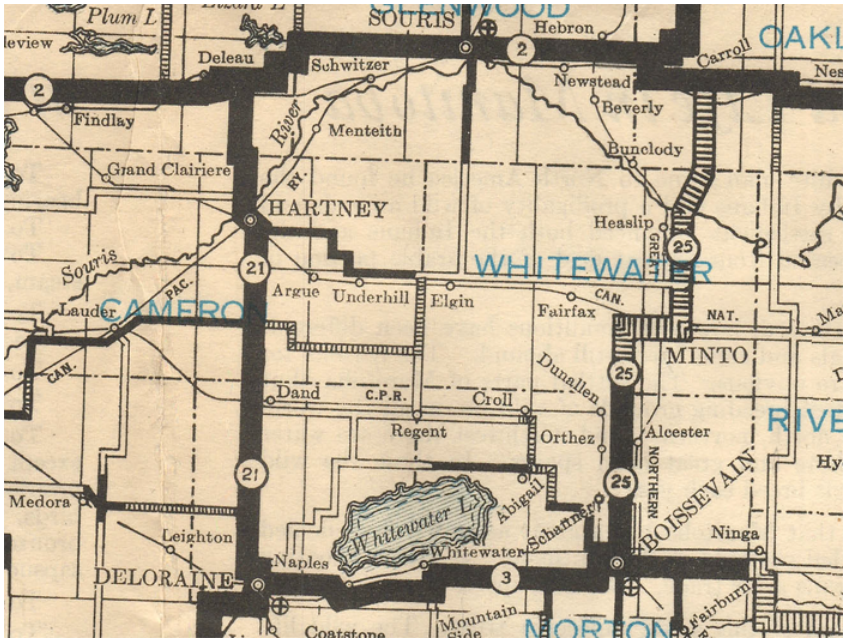
After the Railwa came through Minto and Elgin

The railway only went as far as Trackend (Argue) for a few years until it pushed on through Hartney and Grand Clairiere.

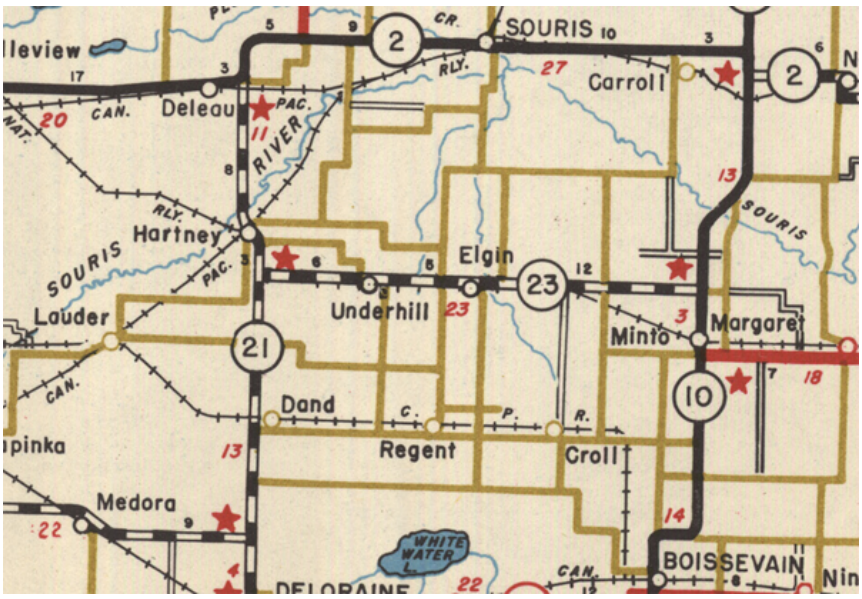
Rails & Roads



In 1926 the main road from Brandon to Bpissevain passed through Bunclody and ran just west of Minto. Highway 21 was in place.

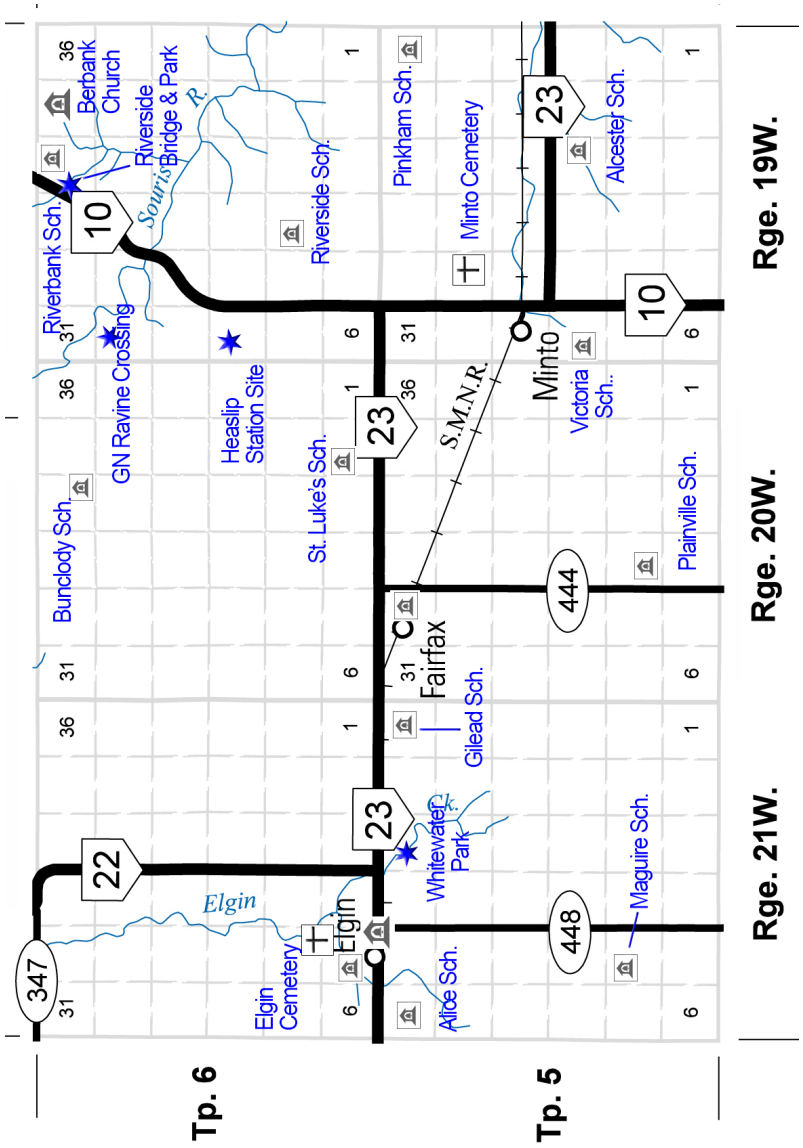


By 1929 the new Riverside Bridge was in place and Highway 25 (Later #10) took a more westerly route.

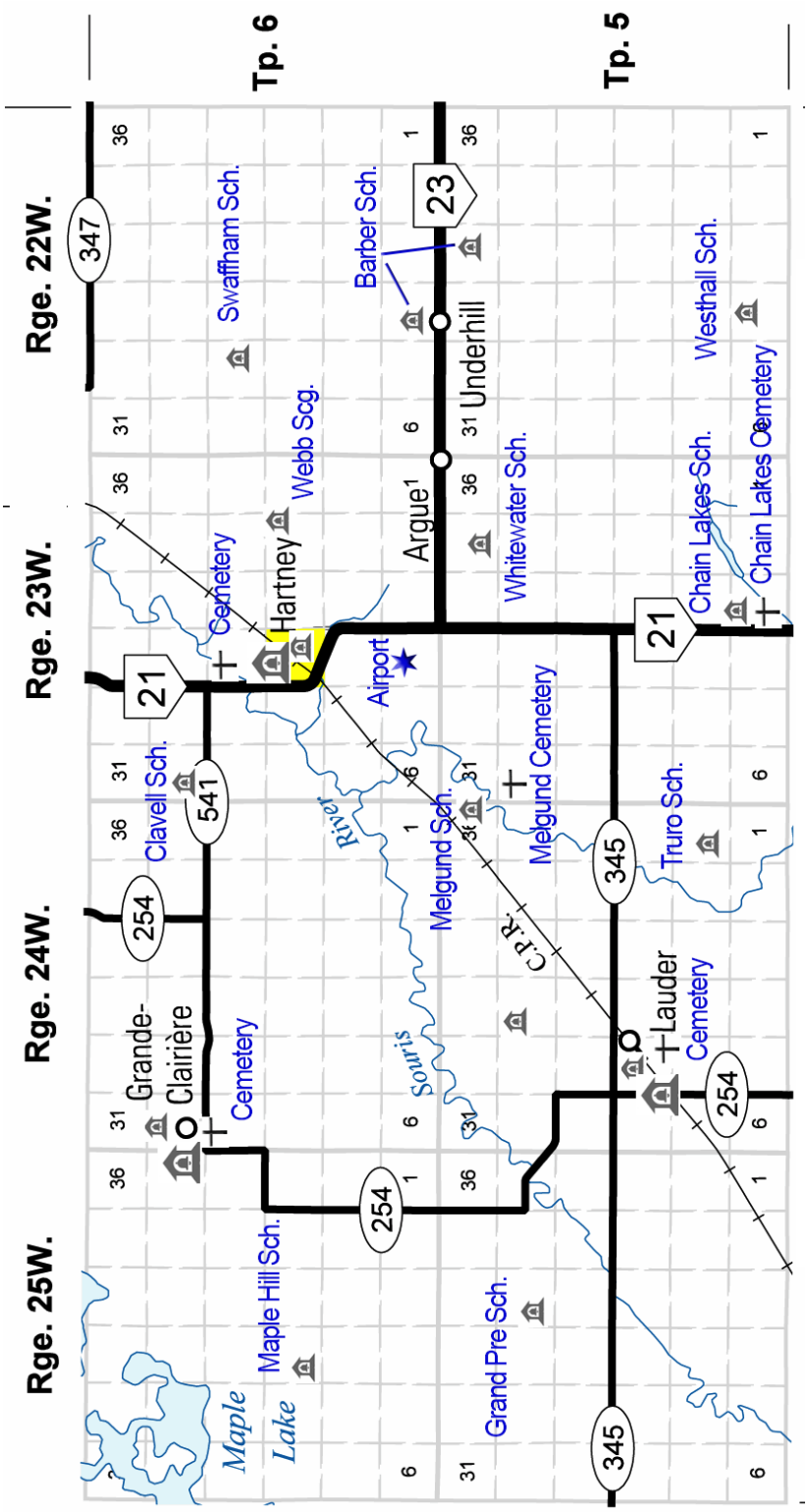


By 1956 the transition from a rail-based transportation to road was complete. Rail service would soon begin to disappear.

Some Notable Sites in Grassland - East



Some Notable Sites in Grassland – West



Community Development

There are several viewpoints from which we can look at the development of communities.

Aboriginal Peoples

Early explorers David Thompson, in 1797, and Alexander Henry in 1805, travelling from the Souris Mouth Forts to the Mandan country along the Missouri River in the Dakotas and Montana, followed a well-used trading route along the course of the Souris River from present day Souris, through Hartney and the sand hills to the south west. In the first half of the nineteenth century the area was home to several fur trade posts set up by the Hudson's Bay Company and its competitors in an effort to prevent trade going south into the U.S.

Settlers and Defining Culture

The settlement of the area began in 1880 with the arrival of a few settlers from Ontario. The beginning of regular railway service to Brandon brought many more in the spring of 1882, also from Ontario - with some from the British Isles as well. The area was well settled by the time the railway arrived in 1890 and Baptist, Presbyterian and Methodist congregations quickly built churches in new towns.

Other Settlement/Ethnic Groups

The names Melgund, Elgin and Minto both reflect the predominantly Anglo-Saxon / Ontario origins of the first homesteaders.

The community of Grand Clariere was settled by colonists from Quebec and included some of French-Metis descent who had remained in the area after the closing of the last fur trade posts in 1858. Although the communities were quite separate there was soon some French-Catholic presence in Hartney

Economic Engines

Farming formed the economic basis of virtually all prairie settlements but many communities sought to enhance the agriculture by encouraging some local "value added" processing.

Most towns would encourage the establishment of a flour mill, often by offering cash "bonuses". These were important as an outlet for locally grown grain when shipping capacity lagged behind production, but most of these ventures were short-lived as improved transportation rendered them irrelevant. In Hartney the mill established in the late 1890's served this typical purpose for over a decade.

The pioneers of the Whitewater region did not have a railway link until 1898. The towns of Elgin, Fairfax and Minto developed quickly with a focus on retail. The now well-established connections to the larger centres of Brandon and Winnipeg meant that local industries were already being rendered obsolete. The era of local production that saw lumber mills in the Turtle Mountain region, a Sash and Door Factory and a Flour Mill in Hartney, was now over.

Commercial Growth

The establishment in 1890 of the town of Hartney on a new railway kine in the midst of well-populated and productive farmland led to an initial burst of commercial enterprises. Later, in 1898 the towns of Elgin and Minto followed that same pattern.

Social & Cultural Development

For the first several years after farming operations commenced, the scattered rural nature of settlement was characterized by various small centres, often just a Post Office / General Store and perhaps a school which might double as a church. The names of communities like Meglund, Webb, Whitewater and Swaffham, Sheppardville and Heaslip appear in early correspondence. Hartney, Fairfax and Elgin were Post Offices – each of which moved when the rail line arrived.

In most Manitoba communities, the “Establishment” era is defined by the replacement of “Pioneer” log, sod and rough lumber buildings by more ambitious constructions of milled lumber. In the “Consolidation” era, villages and towns are well established along rail links and some years of good crops have enabled farmers to build comfortable homes and attractive “modern” farm buildings.

The Town of Hartney

The rail companies usually put towns wherever they needed them. But in 1889 local farmers heard that the CPR was going to build a town to the northeast of where Hartney is today, settlers protested. They insisted that the new town should be near where James Hartney had established a post office and store on his farm in 1882.

Mr. Hartney moved to the area in 1882 with his family. He imported a carload of Red Fife wheat from Minnesota and soon had a good wheat crop. This gave the district a reputation as a first-class wheat producing area. His success attracted more settlers and Hartney's farm became the centre of a new community. The post office, which he named after himself, and a store, were first operated out of his home. He brought men into the community to operate this business as well as a blacksmith shop that he later established.

When the surveyors did appear they selected a spot within a mile of the Hartney farm and, the settlers, were happy. When the C.P.R named the town Airdrie they made another request. They wanted the new place named Hartney already in use for the post office. Once again, the CPR made the change.

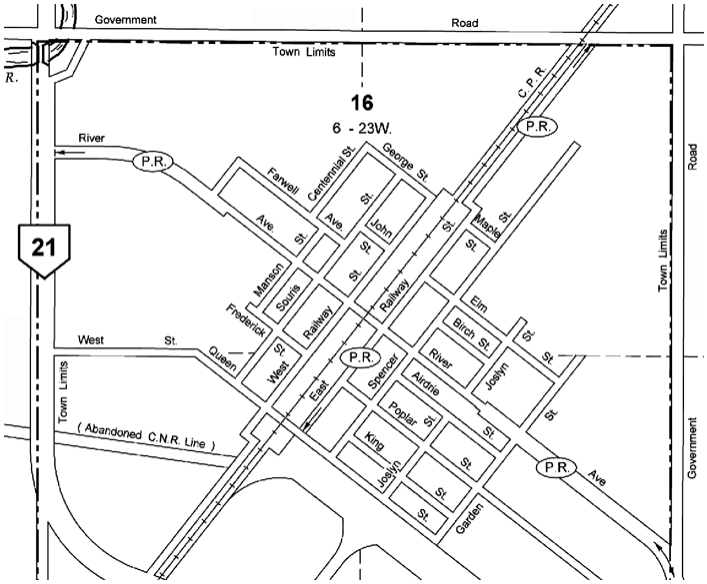
Hartney grew quickly on each side of the new railway track. The Mill and Elevators were important services.

When the train whistle sounded for the first train on Christmas Day 1890, there were already two elevators, a boarding house, a store and post office. Dr. Frank McEown had set up a practice and started work on a drug store.

As the town grew, two brickyards, a flour mill, and a sash & door factory contributed to the economy. In 1902 A.E. Hill built the two-story brick block that still stands on the corner of Poplar and East Railway.

The A.E. Hill store.

A second railway, the Canadian Northern connected Hartney to Virden to the west in 1900. By 1904, in addition to being the home of eight operating elevators and 10 clergy members, 51 businesses were listed in the town newspaper.



Community Form and Layout

The layout of the town of Hartney was a direct response to the railway line to which it owes its existence. Unlike many prairie communities, it grew, from its very inception, on both sides of the tracks, with residences on each side. While the main business section grew along East Railway Avenue which evolved into the "Main" street, some public and commercial buildings were erected on West Railway Avenue, and to this date, it is not completely residential.

The railway runs south-east and the town was surveyed to conform. A second railway entered Hartney from the southwest but this was after the town was well-established.

That Hartney grew quickly and confidently on each side of the track is not surprising in that its security was almost a given, in that the vital rail link was in place and that it was at the centre of an already well-established agricultural base. There was no speculation or uncertainty about its importance as a service centre.

Post Office - 204 Spencer Street
217.A.1 / 1960

St. Paul's Presbyterian Church
401 East Railway Street
217.B.1 / 1892

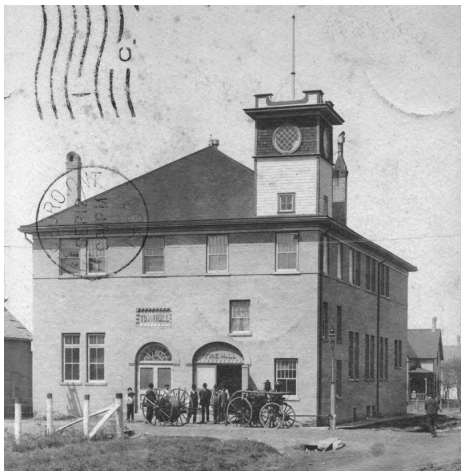
Hartney contractor H.H.Hotham built the church. Now a private residence it retains Its window details and bell tower.

Hartney Town Hall
220 West Railway Street
217.A.2 / 1906

Designed by H. Arthur Vaughn, the hall features round arches on the front and - fire truck entrance

It was built on land purchased from William McDonald. It was the site of the pump factory.

It represents a considerable investment for a community of this size and as such was the source of some disputes.



St. Andrew's Anglican Church
602 River Avenue
217.B.2 / 1894

The church is a good example of Anglican/English style with its steep gable, and nice windows.
The well conceived interior has exposed rafters, nice pews and furnishings.

The cornerstone was brought from Boissevain by team and wagon by Ben Roper and Robert Taylor. Mr. Roper did the painting as well.

Hartney United Church - 108 Spencer
217.B.3 / 1928

Contractor A. Ibbetson, from Winnipeg built the church, on the site of the former Methodist Church. He incorporated part of that structure in the new building. The Forbes Hall (formerly Forbes Church) was moved to the site and connected in 1960.

A.E. Hill & Co. Store / Hart-Cam Museum
310 Poplar Street
217.D.1 / 1902

The contractor was Wilson & Mawhinney and James McArter was the bricklayer.

This store was erected in 1902 on the site of the original (1890) Hartney-Dickenson store. A.E. Hill also had stores in Griswold and Underhill. It was managed by Harry Hill and later by his daughter Irene Hill.

<u>Building Features of Interest:</u>

Stone foundation
Local brick from Kirkland, nice trim at top
Elevator / pressed metal ceiling

"A complete kiln of Kirkland brick used."
Stone brought in by railway. Hand powered lift between floors with counterweight.

The building was adapted twice in the early 2000's for its roles as a bank in "The Lookout" and as Currie's General Store in "The Stone Angel".

Lewis Building - 308 Poplar Street
217.D.2 / 1902

The building features nice brick work such as the arches over windows.
A separate recessed entrance gives private access to the 2nd floor. A large arched central window opening has been altered.

In 1901 Walpole Murdoch and F.G. Lewis bought the Hartney Star from Dr. Woodhull. Mr. Lewis supplied the capital while Mr. Murdock served as editor and manager. Also widely known as the former Credit Union and a Post Office before that, this building has served a variety of purposes. Other known uses include; The Union Bank, The Bank of Montreal, a telephone office, and a Liquor Commission outlet.

When Annie Playfair was owner of the Hartney Star (1910) , she lived on the upper floor.

Hartney Variety Store Building
211 East Railway Street
217.D.3 / 1906

W.E. Crawford, who also built the building to the NW (D4) moved his Jewelry Store into this new building in 1906, them, in 1916, sold it to L.H. Gabel who operated it for many years. The building also served as a Telephone Office and a Liquor Store

The building features a recessed doorway and modest dimensions. It is quite noticeable in old photos

Fry's Clothing Store - 215 East RR
217.D.5 / ca. 1905

A fire destroyed the original J.M. Fry's building in 1895. This was likely erected soon afterwards.

Crawford Building
213 West Railway Street
217.D.4 / 1902

Crawford Building - 213 West RR
217.D.4 / 1902

The building features nice brickwork and a side entrance

The bell tower has been altered, and it never did contain a bell. The building served as a jewelry store for four years before being sold to the Union Bank. Later the building saw long service as Link's Grocery Store and McDowell's Grocery. It is prominent in many early photos.

This postcard view shows three notable downtown buildings – in 1925.

Hart-Cam Building 217 East RR
217.D.6 / ca. 1905

Malcolm Render purchased this building in 1920. It has served as a grocery, butcher shop, bakery & ice cream parlour.

The family lived on the upper floor.

The brick fish has been re-sided - the upper windows and brick trim remain.

Merchant's Bank Building - 21 East RR
217.D.7 / 1914

The building served as a Merchant's Bank then Bank of Montreal. The red brick exterior and the nice cornice are typical "Bank" elements

It has been converted to a residence.

Former Coxworth School (Dand Area)
234 East Railway Street
217.D.14

Alford Massey Harris Building
303 Poplar Street
217.D.17 / 1938

Built by Robert J. Alford with material salvaged from the CNR Roundhouse

Former Hartney Elementary School
209 Airdrie Street
217.E.1 / 1954

Now the Town / Municipal Office - Library

Riverside Cemetery - Highway 21
217.F.1

War Memorial
East Railway Street and River Avenue
217.F.2
1926

Hartney Park
Railway Streets
217.K.1
1906

The original plans were provided by Brandon Experimental Farm

Hartney Dam
217.M.1

Memories….

Hunt's Allied Hardware Building
225 East Railway Street
217.D.8 / ca. 1905

Destroyed by fire – 2016

Home to Dan Sutherland's & the A.W. Law Office

Hartney Machine & Motor Works
229 East Railway Street
217.D.9 / ca. 1900
Destroyed by fire – 2016

Narcisse Isabey, whose father Edmond had been operating a Machine Shop since 1899, bought this building in 1935 and moved the recently acquired Ford Dealership and repair shop to these premises.

F. Woodhull & Co. Building
217.D.13 / ca. 1900

Dr. F. Woodhull ran his Drug Store for decades in this building with the upper floor housing the Oddfellow's Hall.

Former Telephone Office
315 East Railway
217.D.15 / ca, 1945

This typical Phone Office from the 40's and 50's was on the site of original Chapin Lumber Yard.

It served as the Municipal Office and was recently demolished.

Bridge House - 107 Queen Street
217.C.1 / ca. 1910

Associated with a Mr. Bridge.

Has a nice roofline with gable dormers, as well as stained glass and other window details.

Gideon Field House - 115 Queen Street
217.C.2 / ca. 1905

Gideon Field was a Cabinet Maker. The house features a Mansard roof with gable dormers, and a stone foundation

It has some original woodwork and hardwood floors.

This building appears in a street scene from 1905.

Jack Bartley House
119 Queen Street
217.C.4

Owned by Jack Bartley (CNR Station Agent) as of 1910.

It was originally a single-storey building. Note the nice dormers and front porch.

Frank Hill House - 201 Queen Street
217.C.5 / ca. 1910

Owned by Frank Hill, then by Jack Glawson, a CNR Station Agent.

This large Ontario-style house has a verandah, balcony and bay window.

Shore House - 203 Queen Street
217.C.6 / ca. 1910

Once the home of George Ames, this building is known as the “Shore House” It features two staircases and a maid’s quarters, an ornate star on front porch, nice verandah trim, and an exterior cellar entrance

Former Methodist Church Manse
106 Spencer
217.C.8 / ca. 1900

This large home features a Central gable with bargeboard and small window

Tena Hopkins' Boarding House
112 Spencer
217.C.9 / 1890

The house was built by Dr. McEown, who sold it to Tena Hopkins in 1903.

Tena's Boarding House was a Hartney institution for several decades.
The house features the original windows and trim, and a modest bay window.

Harry Payne House - 213 King Street
217.C.10 / ca. 1898

Brickyard owner, Harry Payne built this house and sold it to James Innes, the owner of the grist mill.

The Payne brick cladding is now covered in stucco

Irene Hill House - 207 King Street
217.C.12 / ca. 1898

This house, similar in plan to the previous house, was also built by Harry Payne for the Hill Family

The brick (From Payne's Brickyard) has been retained and the detailed verandah, the nice attic windows, fish scale shingle trim and the stained glass on porch all add to its charm.

Both the Irene Hill House and the Harry Payne House can be seen in this photo of King Street.

Chris Somerville House - 210 King St.
217.C.13 / ca. 1910

Once owned by Chris Somerville, this fine home has a two- level veranda and features some leaded glass.

Former Beaver Lumber Office 105 King Street
217.C.14 / ca. 1920

Part of this modest home is the former Beaver Lumber Office. It has one stained glass window.

Owners over the years include: Herb Roberts, George Brown , Alf Glover Mr. & Mrs. Frank White , George & Mary Ross and Gordon Truax.

Robinson House - 201 Poplar St.
217.C.16 / ca.1905

This house was moved from Robinson Farm (Gordon & Hilyard)

It contains an old porcelain kitchen sink.

Richard Fry House - 202 Poplar St.
217.C.17 / ca. 1910

There are several homes of this general style in town. The mansard roof on this one has round-arched dormers.

It retains its piano window with stained glass.

E. Brunsdon House - 208 Poplar St.
217.C.18 / 1928

Edgerton Brunsdon was a Lumber Dealer. The builder was George Robinson from Elgin.

The building features a nice porch and a piano window,

Gibson House - 212 Poplar Street
217.C.19 / ca. 1910

Owned by Wesley & Dorothy Gibson, Larry Clarke's family, and George Gibson.

It has an interesting layout with no known record of renovation.

Joseph Young House - 114 Spencer
217.C.20 / ca. 1895

Joseph Young was a Hotel & Hardware store owner.

Other residents included; Reid Lewers, A.E. Shillington, Charles Haines, Rev. Newton, the McDonalds 1916-44, W.J. Keeler 1944, Ernie & Mary Hunt

It is a frame building, later covered in Hartney Brick. The Bay windows have been altered.

Agnew House - 210 Spencer Street
217.C.21 / ca. 1905

Mac Render Family lived here about 1935. It has also been home to Mr. and Mrs. Agnew and Don & Cheryl Bertholet

It is another example of a brick building that has been re-sided.

Ebor & Mary Bradley House
204 Airdrie Street
217.C.22 / 1904

Originally the home of Ebor & Mary Bradley, built by Ebor. Later sold to Alex Sutherland, then to Jack Vandusen.

The brick siding has been painted There is a Transom window over the front entrance, a nice staircase and a small stairway window.

The sawmill was located next door.

Wood House - 309 East Railway
217.C.23 / ca, 1900

Bob (R.J.) Wood lived here, as did the Hymers, Ben Kasprick, Mrs. Robertson and Jack & Claris Isabey.

Its distinctive twin gable wall dormers can be seen in several old photos. The small addition was Charlie Gall's upholstery shop.

Woodhull House - 323 East Railway
217.C.24 / ca. 1905

This modest home was once owned by Dr. Fred Woodhull and later by his daughter, Margaret.

Former CPR Section House 411 East RR
217.C.26 / ca. 1900

Once the home of the Davidoski family (1922-34) this building was bought by E. Graham and moved to SW 23-6-23. then Harvey Glawson moved it to to this site. The roofline is common to railway houses.

Mills House - 408 Souris Street
217.C.30 / ca. 1905

The beveled brick was cast specifically for the foundation lip of this building. Other features include the ½ moon dormer window.

W.P. Cowan House - 406 Souris Street
217.C.31 / ca. 1910

Siding covers the original brick on this house. The window frames and other wood trim was milled locally at Hartney Manufacturing. Other features include stained glass, a bay window and a modest dormer

Cowan House & Mills House

Chapin House - 404 Souris Street
217.C.32 / Prior to 1907

This was the home of pioneer businessman and community leader, Festus Chapin.

It is built of poured concrete with a half moon window in gable, fish scale shingles on trim and nice bargeboard.

Hunter House / 402 Souris Street
217.C.33 ca. 1900 (Oldest house on the street)

The builder not known but teacher Blanche Hunter and her parents John & Mrs. Hunter lived here prior to 1923.

Note the oval window and the trim on the small gable. The interior retains some woodwork, fixtures, an old light switch and some stained glass.

George Brunsdon House / 601 River
217.C.37 / ca. 1928

The home was built by S. Westman for George Brunsdon, then sold to Mervin Leach by Mrs. Brundson in 1970

It retains the fish scale shingle trim, an enclosed verandah and one attic dormer.

Perrin House / 607 River Avenue
217.C.38 / Visible in 1905 photo

Harry Perrin came to Hartney in 1893 and this home was built before 1905. The complex Mansard roof had a pitched extension added to top later.

The interesting squared tower has nice windows with rounded arches.

There is some coloured glass and good brick detailing

The garage added later to this unusual and well-preserved building.

Former Anglican Manse - River Ave.
217.C.40 / 1913

This frame 1 ½ storey with a gable dormer is down the street from the Anglican Church.

Galbraith House - 600 River Avenue
217.C.41
1906

W.H.Galbraith, builder of Hartney's first hotel, had this fine home built.

The tall 2 ½ – storey brick house sits high on a stone foundation. Fish scale shingles on gables, and an attractive portico and balcony add to the look. It also features nice brick window surrounds, some leaded glass and wood floors.

It appears briefly in the film "A Stone Angel"

F.G. Lewis House / 504 River Avenue
217.C.42 / 1905

Newspaper owner, F.G. Lewis lived in this compact brick1 ½ - storey with its nice front bay window

Wells House / 208 West Railway Street
217.C.44 / 1904

Built of brick from Payne Brickyard, including some with cat paw prints. Has an original staircase and some baseboards.

Isabey House - 118 West Railway
217.C.47 / ca. 1893

This sturdy brick home was owned by Edouard Isabey, machine shop owner, and later by Narcisse Isabey.

The roofline has a small gable dormer & half-moon window.

Memories…

McDonald House
400 West RR
217.C.29 / 1902

A.E. (Arthur) Fry House 400 Souris St.
217.C.34 / ca. 1910

Owned by Arthur & Marjory Fry, it featured a half-moon dormer window, verandah with wood trim, and an original staircase with leaf design

Melgund & Hartney

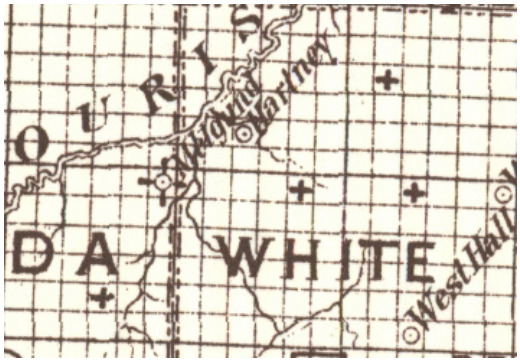
The restored Melgund Cemetery

Southwest of Hartney on Melgund Road, there is a small cemetery at a crossroads. Established in 1887, it was the first graveyard in the region. Across the road, a cairn helps to mark the spot that was home for so many people over so many years.

Early in 1881 Samuel Long and John Fee came from Ontario to this area. The sod shack they erected that first season, soon known as “The Shanty” or “The Orphan’s Home”, was a stopping place and temporary home to many settlers over the next two years.

It would be nine years before the railway entered the district and the town of Hartney would be created.

In the meantime it was Melgund that seemed to be where things were happening



Both Melgund and Hartney appear on this map from 1887. There were no towns as yet – the map shows post office locations.

The name Melgund first appears as a Post Office opened in 1882 in the home of W.J. Higgins. Rose School opened in 1884, one of the first in the area. It was also used as a church before the Melgund Methodist Church was built across the road.

This small building served as the Melgund Post Office – and likely as a residence for a time as well.

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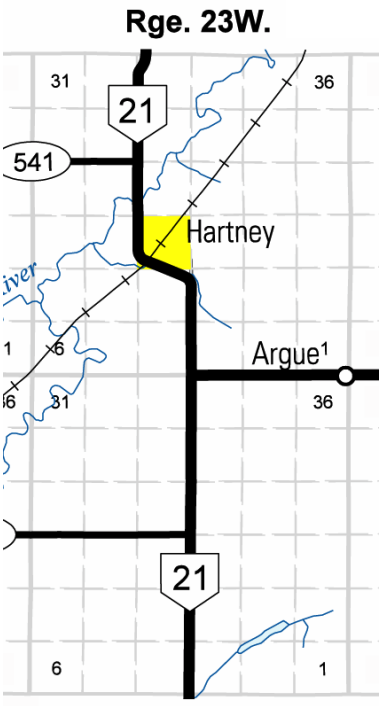
Melgund Methodist Church, taken in 1946

When the first settlers arrived they had to build some shelter, break some sod, and plant some grain and vegetables.

Before long they would get together and build a school. They might build a church, and then, perhaps, a general store or a blacksmith shop might open for business.
But most such settlements never did become towns as we know them, with rows of houses and a main street for stores and shops.

Hartney Area



Fred Turnbull Farm House
NE 28-5-23 on Melgund Rd
217.G.6 / 1899

Fred Turnbull purchased the property from Edgerton Black in 1899 and built the house

Owned by the Turnbull family until 1972
Well kept – many original features.

George Agnew Farm House - NE 14-5-23
217.G.11 / ca. 1890

George Agnew was a pioneer of 1881. His stone house has been painted.

River Park Farm - SE 17-6-23
217.G.2 / 1910 (House) 1913 (Barn)

This brick home, with its large gabled attic was built by Richard Fry from a prefab package that was delivered by rail. It has windows with leaded glass, fir floors, cedar baseboards and some pressed tin ceilings.

Joe Thomas House - 19-5-23
217.G.5 / ca. 1890

This property was owned by Richard Fry until 1904. He built this house and the River Park house. Joe Thomas was a long term owner.

It features an Ontario-style design with white quoins.

John W. Thomas House - SW 31-5-23
217.G.8 / 1904

The house was built by John W. Thomas on property acquired by his father Charles in 1897. It is close to Melgund School and Church and in 2017 was owned by John W. Thomas's Grandson.

Melgund Cairn

Joe Grierson Farm Site - SE 8-5-23
217.G.13

The original builder was Elwood Hodgson. The site features a fine home and barn on what would have been a well-appointed farm yard.

John More House - SE 4-5-23
217.G.14 / 1905

The childhood home of educator Janet Louisa May More, whose parents farmed in the vicinity. It now stands vacant and open to the elements. A windmill stands along crumbling outbuildings.

Argue

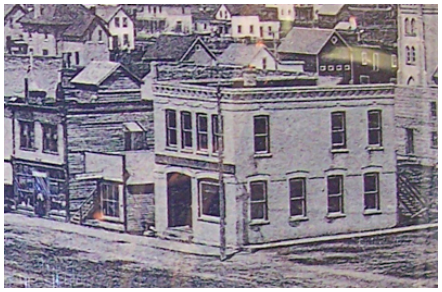
Argue was known as the “Trackend” for a year as it was the most westerly station on the Winnipeg-Cameron-Hartney Branch of the Canadian National Railway until 1900 when the line continued to Hartney and Virden.

The community was named after John Argue.

Elgin

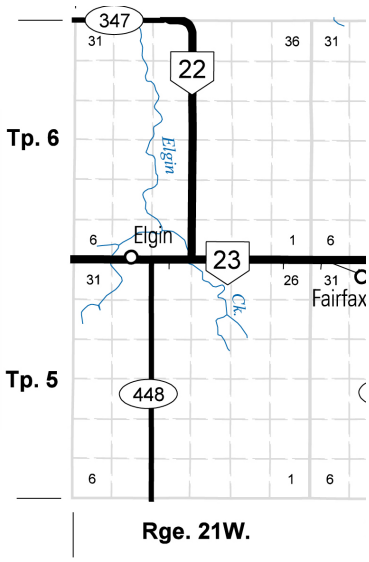
Elgin is another story of rapid growth. In 1898 when the railway came through, there was not a building on the present site of Elgin. By 1900 the population of the village was about 400, and there were more families in the district than at present. By 1913, as progress continued, Elgin had a school, 4 churches, an active band, and 34 places of business.

In1912, Elgin Consolidated School was formed When the local school, started in 1884, joined with Alice, Gilead, Maguire, and Millerway Schools. The building closed in 1951 and was replaced by a new structure. The school closed in 1986 and a monument now commemorates it.



Built in 1904 this Canadian Imperial Bank of Commerce building, to the left in this photo, was originally two stories high, providing accommodation for the bank manager. The second story was removed in the 1950s. After the bank closed in 1995, it became the Elgin and District Museum.

Elgin Area



Former Grace Methodist Church
Peterborough Ave.
147.B.1 /1906

After the 1925 unification of the Methodist, Presbyterian, and Congregationalist faiths in Canada, it became the Elgin United Church.

Holiness Movement Parsonage - 5th St.
147.B.2 / ca. 1905

James Argue House
Peterborough and Souris Ave.
147.C.1 / ca. 1905

James Argue (1848 – 1927) settled in 1881. He was elected MLA in 1899, 1903, 1907, and 1910.

His James Oswald Argue also lived here, as did Flora Chase who restored the house.

The home has a wide 2-story bay, a large entrance porch and a complex roofline

Joseph Taylor House
Souris and College
147.C. / ca. 1905

The home was once owned by pioneer Joseph Taylor.

The building has a small dormer, nice roof brackets, prominent windows and some original features and trim.

W.T. Draper House - 326 3rd
147.C.3 / ca. 1910

W.T. Draper was a Chev. dealer and auctioneer. The house has a nice side wall dormer and porch.

Robbins House - 425 4th
147.C.4 / 1948

Built by James A. McDole, this home features attractive dormers and a nice entrance.

Cameron House - 417 4th St.
147.C.5 / ca. 1900

This old home was built of lumber from a Turtle Mountain sawmill.
Some original features remain.

Ross House - 415 Fourth
147.C.6 / ca. 1910

Once owned by Frank Ross and by George Ross this home features a non-traditional style with a roomy upper level veranda and a nice entrance.

Moffat House - 52 Fifth
147.C.7 / ca. 1930

This home has with its nice roofline decorative features was once the home of Wilf Moffat, and of George and Helen Wietman.

Angyal House - 519 – 5th Street
147.C.8 / ca. 1905

This traditional gable fronted home features a nice enclosed porch.

House - 614 – 6th
147.C.9 / ca. 1910

This home has been re-sided and renovated.

Jim Burdick House - 618 6th St.
147.C.10 / 1901

While living here, George Reed kept a brick from each demolished house in Elgin in a garage in this yard. Each one was labeled.

House - Main at 8th
147.C.12 / ca. 1910

This large home has been re-sided and renovated with only the verandah left in its original finish.

Peters House - Main Street
147.C.13 / ca. 1910

Built by Mr. Hall, this attractive brick, with its nice verandah, features plenty of bargeboard and trim and some stained glass

Earl Draper House - Main Street – 7th
147.C.14 / ca. 1910

Earl Draper, MLA lived here.

McMurray House - 173 Chambers
147.C.15 / ca. 1939

Owned by Sam Sadler, Andy Clearwater, and one of the community Doctors.

Miller House - 180 Peterborough
147.C.16 / ca. 1910

Once owned by Howard Verbeena, this four-square frame house has been remodeled inside, but retains the original staircase.

James McDole House - Peterborough
147.C.17 / ca. 1940

The house was built for James McDole – Lumber Dealer.

Former Pool Elevator - Main Street
147.D.1

Draper's Garage - Main Street
147.D.2

Cliff Draper operated a garage here in this concrete block structure.

McDole Esso Shed - Along RR line
147.D.3 / ca. 1950

Esso dealer, James McDole, used this building, situated along the track, for storage

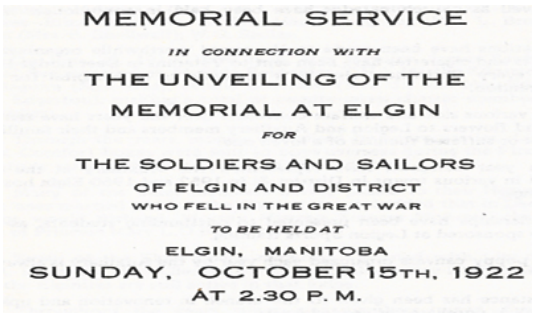
Elgin Cemetery
Just north of Elgin on Rd 448
147.F.1
1917

Former CIBC / Elgin Museum - Main Street
147.E.1 / 1904

In 1902 The C.I.B.C. was established in the Sheir Block with G.H. Horne as Manager. It was moved to this building in 1904, which was built by J.M. Robinson for C.I.B.C.

Originally two storeys, it had accommodation for the bank manager on its second floor, which was removed in the 1950s. The bank closed in 1995 and now serves as the Elgin and District Historical Museum

Elgin War Memorial - Main Street
147.F.3 / 1922



Elgin Cairns
Main Street
147.F.2

Elgin, a name given to the town by the Northern Pacific Railway Company, was probably named after the 8th Earl of Elgin. The first town lot was surveyed 14 November. By 1911, there were five churches and 42 businesses, including five elevators. This plaque was unveiled on 26 June 1999.

Plaques commemorating schools, the Elgin Village Centennial, and St. John's Anglican Church are displayed on the Main Street.

Millerway Presbyterian Church Cairn
NE 19 - 6 - 21
147.F.4

This cairn, erected in 1958 marks the site of the church built in 1898

In 1879, John Mair Sr. was the first settler of the region south of the Souris River. The region became known as the Millerway district with a church and school.

Alladin Mail Order House
2 km NW of Elgin
147.G.1 / ca. 1920

Eaton's and Aladdin were the two most popular suppliers of mail-order houses.

This was largely a prairie phenomenon – allowing those living far from "city-based" services to get the latest in home styles.

The "Fairfield" by Aladdin – 1918 Catalogue

Elgin Community Hall
Highway 23
147.J.1
1976

Elgin Rink
Highway 23
147.K.1
1963

Concrete Beam Bridge over Elgin Creek
Rd 448 1.5 km north of Elgin
147.M.1
1926

Built by the firm of Kelly and Kimberly, at a cost of $3,640.

Railway Bridge - Elgin Creek.
Alongside Highway 23 about 1 km east of Elgin
147.M.2. / 1898

Whitewater Centennial Park
NW 34-5-21. On Elgin Creek about 2km east of Elgin.
147.K.2
1967

Plaque Reads:

"Centennial of Confederation
The Whitewater Centennial Park
Erected by the Municipality of
Whitewater in permanent
commemoration of the Centennial of
Confederation in Canada in 1967"

Construction was made possible through the co-operation of the Province of Manitoba and the Government of Canada.

Elgin Village - 32-5-21
147.M.3 / 1898

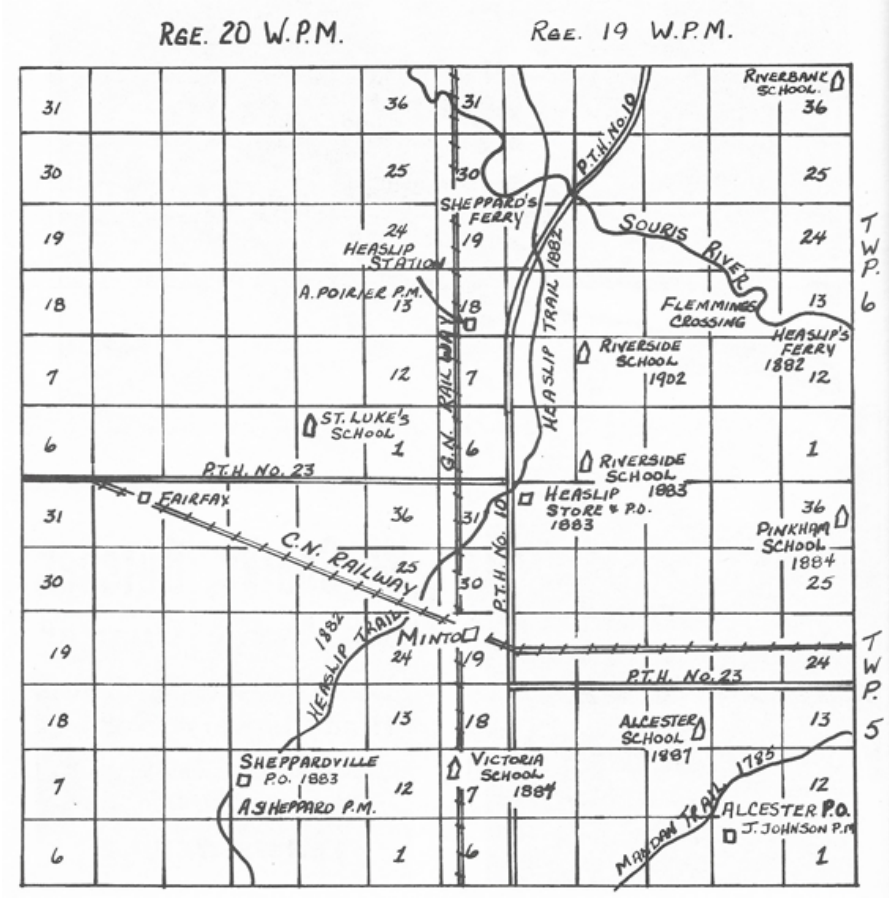
The Station was built on R.E. Sadler's property (32-5-2). The town was surveyed on McEwen Brother's land – the section to the north.

Before Minto …. there was Heaslip

Healslip had existed as a Post Office since the earliest Pioneer days.

In the early 1880's the main road from Old Deloraine to Brandon was the Heaslip Trail named for Sam Heaslip who established the trail and used it to deliver the mail. Heaslip (pronounced hays-lip) came from Ontario in 1881 and homesteaded near where Minto would later be located. Mrs Heaslip was the first woman of European heritage in the district that soon bore their name.

In 1882 Sam received a contract for mail delivery. Each week he picked up the mail in Brandon and travelled to Old Deloraine where mail for more far-flung locales was picked up by others.



The Heaslips's home served as a Stopping Place and Post Office. School classes and Presbyterian services were sometimes held in the upper floor of a granary on their farm until Riverside School was built nearby.

In 1898 when the Canadian Northern Railway established the town of Minto, existing post offices, and the beginnings of villages that had grown up around them, were eclipsed by the new town.

But the name Heaslip would live on – it was reborn as a railway stop when the Great Northern began operations in 1906 and developed into the beginnings of a village, with a station and general store.

A Big Project

Just past Heaslip the railway builders had to cross the deep, wide Souris River Valley. The line angled westward to Bunclody. Along the way it had to cross two deep ravines that ran into the river form the west.

They built temporary trestles and dumped in fill to create a road-level earth dam, complete with huge pipes designed to let the runoff through. The pipes soon broke and had to be replaced with concrete tunnels two metres square - still quite visible today. Local childhood adventures often included a dare to go through these tunnels.

Minto is Born

Named after the Governor General, Sir Gilbert Elliot-Murray-Kynynmound, 4th Earl of Minto, was started when the Canadian Northern Railway came through in 1898.

Farmers were now able to ship their grain and livestock closer to home instead of hauling to Boissevain or Hartney.

The town soon had all the shops that a community needed to thrive. These shops included everything from a butcher shop to a Chinese laundry shop.

Main Street 1906

In 1906 a second rail line from the North Dakota to Brandon made Minto an even busier place.

Minto School was established formally in the village of Minto in July 1901, becoming Minto Consolidated school in 1962. The present red-brick school dates from 1928. The old school bell is contained in a monument nearby.

On October 14, 1930, this booming town met a harsh reality that many communities had to face in those days. A huge fire swept through the business section and razed everything in its path.

Like all small towns in the 1930's, some of the businesses that had been very important in the early days, were no longer needed. People could take their cars to larger towns to shop. So many of the shops didn't rebuild and Minto's "downtown" was no longer as busy. It did however keep its basic services and continues to serve the local people today.

Former R.M. Office - South Railway
347.A.1 / 1932

The R.M. of Whitewater used this modest but stylish building for decades - followed by the Sunrise Credit Union.

It features nice trim and details and an attractive roofline facing the street.

Former Presbyterian Church South Railway
347.B.1 /1903

The Church was originally located on the corner of Church and Railway Avenue.

When Methodist and Presbyterian Churches united, they drew lots to select which church would be used.

It was extensively renovated in the late 50's.

Berbank Union Church - NE 35-6-19
1919 / 347.B.2

Wm. English donated the building site to the Berbank Union Congregation. It was built with voluntary labour. It closed in 1966.

The church was used for scenes in the movie “For the Moment” starring Russell Crowe.

House - Alexander Street
347.C.1 / ca. 1905

This 4-square style frame house has been well-kept and renovated.

It retains its wraparound veranda with nice trim and its small roof dormer

House / 148 Broadway
347.C.3 - ca. 1920

House - South Railway Ave.
347.C.5 / ca. 1910

Former Gardiner Saddlery Shop
South Railway & Johnson St.
347.D.2 / 1967

Don Gardiner replaced his earlier shop with this building.

Sparks House - 122 Johnson Street
347.C.6 / ca. 1910

William Sparks was a well-known Minto businessman and butcher.

Former Johnson's Hardware
South Railway Ave.
347.D.1 / 1939

Built by Bain Johnson for his family hardware business.

Over the years it was used as:

Grieve's Grocery (George Grieve) 1955
Ralph Evans 1976 (Evans Grocery)
Gordon & Gwen Wooley 1979 (Minto Community Market)

It replaced two earlier buildings that housed the Johnson Hardware. Though much modified it retains its original entrance and false front and some interior elements

Interior of the "Old" Johnson's Hardware

Former Heaslip Garage
Corner of Highway 10 and Road # 33N
SE 19-6-19 /
347.D.3 / ca. 1935

The little village of Heaslip, about a kilometre west of the highway, was on the Great Northern line. After Highway 10 was built and the rail line closed (1936), the village disappeared and this business was re-established along the highway.

Minto Consolidated School
South Railway Ave.
347.E.1 / 1928

Minto School was established formally in the village of Minto in July 1901, becoming Minto Consolidated School in 1962. The present red-brick school building dates from 1928. The bell from Minto School is contained in a monument nearby, as a donation from the Minto and District Historical Society.

First Minto School – built 1902

School Bell Cairn
South Railway
347.F.3

The Bell was purchased after fundraising in 1902 for use in the first school.

"Minto School Bell
Donated to the Minto and District Historical Society as a historical momento to the pioneers of the early days."

Former Alcester School / Minto Legion Hall
South Railway
347.E.2 / 1887

This compact building served as Alcester SD #380. It was moved to Minto in about 1954 and used as a Legion Hall

Former Fairfax School - 28-6-19
347.E.3
1903

The Fairfax School District replaced this building with a larger one in 1913.
It was used as an extra classroom as late as 1929, and as a Community Hall.
It was moved to a farm near the Riverside Bridge

1913

Minto War Memorial South Railway
347.F.1

On United Church Grounds

Centennial Cairn South Railway Avenue
347.F.2. / 1988
Commemorating the Minto and District Centennial

Minto Cemetery - 29-5-19
347.F.4 / 1898

The Cemetery was surveyed when the Northern Pacific & Manitoba Railway arrived in 1898.

Minto Town & Country Centre
South Railway

347.K.3 / 1980

Financed with the help of Community fund raising, this modern building replaced the Minto Memorial Hall (1921)

Minto Recreation Centre - South Railway
347.K.2 / 1963

Riverside Park Hall - NW 21-6-19
347.J.2 / ca. 1947

GPS Reading: 49.501239 99.989327

In about 1938 Lisk Campbell established a cable ferry, store and gas pumps beside the Riverside Dance Pavilion - all known as Riverside Park. Peter Balen took over in about 1947 and built this hall. Dancing continued here for a few more decades.

This building is collapsing in 2017.

Minto Hotel - Former Grout's Hall
Highway 10. & South Railway
347.J.41
ca. 1900

Built on North Railway Ave the building housed groceries and hardware on the lower level with a Hall on upper floor. The Hall was also used as a church by Presbyterians. It was later bought by Harry Austin and moved to south side on Johnson Street as the King Edward Hotel. It was moved to the Highway location after 1946.

Village of Minto - 19-5-19
347.M.3 – 1898

Surveyed when the Northern Pacific & Manitoba Railway arrived in 1898, the town developed on both sides of the tracks.

Lisk Campbell Heritage Park
NW 21-6-19 / 347.K.1

The Cairn Reads:

"Honouring a Pioneer (1870 – 1956)

Liskum Campbell resided in Riverside District 1890 – 1947. A Charter Member of Court Arnold No. 874 Canadian Order of Foresters, he built a cable ferry, store, gas pumps, and dance hall known as Riverside Park.

The Park has recently been renovated after the flood of 2011.

Old Riverside Bridge - NW 21-6-19
Former Crossing - #10 Highway at Souris River
347.M.1 / 1929

Built at a cost of $34,528 by the Winnipeg construction firm of Macaw and MacDonald, this concrete arch bridge was formerly the primary crossing for Provincial Highway No. 10 over the Souris River It has been superseded by a newer bridge to the west but is still used for local traffic.

This is the third of four bridges to cross the river near this location. Sheppard's Ferry served here in the earliest pioneer days.

Great Northern RR Ravine Crossing
SE 30-6-19 Heaslip Area
347.M.2 / 1905 - 1936

Built by the Brandon, Saskatchewan and Hudson's Bay Railway – part of the US Great Northern line.

Construction - trestle bridge – filled in.

Drainage culvert

Former Heaslip Station & Village Site
SW 18-6-19
347.M.4. / 1906

Situated on a rail line abandoned in 1936, the tiny village disappeared soon afterwards.

Lauder

Until the railway passed through Hartney on a path to Melita, Melgund was where residents in the Lauder area got their mail. It had a school and church as well. With the railway came the new towns of Lauder and Napinka. As soon as town sites were laid out there were people on hand eager to set up places of business and Lauder was no exception.

Before the end of 1892 there were numerous buildings and businesses. In 1893 records for the town show seven married couples, fifteen boys and ten girls, with ten children in school.

As was common in all too many of these new towns, there were setbacks. A fire in 1894 did a lot of damage. The residents didn't waste any time – they rebuilt.

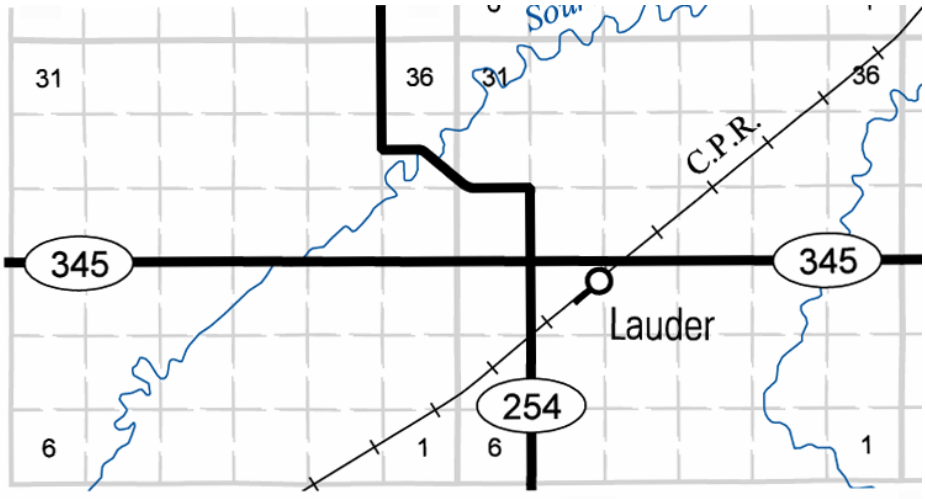
By 1895 the town layout was firmly established. It had a rink and tennis courts and its curlers and tennis players were well known in neighboring towns, as were its baseball and hockey teams. There was a literary society and a bicycle club. Dances were held in Hamelin's hall.

Another typical business venture in many new towns was the “Cheese Factory”.

In 1895 the farmers of the area met to make plans. General approval was received and the factory was located just north of town. The rise in the road at this point was known for years as the "cheese factory hill". The milk was gathered daily in large barrels and the whey returned to the farmers for feeding pigs. Henderson Directory 1897 lists W. Brigden as manager.

It did not last too long - probably not more than year. Other enterprises included a mill and a lime kiln just north of Grand Bend School.

The Lauder Region



Melgund Post Office / Homesteader Cabin
NW 36-5-24
285.G.4 / ca. 1884

W.J. Higgins applied for a Post Office, to be named Melgund, in 1884. It was located on his homestead where this small shack served as home & office until a larger home was built.

Huffman House - Lauder, Main Street
285.C.1 / 1904

One of the few inhabited fine brick homes that once lined the streets of Lauder

Lauder United Church - Lauder Mb.
285.B.1 -1904

Originally a Methodist Church this well-built structure has endured.

It features a service platform at front, alongside entrance and displays details such as a pressed metal ceiling and wood pews. It became a Union Church in 1917.

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House - Lauder
285.C.8 / ca. 1905

One of many vacant dwellings in the once busy village of Lauder. Several are in brick, of which this is a fine example.

House Lauder
285.C.11 / ca. 1905

One of a few recently inhabited dwellings in the once busy village of Lauder.

Commercial Building - Railway Ave.
Lauder
285.D.3

One of the few former commercial sites left in the once busy village of Lauder in 2009.

Lauder School - 200 Lorne Street, Lauder
285.E.1 / 1912

Lauder Leisure Centre & Post Office

The bell remains in place. The building retains its bracketed eaves and the transom over the entrance.

Lauder SD # 779

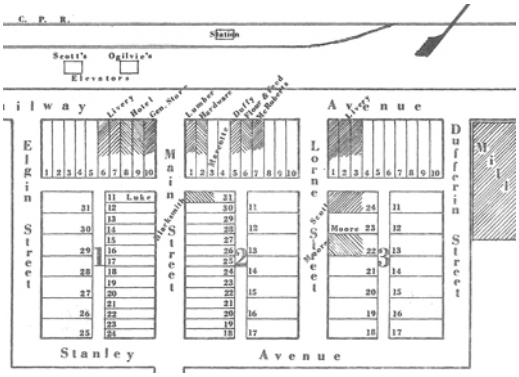
Original Lauder School - Main Street, Lauder
285.E.2 / 1893

2009

This building was replaced in 1912 then used as a Community Hall. It was demolished in 2015

ca. 1908

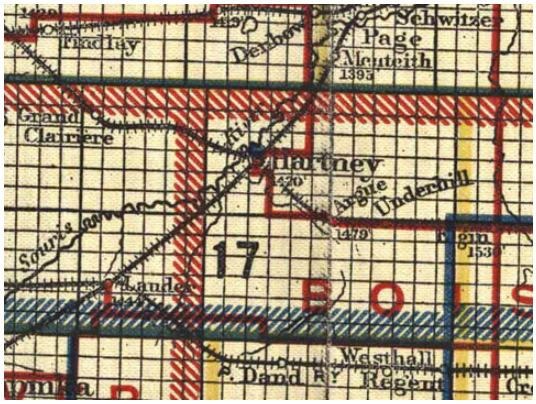
Lauder Townsite
285.M.1



Abandoned C.P.R. Branch Line from Boissevain to Lauder
285.M.2

The establishment of a CPR branch line from Boissevain to Lauder completed the expansion of railway service to the area.

The “Blue Flea” was the name given to the locomotive that travelled the line in the early days.



Lauder Cemetery - SE 17 – 5 – 24
285.F.1

W.J. Higgins Farm House - NW 36-5-24
285.G.4 / ca. 1905

W.J. Higgins was a pioneer and Postmaster.

Keeler House and Outbuildings
Lauder Area Hwy 345
NW 13-5-24 / 285.G.13

Building started in 1904 with this home of Werden Keeler. Son Lorne farmed the property until he retired in the mid 1970's

The House was still standing in 2013 but the outbuildings have been torn down.

Robert Grieves Farm House - NE 4-5-24
285.G.14 Ca. 1900

Built by Robert Grieves and now owned by Gylen Grieves. The property is home to this fine brick home, a frame barn & shed.

Memories….

One of many vacant buildings in the once busy village of Lauder.

Perhaps a commercial purpose (on Railway Ave.)

Bowles Garage - Lorne St. Lauder
285.D.2

W. Bowles bought Lot 1,Block 1, in 1916. (Not this site) In 1920 John Pentland bought a garage on Lot 1 Block 1 from Wm. Bowles.

Lauder Service Building
Railway Ave at Dufferin, Lauder
285.D.1

One of a few vacant commercial sites left in the once busy village of Lauder in 2009

Pioneer Log House
SW 32-5-24 (Demolished ca. 2014)
285.G.1

Lath & plaster interior.
Photo in Lauder History p 17

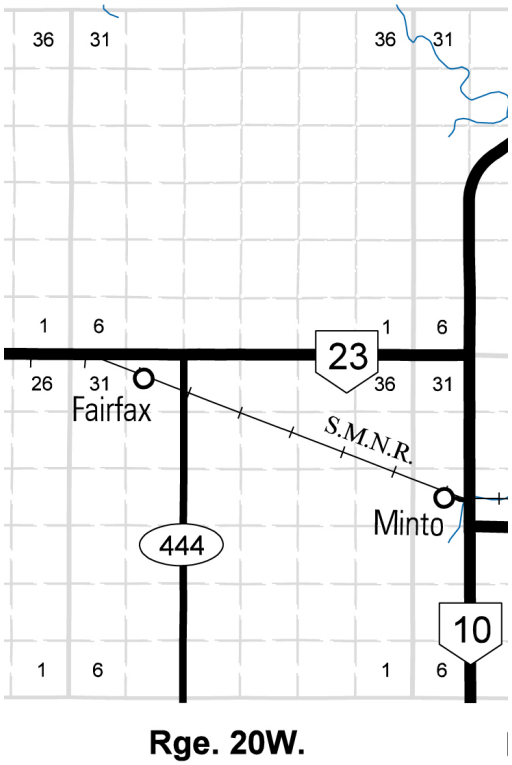
Fairfax

In 1899, after the railway was built, a survey was made of the village of Fairfax and building lots were sold.

The first general store was built in 1900, was operated by Mr. J. L. Hettle, who also became postmaster and Justice of the Peace. Three grain companies were quick to build elevators.

Fairfax school was established in August 1902. It became the Fairfax consolidated school in 1913 when it merged with Crown, St. Luke, and Plainville schools.

The first Fairfax School



Sites in the Fairfax District

Fairfax Post Office - Harriet Street
159.A.1 / ca. 1960

Open part-time in 2017.

Former Boissevain Roman Catholic Church
SE 1-6-20
159.B.1. / 1930

The builder was H.J. Phillips. The church is now a granary

Chambers House - Main Street
159.C.1

Once owned by the Tufts - re-sided and remodeled

House - Main Street
159.C.2 / ca. 1905

One of two older inhabited homes in the once busy little village of Fairfax.

Fairfax Church Monument
159.F.1 / 1994

A church that once existed near this site originally hosted a Presbyterian congregation, starting in 1903. From 1920 to 1969, it was home for an Anglican church and, from 1925 to 1968, for a United Church. A community centre used the building from 1969 to 1991, at which time it was demolished. Some of the bricks from the original building were used to build this monument. Also in this monument is honour rolls listing those from the local area who served in the First World War and the Second World War.

Henry Leathers Farm Site - E 13-6-20
159.G.1 / ca. 1910

This small old farm house sits on an abandoned farm site 5

The building below is identified as a granary in the Minto History. It might have once had another purpose – not a typical farm building.

Graham Barn
NE 12-5-20W
347.G.2

This frame building on its stone foundation is a good example of an Ontario-style barn. The Grahams arrived from Ontario in 1881.

It is a Designated Municipal Heritage Site.

Fairfax Village
33-5-20
159.M.1
1898

The rail line enters Fairfax at an angle SE to NW and the main business street runs N & S crossing the tracks and was home to the basic small town retail outlets.

Grande Clairiere

1885, a 30 year old priest named Jean Gaire decided to leave France for Canada and help others move to this new country.

By 1888, homesteaders from Eastern Canada, Great Britain and Europe had settled much of the land along the Souris River. Father Gaire, arrived at Oak Lake Parish on July 10, 1888 and set off in a southwesterly direction, in search of a suitable location to start a new community.

They found a large clearing that pleased the young priest. A few Metis families lived nearby, so he decided to settle and called the place "Grande Clairiere."

Father Gaire applied for a homestead.

He described his first church service in his memoirs: "*At 9 o'clock my three Metis families were there - 6 adults and 10 children. I have neither choir nor children to serve Mass; I say a low Mass, all the time admiring the simple, open piety of these brave people."*

Soon his new community had a few more Metis families and some settlers from Loire in France. The population tripled in three months!

By April 1889 settlers began to arrive. There were now 43 homes and close to 150 people!!

During the winter of 1889-1890, Father Gaire returned to France for a month as "Immigration Agent" for the Canadian government. On March 23, 1890, forty French and Belgian immigrants came to Grande Clairiere.

By 1893, the community had a post office, a church and rectory; and had started building a school.

Father Gaire's dream was to have more than an ordinary school; he wanted a boarding school where children from distant missions that had no educational facilities, could be accommodated.

In the spring of 1898, construction began on the first convent. The sisters arrived in Grande Clairiere on August 11 and school opened on August 18 with 20 pupils registered.

In 1903, his dreams in Grande Clairiere fulfilled, Father Gaire requested a transfer to a new mission in Wauchope, Saskatchewan.

The Railway Village

The three-story convent in Grande Clairiere was built in 1906.

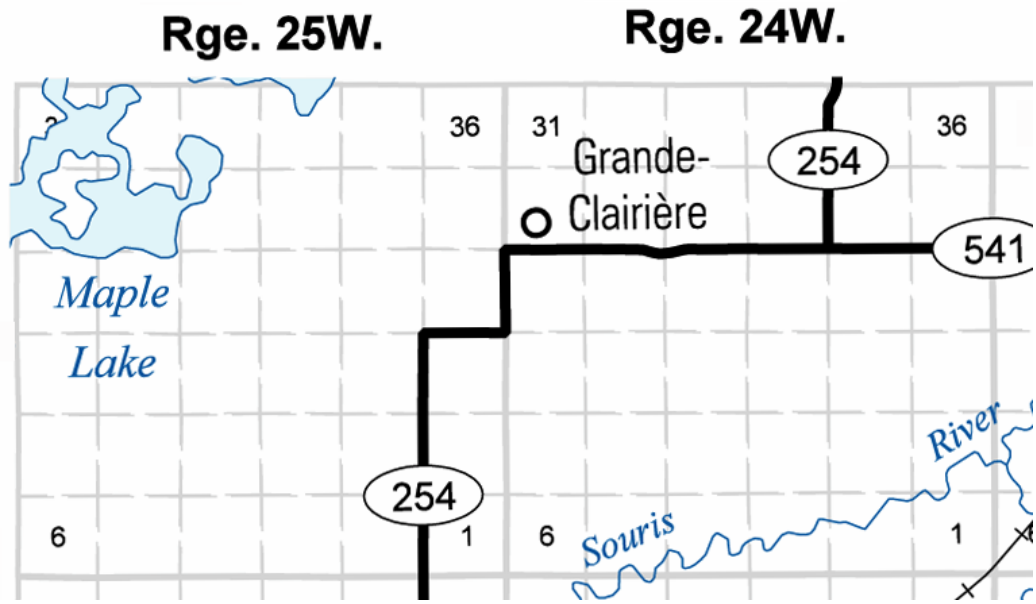
The Grande Clairiere community got a new look when the Canadian Northern line from

Hartney to Virden passed through in 1906. The train brought better mail service and better delivery of supplies.

Already known for its large church, and convent, it now became a village with stores, garages and even a bank.

Store operated by Claude Rey and Marcel Martine.

The Bank of Hochelaga opened as "la Banque Nationale" by Father Pierquin and originally located in the Rectory. Later changed to La Banque d'Hochelaga.



The Grande Clairiere District

St. John's Catholic Church
Grande Clairiere
700.B.1 / 1907

The frame church features tall spire and cross with a statue in front gable of St. Louis de Gonzague, a gift from Mr. & Mrs. Desire Vinck Sr. The church was once associated with a convent/school managed by the Sisters of Our Lady of the Missions.

House - Grande Clairiere
700.C.1 / ca. 1920

One of the few remaining homes in the village of Grande Clairiere

Bank of Hochelaga - S 34 – 6 - 25
700.D.1 / ca. 1910

Opened as "la Banque Nationale" by Father Pierquin and originally located in the Rectory. Later changed to La Banque d'Hochelaga and located in this building, which was located just north of the Rectory.

Gaston Boulanger was the manager.

The building was moved to a nearby farm.

Pallard Store - NE 24-6-25
700.D.2 / 1909

The store was built by Frank Vassart and operated by:

1912 – Marcel Martine & Claude Rey
1925 – Francois Pallard
1942-67 – Amedee Boulanger

The pressed metal ceiling and some original shelving is still evident in the building that has been Moved from the village of Grande Clairiere to a farm.

Bertholet Blacksmith Shop - Grande Clairiere
700.D.3 / ca. 1910

Closed in 1976, the structure contains some blacksmith tools and fixtures.

Grande Clairiere School - Grande Clairiere
700.E.1 / 1925

Established by the Grande Clairiere Parish, the school was closed in 1966 and used as a clubhouse for baseball tournaments.

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Grand Clairiere Cemetery - Grande Clairiere
700.F.1 / 1888

Nearby is a fieldstone cairn listing the priests who served the community from 1888 to 1995.

Moreau Farm Site & Barn S 34-6-25
700.G.1

Leon Moreau settled here in 1914 and built the barn 1946. There are several buildings and a house on a traditional farmyard.

Lamouline Farm Site - NE 13-6-25
700.G.2

Several older outbuildings remain on a farm site John Lamouline bought in 1918 from Cyril Delaite

Log Outbuilding - SE 28-6-25
700.G.3 / 1928

This log shack was used for overnight accommodation when haying or working with cattle on remote fields.

Also used for hunting.

Jean Gaire Parish Hall - Grande Clairiere
700.J.1

Florent Gregiore was the overseer for the building. An addition and renovations were completed in1974 and 1985.

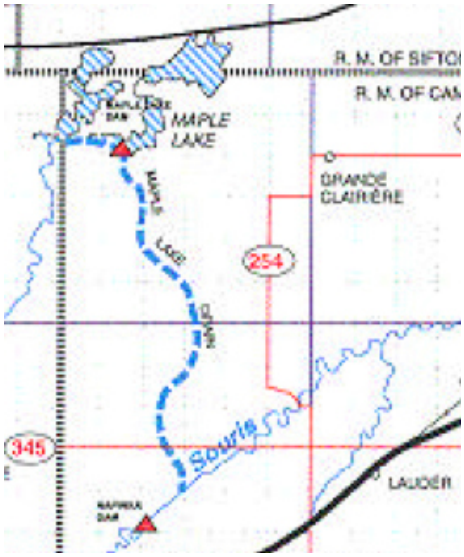
Recreation Centre
Grande Clairiere
700.K.1

Grand ClairiereTown Site
Grand Clairiere
700.M.1
Est. 1905

The arrival of the CNR in 1905 led to the creation of a small grid of streets and several commercial ventures.

Maple Lakes Drain
Grande Clairiere area. Connecting Maple Lakes to the Souris River.
700.M.2
1976

Constructed to drain Maple Lakes as part of a Water Management Plan



Souris River Bridges
Between Hartney and Hwy254
700.M.3

A series of 3 rural bridges on grid roads are important links for communities and even between individual farms that span the Souris River.

It is unusual to have such close links in rural areas.

The quiet nature of the Souris in this region as it passes in a low valley, helped make bridge building affordable.

Underhill

Underhill in 2016

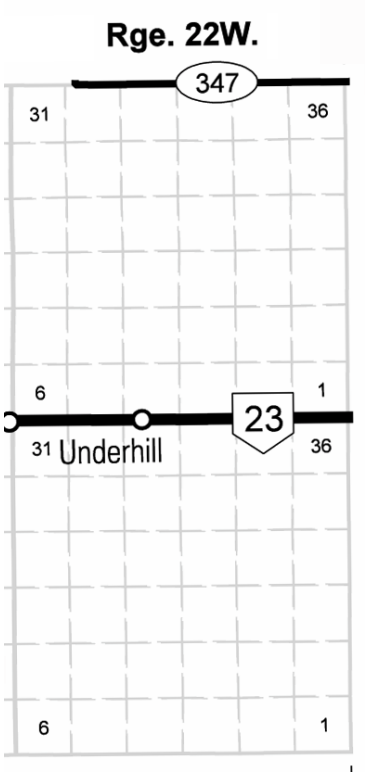
The ghost community of Underhill took its name from Mr. John Underhill who arrived during the rush of settlement to this part of the prairies in the early 1880s.

Three elevators were swiftly erected with the arrival of the railway. Mr. A. E. Hill, who operated a store in nearby Hartney, opened a general store in Underhill in 1897. It was followed by a second before too long.

The first school in Underhill was called the Barber School No. 423 and was constructed over a kilometre south of the village in 1886. In 1909 it was moved into the village where it stood until 1928. A new school was built on the same site and used until 1961. The school building was always a social centre for the district. Activities such as amateur plays, Sunday School, card games and dances were held.

Passenger service to the Underhill station was discontinued in 1954. Soon the railway line was ripped up and rural schools were consolidated further shifting the focus from the small community to the larger surrounding centres.

Barber School Cairn – Underhill



The Underhill District

A.E. Hill Store - Underhill
570.D.1 / 1899

Built by A.E. Hill, this later became a Co-op Store and the Carter Grocery Store.

Windmill - SE 24-6-22
570.G.2

Once an important feature of a progressive farm operation.

Used mainly to power a pump, but some were used for other purposes – such as a generator.

This one was used until relatively recently.

Chris Somerville Farm Site - SE 18-6-22
570.G.3 / ca. 1910

Chris moved to Hartney ca. 1910. The large brick house, frame outbuildings were still standing in 2013 on this large well-developed farm yard.

Walter Somerville Barn NE 6 – 6 - 22
570.G.6 / 1940's

Walter Somerville built this as a granary

The house was vacant but still standing in 2013.

Mrs. Weightman Stopping House Site
NE 9 – 5 - 22
570.G.10

Mrs. Weightman established a stopping house in 1882 and operated a Post Office in the home (1883 - 1906) named West Hall after their home in Northumberland, England.

http://vantagepoints.ca/stories/mrs-weightman/

Larson Home - SE 12-5-22
570.G.11 / ca. 1890 (Original Part)

There have been several additions and renovations to this old farm house.

The barn in the Larson yard built by Jim Reid.

Unused Road Allowances
570.M.2

The northeast part of Cameron has seen a high proportion of roads abandoned.

Settlement plans allowed for road allowances at one-mile intervals. Not all of these were developed into modern roads, and many that were developed have been abandoned as unnecessary as farms became larger and population decreased.

Some remain used as machinery roads for farm equipment access.

Memories…

McBurney House NW 22 – 6 - 22
570.G.7 / 1906

Destroyed by fire – ca.2016

The farm has been in the McBurney family since 1897. There is a Memorial sign on front lawn