

Dr. Gaetz. Except for this trifling incident no property loss occurred in the wide area centering on the Red Deer Crossing.

On April 25th the First Division of the Alberta Field Force, with a train of one hundred and fifty-six wagons reached the Red Deer and forded the river without incident, although the stream was rising rapidly. Three days later the Second Division of the force, somewhat handicapped by a nine-pounder gun of which they inordinately proud, could not make the crossing of the wide, swift-flowing and treacherous stream, as they described it. They hastily built a raft from logs which they found on the spot, and two men swam to the north bank, taking with them a long rope made by tying picket lines together. By means of this raft the men crossed the stream. On the last trip the gun was the main part of the load. The rope broke and the raft drifted about three miles before it grounded on the north shore. In 1940, in a gravel pit which would be about five miles downstream from the Old Crossing workers found a four-pound cannon ball several feet from the surface. At first people accepted the theory that this was a shot lost in 1885. However, this explanation is not likely, because the shot is the wrong size and there is no record of the 1885 forces having any cannon other than their nine-pounder. Military men have pointed out that in 1885 the artillery did not use solid shot. It is probably a relic of a still earlier era when fur traders mounted small brass cannon on some of their forts as at Rocky Mountain House.

The Mounted Police decided that the Red Deer Crossing was an excellent place to attempt to capture any possible fugitives who might seek to escape from Northern Alberta to the United States. Therefore, twelve members of the Mounted Police and twenty soldiers of the 65th Regiment from Montreal were stationed at Red Deer Crossing where the soldiers under the command of Lieutenant Normandeau built a fort. This building, which was named Fort Normandeau in honor of the young commanding officer, served to overawe any possible troublemakers in Central Alberta. The authorities also stationed at the fort twelve Mounted Police who were to conduct extensive patrols throughout Central Alberta.

By the end of June the soldiers had finished building the fort, which stood about a quarter mile south and a quarter mile east of the actual fording place. In size the sod-roofed structure was twenty-eight feet by twenty-four feet, two storeys in height. The soldiers built an eight foot palisade around the fort, and also dug a moat eight feet deep and ten feet wide about the place. The ditch was kept filled with water from the river. Because of its position and strength the fort was considered by many to be potentially as important as Edmonton. It was, however, never tested in action. Shortly after they had completed the construction of the fort the soldiers left for Edmonton, but the police detachment remained at Fort Normandeau. In 1899 the fort building was moved to the Cornett homestead in the Waskasoo district, south of Red Deer. The palisade was destroyed by a prairie fire, and the moat was filled in by silt from the river.

The Old Timers, in 1934, held a rally in honor of the fiftieth anniversary of the settlement. At that time the association decided to establish a permanent meeting place for the future. The Canadian Pacific Railway sold the group three acres of land at the site of the old Red Deer Crossing, and the Municipality of Pine Lake donated a similar amount. Tom Gaetz organized a group to move the remains of the old fort, by then badly dilapidated, to the Old Timers' property. The task was done, and the old building restored as much as possible to its original appearance. In 1934 the Old Timers had the ancient Indian trail leading down to the Crossing made useable again. They placed the old fort very close to where the trail crosses the river. This trail, incidentally, is the oldest one still in use in Alberta.

The late James Dawson, who came to Red Deer in 1889 with the Mounted Police, had been in that service at the time of the Rebellion. His comment on life at Fort Normandeau is worthy of repetition. "We had a very quiet time of it—mostly little duties around the barracks, such as grooming the horses and keeping

the equipment in order, just waiting for something to turn up. This was a law-abiding community because there was a good class of people here." The Police actually remained at Red Deer Crossing for six years, until, with the coming of railway, they shifted their station to the new hamlet in October 1891. For the fall term of 1892 the Crossing School took up quarters in the Burch store in the new settlement. Previously, the entire civilian population of the crossing, all eighteen of them, had moved to the new townsite.

## Chapter II

### ECONOMIC DEVELOPMENT OF RED DEER AND ITS TRIBUTARY AREA

Red Deer is a very prosperous community. In 1953 purchases in the city's retail stores amounted to \$18,200,000, which was an increase of 20.4 per cent over sales for 1952. In Alberta as a whole the increase in the same period was only .4 per cent. In 1953, 2,600 Red Deer families had a net disposable income after taxes of \$10,086,000 for an average of \$3,879, a substantial increase over the average of \$3,695 in the preceding year. With retail sales much larger than local income Red Deer must be the centre of a large trading area. The tributary districts are one of the best mixed-farming regions of Western Canada, producing large amounts of wheat and coarse grains, sheep, hogs and dairy products. To the west of Red Deer lie the lumber towns of Rocky Mountain House and Caroline, while to the east of the city are the ranching areas of Pine Lake. Coal is mined at Nordegg in the mountains and at Ardley on the banks of the Red Deer River. With regard to the province as a whole Red Deer's position midway between Calgary and Edmonton has made it a distributing centre of importance.

Red Deer's economy has developed with that of the province. In the first two decades of its existence, 1891 to 1911, the town grew rapidly, reflecting the great influx of settlers to the West. Then from the beginning of the First Great War until the beginning of the Second there was a period of consolidation, which resulted in a slowing down of the rate of growth in the town itself, although the rural area continued to develop fairly rapidly. Statistics tell the story.

	1901	1911	1921	1931	1936	1941	1946	1951
Red Deer	323	2,118	2,328	2,344	2,389	2,924	4,042	7,575
Alberta	73,000	374,000	588,000	732,000	750,000	796,000	803,000	939,000
Red Deer as Per Cent of Total	0.44	0.56	0.40	0.32	0.32	0.37	0.50	0.81

In 1953 Red Deer had an estimated population of 10,000, which was one per cent of the population of Alberta.

An examination of the figures given in the table shows that the greatest increase, both in actual numbers and in relation to Alberta generally, has been since the Second Great War. The cause of this increase has been the realization by many firms of the advantages which Red Deer offers as a shopping centre and distributing point. Some of the newly established business concerns are the Chrysler Corporation, with a large warehouse just south of town; the Union Tractor plant; the Cadbury Chocolate Company's warehouse; the T. Eaton retail store; the F. W. Woolworth store and the Simpson-Sears mail-order office. In the period before 1914 many Red Deer business men hoped that industries would establish themselves in the town. Today, with fifty thousand people in the immediate trading area, most business people feel that Red Deer has a prosperous future as a market town, but not as a manufacturing centre.

The oldest continuous business enterprise in Red Deer is the Springbett Blacksmith Shop, which William Springbett established in 1890 in the old shack of

Addison McPherson at Red Deer Crossing. In May 1891, Mr. Springbett moved to the new townsite on the railway, establishing his business in a building which occupied the present-day site of the Imperial Bank. For fifty years Mr. Springbett served the needs of a widespread community in Central Alberta. After the Second Great War a new residential area of the city, Springbett Drive, was named after this sturdy pioneer. In later years his son carried on the trade.

The first retail store within the city limits of Red Deer was a small ten by twelve log shack which an itinerant trader named Stevenson built in the summer of 1890 at the corner of Ross Street and Gaetz Avenue to serve the needs of the construction workers on the Calgary-Edmonton Railway. After the completion of the bridge across the Red Deer in the spring of 1891 he abandoned the shack and moved elsewhere. Mention has already been made of the trading post at Red Deer Crossing.

In 1891 Raymond Gaetz opened a store in the new settlement, his premises occupying the site of the present-day Central Block. When that block was built the old store was moved just north of it to face Gaetz Avenue. In 1928 it was again moved, this time to the rear of the Corona Garage, where it was soon afterwards destroyed by fire. In the same year that Mr. Gaetz built his store John Burch came from Eastern Canada and started a similar business on the north-east corner of Gaetz Avenue and Ross Street. The west part of the Horsley Drug Store of today is actually the building which Burch built in 1891. Above the store was an extra room which in 1892 became the first school in the City of Red Deer. A third business place also opened in 1891 when Frank McBride, a young man from Ontario, built a hardware store just south of John Burch's premises. When the Royal Bank was constructed the old McBride building was moved to 48th Street, where it served as the Springbett Blacksmith Shop until it was demolished in 1954. The blacksmith shop and the two general stores constituted Red Deer's business section when the railway began to operate a regular train service in 1891.

A study of the photograph of the McBride building is of interest because this structure was typical of 1890 to 1911 construction in many Western towns. The width of the single-storey building, which had living quarters at the back, was only twenty-five feet. The false front, which gave a slight illusion of a second storey, seemed a laughable sham to many Eastern visitors, but in actuality it was the symbol of a dream. The flimsy, frame structure was all the owner could afford, but the false front was a visible outline of what he hoped to have some day. From the architectural point of view it was ridiculous, but it was really intended to be a brave defiance of the future. Unfortunately for many of the pioneer the dream died in the bitter years.

In 1891 Red Deer was only a flag stop on the Calgary-Edmonton Railway. The service consisted of one train per week, and even this was often more than an hour late. A box-car was placed beside the track to serve as a shelter for the occasional traveller who wanted to board the train at Red Deer. Then in 1893 the Canadian Pacific Railway Company built a station near the place where the freight sheds are today. After the completion of the station Philip Pidgeon, who took an active part in the Board of Trade and in municipal affairs, became the resident agent of the company. In 1910 the company built the present station.

In the spring of 1891 there were only three dwelling houses within the present city limits. The oldest of these had been built in 1886 by Isaac Gaetz, a brother of Dr. Leonard Gaetz. Isaac Gaetz homesteaded and pre-empted the north half of section seventeen, placing his buildings on a little knoll beside Waskasoo Creek. In the 1920's the original logs were covered with siding, giving the building the appearance of an ordinary frame structure. When plumbing was installed a real problem arose because of the solid walls. Similar difficulties have arisen in modernizing other pioneer buildings, which frequently give no indication of their original log construction except for an unusual thickness of the outer walls. The second house in Red Deer was built in 1890 by Dr. Leonard Gaetz, who used lumber from

a small portable mill which he operated to make use of the abundant timber of the area. This house, which still stands at the southern approach to the traffic bridge on about the site of the original homestead buildings, was the first house between Calgary and Edmonton to be built entirely of sawn lumber. Red Deer's third house, which still stands at the corner of 48th Street and 49th Avenue, was built in 1890 by Mrs. Emma McLeod, a sister of George Smith who was the first teacher in Central Alberta.

In 1891 the townsite was surveyed, with the main east and west thoroughfare, Ross Street, one hundred feet in width. Unfortunately the surveyors made Gaetz Avenue, which is now part of Number Two Highway, the standard one chain in width, which has proved far too narrow for the volume of traffic which uses this street. Fortunately they did follow a symmetrical plan of straight streets and avenues intersecting at right angles, and they avoided any narrow winding streets like those which came into existence in some Western towns. In 1891 many people felt that the width of Ross Street was nothing but a waste of good land.

The railway brought no great influx of people to the hamlet, which by the end of 1891 had a population of only fifty. A man named Carey came from Ontario and built the Alberta Hotel about where the Buffalo Hotel stands now. In a small shack near this hotel John Grant, who was a well-known resident for over thirty years, opened the first barber shop in Red Deer. Later Mr. Grant put up a brick building on the corner of Ross Street and 49th Avenue where he operated a taxidermist business. The fine buffalo head which hangs in the City Council chambers is an example of Mr. Grant's careful work. The animal, one of the last of the great herds, was killed on the banks of the Red Deer River near the Saskatchewan border in August, 1887. In 1940 Mr. Grant's building was moved east of its original location, and became the Mounted Police barracks. In 1952 the ground floor was modified to become the Public Library.

In the same year that Mr. Grant opened his barber shop, 1891, Henry Reinholt, who had homesteaded near Burnt Lake, began to quarry stone on the south bank of the river near the Cronquist house of today. He obtained a good quality grey sandstone, which was soft at first but hardened rapidly on exposure to the air. Builders used the stone extensively for foundations, and even for whole buildings. The Anglican Church is one of the best examples of its use on a large scale. Mr. Reinholt found there was a large demand for the stone locally, and he also shipped carloads of the materials to other places. By the time of the First Great War, however, stone was seldom used in buildings and the quarry ceased to operate.

In June, 1891, George Greene, a young lawyer who like so many other Red Deer pioneers had come from Ontario, settled in the town, where he built the first business block. His building, which was constructed of the local stone, still stands on the south-west corner of Ross Street and Gaetz Avenue. Originally Mr. Greene used it for his own law offices and for a private bank which he established to serve the needs of the growing community until the Merchants Bank of Canada bought him out in 1902. Mr. Greene, who was Red Deer's first lawyer, in 1902 took W. E. Payne into a partnership which lasted until Mr. Greene became a judge at Medicine Hat in 1915. The legal firm then became Payne and Graham, and is now Graham and Stewart.

In 1883 Red Deer became the postal address of the settlers in a very wide area when G. C. King built his trading post at the Crossing. There was a slot in the door for the mailing of letters, and the mail was brought in by means of a Red River cart. After the railway reached Calgary the mail was brought north once every two weeks by stage coach. From the fall of 1884 until the completion of the Calgary-Edmonton railway line in 1891 Raymond Gaetz operated the post office at Red Deer Crossing. His brother, H. H. Gaetz, succeeded him when the settlement moved to its present location. The new post office was in the H. H. Gaetz Drug Store, which stood on the west side of Gaetz Avenue, just north of Ross Street. Within a short time Mr. Gaetz moved the drug store and post office to the building

whose homestead the village was built, wanted to have it named Essexville in honor of the Ontario county from which he had come, but his suggestion was not approved. The name "Penhold" supposedly came from a railway official who jabbed a pen into a piece of paper and said, "Let it be called Penhold".

The settlement of the district came just about the same time as the settlement of Red Deer. Mr. and Mrs. John Stewart of London, Ontario, the first settlers, came to the West because they had heard the glowing accounts which Dr. Gaetz gave of the Red Deer country. The Stewarts actually settled on their homestead and pre-emption, six miles south of Red Deer Crossing, only a few weeks after the Gaetz family had taken up their lands. The same four men who had assisted Dr. Gaetz to build his house also constructed a log dwelling for the Stewarts. This spirit of helpfulness was an important factor in influencing settlers to stay on even when conditions became very discouraging. For twenty years the Stewarts remained on their homestead, but after the death of John Stewart his sons moved to the village of Penhold where they went into business. They also opened a branch in Red Deer, and the Stewart Lumber Company has become a very important enterprise in that town.

Because it was closer to Calgary the Penhold district before 1890 attracted more settlers than did the Red Deer region. Experienced farmers, many of whom came from Ontario, soon had a fair amount of land under cultivation, even though the sowing had to be done by hand, the grain sown by scythe, and the threshing done by a flail or by horse-tread. One of the early settlers was Alfred Speakman, a lay minister of the Methodist Church, who settled in the Horn Hill district east of Penhold. An educated man, Mr. Speakman, who from the first was very interested in the farmers' movement, drafted the constitution for the first United Farmers' Association of Alberta. He also served as president of the association. His son Alfred, who was a member of the Progressive party and the United Farmers of Alberta, represented the Red Deer constituency at Ottawa from 1924 until 1935.

In 1940 the economy of Penhold benefitted from the establishment of an Air Force station just north-west of the village. At first this unit was Number 2A Manning Depot, R.C.A.F., but in August, 1941 it became Number Thirty-six Service Flying Training School. In July, 1953, after having been closed for eight years, Penhold was reactivated as a training station under the new expansion program for Canadian defence in conjunction with the North Atlantic Treaty Organization. Although certain businesses have gained considerably through providing for the needs of the Air Force personnel, the real basis of Penhold's prosperity is still the fertile agricultural region which lies around the village.

About seven miles north of Red Deer lies the village of Blackfalds. The Blindman valley, with an abundance of feed and shelter for cattle, first attracted settlers to the region. Before the early ranchers arrived there was a stopping house where the old Number Two Highway crosses the Blindman. From this point trails branched off to Rocky Mountain House to the west and to Buffalo Lake to the east.

The first white man to settle in the district was A. D. Gregson, who in 1889 chose an attractive homestead near the junction of the Blindman with the Red Deer. Mr. Gregson, who was soon joined by his brother Percy, chose the spot as much for its advantages as a hunting and fishing region as for its farming possibilities. He built a house of split field stone, and dug it into the side of a hill in an attempt to insulate it against the severe Alberta winters. Because of this unusual construction the house, which is still in use, attracts considerable attention.

Another early settler of this district was Walter Waghorn, who kept the first post office in his ranch house near the river, later moving the office to a small building on the site of the present village. The post office was first called Waghorn, but in 1892 it was changed to correspond in name with the Blackfalds siding. The settlers of the region soon demanded a school, and in 1893 Blindman School, which

was Number 255 of the North-West Territories, was opened. The late Senator Talbot of Lacombe was at one time the teacher of this school.

In the rainy years which began in 1897 the rolling surface of the Blackfalds country kept it from becoming the waste of mud and water which covered much of the rest of Central Alberta. As a result there was a great influx of settlers to the district, including many young Englishmen who liked the idea of ranching rather than farming. By 1900 all the available land was occupied and a demand arose for better trading facilities. A village was planned for the siding. John McKay opened the first general store, while William Spurel built an hotel. Other businessmen came to Blackfalds which soon had three lumber yards, three livery barns, several general stores, a number of implement dealers, and a few professional men. Blackfalds actually had a dentist before there was one in Red Deer. By 1914 Red Deer had grown large enough to attract much of the farm trade away from Blackfalds, and this tendency of people to do their shopping in a larger centre has become more marked with the improved highways of the present day.

Grain growing and mixed farming have replaced ranching in the Blackfalds district, although there are still many fine herds of cattle in the area. Sheep raising has become common, and dairying has increased greatly, most of the milk being shipped to the Condensery in Red Deer.

The nearest town west of Red Deer is Sylvan Lake, a well-known summer resort. Until 1903 this lake was called Snake Lake because so many garter snakes were found along its shores. Because the land around the lake was heavily timbered and rather inaccessible, settlement did not begin until 1899 when Alexander Loisel and his son, Louis, came from Michigan. They had brought a sawmill with them and decided to settle at Snake Lake because so much timber was available there. The father chose a homestead within the limits of the present town, while the son selected land west and north at Third Point. They placed their mill near the outlet of the creek which joins Sylvan Lake to Burnt Lake. This stream, which is practically dry now, in those days carried sufficient water to enable them to float rafts of logs between the lakes. By 1902 other settlers had come to the district and Alexander Loisel built an hotel to accommodate people coming to the region. He also started a store. Much of his business was with freighters who followed a trail which skirted the south end of Sylvan Lake. As the whole region as far west as Rocky Mountain House was supplied by this route, the volume of traffic was considerable. In 1903 Sylvan Lake became a post office, with Alexander Loisel as postmaster.

The development of a summer resort began as early as 1901 when two families from Red Deer camped at the lake. In 1904 three summer cottages were built, the first of nearly one thousand summer places that are there now. The farm population of the area grew slowly until the Alberta Central Railway was built from Red Deer to Rocky Mountain House in the years from 1910 to 1914. Many of the people who came to the region were from Finland and the other Baltic provinces of Russia. These settlers often obtained some cash to meet their living expenses by working in the lumber camps of the Rocky Mountain House country during the winter, while during the rest of the year they did the heavy work of clearing and breaking their fields.

Because the surrounding district developed slowly, for many years the village of Sylvan Lake showed little growth in population, which as late of 1923 comprised only 185 permanent residents. The depression years, oddly enough, had the effect of increasing the tourist trade in the village, mainly because large numbers of people felt that they could spend a holiday there at less cost than in more pretentious resorts. By 1934 the permanent population had increased to seven hundred, with about four thousand people living at the resort during July and August. Hotels, rooming houses, dance halls and other places of amusement were built. Business declined during the Second Great War, but after that conflict was over the agricultural community around the lake began to enjoy considerable prosperity. New

land, cleared by brush-cutting machines, produced heavy crops of grain. The resident population of the town of Sylvan Lake is about twelve hundred at the present time (1954).

East of Red Deer lies Pine Lake, which is the centre of a district in which ranching has been the most important industry. The soil is sandy and the surface is rough and broken, with many sloughs. An elderly woman aptly described the region by saying that it was "a hilly as a pan of buns". The advantages of shelter abundant water and plenty of slough grass for hay have made the region excellent ranching territory. The natural beauty of the district appealed to English settlers in particular. Of these people Robert Page, who started a cattle ranch in 1892, was the first. Within a year Mr. and Mrs. M. J. Herbert and Mr. and Mrs. H. F. Lawrence also secured land at Pine Lake, while B. P. Alford opened a small store near the north end of the lake. In the succeeding years there was a slow, steady growth as other settlers, manly from England, came to the district. In 1910 a survey was made for a railway from Red Deer to Moose Jaw, and for a time it seemed that Mr. Alford's little store might be the beginning of a town but the line was never constructed, and no village developed at Pine Lake. In 1946 the provincial government built a gravel highway from Penhold to Lousana, and this improved road has caused a considerable increase in the tourist business done by a number of small resorts along the shores of the lake. There is, however, no public beach or park. In spite of the increase in the tourist trade and the oil development which has occurred in recent years, the prosperity of the Pine Lake community is basically founded on cattle ranching.

A brief account of the Lawrence family may be given as an example of the experiences of settlers in the region. In 1893 Henry Frank Lawrence, a man of considerable education who contributed occasionally to the Toronto Saturday Night, chose a homestead on the shores of the lake. An artist of some ability, he found subjects for his paintings in the rugged country about his home. Although Mr. Lawrence had some difficuty in adjusting himself to his new environment, his sons, born and raised in the West, became successful farmers and ranchers. Although their holdings were scattered through a wide area, they worked them as a unit. They made excellent use of the natural resources of the country, for example, sawing the scrub poplar of the region into four-by-four timbers which they used for corrals and barns at a time when other ranchers were spending large sums for commercial lumber. Their material progress was not spectacular, but it was steady, and by 1950 their joint holdings of land and cattle were worth a large amount of money. As time went on some of the sons and grandsons left the district to engage in business or the professions, in a sense completing the cycle which began with an English immigrant sixty years earlier.

If Pine Lake is taken as an example of a ranching area, Balmoral on the eastern outskirts of Red Deer may be considered as a typical mixed-farming community. The first two settlers were the half-breeds, McKenzie and Wischart, who operated a sawmill on what is now the Northey property. Wischart also squatted on a piece of unsurveyed land which is today the Provincial Training School farm. In 1885 John Gaetz and his mother, the first white settlers in Balmoral, bought out the Wischart claim to the land which John Gaetz occupied for the next fifty years. By 1891 three other men, Robert McDuffy, William Jenkins and Charles Cruickshank, had started to clear and break the land in the district. In 1894 the Balmoral School District, Number 292, was organized, the name being chosen by Mrs. C. M. Gaetz in honor of a family who had just come from Scotland. A brick schoolhouse, without any basement, was built, but for two years there were no students to use it. When the school did open, Miss Mina Cole was the teacher. In 1911 the original building was replaced by a well-constructed brick structure with a proper foundation and a full-sized basement. For some years this building was considered to be the finest rural school in the Red Deer Inspectorate. The economic changes in the district were reflected in the school enrolment. At first there were few pupils because the families were chiefly young couples. They cleared their land and

prospered, and by the 1920's the registers showed enrolments of forty, with some families having three or four children in the school, which went only as high as the eighth grade. Very few pupils went on to high school. Most of the boys and girls either worked on the home farm or found employment with a neighbor. By the 1930's the school enrolment began to decline as the introduction of power machinery resulted in larger farms of a section or more. By 1953 there were so few children in the district that the school was closed. Eight or nine pupils came from Balmoral to Red Deer by bus.

The soil of the district is a deep, black loam, producing up to forty bushels of wheat to the acre in an average year. Originally this land was covered with a heavy growth of poplar and willow, which in pioneer times had to be cleared by hand. The growth was often so dense that one acre would yield twenty cords of firewood, with only the aspen poplar being used. Because so much labor was involved, five acres represented a good year's work by a homesteader in clearing and breaking land. It was no accident that Mr. Frank Van Slyke of Balmoral invented a good breaking plough; the need for such an implement was very great. Once it was broken the land was excellent for mixed farming, as the following letter, written in 1912, testifies.

"I came to this district from Carleton, Ontario twelve years ago, and have since farmed two hundred and forty acres three miles from Red Deer."

"I have carried on mixed farming and have kept a few cattle and have gone in more for hogs the last few years. I have fed hogs on oats and barley and have made one dollar a bushel for my barley by feeding it. There has been big money in hogs."

"I have grown wheat, and it is a successful crop as a rule. The smallest yield I have had from it is thirty bushels per acre, and I have grown as high as sixty bushels to the acre . . . My oats have averaged at least sixty bushels to the acre every year, and I have taken one hundred bushels of oats to the acre.

"I have never missed a crop since I have been here - twelve years. I like the climate very much. We sometimes have it very cold in winter, but we have very few bad storms at any time of the year."

Today in Balmoral there is a greater tendency to engage in grain farming than there was in 1912. Dairying has become important, but many farmers have not kept sufficient pasture for extensive herds. Some fields have been under cultivation for sixty years and there are signs that the fertility has been depleted. Substantial brick houses, many built fifty years ago, are still in use. In brief, Balmoral is a good example of a mature farming community in Central Alberta.

In selecting land in any of the districts around Red Deer an early settler was well advised to pay attention to the kinds of trees growing on it. Large willows indicated a deep black soil, poplars a thinner layer of black dirt, or even a straight clay soil, and spruce or pine that the land was not very good for farming. An inexperienced person attempted to cut the tough willow shrubs above the ground, and as a result made very slow progress and received many stinging cuts from the tough limber shoots. A better technique was to cut the willow clumps just below the surface of the ground, where the branches came together and the root offered firm resistance to the axe. Even under the best conditions it was hard, back-breaking work, and few people had the vitality displayed by one Swedish immigrant, who at the end of a twelve or fourteen hour day could still joke about the slogan which had brought him to Alberta: "Come to America and grow rich." The poplars varied in size from small ones which could easily be uprooted by a single team to large trees which left stumps that required the use of blasting powder. After the settler had cut the brush and trees he had to pile the material into huge heaps for burining, which was hot dirty work because the ends had to be thrown into each fire after the bulk of each pile had burned. Frequently the pioneer "corded" the white poplar by cutting it into four-foot lengths, and then splitting and piling it.

This wood was generally sold by the rick, which was a measure of thirty-two square feet on the face of the pile. A rick of four-foot wood was one hundred and twenty-eight cubic feet, while a rick of stove-length, sixteen inch blocks was only one-third as much. Newcomers to the region were often puzzled by the term which was almost always used in preference to "cord" when speaking of firewood. In 1912 an English syndicate sent a man to Red Deer to investigate the possibility of a pulp mill which would use the great quantities of logs which the settlers were burning to get them out of the way. His report was that the supply was too uncertain to justify a large investment, and, therefore, the project was never attempted. One steady market for firewood was the Westen General Electric Company which for many years used great quantities of cordwood in the power-generating plant. Household holders often bought pole wood for about two dollars a load. The customer then had the logs cut into stove lengths by one of the numerous power-saw outfits which toured the towns and rural districts. The clear, ringing sound made by these saws could be heard in almost any Alberta town on a winter's day.

After the trees and brush had been burned the land was broken by a heavy plow drawn by four, six, or even eight horses. Before 1900 oxen were frequently used, and after 1920 tractors replaced horses on most breaking jobs. The settler's next task was to gather the roots into large piles along the edges of the field. "Backsetting", that is, turning the sod over again, exposed many more roots. The grub-hoe, a heavy iron tool like a combination pick and axe, was a very useful implement in getting out the roots. The Van Slyke breaking plow, invented in 1910, was manufactured for two years in a small factory in Red Deer. Mr. Van Slyke then sold the patent to the Maple Leaf Milling Company, who closed the Red Deer factory, but continued to manufacture the plow elsewhere for a few years. By the end of the First Great War it had been superseded by newer models.

By the time of the Second Great War most breaking in the Red Deer area was done by large outfits at a contract rate per acre. The clearing of land is now done so easily that conservationists are seriously worried about the future. "By the time another generation of farmers have done their work I am afraid that there will be little of the native growth left to shelter the fields and to provide nesting places for the birds. Then the country will suffer." Many people agree with this view which was expressed by a lady who has lived in Central Alberta since 1890.

<sup>1891</sup> The first settlers had only <sup>scythe</sup> flails and scythes with which to harvest their crops until 1891 when the coming of the railway made implements of a better kind available. Mowing machines and reapers became common, and in 1893 John Stewart and Elias Code purchased steam-powered threshing machines. However it was not until 1898 that any large quantity of grain was shipped from Red Deer.

In the 1890's a few primitive trails radiated from Red Deer, but travel, especially in summer, was very difficult. As late as 1898 Mr. Ed Whiteside, a pioneer of the region south-east of Stettler, built a scow to float a load of groceries down the Red Deer River rather than to attempt to haul them by wagon over the terrible roads. It is true that 1898 was an exceptionally wet year in Central Alberta, but even in normal years it took him five days to drive a few cattle to market in Red Deer over a route which he may now cover in only a few hours by truck.

<sup>1891</sup> In 1893 travel between Calgary and Edmonton was helped a great deal by the opening of a traffic bridge across the river at Red Deer. Unfortunately heavy floods so damaged this structure in the spring of 1899 that it could no longer be used, and permission had to be obtained from the Canadian Pacific Railway Company to cover the deck of their bridge with planks in order that it might be available for public use. Construction of a new steel bridge of two spans was completed early in 1901, but this bridge was swept away by ice that same spring. One of the spans was salvaged and is still in use across the Blindman River on the old Edmonton trail. From 1901 until 1903, when a new bridge was completed, travellers had to cross the river at the old Red Deer Crossing, at a ford near the bridge, or at McKenzie Crossing, three miles downstream from the town. After two people had

been drowned in fording the stream the government installed a ferry at the McKenzie place. The bridge built in 1903 proved to be much more substantial than the two earlier ones and it lasted until 1947 when the provincial government replaced it by a much wider structure to accommodate the large volume of traffic using Number Two Highway. Because this bridge serves the province as a whole, Red Deer City Council has felt for some time that the province should accept responsibility for maintaining the approaches to it. In 1954 the provincial highways minister accepted their argument and stated that the government will give assistance to the city in improving and maintaining all of Gaetz Avenue as part of the highway. Lrb

In early years the expedient of the "corduroy" road was often used in Central Alberta. This was made by laying a foundation of logs and brush across the trail. Earth was sometimes placed on top of the brush, but often the weight of the traffic pushed the logs into the soft ground. As the road settled more earth and more brush were added. Even as late as 1925 a car in wet weather would often cut down to the old corduroy on the Sylvan Lake road. The first high grade on this Number Eleven Highway was made by power machinery in 1928. In the 1930's it was gradually widened and improved, and in 1953 a paved surface was put on it. An old timer stated that in 1911 he made a trip from his homestead near Alhambra to Red Deer. He travelled in an ox-drawn wagon, and the roads were so poor that Sylvan Lake was in sight for three days. He now makes the journey in about thirty minutes. 17 11

During the winters the heavy snows of Central Alberta closed the roads to all automobile traffic. In 1916 the Board of Trade considered the possibility of having sleigh runners set the same width apart as the wheels of a car in order that automobiles could drive along the hard-packed strips of snow formed by the passage of the sleighs. The scheme was an ingenious one, but nothing came of it. During the 1940's the municipal authorities began a program of raising grades in order to keep the roads clear of snow. They have also purchased plows to keep the roads open during the winter. Twelve years ago almost every farmer in the district kept some kind of horse-drawn equipment for use in winter, but in 1954 nearly all the rural families depend on using cars or trucks during the whole year. This has had a decided effect on the economy of the region. Farmers from a very wide area come to Red Deer to shop during the winter instead of going to their smaller local centres as they did when transportation means were slower. Because more things go wrong with cars when they are operated in severe weather, garages now have their busiest season in the winter. By contrast in 1925 one garage owner did not have the main doors of his building open for nearly four months.

As in the rest of the province, title to much of the land in Red Deer was originally acquired from the Crown under homestead rights. All surveyed, even-numbered sections, which had not been otherwise disposed of, were available for homestead entry. Any person who was the sole head of a family, or any male who was at least eighteen, could secure possession of a quarter section on payment of a fee of ten dollars. By proving exclusive use for three years, by residence for at least six months in each year, and by cultivation of an amount laid down by the regulations, the homesteader secured title to his land. By living on the place for twelve months, and by cultivating at least thirty acres, the settler could secure his title more quickly. He might also purchase an adjoining quarter section, known as his pre-emption, at three dollars an acre, one-fourth payable in cash. The government of the Territories appointed land guides to assist prospective settlers in securing suitable homesteads and in securing the proper legal description of the parcel chosen. Robert McClelland, one of the first settlers at Red Deer Crossing, was a land guide for this area.

Early settlers, especially those with families, almost always wanted to know if there was a doctor in the district. Before 1892 when Dr. J. H. Hicks came to the hamlet, Red Deer, although the service centre for a wide area, had no physician. Six years later Dr. H. J. Devonan opened a practice in the town, remaining for five years and then selling his business to Dr. Richard Parsons, a young man who wanted

to establish himself in a Western community. For the next forty-one years Dr. Parsons gave devoted service to the residents of Central Alberta. Today his sons carry on the practice under the name of the Parsons Clinic. The development of this medical practice is unique in that it has remained under the control of one family for over half a century, but in other ways its development has been typical of Western Canada. At first the doctor had to travel by horse and buggy over primitive bush trails in order to bring aid to his patients. When an ambulance was needed the seats in a democrat were replaced by a cot. Sometimes his operating theatre was the kitchen table of a farmhouse, with only a candle or a feeble oil lamp to give him light. He was on call twenty-four hours a day, and often had to take his fee in wood, meat or dairy products. In the modern clinic the doctors keep the office hours of any other business man, they have a large, well-equipped hospital for their patients, and even emergency cases are generally brought to them by ambulance.

Other doctors who played a part in the life of early Red Deer were John Collison and his partner Charles Saunders. In 1904 these young men began to practice in the town, establishing their offices in a dwelling house which still stands directly south of the post office, although business firms now have built all around this old residence. Dr. Collison, a former teacher who had turned to the study of medicine, had just completed his course at McGill University, while Dr. Saunders had just returned to Canada after serving in the South African War. Until they sold out their practice in 1927 these two men served faithfully the people of an area extending from Pine Lake on the east to Rocky Mountain House on the west.

Two men, noted more for their interest in public affairs than for their practice of medicine, were Dr. C. C. Grant, who came to Red Deer in 1900, and Dr. Michael Clark, the noted parliamentarian. Dr. Grant did serve the needs of many patients in the seventeen years he remained in Central Alberta, but his main interest lay in expressing the very definite views which he held on all public questions. The files of the local newspapers contain numerous letters from him, and even after he had left Red Deer he continued to publish in strong language his ideas on many topics.

In 1954 there are fourteen physicians in Red Deer, eight of them in the Parsons Clinis, and five in the Associate Clinic which was formed by Dr. Bunn who bought out the Collison and Saunders practice. Dr. David Grant, who is not related to the earlier man of the same name, maintains an independent practice. The almost fanatical trust which the pioneers had in their family doctor has now been replaced by a much more impersonal relationship in the clinics. This change is not peculiar to Red Deer, but is typical of the developing West.

The business men of the 1890's were very anxious to have a newspaper in their little community. They felt that this was almost an essential service, and that it would greatly enhance the economic status of their settlement. Therefore in 1894 the Saskatchewan Land and Homestead Company started the Red Deer Review, whose primary purpose was to advertise the lands which the company had for sale. The paper was actually published in Eastern Canada, and distributed locally by the Board of Trade. In 1901 two men from Ontario, O. and G. Fleming, began publication of a paper, but their work did not satisfy the businessmen, who criticized it with much severity. In 1904 the Flemings sold The Echo, as they called their paper, to a group of local men, who then began to publish a weekly which they called The Alberta Advocate. John Cowell, who later became Clerk of the Alberta Legislative Assembly, was editor and part owner. Edward Michener, a real estate man, and John T. Moore, head of the Western General Electric Light Company, also had shares in the paper. Then in 1906 Francis Galbraith, who had come to the West because his wife was threatened with tuberculosis, purchased the newspaper, which he named The Red Deer Advocate. The Advocate of 1906, a patent-inside paper, had a circulation of about six hundred. The patent-inside meant that the bulk of the paper, which consisted of syndicated material and advertisements, had been printed elsewhere. The local men printed only the outside of

the front and back pages. This method was widely used in Alberta in early times and is still used in some small towns. Even as it was, publication was very uncertain. Mr. Galbraith describes it: "The paper was supposed to be issued on Friday morning, but in the past more than half the copies came out on Monday."

Mr. Galbraith's first editorial laid down the policy which he followed for more than a quarter of a century. "In taking over The Advocate, the new proprietor trusts that the relationships between himself and the readers of the paper may be long and pleasant. He will aim, so far as in him lies, to promote the peace, welfare and prosperity of the people of the district and town of Red Deer. If he has any special convictions as to the relationships of the members of the community, they are that the progress of this district and town can only be secured by united effort and mutual confidence, and that no one should get return for which he does not give value." When Francis Galbraith died in 1934 most people felt that he himself had lived up well to the ideals which he had expressed in the first issue of his paper. His son Phillip succeeded him as editor. In the early years the Advocate often labored under economic difficulties, but in 1928 when the T. Eaton Company, the first large retail concern to establish itself in Red Deer, bought out the W. E. Lord Department Store advertising revenues increased greatly. Today, with a circulation of about six thousand, The Red Deer Advocate is one of the largest and most prosperous papers in Western Canada. Mr. Galbraith's comment on the business conditions prevailing in 1906 are of interest. "I found in a few weeks after I started that the earnings were not sufficient to meet the expenses, if I was to have anything for my family, so I proposed that an advance of fifty per cent be made on the regular advertising rates. In those days of stimulation and speculation, of brilliant prospects and free movement, fifty per cent was looked on hardly more seriously than ten per cent today; even five or six ministers and lay preachers were in the real estate line. I had hardly got the accounts out in May 1907 at the higher rates than the real estate boom collapsed. However, the advertisers stood by me loyally, and we worried through until the next boom came in 1909." To give an example of the real estate value of 1906 and later years, Mr. Galbraith just after he took over the paper, purchased the lot on which the Advocate building stands for \$1,150. In 1934 he estimated that the lot had a value of \$1,200, but in 1953 the price of the land alone was about \$12,000.

Another paper, the Red Deer News, started to publish in 1904 with George Love, an experienced newspaper man, as owner and editor. In 1906 it was bought by John Carswell, a former Oshawa journalist who had been farming in the Horn Hill district. In 1922 H. G. Scott, a veteran of the First Great War, became owner and editor. In the rather quiet years in which he published the News Mr. Scott was often hard pressed to obtain material for his paper. One method he employed was to write letters to himself, signing a fictitious name, and then comment editorially on the letters. He persuaded his friends to write letters to the editor on a variety of topics, and he also employed a local lady to contribute a "Women's Column". He had another column on what the babies were doing. Parents in the town and district liked to read in the News that their infant had taken his first step, said his first word, or performed some other noteworthy achievement. In spite of these expedients the News was not financially profitable, with the result that it was merged with the Advocate in 1926. Mr. Scott then served as a police magistrate for a time, and later moved from Red Deer.

From the days of the first settlement dairying has played an important part in the economy of Central Alberta. In 1896 the first creamery between Calgary and Edmonton was established in Red Deer at about the present location of the Texaco oil tanks in the south part of the town. It was a co-operative enterprise with Samuel Flack as buttermaker and manager. Although the building was of logs, the machinery was the best obtainable. Dairying was not sufficiently well developed and the creamery became bankrupt within a short time. Andrew Trimble bought the machinery and made use of it on his own farm in the Clearview district just south-east of town. He built up a dairy herd of his own, and with some pat-

ronage from his neighbors, obtained sufficient cream to make his enterprise moderately successful. One of the hazards in his business was the difficulty of transporting the butter to the railway in Red Deer. The wagons had to make the journey over very poor roads, and had to ford Waskasoo Creek, not the quiet little brook of the present, but a rough, turbulent stream which carried a large volume of water. On one occasion a wagon loaded with one-pound prints upset in the creek. The swift current carried the butter downstream, where town residents were able to use long poles to fish out a good supply for themselves.

In 1901 another co-operative creamery was opened in the town itself. The location was near the river, just west of the traffic bridge. Mr. Flack again had charge of the enterprise, which operated for eleven years before it became bankrupt.

In 1910 the Laurentian Milk Company, financed largely by local capital, opened a factory to can milk by a process which the sponsors claimed would result in a product indistinguishable in taste from fresh milk. The establishment of this new factory touched off a great wave of optimism in Central Alberta. People thought that the sale of whole milk to the factory would bring the farmers a steady cash income greater than they could hope to receive from cream alone. A publicity release of 1912 describes the product in glowing terms. "The company is establishing a large plant for the pasteurization and sterilization of milk. The milk after being treated is put in sealed bottles, and will keep good for any length of time. Part of the process consists of breaking up the solid part of the fluid, and so making it all one substance. When milk has been treated in this way the cream does not rise to the top, but remains an undivided portion of the milk." At first the company was very successful in marketing its product, but by the time of the First Great War it was in financial difficulties. Customers found some of the milk to be spoiled when the bottles were opened. The failure of the Laurentian Milk Company was part of the general collapse of the boom in Red Deer in 1914.

Dairying remained one of the basic industries of the district. The weekly cream cheque was an important item in the budget of most farm families. Even in those years in which frost or hail ruined the grain crops, the settler usually could manage to salvage enough feed to carry his dairy cattle through the winter. Old timers expressed the situation both forcibly and crudely: "Pull teats or pull out!"

The importance of the dairy industry was acknowledged in a unique way in October, 1912, when the Board of Trade tendered a banquet to Rosalind of Old Basing, a Jersey cow who had won the British Empire championship for milk production. Her owner, C. A. Julian Sharman, attended as Rosalind's proxy, and expressed the thanks of the famous animal for the honor done her. In three years Rosalind had produced 37,847 pounds of milk, yielding 2,504 pounds of butterfat. Her owner estimated the value of this milk and cream, together with the three heifer calves, at \$3,008. Mr. Sharman, who had trained as an architect in Britain, settled in the Red Deer district in 1901, where he sought with considerable success to show that intensive farming on a quarter section of land could be made to yield a better living than could be obtained from farming a section carelessly.

In November, 1936 the Central Alberta Dairy Pool opened a condensery in Red Deer. This factory, which is still Red Deer's largest industry, affects the economic well-being of a large section of Alberta. Nine hundred farmers from an area which extends about fifty miles in all directions from Red Deer ship milk to it. The Condensery has expanded its operations steadily over the years until in 1953 it processed about thirty million pounds of milk. In an average year the output amounts to 300,000 cases of condensed milk, valued at nearly three million dollars. The product is marketed under the brand names "Cherub" and "Alpha".

The first man to ship cattle from Red Deer was G. W. Smith, who in 1891 established the first butcher shop in the town. At different times the farmers sought unsuccessfully to have a packing plant established in Red Deer. The production of cattle has increased steadily through the years, with over eight thousand being sold at the Sims Auction Market in 1953. Hogs are even more important than

are beef cattle to the economy of the region, with more than thirty-three thousand being marketed in Red Deer in 1953.

A manufacturing industry which flourished in Red Deer in the early days was the Great West Lumber Company's sawmill. In 1905 this concern bought a mill which had been established by G. H. Bawtinheimer. The company secured logs from the upper reaches of the river, floating this timber down to Red Deer. By 1912 the enterprise employed as many as four hundred men in the woods and at the mill, and produced over six million board feet of lumber. The payroll was of great importance in the economy of both the town and district. By 1916, however, the timber limits were nearly exhausted and markets were restricted. The mill was closed and the machinery sold. In 1953 the country west of Red Deer, especially in the vicinity of Rocky Mountain House, was an important timber producer, but since 1916 there has been no lumbering carried on at Red Deer itself.

By 1900 there was a great demand for homesteads in the Red Deer district. This influx of settlers was a manifestation of a much larger movement. The Canadian Government hoped that the building of the Canadian Pacific Railroad would result in a great wave of immigration to the West, but this did not occur for some time. "The blunt truth was the Canadian West had to wait until the American West was filled up; this did not occur until the 1890's. As soon as the last good boundary state, North Dakota, had been settled, the condition had arisen for a diversion of the stream to Canada. The settlement of the Canadian West is an example of the general westward movement of the continent." In this wave of immigration the majority of people coming to the Red Deer area were from Ontario, the British Isles and the United States. The influx caused the government in 1900 to open a Dominion Lands Office in Red Deer. Jerry Jessop was in charge of this office which was in a frame building on Ross Street, about where the Park Hotel now stands. In May, 1905, 352 people filed on homesteads at Red Deer, which was the largest total for any office in Canada for that month. The number of entries for April, 1906 was 674, although this figure was not the highest in the Dominion. Homestead activity continued until the collapse of the boom in 1914. After the land in the immediate vicinity of Red Deer had been all taken, the settlers turned to the country to the west, especially around Eckville and Rocky Mountain House. When construction began on the Alberta Central Railway, which was actually the Canadian Pacific under another name, the movement of homesteaders into the western part of Central Alberta was greatly accelerated. In 1910 Sir Wilfred Laurier drove the first spike for this railway, which opened for traffic in 1904. Planned as a major road from Moose Jaw to the Pacific, this line held great possibilities for Central Alberta, but unfortunately it never built west of Rocky Mountain House or east of Red Deer. Mr. Galbraith, who in 1913 was sent by the Red Deer city council to interview President Shaughnessy of the Canadian Pacific, reported on the matter: "I do not think that there can be much doubt that the C.P.R. contemplated another line west through the Rockies in view of the standard of construction of the Alberta Central, and in view of the investment made in lots in Red Deer in the years 1910-1913 by C.P.R. folks. Dr. Grant, one of our stormy petrels for many years, declared that there was not a pass through the mountains west of Red Deer to allow the building of a railway. And whether the engineers found this to be the case, or whether the directors could not raise money for construction, or whether they concluded that the commercial outlook for this central district did not warrant construction, or whether Calgary interests blocked the way, as Senator Michener said, the project was dropped. President Shaughnessy's answer was non-committal to our question about the extension of the line." At any rate the line did open up for development a sixty-mile-long belt of territory.

In 1904 John T. Moore and his son, William, obtained from the town council a twenty-five year franchise for an electric light and power company which they organized under the name of the Western General. Their company began service in that same year, and soon proved so profitable that on various occasions the city tried to buy back the franchise. In 1926, when the franchise had only another three

years to run, the council and Mr. W. J. Moore finally were able to agree on a price which amounted to little more than the actual physical value of the plant. Mayor Edgar Johns played an important part in negotiating the transfer, which gave the city control of a very profitable utility. Under municipal control rates have been cut to about one-third of what they once were, while at the same time the profits have been equal to the amount that could be raised by ten mills on the tax rate. In the 1930's the council did not have to impose any levy for municipal purposes because the utility profits provided revenue for all needs other than schools and hospital. The city, which scrapped the old steam-driven generating plant, buys energy at wholesale rates from the Calgary Power Company. The estimated profits for 1954 are one hundred and ten thousand dollars. Although Red Deer was by no means the first in the field of public ownership of utilities, its experience has served to show that a small Western community can operate efficiently an electric light and power service.

### THE RED DEER BOARD OF TRADE

In 1894, just three years after the tiny settlement on the railway began, the businessmen formed the Board of Trade. In the ensuing sixty years this body has played an important part in the development of the town and district. In April, 1953, to the regret of some people, the name was changed to the Chamber of Commerce and Agriculture. The original minute book for the period from 1894 to 1909 shows what the businessmen of one small Alberta community thought and did. The book gives a picture not only of Red Deer but of many other Western communities in their early days.

The first five years may be described as the period of hope. The population was less than two hundred, a few frame stores fronted on a muddy street, the rural roads were morasses over which the public had the right to travel, if it could, the uncleared bush lay close on all sides to the hamlet, but the country was young and the businessmen were young. Optimism was strong. The second five years were the period of moderate accomplishment. Schools were built, roads were constructed, settlers were encouraged. The new province of Alberta was in the making. The third five-year period was the starting of the boom. The future seemed secure. The two thousand people of the town would soon be twenty thousand, and the brush covered quarter section on the outskirts would soon be an industrial suburb, while the citizen who was worth one hundred thousand dollars in unsold lots would soon be a millionaire. The year 1910 came and went, and all was well. The fourth five-year period saw the climax and swift collapse of the boom. The speculator let his lots go to the town for unpaid taxes, while the incipient millionaire closed the mansion which he could no longer afford to heat. In the choice industrial sites and high-class residential areas little wooden survey stakes marked the lot corners until the pasturing cattle knocked these pegs over. The fifth period from 1915 to 1920 was one in which the people turned all their thoughts and energies to the great struggle in Europe. At home there was rigid economy in municipal and business affairs and the acceptance of small-town status. It was not a defeatist attitude, but more an acceptance of fact. The quarter of a century following 1920 saw little change. Then in the decade beginning with 1945 growth began again, and before long the post-war boom was well under way. New enterprises were started, but a note of caution, lacking in the first boom, was always present.

Examining the minute book in detail, one finds that the first entry is in formal language.

"Minutes of a meeting held in the office of the Red Deer Review this day, March 17, 1894, at eight p.m.

Present—John Burch, Ray L. Gaetz, R. C. Brumpton, Geo. W. Greene, Geo. W. Smith, R. M. Pardoe, P. Pidgeon, J. S. Hicks, M.D.; D. H. Murphy, Wm. Piper, R. D. Jackson and F. E. Wilkins.

"A motion was passed that D. H. Murphy be Chairman and Geo. W. Greene be Secretary.

"The Chairman explained the object of the meeting, namely, the formation of a Board of Trade.

"The following gentlemen were appointed to draft a constitution and a set of By-Laws for the association, and to meet again on the 23rd inst.: John Burch, D. H. Murphy, Geo. W. Greene.

Geo. W. Greene,  
Secretary Pro Tem."

The meeting was duly held on the 23rd, and the constitution was adopted. Raymond Gaetz became the first president, with Geo. W. Greene as secretary-treasurer.

An amusing entry dealt with immigration. "The following gentlemen were appointed a committee to meet all trains for the next two weeks: D. H. Murphy, John Burch, Geo. W. Greene. "As there were only two trains a week, and as the entire population of the village made a habit of closing down business and meeting all trains anyway, the formality of the resolution seems scarcely necessary.

The constitution adopted at this same meeting was clear and definite. "The object of this association shall be the improvement of the town of Red Deer and district, commercially and municipally; the promotion of the district in its agricultural and natural resources, and in such other ways as may be beneficial to the district. Any male person of the age of twenty-one, of good moral character, may become a member on payment of a fee of two dollars a year. A ballot is to be taken on all prospective members, and if less than three black balls shall be found, the application shall be accepted." Additional features of the constitution were that any three members might call an emergency meeting, that the constitution might be amended by a two-thirds vote of the membership at any regularly called meeting, and that the Secretary-Treasurer was to receive some remuneration for his work.

In April, 1894 the Board of Trade undertook its first important task in the field of municipal affairs. Steps were taken to bring Red Deer under the Unincorporated Towns Ordinance, and a committee of the Board defined the proposed boundaries for the town. Later in the year the Board secured the appointment of Robert McClelland as a land guide for the district. Although the population of the village was less than one hundred, the Board decided to advertise in Toronto for a man to start a newspaper in Red Deer. Then as now road conditions were a major interest of the businessmen of Central Alberta, and the Board of Trade had the whole-hearted support of all the people of the area in an attempt to have the government of the Territories do something to improve conditions. A letter was sent to the Commissioner of Public Works at Regina pointing out that in the preceding year the hamlet of Red Deer by self taxation had raised the sum of four hundred dollars for roads and streets, and that it was not unreasonable to expect the government of the North-West Territories to make a grant of at least one hundred dollars, "in order that the roads may be made at least passable."

Governments must have moved slowly then, for five years later the chairman of the Roads Committee reported that nothing had been done about opening some of the much-wanted roads. A representative of the government stated that the Territorial Assembly had made provision for the expenditure of five hundred dollars on the roads leading out of Red Deer. With perhaps intentional humor, the Board of Trade responded with a resolution pointing out to the government that the roads leading in to Red Deer were nearly impassable. The members also sent a letter to the Commissioner of Public Works informing him that something should be done immediately about the bridge that had been swept away by the recent floods. "All means of crossing the river are now shut off, causing much hardship to the settlers, as well as much inconvenience to travellers, merchants and others." This question of public works in the Red Deer district was merely a