

fifteen years before he started its development. The blueprint was developed in his head while he was doing field-work over a period of years. He eventually started the project in the new shop attached to their retirement home in Steinbach, and except for two crown gears from 1948 Anglia differentials, he machined the engine from scratch.

The farm was sold to his son Bill in 1976, after the Toews had already moved to Steinbach. There they found a church home and developed new, close friends. John found it difficult to see all his efforts at Kane come to a conclusion, because he had always hoped that history could be reversed and Kane would once more become a thriving community. As his projects progressed, he became less preoccupied with his old business and was able to concentrate on his Steinbach projects.

John and Katherine gradually lost their health and their ability to care for a household and they moved to a Care facility in Steinbach, where they passed away; John in 1992, and Katherine in 1997.

Their children have pursued various occupations:

Arthur (Irma) - an Agronomist, serving first with Federal Grain and then working for the Manitoba government out of Brandon. They have three children.

June Morden - continued with her career in music in various locations and presently lives in Saskatoon, Saskatchewan.

Wilma (Mel) Taylor - enjoyed a 35 year nursing career mostly at Health Sciences Centre and is retired in Birdhill, Manitoba. They have two sons and two grandchildren.

John (Jerry) and Sue had an interesting career as an RCMP officer before his retirement in White Rock, British Columbia. During his career he was stationed in many parts of the world including Beirut, Lebanon; Germany; Bogota, Columbia; Quito, Equador.

Richard (Dick) and Betty - after working in photography at Sears and then at Independent Jewellers, he opened his own shop, "Photo Central" on the second floor of the Independent Jewellers building. They have three sons.

Bill and Barb - besides operating the home farm, he is a sessional instructor at the University of Manitoba Faculty of Agriculture. They have three children.

BILL & BARB (Loeppky) TOEWS

by Bill Toews

Chronology and background: Bill - born in 1943 - spent pre-school years growing up in the Kane General Store owned by his father and mother, John and Katherine Toews. He moved to the farm home with his family in 1949, where he lived through to the completion of high school. After a couple of years, testing the education and job waters here and in Toronto, he completed a B. S. A. and M. Sc. at the University of Manitoba. Summer months were spent working with the Soils Department conducting field experiments and helping the folks on the farm when possible.



*The Bill Toews family. Back row: Barb, Bill, Shawna.
Front row: Darryl and Ryan.*

During this period he met Barbara Loeppky from Plum Coulee as a result of his baseball playing 'career' with the Plum Coulee Dodgers. Barb, the daughter of Cornelius (Transfer) Loeppky, was a fan of baseball, but not of Bill initially, because of his vocal and aggressive playing style as a catcher. (Bill seemed to develop this same reputation while playing with Kane years later.) Eventually, she realized that he could actually be quite civilized off the baseball diamond. They married in 1968. Barb was working at the Health Science Centre in Winnipeg as a laboratory technician at the time.

Bill and Barb, after six years of work with Alberta Agriculture in both Calgary and Edmonton, bought the family farm (SW 1-5-3W) at Kane in 1976 and moved there with Darryl (born-1970) and Shawna (born-1974). Ryan was born in Winnipeg in 1977 to complete the family. All the children attended Lowe Farm and Morris Schools (Kane School had closed), interrupted only briefly by Bill's assignments with CIDA in Kenya (1982-84) and Pakistan (1985-86). Both these foreign experiences had a lasting impact on the families' world view. Since moving back, besides developing the farm with Barb and the kids, Bill has commuted to Winnipeg working on a sessional basis for both the Soils Department and the School of Agriculture at the University of Manitoba in various capacities.

Recently (since 1991), farm policy issues have taken up a significant portion of Bill's time, working with Keystone Agriculture producers, doing presentations about the Canadian Wheat Board and making presentations for the Canadian International Grains Institute, etc. Since receiving her B. A. from the University of Winnipeg in 1990, and Certificate in Adult Education from the University of Manitoba in 1996, Barb has taught at the Pembina Valley Learning Centre in Winkler. At the time of writing, Darryl is working with the Youth Mine Action Ambassador Pro-



The home of Bill and Barb Toews.

gram sponsored by Foreign Affairs, Red Cross and Land Mines Canada. He received his teaching certificate after completing his M.A. in history at the University of Manitoba and intends to teach in rural Manitoba after his current one year contract ends. Shawna is married to Dean Nelles, a pilot currently flying for Power Corporation in Montreal, but originally from St. Agathe. Shawna is working toward a degree in Creative Communications from the University of North Dakota. Ryan has completed his B.A. in History and Political Science and is currently studying at York University in Toronto with intentions of working in international development.

(Bill and Barb participated in the memorable 1995 referendum rally in Montreal - yes, even Kanenites want to keep this country together. This was an unforgettable experience.)

Some of Bill's memories before leaving Kane: On growing up in Kane and early years on the farm; it seemed very busy and exciting, living in the middle of all the activity. It seemed that all roads led to Kane. After all, Kane, was our centre of the universe. It was an opportunity to participate in a lot of the business activities as well as learning the essentials of farming; from sailing along a country road with Pete Harder in the Nash truck (no doors - let alone seat belts), to driving a John Deere tractor before you were strong enough to pull the clutch lever back, to delivering fuel in the fuel truck at fourteen years (who needs a driver's license or training). Distillate was made by mixing left over gas with left over diesel fuel - what else did you need to know? Then there were the duties of sorting mail - innocently following brother Art's instruction to put all the mail addressed to 'The Chief of Police' or 'The Sheriff' into a particular individual's post box just to irritate him.

Growing up with two older brothers to torment you was certainly a character builder. Brother Dick would sit on the railway track across from the store, pleading for help and pretending to be stuck in the track while the big black engine would be steaming, whistling and rocking along the track into Kane. I would pull and pull until Dick suddenly came free. He could pull this stunt regularly, each time, insisting that "*this time*" he really was stuck!

Brothers Jerry and Dick warned me about the men who stole little boys. These men drove a blue and yellow Jeep and came through Kane quite regularly. As proof, Dick and Jerry showed me a picture of a big burly man stealing a young boy in Grimm's Fairy Tales. Each time the men in the blue and yellow Jeep came into Kane to join the locals for some refresh-

ments in the store, I would run and hide between the wooden drink bottle cases at the back of the store in fear of my life. These men, I learned later, were the local Manitoba Hydro crew out of Morris doing their rounds. If they had only known about the little kid quivering behind the store waiting to hear their jeep start up and leave!

Even after moving to the farm, the 'J. Toews General Store and Garage' was still the centre of activity for us kids in the area. Saturday night television viewing (remember wrestling from Hollywood?) became popular in the store for many of the local guys, but caused some concern for some of the parents. The store would be opened by one of us 'boys' on Sunday afternoon usually after football games or other sport activities with many of our friends who came to town for some cheap entertainment and refreshments. Dad must have had a lot of trust in us (maybe a little too much). Other activities included target practice at the chimney on the train station, motorboating on the school dugout behind the store or just playing baseball catch on the highway in front of the store. One year on the morning after Halloween, the school playground equipment was standing upright high on the school roof. I remember how impressed we students were upon arriving at school that morning. Although there were suspicions, no one was able to positively identify the culprits.

Some of Bill's memories after coming back from Alberta to farm the home place: On returning to Kane in 1976, much had changed. Pete Harder was operating his business out of the store which Dad had bought back from John Wiebe. The garage had burned down but Pete was still a dealer for some short line equipment manufacturers, including Versatile. He still handled fuel and oil, dry fertilizers, crop protection chemicals as well as an assortment of parts. Most memorable of all, like Dad, he had an unbeatable credit policy. There were no monthly statements and no interest on overdue accounts. You paid when you had the money. (Wal-mart customers, eat your heart out.) You really didn't need to do price comparisons because Pete was always in the competitive price range. As



Brothers Bill and Dick Toews after Bill received a tissue transplant from his brother's eye, 1998. Bill lost the sight in one eye due to a farm chemical mishap.

well, there was always some comfort in knowing Pete was around to help find a solution to a problem. We will always remember Pete's familiar gait, walking to and from the store - you could recognize him from a mile away.

I remember Dad's determination to keep Kane alive on our return from Alberta. Dad had connected with his old friend Henry Schellenberg, who helped refurbish the store building which at the time was rented to Pete Harder. When Pete decided to close things down almost twenty years later, I thought that the store building would slowly crumble. I know how pleased Dad would be to see all the lights and activity around the Kane Store now. The Henry Klassen family has turned it into a small 'mansion' with lights on late into the night. (The only thing missing from Dad's perspective would be a blacksmith's shop and coffee counter for playing checkers.)

At the time of this writing, major structural changes are occurring in the grain industry. How long will we have the rail line? - the Paterson elevator in Kane? Who will be living on the Toews farmstead in 2010? Will grain production ever become profitable? What will happen to the local farm population? How will GMOs affect the way we do business? Will Western alienation grow due to current federal agriculture policies? *What ever happens, in our memories all roads will always lead to Kane.*

DAVID & MARIA (Giesbrecht) UNRAU *by Elva (Born) Blatz*

David Unrau married Maria Giesbrecht, daughter of Franz and Aganetha Giesbrecht, of the Rose Farm area. David and Mary Unrau moved to the Kane-Rose Farm area between 1915-1917 from Hochstadt. They lived on 28-4-2W, two miles south and 2½ miles east of Kane. This was across the road from the private school attended by the Groenings.

In 1920, when the consolidated school was built in Kane, the children were picked up by a van to go to the Kane School. Daughter Mary remembers her teacher Blanch H. Malloy. Son John tells of the van driving through the dyke a half mile south of Kane. During spring runoff, the water was ready to run into the van. All the Unrau children attended the Kane School.

The Unrau's had nine children; five of whom were born here. They belonged to the Sommerfelder Church. They moved to the New Kennedy School District in 1937. David (1910-1993) worked for Abram A. Groening. He married Johanna Knapp and was a pastor in the Baptist Church. Henry (1912-1946) passed away with tuberculosis. His wife Elizabeth (Letkeman) Klippenstein lives near Altona. William (Bill) (1913-1945) worked at the Fredricksens and died of cancer. Mary (1915-) married George Born. They lived at Kane and Winnipeg. She now lives in Bethel Place, Winnipeg. Nettie (1917-1989) was single and lived in Winnipeg. She died of cancer. Erdman (Ed) (1918-1988) helped build the A. J. Hyde house. He left his name and date on the cistern. The house was built during the war and every door was different. Ed married Netta Heide. Jake (1921-) was a barber in Morris and Winnipeg, and lives with wife Kay in Winnipeg. John (1924-), now a widower, lives in Altona where he was a carpenter. Helen (1929-1997) remained single, became a nurse, and later spent about ten years with the Mennonite Central Committee in Hamilton and Winnipeg. She died of cancer.

CHARLIE J. WALSH *by Marg (Walsh) Olson*

This is from a letter written to Eunice Preston of Roland, MB, by her long time friend Marg (Walsh) Olson of Calgary in 1999. She was in her late eighties.

I remember Kane very well. When we first moved there from Winnipeg, there were two elevators, a general store and a school. That must have been in 1923 or 24 because I think I was in grade 3. It was a two-room consolidated school and the children came in vans drawn by horses. These vans had seats down each side, and canvas sides. They must have been cold in winter even though they were equipped with small heaters.

A Miss Malloy was our teacher and Irene and I loved her. Her father was Senator Malloy from Morris and she left to marry some government bigwig. Next we had a Mrs. Parkins. She was allowed to teach, although married, because her husband was on disability. She had twin girls, Maizie and Winnie, our age.

Mr. Parkins had been an electrician and he had a big radio with a loud speaker. He made it. At that time we had a little "peanut tube" with head phones. I remember Parkins inviting us over to hear some special broadcast on his speaker. The reception was pretty spotty, but we were impressed, anyway.

When Mrs. Parkins left we got two male teachers - Alywin Anderson in the Jr. Room (up to grade 4) and Mel Woods in the Sr. Room. By this time I was in grade 7-8 or maybe 6-7-8. Mr. Woods left after a couple of years and then Alywin took over as principal. He was a good teacher. A Miss Miller became Jr. teacher. She boarded with us for a while. Up to that time the Parkins family and then the men lived in the teacherage near the school.

During the Woods-Anderson regime, Kane School became well known for its excellent Christmas concerts. They always played to overflow crowds and some of the items were repeated in other towns by request. Mom played the piano for the musical selections, and taught us drills, etc. My Dad wrote the words to some songs that were a big hit. I even remember some verses:

*How do you do, Mr. Webster,
How do you do?
How do you do, Mr. Webster
How do you do?
Oh, you sell us prunes and rice
And you sure put up the price!
How do you doodle, doodle,
doodle, doodle do?*

*How do you do, Charlie Walsh,
How do you do?
How do you do, Charlie Walsh,
How do you do?
You buy our wheat and rye
And, the dockage is too high!
How do you doodle, doodle,
doodle, doodle do?*

There were also verses about the farmers. It was such a hit we kept getting encores!

Most of the kids at school were Mennonites, good people mostly.

Dad ran the N. M. Paterson elevator and one year he handled the third largest amount of grain in Western Canada. Kane was wonderful wheat country. At that time Manitoba No. 1 hard was THE wheat, and Kane grew it!

I'm sorry I can't remember who the other elevator man was, nor the Company name, but that elevator closed. He lived elsewhere.

The Kane Store was a going concern when we were first in Kane, but Mr. Webster died and Mrs. Webster sold it to a man from Winnipeg and she and her two young girls moved away. The new owners were only there a short while when the store burned down. I remember the fire. It was quite a blaze because the store was a two-story wooden building and went fast. I remember the store keeper's wife sitting on a kitchen chair in the middle of the road, throwing her apron over her head and crying loudly about all her fine furniture. Incidentally, the store was never rebuilt. My Dad had the Post Office in the elevator.

Mail used to come in by train about 8 p.m. daily. It was

a straight track from Morris to Kane and you could see the headlites for the whole sixteen miles. Later the steam train was replaced by a little electric thing that wasn't nearly as exciting. However, Irene and I used to meet the trains every night and the baggage men and mail clerks were always so good to two little country girls. They brought us treats - gum and chocolate bars from Winnipeg.

Some of the families nearest Kane were White's, about ½ mile north and Cowie's about ½ mile south. Handlon's lived a mile north, Kirk's a mile west and Miller's to the east. I don't really remember where you lived although I remember being there. There was also a Bruce family east of Kane, and Andresen's also east. Most of the other people were Mennonites and lived to the southeast of Kane. Quite a few of the Anglo-Saxon families were from the States.

Ours was the only house in Kane apart from the teacherage, but across the road to the west of us was a Martin Gesweine (?) and his niece, Marta. She was about our age. I met her years later in Eaton's in Calgary and she was a very nice looking young lady working in the hosiery department. I didn't recognize her, but she knew me.

And yes, you were right, Eunice. My Mom did have a little Sunday School and for a time she had Bible classes in the school for an hour every Friday.

Kane was a great place for us kids. There was a dugout west of town that belonged to the CNR and it was a good swimming hole. And the prairie was so beautiful with wild flowers you seldom see any more. I remember whole tracts of land orange with tiger lilies, and I remember picking blue gentians, forget-me-nots, star flowers and lady slippers along the right-of-way, and of course there were crocuses and roses in abundance.

In the winter we skated on Martin Gesweine's dugout, or when the irrigation ditches filled and froze, we could skate on them.

We went to field days in the summer at neighbouring towns, and our school yell was rather silly, but we yelled it enthusiastically as we took part in the parades:

*One, two, three, four
Who are we for?
Kane School! Kane School!
Rah, rah, rah!!!*

Our school colors were green and white.

There was also a flood one year. It came from the west and the land was so open and so flat we could see the water slowly approaching, coming through Kirk's trees a mile away. It looked so pretty with the morning sun sparkling on it. When it arrived the water was about two feet deep all over and our house was surrounded by it. Dad had made us a raft. I don't remember how he got to the elevator, but I know it was over the rubber boots. He probably waded. The water just gradually subsided.

THOMAS & ANNIE WEAVER

as told by Elton Weaver



Thomas and Annie Weaver with sons Elmer and Elton (r).

Thomas Weaver, even as a young man, had that wandering spirit that wouldn't let him stay at one place for any length of time. He worked down in Texas, worked in the mines in California and did a ten year stint in the Yukon mines. But it was in the 1890's that led him to Manitoba when he visited a cousin in Morden. He then got a job harvesting in the Thornhill area.

Thomas and Annie Weaver were married in 1910 in Ontario, and left the Woodstock area in Southern Ontario for adventure in Manitoba.

Thomas started farming northwest of Sperling and in 1912 obtained the northwest quarter of section 23, but lived in the city of Winnipeg. It was while living on section 23, that he bought section 11, which later became the Weaver home. Son Elton was born in April of 1913, and Elmer in 1918. Both were born in Winnipeg.

Mr. Weaver was also very involved in the real estate business and had offices in Winnipeg and Carman.

The Branch Manager of the Massey Harris Company

invited son Elton to work as a mechanic in the Winnipeg shop. Here he overhauled tractors and made improvements on tractors as well. He designed a grain grinder which was later patented by a major company. His jobs led him to the tractor factories in Toronto and Wisconsin. He was offered a job as shop foreman in New Zealand with possibilities of going to Australia and Europe, but declined saying, "I'm not crossing the big pond!" Elton Weaver worked for the Massey Harris Company from 1936 to 1939.

During the war years, from 1942-44, the Weavers had about six Japanese families from Hainy, British Columbia, working for them. They had been hired through the Sugar Beet Company, as most of their work was in the sugar beets.

Thomas Weaver farmed $2\frac{1}{4}$ sections at the height of his farming career: all of section 11; $W\frac{1}{2}$ of section 13; NW quarter of section 1; and the $W\frac{1}{2}$ of section 23. Mr. and Mrs. Weaver moved back to Ontario in 1948. Their son Elmer also left for Ontario in 1948 to live on his grandfather's (Mother's father) estate which he had purchased. Thomas Weaver passed away in 1959, and Annie Weaver in 1961. Both died of strokes at the age of 81.

Elton says of his mother: "She was a good cook, good housewife and a good worker. She enjoyed playing the piano. She even missed the prairies after they returned to Ontario." After a visit out west, Elton drove her home via the north route, and she had seen nothing but trees, she remarked that she would never call the prairies 'God forsaken' again!

Of his father, Elton had this to say: "He was very energetic and had lots of drive. He needed only three to five hours of sleep each night. He was very strong, and expected his sons to be as strong as he was, but the boys could never measure up to these expectations when it came to pitching hay."

Elton remained in Manitoba, farmed section 11, and became a Diesel Mechanics instructor at the Manitoba Technical Institute (MTI) (which later became the Red River



The Thomas and Annie Weaver farm.



Elton Weaver, 1999.

College) starting in the year of 1954, and continuing for ten seasons. After a year of teaching, he took a course in fuel pumps in Massachusetts in the USA, at a cost of \$1200.00 to him, and then returned to MTI where he wrote a book on Diesel Mechanics. He had up to 36 students in his class.

Today Elton Weaver lives in an apartment in Winnipeg, just a few blocks from his birthplace, and enjoys his friends and sharing stories about the “good old days” at the age of 86.

JOSEPH & MARGARET (Gardiner) WHITE *by Alex White and Tom White*

Joseph White arrived in Canada from Ireland in 1918, and worked on a farm at Lowe Farm, Manitoba. He returned to Ireland in 1919.

Joseph and Margaret (nee Gardiner) were married in Larne, Ireland, on February 6, 1920. They arrived in Canada in March, 1920, and took up farming a half mile south of Kane on NW 31-4-2W, later moving a half mile north of Kane to SW 6-5-2W, where they farmed until 1949, when the family moved to a farm near Miami, Manitoba. Mr. White was a school trustee in the Kane School from 1927-1929, and a van driver from 1928-1930.

Margaret died in October of 1967, and Joe died in December of 1967.

Joe and Margaret raised six children, and all attended school at Kane.

Alex attended the Kane School and enjoyed softball in the District Schools. He drove the school van in the



Wedding of Joseph and Margaret White with the bride's brother and groom's sister as attendants.



The White boys: Alex, Tom and Frank.

years 1946-47 and 1947-48. In the fall of 1949, he moved to a farm at Miami, Manitoba, where he got involved in curling and fishing. In 1966, the move was made to the village of Miami, and he also changed his line of work to painting; interior and exterior. Alex White married Barbara R. Peirson (nee Berry), a widow with five grown children, on August 4, 1979, and moved to Roland. Barbara passed away on January 23, 1997. Alex is presently living in retirement in Roland. He has thirteen granddaughters, two great granddaughters and two great grandsons.

Frank worked in Winnipeg for several years for Shell Canada before moving to Toronto in 1942, where he worked for the Kodak Company until his retirement. He married Thelma Brown in Toronto. They have two sons, Timothy and Douglas, and one granddaughter.

Tom attended the Kane School from 1930-1942 completing grade XI. He was active in sports and holds many fond memories of the many ball tournaments at Carman Fair. He served in the Canadian Army from November, 1943, to May, 1946, and was wounded in action on August 8,

1944. He moved to Winnipeg in 1947, and attended Success Commercial College and received a diploma in accounting. Tom White married Cleona Hyde (1928-1994) on February 28, 1948, and they raised a family of four; Robert, Daryl, Glenn and Janine, and have six grandchildren. Tom was employed by the Arnett Company from 1948 to 1966, and by MacLeods, from 1966-1981. He retired in 1981.

Margaret received her degree as a Registered Nurse in Dauphin, Manitoba. She worked in Dauphin, Roblin, and Kamsack. She married Douglas Clarke of Kamsack in 1954. They lived in Kamsack for several years, and have lived in Regina, Saskatchewan since 1965. They have two sons; Barry and Brian, and six grandchildren.

Lillie worked in the Bank of Montreal in Morris for two years and taught school in Claundeboye for one year. She married Walter Penner of Kane in 1947. They raised two daughters; Carol and Audrey (there are four grandchildren). They lived in Kane until 1956, where Walter was employed by the Paterson Elevator, and were then transferred to Crystal City, Manitoba. Lillie died in 1968 and Walter in 1994.

Jean, the youngest of the White family completed grade XI at Kane School in 1946. Due to the shortage of teachers at that time in Manitoba, a special program was set up, and grade XI graduates were able to enroll in a short training school in Winnipeg. Jean took advantage of this training and taught at a rural school in the Morden area. She attended Business School in Winnipeg and moved to Calgary in 1950, where she was employed with a Customs Broker firm. Jean met her future husband, Joe MacDonald, in Calgary in 1953, and they were married in Victoria, British Columbia, in 1954, where Joe was in the Navy. On completion of his Navy service, Joe and Jean moved to Calgary in 1956, which has been home to them ever since. Sons Bruce and Jim were born in Calgary, and they are both employed in the oil industry.

ABRAM J. & Helen (Sawatsky) WIEBE *by Rose (Wiebe) Penner*

We moved to Kane from New Hope (near Altona) in 1945. Our farm was one mile east and two miles north of Kane (SE 18-5-2W).

Our family is as follows: Helen and Ernie Hiebert (Ernie passed away in January, 2000) of Carman have two sons and two daughters. Henrietta and Abe Toews (Abe passed away in May, 1999) of Altona have two daughters. Tommy and Marie (Zacharias) (Marie passed away in October, 1997) of Winnipeg have two sons and one daughter. Ben and Eva (Braun) of Portage la Prairie have four sons and two daughters, and Rose and Dan Penner of Sanford have one son and one daughter.

Both Dad and Ben drove school van for a period of time. I was the only one of our family to attend school in Kane.



Rose (Wiebe) and Dan Penner with Tim and Ruby, 1978.

Mom and Dad farmed at Kane until 1960, when they moved to Oakville, where they farmed until Dad's passing in 1973. Mom later moved to Winnipeg, and passed away in 1984.

Dan and I spent life on the farm until 1971, after which we moved into Sanford. Dan was then a painter until he retired in 1991. I worked for Saan Stores Head Office (Winnipeg) for 21 years and retired early in 1995.

In our retirement we are enjoying some hobbies, and our annual trip to British Columbia where our daughter resides. Also Dan sings in a senior choir for which I am pianist.

Tom's Memories: One of our main problems was to learn how to work the land. We were used to working the light sandy soil of southern Manitoba, and the heavy gumbo in this area just did not respond the same way. For example, the plow went either too deep, or it would skim over the top. After much trial and error we caught on and things became easier. The roads were mainly dirt and we soon learned to leave our motor vehicles at home until things dried up. There was no need to undercoat the car or truck, one trip on those muddy roads after a rain would seal the underside of our vehicles for its life. The mud was so sticky and heavy that horse-drawn school vans would come to a complete halt at times. Our chickens had a hard time

walking with these big muddy feet. The hydro power line came our way in 1946, so we had to make do with our coal oil lanterns and lamps for a while.

It had been difficult to leave friends and relatives behind, but we soon made many new friends in this strange area that was to be our home. Our nearest neighbours were the P. U. Brauns, J. L. Brauns, J. I. Browns, Mark Johnson, J. Handlon, Allan Johnstons, Dan Penner. Others were the Blatz, Fredricksen and C. Dyck families. Our first friendships were made with the Blatz and Braun families. Jake Blatz and I became close friends and since we were about the same age, we had many things in common. Our friendship remains to this day.

We soon became quite serious about the business of farming. There was a need for larger and better machinery. World War II had ended and certain machinery was scarce. We required a special permit in order to obtain a new combine, which we were able to get after much red tape due to government regulations.

I would like to relate some highlights of those years. In 1947, together with some of the Blatz family we planned to go on a harvesting trip to the southern United States. The crews consisted of: Henry Blatz, Jake Blatz and Tommy White; A. J. Wiebe (my father), William (Bill) Reimer and I (Tom Wiebe). A lot of time was spent in preparation for this venture. Our crew only went south that one year. The Blatz crew continued this practise for several years.

One Sunday my sister and I were returning from a visit to southern Manitoba in my Model T Ford truck. The road south of #23 highway was no more than a trail. It was sometime after midnight driving along when I hit a hole in the road, perhaps a badger hole. I lost control of the vehicle and before I knew it, we went through the ditch and into a field of stooks. The engine died, the lights went out, but we were right side up. We expected to walk the rest of the way home, but first tried to start the truck. I lifted the starting crank, the engine sputtered to life, the lights went on and we were on our way again. A night to remember.

On Halloween night a car-load of us boys would go on a trick and prank expedition to some predetermined farmyards. We had special instruction from Father, have fun, but do not cause any damage to other people's property. There were some hair-raising incidents, but we did have a lot of fun.

In January of 1947, Jake Blatz and I hitched a ride to Vancouver with a Jake Schmidt and Dick Friesen. We took the Ferry to Vancouver Island and later returned home by Greyhound Bus.

BERNARD B. & KATHERINA (Kehler)

WIEBE

by Katherina (Kehler) Wiebe

We were trying to make our living after we were married in 1927, by farming a small acreage one and three-quarter miles north of Horndean; having suffered many

losses from grasshoppers. In 1935, our friend, Jacob Dyck, offered to rent us a quarter section from the Altona Waisinamt in the Rose Farm district, seven miles north of Horndean. We gladly accepted the offer and moved there in spring, with our two sons, John and Art.

Our first crop, wheat, suffered from rust and we had to sell it for 28¢ per bushel. That fall, the land was sold to John R. Dueck, and we had the opportunity to buy a quarter section from the Great West Life Insurance Company for \$22.00 an acre. The land was just three-quarter mile south of us, so in the fall of 1937, we moved to SE 9-4-2. We gave everything we possibly could for a down payment, including selling a slaughter hog to raise the \$200.00 needed. The Lord blessed our efforts, as crops and prices improved. Three more children were born to us; Pete, Esther, and Henry who died in 1938, at age three months.

There were other firsts for us. We bought our first car, a used 1930 Chevrolet sedan, having traded in two old horses, a cow and a small sum of money! In 1945, we bought the Henry Giesbrecht farmstead (SE 16-4-2) a half mile north of us, and on November 13, we decided to move. It was our son Art's birthday, and I had prepared a bread dough. When the relatives and friends came to help - it was get ready to go! I started to pack and hurriedly put the bread dough into pans, and into the car. The cook stove was moved by loading on the stoneboat, and as soon as it arrived at its destination, a fire was lit. The result? Freshly baked bread for all the tired workers. It turned out to be an enjoyable day.

We had good crops there and one more child was born, whom we named Dave.

Our children all attended the Rose Farm School, where two of their teachers were George Groening and the late Bill Born. Our church affiliation was with the M.B. Church at Grossweide, but we also attended the Rudnerweide Church, just across the road from us. We had good fellowship with the neighbours.

In 1949-50, John and Art attended the Kane High School. They walked one and a half miles to the van route, where they were picked up by Mr. Doell the van driver, for the remaining five miles to school.

In 1953, we moved back to Horndean and settled on our parents' (the late John J. Kehlers) homestead.

John and Marilyn (Toews) live in Winnipeg, Manitoba. After a career in education, John is now involved in agriculture. The word "retirement" is not in his vocabulary. Marilyn is teaching music.

Art and Anne (Blatz) are retired at Blumenort, Manitoba, after years of teaching for Art, and employment at Kindale Occupational Centre for Anne.

Peter and Lorraine (Unger) live in Abbotsford, British Columbia. Peter is a Sales Manager for Twin Maples Marketing Ltd, and Lorraine is in Computer Embroidery and Engraving.

Esther and Frank (Kasunich) live in Calgary, Alberta. Esther is an Operating Room Registered Nurse in Foot-hills Hospital. Frank is in Quality Control for Precast Con-

crete at Lafarge.

Dave and Vivian (Dyck) live in Calgary, Alberta. Dave is in Sale and Marketing for Lafarge. Vivian is a public school teacher.

DAVID P. & ANNE (Ginter) WIEBE

by Valerie (Wiebe) Wall



Dave and Anne Wiebe.

Dave was born at New Hope, Manitoba, on May 13, 1927. Dave moved with his parents to the Kane area in 1944, where he helped on the farm. During this time he had the opportunity to be a frequent customer at the Kane Store, where he met his future wife, Anne Ginter.

Anne was born at Kronsweide on December 28, 1931. Dave and Anne were married on June 19, 1955. They were blessed with four daughters and nine grandchildren: Linda and Ernie Neufeld (Tony, Roger, Adam) live near Halbstadt; Shirley and Bill Guenther (Clinton, Carrie, Rachel) live in Courtland, Ontario; Sharon and Rudy Sawatzky (Leslie, Gaylene, Vicki) live in Morris; Valerie and John Wall live in Morris.

Dave and Anne moved to 32-4-2W in 1958. Dave continued working for his Dad and other farmers in the area until 1961, when he began working in Kane part time, driving fuel truck. Dave also drove school bus for approximately eight years. He was hired full time at the Kane Ga-

rage and continued his employment in Kane until his retirement in November, 1991.

Dave and Anne moved to Lowe Farm in May, 1996, where they enjoy gardening, and getting together with friends to play a game or two of Dominoes or Skip-Bo.

THE HENRY B. WIEBE HISTORY

by Mary (Wiebe) Penner

In 1919 Mr. Bernard Wiebe of Altona purchased the north half of section 35-4-2W in the Lowe Farm School District, and his son Henry B. Wiebe purchased the north half of 34-4-2W and moved his wife Anna and seven children to the Kane School district. Elizabeth was the daughter of Mrs. Wiebe by her first marriage, then there were six children Henry, Ben, Tina, Dora, Susie (Sally) and Ed. In 1920 their son Peter was born and ten days later Mrs. Anna Wiebe passed away.

Mr. Wiebe then married Margaretha Giesbrecht, daughter of Mr. & Mrs. Frank Giesbrecht of the Rose Farm District. To this marriage were born three children, Mary, Jacob, and Johnny who passed away at the age of six weeks.

The Wiebe family lived on this farm until 1927 during which time Mr. Wiebe served on the school board for three years and drove the horse drawn-school van for three years.

In 1927, after lean years, the farm went back to the original owner, a Mr. Arnold from the U.S.A., and Mr. Wiebe bought his father's land and moved into the Lowe Farm School District.

Of the four children that attended the Kane School, Tina, Dora, Susie (Sally) and Ed, only Dora and Sally remain alive today (January 1999).

Dora, at the age of 88, remembers the move to Kane. In her words, "It was a very cold spring day, and we were loaded into the *Groutha Woage* (large wagon) and wrapped in comforters and blankets for the long journey to our new farm (twenty miles). It was a very, very great change from life in the town of Altona." She also remembers the bricks piled into the oven of the cook stove in the evening, and then in the morning they were wrapped in blankets and put in among the blankets in the van to keep feet warm. She also remembers Henry Giesbrecht, Mother's brother, driving the van most of the time.

Sally, at the age of 85, remembers Teacher Laine and being allowed to visit the teacherage, where she thinks he lived with his mother, and seeing a three foot high lemon tree which had seven lemons growing on it. That was a great experience. Then Dora pipes up, "How come I don't remember that?" and Sally answers, "Because you were one of the school's best spellers, and you got to go to Myrtle for a Spelling Bee that day."

I, Mary (Wiebe) Penner, remember only very vague things because I never attended the Kane School. I remember a Christmas concert, and I remember being allowed to go along in the school van one day when my sister Tina, who was finished school, had to drive the van because everyone else was busy.

IRVIN & VIOLA (Dyck) WIEBE
by Viola (Dyck) Wiebe



Irvin and Vi Wiebe and family, 1995.



The Irvin Wiebe home on the farm, 1956.

In 1954 Irvin Wiebe and Viola Dyck of Carman were married. Irvin worked as second man in grain elevators in Beausejour, Headingley and Winnipeg. In 1956 Audrey Diane was born in Winnipeg. In 1957 Donald Anne was born while vacationing in Grand Forks. In the fall of 1957, we moved to Kane (section 23-4-3 SE) and farmed from 1957-1966. During this time three more children were born at Bethel Hospital in Winkler: Karen Renee in 1960, Alan George in 1965, Bradley John in 1966.

In 1965 we sent our three daughters to Kane School via van. This was not a popular move as Bloomfield School closed the following year due to lack of students. In 1966 Irvin was offered the position of grain buyer for N. M. Paterson. As farming was a struggle in the 60's he accepted and we moved to Kane that November. We lived in the elevator house from 1966-

1994 at which time we retired to Roland. We spent a short stint in the Kane school house (amongst many mice) while the elevator house underwent renovations.

Kane was a great place to raise a family. We enjoyed the community and had an active life. We attended the Kane Church and were kept busy with church and school activities that the children participated in. We enjoyed bowling in a Carman Mixed Bowling League and still continue to enjoy bowling in Carman. Teachers living in Kane often participated in bowling and curling with us and the loss of Henry and Lynn Kroeker had an impact on our family even though we had known them only a short while. Irvin, along with Glenn Philips and Gordon Dyck, was instrumental in Kane joining the Pembina Valley Baseball League. Irvin enjoyed playing as well as coaching baseball and we used this as family social time. Irvin also coached hockey teams involving sons, Al and Brad. I was involved in teaching 4-H for the five years it was being implemented in Kane, playing baseball when a ninth was needed and doing handwork when time permitted.

Although we enjoyed other vacations, the family vacations to Victoria Beach were most memorable. We rented a cottage for two weeks every summer for about twenty years in a row. The seven of us could be seen off to the golf course at least once a day for these two weeks. Many wonderful memories to share!

Audrey was ten years old when we moved to Kane. She enjoyed socializing with people in the active community life Kane offered in those days. Favourite activities included wiener roasts, picnics, baseball games of any kind, flag football, Young People's, basketball, babysitting (often four nights a week), etc. Other activities she endured were accordion lessons (in Winnipeg, no less) and 4-H. Audrey received a Bachelor of Arts degree and an Education degree from the University of Manitoba, while working at McDonald's and spending two summers employed at Plummer's Fishing Lodge in the N.W.T. She finally married Barry Friesen, the boy next door, on December 3, 1983. They farm on the Peter Friesen home place and Audrey teaches for the Garden Valley School Division. They have two children: Megan Lindsay (1985), and Tyler James

(1988). Megan enjoys participating in school sports, piano and ballet lessons, playing the flute and sax in Jazz Band, and the list goes on. Tyler enjoys playing hockey and golf in Roland, baseball in Lowe Farm, any other sport he can find, and piano and trumpet lessons. Barry and Audrey are now kept busy coaching and driving.



Irvin Wiebe family living in the 'Paterson' house in Kane, 1967.

Donalda also enjoyed sports but her true love was music. She took accordion and piano lessons and enjoyed playing piano in church. She also participated in 4-H and her brown crocheted dress for a Self-Determined Project was quite an accomplishment. Donalda took a Medical Secretary's Course at Herzing Institute. She now puts that to use at Manitoba Health Commission in Winnipeg. In 1982 Donalda married Joe Walker and has three children: Joseph George (1984), David Daniel Irvin (1989), Tracy Renee (1990). Joey and David play hockey ten months of the year and Joey's playing AAA hockey. Tracy enjoys swimming and Brownies. Being a hockey mom is a full time job but Donalda still finds time for basketball and is president of a Toastmaster's Club.

Karen grew up running, beginning with running away from the geese on the farm to running around the bases of a baseball field. In 1976, Karen won second at the Provincial B Track Meet in Gimli and was on the front page of the Winnipeg Free Press Sports Page. She was disappointed that the reporter wrote she was from Morris when she explicitly told him she was from Kane! Karen enjoyed basketball in high school and continued to participate during the year and a half she spent at Winnipeg Bible College. In fact, Karen played basketball and ball hockey until it was no longer physically possible and then remained in the game as a coach. Karen had various jobs at the Rehabilitation Centre for Children beginning as a Nurse's Aide. She then got her Class 5 Power Engineering Certificate and was employed as maintenance person. Later, she took a welding course and worked in the workshop of the Assistive Technology Department and finally, Karen worked in the Communication Program, producing computer

images and graphics into communication aides for children unable to speak. Karen faced the biggest challenge of her life battling from lymphoma and recovering from a bone marrow transplant donated by her brother Brad. Karen attempted this with the same determination she used to run a race. Karen passed away on September 17, 1999 at the Health Sciences Centre.

Alan also enjoyed playing ball, wiener roasts and spontaneous get-togethers after ball games when the ball team would come over and play football on our yard and trample cucumbers in the garden. He enjoyed playing hockey and baseball in Roland and later played hockey in Morris. Alan has had various jobs involving carpentry and is now employed by Westfield in Rosenort. He married Robin Shaw in 1994 and has two children: Lauren Marie (1995) and Ryan Shane (1996). They live in Morris where Robin teaches. Lauren and Ryan enjoy skating lessons and Lauren also takes ballet lessons. Robin and Al enjoy curling, golf and baseball.

Bradley, the youngest of the Wiebe family, does not recall the move to Kane from the farm at three weeks of age. The school closed down after he finished the first grade but it was still nice having it there as a Community Centre and for reunions and such. Many of his fondest memories of Kane and friends was playing sports. Traveling to Roland to play hockey, baseball or golfing was good but never as much fun as pickup games on the pond behind the store or street hockey in front of it. Of course, the quiet life was always made more enjoyable for Brad by having a motorcycle to drive around on to visit neighbours and by having a large family to keep him entertained when said motorcycle was broken or, as was often the case, out of gas.

JOHN & AGATHA (Epp) WIEBE *by Brian Wiebe*

John and Agatha Wiebe moved to Kane on July 1, 1962. They had lived on a mixed farm north of Carman from 1948 to 1961, when Dad sold the farm to Bill and Irene Krahn. For one year, they lived in a rented house near Carman, while Dad worked at the Massey-Ferguson dealership. When they heard that John Toews wanted to sell the store in Kane, they went to take a look, and that was the beginning of their experience as owners of a country general store. I moved with Mom and Dad and lived there for three years before moving to Winnipeg.

Life in the Store: We lived above the store, which was convenient for getting to work, but Mom often said she would hate to count the trips up and down those stairs that were made in the course of a day. Store hours were 8:00 a.m. to 6:00 p.m., Monday to Saturday, and holidays were non-existent as the store had to be open and there was never enough business to hire extra staff. Because they lived above the store, evening and Sunday afternoon rests were often interrupted for emergency grocery needs



The 50th Wedding Anniversary of John and Agatha Wiebe taken in the Kane Community Centre.

by people in the district.

Goods sold in the store were staples such as bread, dairy products, canned goods, and fruits and vegetables in season. Dad enjoyed selling meat and cut up many a quarter of beef in the evenings, using a handsaw and a knife. They also sold some dry goods that salesmen from Winnipeg wholesale companies would convince them they needed on the shelf. I remember the peanuts in big burlap bags, and mixed nuts and candies before Christmas. It used to bug Dad when Gladstone's in Winkler would sell peanuts as a loss leader and he couldn't compete with their price. Shelf space was always at a premium, especially in the early years. Most of the sales were charged and every family had a receipt book in a rack beside the front counter. At the end of the month, customers would come in and pay their account. Very few accounts were not paid, a tribute to the trust and honesty by the mostly farming community.

The store was a gathering place for bus drivers morning and afternoons, and Ernie and Bert Friesen, Butch Born, Ken Wiebe and myself spent many evenings playing cards, or just sitting and talking on the stools at the ice cream counter.

Many Jobs: Dad and Mom had a multitude of jobs along with running the store. They managed the post office, which meant sorting the mail, keeping the books up to date, and selling stamps and money orders. Dad started driving the school bus between Kane and Lowe Farm in September, 1962, and drove that Yellow Bus until 1974. In addition to these jobs, they also boarded some of the teachers from the Elementary School. Lois Wiebe and Gloria

Penner were two I remember. In the last few years, they were convinced to take on the position of caretakers at the Kane School. Going over to clean the school after supper must have been difficult after working in the store all day, but they managed. I guess this was to fill in their spare time.

After the Store: Dad and Mom sold the store to Pete Harder in January, 1974 and retired to Morden. During his retirement years, Dad learned some carpentry skills, building a paddle boat, a windmill, lawn swings, and picnic tables. They both enjoyed gardening, and the family fondly remember the meals that Mom produced for all occasions in those years.

In 1985, they decided to move back to Carman to be closer to the kids. Dad never made the move, as he suffered a severe stroke just before the move, and passed away in the Morden Hospital on July 22, 1985. Mom moved during his illness. Mom remarried in the fall of 1986, and was widowed for the second time in December, 1998. She now resides in the Boyne Towers in Carman.



Brian Wiebe in front of the Kane General Store, 1966.

Family: John and Agatha Wiebe had three children: Eldon born in 1934, Irene born in 1937, and Brian born in 1947.

Eldon married Magdalene Giesbrecht and they have six children, Dianne, Keith, Bruce, Roger, Wendy, and Glen. Eldon is retired and Maggy teaches Driver Education in Carman.

Irene married Bill Krahn and they have three children,

Wanda, Trevor, and Jerri-Ann. Irene and Bill live in Carman and are farming with Trevor. Irene also works at the Carman Hospital.

Brian married Anna Penner and they have two children, Mark and Michael. Brian works for a distributor of Agricultural Chemicals, and Anna is a Licensed Practical Nurse in a nursing home in Winnipeg.

JAKE B. & TIENA (Friesen) WIEBE

by Tiena Wiebe



Jake and Tiena Wiebe and family.

Jake Wiebe, the son of Abram and Maria Wiebe, was born in 1916 at Hope Farm. In 1918, his parents moved to Lowe Farm, Section 6-1-4W. He attended Steinfeld School. In the winter of 1940, he took a course in Agriculture in Altona.

In June 1944, Jake married Tiena Friesen, the daughter of Rev. and Mrs. Jacob W. Friesen. That was during the war years, which meant that he had to help with the farmwork for his dad. Then in the fall of 1944, we (Jake and Tiena) were sent to the coal mines, called Mt. S. Mines in Bienfait, Saskatchewan, for the winter months.

When we came back in the spring of 1945, our son Edward was born. We rented and settled on a quarter of land northeast of Kane, Section 9-5-2W. It was very wet that first spring, but we still managed to get a fair crop out of it. Jake was still helping his Dad and we also paid Red Cross money every month. But by June 1945, the war ended. We bought the land we had settled on, as well as another quarter of land.

After Edward's arrival, we were blessed with three more children, Menno, Irene, and Kathy. All four children attended the Kane Elementary School for their first eight years of education. According to our youngest daughter, Kathy, the most outstanding memories of the school years in Kane revolved around the annual Kane picnic and the annual Christmas concert. As a child, the Kane School auditorium felt as large as Carnegie Hall. The Christmas concert was an exciting combination of memorizing lines, learning new carols, a new Christmas outfit, anticipating the Christmas bag goodies, and general chaos behind the stage curtain. It felt like there were a minimum of five hundred people in the audience, watching our every move.

The Kane picnic was a more relaxing experience, a chance for the

whole family to attend and join-in. The lunch that Mom packed for the family was always special. It somehow overshadowed even the exciting high jump event. But being awarded a first, second or third place ribbon was considered a significant achievement. The baseball games were generally very competitive, except for the last game of the day was usually fun-filled and entertaining. At the end of the day, Mom, Dad, and four hot and sweaty children packed up the car and went home, sunburnt, tired, but happy.

Jake was a school bus driver for eight years, driving the surrounding neighbour's children to and from school. He enjoyed the daily visit with the other van drivers, as well as getting to know the neighbour's children. But he found it quite a challenge when it rained so hard that the mud roads became impossible to travel. But Jake soon found a workable solution. He put chains and a caboose on the old Model A car and much to the disappointment of the four Diedrich Dyck children, they still got to school on time.

The children all have good memories of their Kane School years, but time marched on and the following is a short synopsis of where they are today.

Our son Edward and his wife Mary Ann, live in Tsawwassen, British Columbia. After Kane, Edward went to school in Lowe Farm, and then completed an education degree at the University of Manitoba. He married Mary Ann Doerksen in 1967. He began teaching first in Winnipeg, then Tsawwassen, as a Physical Education teacher. He is currently a Real Estate agent in Tsawwassen. Mary Ann had her own film company which she fits into her busy schedule of transporting their two boys between hockey, music and baseball. They have two sons; Aaron, born in 1982, and Eli, 1990.

Our second son, Menno, was born on April 18, 1948, in the midst of a flood. Jake had to play doctor and deliver Menno himself. He is married to Debbie Messenger and they live in Calgary. He had two children; Melanie, born in 1969, and Ian, born in 1970. They are both married and live in Calgary. Melanie married Regan Miller in 1996 and Ian married Stephanie in 1997. Menno spent his first eight years of education in Kane, then went on to Lowe Farm Collegiate, and then com-

pleted a Science degree at the University of Manitoba. More recently, Menno completed an MBA. His work takes him to many countries of the world. Debbie completed a law degree and is currently working in Calgary.

Irene, our first daughter, was born on April 19, 1952. She married Lorne Penner, son of Ben E. and Tina Penner. Irene went to school in Kane, Lowe Farm and Morris. Irene and Lornie were married on July 1, 1972. Presently they own their own business, an overhead garage door business called Universal Doors, in Brandon. They both work for the business, as do their son and son-in-law. They have three children; Kathy born in 1977, Brian, born in 1979, and Jon born in 1980. Kathy married Mike Hildebrand in 1996 and they have a son Dominik, born in 1998, and a daughter Katherine born in 1999. All live in Brandon.

Kathy, our second daughter, was born on Christmas Day, 1956. She also received her education at Kane, Lowe Farm and Morris, and the University of Manitoba. She married Mahmood Randeree in 1996 and they currently live in Potchefstrome, South Africa. Mahmood is a Deputy Director of Crops, Sales and Computer Services in the North West Agricultural Department. Kathy is busy completing the last year of a three year MBA program.

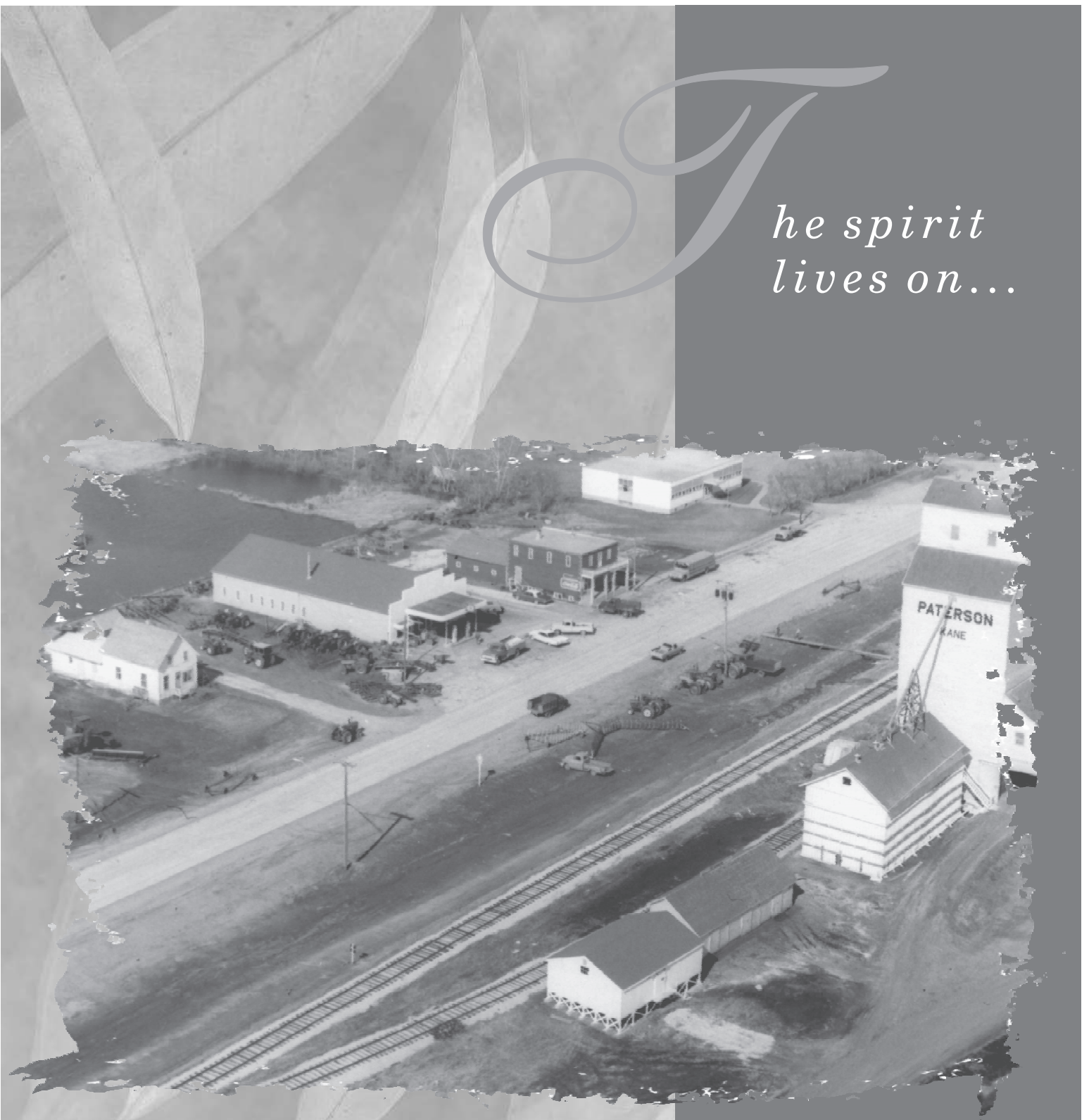
We sold our farm in 1977, and bought a house in Altona. Jake kept busy with the Thresherman's Museum between Winkler and Morden for many years. In 1991, he suffered an aneurysm and spent one month in the St. Boniface Hospital. He did not completely recover, as he could not get his strength back. Then in 1993, Parkinson's disease set in and he had a knee replacement operation in 1994. He passed away on July 28, 1997. I sold the house and moved into an apartment in Altona where I'm now living and have good health. Thanks to the good Lord and my children. I am quite happy. I have also had the opportunity to do some travelling with my children being so far away.

FAITH OF OUR FATHERS

It was a mighty army
That pushed into the west,
Leaving loved ones behind them
Their's was a noble quest.
They dreamed of a land of silver and gold,
A wealth that was still unfound;
By every mode of travel
They all were westward bound.
That was a glorious venture
When pioneers pushed into the west.
Some there were who perished,
Most dear souls stood the test.
They had their God above then —
The sun and moon and stars.
No one worried the least bit
About going to the moon or Mars.
They set to work to till the sod
Determined the work, and slow.
Furrows turned one over the other,
Soon the seed they could sow.
They planted their grain in spring time;
They harvested their grain in the fall.
Log cabins gave way to finer homes
Standing so stately and tall.
They found the gold they had dreamed of
In the waving fields of grain;
The land flowed with milk and honey,
Cattle grazed on the wide open plain.
As they looked to the golden sunset
They counted their blessings each one,
And knelt on their knees to thank the Lord
For the great things He had done.
These pioneers passed on to their offspring
This province they loved so dear,
And walked into the golden sunset
Content and without a fear.
When ever we look to the sunset
We hear voices of days gone bye,
Then we promise ourselves and these voices
That we will ne'er let our heritage die.

by Barbara R. Peirson
*used by special permission
from (husband) Alex White*

*The spirit
lives on...*



*...in our
livelihood*

THE RAILWAY

by Paul Joyal

On July 2, 1887, Premier John Norquay, assisted by the Mayor of Winnipeg, turned over the first sod of the Red River Valley Railway. Construction began in earnest on July 13, the intention being to have the line travelling southward from Winnipeg to the International Boundary completed by September 1 of that year.

On September 4, 1888, the Northern Pacific and Manitoba Railway Company became incorporated by the Province of Manitoba, to take over, complete and operate the Red River Valley Railway. The Northern Pacific and Manitoba Railway would complete and operate a line from Winnipeg to the International Boundary and to Portage la Prairie, as well as a line from Morris to Brandon.

The Morris - Brandon branch of the NP&M was built and opened for traffic on September 1, 1889. In 1901, the NP&M, besieged by financial difficulties, was taken over by the Canadian Northern Railway. The Canadian Northern operated until 1918, when it too fell victim to financial difficulties and was taken over by the Dominion Government. On June 6, 1919, by an Act of Parliament, the Dominion Government amalgamated the many thousands of miles of the many different railways acquired over the years and incorporated them into one, the Canadian National Railway.

In 1904, Canadian Northern Railway built the station in Lowe Farm, with a Mr. Sharpe employed as the first agent.

The rail line and station were a boom to the community. Not only did the railway provide a means for farmers to send their produce to market, they also provided a somewhat more reliable avenue of transportation to the public. When roads became plugged by winter storms or impassable due to wet springs or heavy rains, the train could usually make it.

With the opening of the Morris - Brandon branch of the Northern Pacific and Manitoba Railway, passenger service in 1894 was provided on a three day per week schedule in each direction. In addition to passenger service, the NP&M was also operating a scheduled daily freight service.

It is unknown for certain what kind of passenger service the Northern Pacific and Manitoba Railway may have provided during its short existence. In 1914, the Canadian Northern Railway was providing passenger service through Kane with two trains daily in each direction. With



*An old six-wheeler steam engine complete with cow-catcher.
John Toews' 1938 International is parked alongside the oil shed.
(Note passenger car on the main track.)*



A stormy day in Kane, 1938.



The train puffs into town.



Coming east into Kane with the station in the distance, 1938.



John Toews' Diamond T (a big truck in its day) needed some help, 1938.



The trucks in the line-up are now sporting tandem wheels.

the incorporation of 1919, Canadian National Railway continued with passenger service, but on a lesser schedule. Passenger service in 1929, consisted of an east-bound service that operated daily, except for Saturday and Sunday. Westbound service operated on a daily basis as well, except Saturday, Sunday and Monday. In addition, one westbound passenger train operated on a Saturday only schedule. By 1957, only one mixed passenger train remained operating. It was shortly after this time that passenger service was discontinued entirely.

By the late nineties, a great cloud of uncertainty hung over the future of the CNRail Miami Subdivision. Would the rail line be sold off to private interests, or would it be merely abandoned like so many others?

These questions were answered early in July of 1999. An announcement was made that CNRail had sold its Miami Subdivision to the Tulare Valley Railroad of Salt Lake City, Utah. On July 9, 1999, The Southern Manitoba Railway (SMR) was incorporated as the ninth railway to begin operations in Manitoba. The SMR officially began operations of the 230 kilometers (144 miles) of track on August 23, 1999. Headquarters for the Southern Manitoba Railway is currently located in Morris, Manitoba, with a work force of three employees. Two 2,000 horse power diesel electric locomotives purchased through Canac, a subsidiary of CNRail, provide motive power for the railway.

The Southern Manitoba Railway is primarily involved in the transportation of both board and nonboard grain commodities from elevators located along its right-of-way. Rail cars are interchanged with CNRail at Morris, Manitoba. From Morris, grain cars are sent north to CN Symington Yard in Winnipeg for delivery to ports in Thunder Bay, Ontario or to ports in Vancouver or Ridley Island, British Columbia. Shipments of grain destined to the United States are interchanged with American railways at either Duluth, Minnesota or Chicago, Illinois.

In the complex chain relating to the grain handling and transportation industry, the Southern Manitoba Railway is committed to providing valuable rail service to its customers. Ultimately, communities located along this rail line can breath a

sigh of relief knowing that farmers will continue to have a safe, reliable and efficient means of delivering their products to market.

Perhaps more than ever, the Southern Manitoba Railway and the communities it serves, such as Kane, can embark on a new era of spirit and co-operation. Such co-operation will ensure success. Not only for the railway, or the communities it serves, but to the many farming families who rely, in part, on the railway for their livelihood.

A note of historical interest! In 1889, an American railway, the Northern Pacific and Manitoba Railway built and operated the rail line between Morris and Brandon, Manitoba. Today, that same rail line is once again operated by American interests.



Semi-trailer units are a common sight nowadays.



A derailment west of Kane in the mid-fifties.



A derailment east of Kane in 1997. (Kane is in the background.)



The old-fashioned boxcars served for many years.



A CN diesel pulls into town.



The boxcars have given way to the new and more efficient hopper cars.



CN Kane on a wintry day.



The new SMR picking up a car in Kane, 1999.



The new SMR train leaving town, 1999.



Kane in 1999.



Mr. Dave Penner on a railway car similar to what he used at Kane.

A LONG WALK WITH THE C.N.R.

by Dave Penner

The van that took me to school in the early 20's, came in handy some thirty years later when I was employed by the Canadian National Railway and stationed at Myrtle, but living in Lowe Farm.

The roads were often closed due to snow in winter and car travel was not possible, so I walked the ten miles to Myrtle on Monday morning. Many times I met the van on its way to school in Kane, and they gave me a ride as far as the little shack in Kane which served as a station. I then built a fire in the stove there so that farmers could drop off their eggs and cream to be picked up by the train the next day. Then I cleaned the track switches and continued on my walk to Myrtle.

We lived in Lowe Farm throughout the years even when I left the area to relieve other section foremen for two or three weeks. One summer I was stationed at Gillam and worked the area between The Pas and Churchill and came home every two or three weeks. I retired in 1978, after 35 years with the CNR, and the last five as section foreman at Roland, Manitoba.



Lillie White, Gladys Fredricksen and Margaret White on the railway bridge west of Kane.



After a year of searching, a picture of the water tower between Kane and Myrtle could not be found. This picture shows the water tower at Clearwater, Manitoba.



The water spout on the tower which filled the locomotive with its' supply of water.

THE STATION

by Tom Hean and Dulaney Blatz



At the Kane Station in 1942. Gladys Fredricksen, Frank White, Margaret White, Harold Penner. (Note the cream can on the right.)

During the first half of the century, when a train came into Kane, the town people gathered at the train station. The baggage car had parcels to drop off and pick up.

To earn money to pay the groceries, farmers brought their cream (in big cans), eggs, or produce to the station to be sold to other towns. One time a farmer's can of cream was returned full of cream dyed pink. A mouse had been found in the can (apparently), and this made the farmer very angry.

Passenger cars were also a common sight in Kane. At times a short layover allowed passengers off the train to go over to Toews' Store for a pop or chocolate bar.

During World War II, Swan Lake and Emerson were in a hockey play-off match. A special train of three passenger cars from Emerson to Swan Lake picked up hockey fans in Kane to see the evening game in Swan Lake.

During the 30's and 40's, a train came every year on Fridays, about two or three weeks before Christmas, to make a same-day-round-trip to Winnipeg! People got to go to the city to do their Christmas shopping in downtown Winnipeg. They met at the CN Station on Main Street to catch a ride back in the evening. The train ride was two hours one way.

The train station was seldom used during its later years and was torn down in 1974.

THE FIRST ELEVATOR

by Audrey D. Friesen

Interior Elevator Company — 1918-1920: The first Paterson elevator in Kane was built in 1918. This elevator was one of twenty-three elevators that were part of the Interior Elevator Company. Materials used to build this elevator came from an elevator that had been dismantled in Winkler. The Interior Elevator Company was amalga-



The Interior Elevator Company Limited in Kane, 1918-1920.

mated into N. M. Paterson and Company, Ltd. in 1920. Mr. Paterson was appointed to the Canadian Senate in 1940 when much of the decision-making of day-to-day operations of the firm was turned over to his sons, Donald and John. Hence, on July 31, 1950, the firm was renamed N. M. Paterson & Sons Limited. (It is believed that Norman Paterson worked as an elevator agent in an elevator in Myrtle in 1901.)

N. M. Paterson & Sons Limited —1920-present: The list of elevator agents is as follows:

1919 —	G. Norwood
1920 —	W. H. House
1921 —	D. Brown
1922 —	Roy Brown
1923-1924 —	H. Burr
1924-1930 —	Charles E. Walsh
1930-1940 —	Roylance de la Wyche
1940-1946 —	Henry P. Schellenberg
1946-1956 —	Walter G. Penner
1956-1966 —	J.W. (Bill) Bracken
1966-1995 —	Irvin J. Wiebe
1995-present —	Alvin D. Martens

The first elevator in Kane burned down in 1947. Ed H. Groening was the last farmer to haul grain to this elevator. He recalls going from the elevator to the store when shortly thereafter someone noticed smoke coming from the top window of the elevator. A heated motor was believed to be the cause of the fire. Luckily, Walter Penner had the presence of mind to get the important things out

of the elevator, including the top drawer of his desk and Mr. Groening's cash tickets. Irvin Wiebe tells of how he was suddenly told to run the combine that he had never been allowed on before while his Uncle George Wiebe and father rushed to Kane for the fire show.

A new elevator was constructed on the same site in the same year, 1947. The new elevator had space for 60,000 bushels and cost in the neighbourhood of \$43,384.00. Since this time, there have been many renovations and additions. I was informed that this information is of interest to some so will include a list as follows:

1951 - the dwelling was placed on a full-size base-ment and totally renovated.

1952 - a new 28,000 bushel semi-permanent annex was constructed as well as a BRAND-NEW outhouse.

1955 - another two-bin 28,000 bushel semi-permanent annex was added with an auger down the center for easier emptying.

1964 - a complete overhaul was done on the #32 Hart Emerson grain cleaner.

1965 - a new 24x36x7 fertilizer shed was added and a new head drive was installed.

1967 - a new leg and a new Bender truck hoist was installed, a 12x32 addition was done to the dwelling with new kitchen cupboards and a better heating system as well as the installation of plumbing, using a septic tank and field.

1973 - a new 115,000 BTU force air oil furnace was installed.

1976 - a dust collection system was installed with dual cyclones and repairs were done to the spouting of the annex which had been damaged by wind.

1977 - a new leg belt and a car pull was installed.

1982 - extensive renovations were completed that included dismantling the west semi-permanent annex, the construction of a new elevator-annex complex complete with a new pit, a 20-foot scale with a weighing capacity of 60 tonnes, a 70-foot unloading scale, a new office area and driveway, and a new garage for the dwelling.

1993 - the east semi-permanent balloon annex was dismantled leaving Kane with a storage capacity of 3710 tonnes as it is to date.

According to the Government Archives Division in Ottawa, elevator agent Charles Edward Walsh served as postmaster for Kane in the years 1924-08-25 to 1925-03-16 and 1927-10-31 to 1930-07-07 when elevator agent Roylance de la Wyche took over until 1940. Mail clerks came by train daily to deliver mail to Kane.

Elton Weaver remembers Charlie Walsh as a strong, big man who could push two boxcars apart without a jack. He would then run downhill with a piece of board and slip it under the wheels of the getaway boxcar. Roy Wyche is remembered as a jolly, helpful man (he loaned his 'Victory' sedan complete with rumble seat to Mr. Weaver to go to Winnipeg) who joined the forces during the war and later went to Starbuck to buy grain.



Grain buyer Roy Wycbe with wife Edna, Cyril and Eldred.



Grain buyer Henry P. Schellenberg.

Henry P. Schellenberg had a dual role in the Kane community: elevator agent for N. M. Paterson and Company and spiritual leader for Church services held in Kane School. Mr. Schellenberg came from Saskatchewan where he was an ordained Canadian Conference deacon. In 1945, Henry Schellenberg was diagnosed with a chronic kidney condition brought on by the inhalation of grain dust. He was advised to leave the grain business and did so the following year.

During the days of Walter Penner and Bill Bracken, moisture tests were done by heating an oil tester. It took twenty minutes to test grain in those days. The new electric tester was much quicker, however when in doubt, farmers would request the oil tester because the 'tried and true' was thought to be more accurate. From Kane, Walter Penner was transferred to Crystal City and Bill Bracken went to work at the Paterson elevator at Morris.

Irvin Wiebe was grain buyer for Kane Paterson elevator for 29 years. During this time three years stand out as more challenging than others both to the farmer and consequently to the grain buyer. The fall of 1968 brought constant rain during harvest and the sight of rice tires looked peculiar in Kane. Irvin remembers 'tough' grain that needed careful handling. The dry year of 1988 saw a huge decline in the amount of grain being handled at the Paterson elevator in Kane - a drop from 20,790 tonnes in 1987-88 to 8,603 tonnes in the 1988-89 crop year. The dreaded fusarium-infested wheat and barley resulted in a drop from 22,300 tonnes in 1992-93 to 14,000 tonnes in



N. M. Paterson elevator destroyed by fire, 1947.



N. M. Paterson elevator destroyed by fire, 1947.

SCALE FIGURES IN LBS.		N. M. PATERSON & SONS LIMITED		AGREEMENT NUMBER 54	CASH PURCHASE TICKET NO. 107013
GROSS WEIGHT	4.16	STATION	C.W.B. NO.	DATE	KIND OF GRAIN
NET WEIGHT	1.12	PURCHASED FROM (SURNAME)	1261	1950	Wheat
GRAIN UNLOADED	12.00	WEAVER	ELTON		
PRODUCE'S PERMIT NO.	SUP.	P.O. ADDRESS (MARK "X" IF SAME AS STATION)			
NET BUSHELS IN FURNACE	GRANDED BY	AT A PRICE	PER BUSHEL OF	TOTAL PURCHASE PRICE PAYABLE	
12.00	20	11.5		3.72	
NAME OF PRODUCER TO RECEIVE FUTURE U.S. PAYMENTS, IF SAME AS ABOVE MARK "X"	DEDUCTION UNDER FARMER ASSISTANCE ACT 115	BALANCE			
ADDRESS	USE LIGHT CHARGES (IF ANY)	NET CASH PAYABLE		500.70	
NET CASH PAYABLE (IN WORDS)					
11.50					
AGENTS COPY		NOT NEGOTIABLE			

A 1955 cash ticket made out to Elton Weaver by agent Walter Penner.

SCALE FIGURES IN LBS.		N. M. PATERSON & SONS LIMITED		AGREEMENT NUMBER 54	CASH PURCHASE TICKET NO. 438119
GROSS WEIGHT		STATION	C.W.B. NO.	DATE	KIND OF GRAIN
NET WEIGHT		PURCHASED FROM (SURNAME)	1261	June 27, 1961	Wheat
GRAIN UNLOADED		KIRK	C		
PRODUCE'S PERMIT NO.	SUP.	P.O. ADDRESS (MARK "X" IF SAME AS STATION)			
259601A					
NET BUSHELS IN FURNACE	GRANDED BY	AT A PRICE	PER BUSHEL OF	TOTAL PURCHASE PRICE PAYABLE	
5.79	20	122 1/2		1076.78	
NAME OF PRODUCER TO RECEIVE FUTURE U.S. PAYMENTS, IF SAME AS ABOVE MARK "X"	DEDUCTION UNDER FARMER ASSISTANCE ACT 115	BALANCE			
ADDRESS	USE LIGHT CHARGES (IF ANY)	NET CASH PAYABLE		882.78	
8.79 -					
NET CASH PAYABLE (IN WORDS)					
Eight hundred + eighty two 78/100					
AGENTS COPY		NOT NEGOTIABLE			

A 1961 cash ticket made out to Cliff Kirk by agent J. W. (Bill) Bracken.

the 1993-94 crop year. Irvin always had compassion for the farmer with smaller acreage and truck and in busy times, would save bin space for the farmer to top off after the line-ups had left.

With the extensive renovations and expansion of the Paterson elevator came increasing business during Irvin Wiebe's tenure. A helper was provided and Irvin trained some local men wishing to remain employed in the Kane community after high school. These helpers included Milton Braun, Dennis Rempel, Amie Dupee, Melvin Unrau, Kelvin Penner, Reynold Janzen, Weldon Enns, Henry Martens and his son, Alvin Martens who took over as manager of Kane Paterson elevator when Irvin Wiebe retired. Milton Braun and Weldon Enns are co-managers of the new high throughput Paterson elevator in Morris.

During the 70's, Jim Hildebrand (UGG grain buyer) and Irvin Wiebe were both contact men for Kane baseball teams. You got more than just the grain prices at the Kane elevators - it was the baseball information hub. (There was also more than just a few cribbage games being played at the Paterson elevator during the off-season.)

Kelly Penner was the helper when the computer age came to the Paterson elevator in Kane. Kelly's computer knowledge and willingness to learn (and teach) was a tremendous asset to Irvin when the computer was first brought in, set up and glitches ironed out. The passing of Kelly was a personal loss to Irvin and the community and he is often fondly remembered.

Alvin Martens is the first Kane grain buyer with academic credentials - a 2-year diploma in Agriculture. He is the 'transition' grain buyer with Kane becoming a satellite point for the Morris Paterson inland terminal. Approximately 40% of grain is now trucked by semi and loaded into railcars at Morris.

Many changes have taken place in the way grain was bought and handled since the first N. M. Paterson elevator was built in Kane. One would expect many more changes in the future. With the construction of concrete facilities in the area surrounding Kane brings speculation as to what the future holds for smaller elevators such as the one in Kane that have



Walter Penner, Paterson grain buyer.



The Kane elevators.



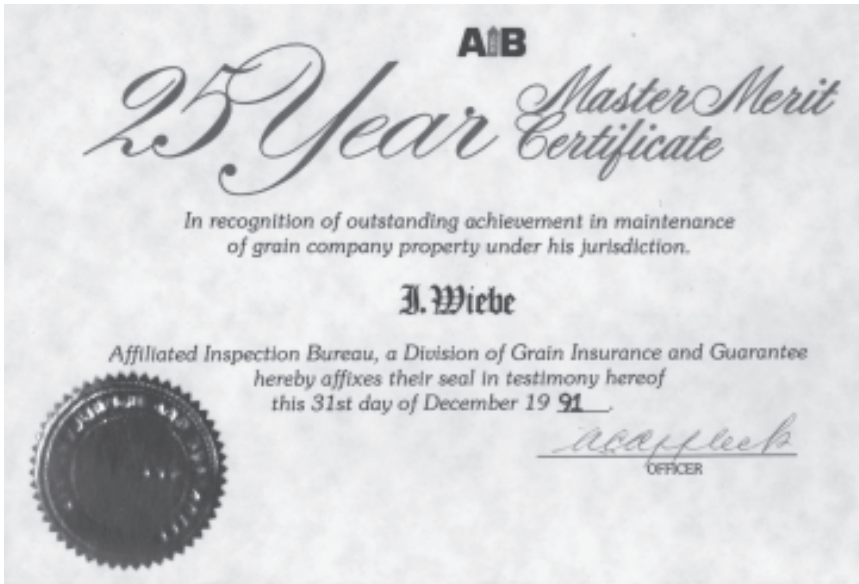
The Paterson elevator in 1967.



Lena and Bill Bracken on their 50th Anniversary, 1984.



*Paterson grain buyer, Irvin Wiebe in 1967,
in front of his office.*



A 25 year certificate for Irvin Wiebe, 1991.



The new elevator-annex complex built in 1982.



*Grain buyer Alvin Martens (r) and his second man, Joel Findlay (l), 1999.
(Note picture of founder N. M. Paterson on the wall.)*

served for so many years. It is hoped that the Kane elevator will be serving customers in the Kane area for some time to come.

I am grateful for the patience of the following people for taking the time to talk elevator talk with someone who didn't have a clue: Ed H. Groening, Ralph Groening, Howard Kemp, Alvin Martens, John Thiessen, Elton Weaver, Irvin Wiebe. Thanks!

THE SECOND ELEVATOR

by Dulaney Blatz

Canadian Consolidated — 1919-1959:

In 1919 a second elevator was built in Kane on the NW quarter of 31-4-2W. This new facility was built just to the east of the Interior Elevator Company elevator (later to become the N. M. Paterson). This elevator was built adjacent to the Great Northern Railroad siding of Kane. Only the Hill Store and the Interior Elevator were the other buildings in Kane at the time, and the school was built in 1920. Kane was booming! This great wooden structure would stand for 76 years; surviving the Depression, a fire, and change of ownership only to fall to the caterpillars blade and modern technology (the high through put elevator) in 1996.

Farmers hauled their grain by horses pulling wagons in summer, and bobsleds in winter. Before hydro was introduced in 1948, this skyscraper of the prairies was powered by a stationary motor in the basement of the office. A single cylinder Fairbanks engine ran a long belt which would run the leg that elevated the grain into the distributor at the top of the elevator. This motor was quite loud and when horses drove past, they would often be frightened. This motor ran steady in harvest time. Grain prices were broadcast daily at twelve noon. The agent's wife or children would turn on the old "C battery" powered radio to listen for the prices. These prices were marked in the ledger and paid to the farmer for his grain.

The managers for the Canadian Consolidated (CC) were as follows:

1919-1924	— Roy Brown *
1924-1928	— Ollie Anderson
1928-1929	— Mr. Persh *
1929-1932	— Bob Sargent

1932-1937	— closed
1937-1938	— Harry Kliess *
1938-1941	— Robert Squires
June 1941 - Aug. 1948	— Richard Hean
Sept. 1948 - Jan. 1949	— Vern Carroll
Feb. 1949 - April 1959	— George Born



Billy Deutschman's truck with the wooden cab in Kane.



A master merit Certificate awarded to R. D. Hean in 1945.

* These names and dates were taken from the "Kane School Book" and were drawn from memory by George Born.

I am sorry to say that I have found no information on the first agent, Roy Brown. The second agent Ollie Anderson came from Myrtle, son of John Anderson. Mr. Persh was the Myrtle United Grain Growers (UGG) agent and may have filled in briefly at Kane. Bob Sargent's stay at the Kane Canadian Consolidated was during the late 20's to the early 30's. I'm guessing at these dates. From the early 30's until 1937, the elevator was closed. I believe they had a hard time paying an agent when the price of barley was only eight cents per bushel. Bob Sargent lived directly south of the tracks across from Cornie Kehler's in a white house owned by Cliff Kirk's grandfather. He could have farmed as well as worked at the elevator.

In June of 1941, Mr. Richard Hean from Hartney, Manitoba became the manager of the Canadian Consolidated at Kane. He was paid \$140.00 per month his entire stay at Kane. In spring of '41 the CC bought the old Woodvale School for a company house. This house was located on the west side of Toews' garage in the tractor lot. It had been moved from section 2-5-3W by Jim Miller in 1921 to be used as a store. Mr. Peter Penner was living in this house at the time, and it became the company house for Canadian Consolidated and United Grain Growers until 1963. The house was torn down in 1998 by Henry Klassen (the owner).

During the time of the Hean residency, they paid \$12.00 monthly rent to the company. When the superintendent, Mr. Norm Beaton, was in town to inspect the books and elevator, he would usually stay at the Hean's for dinner.

Shortly after the Heans moved into the company house, Mr. Peter Penner came back with his daughter to get some produce from the garden. Mr. Hean was up on a ladder cleaning windows and saw Mr. Penner laying in the ditch beside his car (now Highway 23). He went over and checked him out and found him to be dead. Mrs. Hean covered him with a blanket and they went over to Toews Store to contact the family (and doctor). The family came by a little while later and put Mr. Penner in the back seat of their car and left.

During the 40's more and more farmers started bringing their grain in by trucks or tractors pulling the wagons instead of horses. Grain buyers worked long hours blending grain to give farmers the best prices for their grain. When farmers brought in their sugar beets, they shovelled them into open coal cars.

In harvest time of 1947, the Paterson elevator burned to the ground. Richard Hean and others splashed pails of water on the Canadian Consolidated elevator to keep it from burning. You could hear the sap from the wood boil underneath the tin siding. Richard Hean retired from the grain buying business after 34 years in 1948, and moved to Brandon. Three months after Mr. Hean retired the company asked him to come back to manage at Kane, but he declined.

In 1948, Mr. Vern Carroll managed the Canadian Con-



*The Canadian Consolidated elevator operated
by R. D. Hean, 1948.*

solidated briefly and was replaced in 1949 by Mr. George Born. The 1949 crop was my grandfather's (George Born) first crop year in Kane. That year all grain at Kane (170,000 bushels of it) was moved from the farms through both elevators in the fall and they stood empty until the next growing season. George did not always come home for the night or for just a few hours because he would load cars at night and do the bookwork.

In 1950, the Wheat Board began the quota system, and grain buying became a year round business. I would like to note that between 1942 and 1946, a temporary annex (25,000 bushels) was built to the east of the elevator. Grain was at a low price in Canada compared with the United States and was not moving. Many elevators added these annexes at this time. Also the labour was cheap and so was lumber. Ships were also moving men to Europe for the war and not grain.

In 1958, the Canadian Consolidated added a second annex, this one built on the west side of the main elevator. This annex had a 30,000 bushel capacity, and was considered a permanent annex. Many local boys and men helped build it. The lumber used for this great structure was trucked from Broomhill, Manitoba (southwest corner of our province). A young man by the name of Leonard Wiebe used his dad's grain truck to haul the lumber. They found it didn't haul enough lumber at a time though. Mr. Ben Wiebe decided to take the box off his '47 Chevy three ton and put a fifth wheel on to pull a flat deck trailer. Leonard could leave at night, get to Broomhill by morning, hand load the 2x4's all day, leave for Kane in the evening, and bring in the lumber to the elevator by morning. To get the lumber to Kane meant a 36 hour shift and over 330 miles of driving on poor gravel roads at night, and often alone. Conditions we would find difficult to imagine today.

In constructing the elevator annex, the work was hard and dangerous. The local men had to do most of the shingling on the top of the annex. They used pulleys and a 2x10 board tied to ropes to maneuver up and down the elevator walls to paint them. Painting from top to bottom sixteen feet wide took Norman Blatz and Leonard Wiebe twenty minutes with most of the paint on the annex; some on themselves. Every four feet they had to chop off a block sticking out of the annex with their axe. When not using their axe, they would just slam it into the wall. One time as Leonard slammed it into the wall he accidentally hit the rope, and they went down. Fortunately it was only a ten to twelve foot drop, but he suffered some rope burns.

One day Howard Thiessen was working overhead inside a bin and stepped where he thought a board was, and fell head first to the bottom of the bin. His foreman, who was also quite a big man, happened to be standing at the bottom. He tried to catch Howard to ease his fall. They were both banged up pretty bad, but were 'all right'.

It should also be noted that Art Selley who was the supervisor of Kane Canadian Consolidated was stationed as manager of Roland when UGG bought elevators (namely Lowe Farm, Kane, Roland, etc.) in Manitoba in 1959. The United Grain Growers already had a supervisor and Mr. Selley had not been with the company long enough for this position. He was well-known and well liked in the Kane community.

United Grain Growers — 1959-1996: The managers for the United Grain Growers (UGG) were as follows:

April 1959-June 1974:	George Born (15 years)
July 1974-Aug. 1986:	Jim Hildebrand (12 years)
Sept. 1986-Sept. 1992:	Eldon Dueck (6 years)
Oct. 1992-Nov. 1993:	Colin Heppner (13 mos.)
Dec. 1993-Oct. 1994:	Brad Gall (11 mos.)
Nov. 1994-Feb. 1996:	Gerald Heppner (16 mos)

In April of 1959, the United Grain Growers bought 120 elevators in western Canada from the Canadian Con-

solidated. Among the purchases was the elevator in Kane. Now the UGG Company held 797 grain elevators in western Canada; the most it ever had. Thirty-one years later, in 1990, they would have only 276 points left.

The elevator itself held 30,000 bushels, the permanent west annex held 50,000 bushels and east annex 25,000 bushels for a total of 105,000 bushels in the March 31st, 1959 report. For some reason in the February 28th, 1961 report the elevator held only 22,000 bushels, west annex 46,000 bushels and the east annex held 25,000 bushels for a total of 93,000 bushels.



Elevator agent George Born on his "off time" at his favourite pastime - working on the cross-word puzzle in the Free Press.

George Born was the first agent for UGG in Kane as he stayed on from the Canadian Consolidated. He did well for UGG and in the July 31st, 1959 report of the previous year he handled 129,000 bushels in his 93,000 bushel elevator.

In the spring of 1963, George Born built his own house on the east side of Kane. The UGG sold the elevator house to Ben Rempel of the east end of Kane. The UGG loaned George the money to build his new home.

In 1966, UGG built a fertilizer storage shed on the east side of the east annex. George also sold chemicals stored in the lower part of the office. During his agency with Kane UGG, George was very aggressive in sales. E. H. Groening told me that at one time the Company had said, "They didn't know how he does it, but he does it." And he did very well in the business.

In the summer of 1974 after fifteen years with UGG, George and Mary Born retired to Winnipeg, sold their house to UGG as the new elevator house. George Born was the elevator agent for 25 years; longer than anyone in Kane except Irvin Wiebe's 29 years with N. M. Paterson.



John Gerbrandt and UGG grain buyer Jim Hildebrand inspecting a load of flax.

A young man from Morden, Jim Hildebrand became the new agent in Kane. George told him to wait four years for recognition in the area. If he worked hard and was good to the farmers he would get the bushels. In 1981, he handled over 800,000 bushels. (This is the year Paterson elevator was closed $\frac{3}{4}$ of the year due to renovations.) In 1984, UGG upgraded the leg and enlarged the scale. Grain trucks had been getting larger and if a five ton truck came in Jim would either have to double scale the truck (this is what he did when the supervisor was around) or he would add the "illegal weights" to the scale and just weigh once. During the 1980's boxcars were slowly weeded out of use for the bigger hopper cars. This meant the agent or his helper didn't have to cardboard and board up the doors of the boxcars.

Jim stayed in Kane for twelve years and handled more grain than any agent at the UGG elevator. He moved on to manage at Dominion City for eleven and a half years and Beausejour for one and a half years.

In fall of 1986, Eldon Dueck came to manage at Kane for the next six years. Eldon managed well at Kane. During his stay in Kane the UGG management started to discontinue upgrades to the elevator. The east annex started to fall apart and many repairs were neglected by the Company.

Colin Heppner managed in Kane from '92 to '93. He brought a lot of business for the UGG company in the way of repairs and upgrades. Better opportunities were in place for Colin and he left Kane.

Brad Gall from Saskatchewan replaced Colin and stayed for eleven months. During this time many of the local permit book holders from UGG were switching over to the Paterson Elevator Company. The last agent for Kane UGG was Gerald Heppner (Colin's older brother) from Morden. He did very well in Kane. When Gerald came to Kane, we (the Board) were told by the upper management that the UGG elevator would still be operating for another three to five years. Less than one year later the same management said they would be closing the doors



The empty UGG elevator two weeks before it came down!



The east annex was dozed down first.



Then the west (permanent) annex toppled.

of the Kane United Grain Growers in six months.

Gerald moved on to Roland UGG and came back from time to time to clean out the elevator. By May of 1996 it was cleaned out of grain entirely. On August 9th, 1996, a bulldozer toppled the UGG elevator. The wood was loaded on trucks and hauled to the Lowe Farm dump to be burned. It was 76 years old, and would not be replaced.

I would like to thank the many people who helped me with my research of the Canadian Consolidated and United Grain Growers elevators: Keith Born, Mary Born, "Precious Memories" by William W. Cutlip, Eldon Dueck, E. H. Groening, Pete Harder, Tom Hean, Colin Heppner, Gerald Heppner, Dora Hildebrand, Jim Hildebrand, University of Manitoba Archives, United Grain Growers, Ben Rempel, Howard Thiessen, Elton Weaver and Leonard Wiebe.



The remains were hauled to the Lowe Farm dump. August, 1996.

BUSINESS IN KANE

by Pete Harder

One day in June, 1942, I was studying for the final grade 12 exams, not knowing what I would do after graduation. On this same day, Mr. John J. Toews, from Kane, came to Winkler to visit his brother-in-law, who happened to be the principal of the Winkler Collegiate, asking him to recommend a graduate he could hire to work in his business. He was sent across the street to see me, and following a brief



Leonard Penner and Wilma Toews in front of the old Kane Garage and Store in the late 30's.



Pete Harder at work for John J. Toews in the 40's.



Pete Harder on his day off. Wow!

exchange during which I informed him that I knew nothing about business or driving trucks, he assured me that he was not in need of anyone that knew most everything and I was hired. He told me he was confident that I would learn, and learn I most certainly did.

After returning home from an outing with my graduating class, I was picked up by Mr. and Mrs. Toews and two curious boys, Jerry and Dick. Arriving at their home in Kane, I discovered that there were more children in the family, another son, Art, and two daughters, June and Wilma. (Bill arrived on the scene some time later.) My education in the world of business was about to begin...

In 1929, Mr. J. J. Toews started a repair service at Kane, and worked out of a small shop. In order to expand his business, a bigger building was needed. The church in the village of Hamburg was closed in the early 1920's, and in 1926 Mr. Henry Banman purchased this building. He had William Enns move it, in two pieces, to Kronsart, where after renovations had been made, it served as a store. Business was not as good as expected, and Mr. Banman traded the building to J. J. Toews for a Fordson tractor and a drill. In 1932, the store at Kronsart was moved to Kane, where it again served as a store and repair shop. The store portion of the business was transferred to a new building in 1939, while the expanded service shop, known as Kane Garage, remained there until it, too, was moved into a new building in 1957. The now empty old building was torn down.

On my first day of work, I was up well before breakfast, looking around to see what I had "gotten myself into". Everything seemed very strange. Soon after breakfast, I saw children being brought to school, which was located just next door to the Garage. The school yard appeared to be quite large, but the students seemed determined to play in the corner nearest to the Toews' garage, apparently wanting a look at the new "help" that had come from Winkler.

During the first few weeks, I was repeatedly reminded that I was replacing a former employee who had been there for seven years; I, in turn, advised them not to expect the same from me. Sorting incoming mail and ordering John Deere parts soon became the major part of my job. In time, however, I also managed to drive the trucks and deliver North Star farm fuel to the customers. On one trip to Lowe Farm, with the Diamond T truck loaded with 21 drums of distillate, I had a mishap. I loaded up, and then drove up to the main street office to sign for the load. After signing, I returned to the truck and reversed onto the highway, right into the car of a government employee! I felt terrible about the accident until I explained exactly what had happened to Mr. Toews, who calmed me down by saying that the man had no business parking on the shoulder of the highway. Following a heated argument about two weeks later when the gentleman came to collect for damages, Mr. Toews offered him \$5.00 for final settlement. He took it, but was not happy!

The school children were transported to school in

vans, usually pulled by horses. In winter, after delivering their children to the school, some of the van drivers, because it did not pay to go back between trips, would stay in Kane until they could take them home again. Where could they stay? Mostly with me, in the garage, and sometimes I thought that I really got to know them too well!!



The old Kane Garage and Store - a beehive of activity.



Hans Frommer with Grandma Frommer and family. Hans worked in the Kane Garage for Mr. Toews for many years.

Business was slow in the garage in winter, so I was asked to prepare a patch on the school yard for a skating rink. I was allowed to use the Nash pick-up truck with six open-topped drums and a pail, to pick up the water needed to flood the rink, from a dugout about one mile north of Kane. After the rink was finished, lights were put up, allowing many nights of skating. Hockey games were played against Bloomfield and Sperling; it was always a treat playing in a covered rink in Sperling, where they even served sandwiches after the game!

The Kane General Store was open for business every night, and to relieve the clerk, I was asked to serve every other night. One of the first television sets in the area was

set up in the store, and customers were treated to the wrestling matches, etc. It sometimes became very lively! When the main business was done for the day, the younger people stayed for drinks and hot dogs. Over the years, we fried many wieners, served many soft drinks, and scooped a lot of ice-cream. Bananas were bought in big bunches and cut off the stem as needed, and cheese was served from a large head as required. The bread was unsliced and unwrapped, providing us with much practice in wrapping, taking paper from a large roll, and then tying the packages with twine from a spool on the top shelf.

The office in the store had a fairly large safe, which, most of the time, contained large sums of money. Much of the money was supplied by the two elevator companies, U.G.G. and N.M.P., and Mr. Toews was the payer of monies to the farmers that brought in their grain tickets received for the sale of their grain. The safe was broken into several times, but the contents were insured. Notice was also received that the Post Office was going to be moved into the office in the store. The postal service remained here for approximately 16 years, and was moved to Lowe Farm when the country set up the postal areas (e.g. R0G 2P0). Both the handling of money for the payers contract, and the Post Office duties were a great experience.

One day, the principal of the Kane School brought his car over to the garage for an oil change. I was busy, so asked him to leave it, and I would get it done as soon as possible. We did not have a hoist to raise the car, but the older cars were high enough off the ground that we could just slide under and remove the plug to drain the oil. Having removed the plug on this car, I went on to more pressing jobs. The principal returned about an hour later, saw me doing other jobs, and decided to have the oil change done some other time. Backing up to go home, he was unaware of the fact that he was leaving the pan with drained oil behind. When I realized what had happened and saw the car parked at his house, I ran over and asked him not to go anywhere; I would be back with the plug for the oil pan and four quarts of new oil.

During the 1947 harvest season, the N. M. Paterson elevator was lost in a fire. After the cleanup, the elevator was rebuilt and the buying of grain resumed.

The local school board had trouble balancing the books one year, and asked for help. I got the job done for them, and was hired for the next four years, after which I was elected as trustee. I held this position of secretary/treasurer for a period of about 20 years.

One customer that I remember in particular had a nasty streak in him. The store telephone was fastened to the wall of the office, which also served as the post office. Unauthorized persons were not allowed into the postal area. "Mr. Customer" asked to use the telephone, and in the spirit of wanting to be accommodating, he was granted permission. A big mistake! Days later, a phone call was received by Mr. Toews that this same customer had reported that unauthorized persons were allowed into the Post Office. The result was that the phone had to be taken



Henry Schellenberg worked for John J. Toews for over 15 winters.

KANE, MAN. PHONE 151-5

JOHN DEERE
QUALITY FARM EQUIPMENT

J. J. TOEWS
GARAGE and GENERAL MERCHANT
JOHN DEERE PARTS • SALES & SERVICE
GENERAL REPAIRS • WELDING

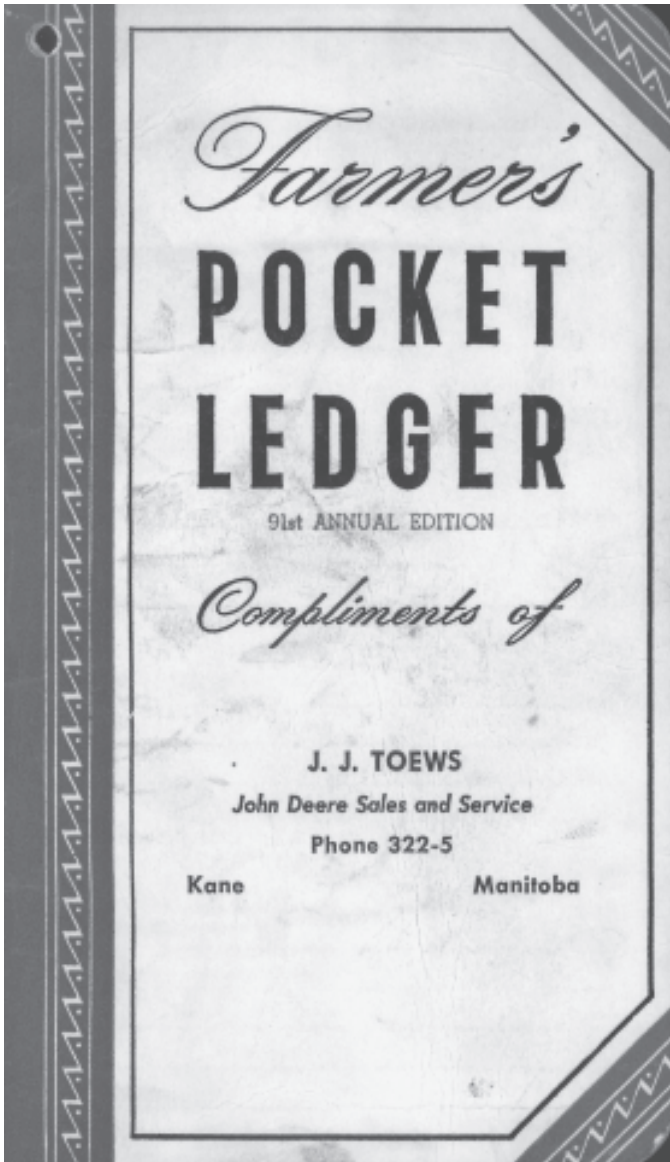
NORTH STAR **GOOD YEAR**

SOLD TO: *Henry J. Schellenberg* *Aug 11 1951*
ADDRESS: *Kane, Man.*

QUAN.	PART NUMBER	DESCRIPTION	PRICE	AMOUNT
1	AA	John Deere Tractor less Gas - Oil serial no. 278006		\$2487.56
		Tractor Trade in	\$850.00	
		By cheque	1200.00	
		By cash	437.56	
			\$2487.56	
		Paid in full		
CASH	CHARGE	C.O.D.	REC'D	PAID OUT
				<i>Monahan</i>
CUSTOMER'S COPY				5524

MOORE BUSINESS FORMS WESTERN LTD.

A 1951 bill of sale at the John Deere Garage in Kane.



The ever popular John Deere pocket ledger - 1957-1958.

out of the store office.

Mr. Toews was also having cordwood shipped in by rail, and selling it to the customer in four-foot lengths or cut. One cold windy winter day, "Mr. Customer" asked for a half cord of cut wood. Mr. Toews said that I need not do it because of the bad weather; it was up to me. Having had a slow day, I figured 'why not?' The tractor started and the job got done. Days later, Mr. Toews received a call stating that the customer for wood had reported having to pay for seasoned wood, when what he had received was unseasoned. So much for favours done! The accusations were dismissed.

When Art Toews finished high school, and helped in the store and post office, we received in the incoming mail, a brochure advertising hand guns, addressed to the local police department. Not having a police department in Kane, and the brochure not being addressed to any person in particular, Art decided that the customer who

had reported on both the telephone and the wood "in-fractions" should be entitled to this piece of advertising. We made the wrong move!! Once again, Mr. Toews was reported, and cautioned not to let it happen again.

During the war when the Japanese living in British Columbia were displaced, some were moved to Manitoba. About four families came to live on the Tom Weaver farmyard to work in the sugar beets. The younger people came to the store frequently, and we got to know them well. One day, they asked Mr. Toews whether he would take a carload of them to visit friends near St. Jean. No problem, Pete will take you! When we got there, I was asked to join the five or six young people, but I preferred to rest in the car. For lunch, however, they insisted I come. I had an enjoyable time, especially when I realized they ate the same kind of foods I did! The senior people, in the meantime, were in the living room doing their thing, and I could not understand one word.

There were two German prisoner of war camps set up near Kane, one about four miles west of Morris, and the other three miles west of Kane. Mr. Toews was growing sugar beets at this time, and arranged to have prisoners from the Morris camp come and work, hoeing and harvesting the beets. I had the job of going for these helpers first thing in the morning, and then returning them in the afternoon. Two armed Canadian soldiers accompanied every truckload going out to the field.

The prisoners from Kane POW camp often came walking to the store after work. One night, a group of them came with money they had pooled at camp, and purchased a fair amount of groceries. Their camp cook had offered to make their favourite dishes for them. They asked me to deliver, but not into the camp. Arrangements were made that after dark the next day, I was to load the cartons of groceries onto the Diamond T truck, a truck they would recognize in the dark, and drive toward camp, but stay on the highway. Once there and stopped, they would have enough people to jump on the truck, unload, and have me move on quickly. I do not know why all the secrecy was necessary, but the mission was accomplished. They probably did not want the guards to know about it.

I worked in the store several winter months. One morning, a lady came in to buy two men's shirts. I did not give the purchase another thought. That same day, in the evening, that lady's husband came in looking for a shirt. I showed him the shirts, but did ask him whether the shirts at home did not fit, or what was wrong. He was puzzled. I informed him that his wife had bought two shirts for him that morning. He went home and asked for a shirt, and his wife replied that he knew his shirt situation: he had no shirts. "Yes," he told her, "Pete told me you bought two shirts for me this morning; hand them over..." The following day he returned to the store wearing a new shirt, and delivered his wife's message to me: not to give away secrets so close to Christmas!

As mentioned before, Art worked in the store after he finished school. One van driver had a bad habit of sam-

JOHN J. TOEWS
KANE GARAGE
GENERAL MERCHANT
PHONE 322 R5 (ROLAND EXCH.)

Kane, Man., March 22 1957
M. Henry Schellenberg
Kane

1	cheese	16
2	1 drink	08
3	1 Bread	16
4	3 drinks	24
5	March 25	
6	cheese	24
7	March 29	
8	multi-use	
9	Enamel	95
10	April 3	
11	Raisins	50
12	wieners	42
13	apples	48
14	1	3 23

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JOHN J. TOEWS
KANE GARAGE
GENERAL MERCHANT
PHONE 322 R5 (ROLAND EXCH.)

Kane, Man., April 5 1957
M. Henry Schellenberg
Kane 323

1	baster eggs	10
2	measuring tape	65
3	cheese	11
4	April 10	
5	cheese	12
6	butter	30
7	2 Battery	40
8	cheese	12
9	April 17	
10	1 pr. shoe laces	07
11	1 dozen oranges	50
12	peppermints	40
13	drink	3 08
14	2	6 08

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JOHN J. TOEWS
KANE GARAGE
GENERAL MERCHANT
PHONE 322 R5 (ROLAND EXCH.)

Kane, Man., June 17 1957
M. Henry Schellenberg
Kane 608

1	matches	03
2	drink	08
3	2 drink	16
4	3 drinks	24
5	drink	08
6	1 case drinks	2 24
7		
8		
9		
10		
11		
12		
13		
14	3	8 91

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Everyone "charged" at the Kane Store and paid at the end of the month.

pling the peanuts that Art was displaying in a large glass jar. The lid was screwed on really tightly, but this customer was determined, thinking it was a great challenge. Art got some Lepage's glue and cemented the lid down. The van driver came in the next morning and, sure enough, he went for the peanut jar. He attempted, as he usually did, to open the jar, but it would not budge. He placed the jar between his legs and tried again, but finally had to admit defeat.

I came to Kane having no money. I was given a counter book and asked to mark down what I was in need of and took, and was told that this would be taken into account when I received my pay. Even petty cash was allowed to be taken out of the till in this manner. Several months went by and no pay was received nor offered. Finally, I got up enough nerve to inquire about the pay arrangement: when could I expect to be paid? "Well, do you need the money?" I was asked. "Keep track of what you have earned in wages, let me use your money, and I will pay you the interest you would receive if it was invested." At least I now knew where I was at, and had the same arrangement for many years.

The hours of work, at times, were somewhat flexible. At federal election time, I started serving as clerk. Then I was asked by the returning officer to serve as deputy returning officer at our local polling station, a position I held for several federal elections.

In 1958, Mr. Toews was given the contract to sell the full line of G. M. vehicles. After about a year and a half, we realized that this contract was not in our favour. Trades

were a problem and G. M. demands were tough, and therefore, the contract was refused. I purchased the last 1960 Pontiac from this contract.

About this time, 1959, the No. 23 Highway was upgraded, and after a few years it was cemented from Morris to Jordan. While preparing the grade through Kane, they took approximately 18 inches of gravel and dirt and put it on our implement display lot, building it up higher. In order to refill the grade with new clay, they offered to make the big dug-out north of the garage, and use the dirt for the new highway.

Mr. Toews eventually had had enough of business, and wanted to sell and retire to the farm about 3/4 mile west of the store and garage. No buyers were to be found, and so the offer to buy was presented to me. This meant making my first debt, something I might not be able to handle. The price was attractive, however, and the terms were very good. The company representatives for John Deere and Shell Canada knew me well enough by now that they did not hesitate to give me their contracts. So, on February 17, 1961, after having worked for the Toews family for about 19 years, I became the proud owner of the Kane Garage.

Up until the fall of 1959, the John Deere Co. supplied the two-cylinder tractors, and then in 1960, the four and six-cylinder tractors were made available. Ben Rempel was the mechanic Mr. Toews had hired at this time, when the new generation of tractors arrived, and Ben did a good job of servicing the tractors and combines for the time I had the John Deere contract.

INSTALLMENT LIEN NOTE

PURCHASER'S NAME **JAKE BORN** MAILING ADDRESS **KANE MAN.** **114718** SE. TWP. RGE. **6-5-2**
 PURCHASER'S NAME **HENRY H. HILDEBRAND** MAILING ADDRESS **KANE MAN.** **19-5-2**
 DATE OF ORDER **July 20/67** VENDOR'S NAME & ADDRESS **KANE GARAGE** **KANE MAN.**
 HEREINAFTER CALLED THE VENDOR IS HEREBY REQUESTED BY THE UNDERSIGNED HEREINAFTER CALLED THE PURCHASER TO SHIP
 ON OR ABOUT **July 20 1967** BUT NOT LATER **AUG. 10 / 1967** TO **KANE** IN THE PROVINCE OF **MAN.**
 THE MACHINERY LISTED HEREON WITH THE USUAL FIXTURES & EXTRAS, LISTED HEREON UPON WHICH THE PURCHASER AGREES TO PAY ALL FREIGHT AND CHARGES THEREON.

QTY.	MODEL, SIZE, DESCRIPTION	SERIAL NUMBER	CASH PRICE
1	'66 John Deere "95" Combine w/ 14' Platform, Cutting Parts, 110' Rich-Zip, Straw Chopper	35149	

On arrival of the said machinery at the point above named (or when the said machinery is available for delivery) the Purchaser agrees to take delivery of the same, subject to the terms and warranties herein, (pay the freight and charges thereon), and pay the Vendor for the same.

TRADE IN - DESCRIBE MODEL, YEAR, SERIAL NO.		xx 100 Dollars	
'58 John Deere "82" Combine w/ Cutting Parts, Straw Chopper		2950.-	
PAYABLE AS FOLLOWS: CASH OR CASH & TRADE AS LISTED ABOVE AND, WHEN APPLICABLE, GIVE IN SETTLEMENT AN INSTALLMENT LIEN NOTE BEARING INTEREST AT NO PERCENT PER ANNUM BEFORE MATURITY AND AT 12 PER CENT PER ANNUM AFTER MATURITY FROM DATE OF DELIVERY. PAYABLE AS DESCRIBED AND, WHERE APPLICABLE, DELIVER THE SECONDHAND MACHINERY LISTED ABOVE.		CASH WITH ORD.	
NO. OF PAY-TOTAL AMOUNT		CASH ON DEL'Y	
FIRST PAY-T DATE	LAST PAY-T DATE	TOTAL DN. PAY-T	2950.-
FIRST PAY-T DUE IS	REMAINING PAY-TS OF	FINANCE CHARGE BEGINS	July 1/68
PAYMENTS ARE DUE EACH SUCCESSIVE MONTH ON THE SAME DAY OF THE MONTH AS THE FIRST PAY-T EXCEPT AS FOLLOWS:		TOTAL TIME PRICE (LINE 5 + 10)	9700.-
DEFERRED BAL.	MOS.	DUE DATE	AMOUNT
1350		Apr. 1/68	1350
5400		July 1/68	5400
6750	TOTAL		6750
1. INSTAL-LATION			
2. TRANS-PORTATION			
3. SALES TAX			
4. TOTAL CASH PRICE		9700.-	
5. DOWN PAY-T		2950.-	
6. LINE 4-5 BALANCE		6750.-	
7. RECORDING FEE			
8. LINE 6 + 7 DEFERRED BALANCE			
9. BASED ON LINE 8 FINANCE CHARGE			
10. LINE 8 + 9 TIME BALANCE		6750.-	

The Vendor does not give any warranties with the machinery, other than the following:
 (Here insert warranties, if any, given with the said machinery, as well as the name and address of the last previous purchaser.)

Kane Man.

LIEN NOTE: I (we) acknowledge receipt of the goods described above in the box entitled "MODEL, SIZE AND DESCRIPTION" (hereinafter called "the goods"). I (we) assent to the foregoing terms of the purchase order and the warranty, both of which are expressly made a part hereof and agree that same, together with the provisions of this note constitute the entire agreement between us. I (we) jointly and severally promise to pay to the Vendor or its order the amount designated above as the "TIME BALANCE". This amount shall be paid in the installments and on the dates shown in either or both of the boxes to the right hereof designated respectively "MONTHLY INSTALLMENTS" and "OTHER THAN MONTHLY INSTALLMENTS". Each installment hereof shall bear interest from maturity at the rate of 12% per annum.

(1) title, ownership, and right to possession of the Goods and all parts and accessories now or hereafter incorporated in or on such Goods by way of addition, accession or replacement shall remain in the Vendor until the indebtedness evidenced by this note and all interest shall be paid in money. If I (we) shall fail to pay any installment when due or if I (we) shall attempt to sell or encumber any interest in the Goods, remove them from Manitoba, institute or have instituted against me (us) proceedings under any bankruptcy or insolvency law, make an assignment for the benefit of creditors or fail to pay any taxes levied on the Goods, or if any attachment, execution, writ, etc., or other process is levied against any of my (our) property, or if for any reason the Vendor deems the debt or security unsafe, then it may immediately and without notice declare the entire balance of this note due and payable, together with all expenses of collection by suit or otherwise including reasonable attorney's fees. The Vendor may reduce the same to judgment without prejudice to or waiver of any other remedy provided by law or this note.

If any of the above events shall occur, I (we) agree to surrender possession of the Goods on demand, and the Vendor may enter upon my (our) premises to the full extent allowed by law and take possession thereof. Upon taking possession the Vendor may if permitted by law and in addition to any other remedies provided by law either:

(1) Notify me (us) that the Vendor accepts the Goods in full settlement of all my (our) obligations hereunder, retaining all payments theretofore made as liquidated damages for use and depreciation of the Goods.

(2) Sell the Goods at public or private sale, with or without notice to me (us). The Vendor may purchase the Goods at any such sale. The proceeds shall be applied, first, to the expenses incurred for repossessing, storing, reconditioning, and reselling the Goods plus reasonable attorney's fees, and, second to the principal and interest unpaid on this note. Any surplus shall be tendered to me (us). I (we) agree to pay immediately any balance remaining unpaid after the proceeds of sale have been so applied.

I (we) acknowledge that after delivery the Goods are held and used by me (us) at my (our) own risk and expense with no abatement in the obligations of this note on account of loss or damage to the Goods. I (we) shall settle all claims of any kind against Vendor directly with Vendor and if Vendor assigns this note, I (we) will not use any such claim as a defense, set off or counterclaim against any effort by the Vendor to collect the amount due on this note or to repossess the Goods. Waiver or condonation of any breach or default shall not constitute a waiver of any other or subsequent breach or default. Any provision hereof prohibited by law shall be ineffective to the extent of such prohibition only and shall not invalidate any other provision hereof. The Vendor may correct patent errors herein.

I (we) acknowledge receipt of the true copy hereof.

THIS LIEN NOTE IS TAKEN UNDER THE PROVISIONS OF "THE FARM IMPLEMENT ACT"

SECTION **6-5-2** TOWNSHIP/RANGE **19-5-2** TOWN/CITY **Kane** PROV. **Man.** PURCHASER'S SIGNATURE **Jake Born**
 MAILING ADDRESS (IF DIFFERENT FROM ABOVE) **Kane** PURCHASER'S SIGNATURE **Henry Hildebrand**
 WITNESS **B. Harder** NOTE DATED AND SIGNED **Aug. 21 1967**

ASSIGNMENT:

I, **Kane Garage**, THE VENDOR REFERRED TO IN THE LIEN NOTE ON THE FACE HEREOF, HEREBY ASSIGN TO **JOHN DEERE LIMITED, ITS SUCCESSORS AND ASSIGNS**, THE SAID LIEN NOTE, INCLUDING ALL MY RIGHTS IN THE GOODS REFERRED TO THEREIN AND OF SEIZURE, RENEWAL AND SALE, AND ALL OTHER RIGHTS WITH REGARD TO THE ENFORCEMENT OF THE SECURITY POSSESSED BY ME UNDER THE SAID LIEN NOTE.

DATED THIS **20** DAY OF **Aug.** 19 **67** (WITNESS) **D. Wiebe** VENDOR (ASSIGNOR) **B. Harder**

Jake Born and Hank Hildebrand purchased a 1966 combine (formerly Henry Schellenberg's) from Pete Harder and witnessed by Dave Wiebe in 1967.



After the fire of the Kane John Deere Garage, October, 1972.



Supplies have just come in and the shelves are ready for the new stock.

Dave Wiebe was a van driver in the 1960-61 term, and was willing to deliver Shell farm fuel to the customers between van duties. Realizing that I needed more of his time, he gave up his van route, and came to work for me full-time. Dave delivered fuel, set up equipment, loaded fertilizer, and in the later years, served in the store when I was away; he was truly a jack-of-all-trades. In 1991, after helping me for 30 years in a variety of capacities, he expressed the wish to retire.

On July 4, 1972, notice was received that my John Deere contract would not be renewed in October of that year. The John Deere parts were put into cartons in September, and were to be shipped back to Winnipeg. This shipment never happened...

On October 26, 1972, we all left the garage to go home to eat. My parents had come for supper that day, and we had just started eating when

I received a phone call informing me that the garage was burning. I ran over to the burning building, but could not enter to salvage anything. It was a complete loss, along with my half-ton truck inside and a customer's tractor that was being repaired. The fuel truck parked along side the building was also lost. After being employed for 11 years, Ben Rempel was dismissed following the loss of the garage and the John Deere contract. Fortunately, I was covered by insurance, and received the full value in money for my coverage. After hearing of our loss, the men of the Kronsart Mennonite Church, the church Marion and I had attended since we were married, came to Kane with trucks and tractors with loaders, and helped with the clean-up of the burned remains.

I had previously purchased the house west of the burned garage site as a home for my mechanic. This house had originally been the Woodvale School southwest of Kane, was then moved to Kane and remodelled to serve as a store, and then was renovated once more to serve as a home for the U.G.G. grain buyer. This house was now to become my office for the winter of 1972-1973. In 1973, Shell Canada moved in a small office from Swan Lake, and we worked out of it.

Back to the year 1960, when Mr. Toews was in the process of selling his business, the store was sold to J. E. Wiebe who operated it for twelve years before retiring to Morden. Not wanting the business in the store interrupted, Mr. Toews bought it again, made some improvements, and put it up for sale. Not finding a buyer, and knowing that I did not have a proper office, he approached me again, suggesting that I operate the store as well as the rest of the business from there. At the time, we were still selling Shell farm fuel and Cominco fertilizer. I did not want the store, knowing that the business was dwindling, and informed Mr. Toews that I did not want to consider it at even half the price he was asking, and needed to have for it. Again, I was given a price I could not refuse, so that on January 2, 1974, I took possession of the store.

By this time, I had already taken on the mail carrier job between Kane and Lowe Farm from J. E. Wiebe when he left in 1973. I continued with this until December 31, 1996, when I gave up my con-



The Kane Store in the late 50's.



Father (John) and daughter (June) view the bandiwork of Henry Schellenberg after the facelift of the Kane Store in the mid 70's.



Pete Harder chats with two former teachers, Janet Bock and Louise (Kliwer) Enns in 1989.

tract to Eleanor Rose. Another change that occurred two years earlier, in 1989, was that Shell Canada was forced, by the environmental agency, to close our bulk station. The tanks were getting old, and upgrading would be too costly.

During my time in Kane, I had the pleasure of serving several three-generation families, of which F. G. Blatz, Norman and Dulaney; Martin Penner, George and Corey are just two examples. I carried on business in the store by myself until June 30, 1992, at which time the entire business was permanently closed. So, after 50 great years of being involved in business in Kane, the business was now history...

KANE POST OFFICES *from the National Archives of Canada*

(postmasters at Kane)	
Woodfield Fitz-Henry	1920-1924
Charles Edward Walsh	1924-1925
George Hardie	1925-1926
Charles Edward Walsh	1927-1930
Roylance de la Wyche	1930-1940
Jacob E. Hiebert	1940-1945
John Joseph Toews	1945-1962
John Erwen Wiebe	1962-1970

KANE AGRI SERVICES *by Lawrence & Tammy Dyck*

In 1977 several local fellows decided there was a need for a full service farm supply outlet in the area and planning for it went into motion. It was decided the first place to begin was with an anhydrous ammonia site as more and more farmers were driving to Haskett, Carman or even St. Vincent, Minnesota, for this economical form of fertilizer. Pete Harder was approached to manage the facility, but after consulting with Cominco Fertilizers who said anhydrous ammonia was not feasible in this area, he decided to withdraw from the project. Several other partners were found and a site was purchased from Willis Glinz at the "corner" of Highway #23 and PR 336, and in August the tank was installed in quite muddy conditions. Kane Fertilizer and Chemical Co. Ltd. was in business.



All you need to run a business.



Balancing the books at the end of the day.



The Kane Store, now the private home of Mr. and Mrs. Henry Klassen, 1999. Barb Toews just picked up the mail at the boxes.



Tyler Friesen checks out the mail at Kane.



The "Hiebert Store" (NE 36-4-3W) in Kane. Jake E. and Gertrude Hiebert built the store during the depression years and sold it in the early 40's and moved to Alberta. Ernie and Anne Reimer owned and operated it during the war years. Peter L. and Helena Harder bought it in the mid 40's and sold out in 1953 and moved to B. C. Jacob P. Febr owned the store only for a few months and it burned down in June, 1953. The Febr's never lived in Kane.

Title to the property took four years to get, due to a technicality and further plans were put on hold for the time being. In 1982, liquid fertilizer tanks were installed as liquid fertilizer gained in popularity. Custom application of liquid phosphate and NH₃ (double shooting) was also added to custom services of deep banding NH₃ already available since the company began.

In the early eighties when interest rates increased dramatically; our partners wanted out and so Lawrence and Tammy Dyck became sole owners of the company.

In 1985, as a result of a very wet fall when little fall fertilizing was done, a dry floater was purchased and was

on the go from dawn until after dusk during a very hectic spring season. In 1986, a blender for dry fertilizer was installed and custom blends based on soil sample results came into demand. An airseeder was also purchased and we could now offer the service of dry phosphate double shooting with anhydrous ammonia.

In 1989 the name of the company was changed to Kane Agri Services to reflect the growing number of services we were providing as well as to deflect the negative connotation of "chemicals" in the view of the general public.

In 1993 a Rogator was purchased and we could now

The Agriculture Album



Four Deering binders that belonged to the Pfrimmer Brothers outfit, 1902. (l-r): Mannie (uncle to Don Pfrimmer), John (Don's grandfather; the homesteader), George (uncle to Don), Otto (uncle to Don), Ed (uncle to Don), William (Don's Dad).



Pfrimmer Brothers threshing outfit, 1902. William Pfrimmer (Don's Dad) standing far left, George is on the tractor, Andrew is holding the bar.



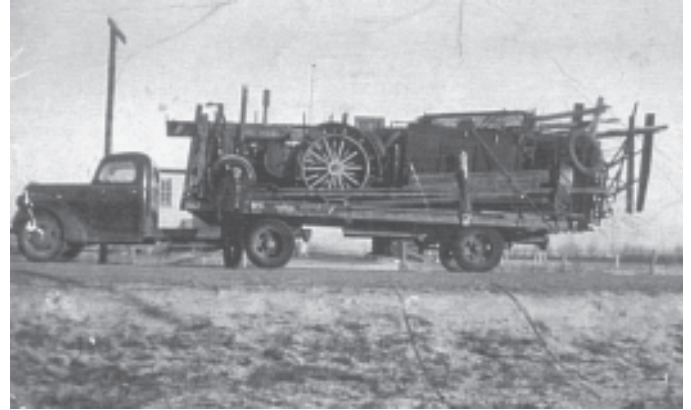
Pfrimmer's land, acquired in 1900. George in foreground, John Pfrimmer at back, Eva in buggy.



Chester Crouch's Avery steamer pulling out trees in 1908.



Joseph White seeding in 1920 (south of Kane on NW 31-4-2W).



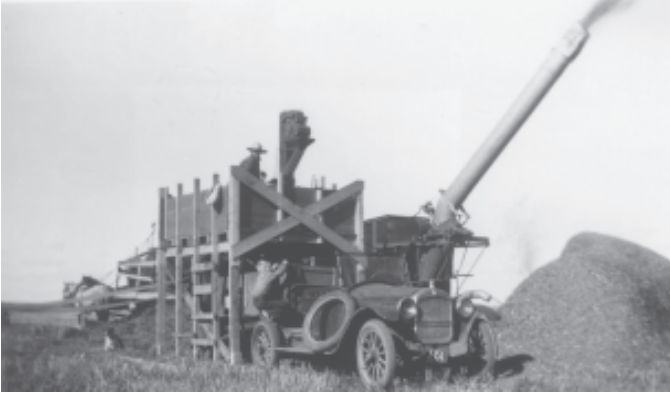
Jacob E. Hiebert hauling farm machinery with his 2-ton Ford truck.



Elton Weaver with his dad, Thomas Weaver and Clarence Brice with their 10-foot power binder and tractor.



Abram A. Groening and his threshing crew, 1930.



Threshing time at the Henry Groening's.



George Neufeld hitching up the team to rake hay in the 'good old days'.



Frank G. Groening cultivating the field.



Jake Schellenberg on his new McCormick in 1934.



Jacob E. Hiebert's tractor needed some help in the spring seeding time, 1938.



*John Schellenberg and his AR John Deere
bought from J. J. Toews.*



Ben Schellenberg and his new tractor.



Helen Thiessen (Jacob H.) helping out during harvest.



*Donald Fredricksen with his Dad, Walt,
and James T. Handlon, 1942.*



Jake Born and Larry, 1942.



Abe Blatz sitting on the tractor seat, and brother Dan on the tractor in their beet field, 1942.



The Frank Groening farm.



Walt Fredricksen.



Connie and Steve Hildebrand and cousins on their 1938 International truck (formerly owned by John Toews and purchased new by J. T. Giesbrecht).



Jake Born and Larry pitching hay, 1949.



Jake Born on his new 4020 John Deere and new 14 foot McCormick Deering duplex cultivator, 1964 or 65.



Blatz/Hildebrand harvesting outfits in 1978.



Peter and Katie Ginter transporting their tiller to the garden on a stoneboat.



John Gerbrandt on his 2090 Case tractor pulling a 6601 John Deere combine, 1991.



Dr. C. W. Wiebe checking up on the relatives. (l-r): Ed H. Groening, Dr. Wiebe, Ralph Groening, 1991.



The first year the farmers had the "Tombstone scare" about the wheat being dangerous to bin. Dan Thiessen stored his wheat outside and is shown using the snow blower to feed it into the auger to load, winter of '95 or '96.



Ed, Ralph and Tim Groening and Bill Toews and families during harvest.



Curt Penner with his Challenger pulling a Bourgault airseeder, 1999.

*The spirit
lives on...*



*...in troubled
times*

WORLD WAR II

1939-1945

from Furrows in the Valley

On September 1, 1939, Germany invaded Poland, and when German U Boats sank the British liner "Athena", Britain went to war. The Canadian Parliament, under McKenzie King, met to discuss the situation and on Sunday, September 10, 1939, Canada made her own declaration of war for the first time.

The war caused troubled times in Canada. In May, 1942, the "Battle of the St. Lawrence" began when a British steamer was sunk in the Gulf. This continued until October of that year, costing 700 lives and 23 ships. Early in June, the Japanese landed in the Alaskan Islands, and on the 20th of that month, a point on Vancouver Island was shelled by a Japanese submarine. Fear of invasion by Japan spread on the west coast.

Canadians continued to fight in the thick of the war, and suffered heavy losses in the raid on Dieppe, and in other battles. On April 28, 1945, Mussolini was captured and executed, and two days later, Hitler committed suicide. On May 4, German forces surrendered and the Canadians ceased fire. On May 8, in Feims, France, the surrender was signed - and VE day brought celebrations around the world. The battle in the Pacific was still raging, until August 14, 1945, when Japan surrendered. It had cost them dearly. The United States had dropped two atomic bombs on Hiroshima, Japan. The war was over.

The Second World War destroyed more life and property than any other war in history. At least 17 million men died on battlefields, and an equal number of civilians were killed. The war had cost Canada almost \$19 billion, but at the same time, she had become one of the three top leading nations of the world.

Thousands of veterans returned from Europe, and were welcomed home warmly, some bringing war brides from Europe. But 42,000 fighting men would not be returning to Canadian soil. They paid the ultimate sacrifice, and rest in the soil of lands across the sea.



Jim Cowie during World War I.



*Bill Schellenberg
(husband to Evelyn Jack)
joined RCAF in 1940.*



Bill Schellenberg's plane crashed on the edge of a ravine at La Riviere, MB., during training. The whole crew escaped unharmed, 1943.