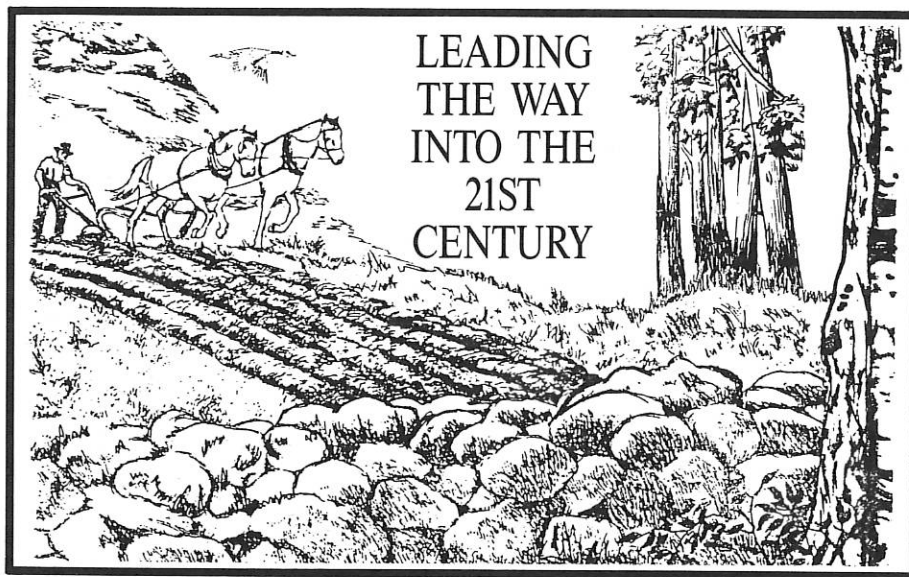


# Chapter 6

## VIE ECONOMIQUE / ECONOMIC LIFE

---



---

**AGRICULTURE**

## AGRICULTURE

researched by Juliette Montpetit

### The Farmer Feeds Them All

The politician talks and talks  
The merchant shows his wares  
The astronauts above the clouds  
A dizzy journey dares.  
But art and science soon would fade  
And commerce dead would fall,  
If the farmer ceased to reap and sow  
For the Farmer feeds them all  
- Anonymous

### The Challenge of the Land

In spite of all the advantages which the Canadian West could offer to the colonists, the first years were extremely difficult, wherever they settled. Most settlers, with deep hope in their hearts and a great deal of enthusiasm, worked relentlessly to clear the land and build a home on their homestead.

The homestead was the quarter-section of land granted by the federal government to any settler of 18 years of age who had applied by paying a fee of \$10. Generally, the pioneer had the obligation to live on his assigned homestead at least six months of the year and had to open a minimum of five acres a year, for three years, for cultivation. Furthermore, he had to build a house and live in it.

Breaking the land was no small task, according to William Demers, Ed Quesnel, and Paul and Georges Montpetit. Most of the work was done manually using two simple tools: an axe and a grub hoe. The axe was used to cut down the trees and the hoe, to cut off the roots. The early settlers cleaned the smaller trees and underbrush first before dealing with the larger trees. Breaking the land was made easier by using a stump puller which would expose the roots. Larger trees and logs in swampy areas were always untouched. The larger trees were kept to construct the house and sheds and for firewood. The roots were pulled from the freshly broken virgin soil by a breaking-plow drawn by oxen or horses. They were picked, piled, and when dried, they were burned. Finally, harrows levelled the soil as a last preparation for seeding. This was done with a seed drill pulled by four horses walking abreast.

Summer was a very busy time of year. Haying from early July was done by hand. The pioneers used a sickle to cut the hay which was stacked



Seeding time on Aimé Caouette's farm

before being hauled and stored into barn lofts for winter feed. Breaking more land and picking more roots was an ongoing summer job as well. Before combines came to the Prairies, a man could seed a half-section of wheat by himself but he needed another 10 men to help him harvest it. Men even crossed the ocean to help with Canada's huge crops. The "Harvest Excursions" started in 1891 and grew into a yearly movement of manpower. Harvesting was a race against time. In just a few weeks, the grain had to be cut, stooked, threshed and hauled to railway shipping points before the enemies (frost, rain and snow) could get it. The giants of the day, the binders, moved down the field and the "stookers" were pressed to keep up. The threshing crew was noted for its hearty appetites. The women had to be up by 4:00 a.m. and when the men came in at five, there would be porridge on the table, bacon and eggs, coffee, hot buns or biscuits and jam or syrup. The rest of the day was a bustle of baking pies, cakes and cookies, and preparing large quantities of stew, meats and poultry. The aroma of the fresh baking and cooking was very inviting and rewarding for the workers.

The pioneers built their homes, barns and out-buildings from logs except for the roofs which were



Andrew Elniski on his binder in Waugh, 1926

covered with sod. A mixture of cow manure and straw was pressed in the cracks between the logs, as an insulation against the cold, rain, snow and wind. When lumber became available and affordable, new buildings were constructed from rough spruce lumber. Large barns measuring 30' x 50' sheltered several cows and horses, and pens were added for sick calves and cows. The large barns with hip roofs all had lofts, used to store loose hay. Throughout the 1930's and 1940's, as more of these barns were built, cedar shingles were used. Cement floors made for easier cleaning. Many farmers painted their buildings bright red, trimmed with white. Then a "barn dance" was held where neighbors met, sang and danced to the music of local musicians. It was a grand time in the new barn that night!

Rectangular granaries were constructed from spruce and some measured 18' x 24', containing three or four compartments which enabled the farmer to store different grains. Augers were a welcome addition for the farmer as it eased the load of shoveling grain. Galvanized steel granaries were introduced in the late 1950's. These bins were round, requiring less shoveling. In the next decade, machine sheds and more granaries were constructed from this maintenance-free product. Today's granaries have a capacity of 1,500 to 10,000 bushels and all constructions are of coloured steel.

Cattle grazed in the wide open countryside and pioneers had great difficulty keeping track of their herd. They decided to have bells on their milk cows and farmers recognized the ring of the bells of their herd. Because cattle and horses caused a lot of damage to land and property, a herd law was passed and livestock had to be restricted. Tamarack fence posts were used for many years in building fences. This durable wood lasted up to 20 years but today, farmers build their fences and gates from recycled plastics which are maintenance-free.

The tasks of a pioneer homemaker, according to Lucia Montpetit and Alexina Demers, were endless. Rearing a family of eight to 15 children was very common. Planting a large garden, canning vegetables for the winter months, making bread, churning butter, milking cows twice a day and separating the cream from the milk, were all common tasks of a pioneer woman's work.

The produce of the farm constituted a means of survival during the long winter months. The skim milk was used to feed the hogs, chickens and calves. The cream was poured daily into three, five or eight-gallon cans which were picked by the

"cream man" once or twice a week and delivered to the city. Eggs were gathered several times a day. Garden fresh vegetables and fresh fruit were part of the daily menu in the summer. For the winter, preserving apples, apricots, peaches, pears, wild blueberries and raspberries kept the family happy. Fruit pies, sponge and molasses cakes as well as oatmeal cookies were favorites with everyone. To top it all, the homemade dandelion and choke-cherry wine was a treat at Christmas time. Home-made blood sausage, head cheese and pork hocks were delicacies enjoyed by most family members.

Water was a necessity on every homestead, for drinking, cooking, washing, watering oxen, horses and cattle. Water was obtained from creeks, bored wells, rain water and melted snow. The generation of today enjoys running water and indoor plumbing. It is a far cry from outdoor "biffies" for all seasons. Gone are the days when the Eaton and Simpson catalogues, as well as apple and orange wrappers, were put to good use in the "outhouse".

We, of the technological era, must remember that there was no form of refrigeration, nor was there any electricity. Meat, cream and butter were stored in the wells to keep them cool and fresh. Some pioneers built ice houses. These were usually 10' x 12', constructed of logs or lumber and lined with wood shavings. Men would go to a nearby creek, cut ice-blocks in two-foot squares and haul them by sled to the ice house. These blocks were then covered with sawdust to prevent them from melting. Milk, cream and meat kept well in these ice houses. Moreover, there was always ice for the making of ice cream.

When asked about the changes of our modern age, our seniors all agree that electricity has had the greatest impact on their lives. The mechanization of farm equipment drastically reduced manual labour. Today, those involved in agriculture work independently whereas the pioneers of yesteryears needed each other, shared with one another and worked and prayed together. We have lost in some way what sharing gives: "La joie de vivre".

*En dépit de tous les avantages que l'Ouest canadien pouvait avoir, les premières années étaient très difficiles pour les colons.*

*Le gouvernement fédéral vendait un "homestead" d'un quart de section pour 10\$ à un colon de plus de 18 ans. Il devait défricher au moins cinq acres par année pendant trois ans et y élire domicile. Défricher la terre était une tâche ardue qui se faisait à l'aide d'une hache pour couper les arbres et d'une houe pour couper les racines. Les*

plus gros arbres étaient utilisés pour construire la maison et les dépendances, et pour chauffer. Les grosses racines étaient arrachées par une charrue tirée par des boeufs. Elles étaient ensuite empilées et brûlées. Puis la terre était travaillée avec une herse. Les semences se faisaient par la suite avec une semeuse tirée par quatre chevaux. Le foin se faisait à partir de juillet. Il était coupé à la faux, mis en gerbe puis conservé dans le grenier de la grange. Un fermier pouvait ensemençer une demi-section seul mais il avait besoin de 10 hommes pour récolter. C'était une course contre le temps; il fallait couper, mettre en gerbe, battre et transporter le grain au plus proche dépôt avant l'arrivée du mauvais temps. Pendant les battages, les femmes se levaient dès quatre heures pour préparer le petit déjeuner des travailleurs. Elles passaient toute la journée à cuisiner pour satisfaire ces gros appétits.

Les maisons étaient construites en rondins, et le toit, recouvert de chaume. Un mélange de fumier de vache et de paille servait à boucher les trous. Les femmes avaient la tâche exigeante d'élever huit à 15 enfants. On cultivait un grand jardin pour nourrir la famille et faire des conserves pour l'hiver. Il fallait traire les vaches deux fois par jour, écrémer le lait, faire le beurre et le pain, ramasser les oeufs et chercher l'eau. Celle-ci provenait de ruisseaux, de puits ou de la neige fondue. La viande, la crème et le beurre étaient conservés dans les puits en été.

Les exigences de la terre obligeaient les pionniers à s'entre-aider. Ces pionniers partageaient ce qu'ils avaient, ils travaillaient et priaient ensemble. Ce partage créait une "joie de vivre" que notre société manque aujourd'hui.

## Farming Practices

Over the years, farming techniques have changed and continued to improve. Today, more so than ever, farmers are aware of the environment. Our climate is changing therefore there has been an increase in the awareness of wind and water erosion.

Years ago, a rainy season meant a great deal of stubble land had grown. In the fall after harvest, farmers would burn the stubble. Many years later, farmers realized the soil had been severely depleted of its rich organic matter due to this practice. Today, rather than burning the stubble, it is incorporated into the soil, trapping snow and also reducing the occurrence of wind and water erosion.

After World War II, crop rotation became a common practice. Crop rotation helped reduce disease and control insects. Alfalfa, clover and legume crops were viable alternatives used in a

farmer's crop rotation plan. The reasons these crops appealed to farmers was that they symbiotically fixed atmospheric nitrogen into a form the plant could use.

In 1945, the introduction of 2.4D changed the face of farming forever. 2.4D could kill broad leaf weeds in a standing cereal crop, hence giving the farmer an alternative method of weed control other than tillage. Canada and Sow thistle were controlled by the introduction of the grandfather of chemicals, 2.4D. Today 2.4D chemistry is still found in many of our modern-day chemicals. 2.4D is mixed with newer, more effective chemicals, offering superior weed control. Manure was utilized by our fore-fathers and is still applied on the fields today.

To increase yields, the farmer began using chemical fertilizers. Research told him the growth of cereals and oil seeds needed four basic elements: nitrogen, phosphorus, potassium and sulphur, thus the birth of the fertilizer industry as we know it today. Farmers quickly realized that they could increase yields by either broadcasting or banding (to apply with the seed in the ground) their four basic nutrients. Changing farm practices, fertilizers and chemicals have increased yields considerably over the years. What a 50 bushel per acre crop of barley produced 15 years ago is very likely to produce a 100-125 bushel per acre crop today. Three years ago farmers produced 72 bushels of Red Spring Wheat per acre in the Legal area.

Summer fallowing was a very common practice which allowed the land to rest after four or five years of consecutive cropping. Summer fallowing was a way of controlling weeds and conserving moisture. Today herbicides have become more efficient than tillage. Fewer and fewer farmers today summer fallow their fields.

Basically farmers in the Legal area are farming the same way today as their fore-fathers 70 years ago. Farmers today still fertilize, put seed in the ground, hope for the right quantity of moisture



Denis & Claude Huot threshing on the family farm, 1946

and sunlight, and pray for a bountiful harvest. The only thing that has changed are the practices used to obtain a plentiful harvest. New tillage methods, chemicals and fertilizers all help to make farming easier and more productive today.



Archie Létourneau with one of the first Rumley gas tractors

**Edmonton Journal, December 20, 1932:**

**Wheat No. 1 northern 23½ cents a bus.**

**Wheat No. 3 northern 20 cents a bus.**

**Oats 10 cents a bus.**

**Barley 12½ cents a bus.**

**Calves 3 to 4 cents a lb.**

**Butcher steers 2½ to 3½ cents a lb.**

**Cows 1¾ to 2 cents a lb.**

**Canners and cutters ½ to 1 cent a lb.**

**Good lambs 2 to 2½ cents a lb.**

**Hogs 4½ cents a lb.**

**Turkeys 7 cents a lb.**

**Chickens 4 cents a lb.**

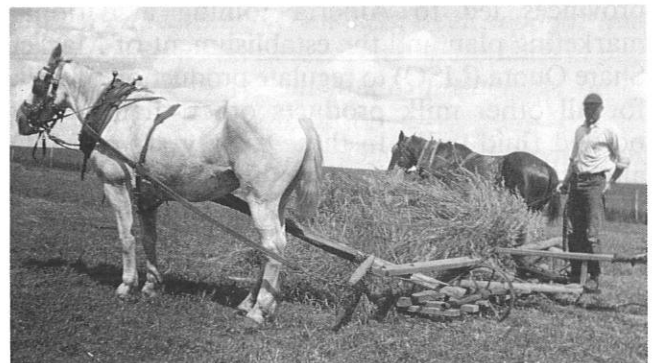
Agricultural prices in 1932

*Au cours des années, les pratiques de l'agriculture ont changé et vont en s'améliorant. Les fermiers sont conscients des enjeux en environnement, et les changements climatiques ont augmenté leur sensibilité au sujet de l'érosion du sol.*

*Il y a quelques années, les fermiers brûlaient souvent le chaume, surtout après une saison pluvieuse. Cette pratique privait le sol des richesses organiques. Aujourd'hui, le terrain est cultivé, empêchant ainsi l'érosion.*

*Après la deuxième guerre mondiale, faire la rotation des récoltes est devenue courant. Ceci permettait de réduire la maladie et les insectes. La luzerne, le trèfle et les légumineuses qui laissaient dans le sol une forme de nitrogène, étaient fréquemment utilisés.*

*En 1945, l'introduction du produit chimique 2.4D (qui détruisait les mauvaises herbes) révolutionna l'agriculture. Puis arriva l'ère des engrais chimiques qui permettaient une augmentation substantielle de la production. Certains fermiers utilisent aussi du fumier comme on le faisait auparavant. Les champs en jachère sont moins fréquents qu'autrefois puisqu'on utilise des herbicides pour contrôler les mauvaises herbes. Il reste cependant qu'il faut comme avant semer son grain, mettre de l'engrais, et espérer que le soleil et la pluie feront le nécessaire pour assurer une récolte abondante.*



Haying time in Legal

## Dairy Farming

Forty years ago, I, Dave Nonay, was a youngster growing up on a dairy farm. The late 1940's saw simple vacuum operated bucket milkers replace hand milking of cows. These milkers did not require electricity per se, only some means of a vacuum supply. Better versions of this basic milker with electric pulsation replaced the originals with the advent of rural electrification. Many of the then cream producers located near the cities in the province were becoming fluid milk producers, selling the whole product rather than separating and selling only the cream. Milking was done by bucket milkers, the milk carried by pail, filtered and stored in eight-gallon cans. About the mid 1950's, the milkcans were replaced by refrigerated bulk milk tanks and milk was then pumped onto trucks rather than loaded manually. About this time the first milking parlors were introduced through which the cows were milked into a pipeline carrying the milk to the bulk tank. This eliminated carrying as well as the need to bend down to the level of the cow's udder, as in the milking parlor, cows stand on an elevated floor. Today, dairy cows are still housed and milked in milking parlors of various forms with milking machines that continue to change and improve with time.

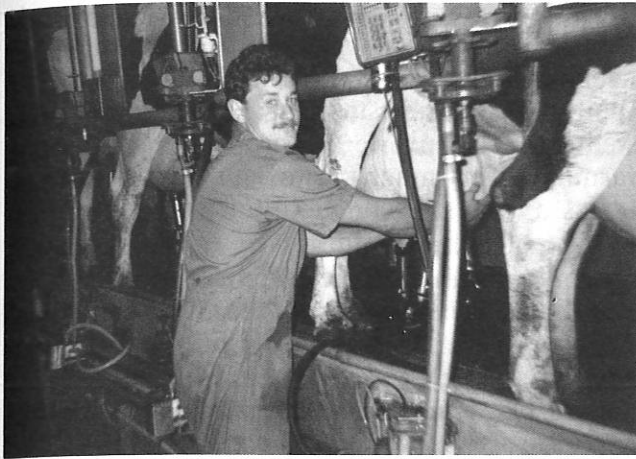
Dairy policy that effects Alberta's producers has also seen drastic changes in the past 40 years. As the system changed from cream production to milk production in the early expanding market, fluid quotas were given to any producer whose premises qualified and who had the desire and the number of dairy cattle to fill this demand. Many cream producers changed their facilities and switched over, while many others left the business. Demand for milk and milk products continued to grow during the 1960's and so did the number and size of the dairy farms, especially those close to the larger cities in the province. In the early to mid-1970's, negotiations with the industry in other provinces led to Alberta joining a national marketing plan and the establishment of Market Share Quota (MSQ) to regulate production of milk for all other milk products other than freshly bottled fluid milk. In these early years of MSQ allocation, Alberta producers found themselves in the fortunate position of a market growing faster than supply and increased production was encouraged. MSQ was issued at no cost to anyone in the business who could fill it. Milk price for industrial milk (MSQ) was set annually by the Canadian Dairy Commission and a cost of

production formula for pricing fluid milk was also introduced at the time we joined the national plan. These pricing mechanisms have served both producers and consumers well. Pricing is a mix of consumer indexes and input costs resulting in price increases to compensate for the rate of inflation; however, that is still better than many farm commodities have done.

It was in the late 1970's and early 1980's that per capita fluid consumption appeared to be declining and producers began to advertise their product. The 1980's not only saw the slight decline of fluid consumption but sales of other products (covered by MSQ) become stagnant, or decline. The growth we as producers had grown to expect for more than a quarter-century had reversed, and by the end of the 1980's, MSQ was now being cut each year. As a result, fluid quota which was free in the 1950's had worked its way up towards \$300 for the right to produce one litre of milk per day. (e.g. 1,000 kilogram litre production per day required \$300,000 of fluid quota). Similarly, the right to produce 1 kilogram of butterfat annually escalated towards \$20 (e.g. 1,000 kilogram MSQ, representing about 28,000 litres of milk production per year required \$20,000 of MSQ or industrial quota.) We find ourselves in the early 1990's in a slowly decreasing market. The number of producers in the province is down to about 1,300 at this time.

The equipment development from milk bucket to milking parlor and milk pipelines have progressively changed to electric-computer controlled feed dispensers and computer recorded individual reproduction and health records. Cows now can be automatically electronically identified and various milking functions, computer-monitored; the milking unit can be automatically removed and production, computer-recorded. Milking units can be back-flushed and sanitized between the milking of each cow and the system is automatically washed and sanitized after group milking is completed. Milk is taken away by stainless steel pipeline, cooled rapidly by water-cooled plate and refrigeration units, and stored in stainless steel bulk tanks (commonly from 1,000 to 2,500 gallons or larger) for pick-up by tractor trailer truck every two days the year round.

Cattle genetics continue to improve with more than 60% of the province's dairy cows being inseminated by artificial insemination (AI). Natural bull service began to be replaced with AI in the later 1950's. At this time, technicians were available to travel to the farm to service the cows.



Adam, trainee from Poland in dairy

By the late 1960's some dairymen were trained to store semen and did their own servicing. This continued and in the 1980's, most progressive farms sold their bulls and went to 100% AI with most mating elections done by a computer-mating service. In the 1980's, embryo flushing and transfer technology found its way onto some farms. Embryo transfers are being done on farms today by some operators, however the economics of this are not great at this time.

With improving genetic potential, the feeding of dairy cattle has changed. In the good old days, cows pastured most of the spring and summer, and they were fed hay and some grain during winter. Most cows were bred to calve in the early spring to reach peak production during the best grazing season. Dairy production peaked in the summer months and on many farms stopped in the middle of winter when cows dried off. As demand for a steady year-round supply of milk increased, breeding and feeding for year-round production became necessary. Today, few milking cows are pasture-fed during summer with herds being fed consistent dry lot ration the year-round. The cows being in a herd, calve uniformly every month of the year.

On most dairy farms in this area, hay has been replaced by alfalfa and cereal silage as the main forage supply. Oats and barley, the main source of energy, have been supplemented by numerous protein sources, which are selected for their various protein profiles. Many dairy cattle are now fed 50-55% concentrate and grain (which many feel is the limit). To introduce more needed energy demanded by today's high-producing cow, oil and fat are also added to the ration.

Improved genetics and feeding of the dairy cow have greatly increased milk production. In only

40 years, average production has increased from less than 12 litres per cow per day to as much as 30 litres per cow per day for a year-round average production.

We all see our world changing around us. As this area was settled and developed, we have seen the constant presence of change. The dairy industry is certainly no different. As the need for products grew, the farms and system grew to meet this demand. In the past half-century, we have been fortunate to have so much new technology made available to us. Unfortunately, all this change has reduced the number of dairy farms. However, we are still very needed in our community, as we provide employment, goods and services.



Lakeside Dairy, Dave & Dan Nonay, owners

*A la fin des années 1940, la traite manuelle des vaches fut remplacée par la traite à succion à vide. Avec l'arrivée de l'électricité sur les fermes, la trayeuse mécanique fut remplacée par une version améliorée à pulsation électrique. Au milieu des années 1950, les bidons de huit gallons furent remplacés par des réservoirs réfrigérés et le lait était pompé directement dans des citernes plutôt que porté manuellement. C'est aussi à cette époque que les premières stalles élevées furent introduites et que des conduits amenèrent le lait directement de la trayeuse aux réservoirs à lait.*

*C'est dans les années 1950 que la production du lait remplaça celle de la crème. Au début des années 1970, l'Alberta s'est joint à un plan de marketing national et établit un système de quota pour régulariser la production. Au début, un laitier pouvait obtenir des quotas gratuitement mais à la fin des années 1980, la demande pour le lait chuta. Conséquemment, le coût d'un quota augmenta à*

300\$ par litre de lait produit par jour. Aujourd'hui il y a donc moins de producteurs et les laiteries sont plus grosses.

*D'autres changements ont influencé la production laitière. A l'aide d'ordinateurs, les vaches sont électroniquement identifiées et leur rendement contrôlé. Les installations de conduits et les réservoirs en acier inoxydable sont automatiquement nettoyés. La génétique des vaches laitières est très contrôlée et les vaches sont presque toutes inséminées artificiellement. La nourriture est composée à 50-55% de grain et de concentré, et de fourrage luzerne et d'ensilage céréalière. La production s'est beaucoup améliorée allant d'une moyenne de 12 litres par jour à une moyenne annuelle de 30 litres par jour.*

### **The Pig Industry**

Back in the 1950's, pig farming in Legal was becoming an important industry. Many farmers, over and above grain growing, were involved in raising animals. As grain growing alone was not sufficient for most families, many farmers turned to pig farming to supplement the family income. In many ways, pig farming was a risky business, as diseases often caused ravage in the pigbarns. A disease that was most treacherous was Rhinitis, commonly known as "bullnose". Some farmers were forced to sell their herds and start over in order to get rid of the disease. Fortunately, the animals were still fit for consumption once they had the disease and the loss was not total. However, having to start a new herd would set back the farmer considerably. Today, diseases are still a threat to pig farmers but with the advent of drugs like penicillin, disease control is much easier.

In the olden days, barns were not at all like they are now. Feeding was done by hand and so was the cleaning of the barns. However, even under those conditions, a good farmer could produce up to 500 pigs a year.

In the 1960's, some farmers decided to go big in the business and started using automatic feeders and barn cleaners. It was the beginning of automation in the pig industry. Along with the modern equipment, bigger operations of up to 60 sows were now becoming more common. A 60-sow operation was considered a big operation and could produce as many as 900 to 1,000 pigs a year.

In the 1950's and 1960's, pig farming was part of the family farm concept. Often, father and sons would get involved and the little business would do well. Today, pig farming is done on a much larger scale and the small family farm concept is

practically non-existent. To get going in the pig farming industry today is very costly and it is nearly impossible for the little guy to break into the business. The established farmers are doing well in Legal and we are proud to say that pig farming is very much part of our history and that it has and is still contributing to the economic welfare of our community.

*Dans les années 1950, l'élevage des porcs devenait une industrie importante dans la région de Legal. En plus de la culture du grain, plusieurs fermiers se mirent à élever des porcs.*

*L'élevage des porcs n'était pas, cependant, une entreprise sans risques. Au contraire, la maladie venait souvent faire ravage dans les porcheries. Une maladie, entr'autres, qui a fait ses dégâts est le "Rhinitis". Certains fermiers, à cause de cette maladie, ont dû vendre tous leurs porcs et recommencer à neuf. Aujourd'hui, avec les drogues disponibles aux fermiers, il est beaucoup plus facile de contrôler les maladies.*

*Au début des années 1950, les porcheries étaient bien différentes de celles d'aujourd'hui. Dans ce temps-là, tout se faisait à la main - soignage et nettoyage. Maintenant dans les nouveaux bâtiments, nous y trouvons une mécanisation complète dans ces domaines-là. Celui qui anciennement pouvait élever 500 porcs dans une année, peut dès les années 1960 augmenter sa production, sans trop de difficultés, à plus de 1 000 porcs par année, grâce à l'automatisation.*

*Aujourd'hui, l'élevage des porcs est de moins en moins une entreprise familiale. L'élevage se fait maintenant sur une très grande échelle, mais tout de même, nous y trouvons encore à Legal des fermiers qui élèvent des porcs et qui réussissent très bien. L'élevage des porcs à Legal est encore une industrie qui fait partie de notre environnement et elle contribue beaucoup au bien-être économique de notre communauté.*

### **Chicken Industry**

The chicken industry had its very beginning in the early 1950's. The population of Alberta was growing rapidly and so was the demand for chickens. By 1965, the industry was growing so rapidly that the growers decided that the industry would have more stability if they united together to control production according to the market demand.

In 1966, the Chicken Marketing Board was created and received the approval of the Government of Alberta. Since the birth of this board, the chicken industry has blossomed and prospered



because of its strong belief in the concept of supply and demand. In 1966, there were approximately 100 members, while today in 1994 there are 340 members. A few farmers of Legal were fortunate to have contributed to this industry and are still involved to this day.

In the early 1950's, approximately 64 to 67 days were required to grow a bird ready for market. Because of genetic research and better understanding of feed nutrition, in 1994, a bird can be ready for market within 37 to 42 days. Not only did the industry improve in its biological and scientific approach, but it also demanded that the producers and the processors adapt to follow a rapidly expanding industry.

In these 30 years of rapid growth, many changes have occurred and adjustments had to be made in many aspects of management. Quotas were given to growers, regulations were established, and production was controlled and closely administered. Growers had to be innovative, efficient and adapt to new technology. Today, Alberta is self-sustaining in its production of fowl meat. The industry has enjoyed stability and has been very successful. At present, the future looks promising because of a continually increasing population who, through good promotional programs, become more and more aware of the health benefit of eating chicken meat.



Rémi & Denise Cyr's farm 1975

*L'industrie des volailles a vu ses débuts dans les années 1950. Puisque la population de l'Alberta augmentait rapidement, il en fut de même pour la demande pour la viande de poulet. Les producteurs, afin d'établir une certaine stabilité dans l'industrie, décidèrent de s'unir pour produire selon la demande du marché.*

*En 1966, la Régie de la production de volaille fut formée et appuyée par le gouvernement albertain. Depuis, l'industrie a grandi et a prospéré,*

*allant de 100 producteurs à 340 en 1994. Quelques fermiers de Legal, dont Rémi Cyr, sont parmi ces producteurs.*

*Pendant les années 1950, on pouvait produire une volaille entre 64 et 67 jours, tandis qu'aujourd'hui en 1994, on peut le faire entre 37 et 42 jours. C'est grâce à l'avancement technologique et scientifique que l'industrie est devenue beaucoup plus efficace. Pendant ces années d'épanouissement de l'industrie, les producteurs ont dû être innovatifs et s'adapter aux nombreux changements dans la technologie pour maintenir la viabilité financière de leur entreprise. Grâce à l'efficacité de la Régie et le travail coopératif des producteurs, l'industrie des volailles a connu beaucoup de succès et laisse prévoir une progression dans la consommation de la volaille, grâce à une publicité continue nous incitant à demeurer en meilleure santé.*

### Local Elevators

If I were to look at a map of the prairies 50 years ago, nearly every small town and village had an elevator and a rail line. The railroad became the link between east and west. Out west, the railway played an enormous role in the rural economy. Being land-locked, the railroad was Alberta's only way of transporting its raw product to seaport.

In 1912, the establishment of train service from Edmonton to Athabasca Landing (now Athabasca) was of great importance in the development of the north; that's when the Canadian Northern Railway came to Legal. In those early years, a large amount of livestock was evident in this area. The long distance to Edmonton and poor road conditions prevented the grain industry from flourishing. After the arrival of the railroad, this fertile region began growing more coarse grains and oilseed.

Legal became a delivery point on the Canadian Northern Railway in 1917. The Alberta Farmers Cooperative Elevator Company built the first elevator that same year. In order to build this elevator, it was necessary for farmers to organize locally. They had to sell or obtain pledges of a minimum 134 shares at \$60 each in order to raise \$8,040 of capital. After all shares were sold, they could be certified as a "Local" and apply for provincial funding to build or buy an elevator. This elevator became United Grain Growers (UGG) by the amalgamation of the Alberta Farmers Company with the Grain Growers Company. Other elevator companies followed United Grain Growers: Searle (1920), National (1921), Alberta

Pacific (1922) and the Alberta Wheat Pool (1927). Being the first elevator in Legal, UGG acquired a second purchase, the Gillespie Grain Company (1943). Later the same year, this elevator was sold to Federal Grain.

The year 1948 brought a major expansion; UGG purchased most of the Saskatchewan and Alberta elevators of the Reliance Grain Company, consequently taking over the Legal Plant. Peter Titiryn was manager for Reliance and continued in the same elevator until 1979 when a trade was made with the Alberta Wheat Pool.

The original elevator served Legal farmers until 1958 when a new 70,000-bushel elevator replaced it. The old elevator was converted to a permanent annex. Today UGG continues to serve Legal and area farmers.

In 1927, the Alberta Wheat Pool built its first elevator, known as Legal #1, with a capacity of 35,000 bushels. In 1941, two 10,000 bushel loxtaves were added. In 1950, the truck scale was replaced with a 20' 15-tonne scale. The Pool expanded again in 1964 as the Wheat Pool crew built a 57,000 bushel annex. The following year a fertilizer shed was built to meet Alberta Wheat Pool's growing demands for fertilizers. In 1977, a new 34' 40-tonne scale replaced the old one. In 1965, a new 18' x 28' office was built.

The Legal #2 elevator was originally built by the Gillespie Grain Company in 1920-1921. It was purchased from Federal Grain in 1972 and demolished in 1980.

Legal #3 elevator was built by Searle Grain Company in 1940. Federal Grain made that purchase in 1972, but sold it to UGG in 1979.

The present Alberta Wheat Pool elevator was constructed in 1980 with a capacity of 170,000 bushels. It has two steel legs capable of moving 6,000 bushels per hour. The new elevator has a 70' 60-tonne platform scale which is electronically controlled from the office. Another modern feature of the elevator is an electronic hopper which weighs the grain before it is loaded into the hopper cars. The annual movement of grain at this facility is 1.5 million bushels.

National Grain was operated by Arthur Chamberland from 1933 to his retirement in 1972. Shortly after his retirement, the Cargill Grain Company purchased the elevator and continued to operate it until the mid-1980's. The elevator was then dismantled.

Today United Grain Growers and Alberta Wheat Pool are the two remaining grain companies serving Legal and area farmers.

*United Grain Growers Ltd. Local Board:* Arthur Carrière was the first secretary and continued in that position until his death in 1934. Wilfred E. Tatton took over from 1935 to 1953, to be followed by Walter Van De Walle (1953-1963), Hilaire Cyre (1961-1962), Gérald Deslauriers (1962-1966) and Theodore Fred Zilinski (1966-1984). The present secretary is Martin Montpetit (1984-1993).

There have been many changes in the position of chairman over the years with longest periods of service being those of Walter Van De Walle (1963-1976) and Robert Earl Brown (1976-1993).

*Director of United Grain Growers Ltd.:* Walter Van De Walle was elected to the Board of Directors, United Grain Growers Ltd. in 1974. Walter resigned in 1986 when he became Member of Parliament. In his capacity as director, Walter attended local United Grain Growers meetings across Western Canada.

LOCAL ELECTED DELEGATES: in 1917, to both the last meeting of the Alberta Farmers' Cooperative and to the first meeting of United Grain Growers, P.O. Carrière and Norman MacLean represented the Local at both. Pioneer members of that first Local Board were: P. O Carrière (chairman), Eugène Ménard, Rémi Baert, Nelson MacLean, Antoine Boisvert, H.G. LeFebvre, Arthur Carrière (secretary).

UNITED GRAIN GROWERS ELEVATOR MANAGERS IN LEGAL: Steve Junck, P.W. Shephard, Walter Belcher, Michael Miller, J.H. O'Neill, R. J. (Bob) Devost, B.V. Fizer, Marvin Ruff, Blake Price, John Tkachyk.

ALBERTA WHEAT POOL ELEVATOR AGENTS AT LEGAL #1: R. Carrière, R.W. Cochlin, B.R. Page, R.S. Choquette, V.E. Toane, E.B. Harrold, C.G. Gagnon, F.A. Stewart, E.J. Parent, R.F. Shank

ALBERTA WHEAT POOL ELEVATOR AGENTS AT LEGAL #2: B.F. Durstling, R.P. Shank



Legal United Grain Growers & Alberta Wheat Pool Elevators

*Il y a 50 ans, les élévateurs et les chemins de fer étaient une partie importante des communautés rurales. En 1912, le chemin de fer fut construit d'Edmonton à Athabasca, en passant à Legal. En*

1917, la compagnie des élévateurs co-opératifs des fermiers de l'Alberta fit construire le premier élévateur à Legal. Les fermiers durent acheter un minimum de 134 parts à 60\$ chacune pour obtenir des fonds provinciaux et en effectuer la construction. Cet élévateur devint propriété de UGG (United Grain Growers) lors de son amalgamation avec la Compagnie des Fermiers de l'Alberta. Cet élévateur a desservi les fermiers de Legal jusqu'en 1958, lorsqu'il fut remplacé par un autre d'une capacité de 70,000 boisseaux. L'ancien resta comme annexe et UGG dessert encore les fermiers de la région. En 1943, il avait acheté un deuxième élévateur construit en 1920-1921 par la compagnie Gillespie Grain qui fut ensuite vendu en 1972 à Federal Grain et détruit en 1980. Un troisième élévateur, construit en 1940 par Searle Grain Company, revendu Federal Grain en 1972, fut acquis par UGG en 1979. En 1927, l'Alberta Wheat Pool fit construire son premier élévateur d'une capacité de 35,000 boisseaux. En 1941, deux contenants de 10,000 boisseaux furent ajoutés. En 1950, la bascule fut remplacée par une de 20 pieds (15 tonnes) et de nouveau en 1977, par une de 34 pieds (40 tonnes). Un élévateur d'une capacité de 170,000 boisseaux fut construit en 1980 par Alberta Wheat Pool. D'autres compagnies vinrent à Legal, notamment Searle en 1920, National Grain en 1921 et Alberta Pacific en 1922. Arthur Chamberland fut opérateur de National Grain de 1933 à 1972. Cet élévateur fut démantelé au milieu des années 1980. Aujourd'hui, United Grain Growers et Alberta Wheat Pool sont les deux compagnies qui desservent les fermiers de Legal et de la région.

**COMMISSION DE UNITED GRAIN GROWERS LTD.** – Arthur Carrière fut le premier secrétaire et ce, jusqu'à sa mort en 1934. Wilfrid Tatton prit la relève de 1935 à 1953, suivit par Walter Van De Walle de 1953 à 1963, puis d'Hilaire Cyre de 1961 à 1962, de Gérald Deslauriers de 1962 à 1966 et de Theodore Fred Zilinski de 1966 à 1984. Martin Montpetit est secrétaire depuis 1984. Il y a eu beaucoup de changements au poste de président. Les positions de Walter Van De Walle de 1963 à 1976 et de Earl Brown de 1976 à 1993 ont été les plus longues.

**DIRECTEURS DE UNITED GRAIN GROWERS LTD.** – Walter Van De Walle fut élu à la commission des directeurs de United Grain Growers Ltd. en 1974. Il démissionna en 1986. En tant que directeur, Walter assistait aux réunions dans tout l'Ouest canadien.

Les délégués élus en 1917 qui représentaient le "Local" tant à la dernière réunion de l'Alberta

*Farmers' cooperative qu'à la première réunion de United Grain Growers furent P.O. Carrière et Norman MacLean.*

*Les membres pionniers de cette première commission locale furent P.O. Carrière (président), Eugène Ménard, Rémi Baert, Nelson McLean, Antoine Boisvert, H. G. Lefèbvre, Arthur Carrière (secrétaire).*

## **The Hopper Car**

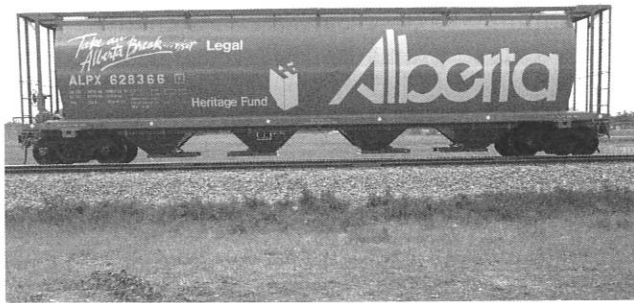
The new hopper cars are constructed of steel or aluminum. These cars are designed to haul wheat, coarse grains and oilseeds. The Federal Government decided to start purchasing hopper cars because the old boxcars were being withdrawn from the fleet at 1,800 cars per year. Something had to be done to increase our export capacity. It was clear that Canada needed more capacity to get grain into port position.

Based on trends, Canada's share of the world market for wheat, coarse grains and oilseeds would climb to 30 million tonnes by 1985 and 36 million tonnes by 1990. The benefits of purchasing additional hopper cars would help the farmers and the economy in general. A few statistics about the hopper cars: each car costs an average of \$44,000; with the current cycle, each car makes 20 trips each year and carries 80 tonnes of produce at an average of \$150 per tonne each trip; each car handles \$240,000 worth of grain each year.

The challenge facing western producers in the coming century is enormous. Only with continuous support and commitment from the Canadian government will Canadian farmers be able to meet the challenges of the 21st century.

There are 994 of the approximately 10 year old cars. The cars are operated by C.N. and the C.P. railways and are used exclusively to transport western grown grain to market. The Alberta government has agreed to maintain the exterior finish in order to extend their useful life which is on average about 40 years. The hopper car repainting program began January 1, 1990 and is scheduled for completion December 31, 1992. A \$4,706,420 contract for repainting was awarded in 1989 to Procor Ltd. of Edmonton. Over two-thirds of the cars have been repainted using an epoxy/acrylic finish. Each hopper car is 17 metres long and weighs 100,000 kilograms. Each car travels an average of 220,000-240,000 kilometres each year. Hopper cars operate in a very caustic environment and need to be repainted every eight to 10 years. Our distinctive Alberta signature (gold on a blue background), was included to signal that the cars

were purchased with monies from the Alberta Heritage Savings Trust Fund. These cars, moving throughout North America, are a very economical way to promote the many wonderful tourist facilities we have in Alberta. The name of every city, town, village, county, municipal district and summer village in Alberta now appears on at least one of the hopper cars.



Promotional Hopper Car – Legal

*Les wagons-trémies sont faits en fer ou en aluminium. Chaque wagon-trémie coûte environ 44,000\$. Il fait 20 voyages par année, transportant 80 tonnes de blé, de grains durs ou d'oléagineux au coût moyen de 150\$. Chaque wagon transporte 240,000\$ de grain par année. Il y a 994 wagons d'environ 10 ans. Ils sont utilisés exclusivement pour le transport du grain de l'Ouest par le Canadien National et le Canadien Pacifique. Le gouvernement Albertain a bien voulu maintenir l'extérieur des wagons en les repeignant avec une finition acrylique "époxyque". Chaque wagon-trémie mesure 17 mètres, pèse 100,000 kilos et fait une moyenne de 220,000 à 240,000 kilomètres par année. Les wagons sont peints en bleu et ornés de couleur or pour faire la publicité de l'Alberta. Chaque wagon a aussi le nom d'une ville ou d'un village albertain, ce qui permet de faire de la promotion touristique puisque ces wagons voyagent partout en Amérique du Nord. Un contrat de 4,706,420\$ a été accordé à la compagnie Procor Ltd. d'Edmonton pour faire la peinture. Cet argent provient des fonds du "Alberta Heritage Savings Trust Fund".*

### Where Has All the Money Gone?

Farm management is just as important today as it was 70 years ago. Today's farmers prepare long range plans. Farming today is no longer just a way of life, but big business.

Banking institutions have been assisting farmers since credit was established. In Legal, the

Credit Union and the Bank of Nova Scotia have served the community well. Over the years, they have provided certain government guaranteed loans to farmers. Two of those loans have been the Farm Improvement Loan and the Alberta Farm Credit Stability Program.

Other government-sponsored agencies have also assisted our farming communities. Agricultural Development Corporation (ADC) was established in 1972 to provide farmers with credit and financial service. The core service of this was to advise and help the beginning farmer. Since 1972, more than 11,000 farm families across the province have used Agricultural Development Corporation's Beginning Farming Program, as another important mandate of Agricultural Development Corporation is to help preserve the family farm and to make rural centers more viable.

Just as our pioneers had to meet certain criteria to establish a homestead, today's young farmers must do the same. To be eligible for a credit with Agricultural Development Corporation, the borrower must be a Canadian citizen or a landed immigrant and must have lived in Alberta for at least one of the last three years.

Agricultural Development Corporation not only provides credit to farmers but to any business related to Agriculture. Agricultural Development Corporation has assisted in such businesses as the Legal Alfalfa Products. From its inception in 1927 with the establishment of the Canadian Farm Loan Board to the present, the Farm Credit Corporation has been offering perspective farmers the opportunity to expand.

During its early years, the Canadian Farm Board Loan was a very careful lender. Government policy was not to lend in excess, which led to cautious lending policies, particularly during the depression. In 1959, the new Farm Credit Act came into being. The new act was specifically designed to assist farmers to expand or start farms, rather than to aid the established farmer.

Drought on the prairies led to smaller crops and a reduction in livestock inventory. Farm Credit Corporation continued to contribute to farm stability in these difficult times by providing mortgages with an attractive fixed rate for 30 years.

Farm Credit Corporation's role over the past decade has been one of constant change. Inflation, recession, the United States-Canada Trade Agreement, high interest rates, and drought have had an impact on Canadian Agriculture and the performance of the Farm Credit Corporation.

*La bonne gérance de la ferme est aussi importante*

aujourd'hui qu'elle l'était il y a 70 ans. L'agriculture est un gros commerce qui nécessite la planification à long terme.

Les institutions financières aident les fermiers depuis longtemps. La caisse populaire de Legal, fondée en 1943, et la banque de Nouvelle-Ecosse, établie en 1948, ont bien desservi les fermiers de la région. D'autres agences gouvernementales telle la Corporation du Développement Agricole, fondée en 1972, ont aidé les fermiers à s'établir. Elle fournit aussi du crédit à des programmes reliés à l'agriculture, dont le plant de déshydratation de luzerne.

L'institution financière, Canadian Farm Loan Board, établie en 1927, offrait aux fermiers la possibilité de s'agrandir. Cette institution s'appelle aujourd'hui le "Farm Credit Corporation". En 1959, un nouvel acte de crédit aux fermiers fut désigné pour aider les fermiers à commencer ou à s'agrandir plutôt que d'aider le fermier bien établi. La sécheresse sur les prairies a réduit les récoltes et a fait diminuer le nombre de bétail. Durant ces années, le Farm Credit Corporation a fourni des prêts remboursables sur une période de 30 ans, ce qui a considérablement aidé. Le rôle de Farm Credit Corporation change constamment. L'inflation, la récession, les hauts taux d'intérêts, l'accord entre les Etats-Unis et le Canada, la sécheresse, le "General Agreement on Tariffs and Trade" sont autant de facteurs qui influencent l'agriculture canadienne et la performance de la corporation de "Farm Credit".

### Heavier Rail Comes to Legal:

The segment of rail between Morinville and Legal, as part of the Athabasca Subdivision, was constructed between 1911 and 1912 primarily with 60-pound rails to accommodate handling of 50-tonne box cars. It was partially upgraded under the Prairie Branch Line Rehabilitation Program. Bank-widening and draining took place from 1979 to 1982. In 1984 and 1985, new ballasts and ties were added. With only a 60-pound rail, farmers could only load the grain cars to 60% capacity.

In 1991, a number of local businessmen approached Mr. Van De Walle, Member of Parliament for the federal riding of St. Albert, expressing their concerns with the status of the rail system. A meeting, attended by 68 local farmers, along with representatives of Alberta Wheat Pool, Legal Alfalfa Products Ltd., St. Denis Farms, United Grain Growers, and Walter Van De Walle was convened on December 18th, 1991. A

committee was formed to prepare a brief to be presented to C.N.R.

Mr. Van De Walle arranged a meeting between the committee and Ross Walker, Senior Vice-President of C.N., on February 14, 1992, at which time a submission was made for having the track weight increased for the present traffic and for potential industrial development in this area. After some consideration, C.N. agreed to install heavier rail. In order to accommodate a projected 50% increase in traffic, C.N. has committed \$1.1 million to the upgrading. Construction on the 20-kilometer stretch of track began in August 1992. A 31-member construction crew started replacing the existing 60-pound rail with a 100-pound rail and relaying more than 35,000 treated timber ties.

On October 27, 1992 the Heavy Rail Grand Opening was held at the Legal Elevators. Ross Walker, Senior Vice-President for C.N., drove in the last spike. Walter Van De Walle, Member of Parliament, and other C.N. officials were also present. Many residents were on hand to see a dream come true.

La section du chemin de fer entre Morinville et Legal fut bâtie entre 1911 et 1912 avec des rails de 60 livres pour accommoder des wagons de 50 tonnes. Des améliorations furent faites entre 1979 et 1982 puis en 1984 et 1985, des "ballasters" et des traverses furent ajoutés. Cependant, les wagons ne pouvaient être remplis qu'à 60% de leur capacité. En 1991, des entrepreneurs de la région ont fait des pressions auprès du Canadien National pour augmenter la capacité du chemin de fer.

Après quelques considérations, Canadien National décida de faire installer des rails plus lourds. Il octroya \$1,1 millions à l'amélioration. La construction débuta en août 1992. Une équipe de 31 ouvriers remplacèrent les rails de 60 livres par d'autres de 100 livres et reposèrent 35,000 traverses sur une distance de 20 kilomètres.

Le 27 octobre 1992, l'ouverture du rail lourd eut lieu aux éleveurs à Legal. Furent présents M. Ross Walker et plusieurs délégués du C.N., M. Walter Van De Walle, député, ainsi que plusieurs résidents de la région. L'amélioration des rails assurera la retention des services des éleveurs à grain et du plant de luzerne.

Rapeseed (Canola): Canola's roots are firmly planted in an oilseed crop known as rapeseed. History tells us that rapeseed was used in the ancient civilization in Asia and Europe. Europe apparently used rapeseed oil in lamps.

The need for Canadian rapeseed production

arose from its critical shortage after World War II. The oil was needed as a lubricant for the increasing number of steam engines in naval and merchant ships.

Before World War II, rapeseed had been grown in Canada but only on experimental farms and research stations. The research trials indicated that canola could be successfully grown in Canada. A Shellbrook, Saskatchewan farmer who had immigrated from Poland started growing rapeseed in his garden in 1936. At this time, there were no established markets in Canada for rapeseed. Due to the Polish origin of the farmer and the seed, the species he grew became known as Polish Rapeseed. In 1943, more seed was located from American companies. This seed came from Argentina, hence the name Argentine Rapeseed.

Rapeseed oil for edible purposes was not fully exploited by Western nations until the end of the second war. The first edible rapeseed oil extract in Canada was in 1956-1957.

The word "rape" in the word rapeseed is a latin word "rapum" meaning turnip. Turnip, rutabaga, cabbage, brussel sprouts and mustard are all relatives of the two canola species. The seed forms in pods on the rapeseed plant and turns from green

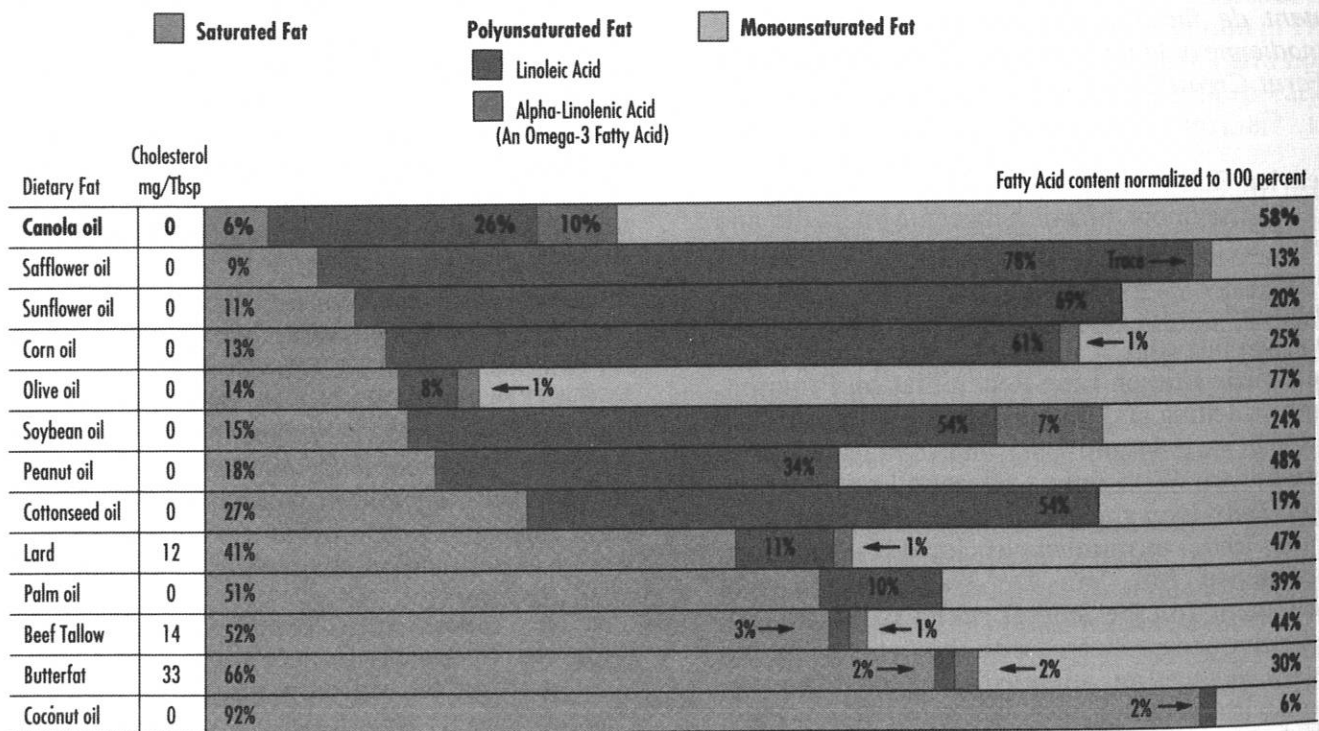
to brown in the ripening process. A bushel of rapeseed when processed in a Canadian crushing plant yields about 20 pounds of oil.

In 1967, the Rapeseed Association of Canada was formed. In 1980, its name was changed to the Canola Council of Canada to acknowledge the development of canola varieties. Canola is a cool season crop that requires more moisture than wheat. It also prefers cool evenings. Canola grows well in most soil types but is best suited to loamy soils, which is the reason why it does so well in the Legal area. Legal and area farmers have included this crop in their crop rotation program. Canola may be grown on summerfallow or grain stubble land. Canola should not be seeded more often than once in four years. This practice aids in controlling diseases.

Canadians are the largest per capita consumers of canola oil in the world. Approximately half of the canola meal produced in Canada is used in our dairy, beef, hog, and poultry diets. After the oil is extracted from the seed, a high protein meal remains. Our major export market for canola oil is the United States. Japan is Canada's second largest market for exports of canola meal.

Canada has played a key role in research, both

### Comparison of Dietary Fats



References: Agricultural Handbook No. 8-4 and Human Nutrition Information Service, United States Department of Agriculture, Washington, D.C., 1979

Taken from "Canada's Canola", Canola Council of Canada

in plant breeding and product development. Research has helped provide significant economic returns to producers, processors and exporters. The nutritional aspect of canola oil is very high. Canola oil is characterized by a very low level of saturated fatty acids which has a positive effect of decreasing the risk of coronary heart disease.

Farmers in the Legal area started growing canola in the late 1950's and early 1960's. With all the research which has taken place in Canada, our local area farmers have been able to increase their acreage and yields over the years.

*Le canola provient d'une plante oléagineuse connue sous le nom de colza. Le colza fut utilisé il y a longtemps en Asie et en Europe. Il fut en demande au Canada après la deuxième guerre mondiale à l'époque où l'on utilisait l'huile comme lubrifiant pour les moteurs à vapeur. L'huile pour des fins comestibles ne fut pas extraite avant 1956-1957. L'association de colza du Canada fut formée en 1967. Le nom fut changé à "le Concile Canadien du Canola" en 1980.*

*Le colza est de la famille des choux. La graine se forme dans des cosses qui vont du vert au brun en murissant. Un boisseau de colza produit environ 20 livres d'huile. Le canola pousse bien dans la plupart des sols mais préfère le terreau. Il a besoin de plus d'humidité que le blé et une fraîcheur en soirée. Il peut pousser dans les champs recouverts de chaume ou en jachère mais il ne devrait être semé qu'une année sur quatre pour éviter la maladie.*

*Les Canadiens sont les plus grands consommateurs de canola par capita au monde. Après avoir extrait l'huile du canola, il reste une farine riche en protéine dont la moitié produite au Canada sert de nourriture pour le porc, les volailles, les bovins et les vaches laitières. Le marché d'exportation se fait principalement aux Etats-Unis et au Japon.*

*Les fermiers de Legal ont commencé à produire du canola à la fin des années 1950. La recherche a permis d'augmenter le rendement et la qualité.*

### **Seed Cleaning Plant**

In the early part of the 1960's, Emilien Coulombe, with the help of his brother Eugène, decided to set up a small grain cleaning plant. In March 1963, they purchased a 245 Carter Seed Cleaner and a Carter Disc which they installed in an old house on the farm. The next month, Emilien and Eugène were cleaning seed for spring planting. Two neighbouring farmers had grain cleaned that spring. We all know that news travels fast in small communities and as a result, farmers

in the area began asking these two innovative farmers about the possibility of having their grain cleaned. Due to poor road conditions and road bans, farmers had difficulty getting to the seed cleaning plant in Morinville.

In March 1964, Emilien constructed an overhead bin and elevators. At the same time, an Indent cleaner was introduced in the line-up which improved the separation of weeds and increased capacity. In April and May of the same year, Emilien cleaned a considerable amount of barley and a few loads of oats. Many farmers made inquiries into the possibility of having wheat cleaned. Taking into account these inquiries, Emilien expanded by purchasing a Carter Disc Wheat Cleaner in 1965. By 1968, business was booming so he decided to expand once again by purchasing a clipper sieve-type cleaner. A second Indent cleaner was installed in the line-up, thereby doubling the capacity of the operation with considerable increase in efficiency. Consequently, with all this new equipment, a new electric transformer replaced the smaller one.

After 1969, very few improvements were made. With more rapeseed being grown in the area, Emilien purchased a rotary screen which removed the rapeseed from wheat and coarse grain. Emilien also accommodated farmers by cleaning their malting barley before they shipped it to the malting house. Emilien's seed cleaning operation served the people of Legal and area until 1981. In the spring of 1982, farmers started taking their grain to the Morinville Seed Cleaning Plant.

*Au début des années 1960, Emilien Coulombe et son frère Eugène décidèrent de cribler du grain. En mars 1963, ils achetèrent un crible 245 Carter et un disque Carter, qu'ils installèrent dans une vieille maison sur la ferme. Le mois suivant, ils criblèrent leurs graines de semence et celles de deux voisins. L'année suivante, Emilien ajouta une grainerie et un élévateur et en 1965, un crible à blé. Il agrandit encore en 1968 et doubla sa capacité de criblage. Peu de changements furent faits après l'ajout d'un tamis à colza en 1969. Emilien continua à desservir les fermiers de la région jusqu'en 1981.*

### **Legal Alfalfa Products Ltd.**

*Inception:* For some years, many people in the Legal area had been looking at the possibility of building an alfalfa dehydrating and processing plant. In fact, there are recollections to this effect on the part of some that go back to the late 1940's and early 1950's.

The concept of an alfalfa plant had been

brewing in the minds of Legal area farmers who recognized that such a plant would have a three-fold beneficial effect: first, the growing of alfalfa would enrich the soil, adding fiber and nitrogen which would in turn improve grain production (growing alfalfa requires no chemical control) second, the farmer would have a more diversified and stabilized source of income; and finally, such a plant would certainly be a boost to the community's economic life.

It was during 1973 that this idea really began to be seriously explored. The Legal Economic Development Board members and interested persons did much preliminary work. Chairman of the provisional board was Victor Douziech. The board's mandate was to sell shares, incorporate a company and to commission a feasibility study. The results of initial studies led the group to the decision of collecting \$100,000 from at least 40 investors for the purposes of carrying out a more formal study.

As studies and plans advanced, much consultation was carried out with different arms of the Alberta Government and the Federal Government, the Municipal District of Sturgeon and the Village of Legal, to ascertain that all of the plans were in compliance with existing proposed laws, by-laws and regulations.

By the spring of that year, a decision had been made on the best possible site for the plant. Negotiations began towards the purchase of land to the west of the railway tracks just north of the Legal grain elevators, and for the leasing of land on the Canadian National Railways (C.N.R.), right-of-way to the north of the elevators. Both of these negotiations were later concluded in a very satisfactory manner. During this period, the board spent countless evenings going over proposals from building contractors and the various alfalfa processing equipment suppliers. These studies even included a fact-finding mission by three members of the board of directors to the Kansas area to have a first hand look at a number of plants.

The incorporation of the Legal Alfalfa Products Limited (*Les Produits Luzerne de Legal Limitée*) took place in May 1974. A shareholders' meeting of the newly incorporated company was held on June 18, 1974 to elect a board of directors who would see the plant through the building stages and into operation. Board members were: Lucien Provost (president), Roger Vansevenandt (vice-president), Walter Van De Walle (chairman), Emilien Coulombe (secretary), and Maurice Chauvet, Paul Ledet and René Maurier (directors).



Official opening of Alfalfa Products Ltd., 1975

From that date the events transpired at a pace which was hectic to say the least. Financing was secured with the assistance of the Member of the Legislative Assembly, Ernie Jamieson, and the Minister of Agriculture and Deputy Premier, Dr. Hugh Horner. The first work at the plant location was carried out. All the necessary surveying and testing was completed and the heavy machinery began operations. Some 50,000 cubic yards of earth were moved as the plant site was prepared and a large reservoir was excavated.

The choice of M.E.C. Co. of Neodesha, Kansas, for plant engineering and as the suppliers of the major components for the processing of alfalfa was based on their long record of proven reliability and excellent service.

Doug Little of Tisdale, Saskatchewan, a well experienced contractor with six alfalfa processing plants in Western Canada to his credit, was awarded the construction contract. Construction of the plant took place in the winter of 1974-1975.

An order was placed for two of the largest available forage harvesters. The \$31,000 machines were delivered in time for the first cutting in 1975. In early October, the new swather and hay stacker were being put through their first tests as approximately 200 tonnes of alfalfa were stacked, ready to be processed as soon as the plant went on stream.

The plant was officially opened by Alberta Minister of Agriculture, Honourable Marvin Moore on August 13, 1975.

The Process: Harvesting and processing continues 24 hours per day (weather permitting) during the growing season. After the alfalfa is swathed, forage harvesters pick up and chop the partly dried alfalfa forage into small fragments. The green chop is then delivered to the processing plant where it is fed into high temperature dehydration drums at temperatures up to 700°C.





Field Queen in operation

In about three minutes the tumbling alfalfa is dried from a moisture content of 50 to 60% to approximately 10%. The rapid drying process preserves the nutrients in the alfalfa.

The force of air from large fans carries the light, dried alfalfa to funnel shaped cyclones where moist, hot air is separated from the alfalfa. The moisture escapes as steam. The dried alfalfa falls downward to enter a high speed hammer mill where it is ground into meal. From the hammer mill, the alfalfa meal is treated with steam to adjust the temperature and ensure the pellets will be uniform and durable. Within the pellet mill, rollers press the conditioned alfalfa meal through holes in a drum-shaped die. After being cooled, the pellets are blown into storage bins awaiting shipment.

Only 20 or 30 minutes lapse from the time the alfalfa enters the dehydrator until it emerges in the form of pellets. The operation is monitored from a control room where moisture, temperature and the functioning of equipment are continually checked.

Dehydrated alfalfa pellets are easily handled mechanically because they flow freely, like grain, and need little space for storage. The high density of pellets means that it requires only one quarter of the space occupied by a comparable amount of suncured hay.

In the production of cubes, the hay from round bales is chopped into two or three-inch lengths by a stationary grinder. The hay is dried in a manner similar to that of the dehydration operation. However, the hay enters at 12-15% moisture. Once dried, the hay is compressed in a cubing machine. Pellets and cubes are shipped from the plant in bags or in bulk, both for the export and domestic markets. Processed alfalfa is an established ingredient for feeding dairy and beef cattle, horses, hogs, sheep, goats, poultry and rabbits.

**Export Sales:** the pellets or cubes are loaded on to grain rail cars, transported by railway to loading docks in Vancouver or Thunder Bay where they are transloaded on to vessels. Smaller export shipments are done by containers. Filled at the plant site, the containers are trucked to C.N. or Canadian Pacific (C.P.) Rail, loaded on to a rail car and transported to Vancouver. The container is then directly loaded onto vessels. Export shipments have predominantly been to Japan, Korea, Taiwan and Europe.

**Domestic Sales:** pellets and cubes are shipped either by truck or by rail car to feed mills or directly to farmers.

The price of processed alfalfa is determined by other agricultural commodities and forage prices.

**Progression:** Since its initial stages, Legal Alfalfa has grown. In its first year of production 5,000 tonnes of pellets were produced. By 1981, annual production had risen to 14,000 tonnes. In 1982, Legal Alfalfa purchased the Barrhead alfalfa processing plant. In 1986, a second dehydrating drum was added to increase the production capacity. Later, two cubing machines were added, increasing the amount of production and lengthening the production season as bales could be chopped in the fall and winter months.

The Legal plant now processes between 25,000 and 30,000 tonnes of dehydrated alfalfa pellets over some 16,000 acres per year, with 14 full-time and 45 seasonal employees. In addition, between 5,000 and 10,000 tonnes of cubes are produced annually.

The tonnage shipped out of Legal Alfalfa by rail was a contributing factor in keeping the rail line open from Morinville to Legal when it seemed that the whole Athabasca rail line would be closed.



Alfalfa Plant

The rail line was closed from Legal north. Keeping the rail line open to Legal has enabled area farmers to continue delivering grain to the local grain elevators. Legal Alfalfa's existence has also been a significant factor in C.N.R.'s decision to install heavy rail from Morinville to Legal in 1992.

Legal Alfalfa continues to contribute to the Legal community by diversifying the farmer's crops, enriching the soil naturally, providing employment for local people and providing economic spinoffs from its very existence as a business.

*Depuis bien des années, l'idée de construire une usine de déshydratation et de transformation de luzerne se répandait à Legal. Après les études et les recherches nécessaires, les démarches furent entreprises en 1974, pour faire construire une usine à l'ouest du chemin de fer au nord des élévateurs à grain.*

*L'ouverture officielle du plant eut lieu le 13 août 1975 par le ministre de l'Agriculture de l'Alberta, l'Honorable Marvin Moore.*

*La moisson et la transformation se font 24 heures par jour lorsque le temps le permet. Après que le foin est coupé, il est ramassé et haché. Il est ensuite acheminé au plant où il est mis dans des tambours de déshydratation où la température atteint les 700°C. En environ trois minutes, le taux d'humidité de 50% est réduit à environ 10%. Le séchage rapide permet de conserver les éléments nutritifs de la luzerne. La luzerne est ensuite soufflée et l'humidité s'échappe en vapeur. Puis elle est écrasée pour former des bouchons qui sont traités à la vapeur pour assurer qu'ils soient à la bonne température et qu'ils soient uniformes et durables. La durée de déshydratation n'est que de 20 à 30 minutes. L'humidité, la température et le fonctionnement de l'équipement sont maintenus de la chambre de contrôle. Dans la production des cubes, le foin est coupé en longueur de 5 à 8 centimètres puis il est déshydraté, atteignant une teneur d'humidité de 12-15% seulement. Le foin séché est ensuite compressé dans une machine à cubes. Les cubes et les bouchons sont transportés soit en sac ou en vrac pour les marchés domestiques et étrangers. Les bouchons et les cubes sont expédiés par camion jusqu'au train, ou directement par train jusqu'aux ports de Vancouver ou de Thunder Bay. De là, ils sont transportés en bateau principalement au Japon, en Corée, à Taiwan et en Europe. La luzerne déshydratée peut aussi être achetée par des fermiers locaux ou des moulins à grain.*

*Le plant peut transformer entre 25,000 et 30,000*

*tonnes de bouchons de luzerne déshydratée et il emploie 14 personnes à temps plein ainsi que 45 autres en pleine saison. En plus, 5,000 à 10,000 tonnes de cubes sont produits annuellement. Le plant continue à contribuer à la communauté de Legal en diversifiant les récoltes des fermiers, en enrichissant le sol naturellement, en créant de l'emploi et en fournissant des retombées économiques.*

### **Sturgeon Valley Fertilizers**

Larry Laird started working at the Sherritt plant in Fort Saskatchewan in 1955. By 1967, Larry was part of the fertilizer marketing division. Sherritt distributed fertilizer to UGG (United Grain Growers) and Federal Grain, and National (known as Cargill today).

In 1969, Sherritt felt they had to diversify, that they should develop independent fertilizer dealerships. The company was looking for people with farmer contracts such as feed mill operators or bulk fuel dealers, and people with good business sense. They didn't want dealerships close to UGG elevators because they were selling Sherritt fertilizers. Where to locate this new dealership? UGG elevators were found in Morinville and Legal but not in St. Albert. Finally, a prospective location for a dealership was found in St. Albert. In 1969, Roger Henry signed a contract with Sherritt and became the dealer in the St. Albert area. He sold bulk and bagged fertilizer from his farm west of St. Albert, while keeping very busy farming. With the help of his wife Merelyn, they kept this operation going for two years. Roger's supervisor at that time was Larry Laird.

In 1971, Roger became interested in a relatively new type of fertilizer; anhydrous ammonia. Larry had all the technical knowledge of anhydrous ammonia so together, Roger and Larry decided to form a partnership. The business flourished, so Roger and Larry decided to build the first plant north of St. Albert, on Highway 2. They purchased Henry Terrault's land. Their partnership was 50/50, which included the bulk and bagged fertilizer and the anhydrous ammonia business. This was the beginning of Sturgeon Valley Fertilizers.

Truly a family enterprise, Michael and Gerry Henry, and Ron and Doug Laird assisted their fathers in building the plant which was officially opened in the spring of 1977. Sturgeon Valley Fertilizers grew and the owners expanded the present facility. More equipment was purchased to meet the growing demand. By 1972, many Legal

farmers were starting to apply anhydrous ammonia on their fields; more business ensued in the Legal area. Customers came to St. Albert for all their fertilizer and chemical needs, some coming from as far as 40 kilometers. More equipment was purchased between 1976 and 1984 to meet the demand. Doug Laird became assistant manager in 1988. Business grew to the point where it was physically impossible to handle the entire business from St. Albert. In view of the faithful supporters from the Legal area, Sturgeon Valley Fertilizers added a new plant in 1985. The plant is located between the village of Legal and Legal Corner. Today Bob Black is the manager of the Legal plant. 30% of the overall business is generated from the Legal area. Larry thinks back to the first year the plant operated in Legal and commented, "Well at least we broke even and I know I'm providing a good service." Keeping a watchful eye on the Legal plant with four full-time employees, Larry was looking for something these employees could do during the off-season. Still growing and expanding, Sturgeon Valley Fertilizers signed a contract with Westco in 1991 to bag in mini-bulk. Sturgeon Valley distributes to all Western Canada, all this done from the Legal plant.



Sturgeon Valley Fertilizers Ltd., 1982, established in Legal with ammonia tank; 1986, built plant, 1986-93, three expansions built; 1994, new 70' x 270' 7000 MT bulk fertilizer storage warehouse. Future 40' x 40' heated chemical storage warehouse (lower right)

In the past few years, Larry has felt that the business demanded professional people. Kent Lamoureux, André Montpetit and Darrell Flatla all have Agricultural Diplomas. As of today, Sturgeon Valley Fertilizers employs 17 full-time employees and up to 12 part-time employees during the busy season. What makes this business unique is the empathy that Larry has for farmers. He says, "If you're honest with them, they'll be honest with you." Consequently, Larry has gained the respect of the farming community.



Sturgeon Valley Fertilizer

*Messieurs Larry Laird et Roger Henry ont été les fondateurs de Sturgeon Valley Fertilizers à St-Albert. En 1977, ils achetèrent du terrain de Henry Terrault. Les deux entrepreneurs vendaient de l'engrais en vrac et en sac, et de l'ammoniaque anhydre. En 1985, le plant d'engrais ne pouvant plus fournir à la demande croissante, ils décidèrent d'ouvrir un deuxième site à Legal où ils avaient de nombreux clients (30% des ventes d'engrais de l'entrepôt à Legal vont aux fermiers de la région). En 1987, ils signèrent un contrat avec Sherritt pour emballer des sacs de 25 kilos d'engrais et des sacs d'une tonne en vrac. En 1991, ils en signèrent un autre avec Westco. L'engrais de Sturgeon Valley est distribué à travers tout l'Ouest et ce, à partir de Legal. Le plant emploie 17 personnes à temps plein et une douzaine à temps partiel pendant la pleine saison. Avec l'agrandissement du plant, trois diplômés en agriculture, soit André Montpetit, Kent Lamoureux et Darrell Flatla, ont été embauchés. Le plant est géré par Bob Black.*

## Honey

Yvan Gagnon became interested in the honey business at the "sweet" age of 13. Yvan was born and raised in Girouxville, Alberta where apiaries became and continue to be a vital industry in the northern communities. He was employed by Mr. Tétreault working after school, weekends and during the summer holidays. Yvan was impressionable and learned all about bees, honey and about the business.

In 1972, Yvan moved to Legal, borrowed two hives from a local farmer, Joe Derrien, and purchased two packages of bees. The following year, a government program encouraged its beekeepers to "winter" bees. An incentive of \$15 per hive was given to each farmer. Yvan studied about wintering bees and learned that if they could be

wintered in our harsh Alberta climate, the possibility of producing more honey was quite real. Yvan's business slowly developed and he now had 10 hives. Bees were purchased from California at \$7 per package. A package of bees consisted of several thousand bees and one queen. For the next five years, Yvan remained with 10 hives and continued to study the pros and cons of wintering bees. At this point, Yvan had a 50% success rate of wintering his bees.



Yvan Gagnon showing packages of bees

In 1977, Yvan expanded his business to 20 hives, always attempting to winter them. By 1978, his success rate of wintering bees had increased to 80%. The next year, his business had expanded to 55 hives and bees were now \$10-\$12 per package.

In the Legal area, the average hive produces 150 pounds of honey per year. An average wintered hive in the same area produces about 200-225 pounds. The reason why wintered hives produce more is that the bees are established, have a larger population, and are stronger. They are able to collect more nectar in a shorter period of time.

In 1986, the border between Canada and the United States was closed due to disease in bees. Today, the border is still closed to Canada. Beekeepers obtain their bees from as far away as Australia, New Zealand and Hawaii. A package of bees today sells for \$50 or over. In 1989, Yvan wintered 76 hives and has continued to grow to 98 hives. Honey is collected from the hives three times a year. The first extraction occurs in mid-July. By the 10th of August, a second extraction

is needed. From the last week in August until freeze-up, bees are busy collecting honey which they live on throughout the winter months. Wintering a hive is determined by its weight. If the hive is too light, it will not sustain itself, therefore the bees are destroyed using cyanide gas.

Bees are very busy from the time the first dandelion appears. Throughout the summer and fall they obtain nectar from flowering fruit and ornamental trees, canola, legume and crops such as clover and alfalfa, and from wild weeds. After extracting honey from his hives, Yvan pours the honey into 45-gallon drums and sells his product to the Alberta Honey Producers in Edmonton. The wax is sold separately for candle-making, furniture finishings, thread-making and for many other uses.

For Yvan, his bees are an enjoyable hobby. It is a hobby which can at times be very sticky and sweet.



Preparing the hives

*A l'âge de 13 ans, Yvan Gagnon s'intéressait déjà à l'apiculture. Né à Girouxville où l'apiculture est une industrie vitale, il apprit tout du métier en travaillant pour M. Tétreault.*

*En 1972, Yvan s'installa à Legal. Il emprunta deux ruches et s'acheta des abeilles. L'année suivante, le gouvernement incita les apiculteurs à garder leurs abeilles durant l'hiver. Les abeilles provenaient de la Californie, à 7\$ le paquet contenant une reine et plusieurs milliers d'abeilles. A ce moment-là, Yvan réussissait à faire hiverner la moitié de ses abeilles, et en 1978, 80%. Il augmenta le nombre de ruches à 20 en 1977, à 55 en 1979, à 98 aujourd'hui. Les abeilles qui hivernaient pouvaient produire de 200 à 225 livres*

*de miel (comparé à 150 livres) par ruche. Les abeilles qui hivernent sont mieux établies, ont une plus grande population et sont plus fortes. Elles peuvent donc collectionner plus de nectar en moins de temps. En 1986, l'importation des abeilles des Etats-Unis fut bannie à cause de la maladie. Les apiculteurs obtiennent donc leurs abeilles de l'Australie, de la Nouvelle Zélande et de Hawaii au coût de 50\$ le paquet.*

*Le miel est ramassé à la mi-juillet, puis vers le 10 août. Le miel qui est produit par la suite est utilisé pour nourrir les abeilles en hiver. Si la ruche est trop légère, les abeilles sont détruites. Le miel qui est ramassé est mis en barrique de 45 gallons. Yvan vend son miel à Edmonton à "Alberta Honey Producers". La cire est vendue séparément pour faire des chandelles, pour la finition des meubles, pour faire du fil et autres.*

### **Peas - St. Denis Seed Farms Incorporated**

Joe and Pauline began farming in the St. Albert area in 1978. In 1982, the family purchased a farm two miles south of Legal. Farmers were selling their products at an all-time high, then prices started to fall. Like everyone else, the St. Denis's were looking for a good cash crop to supplement their income. A friend encouraged Joe to plant faba beans.

In 1982, Joe was given enough seed to plant five acres of peas from the Columbia Seed Company in Vauxhall, Alberta. This pea variety was a European type which was suitable for canning and freezing. That year the five acres yielded 94 bushels per acre. Encouraged by his success, Joe seeded 130 acres of peas in 1983 and again, the yield was very good. Interest and inquiries from other farmers in the area increased Joe's enthusiasm for this crop. He sold his peas to the Alberta Wheat Pool that year and had enough seed to sell to half a dozen farmers in the area.

By 1984, the demand for growing peas prompted Joe to obtain as much information as he could so as to inform farmers.

Ivan Takayi, a buyer of pulse crops from Lethbridge, bought peas from Joe. This was the beginning of outside marketing for the St. Denis farm. In 1985, pea production increased throughout the area as prices for coarse grain diminished.

As Joe continued growing peas, an opportunity came from Columbia Seeds to grow newer varieties. For example the Rodley variety was suitable for human consumption. It was easier to manage and was semi-leafless. It had tiny tentacles

which allowed the plants to hold on to each other, therefore the peas would stand rather than flop to the ground.

In 1986, Joe had five area farmers seed Rodley peas. In 1987, the total production was sold. Joe continued to encourage more local farmers to grow peas. At this point, Joe and Pauline began looking at the possibility of having a pea processing plant. In 1989, they became known as "St. Denis Seed Farm Incorporated". Joe continued to study and took as many courses as he could to obtain more information on growing and marketing pulse crops. John Hladky, the District Agriculturist, Ken Lopetinsky, who is a Forage Specialist, and Bob Park, a Specialty Crop expert with Alberta Agriculture in Lacombe, all shared their expertise with Joe.

For the past three years, Joe has been in contact with a large cooperative in the Netherlands by the name of Cebeco. Cebeco have their own plant breeders and have developed the best pea varieties in the world. Today St. Denis Seed Farm Incorporated has exclusive rights to some of the European varieties.

Canada had a very good crop of peas in 1990 but the Americans only had half of their usual yield. Consequently, Joe had many calls from pea traders. In the spring of 1991, the total Canadian production had been sold on international markets.

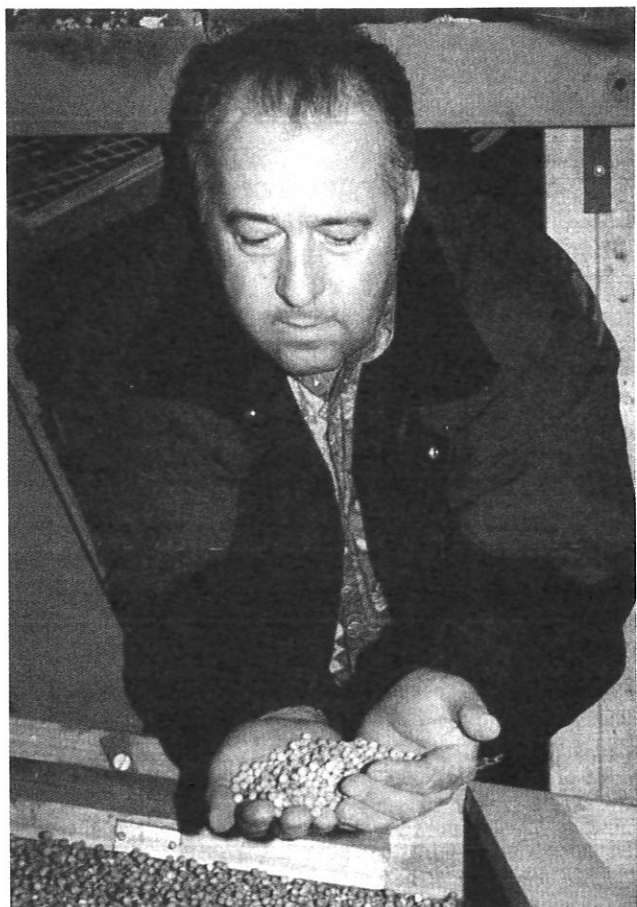
The 1991 crop for both Canada and the United States was average. The demand internationally for Canadian peas was not great. Joe was eagerly looking for more markets. After meeting with Pakistanian and Indian buyers, St. Denis Seed Farms were able to sell the largest green pea bulk contracts out of Canada, an estimated 12,080 tonnes or 141 rail cars of peas. These peas had to be cleaned and processed which were done on St. Denis Farms and also by the Morinville Seed Cleaning Plant. St. Denis Farms, since that first large contract, have sold a number of containers of green peas to Pakistan and India. Green peas have been supplied to Columbia and Peru in South America.

As Joe continued experimenting with pulse crops, it quickly became part of his crop rotation program on his farm. He advises farmers not to plant more than 25% of their total acreage to pulse crops in a given year. This rule of thumb reduces the possibility of disease which can easily occur when growing pulse crops. Why does Joe encourage farmers to plant pulse crops? First it's a good cash crop, secondly pulse crops add

nitrogen to the soil, therefore they need for less chemical fertilizer the following year.

Encouraging farmers to grow pulse crops is one thing, but to educate consumers to eat this product is quite another. Pauline is now involved in the promotion of eating peas. With the help of other producers and neighbouring home economists, she is testing recipes and sending information to the public about the nutritional and economical value of peas. Peas are a meat substitute, very high in protein and fibre. Pulse crops are consumed in many different forms. Pea hulls are so high in fibre that they are milled and added to breads. During the processing of peas, the starch and protein are removed and added to different foods.

Joe and Pauline have two sons and two daughters. They sincerely hope St. Denis Farms Incorporated will mean a total family commitment one day. Joe and Pauline are grateful to Laurent, Joe's father, for his encouragement in the new endeavours. They have travelled extensively to Europe, India, the Philippines and the United States and have acquired a wealth of valuable information as well as good friends.



Joe St. Denis checks the quality of peas in the seed cleaner. Taken from "The Morinville & District Gazette", March 9, 1993

*Joe et Pauline St. Denis ont commencé en agriculture en 1978. En 1982, ils s'installèrent au sud de Legal à une époque où ils cherchaient un moyen d'augmenter les revenus de la ferme. Joe eut assez de pois pour semer cinq acres, et l'année suivante, 130 acres. Il vendit sa récolte et en garda assez pour fournir de la semence à une douzaine de fermiers. La demande augmenta et Joe fit beaucoup de recherches pour mieux connaître cette légumineuse. En 1985, il fit sa première vente à Lethbridge et ce fut le début des ventes à l'extérieur. En 1986, Joe incita cinq fermiers de la région à semer des pois Rodley, une variété propice à la consommation humaine. En 1987, Joe et Pauline firent les démarches pour avoir un entrepôt de transformation des pois. En 1989, la ferme fut connue sous le nom de "St. Denis Seed Farm Inc." Joe continua à obtenir autant d'information que possible au sujet des légumineuses et eut l'avis d'experts en la matière du département de Agriculture de l'Alberta. Depuis trois ans, Joe est en contact avec la compagnie Cebeco aux Pays-Bas, qui développent les meilleures variétés de pois au monde, et il a obtenu les droits exclusifs sur ces variétés européennes. En 1990, due en partie à une mauvaise récolte aux Etats-Unis, les ventes furent très bonnes au Canada. Cependant, tel ne fut pas le cas en 1991. "St. Denis Seed Farms Inc." trouvèrent d'autres marchés soit au Pakistan et aux Indes. Environ 12,080 tonnes y furent vendues puis d'autres pois furent envoyés en Colombie et au Pérou.*

*Les légumineuses sont devenues une production importante de la ferme St. Denis. Cependant, Joe avise les fermiers de ne semer que le quart en légumineuses car la maladie peut se propager facilement. Par contre, c'est un produit rentable qui laisse beaucoup de nitrogène dans le sol, réduisant ainsi le besoin d'engrais chimiques.*

*Pauline est aussi impliquée à faire la promotion de la valeur nutritive et économique des légumineuses. Les pois sont riches en protéine et en fibre. Les cosses, qui sont très fibreuses, sont moulues et ajoutées à des pains. La fécule et les protéines sont aussi extraites et ajoutées à d'autres aliments.*

*Pauline et Joe ont deux filles et deux garçons et ils espèrent que la ferme deviendra un jour une exploitation familiale. Ils sont reconnaissants de l'appui du père de Joe, Laurent. Ils ont beaucoup voyagé et ont ainsi acquis beaucoup d'informations et se sont faits de nombreux amis.*

## Raising Exotic Birds - Ostriches - Autruches

A number of farmers in the Legal area are raising exotic birds. An ostrich, a swift-footed two-toed flightless ratite bird that has valuable wing and tail plumes, is the largest of existing birds and often weighs 300 pounds. The ostrich is grown for the meat, skin and feathers. These valuable birds are easy to care for and adapt relatively well to our Canadian climate. However, the birds are highstrung, have a lot of character and tend to be a bit ornery.



Male ostrich on Léo & Teresa Préfontaine's farm



Ostrich chick

These imported birds have to go through a six-month process of quarantines and transport which takes them from Africa to England and finally to Canada. Arriving in Canada, they undergo blood tests and ultra-sound exams. Some established ostrich farmers in Alberta sell exotic birds to other farmers who wish to diversify their farming practices.

There is a growing demand for ostrich meat products. Ostrich meat is popular in France and Belgium: the current price is around \$20 per pound. Ostrich farming could become a viable agricultural industry in Western Canada.

*Plusieurs fermiers de la région de Legal font l'élevage d'oiseaux exotiques. L'autruche, un oiseau coureur rapide qui a des plumes d'ailes et de queue de grande valeur, est le plus gros oiseau et atteint souvent les 150 kilos. L'autruche est élevée pour sa viande, sa peau et ses plumes. Ces oiseaux sont faciles d'entretien et s'adaptent relativement bien au rigoureux climat canadien. Ces oiseaux importés d'Afrique passent six mois en quarantaine en Angleterre. Arrivés au Canada, ils subissent des examens sanguins et des échographies.*

*Les autruches se vendent maintenant pour la reproduction. Elles fournissent une alternative en agriculture puisque la demande pour la viande augmente. La viande d'autruche est populaire en Belgique et en France. Le prix courant est de 20\$ la livre. L'élevage des autruches pourrait devenir une industrie viable en agriculture dans l'ouest canadien.*

## Agricultural Awards and Achievements

Farm families and individuals have always been recognized for their contributions to agriculture.

### Farm Family Awards

Edmonton Northlands has established the Farm Family Awards (of which Alberta Government Telephones became a co-sponsor in 1969). The purpose of the award is three-fold: first, to promote a relationship between urban and rural people, second to focus on agriculture at Edmonton's Klondike Days, and third to increase awareness of agriculture and the opportunities of rural citizenship.

The main objective of this award is to find farm families who typify the value of the farm family in the community and society and to honour them at Edmonton's Klondike Days exposition. Some of the criteria required to receive this award are that the selected family must display agricultural and community involvement. The

family must be an active farm family where agriculture is the major source of income. The "farm family" is considered as the immediate family actively farming or residing on the farm.

Six farm families have had the honour of receiving this award in the area: in 1949, Joseph Dusseault won the first Master Farmer Award in Vimy, presented by the Honourable David Ure, Minister of Agriculture. In 1972, the Earl Brown Family from Vimy was honoured. In 1975, Jean-Marie De Champlain won the Farm Family Award, presented by the Edmonton Exhibition Association at Klondike Days in Edmonton. Fernand and Solange Bilodeau of Vimy received their award in 1977. In 1981, Gordon and Rita Cannard from Vimy were honoured. The Steve Zilinski Family from Legal is the most recent family to have received this award in 1985.

*Des familles et des individus ont souvent été reconnus pour leurs contributions à l'agriculture. Prix: "Farm Family Award" Edmonton Northlands a créé le prix "Farm Family Award"; dont Alberta Government Telephones fait le coparrainage depuis 1969. Il y a trois buts à ce prix: premièrement de promouvoir une liaison entre le monde rural et urbain, de mettre l'emphase sur l'agriculture à l'exposition des Klondike Days à Edmonton et troisièmement, d'augmenter la visibilité de l'agriculture et l'opportunité du civisme rural. Le but de ce prix est d'honorer une famille rurale qui représente les valeurs de la famille dans sa communauté et dont la source principale de revenus doit provenir de l'agriculture.*

*Six familles de la région ont reçu cet honneur: la famille Joseph Dusseault de Vimy en 1949, la famille Earl Brown de Vimy en 1972, la famille*



Joseph Dusseault family awarded the 1949 Farm Family Award

*Jean-Marie De Champlain en 1975, la famille Fernand et Solange Bilodeau de Vimy en 1977, la famille Gordon et Rita Cannard de Vimy en 1981 et la famille Steve Zilinski de Legal en 1985.*



Fernand Bilodeau family awarded the 1977 Farm Family Award, R.C.M.P, Alphonse, Fernand, Suzanne, Mrs. Steinhauer, Solange, Hon. Peter Lougheed, Mr. Steinhauer, Elizabeth, Joanne



Gordon Cannard family awarded the 1981 Farm Family Award



Robert Earl Brown family, 1972 Farm Family Award recipients with Hon. Peter Lougheed





Steve Zilinski family awarded the 1985 Farm Family Award

R.C.M.P., Melissa, Fred, Daryl, Judy, Colleen, David, Caroline, Clarence, Steve, Victor, Norma, Marlene, Elaine, Allen Shenfield (Edmonton Northlands Farm Family Committee member), Desiree and Robert Bédard



Jean-Marie De Champlain family awarded the 1975 Farm Family Award

### Alberta Achievement Award in the Field of Agriculture

On November 7, 1981 Walter Van De Walle received the Alberta Achievement Award in the Field of Agriculture. This award is presented to individuals who have displayed exceptional service over a 10-year period or more. The individual being honoured had to have made an impact of regional, provincial or national significance. The Premier of Alberta, Honourable Peter Lougheed, presented Walter with this award.

*Alberta Achievement Award en Agriculture Le 7 novembre 1981, Walter Van De Walle reçut le prix "Alberta Achievement Award" dans le domaine de l'agriculture. La personne méritant ce prix doit avoir contribué pendant au moins 10 ans et avoir eu un impact significatif soit au niveau régional, provincial ou national. Le premier ministre de l'Alberta, l'Honorable Peter Lougheed, a présenté ce prix à Walter Van De Walle.*



Hon. Peter Lougheed, Premier of Alberta, presented Walter Van De Walle with the Alberta Achievement Award for outstanding service in the field of agriculture, November 7, 1981

## OTHER AWARDS - AUTRES PRIX

The Western Society of Agriculture awarded a Certificate of Honor to Georges Bugnet in 1967.

The Government of France named Georges Bugnet "Chevalier de l'Ordre des Palmes Académiques" in 1970.

The Government of Alberta presented Georges Bugnet a certificate of Achievement Award in 1972, for his work both in literature and horticulture.

*En 1967, Georges Bugnet reçoit un Certificat d'Honneur de la Western Society of Horticulture; en 1970, il est nommé "Chevalier de l'Ordre des Palmes Académiques" du Gouvernement de France; et en 1972, il reçoit le "Achievement Award" du Gouvernement de l'Alberta pour son travail en littérature et en horticulture.*



Georges Bugnet présente une rose qu'il a lui-même développée, la rose "Thérèse Bugnet" (du nom de sa fille). La rose sur la couverture du livre historique de Legal est à la mémoire de ce célèbre horticulteur. Georges Bugnet has developed a rose which was called the "Thérèse Bugnet Rose" (named after his daughter). The rose on the Legal History Book cover is in memory of this great horticulturist.

## Alberta Agriculture Hall of Fame

The Alberta Agriculture Hall of Fame Award was created to recognize those men and women who have made outstanding contributions to rural life and agriculture. Albertans who are honoured must have devoted their lives to improving agricultural practices, strengthened the rural community and lastly, supported the family farm. Walter Van De Walle was presented this prestigious award in March of 1985 by the Minister of Agriculture, Honourable Leroy Fjordbotten. In making the presentation, he noted that the award is the highest honour their peers can bestow on individuals who made worthy contributions to agriculture. The Hall of Fame is located in the J. G. O'Donoghue Building in Edmonton.

**Prix: Temple de la renommée de l'agriculture en Alberta** *Le prix du temple de la renommée de l'agriculture en Alberta a été créé pour reconnaître ceux qui font des contributions exceptionnelles à la vie rurale et à l'agriculture. Les Albertains qui sont ainsi honorés doivent s'être dévoués à améliorer les pratiques en agriculture, à renforcer les communautés rurales et à appuyer la ferme familiale. En mars 1985, l'Honorable Leroy Fjordbotten, ministre de l'Agriculture présenta ce prestigieux prix à Walter Van De Walle. Ce prix est le plus grand honneur qui peut être conféré par ses pairs à un individu qui a fait des contributions à l'agriculture. Le temple de la renommée est situé dans l'édifice J.G. O'Donoghue à Edmonton.*



Walter Van De Walle was inducted into the Alberta Agriculture Hall of Fame, March 15, 1985: Hon. Leroy Fjordbotten, Minister of Agriculture, presented the award



Joe Kallal being inducted into the Alberta 4-H Hall of Fame

### Vimy 4-H Beef Club

This information is taken from *4-H and Alberta 75 Years of Growing Together*, pp. 820-821

"Vimy is located approximately 40 miles north of Edmonton. It is noted for its high productivity as well as its successful farmers, livestock producers, and community accomplishments. In 1951 Mr. Paul St. Arnaud and a few of his neighbours were of the opinion that a 4-H beef club should be started in the area. That fall Mr. St. Arnaud and Mr. Bill Ross, District Agriculturalist of Westlock called on a number of families in the surrounding area. The results were favourable and the Vimy Beef Club was organized that fall with 18 members present.

"The first official calf weigh-in day took place at the Vimy grain elevator. The club's first executive consisted of Roger Gagne as President, and Lorraine Bilodeau as Secretary. The leader was Mr. Joe Bilodeau with Paul St. Arnaud, Laurier Parrent, and Edmond Sabourin as assistants.

"During its first few years of operation, the club membership fees were 10 cents per member [...and] in 1991 [...], \$3.50 per member [...].

"The club's first achievement day along with three other beef clubs and one heifer (breeding club) was held on July 5, 1962 in the arena behind the old Triple J Auction market. Market animal judge that day was Joe Kallal, who in 1991 is Vimy's assistant leader. The club champion was shown by Martin Montpetit, and the reserve champion by Donald Borduzak. [...]

"Joe Bilodeau was leader for the club's second year of operation as well. In the fall of 1963, Mr. Laurier Parrent became leader and held that position for three years until his passing in 1966.

"The next leader was Mr. George Kieser,

bringing in a new line of future 4-H members. The 1968-69 leader was Mr. Maurice Parrent. He was a member of the first Vimy 4-H Beef Club and son of the second leader, Mr. Laurier Parrent. [...] Maurice acted as an adult committee member and assistant leader. Mr. Albert Blanchette was the next club leader and held that position for three years. He was then succeeded by Mr. Fern Bilodeau for the next five years. Mr. Leonard Blanchette then took over and acted as club leader for eight years. Mr. Leo Fortier was club leader for one year in between Mr. Blanchette's eight years reign. [...] Denis Borduzak became leader in the fall of 1986. He was also a past Vimy Beef Club member from 1965 to 1967. Mrs. Pat Borduzak was a member of the Freedom-Naples 4-H Beef Club for five years. [...] Joe Kallal has acted as assistant leader to the many different leaders, helping with the cattle judging, grooming and showmanship.

"Membership of 18 dropped to a low of 6 in 1985-86, and rebounded to [...] 22 members covering a large community area. In 1991 at our annual year-end banquet the club celebrated its 30th year of operation. Some of the club's many accomplishments during the past 30 years included first place winners of the 4-H floats two years in a row at the Edmonton Exhibition parade. These floats were also paraded at other regional fairs and sports days. [...]

"Five overall grand champion steers at the Westlock and district annual 4-H show and sale were presented by [...] Mary Kallal, [...] Lorraine Seguin, and [...] Grace Kallal. Also two reserve overall grand champions were presented by Suzanne Bilodeau, and [...] by Jeff Parrent [...]. Dave Kallal was a first place winner at interclub judging events in the 1970's. More recently Grace Kallal and Stacy Borduzak (in different years) were members of the Westlock district judging team to win the Northlands regional finals [...]. Vimy has also produced a number of outstanding showmanship members with Curtis Borduzak placing first in junior showmanship [...].

"The Vimy club has also been very prominent in [...] public speaking [at the] district, regional and provincial levels. The most outstanding achievement by a club member took place in 1989 when Miss Claudelle Seguin won the Premier's Award during provincial Selections, the highest award of Alberta 4-H achievers. [...]

"Over the years the club has been very active in community affairs. For its 25th anniversary, the club sold glasses to raise funds. Today these glasses are a valuable community keepsake. The 4-H club



Joe Kallal with recipient of first place in Junior Showmanship

also hosted a 25th club reunion which honoured all past and present Presidents and leaders. The Vimy club also made and donated four park benches to the town of Westlock. [...] They also helped host the 1990 Zone 5 Winter Games with the town of Westlock and district. They also helped at the 1991 Special Olympics for the handicapped held in Westlock and for years have taken part in the annual highway clean-up held each spring. They have helped in selling 4-H 75th anniversary cookbooks.

“The Vimy 4-H Beef Club has hosted district and regional public speaking finals and 4-H exchange participants. Club members have been to numerous summer camps, other activities, award trips to other provinces and the United States.”

*Le 4-H Beef Club de Vimy fut créé en 1961 par Paul St-Arnaud et quelques voisins. On organisa la première journée d'exposition le 5 juillet 1962. Le premier exécutif du Club de Vimy était composé de Roger Gagné (président), Lorraine Bilodeau (secrétaire), Joe Bilodeau (leader), et Paul St-Arnaud, Laurier Parrent et Edmond Sabourin (assistants).*

*Le 30e anniversaire du club fut célébré en 1991. Quelques-unes des activités du club de Vimy furent: participation à la parade de l'Exposition d'Edmonton, participation aux concours oratoires, vente de verres souvenirs à l'occasion du 25e anniversaire, dons de bancs au parc de la ville de Westlock, participation aux Jeux d'Hiver 1990 et aux Olympiques pour personnes handicapées de 1991, participation aux corvées de nettoyage des routes, vente de livre de recettes du 75e anniversaire, camps d'été, voyages et autres.*

#### 4-H Club – Legal

by Simone Demers Collins, P.HEC.

It was the early 1960's. Financial discussions at the local high school had started focusing on



Vimy 4-H Beef Club: Dennis Borduzak (leader), Jason Séguin, Greg Parrent, Chad Tomlinson, Greg Griffiths, Selestia Tomlinson, Cory Dowhan, Trinity Zukiwski, Ericka Zukiwski, Marcus Borduzak, Kevin Borduzak, John Henderson, Michael Pecek, Heidi Séguin, Daniel Christenson, Laurie Parrent, Jo-Anne Henerson, Joe Kallal (assistant leader), Chelsea Tomlinson, Jaime Borduzak

the need to cut vocational programs, namely home economics, from the curriculum, to cut costs. Claire Demers was worried. An avid craftswoman and dedicated seamstress, she wanted to ensure that her only daughter would have the opportunity to learn some of the homemaking skills that had served her well over the years. In pondering the issue, she discussed her concerns with Alberta Agriculture's district home economist, Donna Westendorf. It was then that Donna suggested a 4-H Clothing Club as a possible solution. Claire made plans.

She started studying what this 4-H program was all about. With its philosophy of "Learning to do by Doing" and the accompanying focus on clear thinking, loyalty and dedication to one's family, community and country, Claire felt that this program was truly an enviable guide to daily living. By September 1962, Legal's first 4-H Club was born. Sponsored by the Ladies of Ste-Anne, this clothing club boasted a membership of 16 with two leaders, Mrs. Claire Demers and Mrs. Ethel St. Martin. Shortly after, it was followed by a beef club led by Louis Chauvet and Henry Montpetit.



Legal 4-H Clothing Club work meeting, 1962

While some of the remaining records are sketchy, Legal has seen its share of clubs and projects adapted to the times. In a coup never to be repeated, Esther Brown and Gaëtane Champagne, along with others, led 72 multi-project members in what became known as Legal Four C's 4-H Club. In 1975, Bill Stapleton and Richard Desmet led a Light Horse Club. A couple of years later, Legal boasted the "Amigos" and Legal's "New Adventurers". By 1980, the name, "Legal 4-H Multi-Club" appears on the registration forms, only to disappear by 1988.

Throughout that 26-year span, dozens of adults have volunteered their time, their energy,

and their expertise. In so doing, they added dimension, gave direction, and reinforced values in the formative years of many teens, and pre-teens in the Legal area, as confirmed by the pledge:

**I pledge**  
**My Head to clearer thinking**  
**My Heart to greater loyalty**  
**My Hands to larger service**  
**My Health to better living, for**  
**My Club, my Community and my Country**

The records presently available indicate that the following have worked to support the 4-H movement in the Legal area:

*Andy Anderson, Virginia Altmiks, Thérèse Auger, Colette Bilodeau, Dale Brown, Lyle Brown, Esther Brown, Annette Bruce, Mary Bruyère, Gaëtane Champagne, Louis Chauvet, Emile Cloutier, Paul Cloutier, Lorraine Cloutier, Liliane Coursaux, Georgette Cyr, Norman Cyr, Gladys DeChamplain, Claire Demers, Richard Desmet, Anne Fenske, Paul Froese, Donna Hawley, Andy Hudec, Lois Hudec, Henry Johnson, Mary J. Jurasek, Connie Jurasek, Leslie Kagi, Claire-Yvonne Keane, Marcel Kremer, Lorraine Kremer, Pat Lawes, Jeanne Maurier, Anita Maurier, René Maurier, Richard Maurier, Stella McNeil, Edna Mercier, Henry Montpetit, Fern Montpetit, Gerry Morgensen, Wanda Nonay, Sue Ouellette, Claudette Ouellette, Gemma Préfontaine, Laurie Rennie, Irène Rivard, Elsie Royan, Alice Schaub, Joanne Sendquist, René Shank, Ethel St. Martin, Bill Stapleton, Alice Tieulié, Armand Tieulié, Jeannette Tieulié, Marie Tremblay, Fernande Van De Walle, Rachel Vandenhouten, Sharon Veitch, Donald Witter and Anne Zilinski.*

The impact that this 4-H Club, in its various forms, has had on the youth involved and on the community as a whole, is difficult to assess. Let it simply be said, that throughout this time 4-H members in Legal have had the opportunity to participate in the Sturgeon District Council, the Northwest Regional Council, and their various projects: curling bonspiels, public speaking competitions, judging days, summer camps, club week, conservation camp, junior leadership camp, Selections, the Ice Capades, Klondike Days Steer-a-Day, 4-H Club Time, the Centennial Jamboree, the Banff 4-H leaders' Seminar, the Montana State Congress, parades, and achievement days.

From its success file, it is recorded that members have won the provincial project competitions, inter-provincial exchange award and National 4-H Club Conference trips, university scholarships, et cetera. But more importantly, 4-H has given many a belief in community service, in parental involvement with children's lives, in the importance of giving your best effort and some of the best values that could guide daily lives. "To do what you do well!"

*Dans les années 1960, la situation financière à l'école secondaire menaçait les programmes professionnels tels que l'économie domestique, ce*



Simone Demers & Sylvia Auger

*qui inquiétait beaucoup Claire Demers. Très habile à l'artisanat, elle voulait s'assurer que sa fille unique apprenne les habiletés qui lui avait été si utiles. Claire contacta le Département de l'Agriculture de l'Alberta, qui lui suggéra de fonder un club 4-H à Legal. Trouvant ce programme très prometteur, elle réussit à fonder un club de couture 4-H en septembre 1962. Parrainé par les Dames de Ste-Anne, ce club comprenait 16 membres et deux leaders, Mmes Claire Demers et Ethel St-Martin. Peu après, un club de bétail fut créé avec Louis Chauvet et Henry Montpetit en tête.*

*Esther Brown et Gaëtane Champagne, parmi d'autres, dirigèrent 72 membres au sein du "Legal Four C's 4-H Club". En 1975, Bill Stapleton et Richard Desmet dirigèrent le "Light Horse Club". On voit aussi les "Amigos", les "New Adventurers" et le "Legal 4-H Multi-Club". Dans les derniers 26 ans, plusieurs adultes ont donné de leur temps, de leur énergie et de leur expertise, transmettant ainsi des valeurs importantes aux jeunes. Les jeunes ont eu l'occasion de participer à plusieurs activités à travers la province, tout en développant un sens de l'entraide communautaire.*

## Vimy 4-H Multi Club

by Solange Bilodeau

September 29, 1971 the Vimy Needles 4-H Club was organized. It was renamed the Vimy 4-H Multi Club in 1977. The club was involved with the Northwest Region 4-H Council and the Westlock District 4-H Council. The first meeting was held September 29, 1971 with Esther Brown as leader, Vera Brown and Yvonne Blanchette as assistant leaders. Roberta Brown (president), Lorraine Parrent (secretary), Mariette Laplante (treasurer)

and Claudette Landry (club reporter) formed the first executive. The club was very active with 26 members involved in Clothing Units I, II, and III. Others who helped the club as assistant-leaders in those early years were Lilliane Coursaux, Béatrice Montpetit, Marie-Louise Fortier, Gloria Dubois and Noëlla Huot. In the first years a float was decorated and entered in parades in Legal and Westlock. October 1, 1975 Solange Bilodeau took the leadership with 26 members. Still involved as assistant-leaders were Gloria Dubois and Marie-Louise Fortier along with Maxine Bernard.

Projects were Clothing (1971-1979); Foods (1974-1986); Crafts (1979-1986); Self-Determination (1976-1986). In the following years other projects were taken such as Small Engines, Pheasants, Wood-working, Photography and Junior Leadership. Assistant leaders over those years were Morris Pelletier, Connie Priestly, John Roska, Suzanne Bilodeau, Jeanne Roska, Jeanne Laplante and Noëlla Huot. In December 1976, our club was chosen as one of the two winners for a song contest for the 60th anniversary of 4-H. The name of the song was "4-H" to the tune of "Hey Jude". The club appeared on 4-H Clubtime in February 1974.

Public speaking played an important role for all members taking part at club level. The winners had the opportunity to represent their club at district, regional and Northern Alberta Finals. Lucille DeChamplain won first at the Northern Alberta Finals held in Edmonton in 1975. Members attended 4-H Selections in Olds, at which time special trips were awarded. Members from our club who were awarded trips were: Lucille DeChamplain (National 4-H Citizenship Seminar in Ottawa, 1977), Suzanne Bilodeau (North-West Territories, 1978), Joanne Bilodeau (North-West Territories Exchange, 1981), Elizabeth Bilodeau (Operation Enterprise in Langley British Columbia, 1984). The club participated in Open House Canada exchanges with clubs from New Brunswick, Québec, Ontario and Nova Scotia. They found these trips very interesting and rewarding. Some lasting friendships were formed during these exchanges.

Various club members attended Club Week, Conservation Camp, Festival of Flair and Fashions, junior and senior 4-H camps and Curlorama. Senior members were involved in counselling at 4-H camps and helping at the Communication Festival. The club took part in tours in Edmonton to Bee-Maid Honey, Ice Capades, Disney on Parade and Muttart

Conservatory to name a few. These tours would end with swimming, bowling or rollerskating and a stop at McDonald's. Demonstrations were a fun event, with hair cutting and styling, ear-piercing and make-up for teenagers, and flower arrangements. Family dances, skating, Christmas parties, and toboggan and sleigh rides were some of the enjoyable highlights for the members.

Fundraising was very important. The members and leaders organized bazaars and bake sales, sold peanuts for the Kidney Foundation, did highway clean-up and canvassed the community for bottles, cans and old newspapers.

In early May, Achievement Day was always happy and rewarding with members modelling and displaying their projects. Skits were performed concerning events and highlights of the past year.

It was unfortunate to see the club fold, but no one indicated an interest in taking over the leadership and in June 1986, after our wind-up meeting and weiner roast, the club closed its books and donated the balance of their funds to the 4-H foundation. In 1994, Joe Kallal was inducted into the Alberta 4-H Hall of Fame.

*Le 29 septembre 1971, le club "4-H Vimy Needles" fut organisé et il fut renommé "Vimy 4-H Multi Club" en 1977. Le club avait 26 membres sous la présidence d'Esther Brown et des assistantes Vera Brown et Yvonne Blanchette.*

*Les projets ont inclu la couture (1971-1979), la nourriture (1974-1986), l'auto-détermination (1976-1986). D'autres projets comprenaient les petits moteurs, les faisans, le bois, la photographie et le leadership junior.*

*Les concours oratoires ont eu une grande importance pour tous les membres du club. En 1975, Lucille DeChamplain a gagné au championnat du nord de l'Alberta. Plusieurs membres du club ont aussi été récipiendaires de prix sous forme de voyage. Le club a aussi participé à des échanges avec des clubs hors-province soit en Ontario, au Québec, au Nouveau Brunswick et en Nouvelle Ecosse. Les membres du club ont aussi participé à de nombreux camps et tournées. Les ateliers, les danses familiales, le patinage, les sorties en traîneau, et cetera ont égayé beaucoup de soirées pour les membres et leurs familles.*

*Les prélèvements de fonds occupaient aussi les membres. Ils organisaient des bazars, des ventes de pâtisseries, des corvées de nettoyage et ils collectionnaient des bouteilles, des cannettes et des vieux journaux. L'année se terminait en mai par la présentation des projets. Le club ferma ses portes en 1986.*

## **Vimy Elevators -Élévateurs de Vimy**

**by Ulric Landry**

The Canadian National Railway (CNR) arrived in the area in 1909 and named the place Dunrobin. This was later changed, in 1912, to Vimy. On elevator road, south of town, stood four elevators which I will try to describe from memory and stories from days gone by.

The first elevator was the Gillespie Grain Co. Ltd. which I know was built in the early 1920's. This elevator was gutted by fire in 1935 and rebuilt in 1936 with a capacity of 31,000 bushels. The second elevator was the Alberta Pacific Grain Co. Ltd., built in 1925 with a capacity of 34,000 bushels. The third was the United Grain Growers Co. Ltd. (UGG)'s built as well in the early 1920's and gutted by fire from a lightning bolt in 1936. It was immediately rebuilt with a capacity of 27,000 bushels. The last one belonged to the Alberta Wheat Pool and was built in 1929. This one was the biggest in the row with a capacity of 40,000 bushels.

In the late 1930's or early 1940's, Gillespie Grain got out of the grain business and sold their Vimy elevator to the United Grain Growers. At one time, the UGG had two elevators in Vimy, the first and the third. A little later, Searle Grain Co. Ltd. made its appearance in Vimy and bought the UGG #1. In 1940, just after the war started, Alberta Wheat Pool built two loxtaves annexes at a capacity of 10,000 bushels each, bringing the AWP capacity to 60,000 bushels. After World War II, space was at a premium and farmers had a tough time selling their grain, so the Alberta Pacific built a 24,000 bushel balloon annex in 1949. In 1951, the UGG and Searle Grain each built 31,000 bushel balloon annexes increasing their capacity considerably.

In the mid-1960's Alberta Pacific was bought out by Federal Grain Co. Ltd. of Winnipeg which also bought out Searle Grain in the late 1960's. In the grain trade, it is common practice to make elevator trades with other grain companies. In the spring of 1969, the UGG was taken over by Federal Grain. The UGG elevator was known as Federal Grain #3. The Alberta Wheat Pool (AWP), in the same year, built a crib annex of 50,500 bushels, helping the surrounding area with more capacity. In 1972, Alberta Wheat Pool bought out the assets of Federal Grain in Alberta; it now owned everything in Vimy. It was a nightmare trying to run all four elevators at one time. Turning grain, cutting the grass, moving from one elevator to the next and trying to keep all the farmers happy.

The first elevator, now known as AWP #4 was emptied and dismantled in 1973. The next one to go was the old APG, AWP #2. This elevator and annex were dismantled in 1980. The Alberta Wheat Pool was left with their main elevator and their AWP #3 with a reduced capacity of 168,500 bushels. This was not enough, as good crops were being harvested. Congestion was a fact of life. It created hardships on the farming community. In 1982, the two 10,000 bushel loxtaves annexes were emptied and dismantled making room for a 45,000 bushel crib annex which was moved here from Morinville in 1983. This shot the capacity to 193,500 bushels. The balloon annex on AWP #3 was emptied in 1985 and dismantled in 1986, bringing the capacity down to 162,500. The CNR quit its weekly run to Athabasca January 15, 1991. The remaining grain left in the elevator was trucked out to other points.

Elevator #3 was finally closed January 15, 1991. Both elevators #1 and #3 and its annexes were demolished in February of 1992. I spent 26 years as manager of AWP. There were happy moments and also sad ones. The saddest was when the last elevator tumbled to the ground, signaling the end of an era.



Vimy Elevators. Courtesy of the Provincial Archives of Alberta

*Le premier élévateur à Vimy fut celui de la Compagnie Gillespie Grain construit pendant les années 1920 mais détruit par le feu en 1935 puis rebâti en 1936. Trois autres compagnies eurent le leur: Alberta Pacific Grain, United Grain Growers et Alberta Wheat Pool, tous construits également dans les années 1920 et portant une capacité de plusieurs dizaines de milliers de boisseaux.*

*Ce n'est qu'en 1992 que le dernier de ces élévateurs s'écroula, marquant un moment nostalgique pour les fermiers. C'était la fin d'une période importante d'histoire de l'agriculture en notre région.*

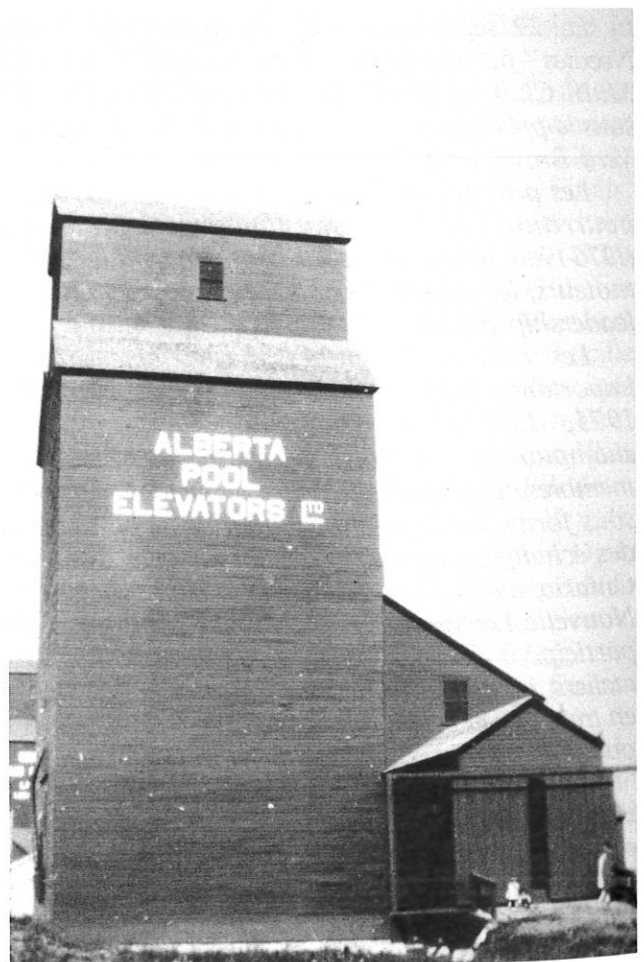
## Alberta Wheat Pool

by Dorina Mizera

Fernando Carrière bought grain for the Alberta Wheat Pool in Vimy for over 33 years. I am sure that any farmer who dealt with him found him to be an honest man. Besides buying grain, he coached hockey in winter and baseball in summer for 20 years. The boys who played for the Vimy team while our dad was coach were, as a rule, winners. As his family, we often went to help him at the elevator—25¢ in those days was a lot of money to us. This is what we were paid for a day's work. Our dad was a man of honesty and integrity. He always played fair.

*Fernando Carrière achetait le grain pour Alberta Wheat Pool à Vimy pendant plus de 33 ans. Il fut un honnête agent de cette compagnie. Ses loisirs consistaient à jouer le rôle d'entraîneur pour l'équipe de hockey en hiver et pour celle de base-ball en été.*

*La famille collaborait non seulement dans les sports mais dans son travail à l'élévateur. Ils recevaient 25¢ pour une journée de labeur.*



Alberta Wheat Pool elevator



## BUSINESSES, INDUSTRIES, COMMERCE

### Agri-Gifts by Lucien-ne

Lucien (Pete) Montpetit, a plumber for 39 years, hung up his tools and started working with nature's warehouse. Lucien always enjoyed nature and admired the beautiful grains in different types of wood. He wanted to make a craft that would represent Alberta. In 1982, he started thinking of retirement and began experimenting with different local woods. To his amazement, he found caragana to be the most colorful. Some people have asked him why he works with caragana. He replies, "Why not? Caragana can match any exotic wood because of its color and grain".

Caragana comes from Siberia and was brought to Canada by Russian settlers. It was used for windbreaks and hedges. It's called the Siberian pea shrub. Caragana will grow where almost anything else will not.

Lucien uses other local woods like lilac, chokecherry, and pine cones to make jewellery. He uses native woods because of their unique convoluted grain and because they are Albertan. Some of his caragana gift items are embedded with

oats, barley, wheat and canola seeds. There is no doubt that what he is doing is a hand-craft; every piece is done individually and no two are identical. Lucien is self-taught and as the saying goes, "You learn by doing", and the more you work at it, the better product you are going to produce.

The basement of their home has turned into a workshop where sanding, staining, varnishing, labelling, pricing and boxing is done.

Lucien also works with wood from old elevator "grain legs" where the grain has worn the wood out in interesting patterns. He makes pencil, napkin, letter and key holders, and picture frames. Some of the frames are embedded with barley, oats, wheat and canola seeds.

Lucien calls his craft Agri-Gifts by Lucien-ne. His wife, Lucienne, is also very involved, helping him make and sell their unique crafts. They travel to many points in the province; Lucien heads for one town and Lucienne covers another. It's one way to visit Alberta.

Their product has gone all over the world: Australia, New Zealand, France, Germany, Norway, Japan, Sweden, England and Denmark, to name a few.

Many gifts are often purchased to give to delegates or speakers at conventions. Lucien and Lucienne's home is always open to anyone who wishes to purchase a unique gift. They belong to the Arts and Crafts Society of Alberta and the Alberta Craft Council.

The husband and wife team have found the ultimate retirement pastime. It's something that they both enjoy doing. They work long hours but find it very rewarding.



Lucien in his workshop



Lucienne & Lucien in their craft shop

*Son amour pour la nature a inspiré Lucien Monpetit à créer des chefs-d'oeuvre avec différents bois locaux. Il fait des bijoux en bois de lilas, caragana, cerisier et pommes de pin. Dans ses créations faites avec du caragana, il incruste de l'orge, de l'avoine, du blé et du canola.*

*(Traduction par la famille)*

## Banks - Banques

by Normand Létourneau

Prior to the early 1920's, Legal experienced the operation of different financial institutions, such as the "Banque du Marchand", "Banque d'Hochelaga", "Montreal Bank of Canada" and "La Banque Canadienne Nationale". After a few years, the first three banks mentioned were recalled back to Quebec. Then in the early 1940's, "La Banque Canadienne Nationale" was also closed. Well known managers were: Mr. Beaulieu, Mr. Chalumeaux, Mr. Ouellette, and finally Mr. Tousignant. Léo Carrière was also a full-fledge cashier and accountant at "La Banque Canadienne Nationale". Normand Létourneau can still remember this little room surrounded with iron bars from ceiling to the floor, in the shape of a cage, (the style then) with the sign "Cashier" over a little opening from where the cashier operated.



One of the first banks in Legal, Merchants Bank of Canada

At the beginning of the 1940's, "La Caisse Populaire" (the Credit Union) came into existence. However, at that time, this was not a financial institution as such, rather a system to open savings accounts and offer small loans to its members. In late 1946, the Credit Union was allowed to have a small corner at the back of the Legal Co-op store.

Jos A. Therien, the Co-op manager, with the



Banque d'Hochelaga, l'une des premières banques à Legal

approval of the Co-op board and the Credit Union board, decided to give a boost to the Credit Union by having more money on hand to serve the community better by cashing grain, livestock, dairy and also personal cheques. Business really increased. Normand, an employee of the store at that time, was also given the responsibilities of cashier for the Credit Union. He still has vivid memories of boarding the Greyhound Bus to go more than once to an Edmonton bank to cash cheques and come back with \$30,000 to \$40,000 inside coat pockets or in a cotton made shopping bag. J.A. Therien can still vouch today to his "testimony", although this was not well known to many people and not a favorable way of doing business.

In 1947, the Village of Legal Council headed by Mayor Georges Monpetit brought forward the idea of having a banking institution. With the support of the local businesses and prominent farmers of the district, the mayor, accompanied by Léo Carrière, approached the Bank of Nova Scotia.

A survey of the different businesses and farming operations was initiated and a report was forwarded to the bank. The co-operation of Philippe Mercier, a farmer, lumber yard operator and prominent business man who sold vehicles and farm machinery, had a good influence in the bank's decision to open a branch in Legal.

The Bank of Nova Scotia's head office in Toronto signed a lease September 13, 1948, to rent a building owned by Joseph St. Martin. This large brick building had been built around 1915 by the "Banque d'Hochelaga". It was then purchased by "La Banque Canadienne Nationale". In 1940, Dr. George Whissell took ownership. There, he made his residence on the upper floor, and opened his

office (a miniature hospital) and pharmacy on the main floor. January 1, 1942, Dr. Whissell took up residence in Westlock, and sold the property to Joseph St. Martin. It was then turned into a family residence, and also a beauty parlor, until it was rented in 1948.

As soon as the bank signed the lease, a person by the name of Frank McCann was transferred from Timmins, a mining town in Ontario, to Legal, a farming community, to be the first manager. Quite a contrast between the two places.

However, Mr. McCann with his wife Bernice and two children, Mary Catherine and William (Billy) took up residence on the top floor above the bank.

October 21, 1948, the Bank of Nova Scotia opened its doors for business. The staff on that first day consisted of: Frank McCann (manager), Gracienne Auger (typing and secretarial work) and Normand Létourneau (first teller and accountant). Mr. McCann and Normand Létourneau had access to the large one-ton standing safe.



Legal Bank of Nova Scotia, 1948

Gracienne Auger, after a couple of months, opted to go to a school of nursing, and became a registered nurse at the Edmonton General Hospital. Edna (Boisvert) Mercier took over Gracienne's position.

In 1952, an extension made of lumber and siding was constructed at the rear of the building for storage, staff washrooms, an extra space for the upstairs living quarters.



Staff, 1948: Frank McCann, Gracienne Auger, Normand Létourneau & Edna Boisvert

The bank received its operating cash money through registered mail. Every time this happened, the manager and Normand would walk together to the post office, one carrying the money bag and the other hiding a .45 calibre revolver. It was a big joke because probably neither one of them could hit the broad side of a barn, let alone a robber. This was done for insurance purposes only. On Normand's first day as teller, this weapon was placed underneath his cash drawer (till) with the instructions not to even think of reaching for it, instead to do the hands-up exercise and do exactly as he would be told. Fortunately, they never had a hold-up.

With the increase of business, the Bank finally acquired the property from Joseph St. Martin on June 19, 1963. In 1968, the 1952 extension was



New Scotiabank building, 1982 in Legal

replaced by a larger brick extension. However, in 1982, the Bank decided not to do any renovations to the old building. Instead, it was demolished and a completely new building was erected as it stands today.

The managers of the Bank of Nova Scotia were as follows: McCann, F.G. (October 21, 1948), Strachan, R.M. (March 13, 1952), Dunn, T.G. (January 25, 1954), Courchène, D.W.J. (June 2, 1960), Ziemanski, M. (May 16, 1963), Langley, J.E. (January 17, 1966), Bukowski, R.A. (February 10, 1969), McNamara, J.B. (August 27, 1971), Brooks, G.I. (November 14, 1972), Dennis, D.E.R. (November 14, 1973), Mayeski, S. (June 20, 1975), Taylor, J.B. (March 10, 1977), Sutter, L.D. (April 15, 1980), Bowerman, E.L. (July 4, 1983 to present).

Another well-known person in the banking circles was Thomas (Tommy) Hayes who was a frequent relieving manager in Legal between 1948 and 1960.



Scotiabank Staff, 1993: Lorne Bowerman – manager, Gladys (Rau) Scholter – accounting, Lee (Perrault) McGillis – accounting, Rita (Bergevin) Parent – teller, Cécile (Huot) Champagne – teller, Henriette (Cyr) Boehm – teller, Donna (Thompson) Fedorvich – loans, Wendy (Tymchuk) Scherger – loans

*Avant les années 1920, les gens de Legal furent desservis par différentes institutions financières, soit la Banque du Marchand, la Banque d’Hochelaga, la Banque du Canada de Montréal, et la banque Canadienne Nationale. Les trois premières furent rappelées à Québec et la dernière fut fermée dans les années 1940.*

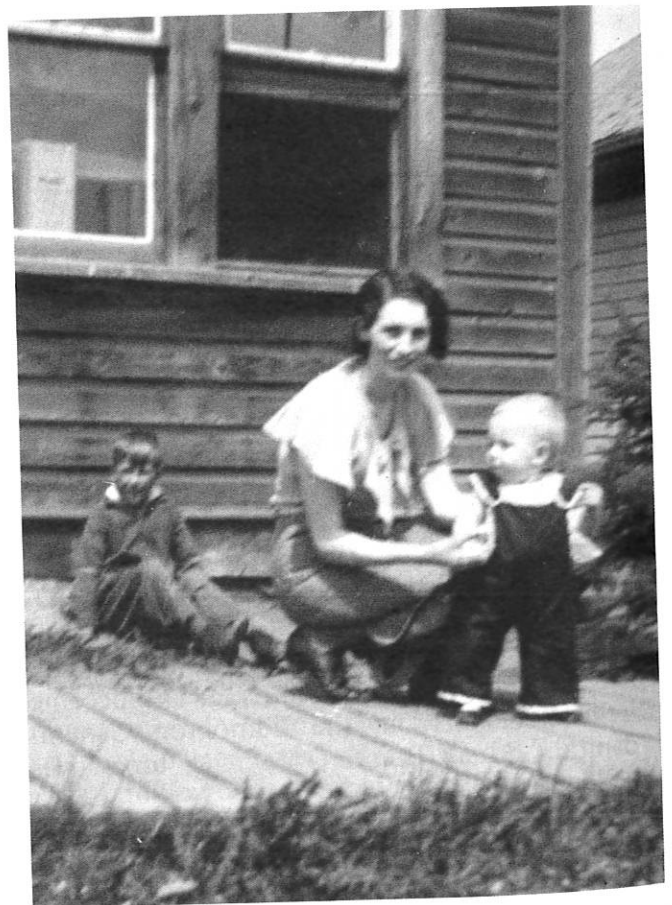
*Le début des années 1940 vit l’ouverture de la Caisse Populaire qui offrait des comptes d’épargne et des emprunts à ses membres. En 1946, la caisse fut installée dans un coin du magasin Co-op. Avec*

*l’accord du conseil des caisses populaires et des directeurs, on commença à endosser les chèques pour avoir plus d’argent dans la communauté. Le caissier devait parfois se rendre en autobus à une banque à Edmonton pour encaisser les chèques et revenir avec de 30 à 40,000\$ caché dans les poches ou dans un sac en toile.*

*En 1947, le conseil du village a lancé l’idée d’avoir une banque. Après quelques recherches, la Banque de Nouvelle Ecosse signa un bail pour louer un bâtiment en briques qui appartenait à Joseph St-Martin. La banque ouvrit ses portes le 21 octobre 1948 avec trois employés soit Frank McCann (gérant), Gracienne Auger (secrétaire) et Normand Létourneau (caissier et comptable). La propriété fut achetée par la banque en 1963. En 1952, on fit une addition en bois à l’arrière du bâtiment; elle fut remplacée en 1968 par une plus grande en briques. En 1982, tout le bâtiment fut détruit et un nouvel édifice fut construit.*

### **Boucherie de Vimy – Meat Market**

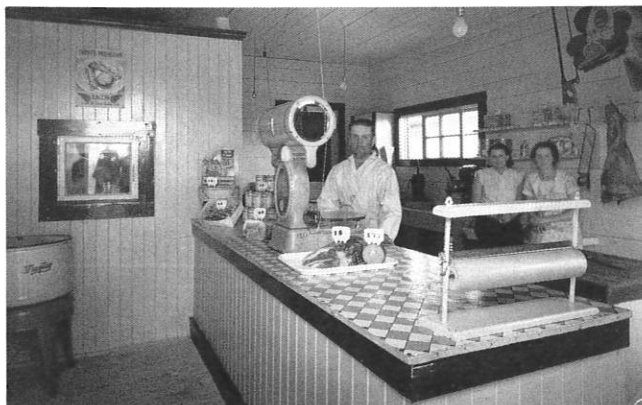
En 1936, Wilfrid Huot a entrepris la gestion de la boucherie à Vimy. Sa femme, Marie, le rejoignit après leur mariage en 1936. L’opération



Laurier, Marie & Jocelyn Huot devant la boucherie

d'autrefois était très différente de celle d'aujourd'hui. Il n'y avait pas de réfrigération, alors l'hiver, on camionnait la glace de Island Lake. La glace était coupée en blocs de deux pieds carré et mise en réserve dans une cabane louée de Tom Parrent. Une ou deux fois par semaine, on emmenait la glace de là à la boucherie où on avait une chambre en arrière qui servait de glacière. La glace était mise dans une boîte et recouverte de brin de scie. La viande pendait en quarts et elle était coupée seulement quand un client entra pour en acheter.

Wilfrid achetait les animaux des fermiers et les tuait sur place. Le lendemain, après que l'animal avait refroidi, il le ramassait. En plus, il achetait de la viande de Queen City Meats d'Edmonton. Après quelques mois, les grandes compagnies comme Burns, Swift et Gainers ont commencé à livrer la viande. Wilfrid allait de maison en maison pour vendre de la viande. Une journée, il allait à l'est de Vimy vers Waugh, le lendemain vers l'ouest. Pendant ce temps, Marie prenait charge de la boucherie. Le prix de la viande était bien différent de celui d'aujourd'hui. Un T-Bone steak se vendait à deux livres pour 25¢. Tout un boeuf s'achetait pour 40\$. La graisse de boeuf se vendait pour 2¢ la livre et était utilisée pour faire du savon. En plus de couper de la viande, ils faisaient de la saucisse au boeuf, un délice dans la communauté. L'entreprise a grandi, alors il a commencé à vendre des fruits et du tabac. Cela exigeait plus de voyages à Edmonton car ces produits n'étaient pas livrés. La boucherie fut ouverte à Vimy jusqu'en 1941, quand Yvon Gouin l'a achetée et incorporée dans le magasin local.



Vimy Butcher Shop, 1938: Wilfrid Huot, Antoinette de Champlain, Marie Huot

*Wilfrid Huot took over the management of the meat market in Vimy in 1935. He was joined by his wife Marie after their marriage in 1936. The*

*operation of the business was very different than it is now. There was no refrigeration so ice had to be hauled from Island Lake in winter. It was cut into blocks of about two cubic feet and stored in a big shed rented from Tom Parrent. From there, it was brought once or twice a week to the butcher shop. A room was built at the back of the shop as a cooler. The ice was put in a bin and covered with sawdust. The meat was hung in quarters and cut only when the customer came to buy.*

*Wilfred would purchase animals from farmers and butcher them. They would cool over night and be picked up in the morning. Some meat was purchased at Queen City Meats. After a few months the larger companies such as Burns, Swift and Gainers began delivering. Wilfrid would make house to house calls selling meat. When he was doing so, Marie would operate the shop. One day he would go east of Vimy to Waugh, another day he would go west. The price of the meat was much different than it is today. At that time, T-Bone steak was two pounds for 25¢. A whole beef cost about \$40. Suet was sold for 2¢ a pound and was used to make soap. Besides cutting the meat, they also prepared beef sausage which was popular in the community.*

*As the business grew, they expanded and sold fruit and tobacco. This meant more trips to Edmonton were necessary since these products were not delivered in those days. The meat market operated in Vimy until 1941 when it was purchased by Yvon Gouin and was incorporated into the local store.*

## **Bureau de Poste - Post Office**

Pendant environ six ans, les premiers colons n'avaient aucune manière de recevoir des nouvelles de leurs parents et amis qui demeuraient dans l'Est du Canada et même en Europe.

A partir de 1900, voici la liste des maîtres de Postes appointés—cette information vient des Archives Nationales du Canada: Minnésippe Massie (1 mai 1900 au 20 août 1900), Elie Girard (1 mai 1901 au 17 août 1903), Téléphore St-Arnault (1 mars 1904 au 30 décembre 1907), J. B. Côté (15 février 1908 au 13 janvier 1913), Steve Lavergne (8 avril 1913 au 25 décembre 1916), Romuald Rouleau (24 janvier 1917 au 15 octobre 1926). Ceux-ci ont tous démissionné. Rosalie Lavergne Pelletier, née en octobre 1883 prit le titre de maîtresse de poste le 21 février 1927 et y resta jusqu'à sa mort le 1 février 1946. Conséquemment, Marie Anne Yvonne Boisvert, sa fille, occupa temporairement sa position dès le 22 février 1946.



M. Lavergne, Mme Lavergne, Mme Delphis Coulombe, Mme Pelletier, Anna Séguin, Yvonne Fortin, Béatrice Provost, Germaine Lamarre, Alma Fortin, Yvonne Lamarre, Alice Séguin & Jeanne Provost

Benoit St-Martin, vétéran, né le 19 septembre 1913, succéda à Mme Pelletier le 2 juillet 1946 jusqu'à sa retraite le 1 octobre 1973. Denis E. Limoges est présentement le maître de poste de Legal depuis le 1 juillet 1973.

Au début, le courrier était livré du Lac des Oeufs une fois par semaine. J.B. L'Hirondelle venait à cheval porter le courrier qu'il transportait dans un petit sac à main. Il venait de bonne heure le matin et repartait tard dans l'après-midi pour Morinville afin que les lettres urgentes soient répondues et postées le même jour.

En 1903, le bureau de poste consistait de la table de cuisine de M. Massie. De là, le bureau fut transféré au magasin général de Téléphore St-Arnault, en face de Legal Motors, où Madame s'occupait du courrier. Plus tard, Romuald Rouleau construisit un magasin en face de l'église où demeure aujourd'hui Germaine Nault. Encore une fois, le bureau de poste avait droit à un petit coin pour servir les gens.

Plutôt que de livrer le courrier rural, il y avait une personne dans chaque district d'école, responsable de venir le chercher. Ces derniers livraient de leurs foyers, soit à Fairydell, à Legal, à Waybrook ou à Fedorah.

En 1912, le chemin de fer et une gare ont été construits à deux milles du village. Le courrier était transporté d'Edmonton à la gare une fois par semaine et plus tard, trois fois par semaine.

Pendant plusieurs années, Delphis Coulombe, Polydore Massie, Fortunat Larose et Ernest Lamarche transportaient le courrier de la gare, soit en démocrate ou en traîneau.

Le bureau, en arrière duquel Rosalie Lavergne Pelletier résidait, se situait sur la grande rue en face



Legal Post Office from the 1920's until 1946

du dépanneur. Ce même bureau a été rénové et est actuellement la demeure de Maurice St Jean.

En 1946, la demeure de Benoit St Martin fut bâtie juste à l'est du Centre Nault pour accommoder le bureau. Un timbre de 3¢ livrait une lettre de première classe et un timbre de 1¢, une lettre de seconde classe. On transportait encore le courrier en démocrate ou en traîneau. En se modernisant, un camion nous apportait le courrier tous les jours de la semaine comme bureau: les mandats de poste écrits à la main furent remplacés par des mandats imprimés à la machine, une machine à affranchir (pour accommoder la banque de la Nouvelle Ecosse et la Caisse Populaire) fut ajoutée, ainsi que des casiers supplémentaires, pour faciliter l'assortiment des lettres, surtout au temps de Noël; d'autres améliorations: un téléphone pour le bureau, d'autres casiers postaux et de nouveaux services tels que l'enregistrement garanti, la poste de priorité et la correspondance certifiée. Benoit livrait aussi le courrier rural R.R.1, et R.R.2, y inclus Waugh, deux fois par semaine, tandis que son assistante à temps partiel, Marie-Ange St-Martin, s'occupait du bureau.

M. Limoges affirme que la population de Legal ne change pas beaucoup mais qu'il y a plus de va et vient qu'auparavant.



Legal Post Office, built in 1971

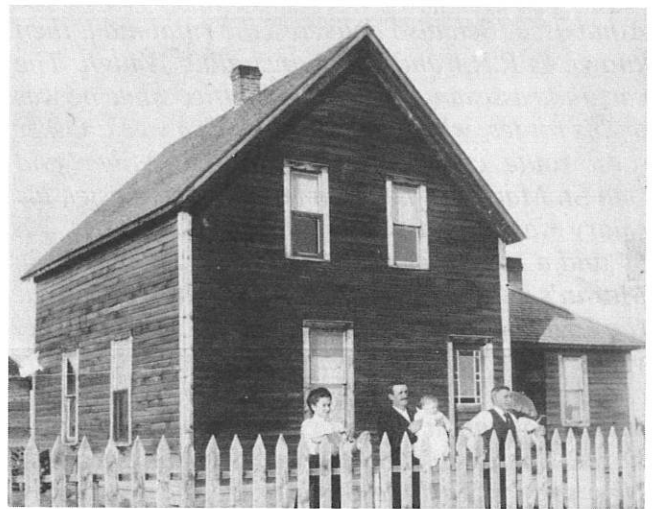
*Legal was first settled in 1894. For about six years, the first settlers had no way of hearing from their relatives and friends who all lived far away in eastern Canada or even in Europe.*

*The first post office was obtained May 1, 1900 under the name of St. Emile de Legal Post Office, named after Bishop Joseph Emile Legal. Minnésie Massie became the first postmaster, appointed May 1, 1900. After his resignation, Elie Girard was appointed (May 1, 1901 until August 17, 1903).*

*Mail arrived once a week from Egg Lake and*

*was brought in by J.B. L'Hirondelle. He rode on horseback and carried the mail in a small hand bag. He would come in the morning and leave after lunch so that any urgent letters could be answered and mailed out the same day. In 1903, there were about 15 families living here and as many bachelors. There was no post office building, so all the mail was sorted on a kitchen table in the postmaster's residence.*

*The third postmaster was Téléphore St. Arnault (1904-1907), a store owner across from Legal Motors. Mrs. St. Arnault would look after the mail. J.B. Côté served from 1908 to 1913. The next appointee was Steve J. Lavergne, from 1913 to December 25, 1916. Romuald Rouleau took over until 1926. He owned a store and again the post office was allocated a few square feet of space.*



Post Office at Diligence, 1908: Théophile & Marie Bouclin

*At that time, instead of having rural mail delivery, there were post office depots in most of the school districts such as Fairy dell, Diligence, Casavant, West Legal, Springfield, Waybrook and Fedorah. Each of these districts had someone appointed to come for their mail in Legal and delivery was made from their home or store in that district.*

*By 1912, the train was passing about two miles from Legal where elevators and a railway station were built. At that time, the mail was brought in by democrat in summer and by sleigh in winter. In the fall of 1927, Rosalie (Lavergne) Pelletier became the postmistress until February 1, 1946 when she passed away. Mary, her daughter, was a part-time assistant and had been for 10 years. Other assistants were Della Larose, Thérèse Vantighem, Bernadette St. Martin and Aline (Pelletier) Rivard. The mail was still being brought in by horsedrawn vehicles.*

*Carriers were Delphis Coulombe, Polydore Massie, Fortunat Larose and Ernest Lamarche.*

*The post office building was where Maurice St. Jean now resides. It faced main street and the living quarters were at the back. After Rosalie Lavergne Pelletier passed away, Mary was appointed acting postmistress. That was during World War II. When the war ended, the returning soldiers were given the priority for the postmastership. Ben St. Martin applied and became postmaster July 2, 1946. During his 27 years of postal service, the money order machine replaced the hand-written money order, a postage meter machine was introduced and served both the Bank of Nova Scotia and the Credit Union. Sorting cases were brought in, which especially facilitated Christmas sorting, which otherwise had to be done on a table. In time, mail began to be delivered by truck from Edmonton to Athabasca. Ben also delivered the rural mail, then known as R.R.1 and R.R.2, including Waugh. The part-time assistant tended to the office while he was on his routes, which he served twice a week. Other rural route carriers were Winfield, Miller and Dan St. Martin. When Ben became postmaster, his salary was \$125 a month. A first class letter was 3¢ and a second class letter was 1¢. After Ben St. Martin's retirement in 1973, Denis Limoges became the Legal postmaster in October 1973 and after 19 years of service, he is still serving Legal. More changes took place; a welcome addition was the first telephone in the office and more post office boxes. There is a rural delivery five times a week. New services include Security Registers, Priority Post, Certified Mail and others.*

*Today, Denis Limoges states that the population has remained quite stable with about one quarter constantly changing.*

*From 1946 to 1973, the part-time assistants were Marie-Ange St. Martin (for 27 years), Thérèse Auger and Josephine Patry. From 1973 to 1993, there were Nancy Lalonde, Anita Kotchon, Jeannette Panich, Lucienne Pelletier and Celina Neufeld (sorry if I missed any). Norman St. Martin is presently the rural mail carrier.*

### **Canadian National Railway Legal - Chemin de fer Canadien National Canadian National Railway Athabasca Subdivision Construction**

The Canadian Northern Railway's (CNoR) main line reached Edmonton from Winnipeg in late 1905. Under the charter of the Edmonton and Slave Lake Railway, the CNoR constructed a 21.6-mile branch from the west end of the

Edmonton yards to Morinville, opening it for service on December 10, 1906. The line was bound for Athabasca Landing but was stalled by the financial recession of 1907-1908.

Interest in the line was revived in 1909, when provincial elections were fought largely on the basis of providing an expanded railway network throughout the province. As a result, the Morinville to Athabasca Landing line (75 miles) was one of three Canadian Northern branches that received provincial bond guarantees. According to the agreement, the line was to be completed to Athabasca Landing within a year.

Final location surveys on the line commenced in April 1909. A grading contract for 24 miles (Morinville and Clyde) was awarded to Malcom McCrimmon of Edmonton. Work commenced at the south end on June 1, 1909, but was held up due to wet weather and a scarcity of labour. Grading was completed by September, but track-laying was deferred. With its attention diverted to numerous other railway projects throughout the West, the Canadian Northern could not commit the necessary resources to the Athabasca Landing line, but to calm the residents' fear, and to quell rumours of an impending change in route, Canadian Northern Vice-President Donald D. Mann guaranteed that the line would be completed to Athabasca Landing in time to take out the 1911 crop.

Tracklaying commenced from Morinville in early July 1911 and, in fits and starts, finally reached Athabasca Landing on the following May 14, 1912. (Based on this, tracklaying through Legal probably occurred in early August 1911.) The 74.41-mile line from Morinville to Athabasca Landing (later shortened to Athabasca), opened for service August 6, 1912.

In 1917, the bankrupt Canadian Northern Railway was taken over by the Federal Government. It was one of the major constituents of a newly-formed entity which ultimately became the Canadian National Railway (CNR).

### **CNR Athabasca Subdivision Operations**

The Athabasca Subdivision was to be a land bridge between Edmonton and the Landing on the Athabasca River, connecting 3,000 miles of inland navigable waterways stretching throughout the North. Competition from the Edmonton, Dunvegan and British Columbia lines into the Grande Prairie and Peace River districts by 1916 drastically diminished the importance of these waterways for transportation. Thus, the sought



after overhead traffic on the CNoR line never materialized and Athabasca slid into relative obscurity.

The Canadian Northern's Athabasca line passed through country well suited for cattle raising and mixed farming. The growth of grain farming along the line is readily apparent from the number of carloads of grain in its early years: 1913 (49), 1914 (104), 1915 (304), 1916 (408). Like most Prairie railway lines, grain and cattle were shipped out, coal and finished merchandise brought in. Development of public highways reduced dependence on rail transport, which became grain-dependant. Despite the greatly increased operating efficiencies of diesel-electric locomotives, introduced to the Subdivision in the late 1950's, grain remained the primary freight hauled on the line.

Passenger services on the Athabasca Subdivision were never extensive. The CNoR's Construction Department offered basic passenger services on its work trains prior to handing the line over to the Company's Operating Department. The first "official" passenger train left Edmonton early September 5, 1912 and reached Athabasca later that day, with 15 freight cars and four passenger cars (with 75 on board). This was the start of a regular tri-weekly mixed service. Trains ran from Edmonton to Legal in two hours and 20 minutes, taking another four and a half hours to reach Athabasca. The passenger fare averaged 3¢ per mile. This service was in addition to a daily-except-Sunday mixed running between Edmonton and Morinville, dropped in the fall of 1920, then reinstated as a tri-weekly run in February 1921.

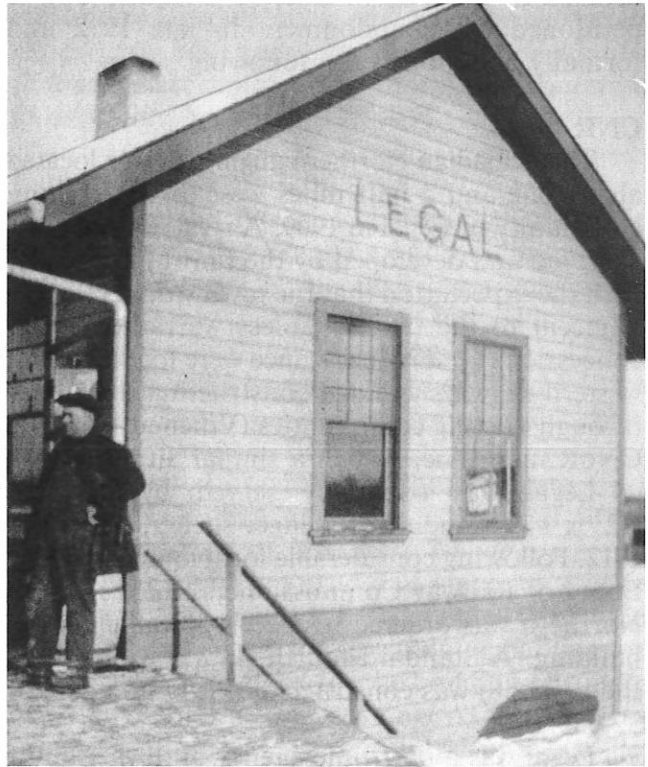
In 1924, Edmonton-Athabasca service was upgraded to four times weekly in each direction. Running times had been reduced to just over an hour and a half between Edmonton and Legal and a total of four hours to Athabasca. The service was modified in 1927, going up twice a week as a mixed and returning the following day as a passenger train; then going up twice a week as a passenger and returning as a mixed train.

During the Depression, the CNR was forced to make significant cuts in its passenger train services due to the poor economy. Effective June 1931, services on the Athabasca Subdivision were reduced to a tri-weekly mixed.

In the spring of 1940, an oil-electric car, commonly known as a "skunk", replaced the "conventional" train equipment. The motor car ran weekdays, returning daily, except Sunday and Monday. The trip from Edmonton to Legal took an hour and 20 minutes; the entire run to

Athabasca took four hours. Motor car service was superseded by a four-day-a-week mixed/passenger train in November 1946 (as previously described for 1927).

In 1947, the Athabasca Subdivision between St. Albert (Trelle) and Morinville was abandoned, after the CNR arranged running-rights for its trains over the Northern Alberta Railways from Edmonton to Morinville, where a connection was made. Train schedules were unaffected by this rerouting. Service was downgraded to a triweekly mixed in November 1948, until passenger services on the Athabasca Subdivision ceased in the spring of 1955.



Legal Railway Station

The Athabasca Subdivision had no formal mail services, that is, there was no provision for a mail car with sortation by on-board clerks. Mail was carried in sealed bags on the mail-baggage car, or in the baggage compartment of local passenger/mixed trains. A courier, contracted by the Post Office, transported the mail between the station and the post office in town. This very rudimentary mail service commenced on this line in the first week of November 1912, lasting until passenger service was discontinued.

Between 1979 and 1985, nearly \$6.5 million were expended on the Athabasca Subdivision under the Federal Government's Branch Line

Rehabilitation Program, mainly on bank widening, drainage and bridges. Due to the light rail and the deferred maintenance of previous years, train speeds on many long stretches were limited to between 10 and 15 miles per hour. Further, grain-hopper cars could only be loaded to two-thirds capacity. In 1992, the light 60-pound rail between Morinville and Legal was replaced with 100-pound steel, greatly increasing operating efficiencies.

Except for some temporary car storage, operations north of Legal ceased in early 1991. The last CNR train to operate to Athabasca left Calder Yard-Edmonton on January 13, 1991, returning the following afternoon. The portion of the Sub-division 1.5 miles north of Legal to Athabasca was petitioned for abandonment in late 1992 and formally abandoned the following spring.

### CNR Legal

The Canadian Northern alignment was located about one and a half miles west of the existing community of Legal in 1909. A rival townsite was surveyed and developed by the railway company, with the expectation that the town would relocate adjacent to the tracks. Unless warranted, or if concessions of some substance were forthcoming, western railways avoided constructing their lines through existing communities (Villeneuve, on the CNoR main line, was in a similar situation).

Legal was originally served by a small (12' x 14') standard passenger shelter, erected in 1912. Following considerable local lobbying to the Board of Railway Commissioners, the Canadian Northern was ordered to erect a suitable station building. A Standard fourth class station (CNR Plan 100-68) was constructed in 1917 at a cost of \$2,050.

Legal was a part-time agency until the fall of 1920, when a train-order office was established in the station, with a full-time (day) agent-operator. (Available information suggests that there were no grain elevators in Legal before 1916. By 1920, there were two elevators, and by 1930, another three had been constructed, making Legal a principal grain delivery point on the line.)

New cedar-post foundations and insulation were installed in 1940, and the exterior of the station was stuccoed in 1945. Electric lighting was installed, likely some time in the 1950's.

With reduced traffic, the Legal agency was closed in the fall of 1965 and the station building was sold April 26, 1966, and relocated to a farm about four miles east of town (as of a year ago it was still there).

Some of the station agents over the years: Ralph Graves, Terry Flaherty, Wally Burry, Cal Dalgluish, Kathleen Stewart.

### Other railway buildings in Legal:

Standard two-car Grain and Machinery Loading Platform (CNR Plan 160-40), 1913, \$700 - in 1934, it was extended 16'; Standard two-pen wood stockyard, 1913, \$400 - in 1916, stockyard water supply removed; Section Tool House 12' x 18', moved from Ranfurly in 1938, is removed; Section Foreman's Dwelling (first), old carbody with lean-to replaced in 1930 - not removed until 1950's (?); Section Foreman's Dwelling (second), 23' x 26', 1930, \$3,250 - in the 1950's (?), electric lighting installed, sold January 15, 1972; Sectionmen's Bunkhouse (first), old carbody replaced in 1939; Sectionmen's Bunkhouse (second), 10' x 32' (CNR Plan 110-159), 1939, sold February 10, 1971; Coal Shed 10' x 18', sold October 31, 1971.

*La ligne du chemin de fer du "Canadian Northern Railways" (CNoR) entre Winnipeg et Edmonton a été terminée en 1905. L'année suivante, elle atteignait Morinville et elle devait se rendre jusqu'à Athabasca Landing mais la récession mit fin au projet en 1907. Le projet fut repris en 1909, mais on s'arrêta à Clyde à cause d'un manque d'argent, et ce n'est qu'en 1912 qu'on atteignit Athabasca. En 1917, le gouvernement fédéral prit possession du CNoR, alors en difficulté financière, et ce fut le début du CNR (Canadian National Railways).*

*La ligne du chemin de fer d'Athabasca traversait une région propice à l'élevage du bétail et à la culture céréalière; le train apportait des biens de consommation, et repartait avec des chargements de grains et d'animaux. De 1913 à 1916, le nombre de wagons de grain augmenta de 49 à 408. On inaugura aussi un service de passager en septembre 1912. Le train prenait deux heures et 20 minutes pour parcourir la distance entre Edmonton et Legal, et encore quatre heures et demie de Legal à Athabasca. Il transportait aussi les sacs de courrier pour les petites localités situées non loin de la ligne du chemin de fer Edmonton-Legal, pour un coût de 3¢ du mille. Durant la Dépression, le CNR coupa dans les services aux passagers. En 1940, les locomotives à "l'électricité et à l'huile"; appelés "skunk", remplacèrent les locomotives traditionnelles.*

*En 1947, la subdivision entre St-Albert et Morinville fut fermée et des ententes furent conclues entre le CNR et NAR (Northern Alberta Railways) pour l'utilisation de leur ligne Edmonton-Morinville où s'effectuait un transfert. Le service aux passagers de la subdivision Athabasca cessa au printemps de 1955.*

*Entre 1979 et 1985, le gouvernement fédéral accorda 6.5\$ millions pour l'amélioration de la ligne*

*d'Athabasca. En 1992, on remplaça les rails de 60 livres entre Morinville et Legal pour des rails de 100 livres, permettant des chargements plus lourds. Les activités ferroviaires au nord de Legal cessèrent en 1991. Le dernier train vers Athabasca a quitté Edmonton le 13 janvier 1991.*

*Les facilités du Canadien National étaient situées à un mille et demi à l'ouest du village de Legal en 1909. La compagnie fit arpenter un site de village près du chemin de fer, dans l'espoir que le village existant déménage à cet endroit, ce qui ne se concrétisa pas. Un abri pour passagers fut construit en 1912 et une station conventionnelle fut érigée en 1917 pour un coût de 2050\$, avec un agent-opérateur permanent à partir de 1920. Des rénovations ont été faites en 1940 (nouvelles fondations et isolant), en 1945 (extérieur refait en stucco) et dans les 1950 (électricité). L'agence de Legal a fermé en automne de 1965 et la station a été vendue le 26 avril 1966, pour être déménagée sur une ferme à quatre milles à l'est du village.*

### **Cen-Alta Oilfield Trucking Ltd.**

December 18, 1952, Imperial Oil Ltd. drilled for oil on the NE-11-57-25-W4 quarter owned, at the time, by Jean Tieulié, two miles south of Legal. Imperial Oil Ltd. drilled to a depth of 4,335 feet but was not successful in producing an oil well. In August 1954, Imperial Oil Ltd. made a salt water disposal well at that location.

In 1964, Charlie Forster, owner of Foralta Resources Ltd. purchased the disposal well from Imperial Oil. Roland Tieulié purchased the quarter of land from his uncle Jean in 1966.

Cen-Alta Oilfield Trucking Ltd. was formed in 1988 with John Forster and Roland Tieulié as partners. Roland became the sole owner January 29, 1993. Cen-Alta included a disposal well which disposed salt water at a cost per cubic metre for



Two Cen-Alta trucks unloading salt water in the salt water disposal well

companies producing oil and gas. Cen-Alta owns two trucks for hauling salt water and crude oil and is still in operation.

*Le 18 décembre 1952, la compagnie Imperial Oil Ltd. creusa sur le terrain de Jean Tieulié, à deux milles au sud de Legal. Ils creusèrent jusqu'à 4 335 pieds mais ne trouvèrent pas d'huile. En août 1954, ils en firent un puits de dépôt d'eau salée.*

*En 1964, Charlie Forster acheta le puits d'Imperial Oil Ltd. et en 1966, Roland Tieulié acheta la terre de son oncle Jean.*

*Cen-Alta Oilfield Trucking Ltd. fut formé en 1988 avec Roland Tieulié et Charlie Forster comme partenaires. Le 29 janvier 1993, Roland en devint le seul propriétaire. Cen-Alta possède un puits où est déposée l'eau salée à un coût au mètre cube pour les compagnies produisant du gaz et de l'huile. Roland a deux camions pour transporter l'eau salée et de l'huile brute.*

### **Champlain Bros. Construction**

Early in the 1960's, Roland and Norbert de Champlain started trucking and hauling gravel. Eventually, they began their own gravel pit business. After their father "Gus" (Philip) de Champlain sold his "garage operation" in the village of Legal, he and his other son Maurice joined the family business to form what is now known as Champlain Bros. Construction. Together they purchased crushing equipment from Carl Javorski of Onoway, and operated a gravel pit on a quarter section of land near Waugh.

Besides supplying sand and gravel to private customers, their business has expanded to include supplying material for the Municipalities of Sturgeon and Westlock for the building of roads, as well as some custom crushing. As the business expanded, they leased other gravel pits.

Marie Anne de Champlain (Gus' wife and mother of the boys) quickly became a very active and important figure in the business. She ran errands for the company and was cook for the whole operation. Gus kept his crusher going and looked after it with love and care, just as you would your own child. He loved his job so much that he kept at it until he was 82 years old.

Roland and Norbert made sure that all equipment was in tip-top shape, and looked after the day-to-day operation of the business. Since Norbert's passing in April 1986 and Gus' in 1988, Roland and Maurice have continued to supply sand and gravel in the area.

*Au début des 1960, Roland et Norbert de Champlain ont commencé leur propre compagnie*



Champlain Bros. Construction

*de camionage de gravier. Eventuellement, ils ont établi leur propre carrière de cailloux. Après que leur père "Gus" (Philip) de Champlain a vendu son garage dans le village de Legal, lui et son autre fils, Maurice, joignirent les deux autres. Ils formèrent alors "Champlain Bros. Construction". Ils achetèrent de l'équipement de Carl Javorski d'Onoway et opérèrent leur carrière de cailloux sur un quart de section dans la région de Waugh.*

*Non seulement ils fournissent leurs clients privés avec du sable et du gravier, ils approvisionnent aussi les municipalités de Sturgeon et de Westlock. Avec l'expansion de la compagnie, ils ont loué une autre carrière de cailloux.*

*Marie Anne de Champlain, la mère des trois frères, a toujours été très active au sein de la compagnie, en faisant les commissions et toute la cuisson. Gus, de son côté, a toujours pris bien soin de son "crusher". Il aimait tellement son travail qu'il continua jusqu'à l'âge de 82 ans.*

*Roland et Norbert entretenirent leur équipement et s'occupèrent des tâches journalières dans la compagnie. Roland et Maurice continuèrent de fournir du sable et du gravier même après le décès de Norbert en avril 1986 et de Gus en décembre 1988.*

### **Chez May Car and Truck Wash -Lave-auto Chez May**

It was almost like a dream. For many years I thought of opening a facility. It was definitely needed in the community, but was there enough support and population to warrant such a major expenditure and undertaking? Plans were drafted, studies were done on the performance of other facilities in various locations, and finally it all came together.

November 21, 1987 May and Louis Lecavalier celebrated the grand opening of Chez May Car and

Truck Wash, the "first" all season facility in the village of Legal. The challenges are numerous; May is manager-operator during the day, as well as full-time mother, while Louis takes on the role of maintenance and repair man in the evenings and on most weekends. We have enjoyed the many challenges over the last five years and continue to maintain the enthusiasm that our valued customers have brought us, demonstrating that in fact someone with a vision can succeed with a little planning and much hard work.

We hope to continue our service to all our customers in the future, even during these difficult times of recession.



Chez May Car & Truck Wash

*C'était comme dans un rêve. Pendant plusieurs années, je désirais ouvrir un commerce. C'était définitivement un besoin dans notre communauté, mais est-ce qu'il y aurait assez de support de la population pour justifier une telle entreprise et des dépenses majeures? Nous avons étudié la performance d'autres entreprises dans plusieurs régions, les plans ont été rédigés et finalement, tout s'est réalisé.*

*Le 21 novembre, 1987, May et Louis Lecavalier ont célébré l'ouverture de Chez May Car and Truck Wash, le premier lave-auto toute saison dans le village de Legal. Les défis sont nombreux. Pendant la journée, May est gérante et opératrice, tout en étant mère de famille. Le soir et les fins de semaine, c'est la responsabilité de Louis. Les cinq dernières années nous ont apporté des défis agréables et nous continuons d'être enthousiastes à cause de nos clients précieux. Tout ceci démontre que quelqu'un avec une vision qui planifie et qui travaille fort peut avoir du succès.*

*Dans l'avenir, nous espérons continuer d'offrir notre service à tous nos clients, même en temps de récession.*

## Coal Mines - Mines de charbon

The pioneers were always very observant and continuously looking for ways and means of making their difficult lives easier. Early in the 1900's, Josephat Tailleux found coal close to the surface as he was brushing and pulling stumps. He registered a claim for coal on that land but he sold it to Wilfrid Fortin in about 1902. A few years later, Wilfrid Fortin gave this notice: "To comply with the inspector's advice, I will inform you that I have operated a mine on SW-25-57-25-W4, and I have ceased to do so in the winter of 1908, and did not get any coal out of the mine since."

Another mine, the "Legal Coal Mine" opened in 1912, but was abandoned from 1913 to 1927. The land at that time belonged to Wilfrid Fortin, who secured the mineral title to the coal on May 31, 1928. Frank Chiarello obtained the mineral rights and began operating the "Legal Coal Mine" with his son, Dominic, on September 17, 1928.

The mine worked a two-meter seam of coal

which lay under nine meters of overlay, and included underground stables for the horses that lived and worked there, never coming to the surface. While total production was officially reported as being only about 15,000 tonnes over

Phone.....

LEGAL, Alta. 14 October 1930

### Legal Coal Company

DELIVERED TO *Leticia Abecassis*

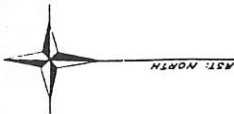
ADDRESS.....

No.....

Gross Weight 3920 lbs. Kind.....  
 Tare " 1500 lbs. Price per ton, \$3.50 *Del*  
 Nett " 2420 lbs. Total \$ 8.20

*Prigent*  
Teamster

Price of coal in 1930



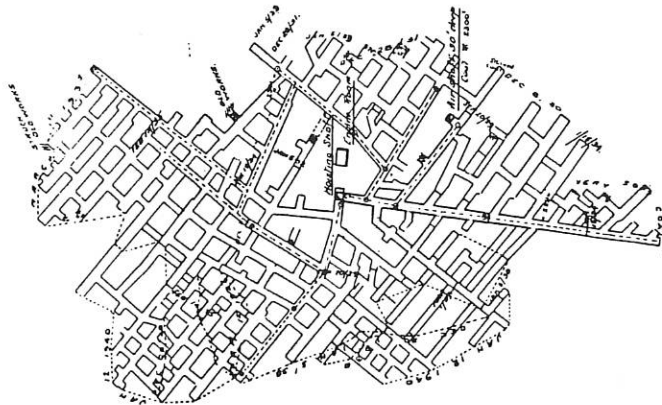
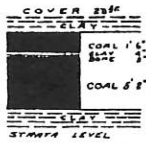
## LEGAL MINE

N°351.

SCALE 1" to 100'

L.C. Street "P.M." Oct 1966  
Economic App.

Operated by *Frank Chiarello*  
*Louis Chiarello*  
PRIVATELY OWNED MINERALS  
NOT TO BE LOANED TO OTHER OPERATORS



R O A D A L L O W A N C E

Location of coal mine owned by Dominic & Frank Chiarello. For picture of coal mine, see Frank Chiarello story. Map courtesy of Yvan Gagnon and Arthur Lachance

the life of the mine, it made an important contribution to the economy of Legal, both because it was a close source of inexpensive coal and because it was a source of employment to the community.

In around 1912-1914, another mine was discovered on Victor Baloche's farm (now owned by Walter Van De Walle, across the road from Ray Sholter's residence). That mine was never opened because it was filled with water and they didn't have the technology to deal with the problem.

More coal was found on Napoléon Garneau's land (NW-26-57-25-W4), east of Pete Montpetit's acreage. The preliminary work on a strip mine was done by Tigo Larose; there were only four or five feet of soil on top of the coal. There was also an underground mine on the north corner of the land. The mines were later sold to Jean-Baptiste St. Martin.

On November 21, 1945, Frank and Dominic Chiarello entered into a partnership agreement with Jean-Baptiste St. Martin to operate the mine, and they subsequently sold their interest to him on December 1, 1947.

While Provincial Energy and Resources Conservation Board records show that the mine closed in 1947, the sale agreement indicates that Mr. St. Martin may have operated the mine for part of 1948. However, Archive records show that a notice of abandonment of the mine was dated October 31, 1951.

Acknowledgements: The Provincial Archives, Maurice Tailleux, Arthur and Frances Lachance.

*Au début des années 1900, Josephat Tailleux trouva du charbon presque à la surface du sol, pendant qu'il travaillait sa terre. Il la vendit quelques années plus tard à Wilfrid Fortin qui, lui, exploita le charbon jusqu'en 1908.*

*Un autre gisement de charbon fut trouvé vers 1912 sur une terre appartenant à Wilfrid Fortin. Cette mine ne fut pas exploitée entre 1913 et 1927, mais elle fut remise en opération le 17 septembre 1928, par Frank Chiarello et son fils, Dominic. Autour de 1914, une autre mine de charbon a été découverte sur la terre de Victor Baloche, mais elle ne fut jamais exploitée parce qu'elle était remplie d'eau. On trouva aussi du charbon au niveau du sol et dans le souterrain du homestead de Napoléon Garneau. Cette terre fut éventuellement vendue à Jean-Baptiste St-Martin. Le 21 novembre 1945, Frank et Dominic Chiarello s'associèrent avec Jean-Baptiste St-Martin jusqu'en 1947 et la mine cessa d'être exploitée officiellement le 31 octobre 1951.*

## Co-op - La Co-opérative

The Legal Co-op was incorporated as an association April 24, 1942. The founders of the association were: Dominique Coulombe, Léon St. Martin, Joseph N. Demers, Ernest N. Létourneau, Joseph Derrien, Paul Chauvet, Elzéar Morneau, Lionel R. Tellier, Dominique Montpetit and Pat Montpetit. All were area farmers except for Lionel Tellier (barrister) and Pat Montpetit (merchant). In the early years, the association supplied area farmers mainly with petroleum products, and it was managed by the local residents. The association took possession of J. Dozois' store January 11, 1946 for the sum of \$15,000 and this launched the Co-op general merchandising. Roméo Lamothe was hired as manager (January 1946 to April 1947). His successor was Joe Therrien (May 1947 to January 1963).

The 1950's brought the building of the new store (1953) at a cost of \$20,361 by a local contractor, Nap Belley, and the expansion of the petroleum trade. Nap Belley was again hired to build an addition in the 1960's which then allowed a butcher shop to be housed in the store. The purchase of the first petroleum truck also occurred at this time. (Previously all petroleum was hauled by local entrepreneurs.) The association also joined Federated Co-operative Ltd. Jos Therrien resigned as manager and Réal Auger was his successor (January 1963 to December 1969). In 1966, land was purchased from Walter Van De Walle to erect a petroleum bulk station. A new manager, Lloyd Kachurowski was hired (February 1970 to June 1976) as Réal Auger resigned. A new house was constructed at this time to accommodate the manager. The bulk petroleum was completed and a fuel truck was purchased from Legal Motors.



Jack Edwards, Joseph Demers (director), Eloise Carrière (bookkeeper), Réal Auger (manager) Legal Co-op store, 1964

Management changed again; Lloyd Kachurovski resigned and Philip Ruel from Lintlaw, Saskatchewan was hired (August 1976 to March 1977). Rick Ballek, the present manager, was hired April 1977, and soon afterwards he co-ordinated renovation to the store.

The 1980's brought more renovations to the store's interior and exterior, as well as upgrading to the bulk plant. A new petroleum truck was purchased in 1988 to service the area. We are presently in the process of a major expansion to the present store. As we look back, our association which started in 1942, with \$201.88 on hand, has grown to gross sales in the amount of \$2,247,366 in 1991. As we celebrate our 50th year in business, we hope to continue to serve and prosper for many years to come.



Legal Co-op's 50th year in business; present staff: Al Campbell, Dwayne Odgoard, Bernie St. Jean, Ruth Weisbrod, Marylyn St. Jean, Denis Nault, Rick Ballek, Karen Charrois, Cécile de Champlain, Pauline St. Martin & Colette Hills

*La co-opérative fut incorporée comme société le 24 avril 1942. Les membres fondateurs furent Dominique Coulombe, Léon St-Martin, Joseph Demers, Ernest Létourneau, Joseph Derrien, Paul Chauvet, Elzéar Morneau, Lionel R. Tellier, Dominique Montpetit et Pat Montpetit. Tous étaient agriculteurs de la région, à l'exception de Lionel Tellier (notaire) et Pat Montpetit (commerçant). Durant les premières années, la co-opérative fournissait aux agriculteurs des produits pétroliers, et les gens de la région assuraient la gérance.*

*Le 11 janvier 1946, l'association acheta pour la somme de 15 000\$ le magasin de J. Dozois, se lançant ainsi dans le commerce général. Roméo Lamothe fut nommé gérant (janvier 1946 - avril 1947) suivi par Joe Therrien (mai 1947 - janvier 1963). Les années 1950 ont vu la construction d'un nouveau bâtiment (1953), par un entrepreneur de la région, Napoléon Belley, pour la somme de 20 361\$, ainsi qu'un développement important du côté des produits pétroliers.*



Legal Co-op Store & Credit Union, 1962

*Dans les années 1960, M. Belley fut de nouveau engagé, cette fois pour agrandir le bâtiment et permettre l'installation d'une boucherie. Aussi, le premier camion-citerne apparut. (Auparavant les entrepreneurs de la région se chargeaient de la livraison.) La Co-op de Legal s'est aussi associée avec Federated Co-operative Ltd. à cette époque. Joseph Therrien démissionna en 1963 et Réal Auger (janvier 1963 - décembre 1969) lui succéda. En 1966, un poste de pétrole en gros fut bâti sur un terrain acheté de Walter Van De Walle. Après la démission de Réal Auger, Lloyd Kachurovski devint*



The ribbon-cutting at the official opening of the newly expanded Legal Co-operative, April 3, 1993

gérant (février 1970 – juin 1976). Une maison fut construite et mise à sa disposition. Le poste de pétrole fut complété et un camion-citerne fut acheté de Legal Motors.

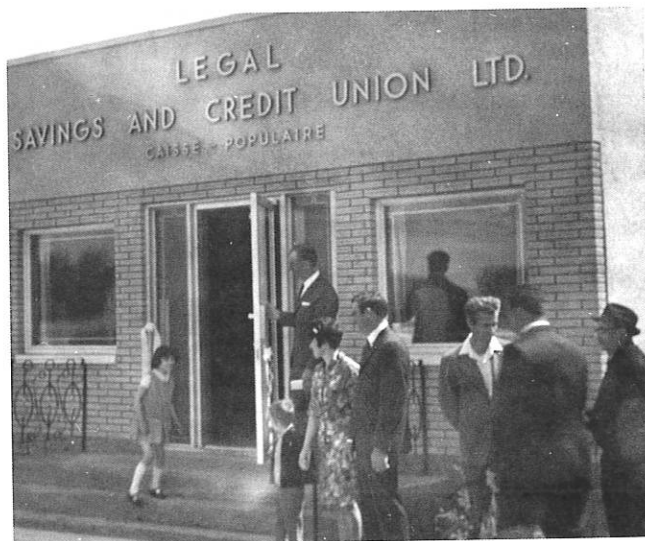
Un nouveau gérant, Philip Ruel de Lintlaw (Saskatchewan) fut engagé (août 1976 – mars 1977) après la démission de Lloyd Kachurovski. Le gérant actuel, Rick Ballek, engagé en 1977, se chargea de la rénovation du magasin tôt après son arrivée.

Durant les années 1980, la Co-op subit encore des rénovations à l'extérieur comme à l'intérieur, de même qu'au poste pétrolier. Un nouveau camion-citerne fut acheté en 1988 pour mieux desservir la région. A présent le magasin Co-op est de nouveau en voie d'agrandissement.

En regardant le passé, nous notons que notre co-opérative, née en 1942 avec 201,88\$ en caisse, a réalisé en 1991 un chiffre d'affaires de 2 247 366\$. En fêtant notre 50e anniversaire, nous espérons de continuer à servir encore plusieurs années.

### Credit Union – Caisse Populaire

The Credit Union was originally formed in Legal June 6, 1943. It operated out of the Legal Co-op. It had a membership of 23 and assets of \$160. Its first directors were Paul Chauvet, J.H. Toupin, Henri Caouette, Nap Belley, Léon St. Martin, Dominique Coulombe and Léo Charrois.



First building, 1967

In August, 1967 the Credit Union purchased its first building for \$7,000. The current building was built in 1976. March 10, 1977 the Legal Credit Union amalgamated with Edmonton Savings & Credit Union Ltd. In 1987, the Credit Union in Legal again amalgamated with Capital City Savings and Credit Union Ltd. until the

Stabilization Corporation made a decision to make a rural and urban split in the Credit Unions. At this time the Credit Union assumed its original name of Legal Credit Union and became a branch of Pembina Sturgeon Credit Union Ltd.

Our membership at the present time (January 1992) is 1,492 with assets of \$15,174,261. Throughout all of these changes the Legal Credit Union has kept the same aim in mind; to provide an efficiently operated financial co-operative which conscientiously strives to offer its members excellent personalized service, convenient investment vehicles, attractive credit policies and other products all at competitive rates, plus participation in an equity based investment program.



Present Credit Union, 1976

La Caisse Populaire a été formée à Legal le 6 juin 1943. Elle était logée dans la Co-op. Il y avait alors 23 membres et un capital de 160\$. Les premiers directeurs étaient Paul Chauvet, J.H. Toupin, Henri Caouette, Nap Belley, Léon St-Martin, Dominique Coulombe et Léo Charrois.

En août 1967, la Caisse Populaire s'est procurée son propre bâtiment pour 7000\$. L'édifice actuel a été construit en 1976. Le 10 mars 1977, la Caisse Populaire de Legal s'est unifiée avec Edmonton Savings and Credit Union. En 1987, la Caisse s'est aussi unifiée avec Capital City Savings and Credit Union Ltd. jusqu'à ce que la Compagnie Commerciale de Stabilisation décida de former une division rurale et urbaine des Caisses Populaires. Depuis, la Caisse Populaire a repris le nom de La Caisse Populaire de Legal et elle est devenue une branche de Pembina Sturgeon Credit Union Ltd.

En janvier 1992, on a 1,492 membres et un capital de 15,174,261\$. Durant tous ces changements, la Caisse Populaire de Legal a toujours maintenu les mêmes buts: de s'efforcer d'offrir aux membres un service personnalisé et de qualité, des investissements commodes, des



*politiques de crédit attrayantes et d'autres produits à des taux concurrentiels et la participation dans un programme d'investissement d'équité.*

### **Dennis Chenard Welding Manufacturing Co. (1992)**

After working as a welder for a truck equipment company for 10 years I decided to try it on my own. I started by building some truck equipment on contract from my previous employer. It worked out well until the recession of the early 1980's. To fill in the time, I did some welding and manufacturing for local farmers. Because there was a demand for hopper bottoms, in 1983 I proceeded to build my first hopper. The farmers liked the idea of eliminating the need to go into a dusty grain bin to shovel grain. By 1985, the demand was greater than what I could handle and as a result, I hired help. I also expanded my shop to better handle the increasing demand. By 1990, the hopper demand started to taper off so I started to build other equipment such as land rollers, belt conveyers, bale feeders, bale wagons, flat deck trailers, and a lot of other custom-built equipment. I pride myself in building quality, long lasting equipment and providing customer satisfaction.

I now employ two full-time employees. I hope that in the future farmers will be paid a fair price for their grain; it would benefit them and businesses of the community.



Hopper bottoms for grain bins, saving valuable time and eliminating unpleasant work

*Après avoir travaillé 10 ans comme soudeur pour une compagnie d'équipement pour camions, Dennis décida de devenir entrepreneur. Il commença à fabriquer de l'équipement pour camions à contrat jusqu'au temps de la récession dans les années 1980. Dennis fit alors du soudage et de la manufacture pour des fermiers locaux. En 1983, il construisit sa première trémie ("hopper").*

*Les fermiers aimèrent beaucoup l'idée de ne plus devoir pelleter du grain dans les graineries en métal poussiéreuses. En 1985, Dennis dut engager un assistant afin de répondre à la demande croissante. En 1990, la demande se mit à diminuer, alors Dennis commença à construire d'autre équipement agricole. Il a maintenant deux employés à temps plein.*



40' wide land roller built in the spring of 1992 for Joe St. Denis. He is using it to roll his fields after seeding. The objective is to flatten dirt lumps and push in stones, so when farmers harvest they will not pick up these unwanted materials, thus reducing combine wear and breakdown

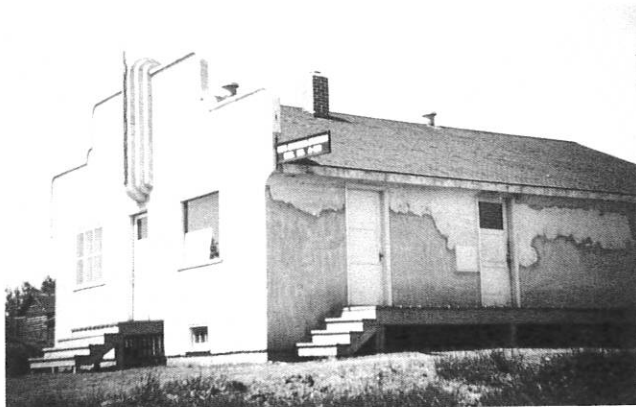
### **Entrepôt de classement d'oeufs - Egg-Grading Station**

Lucien L'Heureux et Jacques Demers de Beaumont établissaient un entrepôt à Legal en 1945 pour faire le classement des oeufs qu'ils achetaient des fermiers environnants. En 1947, Lucien acheta la part de Jacques et continua de gérer le commerce seul. L'année suivante, il construisit un établissement sur la 49e avenue. En 1951, il ferma son commerce à Legal. Il déménagea son entrepôt à Edmonton et en fit sa demeure.



Premier entrepôt de classement d'oeufs/First egg-grading station, 1945

*In 1945, Lucien L'Heureux and his brother-in-law Jacques Demers opened an egg-grading business in Legal. They first rented a building on main street. In 1947, Lucien bought Jacques' shares and opened a larger business that he operated until 1951. The following year, he moved his egg-grading building to Edmonton and converted it into his residence.*



Entrepôt de Lucien L'Heureux, 1948

### Garneau's Garage

Rodolphe "Duffy" Garneau was born in 1902. He started Garneau's Garage in 1926 and was the Chevrolet-Oldsmobile dealer until 1948, when he sold his business to Philip Mercier and moved his family to Edmonton.

He married Armande Tellier of Morinville and they had seven children: Gertrude, Roger, Maurice, Normand, twins Jeanne and Jeannine, and Paul.



Garneau's Garage in the 1940's

*Rodolphe "Duffy" Garneau est né en 1902. Il ouvrit "Garneau's Garage" en 1926 et fut concessionnaire de Chevrolet-Oldsmobile jusqu'en 1948 quand il vendit son garage à Philip Mercier. Il déménagea ensuite à Edmonton avec sa famille.*

*Duffy épousa Armande Tellier de Morinville et ils eurent sept enfants: Gertrude, Roger, Maurice, Normand, jumelles Jeanne et Jeannine, et Paul.*

### International Harvester Company Dealership

In February 1953, Normand Létourneau purchased the I.H.C. (International Harvester Company) dealership, parts and tools from William (Willie) Boisvert. The property known as Block Three located on the corner of 50th Avenue and 47th Street consisted of a lot used for displaying farm equipment, trucks and used machinery, and a building which included an office, showroom, parts area, and workshop. In obtaining the I.H.C. contract, Normand had the opportunity of buying a new 1953 International three quarter-ton truck. This truck, being their first vehicle, was the pride and joy of Normand, Fernande and their young family. For a few years, Norm used this truck to haul coal to residents of the village. This was done after business hours to supplement the small income of the dealership. Later, natural gas was piped in the building for heating, replacing the two wood and coal burning furnaces. Water and sewers were also installed. While sales increased, so did the demand for services and parts. Therefore, it meant the hiring of mechanics, partsmen, and other people for labour-related work. Lorenzo St. Jean was an excellent partsman and bookkeeper for many years. Other employees worth mentioning were Arthur Pelletier, Eugène Lehoux, Normand Cyr, Rodolphe Boisvert, Gérald St. Jean and René Maurier. The following people were responsible for the setting up of farm equipment; Albert Pelletier, Frank Préfontaine, George Théberge, Arthur Morin (Beaumont), Marcel Therien and Laurent Maurier.

Machinery was brought in mostly by rail in carloads from factories in the eastern United States and had to be unloaded at the Legal Canadian National Railway depot and trucked to the agency here in Legal to be assembled and serviced ready



Robert, Normand, Marcel, Fernande standing in front of the 1953 International truck

to be sold. The agency also sold I.H.C. refrigerators, deep-freezes and cream separators. Different makes of television sets, electrical and gas stoves were also added to sales. Diversified and small-line equipment and accessories were also included. With time, this commercial operation became a profitable business.

Normand and Fernande were really thankful to all their many faithful customers. However, because of the centralizing in larger centres of different dealerships, it was very difficult to compete; Normand decided to close the business. The termination of this I.H.C. dealership ended an era for the handling of farm equipment for Legal and district. The dealership had been in existence since the early 1900's, then known as McCormick-Deering which after many years, was changed to International Harvester Company.



I.H.C. Dealership, 1953

*En février 1953, Normand Létourneau acheta le I.H.C. (International Harvester Company), avec les pièces et les outils, de William (Willie) Boisvert. Il s'acheta aussi un nouveau camion, dont sa famille était très fière et pendant quelques années, il utilisa ce camion pour transporter du charbon aux résidents du village, afin de compléter son revenu modeste.*

*Avec la hausse de la demande pour le service et les pièces, les Létourneau ont dû engager des mécaniciens, des commis et d'autres employés. La machinerie était livrée principalement au dépôt du chemin de fer Canadien National à Legal, provenant des Etats-Unis de l'est. Elle était ensuite camionnée à l'agence, qui vendait une variété de produits et de machines.*

*Normand et Fernande étaient très reconnaissants envers leurs clients, mais la centralisation dans de plus gros centres haussa la concurrence et Normand a dû fermer ses portes. En fait, la compagnie existait depuis le début des années 1900, sous le nom de McCormick-Deering.*

## John Deere Agency by Mary Dusseault

As of 1929, Eli Sabourin had the John Deere agency in Vimy until 1935, when he moved back to the farm. There was no agent until Joe Dusseault took over from 1937 to 1942 on his farm. In those days a Model D on steel wheels was sold for \$1,340. He once sold a full line of machinery (a tractor, plow, binder, disc cable welder, drill and a hammer mill) to Albert Bilodeau for \$3,500.

Mr. Dusseault hired Gordon Tilson from the "soup kitchen" in Edmonton. In winter months, the government would pay Gordon \$5 a month and the farmer, \$5 to keep him. Mr. Dusseault would give the money back to Gordon, giving him \$10 a month.

Mr. Dusseault's first tractor was a John Deere Model D on steel wheels, the introduction of the "green line" in the Vimy area. It had no starter and no lights. This meant that the hours for work were from dawn until dusk. In the 1930's, some farmers could not afford the fuel it took to run the tractor, so it was back to "horse power", leaving the tractor parked along the fence, only to be used at harvest time to run the threshing machine.



Jack Dusseault & Gordon Tilson cutting grain using a John Deere Model D on steel wheels

*De 1929 à 1935, Eli Sabourin fut l'agent de cette compagnie. De 1937 à 1942, Jos Dusseault lui succéda tout en cultivant sa ferme. En ces années difficiles de la Grande Dépression, il a été forcé de vendre les machines à des prix très bas.*

*M. Dusseault avait engagé Gordon Tilson, chômeur d'Edmonton. Pendant les mois d'hiver, le gouvernement accordait 5\$ par mois aux chômeurs et aux fermiers qui les employaient, également 5\$. M. Dusseault remettait cet argent à Gordon, qui gagnait ainsi 10\$ par mois.*

## L.A. Confectionery - Confiserie

The confectionery in Legal is presently owned and operated by Leonardo and Anita de Ocampo. They bought the convenience store on May 31, 1990 from Alice St. Jean. The confectionery is open seven days a week and carries a wide variety of goods and services such as groceries, confectionery items, dairy products, tobacco, greeting cards, Lotto 6/49, dry cleaning, video and movie rentals, and is also the stop for the Greyhound bus.

The confectionery was previously owned by Maurice and Alice St. Jean who operated it from April 10, 1972 to May 31, 1990.



L.A. Confectionery, 1990

*Leonardo et Anita de Ocampo appartiennent présentement la confiserie de Legal. Ils l'achetèrent d'Alice St-Jean le 31 mai 1990. (Maurice et Alice St-Jean s'occupèrent du magasin du 10 avril 1972 au 31 mai 1990.) La confiserie est ouverte sept jours sur sept et offre une variété de produits et services tels qu'une petite épicerie, des bonbons et autres sucreries, des produits laitiers, du tabac, des cartes d'occasion et des billets de loterie (Lotto 6/49). Ils font aussi le nettoyage à sec et louent des vidéos et des films. De plus, il y a un arrêt d'autobus Greyhound devant la confiserie.*

## LANDRY, François et Albéric

C'est en 1920 que François et Albéric vinrent dans l'Ouest; ils demeurèrent un an chez la famille Edmond Morrissette. Leur mère étant décédée de la tuberculose, le médecin leur conseillait de changer de climat. Tous deux étaient natifs de St-Grégoire, comté Nicolet (Québec). François est né le 28 mai 1896, et Albéric 19 juillet 1897. C'est alors qu'ils décidèrent d'établir un magasin dans le village de Vimy. Ni un, ni l'autre n'avait de l'expérience, puisque François avait étudié à l'École Polytechnique de Montréal, et Albéric, au Séminaire de Nicolet. "Les Landry" comme les

gens les appelaient, commencèrent leur magasin dans le premier garage; c'est en 1927 qu'ils ont acheté le magasin dans lequel ils ont été jusqu'en 1977. Ils s'occupèrent du bureau de poste pendant 42 ans. C'est ainsi que commença un commerce qui servit la communauté pendant 56 ans, de 1921 à 1977. Au magasin, ils ont commencé avec 180\$ de marchandises. Les cultivateurs apportaient des oeufs et du beurre en échange pour des effets dont ils avaient besoin. C'est aussi avec les chèques de la crème qu'ils envoyaient à Edmonton qu'ils pouvaient se nourrir. Le train (les chars) passait tous les jours, le lundi, mercredi et vendredi, il venait d'Edmonton et se rendait à Athabasca. Le lendemain il retournait à Edmonton. Le train transportait de tout: passagers, animaux, grain, crème, caisses d'oeufs, sacs de courrier, et cetera. Au magasin, les gens achetaient à crédit; ils réglèrent leurs comptes à l'automne quand ils vendaient le grain, ou avec des animaux. Les grossistes aussi, vendaient à crédit au magasin des Landry.

Les premières années, le magasin était ouvert du matin au soir; le dimanche après la messe tout le monde s'y rendait. Pour plusieurs c'était souvent la seule sortie de la semaine et tous en profitaient pour bavarder et échanger les nouvelles.

A côté du magasin il y avait des pôteaux pour attacher les chevaux. En hiver, on y voyait une variété de "caboose", "cutters", et cetera: tout se faisait avec les chevaux. C'était commun de faire 10 à 20 milles en une journée pour aller dans les paroisses avoisinantes.

Le magasin était une entreprise familiale; on y voyait souvent les épouses et les enfants aider. Au début, François ou Albéric allait aider les fermiers aux récoltes, et plus tard, à transporter avec leur camion du grain aux élévateurs et des animaux à Edmonton. François et Albéric se plaisaient à Vimy; ils connaissaient tout le monde et ont eu trois générations comme clients. On y voyait souvent les gens jaser et raconter des histoires: c'était le bon vieux temps!

La dépression dans les années 1930 se fit sentir au magasin. Des gens ne pouvaient pas payer leurs comptes; plusieurs partirent pour aller chercher fortune ailleurs, promettant de payer aussitôt qu'ils le pourraient. Une famille que je n'oublierai pas devait 250\$: c'était beaucoup dans ce temps-là. C'est plusieurs années plus tard que les Landry reçurent par lettre en recommandé un chèque pour le montant. La dame avait écrit, "Je ne vous ai jamais oubliés; on ne pouvait pas vous payer avant. C'était juste pour vivre, maintenant j'ai ma



Landry Frères, Marchands Généraux, 1930: Blandine Landry, Mlle Olive Lamarche, Albéric Landry, François Landry

pension.” Les Landry furent très touchés par ce geste et envoyèrent à la dame la moitié de ce qu’elle avait envoyé.

François et Albéric parlaient souvent de vendre et de se retirer, mais chaque fois qu’un acheteur se présentait, ils changeaient d’idée. Ils ont dit plusieurs fois que c’était le plus beau temps de leur vie. Ils ont vendu le magasin en 1977. Chez Albéric allèrent demeurer à Edmonton et François resta à Vimy. François décéda en mars 1985, à l’âge de 88 ans et Albéric, en septembre 1985 à l’âge de 88 ans.

*In 1920, two brothers from St. Grégoire, Québec came West and established themselves in Vimy*

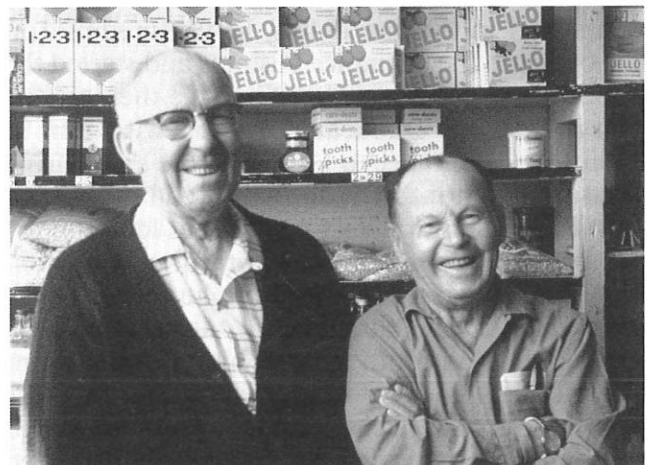
*where they started a business. They set up a store in a garage. For 56 years, their business place was the centre of activity in the hamlet of Vimy. For 42 years, the Landry brothers kept the post office.*

*During the hard economic times of the 1930’s, the people bought on credit, counting on the sale of their crops to pay their accounts at the general store. For the parishioners, their “rendez-vous” was the Landry store after each Sunday mass. It was always an occasion for much friendship and fraternity.*

*The business brought François and Albéric deep satisfaction and at the same time, the opportunity*



Le magasin en 1966



François & Albéric dans leur magasin, 1973

to create lasting friendships with many of their customers.

In 1977, they decided to sell and to move to Edmonton. François passed away in March 1985 and Albéric, in September of the same year, both at the age of 88.

### Lanouette Insurance Agency – Agent d'assurances

After leaving the farm and moving into the hamlet of Vimy in 1936, Wilbrod bought a 1927 Chevy pick-up truck and began to haul cans of cream to Edmonton, for the farmers in the area. Many a time other errands were also requested. In 1942, Wilbrod got the job as grain elevator agent for the “Gillespie” Company. Later on, the United Grain Growers bought out the Gillespie elevators and Wilfred kept on as agent for them.



Emilia Lanouette in front of insurance office in 1957

A couple years down the line, the United Grain Growers undertook selling insurance to farmers. This was a new line of work for Bill, as his friends called him, but he found it quite interesting. A few years later in the late 1940's, he ventured out on his own into the insurance business and started the “Lanouette Insurance Agency”. He then got his son-in-law, Jos Bilodeau, to work with him in selling hail insurance to farmers in the area during the summer months. Wilbrod moved his business into Edmonton at a very convenient location for his increasing business and faithful clients from the Vimy area. He re-located on the corner of 118 avenue and St. Albert Trail. As his business flourished, Wilbrod trained his youngest son, Raymond, who later was great support for his father when his health began to fail. Raymond continued in the insurance business. It had been his livelihood while raising his family of four.

Wilbrod Lanouette passed away June 11, 1967 at the age of 69.

Après avoir quitté la ferme et déménagé à Vimy, Wilbrod s'acheta un camion et établit un transport de produits agricoles de Vimy à Edmonton. En 1942, il devint agent d'élevateurs à grain pour la compagnie “Gillepsie”, qui devint plus tard “United Grain Growers”, avec qui il apprit à vendre de l'assurance aux fermiers.

Dans les 1940, Wilbrod lança le “Lanouette Insurance Agency”. Avec l'aide de son gendre Jos Bilodeau, il vendit de l'assurance contre la grêle aux fermiers. Wilbrod déménagea son commerce à Edmonton et entraîna son fils cadet, Raymond, qui prit charge du commerce quand son père devint trop malade. Wilbrod Lanouette décéda le 11 juin 1967.

### Laplante Trucking Service

The years 1930 to 1942 saw the development of the Laplante Trucking Service for Vimy and area. Roméo and Ray were both very ingenious in the depression years. They converted a Dodge car into a truck. In 1930, Roméo used this unit to haul cream cans for the Vimy, Legal and Morinville clients to the dairies in Edmonton. Raymond took over the “cream route” in 1931, at times hauling some 40 cream cans per load. Roméo began hauling pigs to the slaughter houses when the partnership was established in 1931. To gain extra space, he added a carrier to his Dodge unit, which could be compared to a fifth wheel set-up. This sufficed to haul cattle and grain as well.

As these units needed replacement, Ray purchased an International half-ton truck used mainly to haul cream. Roméo sold his converted Dodge to purchase a one and a half ton Chevrolet used mainly to haul stock and grain. Emile became a partner late in 1936. He purchased a brand new Fargo. Roméo left the partnership in 1937 to begin a business in Edmonton. Ray and Emile carried on and they purchased a three-ton Ford truck to haul coal and hay. Most of the time, three trucks were in operation. Whenever necessary, a hired-hand was brought in to handle the extras.

The Laplante Brothers Ray and Emile became general merchants handling lumber, hardware, North Star Oil, and in time, a small section of groceries. In 1942, Ray and later Emile went trucking on the Alaska Highway.

Ce service pour la région de Vimy se développa considérablement au cours des années 1930 à 1942. Les frères Roméo et Raymond, très ingénieux pour

*faire face à la dépression économique, convertirent une automobile en camion et s'en servirent pour transporter à Edmonton, pour leurs clients de Vimy, Legal et Morinville, les produits laitiers. Progressivement, ce fut le transport des porcs, du bétail et du grain en même temps que l'avènement de plus gros camions.*

## **Legal Café**

**by Paul Mercier**

What I remember of the Legal Café are Mah Fong and Tom, the tireless owners of the "greatest" place in town. It was the meeting place for all the young people of Legal. I can recall Denis and I selling them milk for 5¢ per quart, and sometimes we had soup there for lunch at 10¢ a bowl with lots of soda crackers and ketchup to make a meal out of it. One could also get a meal for 40¢, namely, two pork chops, potatoes with gravy and some vegetables, including coffee. Pie was 5¢ extra. Banana splits were 25¢. Another reason why it was so popular, was that it was the only place in town that had a RADIO!

The inside of the restaurant was divided into booths with high walls all around for privacy. That is why boys would take their girls for lunch and smooching. Tom did not mind as long as we bought pop. It was also a famous place for boys older than me, such as Léo Garneau, Ben St. Martin, Roland Davio, Maurice and Albert Vaugeois, Raoul Fortin and many others. At times, they would come in with a hidden bottle of "moonshine" and buy the "mix" from Tom or Mah who enjoyed a drink with the boys once in a while. This usually happened on a Friday night because that was when dances were held at the Legal Hall. There were no drinks allowed inside the hall. After all the older boys were married, another gang came along; this one I remember most. It included Wilfred Larose, Paul Mercier, Alphonse Champagne, Bob Stack, Joe Nault, Philip Préfontaine, Ray Potvin, Raoul Sigouin, Pierre and Rock Brisson, Denis Mercier and Jules Larose. There weren't many girls in Legal. We were amazed to see them whenever they came into the Legal Café. One of them I remember well was Germaine Houle. I believe that was where she met Joe Nault; she later married him.

These are many wonderful memories of the Legal Café!

*Ce dont je me souviens du café de Legal, le meilleur rendez-vous du village pour la jeunesse, ce sont surtout les propriétaires infatigables, Mah Fong et Tom. Je me souviens que Denis et moi leur*

*fournissions le lait à 5¢ le litre, et qu'aussi quelques fois, nous prenions la soupe là pour 10¢ la bollée, avec craquelins en masse et ketchup et cela faisait un très bon repas. On pouvait aussi avoir un repas complet pour 40¢; deux côtelettes de porc avec sauce, pommes de terre et légumes, le café compris. Un morceau de tarte coûtait 5¢ de plus. Un "banana split" coûtait 25¢. A part la restauration, il y avait une autre raison pourquoi on allait au café; on y trouvait la seule radio à Legal!*

*Des banquettes étaient installées tout le long de chaque mur. Les partitions qui les séparaient permettaient une certaine intimité, ce qui n'était pas du tout désagréable pour les jeunes qui cherchaient un coin tranquille où passer du temps un peu seul avec leurs petites amies. Pourvu qu'on achetait de la boisson gazeuse, Tom ne disait rien. Ce café était le rendez-vous de jeunes hommes plus âgés que moi, comme Léo Garneau, Ben St-Martin, Roland Davio, Maurice et Albert Vaugeois, Raoul Fortin parmi tant d'autres. Des fois, ils venaient avec une bouteille de "moonshine" cachée et achetaient du "mix" de Tom ou de Mah, qui de leur part, aimaient prendre un petit coup avec les gars de temps en temps. Cela se passait d'habitude le vendredi soir parce que ce soir-là, on dansait dans l'ancienne salle, où la boisson était interdite. Une fois les aînés mariés, un autre groupe les ont remplacés, et c'est ce groupe dont je me souviens le plus: Wilfred Larose, Paul Mercier, Alphonse Champagne, Bob Stack, Joe Nault, Philip Préfontaine, Ray Potvin, Raoul Sigouin, Pierre et Rock Brisson, Denis Mercier et Jules Larose. Il n'y avait que peu de jeunes filles à Legal, et nous étions toujours un peu surpris quand on en rencontrait au café. Une dont je me souviens bien était Germaine Houle. Je crois que c'est là où elle a rencontré son mari, Joe Nault.*

*Il existe beaucoup de bons souvenirs du café de Legal!*

## **Legal Drugs - Pharmacie**

Legal Drugs was established by local pharmacist Bernice Montpetit in 1978 in the Nault Centre. In order to start her family, Bernice sold the business to Arn Irion of Edmonton in January 1979. Arn continued to run the store in the Nault Centre location until 1987 when a cranky landlord forced the business into a new building, at the location formerly occupied by the old Revelstoke store.

Legal Drugs services the Château Sturgeon, O'Meara Lodge and of course the surrounding communities.



Legal Drugs, 1987

*Bernice Montpetit ouvrit les portes de "Legal Drugs" en 1978, dans le Centre Nault. Cependant, afin de commencer une famille, elle dut vendre son commerce à Arn Irion d'Edmonton en 1979. Arn continua de gérer le magasin dans le Centre Nault jusqu'en 1987 quand il déménagea le commerce dans un bâtiment situé où était l'ancien magasin Revelstoke.*

*Legal Drugs offre ses services au Château Sturgeon, au foyer O'Meara et aux communautés environnantes.*

### **Legal Electric (1986) Ltd. by Bernie Préfontaine**

The year Colleen and I were married, the booming Alberta economy was heading into a recession. The electrical shop where I had worked throughout my apprenticeship had just gone bankrupt. Contractors needed a competitive edge for bidding projects, so many of them preferred to hire trained apprentices at discounted salaries in lieu of journeymen. I felt frustrated finding a job as a "green journeyman" but managed to work through the first winter as jobs came up. The following year I decided to seek a job with more regular hours and decided to apply as a maintenance man for Legal Alfalfa Products under the supervision of M. Daoust. I started learning the operation of the plant and all of its controls. Things went well, however I felt I needed more liberty in my time schedule in order to get my farm work done.

In 1985, Colleen and I built our new home. I decided to quit my job in the summer because we had a large crop to harvest and building the house demanded a lot of energy. I felt by now that we could use extra income but working an eight to five job didn't give me the liberty I needed. Thus

the logical thing to do was for me to be self-employed.

There were several business opportunities that crossed my mind, but the most logical seemed to be the one involving the trade I had chosen as a career. In January 1986, I attended night classes at Northern Alberta Institute of Technology (N.A.I.T.) for my Masters Certificate needed in order to be a licensed contractor. My intent was to have perhaps a few houses to wire, a little work from local farmers and perhaps some business from Legal Alfalfa Products processing plant, that I knew so well by now. The first few days as a new manager were challenging. I, at times, had wondered if it was all worth the effort because of the bureaucracy involved. With the legalities and formalities in place, all I needed now was clientele. It took two weeks before the phone started ringing and suddenly it seemed that a little work made me "visible"; a lot more work was to follow. By harvest time, I was beginning to worry how I would manage both the farm and this ever-increasing business. Clerical duties were assigned to my partner and wife Colleen, but I still had to do estimates, price work, orders, solicit new business, collect from accounts past due, order materials as well as complete the work and organize a time schedule to render a good level of service. The autumn of 1986 was so busy that I hired a part-time journeyman, Cameron Madill from Edmonton. Cameron needed a helper so I asked at the Alfalfa Plant which of their seasonal staff they had just laid off. I chose André Maurier because I knew his family and assumed that he had good working skills. He had graduated from a two-year course at N.A.I.T. in Electrical Engineering Technology. Within a year of training, André was as good as any journeyman in the field. He was self-motivated, very easy to please and a pleasure to work with. He stayed with us until June 1992 and in six years, I am proud to say that I only heard good comments on his ability, skill and disposition. He was truly a great asset to our young company. At present, I am grateful to have Gary Cromwell and Greg Lutz on staff. Their skills are greatly appreciated.

Our work has included a variety of work from residential, farm wiring, rewiring controls for industrial equipment and most recently, the wiring of computerized "card lock" dispensing systems. Colleen and I greatly appreciate the loyalty of all our Legal and area customers and we feel we must in return show our appreciation by supporting local causes.



L'année que nous nous sommes mariés, Colleen et moi, annonça la fin de la prospérité en Alberta. L'atelier où j'avais fait mon apprentissage venait de faire banqueroute; les entrepreneurs ne voulaient dépenser qu'un minimum pour rester concurrents et plusieurs préféraient alors embaucher des apprentis plutôt que des journaliers qui demandaient plus de gages.

L'année suivante, j'ai obtenu un emploi à Legal Alfalfa Products, sous la supervision de M. Daoust. Cependant, il me manquait de temps pour faire le travail qu'exigeait ma ferme.

En 1985, Colleen et moi avons construit une maison. J'ai quitté mon emploi pour l'été car avec la construction de la maison et les moissons, je n'avais vraiment ni le temps ni l'énergie de tout faire. Il me semblait plus raisonnable de travailler à mon propre compte.

Plusieurs possibilités me sont apparues mais il me semblait logique de monter une petite entreprise me permettant d'utiliser mes connaissances. Alors, en janvier 1986, je me suis inscrit aux cours offerts au Northern Alberta Institute of Technology (N.A.I.T.) pour obtenir un brevet comme maître électricien. Je pensais que cela me permettrait de brocher une maison de temps en temps, de faire un peu de travail pour les fermiers de la région et peut-être aussi, un peu de travail pour Legal Alfalfa Products, dont je connaissais déjà si bien les besoins.

Tout était en place et il ne me fallait que des clients. Deux semaines ont passé avant que le téléphone ne se mette à sonner, mais après cela, le travail ne cessa de se présenter. Aux moissons cette année-là, je me demandais comment faire marcher la ferme tout en m'occupant de ma clientèle croissante. Colleen assumait les responsabilités du bureau, mais poussé par un surcroît de travail, à l'automne de 1986, j'ai embauché un journalier, Cameron Madill à temps partiel et pour l'aider, André Maurier. Celui-ci avait réussi le cours de deux ans de technologie en génie électrique à N.A.I.T., et à la fin de sa première année avec nous, il en savait autant que n'importe quel journalier. Il était motivé et toujours complaisant. Il est resté avec nous jusqu'en juin 1992, et je suis fier de dire que durant tout ce temps-là, je n'ai eu que de très bons commentaires à son sujet. Gary Cromwell et Greg Lutz font partie de mon équipe dans le moment et ils sont tous les deux très appréciés.

Notre travail continue à être très varié: brochage agricole, commercial et industriel, nouvelles constructions aussi bien que les rénovations, brochage spécialisé de contrôle d'équipement

industriel, et récemment, brochage de système de carte pour la vente d'essence pour des compagnies jusque dans les Territoires du Nord-Ouest.

Notre but a toujours été de rendre un bon service à un prix raisonnable. Colleen et moi sommes très reconnaissants envers la confiance de nos clients de Legal et de la région environnante. De notre part, nous essayons de montrer notre appréciation en soutenant les diverses activités locales.

### Legal Motors Ltd.

Legal Motors was originally built in the early 1920's by Médéric Séguin and was known as Central Garage. It was situated on main street at the east end of town. The building was a wooden structure erected by Joe Lemire, a local carpenter. Over the years, the garage was operated by Samuel Cyr, Arthur and Ludger Lamarche, Joe Duchêneau (Marcotte), Oscar and Fred Tremblay, Thomas Belley, Harold Price and Royal Choquette. In the 1940's, the garage was purchased by Lucien Bergevin and Ladis Messier and remained Central Garage. Over the years, Lucien had different partners including Elie Bergevin, Ferdinand Martineau and Wilfred Séguin.



M. Séguin Central Garage

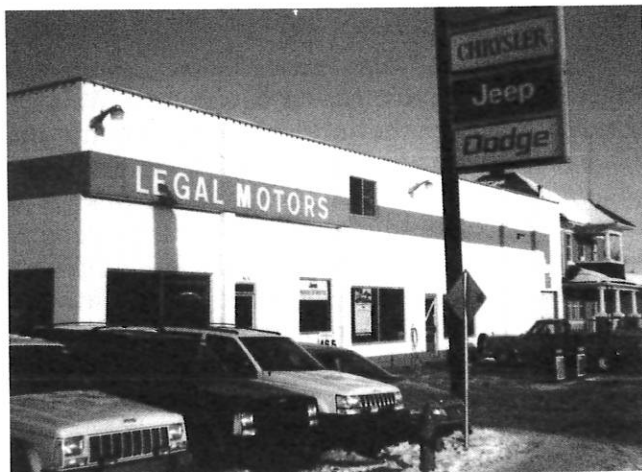
The business then operated as a repair shop for all types of vehicles and equipment. Welding was also a service they offered to the community. They also had a Plymouth Dealership for some years after World War II, but later let this go to merge a J.I. Case Implement Dealership. June 9, 1960, the garage was purchased by Phillip and Roland Préfontaine; they renamed it Legal Motors Ltd. The Case Farm Implement was kept. Two years later, in 1962, they obtained a Chrysler franchise to become a Plymouth-Chrysler dealership.

The first new car Phil and Roly sold at Legal Motors was a 1961 light blue, six-cylinder

Plymouth four-door sedan to Baptiste St. Martin. The total sales of cars in their first year of operation amounted to about six vehicles. In 1963 Phil and Roly purchased a 1948 one-ton Fargo from Johnny Marchuk to be used as a tow truck. This was the first official tow truck in the Legal area. June 29, 1966 Legal Motors Ltd. was destroyed by fire. They rebuilt the same year in the original location, however, using cement blocks for the structure. In 1969, the Dodge franchise was obtained to become a Plymouth-Dodge-Chrysler dealership. In 1970, the Case Machinery Dealership was dropped and they continued to sell only Chrysler products. In May 1985, after 25 years with Legal Motors, Phil retired and sold his shares to his nephews, Dan and Michel Préfontaine. One year later their brother George joined them in business and became a shareholder as well. Legal Motors then became a father and sons business.

In 1991, the building was expanded by 5000 square feet on the east side of the existing structure. This allowed for a three-car showroom, seven extra working bays in the shop and an enlarged parts department. A grand re-opening was held June 6, 1992 to commemorate this expansion. George, Dan and Michel have taken responsibility of overseeing one department each. George looks after the Sales department, Dan the Service department and Michel the Parts department. In July 1992, Legal Motors Ltd. obtained the Jeep franchise and are now recognized as a Chrysler-Plymouth-Dodge-Jeep dealership.

Throughout the years Legal Motors was also recognized as an Imperial Oil fuel outlet. For 30 years, full service was offered at the pumps; full and self-serve services are now available. When Legal Motors Ltd. first began operating, Phil and



Legal Motors after the 1991 expansion

Roly began with only one employee. Over the years, their staff has grown and today includes 21 people.

*Legal Motors remonte au début des années 1920 quand Médéric Séguin ouvrit les portes du Garage Central qui se trouvait sur la rue principale à l'extrémité du village. Joe Lemire, un charpentier de la région, avait construit ce bâtiment en bois. Au cours des années, le garage s'est trouvé entre les mains de Samuel Cyr, d' Arthur et Ludger Lamarche, de Joe Duchêneau (Marcotte), d'Oscar et Fred Tremblay, de Thomas Belley, de Harold Price et de Royal Choquette. Dans les années 1940, le Garage Central fut acheté par Lucien Bergevin et Ladis Messier. Au cours des années, plusieurs personnes se sont associées avec Lucien, entre autres Elie Bergevin, Ferdinand Martineau et Wilfred Séguin.*

*En ce temps-là, on faisait également des réparations sur une grande variété d'équipement et de voitures ainsi que la soudure. Pendant quelques années, après la Deuxième Guerre mondiale, on vendait les Plymouth, mais cela fut abandonné plus tard pour vendre de l'équipement J.I. Case.*

*Le 9 juin 1960, le garage fut vendu à Phillip et Roland Préfontaine, et c'est à ce moment-là que le garage prit le nom de Legal Motors Ltd. On a gardé la concession Implements Case, et en 1962 la concession Plymouth-Chrysler fut acquise.*

*La première auto vendue par Phil et Roly à Legal Motors fut une Plymouth 1961, à quatre portes, six cylindres, bleu clair. L'acheteur fut Baptiste St-Martin. La première année, ils ont vendu environ six voitures en tout.*

*En 1963, Phil et Roly ont acheté un camion Fargo d'une tonne de Johnny Marchuk, destiné à devenir un remorqueur, le premier de la région. En 1966, un incendie rasa Legal Motors, mais ils reconstruisirent cette même année. En 1969, ils reçurent la concession Dodge et en 1970, ils abandonnèrent la concession J.I. Case.*

*En 1985, Phil prit sa retraite et vendit sa part à ses neveux. Legal Motors devint alors une vraie entreprise père et fils, Roly travaillant avec ses fils Michel, Dan et George. En 1991, ils firent une expansion qu'ils célébrèrent en 1992. Cette même année, ils obtinrent la concession Jeep, devenant une entreprise Chrysler-Plymouth-Dodge-Jeep. Ils ont maintenant 21 employés.*

### **Léon Préfontaine's Dairy Laiterie de Léon Préfontaine**

Léon Préfontaine, a farmer who lived in the village of Legal, was permitted to keep cows in a

stable west of his residence. In 1930, his brother Joseph was the first to buy milk from him at 5¢ a quart. From then on, milk sales increased.

When Léon's daughters were old enough to help, they delivered milk from door to door, morning and night, by means of a little wagon. In 1933, Léon bought Thomas Deschatelets' milk business and "milk wagon". His daughters continued to deliver milk until 1947. The Préfontaine family always enjoyed singing and on their milk route, the girls sang and were called the "Singing Milkmaids". In 1947, however, they began leaving the "nest" one by one, and so the business was discontinued.



Fernande, Lucienne & Madeleine Préfontaine, 1943

*Léon Préfontaine, fermier qui demeurait au village de Legal, avait la permission de garder des vaches dans une étable située à l'ouest de sa résidence. En 1930, son frère Joseph fut le premier*



Milk ticket & milk bottle top in use by Léon Préfontaine Dairy in the 40's

*à lui acheter du lait à 5¢ de la chopine. Petit à petit, les demandes augmentèrent. Lorsque ses cinq filles furent assez âgées, elles livrèrent le lait de porte en porte à pied avec un petit wagon, matin et soir.*

*En 1933, Léon acheta le commerce de Thomas Deschatelets, ainsi qu'une "barouche à lait", tirée par un cheval. Ses filles continuèrent ainsi la livraison jusqu'en 1947 quand elles commencèrent à quitter le foyer paternel et ce fut la fin de cette entreprise familiale.*

### Liquor Store - Régie des alcools

The Alberta Liquor Control Board (A.L.C.B.) liquor store was officially opened November 19, 1970. Elvin Flhor, Gordon Bruce and Arnold McNeil have served as managers.

The Alberta provincial government decided to privatize the liquor stores in 1993 but retained the wholesale warehouse. The Alberta Liquor Control Board store in Legal closed its doors November 25, 1993 and the building was sold.

The former A.L.C.B. outlet in Legal is back in business with new owners and a new name: The Legal Liquor Store. Under the ownership of Joe Kovalenko and Dave Cholach, the store's grand opening was held Saturday, March 5, 1994.



Legal Liquor Store

*La régie des alcools ouvrit officiellement ses portes le 19 novembre 1970. Elvin Flhor, Gordon Bruce et Arnold McNeil en furent gérants.*

*Le gouvernement provincial de l'Alberta décida de privatiser les magasins de vins et spiritueux en 1993, mais retint l'entrepôt de vente en gros. L'A.L.C.B. ferma ses portes le 25 novembre 1993 et le bâtiment fut vendu. L'ancien magasin A.L.C.B. à Legal a maintenant de nouveaux propriétaires et un nouveau nom, "Legal Liquor Store". Sous la possession de Joe Kovalenko et de Dave Cholach, la régie célébra son ouverture le samedi 5 mars 1994.*

## Nap's Garage

In 1948, Nap returned to Vimy to do what he loved best, fixing vehicles. He leased the garage in Vimy from Arthur Pelletier. Edmond Préfontaine and Philippe Fagnan helped him out for a couple of years and when Nap's brother, Robert (Bob) finished high school, he worked with Nap, to learn "the trade". Nap left Vimy and Nap's Garage July 1, 1958.



Nap's Garage in Vimy

*En 1948, Napoléon Carrière revint à Vimy afin de poursuivre son intérêt dans la réparation d'autos. Il loua le garage d'Arthur Pelletier et commença "Nap's Garage" avec l'aide d'Edmond Préfontaine et de Philippe Fagnan. Plus tard, Robert, son frère, vint l'aider aussi. Napoléon quitta Vimy et ferma les portes de son garage le 1 juillet 1958.*



Nap Carrière's garage: Lillian, Napoléon, Henriette, Viviane & Fernando Carrière

## Napoléon Garneau's Sawmill - Scierie de Napoléon Garneau

by Y. Martel

Napoléon Garneau had a sawmill at Shoal Creek for quite a few years in the 1920's and 1930's. Many people from Legal worked in the sawmill, especially in winter. The young families would build themselves a small shack for the winter and everyone enjoyed working at the mill because it was like a big family; there was even a small store to buy whatever they needed.



Napoléon Garneau's Sawmill

*Dans les années 1920 et 1930, Napoléon Garneau avait un moulin à scie où travaillaient plusieurs personnes de Legal, surtout en hiver. Les jeunes familles se bâtissaient des petites cabanes pour l'hiver, et tout le monde aimait travailler au moulin car on avait le sentiment de faire partie d'une seule grande famille. Il y avait même un petit magasin où l'on pouvait trouver tout ce qu'il fallait.*



Napoléon Garneau's Sawmill

## Northrup's Reliance Service Station

Ernest and Winona Northrup and their two sons arrived in Legal August 25, 1936 to reside two miles north and one mile west of Legal Corner on Highway #2. The building consisted of one small store with living quarters. A few years later, an addition was built onto the store. A tin-lined warehouse was constructed to store oil, grease and other products. Two new electric gas pumps were installed on a cement island.



Northrup's, 1936



Northrup's Reliance Service Station

In order to accommodate the tourists, three two-bedroom cabins were constructed. The Northrup family left Legal in 1957 after having a business at the "Northrup Corner" for 21 years.

*Ernest et Winona Northrup arrivèrent à Legal avec leurs deux fils le 25 août 1936. Ils prirent résidence à deux milles au nord et à un mille à l'ouest du Coin de Legal. Le bâtiment comprenait un petit magasin et une résidence. Quelques années plus tard, ils construisirent une addition au magasin. Ensuite, un entrepôt revêtu de tôle fut construit où l'on gardait de l'huile, de la graisse*

*et d'autres produits. Deux nouvelles pompes d'essence électriques furent installées sur une plate-forme en ciment.*

*Afin d'héberger les touristes, les Northrup firent construire trois cabanes de deux chambres. Ils partirent de Legal en 1957 après avoir travaillé 21 ans au magasin.*



Gordon, Winona, Ernest, Allan Northrup

## Oil Wells in the Legal area – Puits d'huile

In the late 1940's, excitement and apprehension ran high in the village of Legal when companies tested for gas and oil. In the early 1950's, drilling was started south and east of Legal. A Can-Tex Oil drilling crew passed through the village bearing equipment and a derrick toward their first site east of Legal. Hotel, shopkeepers, garages and lodgers had already received news that their services were required. It was in early March 1953 that the first well became a producer. The same company also drilled a well on SE-17-57-24-W4.

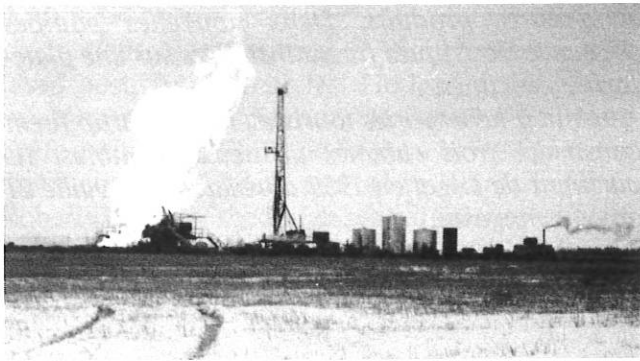
Some wells were good producers while others were abandoned, cemented and the land reclaimed. It is now productive farm land. Local people were hired on drilling rigs as "roughnecks", "tool pushers" and other jobs. Today, many stories are told about "hairy experiences" on these oil rigs.

One evening in March, Imperial Fairy dell blew up, the derrick caught fire and flames could be seen for miles around. Luckily, no one was hurt.

As reported in 1954 in the *Edmonton Journal*:

WILD GAS WELL CONTINUES DEFIANT ROAR BUT CONQUEST NEAR AS WATER POURS IN (by Jack Deakin, Journal Staff Writer): LEGAL -A wild gas well continued to roar its defiance into its 17th day Monday as work crews, using \$1,000,000 worth of machinery, battled to bring it under control.

The struggle against the flaming torch, Imperial Fairy dell 117 about 30 miles north of Edmonton, appeared late Sunday



Imperial Fairydeil blew up in March 1954 on Victor Douziche's land

to be favoring the men and machines as an estimated million gallons of water were poured into the gas-bearing formation beneath the well.

For two days heavy-pressure pump trucks forced water 2,700 feet down a directional relief well, less than 300 feet away, into the gas area of the rogue well. It is intended to continue to pump down water until the area is completely flooded, holding the escaping gas beneath the surface.

The fight against the burning well is being directed by V.J. "Tip" Moroney, of Imperial Oil Ltd.

While approximately 1,000,000 gallons of water, pumped into the wild well through the directional relief hole in the first 40 hours of operation, failed to snuff out the flames by sealing off the gas from the surface, officials believed it will not be too long before the fire is brought under control.

The gas, as it roars out of the pipe, looks like a silvery column of water, about eight to ten inches in diameter. It almost has the appearance of a thick, circular piece of ice.

Because the gas does not ignite until it has mingled with air after passing through an opening on the drilling floor, it is not hot under the old derrick platform. In fact, it is quite cool. Outside however, on all sides of the platform, the heat is intense.

Flooding operations started Saturday morning after crews had drilled the directional hole to within a few feet of the 2,700-foot zone where the natural gas is escaping up the wild well. This work was started with only two large pump trucks in operation. One is owned by Halliburton Oil Well Cementing Co., and the other by Dowell.

Terrific pressure was built up behind the stream of water in an effort to break down the Viking sand formation containing the gas. Once this is completed the water is expected to saturate the area. Following this a huge amount of mud and water, now held in separate tanks, will be pumped in to choke off the gas.

A greater amount of water was needed to flood the area than was anticipated. The 60,000 gallons, stored in large nearby tanks, proved inadequate so a third pump truck, also owned by Halliburton was called in. This new pump has a pressure output of 12,000 pounds.

With the three pumpers in operation the original water supply soon dwindled. Late Saturday pumping operations were closed down. Officials and crews then organized a greater and more concentrated effort.

#### FOURTH TRUCK ORDERED

At about midnight Saturday Moroney and his men declared all-out war against the rogue. An emergency call was sent out for a fourth pump truck. Another hurry-up call was issued to every available tank truck operator or owner so that the depleted water supply could be replenished.

It was obvious that a much greater amount of water would have to be pumped to flood the area.

Pipes carrying the water from the tanks to the pump trucks, and from there to the head of the relief well, were re-arranged. By shortly after midnight Saturday a dozen more trucks arrived to carry water. The big fight was on.

It wasn't until about 9 a.m., Sunday that preparations were completed. Crews were ready for the "knock out" blow to the gasser.

#### 30 TRUCKS HAULING

Tank truck owners and operators co-operated like a football team. By early Sunday morning 30 trucks were on the road to bring in an enormous supply of water from a slough five miles north of the well site. Due to freezing weather conditions a temporary pipeline from the well was not feasible. The water would freeze in the low temperatures prevailing.

Storage tanks were quickly filled and the 30 trucks were standing by fully loaded to refill the tanks as they were emptied by the four big pumpers.

Further difficulties were encountered as the pipes from the pump trucks to the well head vibrated under the heavy pressure. This caused the well head to shake loose and operations had to be closed down temporarily while the well head was tightened down.

#### CALLS FOR ACID

Not satisfied with the progress made, Moroney called for a load of acid to acidize the Viking formation around the gas area in the burning well. This was to speed the breakdown of the Viking formation so that more water could be pumped in.

Noise from the powerful diesel powered pump trucks, which formed a square at the relief well site, was almost deafening. The noise of tankers, engines, hurrying up to storage tanks, increased the volume.

This compact area was the focal point of operations. The burning well, while the pumping operations were at their peak, was of interest only to a few outside onlookers.

The sight-seeing crowd Sunday was small, as about 200 persons turned out for the day. RCMP blocked off roads leading to the well site so that workmen would not be hampered.

The gas pressure fell off to a minimum. The well was strangely quiet as the roar of escaping gas became almost a whisper.

Officials and crewmen believed they had beaten the rogue.

But their hopes proved false. Within about 15 to 20 minutes the wild well roared back to life.

The flames became higher and hotter, and onlookers moved back to a more comfortable vantage point. But it wasn't all gloom. Water continued to pour into the well and come up the well pipe with the gas, indicating that it was reaching the rogue well from below.

There was no definite assurance that the water wasn't going still farther down into the wild well, possibly to the 4,000 foot D-3 zone level. The well had been drilled to that depth before gas pressed its way to the surface, causing the fire.

Explaining why the well caught fire, officials state that when the drillers lost their circulation of mud in the well hole, the gas was permitted to rise to the surface. The mud circulation was lost when the drill bit hit into an exceptionally porous pocket at the 4,000-foot level and the mud seeped away before crewmen could take preventative measures.

The crews plan that when the gas has been cut off and the fire blacked out, the debris will be wetted down. The next operation will be for a welder to enter under the damaged drill platform, cutting off an attached piece of well equipment from the blowout preventer or pipe.

When this is done the damaged drill platform will be pulled out of the way, a new blowout preventer installed, bolted and closed and a new drill platform hauled onto the well site. The final operations will be erecting another top of the drill rig onto the drilling platform.

The two cold days that crews and others watched the raging well defy all efforts to "kill" it were not without humorous moments. The oilmen grinned when two photographers walked into thick, gooey mud in an old mud pit and became coated to their hips.

The oil well explosion burned for three weeks until an expert by the name of Al (Red) Adair from Texas was hired to put out the fire. People of the area were relieved when this burning inferno was extinguished. This explosion made world headlines.

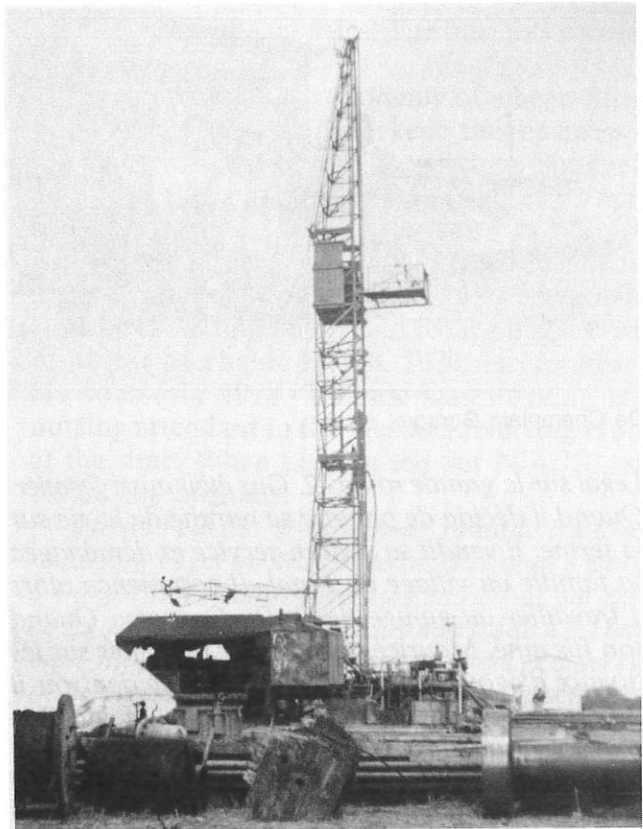
Other oil companies moved south of Legal. Two oil wells became producers. Imperial Oil drilled a well and was unsuccessful in striking oil or gas. After drilling 3,000 feet (the same depth as producing wells in the area), they discovered a different formation that would only be profitable as a salt-water disposal well, of which there are several around Legal. Other wells were drilled in the vicinity and pipelines were put in place by Imperial Oil Ltd. to transport oil to Redwater refineries. Twenty oil wells and 30 to 40 gas wells are still producing in this area. Legal and districts profited from the oil and gas industry for years.



Producing oil well on Gabriel & Marie-Rose Tieulié's land: Gabriel, Marie-Rose & Armand Tieulié, and Théodore & Henriette Gelot, 1963

*On commença à chercher de l'huile dans la région de Legal vers la fin des années 1940. Au début des années 1950, il y avait des puits en production au sud et à l'est du village. Ceci créa plusieurs emplois et contribua au développement économique de plusieurs entreprises locales. En 1954, un des puits explosa (Imperial Fairydell 117) et continua de brûler pendant plusieurs jours avant qu'un spécialiste du Texas réussisse à l'éteindre.*

*Certaines terres où les puits ont été creusés ont été remises en état de culture. Quelques puits ne furent pas mis en production mais servirent plutôt d'entrepôts d'eau salée. On compta jusqu'à 20 puits*



First oil well dug in Legal, on the Mercier farm

*d'huile et de 30 à 40 puits de gaz en production autour de Legal.*

### Philip de Champlain Garage

"Gus" (Philip) de Champlain and his brother Sam owned and operated a service station located just north of Legal on Highway #2. Besides working at the service station, Gus also farmed. When he decided to retire from farming, he sold the service station and moved his family into the village of Legal. He then started working at Duffy Garneau's garage. When Gus' oldest son, Maurice, went to work in 1944 in Dawson Creek, the latter met with near death, as he was buried alive while working on sewer lines. It was this accident that made Gus decide to once again open his own business to keep his sons close to home and working for him. He then bought a garage from Joseph St. Martin, who had the International dealership.

Gus and his sons ran the family business (the local garage), maintaining automobiles and farm equipment for all their customers until he decided to sell in the mid-1960's to join his sons Roland, Norbert and Maurice in the gravel business.

*"Gus" (Philip) de Champlain et son frère Sam appartenaient une station-service juste au nord de*



De Champlain Garage

*Legal sur la grande route #2. Gus était aussi fermier. Quand il décida de prendre sa retraite de la vie sur la ferme, il vendit sa station-service et déménagea sa famille au village de Legal. Il commença alors à travailler au garage de Duffy Garneau. Quand son fils aîné, Maurice, partit pour travailler sur les tuyaux d'égouts en 1944, il eut un accident où il fut enterré vivant. Cette mort proche décida Gus de rouvrir un commerce pour que ses fils Maurice, Roland et Norbert, puissent travailler avec lui. Il acheta donc le garage de Joseph St-Martin, qui avait la concession International.*

*Gus et ses fils opérèrent l'entreprise familiale jusque dans les 1960 quand Gus la vendit et joignit ses fils dans une entreprise de gravier.*

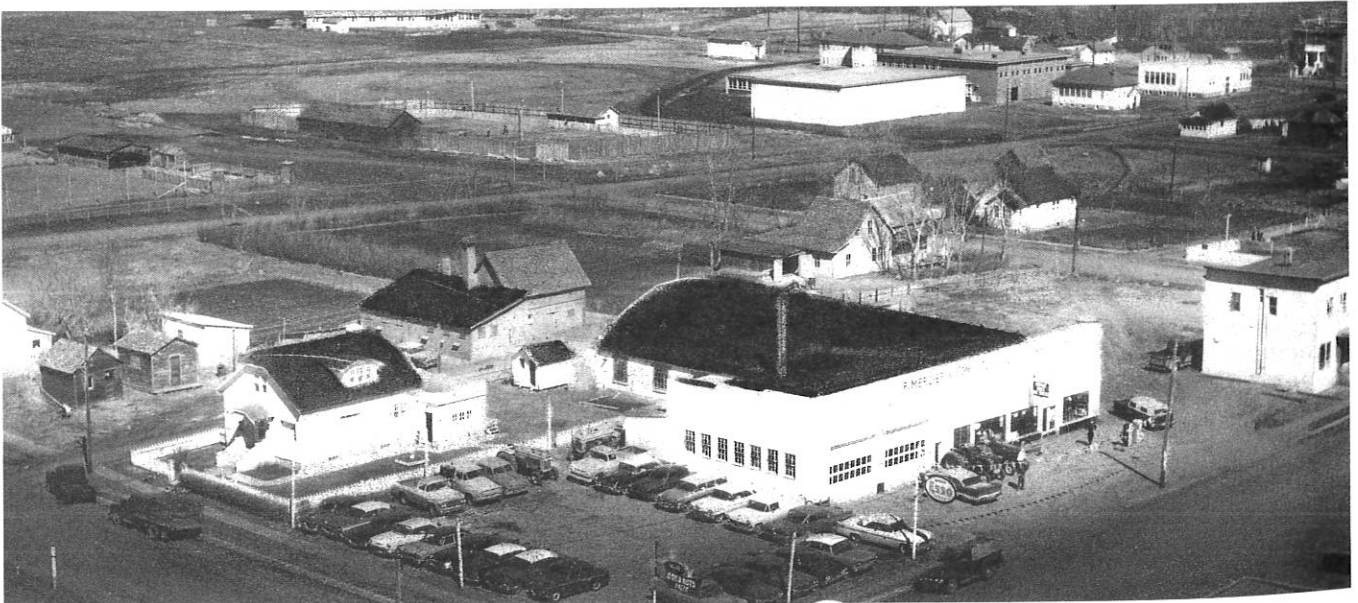
### **P. Mercier & Sons Garage**

Phillippe Mercier and sons started a Minneapolis machinery business on the farm and later moved the dealership to the village of Legal.

In 1945, they added the Ford dealership which they operated until 1948. The same year, Philippe, with sons Denis and Paul, purchased Duffy Garneau's garage, thus becoming Pontiac, Buick and General Motors (GMC) dealers instead of Ford, under the name of "P. Mercier & Sons". During the same time period, the B.A. Bulk dealership was also acquired.



Denis Mercier on first combine north of Edmonton, a G-4 Minneapolis Moline, circa 1937



P. Mercier & Sons Garage, 1949



*Phillippe Mercier et ses fils commencèrent une petite concession de machines "Minneapolis" sur la ferme, mais plus tard, ils déménagèrent la concession au village de Legal. En 1945, ils obtinrent la concession de Ford, qu'ils eurent jusqu'en 1948. Cette même année, Phillippe et ses fils Denis et Paul achetèrent le garage de Duffy Garneau, devenant ainsi des concessionnaires de Pontiac, Buick et General Motors. Ils s'appelaient alors "P. Mercier & Sons". A cette même époque, ils acquérirent aussi la concession de "B.A. Bulk".*



P. Mercier & Sons, 1937

### **Pelletier Service Garage**

Henry Pelletier and his wife Yolande (Laforce) left Legal in the spring of 1951, and came to Vimy to start a business at Vimy Corner, adjoining the highway #2. It was built on a parcel of two acres of land, NW-4-33-58-25-W4. Henry was a licensed mechanic and welder. The business consisted of a service station, confectionery, three-bay garage,



Pelletier Service Garage, 1971

welding and bulk gas sales. The business was very prosperous.

Henry passed away suddenly of a heart attack March 31, 1969. Yolande kept the business in operation with the help of her children. She closed down the bulk plant in the spring of 1970. When her son turned 16, he became a mechanic apprentice under Hendrick Despins. He passed an aptitude test and was accepted at Northern Alberta Institute of Technology (N.A.I.T.) for his first year of Motor Mechanic May 8, 1974. He completed his course in 1978. Yolande was working as a nursing attendant in the Westlock Nursing Home at the time. When her son left for N.A.I.T., she closed the business.

*Henri Pelletier et sa femme Yolande (Laforce) quittèrent Legal au printemps de 1951 pour s'établir à Vimy afin de commencer une entreprise, sur deux acres de terrain situé sur la grande route #2. Henri était mécanicien et plombier licencié. Le service qu'il dirigeait comprenait un poste d'essence, un magasin et un garage; son entreprise était très prospère. Cependant, il décéda d'une crise cardiaque le 31 mars 1969. Son épouse continua jusqu'en 1974.*

### **Provençal's Business in Vimy by Gertie Provençal**

In 1939, Wilfrid Provençal started a trucking business in Vimy, hauling cream and eggs. The Laplante Bros. were also trucking then. Wilfrid started with a 1926 car, that he and his brother-in-law, Donat Labby, removed the seats out of it to make a truck. On his first trip to the city, he

had two cream cans but he built his business up to over 100 customers. In 1946, he sold his business to Louis Proulx. The same year, he went in partnership with his brother-in-law Philip Pelletier, when they bought the garage from Philip Fagnan. They built a new and bigger garage, but in 1947, sold it to Art Pelletier. Wilfrid went back trucking, this time hauling gravel and black top for roads. He worked on Highway 2 from Edmonton to Clyde in 1948. He had to be away from home a lot, so in 1951, he sold his truck to Léandre Riopel and took the meat market in exchange, which his brother Armand was operating.



Wilfrid, Gertie & 2-month old Roland in front of their truck, 1939

Wilfrid then took over from Mr. Lanouette as manager of the United Grain Growers in 1951. He was there until 1969, when the United Grain Growers was sold to Alberta Wheat Pool. From 1951 to 1979, Wilfrid drove a school bus that he had bought. He drove in the morning and his wife, Gertrude in the afternoon. In August 1960, he went to Toronto to get school buses for the Westlock School Division. With him were Lucien Fagnan, Emilien Fortier and Paul E. Huot. The four of them followed each other home like a cavalcade.

In 1969, when the elevator was sold, Wilfrid went to work at Marshall Wells and the Field Store in Westlock, but kept on with the school bus until 1979, when he sold to the school division.

*En 1939, Wilfrid Provençal établit un transport à Vimy pour le transfert des produits des fermes comme la crème et les oeufs. Les Frères Laplante poursuivaient en même temps ce service nécessaire. Wilfrid y débuta avec une auto 1926 qu'il transforma en camion, avec l'aide de son beau-frère, Donat Labby.*

*Son entreprise se développa rapidement si bien qu'en quelques années, il avait une centaine de*



Vimy Garage, built in 1946

*clients. En 1946, il vendit à Louis Proulx. En cette même année, il devint partenaire de Philippe Pelletier dans l'achat d'un garage appartenant à Philippe Fagnan. Ils l'agrandirent considérablement et le vendirent l'année suivante à Arthur Pelletier.*

*Wilfrid se remit au transport mais cette fois, du gravois et de la terre noire pour les chemins d'Edmonton à Clyde. Il vendit son camion trois ans plus tard et s'engagea dans une boucherie que son frère Armand dirigeait.*

### **R.B. Pelletier Insurance Agency Ltd. Agence d'assurances R.B. Pelletier**

This agency started March 14, 1988, with Robert and Bonnie Pelletier. Robert has lived in Legal all his life and Bonnie, for 24 years.

Robert and Bonnie always had dreams of starting their own business in Legal. When the opportunity arose to start an insurance agency, they worked long and hard to fulfill this dream. Many hours were spent telephoning various insurance companies to sponsor their agency. After speaking with several companies, Portage La Prairie Mutual Insurance Company agreed to sponsor the agency in Legal. The very first client

was Chris Hager of Legal. R.B. Pelletier Insurance Agency Ltd. now provides fishing and hunting licenses, is a motor vehicle issuing office and provides Insurance Services. The building housing the agency is located on main street in Legal. Previously, it has been a bakery, a butcher shop, a restaurant and an insurance agency. It has been used as an insurance agency for the past 30 years.

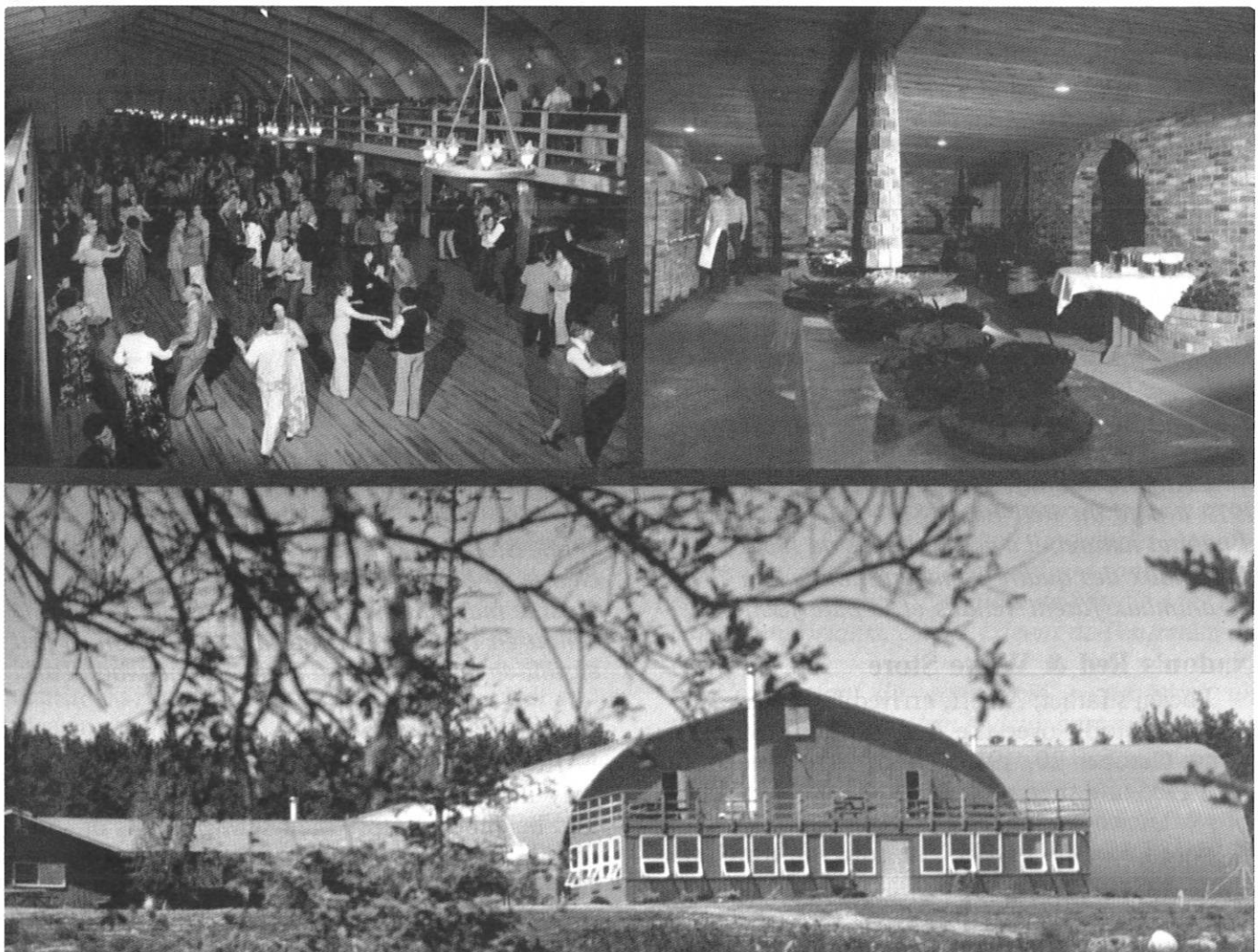
*Les portes de R.B. Pelletier Insurance Agency Ltd. se sont ouvertes le 14 mars 1988, fondé par Robert et Bonnie Pelletier. Robert a toujours vécu à Legal et Bonnie, depuis 24 ans.*

*Ils avaient toujours rêvé de lancer un commerce à Legal. Quand la possibilité d'établir une agence d'assurances s'annonça, ils ont travaillé très fort afin de réaliser leur rêve. Ils ont passé de longues heures à téléphoner à d'autres compagnies d'assurances, en cherchant des parrains pour leur propre agence. Enfin, c'est Portage La Prairie Mutual Insurance Company qui parraina la compagnie à Legal. Le tout premier client fut Chris*

*Hager de Legal. R.B. Pelletier Insurance Agency Ltd. offre maintenant des permis de chasse et de pêche, ainsi que des permis de conduire et des services d'assurances. Situé sur la rue principale, le bâtiment a déjà servi de boulangerie, de boucherie, de restaurant, de magasin et d'un autre bureau d'assurances. Il y a une compagnie d'assurances dans le bâtiment depuis 30 ans.*

## The Red Barn

The Red Barn is situated 13 kilometers east of Legal and 45 kilometers north of Edmonton. It was opened in the summer of 1975 by co-owners Walter Jerram and Bill Cochrane. On opening night, 800 persons danced to the music of the "Emeralds". In 1980, the Red Barn society had 10,000 registered members. The Red Barn, with its interior of natural spruce and brick, was at that time the largest social club in Alberta. It has the largest known indoor barbecue facility and has a 6400 square feet free-floating maple dance floor



The Red Barn

where people can enjoy old-time dancing every Saturday night.

It has tables seating about 10 people each, around the dance floor and on a balcony extending down the sides and back of the hall, and in the adjoining hall where people can socialize.

Both summer and winter, hall rentals for private parties are available. There is ample free parking with 160 acres of campground for trailers or tents with showers and inside washroom facilities, a fully equipped picnic area, a souvenir shop with an 80-foot hand-carved Totem Pole situated in front of the log concession building.

The Alberta Wildlife Park opened in 1979, and was built adjacent to the Red Barn, on 1000 acres of natural habitat. Over the years, it grew to over 100 species of wild animals from the four corners of the world. It also had a "Children's Petting Zoo". In 1993, the animals were sold and the park was officially closed. The Red Barn continues to operate.

*Le "Red Barn" est situé à 13 kilomètres à l'est de Legal et à 45 kilomètres au nord d'Edmonton. Il fut ouvert en 1975 par ses copropriétaires Walter Jerram et Bill Cochrane. Le soir de l'ouverture, 800 personnes dansèrent au son de la musique des "Emeralds". En 1980, la société du Red Barn avait 10 000 membres inscrits. Le Red Barn, avec ses murs en pin et en brique, est le plus grand club social en Alberta. Il possède un immense barbecue intérieur et un plancher de danse de 6 400 pieds carrés où la musique du bon vieux temps accueille les danseurs tous les samedis soirs. Il y a du stationnement gratuit et 160 acres de terrain de camping bien aménagé. Une boutique de souvenirs, avec un totem de 80 pieds érigé devant, est située devant une confiserie bâtie en rondins.*

*L'Alberta Wildlife Park a ouvert ses portes en 1979 à côté du Red Barn. Situé sur 1 000 acres d'habitat naturel, il a accueilli plus de 100 espèces d'animaux des quatre coins du monde. En 1993, les animaux furent vendus et le parc fermé.*

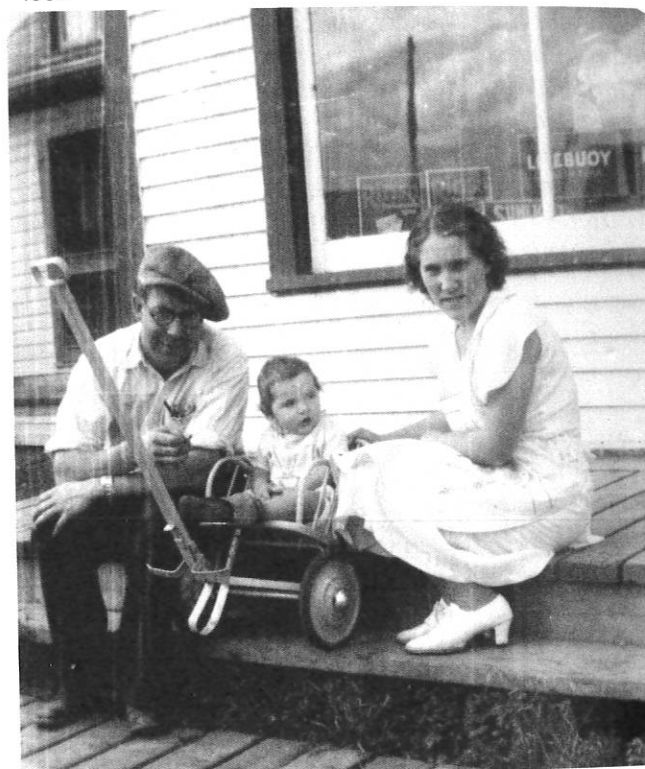
### Nadon's Red & White Store

Lucien's father, Albert, arrived from Saskatchewan and took over the Red & White Store in Vimy, October 20, 1930. He operated the store until 1935 and then took over the hotel in Spruce Grove. Lucien Nadon also took over the store with his wife Laurette. In 1937, he sold the store and moved to Edmonton. He and his family are retired in Sherwood Park.

*Albert, le père de Lucien, arriva de la Saskatchewan et entreprit la gestion du "Red &*



A procession going by the Nadon's Red & White Store in 1932



Lucien, Clément & Laurette Nadon in front of their Red & White Store

*White Store" à Vimy de 1930 à 1935, quand il prit charge de l'hôtel à Spruce Grove. Lucien géra lui aussi le magasin avec sa femme, Laurette, mais le vendit en 1937 et déménagea à Edmonton. Il prit ensuite sa retraite avec sa famille à Sherwood Park.*

### René's Vacuum Service Ltd.

René's Vacuum Service Ltd. started out as a very insignificant business helping local friends and neighbors empty their sewage tanks or small livestock manure pits. René Maurier was in a full-scale "farrow to finish" hog operation on his farm four and a half miles west of Highway 2 on Secondary Highway 651. He had bought himself a liquid manure tank for his own purposes. René

likes change so he graduated to a truck-mounted unit. In 1973, he was asked to help "Cold Lake Sewer Cleaners" in Westlock clean sanitation sewer lines. For three years René continued to assist Cold Lake sewer lines, aside from working in Stony Plain and Fort McMurray areas and increasing our local customers. In August 1983, the company was incorporated as René's Vacuum Services Ltd. René had meanwhile phased out of farming and his hog operation. He built a "sewer flusher" and combination vacuum truck unit with Marcel Coulombe of Legal Welding. Together they built a superb unit which still is used today for all our sewer line cleaning needs. The customers today range from Torans in central Alberta to the Fort Smith and Fort Chippewyan areas of the North. Our truck has also cleaned lines from the slopes of Marmot Basin ski resort in Jasper to the irrigation canals of Taber area and to the northern native communities of Saskatchewan. It has been brought in by barge on the Athabasca River to reach its clients and has been towed up the mountain by snow packing machines.

René expanded the vacuum truck part of the business serving our local people as well. Garage pumps, car washes, oil spills—name it—we have cleaned up many areas. René, with son Mark and about 10 or so local people, keeps the operation going. An industrial steamer and a cold-wash pressure unit are always in demand for clean-up purposes as well. The oilfield has been a favorite client, requiring all aspects of maintenance operations.

With the expansion (full-time mechanic and Anita with two offices) personnel is kept busy. René and Mark are now embarking on a new phase of preventative sewer line maintenance; "Cam-Trak Inspection Service" has been added to the services offered. It is a modern mobile computerized video logging and still photograph enterprise. Reports of problems, old and new in pipe operation, can be received almost instantly.

We feel that Legal and area have been good to us and René's Vacuum Service Ltd. hopes to continue serving its clients in the most honest and pleasing manner possible.

*René's Vacuum Service Ltd. était, au début, un petit commerce qui aidait les voisins et les gens des environs à vider leurs réservoirs d'égouts ou de fumier de petit bétail. René Maurier avait, à l'époque, une grosse entreprise d'élevage de porcs sur sa ferme. Il s'était acheté un réservoir de fumier liquide, mais aimant les changements, il s'est procuré un système à camion-citerne. En 1973,*



René's Vacuum Service Ltd.

*"Cold Lake Sewer Cleaners" à Westlock lui ont demandé ses services. Pendant les trois ans qu'a duré ce travail, René continuait à travailler dans les régions de Stony Plain et de Fort McMurray, tout en augmentant sa clientèle locale. En août 1983, son commerce a été incorporé sous le nom de "René's Vacuum Service Ltd". Pendant ce temps, René avait délaissé l'agriculture et ses porcs. Avec Marcel Coulombe de "Legal Welding", il a construit un "videur d'égouts" et un camion à aspirateur combiné. Nous utilisons encore ce système pour tout le nettoyage de lignes d'égouts. Notre clientèle s'étend de Torans jusqu'aux régions de Fort Smith et de Fort Chippewyan plus au nord. Nous l'utilisons aussi soit pour nettoyer les lignes sur les pentes de ski à Marmot Basin et Jasper, soit pour les canaux d'irrigation de la région de Taber, ou jusqu'aux communautés autochtones du nord de la Saskatchewan. Nous avons déjà transporté ce camion par chaland sur la rivière Athabasca et nous l'avons même remorqué sur une montagne.*

*De plus, René a développé son commerce local de camion à aspirateur. Nous avons tout nettoyé: des pompes à garage, des lave-autos et des nappes d'huile. René, aidé de son fils Mark et d'une dizaine de gens des environs, supporte encore son commerce. Un vaporisateur industriel et une machine à pression de lavage à froid sont toujours en grande demande. Les puits de pétrole sont des clients importants, car ils exigent de l'entretien de toutes sortes.*

*L'expansion du commerce a nécessité un mécanicien à temps plein et deux bureaux gérés par Anita. René et Mark ont ajouté la division "Cam-Trak Inspection Service" pour s'occuper du maintien préventif des lignes d'égouts. C'est une entreprise d'enregistrement par vidéo informatisé et de photographie qui informe instantanément des problèmes nouveaux ou habituels dans les tuyaux.*

*Nous croyons que la région de Legal nous a bien servi et René's Vacuum Service Ltd. espère*

*continuer à servir sa clientèle de façon aussi honnête et plaisante que possible.*

### **Revelstoke Hardware in Legal - La quincaillerie de Revelstoke** by Wilfrid Lecavalier

The hardware store in Legal was started by an individual from J.B. Armitage Lumber Company Ltd. in 1922. Two lots were purchased and the lumber yard was set up. Revelstoke Sawmill Company Ltd. of Revelstoke, British Columbia purchased it in 1926. It was just a small lumber yard with a small office and a few small sheds. At the time, lumber, shingles, mouldings, brick, lime, cement, glass, doors, windows and paint were sold.

Léon Morency was the manager. In the winter of 1928-1929, Revelstoke purchased another lot adjacent to the property. All the old buildings were removed and a new hardware store was built along with new sheds. Revelstoke was operating under the following titles: Alberta Lumber Company Ltd., Atlas Lumber Company Ltd., Revelstoke Building Materials Ltd. and Builders Hardware Ltd. The head office was in Calgary, with Mr. Hess as president and Mr. Sine as vice-president. At one time, Revelstoke had between 150 and 160 retail outlets in Alberta, Saskatchewan, British Columbia and Manitoba. The outlets were operating as sawmills, planer mills, lumber yards, hardware stores and transit mix cement.

The grand opening in Legal came in May 1929, when Wilfred Lecavalier started to work as assistant. It carried the full line of lumber and plywood; a complete stock of hardware items including kitchen stoves, heaters, washing machines, tools, kitchen utensils, dishes, plumbing, paints, auto tires and other merchandise. Mrs. Omer Roux was bookkeeper and clerk. March 9, 1943, Wilfred Lecavalier went to the Canadian Army Service Core and was gone for two and a half years. Léon Morency had passed away in 1944. He was replaced for a few months by George Desmarais, who was in turn replaced by Peter Krawchuk from Willingdon. When Wilfred Lecavalier returned from the war in September 1945, he took over the management from Peter Krawchuk: Mrs. Roux was still bookkeeper and clerk.

Here is a list of some employees who worked for Revelstoke over the years of operation: Jos Théberge, Léo Charrois, Laurier Régimbald, Elza Montpetit (bookkeeper), Rolland Demers, Gérard Tieulié, Claude Chamberland, Georgette Leduc

(bookkeeper), Paul Chamberland, Alexina Lecavalier (bookkeeper) and Noël Tieulié.

Wilfred and Alexina retired in May 1975 after 46 years of service for Revelstoke.

Raymond Pelletier took over management in May 1975 and was replaced by Jim Green in March 1976, with Paul Cloutier as his assistant. Jim operated until late in 1978 when he was transferred to Whitecourt. Bob Sparling replaced Jim but in the fall of 1980, Revelstoke closed its doors. The buildings were demolished at a later date.



Revelstoke Hardware

*La quincaillerie de Legal fut fondée en 1922 par un individu de J.B. Armitage Lumber Company Ltd. On acheta deux parcelles de terrain pour y établir la cour à bois.*

*Revelstoke Sawmill Company Ltd. de Revelstoke (Colombie Britannique) l'acheta en 1926. Ce n'était qu'une petite entreprise avec un petit bureau et quelques petites remises. On vendait du bois de charpente, des bardeaux, des moulages, des briques, de la chaux, du ciment, de la vitre, des portes, des fenêtres et de la peinture. Léon Morency était le gérant.*

*L'hiver de 1928-1929, Revelstoke acheta un autre terrain adjacent à sa propriété. Tous les anciens bâtiments furent enlevés et on bâtit une nouvelle quincaillerie avec de nouvelles remises.*

*Revelstoke commença sous divers noms: Alberta Lumber Company Ltd., Atlas Lumber Company Ltd., Revelstoke Building Materials Ltd. et Builders Hardware Ltd. Le bureau principal se trouvait à Calgary avec M. Hess comme président et M. Sine comme viceprésident. Il y avait un temps où Revelstoke avait entre 150 et 160 succursales en*

Alberta, en Saskatchewan, en Colombie Britannique et au Manitoba. Elles fonctionnaient à titre de cours à bois, de quincailleries et de mélangeurs de ciment.

L'ouverture du magasin de Legal a eu lieu en mai 1929, quand Wilfred Lecavalier commença à travailler comme assistant. A cette époque, Revelstoke offrait toute la gamme de bois de charpente et de contre-plaqué, d'articles de quincaillerie tels que poêles à cuisine, chaufferettes, machines à laver, outils, ustensiles de cuisine, vaisselle, articles de plomberie, peinture, pneus et autres. Mme Omer Roux travaillait comme comptable et commis de bureau. Le 9 mars 1943, Wilfred Lecavalier s'inscrivit à l'Armée canadienne et s'absenta pendant deux ans et demi. Quand Léon Morency décéda en 1944, il fut remplacé par George Desmarais puis par Peter Krawchuk de Willingdon. Quand Wilfred Lecavalier revint de la guerre en 1945, il reprit la gérance de Peter Krawchuk; Mme Roux était toujours employée.

Voici quelques employés de Revelstoke au cours des années: Jos Théberge, Léo Charrois, Laurier Régimbald, Elza Montpetit (comptable), Rolland Demers, Gérard Tieulié, Claude Chamberland, Alexina Lecavalier (comptable) et Noël Tieulié.

Wilfred et Alexina prirent leur retraite en mai 1975 après 46 années de service pour Revelstoke.

Raymond Pelletier prit la gérance en mai 1975; Jim Green le remplaça en mars 1976, avec Paul Cloutier à titre d'assistant. Jim géra la compagnie jusqu'à la fin de 1978 quand il fut transféré à Whitecourt. Bob Sparling remplaça Jim, mais Revelstoke ferma ses portes en automne de 1980. Les bâtiments furent démolis plus tard.

### **Sabourin Seed Cleaning Plant - Entrepôt de criblage de grain**

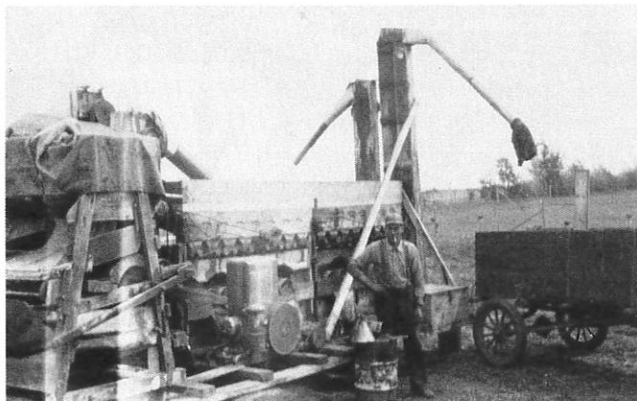
In 1943, I, Paul Sabourin, started cleaning grain for the farmers with my mobile cleaning plant. I did that for 10 years. In 1953 my father died so I stayed home and continued to clean grain. I also upgraded my seed cleaning plant. In 1959, I built, with the help of my brothers, the seed cleaning plant to what it was when I retired in 1985.

I liked cleaning grain and meeting all my customers. I looked forward to meeting them every year; they kept me up with all the news in the neighborhood.

*En 1943, Paul Sabourin commença à cribler le grain pour les fermiers avec son entrepôt mobile, ce qu'il fit pendant 10 ans. En 1953, son père décéda, alors Paul resta à la maison et continua*



Seed-cleaning plant, built in 1959



Paul Sabourin & mobile seed-cleaning plant

son entreprise, à laquelle il apporta des améliorations. En 1959, il bâtit, avec l'aide de ses frères, un nouvel entrepôt, où il travailla jusqu'à sa retraite en 1985.

Paul a bien aimé cribler le grain et rencontrer tous ses clients, qui lui donnaient toutes les dernières nouvelles.

### **Vimy Hotel**

by Jean and Marie Rose Hellec

I, Marie Rose, was born June 21, 1936 in Westlock, to Alfred (Bidou) and Emma (Boisvert) Garneau. I resided on the family farm, four miles north and one mile west of Legal. I attended school in Vimy and babysat locals to earn a little spending money. On the farm, I had one brother, Armand, and three sisters, Rita, Cecile and Leah. We all helped with the chores, feed the chickens, milk the cows, et cetera. It was a great life!

In 1952, the family moved to Edmonton. It was there that I met Jean Hellec. Jean was born in Brittany, France and came to Canada in 1951. He was working for Frank Apchin, who had a farm in Vimy. We were married in 1955 and settled in Edmonton. There, we bought a garage in Beverly, in partnership with my brother, Armand Garneau.



Jean & Marie-Rose Hellec family

In 1962, we ventured on. We took a chance and bought the Vimy Hotel. We were new at this type of business, but with continuous patronage and hospitality of the locals, we made out all right. We always had a full house after hockey games and baseball games. We always appreciated the players' and viewers' support. Vimy was a great place and the people around were very nice.

In 1964, we sold the hotel. We were expecting our third child at the time. After our daughter was born, we went to the Cremona Hotel, then the Empress Hotel in Lacombe, and finally to the Park Hotel in Wainwright. We then retired in the Wainwright area.

John and I have three children: Vivianne, Robert and Jacqueline. All three reside in Wainwright. Vivianne married John Milton. They

have four children: Jeanelle, Chantelle, Rachelle, Michael and are expecting the fifth in April. Robert married Connie Campbell. They have two children: Brittany and Braiden. Jacqueline married Raymond Patry. They have two children: Jenna-Rae and Nicole.

*Jean et Marie Rose (Garneau) Hellec sont devenus propriétaires de l'hôtel de Vimy en 1962. Avec l'encouragement et l'appui des gens de cette localité, ils ont fait de bonnes affaires. L'hôtel se remplissait après chaque joute de hockey et de base-ball.*

*En 1964, les Hellec vendirent l'hôtel. Après la naissance de leur troisième enfant, ils dirigèrent successivement les hôtels Cremona, Empress (à Lacombe), et Park (à Wainwright). A ce dernier endroit, ils prirent leur retraite.*

---

## SURVEY OF BUSINESSES IN LEGAL

### **SURVEY OF BUSINESSES IN LEGAL LISTE DES COMMERCES (from early 1900 to 1994)**

by **Wilfred Lecavalier and researchers**

The information given in this survey is to the best of my knowledge with some help of a few senior citizens of the village. It is next to impossible

to be exact for such a length of time since 1900 to 1994. It would compare to asking someone, how many gallons of water has crossed the bridge at the east end of the village during that length of time.

*Accountants - comptables:* J. Plante, Abacon Accounting (Dan and Michelle Pelletier).



*Agricultural Machinery Agencies - machines agricoles:* International Harvesters (J.B. Coté, Freddy Garneau - also Star Car Sales), Jos St. Martin, Willie Boisvert, Normand Letourneau); J.I. Case (Rémi Baert, Jules Baert, Lucien Bergevin, Phil and Roland Préfontaine); Minniapolis Moline (Phil Mercier); Rockwell Equipment (Raymond Préfontaine); Massey Harris (Denis Boisvert, Lucien Provost, Dauphinais and Boisvert); John Deere (Théode Comeau, Emile Nault, Louis St. Martin, Georges Montpetit, Roger Caouette & Jos Lamoureux, Dan St. Martin and Léon Brisson); Cockshut (Emile Casavant, Jos Pelletier, Ladis Messier & Paul Mahé); Oliver Corporation (Octave Préfontaine, Olivier Laframboise), Allis Chalmer (Patrick Montpetit).

*Ambulance Service:* First was supplied by Connelly McKinley with a 1959 Station Wagon until 1965. Second ambulance 1973, third ambulance - 1989 (fully equipped with all the accessories), all first aid and CPR are available.

*Auto body shop - débossage:* Ken Bodjak.

*Bakeries - boulangeries:* Nelson Hubert, Jos Tanguay (residents used to bring their bean pots to cook in the brick ovens Saturday night, and they would pick them up after mass on Sunday), Norm Massicotte (short term), Legal Co-op.

*Banks - banques:* Hochelaga (Jules Audet, gérant november 1920); Banque des Marchands (closed after two years of operation, then the village was without banks for several years); Montréal Bank of Canada; Canadian National (closed when Social Credit came to power), Caisse Populaire Legal Credit Union, Nova Scotia.

*Barbers - barbiers:* M. Charbonneau, David & Eddie Quesnel, Eugène Perras (and dance hall), Dominique Montpetit, Edmond Breault, Omer Roux, Léo Mercier, Richard Girard, Normand Boisvert, Louis Casavant, Louis Lafrance.

*Beauty Parlors - salons de beauté:* (some in residence) Mrs. Frigon, Aurore Landreville, Claudia Therrien, Irene Wood, Jeanne Vallée, Jeannette Panich, Ricky Ellison, Lisa Bruce, Sandy Briault, Jeannine Thibault.

*Blacksmith Shops - forges:* Jos Tieulié, Pete Provost, Raoul Maillotte, George Lavoie, Emile

Letourneau, Charles Desjardins, Octave Préfontaine, Roland Cyr, François Ouellette, Maurice Prevost, Coulombe Bros. (Marcel), Olivier Laframboise.

*Bottle Depot - entrepôt de bouteilles:* Réal Champagne, Normand Charrois.

*Brick Factory - briqueterie:* all bricks were made with sand and cement for the old church built in 1912, grey was the color.

*Butcher Shops - boucheries:* Mr. Gagné, Jean Baptiste Lamarche, Jos Vaugeois Sr., Robert Hélie, Jos Bougie, Hervé Montpetit, Floribert Lafond, Adrien Hébert, Phillip Mercier & Raoul Rufiange, Jos Vaugeois Jr., Yves Calvez, Raymond Préfontaine, Legal Co-op.

*Car and Truck Wash - lave-auto:* Gerry St. Jean exterior, Chez May car and truck wash interior (May and Louis Lecavalier).

*Chair Factory - menuiserie:* J.A. Morin; chairs manufactured with birch wood, home tanned leather, also made dog power wheels for pumping water (upstairs was p'tit-Casino); Laurent Coulombe.

*Château Sturgeon:* Senior Citizens Home (1962), two senior citizens self-contained units: Sunset Villa (1987), Sunrise Villa (1990).

*Cheese Factory - fromagerie:* built about 1918-19, closed after two years of operation by Mrs. Farley.

*Chop Mills - meunerie:* Emile Lemire (steam power), Alphonse Bachand (steam power), Ladis Messier, Gabriel Baert, Guy Meunier.

*Clinics - cliniques:* Dr. George Whissell, Associated Medical.

*Coal Mine - charbon:* (3 mines), 1. Roux mine on Baloche's quarter of land, 2. Mine on Nap Garneau's land, 3. Frank & Dominique Chiarello in operation from 1928-1949 (on Wilfrid Fortin's land); Penn Mine Coal (previous to mine opening, coal came by carload, Thomas Deschatelets, Léon Préfontaine and Louis Coulombe were unloading by hand and hauling to the village residents with a team of horses.

*Community Hall - salle communautaire:* built by

Arthur Lamarche and sold at a later date to shareholders, now owned and operated by the Village.

*Confectionary - confiserie:* Elie Caouette, Philippe Venne, René Seguin, Edward Mercier, Cléophas Cyr, Roméo Boissonnault, Maurice St. Jean, Leo De Ocampo, Léo Mercier.

*Construction:* Napoléon Belley, Pierre Frigon, Edouard Dumaine, Joseph Théberge, Roland Demers, Denis Letourneau, Michel Nault & Léo Pelletier (West Pride Construction Ltd.), Blue Meadow Homes (Robert & Jeanne Chauvet), Derrien Acoustic Ltd. (interior finishing), Nordo Construction (Normand & Dolores St. Martin), Tony Pelletier (stippling & taping), Ladis Messier & Roger Bourassa (ditching), Maurice Charrois.

*Curling Rinks:* natural ice, 2 sheets in the early 1950, built with grants and shareholders; in 1977, a new sports complex was built with a 4-sheet curling rink on the west side and hockey rink on the east side.

*Dairy Sales - laiteries:* Victor Baloche (milk was delivered with 6-5lb lard pails, Swift or Gainers), Dominique Coulombe, André Pelletier, Phillip Mercier, Thomas Deschatelets, Léon Préfontaine, Edmond Pelletier, Léo Toupin, Albert Giguère, Réal Champagne, Normand Charrois.

*Dentist - dentiste:* Mr. Lamarre.

*Doctors - médecins:* Dr. Amyotte, Dr. Genest, Dr. Riopel, Dr. Whissell, Dr. Léon Dumaine, (Dr. Fournier & doctors from Dr. Whissell and Associate clinics).

*Drug Stores - pharmacies:* Dr. Genest, Dr. George Whissell (drug store in old bank building), Martin and Bernice Montpetit, I.D.A Drugs (Arn Irion).

*Egg Grading Station - classement des oeufs:* Jacques Demers and L. L'Heureux, Lucien L'Heureux.

*Elevators - éleveurs:* United Grain Growers, National, Searle, Alberta Pacific, Alberta Wheat Pool, Gillespie Grain Company, Federal, Reliance.

*Electrical - électricité:* Calgary Power Co. Ltd (electricity was made available in the village in 1928), Electric supplies and General Electric

Appliances (Maurice Montpetit and Tony Lester), Legal Electric and Woodwork Shop (Amable Ouellette), Legal Electric 1986 (Bernie Préfontaine).

*Fabric and Craft Shop - tissus et artisanat:* Matry Bruyère, Connie Maurier (for a short term), Personalized Books (Margo Laberge), Classic Creation (Rachel St. Onge), Agri-Gifts (Lucienne Montpetit), Doreen Bouclin-Trudeau), Country Creations (Mary Quaghebeur).

*Flour Mill - moulin à farine:* Emile Nault.

*Flower Shop - fleuriste:* Flowers by Lorraine (Lorraine Keane).

*Garages:* Mr. Duguet (sold model T Fords, in operation for a few years), Méderic Seguin, Samuel Cyr, Jos Duchenu, Thomas Belley, Art Lamarche & Brothers, Duffy Garneau (sold Chevrolets in 1926-27-28, the building was destroyed by fire and rebuilt with bricks, sold Chevrolet cars and trucks and was in operation for some years, sold business to Phil Mercier and Sons, this was in operation for four or five years, selling GMC Products, Pontiac Cars and GMC Trucks. This was destroyed by fire and was never rebuilt, he purchased a smaller garage at a later date), Fred & Oscar Tremblay, Royal Choquette, Elie Bergevin, Mr. Grant, Mr. Price & Partner, Lucien Bergevin & Ladis Messier, Gustave Dechamplain, Philip Mercier (Mercier & Sons), Roger Caouette (Ford sales and snow cruisers), Léon Brisson, Ferdinand Martineau, Wilfrid Seguin, Philippe & Roland Préfontaine (the building was destroyed by fire, it has been rebuilt and they are selling Chrysler products, Dodge, Plymouth and Jeep. The business is now owned by Roland Préfontaine & Sons - George, Daniel, Michel).

*Gas filling stations, grocery stores, restaurants - stations-services:* (on Highway #2, at Legal Corner) Arthur Bachand Grocery & B.A. Gas Station (1928); Phil Halter; Dan & Louise St. Martin (Legal Corner Cafe); Roger & Bernice St. Martin (sold to Richard Kim, Kee-Ho). Red & White Store built in 1938 and operated by Victor Douziech, Alfred Sone, Roland & Marguerite Cyr, Paul Mercier, Léo Maurier (building was sold and removed to make way for the widening of Highway #2. Lad's Esso (Ladis Messier), Roger Tieulié, Andy Houle and others, today operating under Red Circle Gas (Gordon Fraser owner and

operator). Two and a half miles north of Legal Corner: Philippe (Gus) Dechamplain (built and operated gas station and store); E.R. Northrup under the name of Reliance, operated for quite a few years – was destroyed by fire and never rebuilt (today stands Springfield Welding and residence owned and operated by Richard Vandenhouten).

*General Stores – magasins généraux:* Téléphore St. Arnaud, Armand Pilon, Ménéippe Massie (built a three-storey hotel but could not get a license so he opened a store which operated for years and closed down. The third storey had been converted to a Dance Hall and was in operation for two years, for safety reasons it was closed. This top storey was removed and roof-lowered to two levels. This was sold to George Montpetit and was converted into apartments); Méderic Seguin (was in operation for several years, the Bank of Hochelaga opened a branch in the store, it was destroyed by fire and never rebuilt); Romuald Rouleau (was in operation for a number of years and operated the Post Office in the store. It was destroyed by fire and rebuilt, then a new manager, Mr. Beaulieu, took over for a few years and again it was destroyed by fire but was never rebuilt); Rémi Baert (sold Rd Steel grain bins and Case machinery); Jos Préfontaine; Sid Slutsky; Mr. Gilmore; Arthur Boisvert; Mr. Bruyère (sold Singer sewing machines); Napoléon Forcade (after two years of operation it closed), repurchased by Baert Trading Co-operated (for several years), resold to Robert Croteau (Legal Mercantile) in operation for 6 or 7 years then purchased by Edmond Dozois who operated it until it was sold to Legal Co-operative (managers were: Roméo Lamothe, Jos Therrien, Lloyd Kachurowski, Phil Ruel, Réal Auger, Rick Ballek. The Co-op built a new store west of the old one, when Jos Therrien was manager. The old one was demolished and since then, two more additions have been built).

*Gravel:* Champlain Bros. Construction Ltd.

*Grocery Stores – épiceries:* Charles Julien, Pete Dechamplain, Albert Chalifoux, Patrick Montpetit, Paul Boisvert, Arthur Boisvert, Jos Théberge, Henry Daignault, Eugène Thérout home residence, Dan Montpetit, Lalonde Grocery Store (2 miles north & one quarter mile east of Legal), Bourgeois Store (2 miles west & 2 miles north of Legal), Grocery Store at the elevators (east of CN Railway in line with the National Elevator, owner Arthur Caza did business with farmers).



Legal Mercantile, c. 1930

*Hardware Store – quincaillerie:* Alberta Lumber, Revelstoke.

*Hockey Arena:* with artificial ice, built with grants and shareholders.

*Honey Plant – apiculteurs:* Archie Demers and André Deslauriers, Yvan Gagnon, M. Gaboury (Golden Flow Honey).

*Hotels:* Hotel Fortin (built in 1911 by the owner and operated by Wilfrid Fortin for many years. The following are the names of those who owned the above hotel which was later changed to Legal Hotel: Mr. Thorburn, Raoul Fortin, R. Gadoury, Noël Lafrance, Pat Connelly, J. Buck, F. Kovak, René Georget, Gil Thomas, Lola Carlson, John & Nancy Seiben, Floyd & Gordon Shocter, Floyd & Jeanie Neilon (present owners).

*Industries:* J. M. McLean Elephant Brand Fertilizer (later most grain elevators sold fertilizers also), Legal Alfalfa Products Ltd., Sturgeon Valley Fertilizer.

*Insurance – assurance:* Auto and property, Arthur Carriere, Lionel Tellier, Léo Carrière, Jules Larose, Laurier Brisson, Bob Gibbons, Denis Limoges, Drayden Insurance, Pelletier Insurance (Bob & Bonnie Pelletier).

*Jewelry – bijoutiers:* watch repairs and sales, Elie Caouette, Origène Caouette.

*Lawyers – avocats:* Lionel Tellier, Cameron Mc.Kay, Wayne Peterson.

*Library – bibliothèque:* Legal Public Library opened in 1967.

*Livery Barn – écurie de louage:* Ménéippe Massie, Wilfrid Fortin.

*Liquor Store – régie des alcools:* opened on November 19, 1970, manager Elvin Flhor, Gordon Bruce (for a few years, later for medical reasons was replaced by Arnold McNeil, Gordon came back later ), Legal Hotel Liquor Store 476189 Alberta 1994, Legal Liquor Store 1994 (Dave & Jeanette Cholach).

*Lumber yards – cours à bois:* J.B. Armitage, Alberta Lumber Co. Ltd, Revelstoke Building Materials Ltd, Jos St. Martin, Phillip Mercier, Robert Chauvet.

*Manufacturing – manufactures:* Elisée Lemire (he was a carpenter, building wagon grain boxes and also coffins); Clothes Pin Factory (épingles à linge) for exterior use only, manufactured with galvanized wire and a rubber tip (Alexander Charlier and Armand Pilon); Lorado Caps (Larry and Loretta Epp); Stair Cases (escaliers) Rise and Run, Dave Shelton and Bill Stapleton.

*Machine Shops – ateliers d'usinage:* Bill Laslo, Ken Evans, Réal (Auger)'s Sharpening Service, Vic's Sharpening Service (Vic Laberge).

*Mail Courrier – postiers:* Donat Bougie, Delphis Coulombe (from Canadian National Railway station to the Post Office daily. Horse drawn democrat in summer, bob sleighs in winter), Polydore Massie, Fortunat Larose, J.B. Vaugeois, Ernest Lamarche.

*Mechanic Service – mécanicien:* G.J. Mechanics Service (Gérald St. Jean, sold his business to his son, Roland in 1994).

*Miscellaneous – variété:* Teen-Time (W. Sczebel), Jean Duthel (made coffins).

*Nault Centre:* owner Mr. Gilmore and built by Robert Chauvet, was resold several times.

*Northwestern Utilities Co. Ltd.:* natural gas came in 1952.

*O'Meara Rehabilitation Centre:* purchased the Grey Nuns convent and extended the building at the front.

*Petroleum:* Union Oil (Emile Casavant), North

Star Oil (Jos St. Martin.), Imperial Oil Co. (Donat Bougie, J.B. Lamarche, Emile Nault, George Lavoie, Albert Mullen, Jos Nault, Neil Flynn, Réal Durocher, United Farmers of Alberta.

*Picture Shows – cinéma:* Talkies, Thomas Belley, Lorenzo St. Jean.

*Pool Rooms – salles de billards:* Jean Baptiste Lamarche, Louis Chamberland, Mrs. Falardeau, David Quesnel, Dominique Montpetit, Lily Boisvert, Edmond Breault, Paul Boisvert, Norman Boisvert, Louis Casavant, Louis Lafrance.

*Post Office – bureau de poste:* Elie Girard, Téléphore St. Arnaud, Jean-Baptiste Côté, Romuald Rouleau (store), Steve Lavergne, Rose Pelletier, Benoit St. Martin, Denis Limoges.

*Plumbing Shop – plomberie:* Quinn and Dykstra, Pembina Plumbing Ltd (Gérald Letourneau), Heating (Lyle Trithart).

*Public Notary – notaires:* J.B. Côté, Arthur Carrière, J.A. Morin and Dalphond, Léo Carrière, Jules Larose.

*Restaurants:* Mah Fong, Tommy Lee. Marcel and Madeleine Montpetit, Hotel (has changed very often), Nault Centre (has changed hands many times), Mrs. Omeara, New Diamond (Paul Ng), Darcy's (Darcy Brisson) Sports Bar & Grill (Mr. and Mrs. Masicotte).

*Sawmill – moulin à scie:* Frederick Nault, Henri Lefebvre, Philippe Mercier, Nap Garneau.

*Shoemaker – cordonniers:* Mr. Lavary, Emile Pelletier, J. A. Martineau, Paul Boisvert, Wilfrid Demers, Marcel Dubé.

*Seed Cleaning Plant – cribleur à grain:* (portable) Napoléon Belley, André Sylvestre, (Stationary) Emilien Coulombe, St-Denis Seed Farm Inc. (cleaning pulse crops -peas, beans & lentils) owned & operated by Joe St-Denis; presently relocating his plant on rail south of the Sturgeon Valley Fertilizer Plant of Legal.

*Siding and Eavestroughs – voie et dallage:* Rémi Thibault, Roger Ouellette from Ontario, Mike Siding (Mike Gagné).

*Slaughter Houses – abattoirs:* Raymond Préfontaine, Jos Vaugeois Jr.

*Snow Mobiles – auto-neiges:* Normand Cyr and Simplicity Tractors, Léo Maurier & Sons.

*Style Shop – modes:* Ladies hats, wedding dresses and accessories (Mrs. Josephine Duthel), Marie-Anne Coulombe, Doreen Bouclin-Trudeau.

*Telephone:* (central) Armand Fauteux, A. Boisvert and family, Germaine Mullen. A new building was erected with up to date equipment in 1968, Yvonne Regimbald.

*Threshing Machines – batteuses:* Steam power, Jos Lemire, Alex Boisvert, J.B. (Tibé) Bachand, Alphonse and Emile Lemire.

*Tinsmith – ferblantier:* Jean Duthel (eavestroughs, furnace, installation, copper work, soldering).

*Trucking – camionnage:* Freight and supplies came by Canadian Northern Railways. This was hauled to the village with a team of horses and wagon by Donat Bougie. A few years later he purchased a one-ton truck with no box no cab just the chassis, the driver had to sit on the gas tank. The back wheels had solid rubber tires no air, the maximum speed was 15 miles per hour, then a rack was built with removable 4 sides and a cab was built without doors at the start. A few years after

Donat Bougie moved to St Paul and this was taken over by Thomas Deschatelets with a team of horses with a flat rack and wagon, then this was taken over by André Coulombe. Later on when the highway was improved and gravelled trucks started to come in. The trucks started to haul livestock and hogs to the packing plants, and were returning with freight and supplies. A list of truckers: Odilon Lamarre, Léo Bellerive, Jos Larocque, Ted Casavant, Louis St. Martin, Lucien Letourneau, Raymond Préfontaine, Albert Giguère, Roland Demers, Lin L'Heureux, Denis Ringuette, Henri Dechamplain. Trucking companies: Cen Alta Oilfields Trucking Ltd., Curly Crude Oil Hauling Ltd., Legal Freight Service, Normand Rivard Trucking, Wizard Transport Ltd., Don Witter Trucking, G. St. Jean Trucking & Bobcat.

*Vacuum Service Ltd.:* René Maurier, Cam Trak Inspection Service.

*Upholstery Shop – rembourrage:* Mr. Trudel (in the old Léon Brisson Garage), Léo Charrois, Allan Champagne.

*Welding Shops – soudure:* Marcel Coulombe, Laurent Coulombe, Iron Furniture and Upholstery Ltd., Springfield Welding (Richard Vandenhouten).



Legal: André Pelletier Farm, baseball diamond, first curling rink. Courtesy of Homestead Aerial Farm Photos of Alberta

*The children of today will be the architects of our country's destiny tomorrow.*  
*James Garfield*

*Il faut améliorer la société...en rendant meilleur les individus qui la composent.*  
*Robert Hutchins*

*To talk about the future is useful only if it leads to action now.*  
*E.H. Schumaker*