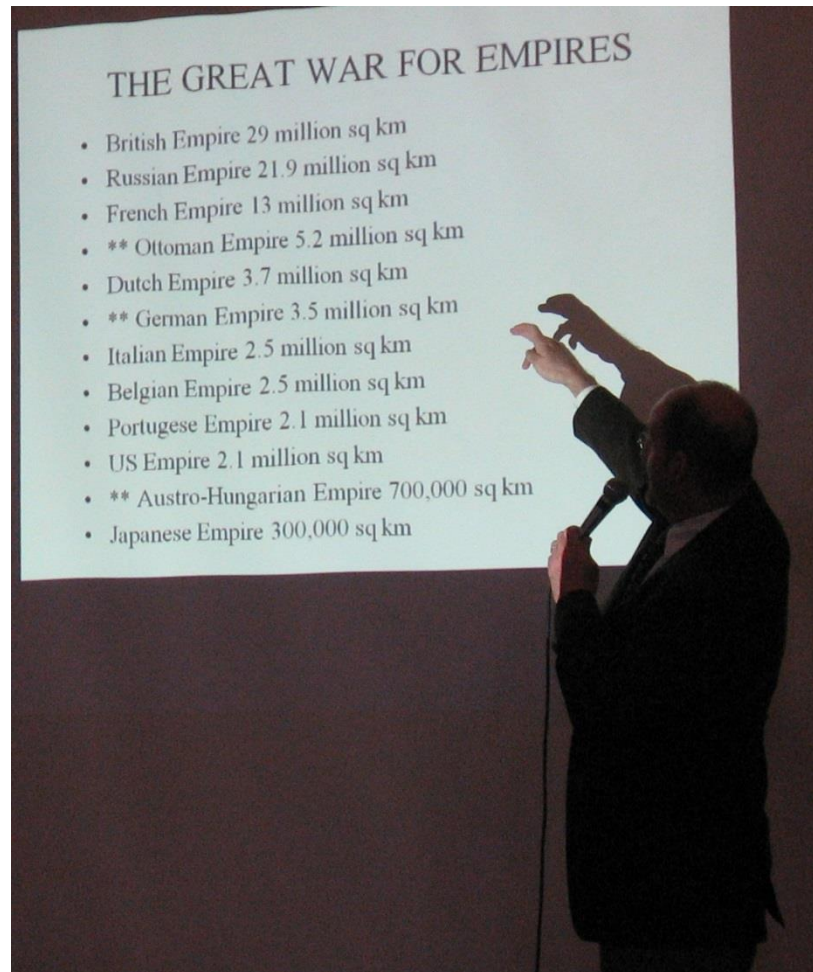


## Newsletter of the South West Branch of the Manitoba Genealogical Society

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The annual South West Branch Heritage Dinner was held on April 2<sup>nd</sup> 2014 at Knox United Church. Above- Marc George gave a very interesting and informative talk about World War I. He discussed the Canadian, Camp Hughes, political and other aspects of “The War to End All Wars”.

Marc is the Director of The Royal Artillery Museum at Shilo, Manitoba and an extremely interesting and knowledgeable historian.

The above chart shows some empires that were built through invasions of other countries and where they stood at the beginning of WWI, and who had the most to gain. Any Genealogical Society that needs an infusion of relevant, interesting, eye opening history would be pleasantly surprised at Marc’s presentations.

**2014 South West Branch Executive**

**President-** Laura Crookshanks (204) 728-2935 - [crooks@wcgwave.ca](mailto:crooks@wcgwave.ca)  
**VP Administration-** Linda Wakefield (204) 728-6546 [mrswakes@mymts.net](mailto:mrswakes@mymts.net)  
**VP Operations-** Grace Desjardins-Green (204) 834-2830 [gab@mymts.net](mailto:gab@mymts.net)  
**Branch Secretary -** Sylvia Nicholson (204) 728-4500 [bnich33@mymts.net](mailto:bnich33@mymts.net)  
**Treasurer-** George MacKay (204) 725-0096 [mackayg@mymts.net](mailto:mackayg@mymts.net)  
**Past President -** Eleanor Burch (204) 834-2653 - [eburch@westman.wave.ca](mailto:eburch@westman.wave.ca)

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**May 6<sup>th</sup> Program:** Grace Desjardins-Green introduced Charlotte McCrae at 8:30 PM who spoke on “The Canadian Headstones Project” It is a volunteer project involving many people who work with Jim McKane. Charlotte explained her involvement. Questions were received and answered by Charlotte. A Google search will show list of cemeteries already done.

**June 4<sup>th</sup> Program:** Potluck Supper and tour at Strathclair on Wednesday, June 4, 2014. Meet at 5 PM at Mack’s truck stop just south of Petro-Can - can park on east side of Macks lot. Bring a Potluck dish, dishes, cutlery, drink and lawn chair.

**Interesting Sites**

**Canada census at LAC:** .The 1861 Canadian census was recently added to the Ancestor Search page at Library and Archives Canada ( [www.collectionscanada.gc.ca/lac-bac/search/anc](http://www.collectionscanada.gc.ca/lac-bac/search/anc) ). This completes the Canadian census collection from 1851/52 to 1916 including the 1870 Manitoba census.

The Canadian Headstone Project is online. Many cemeteries have their headstones online thanks to a project whose volunteers have been busy making these photos available to families and researchers all over. To see if your relatives headstones are included, check <http://canadianheadstones.com/> You can also volunteer by sending photos as to directions you will find on this website.

Other headstones can be found at the Canadian Grave marker Gallery at... <http://www.rootsweb.ancestry.com/~cangmg/index.htm>

**NEW STORE PREMISES  
WILL SOON BE OCCUPIED**

**Messrs. Doig, Rankin & Robertson  
to Move Into Fine New Build-  
ing on Old Site .**

The new store being erected by Messrs. Doig, Rankin & Robertson is rapidly approaching completion and today Col. Rankin said it would be opened within the next ten days or two weeks. The store will be the finest of its kind between Winnipeg and Calgary, and while having a basement and two storeys, is built to carry several more storeys as the necessity may arise. It will be one of the most substantial buildings in the city, with reinforced concrete and steel foundations. The equipment, too, is of the very latest type for the business which it will take care of. The majority of the old employes have been retained and the firm will soon be doing business again at the old stand at the corner of Seventh street and Rosser avenue.

**Doig, Rankin, Robertson  
Store opening**

This news article was in  
the, June 15, 1916  
Brandon Daily Sun

Below is an article from  
November 11, 1916

FRONT VIEW STORE, DOIG, RANKIN & ROBERTSON LTD., ROSSER, AVE.



After four months in their new home, Messrs Doig, Rankin & Robertson are well satisfied with the layout. In a recent issue of "Ready-to-Wear," a trade journal, the following description is published:

In the opinion of the management a third storey on a store of this nature does not pay; therefore, plans were made for a two-storey and basement building, ninety and seventy-five feet, and minus elevators. In the centre of the store is a broad staircase leading up to a mezzanine floor fifteen feet deep and extending across the entire width

of the building; and on either side of the broad staircase, is a narrower one up to the second floor, whereon are kept all things pertaining to women's ready-to-wear. The rest room is on the mezzanine floor.

The entire front of the store is glass with door in centre as will be seen by the illustration. There is no roof directly over the windows and therefore no shadows. The solid backgrounds in the windows are only five feet high, the space above being enclosed with six-inch panes of leaded glass. All the furnishings are mahog-

any with white ceilings and shelving. The lighting is electric and outside on the street. In addition to the city electric lights, the company has placed large gas domes for further illumination of the front.

It is seven years since this company was organized, and about four years ago they absorbed the business known as Merchant's Limited. They have built up a fine trade and employ about thirty-five people. Colonel A. D. Rankin has retired from active connection with the business, but the style of the firm remains the same.

**Instead of giving a politician the keys to the city, it might be better to change the locks.**

~Doug Larson~

LEAFING THROUGH THE BRANCHES  
BY SHIRLEY ERSKINE

**LAMBTON LIFELINE (ON)**

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- \* In Memoriam
  - Grace Alice Anderson
  - Evelyn Marguerite (nee O'Neil) Griffiths born November 22, 1919 – November 25, 2013, died at St. Catherines Hospital
- \* What's in a Native Name
- \* Putting the Spotlight on World War 1 Soldiers
- \* Watford Boys at the Front
- \* St. Clair Chapter IODE 1917 Sock List
- \* William Henry Perry – A Soldier of the Great War
- \* Newspaper Website
- \* Queries
  - Powell/Core
  - Powell/Williams
  - Norwood
- \* Websites
- \* William Covert Dead – Pioneer Oil Driller
- \* Finding/Researching Your World War 1 Soldier Ancestor

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- \* 60<sup>th</sup> Battery, Canadian Field Artillery Canadian Expeditionary Force Nominal Roll and Casualties
- \* The Officers' "Who's Who"
- \* Somewhere in Saskatchewan
- \* In Memory of
  - Daryl Elizabeth Rushbrooke
  - Georgina Claffey
- \* Life on a Whaler in 1841
- \* Revisiting the Religious Practices of Bukovina Erstwhile Catholics

**A Brief History of Pier 21**

**Pier 21- Immigration point of entry to Canada**

Completed in 1928, Pier 21 was a two story building 548 feet long, connected by covered ramps to the annex and a nearby railway station. It was one of the most modern buildings of its time. It was known as the "Gateway to Canada". It was situated at the centre of a 2007 foot rock and concrete sea wall in the Halifax Harbour. The water level in this area was forty feet at low tide, allowing ocean liners easy access in a ten square mile protected area thirty minutes steaming distance from the open sea. It was used as a passenger terminal for trans-Atlantic

liners from 1928 to 1971 replacing an earlier immigration facility at pier 2 in Halifax's north end. It has been compared to New York's Ellis Island, and is intrinsically linked to Canada's multicultural national identity

The first arrival at Pier 21 was the Holland-American steamship Nieuw Amsterdam bringing 51 immigrants. Over the years of its use Pier 21 was the entry point for about one and a half million immigrants from Europe and elsewhere and the departure point for over 496,000 Canadian military troops during World War Two.

The first floor of Pier 21 was used for the handling of freight while the second story housed the immigration facility. During the busy times over ten immigration officers would be on duty at a time serving the long lines of new arrivals. When the Quebec and Montreal ports were closed due to ice conditions on the St. Lawrence, Halifax would be busier than usual and often additional officers would be called in. There were also, over the years, a large number of volunteers that complimented the work of the Immigration and Customs staff. The Halifax volunteer tradition of welcoming immigrants has roots that are steeped in the very history of the city. People of many nationalities required the use of many translators. One Roman Catholic Port Chaplain, Father Pius, born in Kiev and educated in Germany and Italy, spoke twelve different languages. (On one occasion the 27,000 ton liner "Georgic" arrived in Halifax with passengers that collectively spoke 32 languages giving some idea of the value of interpreters).

Fenton C. Crossman was an immigration officer at Pier 21 during the 1930s. Fascinated by the history that he saw unfolding before him, he kept a daily journal to record what he witnessed. One of his entries was as follows....

HALIFAX-24, MARCH 1937.

Due to illness she had on arrival, last Frida, a little Polish girl, age five died in our Immigration Hospital and was buried here today. She was accompanying her parents on their way to Western Canada. The poor souls are extremely sorrowful over this misfortune. We learn that for their benefit, Father Pius, the Roman Catholic Immigration Chaplain, conducted the service in the Polish language.

Upon the immigrants' arrival, officials oversaw the screening and completion of the paperwork needed for their access into Canada. Among those who anxiously waited to be granted entry into the country were:

- those looking for employment in the New World
- British Home Children
- Jewish war orphans
- refugees from across war-torn Europe

Once processed, some looked to immediately settle in their new homeland but many more boarded trains at the nearby Canadian National Railway (CNR) Union Station, bound for other parts of Canada.

Following the initial examinations, the arrivals were placed into two categories; those to be temporarily detained because of incomplete information and documentation, illness, or lack of funds and those who will be issued the status of Landed Immigrant. Those to be detained are escorted to dormitories where they are housed until their situation can be clarified. These are well fed and treated. Families are kept together in special family quarters and they can enjoy the use of a recreation room, kitchen and dining room and a promenade overlooking the harbour.

It was essential for new immigrants to be examined on arrival due to infectious diseases and quarantine was often necessary. Forty years prior to Confederation Halifax had a system of quarantine in place. Although there was no designated hospital for this purpose, the Pyramus, a ship stationed in Halifax from 1832 to 1879, was used as a hospital ship whenever necessary. It was used in 1861 when four ships from the West Indies arrived with Yellow Fever on board. When it was finally contained, there had been 334 cases with 112 deaths, 52 which had occurred in Halifax.

A Cholera outbreak on the SS England had the ship moored off McNab's Island for a fortnight. When the England came into Halifax Harbour, 300 of her 1300 passengers had already died, with more perishing daily. Dr. John Slayter, The Port Health Officer, redirected the ship to McNab's Island and went there himself to direct the quarantine where the Pyramus had been directed to take on the sick passengers. Healthy passengers were housed in tents on the island. So many people were dying that convicts from Halifax jails were brought in to bury the dead. They were given liquor to make the task somewhat less distasteful. In the end another 200 victims were buried, some in lead coffins and some in mass graves. Sadly the last was Dr. Slayter himself. He was 37 years of age. His body was finally moved to Halifax's Camp Hill Cemetery and a monument was erected in his honour. Many more ships arrived over the years requiring quarantine of passengers.

In 1929, an estimated 165,000 immigrants were received at Pier 21. In the 1930s, due to The Great Depression, these numbers dropped to about one tenth of the previous decade. Jobs were hard to find and prejudices developed among people who thought that foreigners were taking away jobs from "real Canadians". Many immigrants were disappointed in their chances for a good future and returned to their country of origin. The 1930s saw more departures than arrivals at Pier 21.

The 1930s ended unhappily. On September fourth, one day after war was declared against Germany, the British Liner Athenia became the first victim of retaliation. There were 1400 passengers on board heading for Canada when the ship was torpedoed and sunk off the coast of Ireland. Most of the passengers were lost. 216 men, women and children who survived, reached Halifax on "The City of Flint" These were the first war victims to arrive at Pier 21, the first of untold numbers to come.

At this time, Pier 21 took on a new military role as she prepared to send about 368,000 troops overseas on over 300 ship sailings. Most of the military activities at Pier 21 over the war years

were shrouded in secrecy. Ships arrived at all hours of the day and night under convoy, protected by the Navy. (Two ships were allowed to travel unescorted; both the Queen Elizabeth and the Queen Mary were too fast for the slower moving convoys). Also anonymous was the processing by immigration of a large number of seamen who jumped ship at Halifax and sought entry to Canada. Many were from nations which had been forcibly allied with Germany, as well as others such as Norway and France, which had been invaded by Germany. Many of these seamen applied for landed immigrant status, and then enlisted with the Allies in the hope of helping their homelands.

Pier 21 was often involved in processing groups of sailors whose ships had been torpedoed. They arrived on freighters and troop carriers and any other means available. Another task was the processing of prisoners of war. *In 1940, prisoners from the German armoured ship Graf Spree came through Pier 21 on their way to a prisoner of war camp in Central Canada.*

Also in 1940, British guest children were brought through Pier 21 on their way to join Canadian families. It was feared that Britain may be eventually taken by Nazi Germany. Unfortunately, two ships carrying young Britains were sunk and many parents decided against sending their children. This resulted in only about 3,000 children being sent to Canada, much lower than initially estimated. Many of the children stayed in Canada and many who were sent back home, returned later as immigrants.

On March 5, 1944 fire severely damaged Pier 21 with an estimated loss of \$350,000 and Immigration officials were moved into four temporary wooden huts while renovations were carried out. They provided office space only and immigrants and passengers continued to be processed in the gutted pier. In December of 1946, the newly renovated pier was opened. By this time the war had ended and there was a rush of new immigrants leaving their battered countries in search of a new beginning. Also in 1946 there were a large number of war brides and their children arriving.

Adding to the number of new Canadians was a decision by The United Nations to establish the International Refugee Organization to attempt to alleviate the plight of victims of war. They were divided into two groups; Refugees who could not return to their homeland, and Displaced Persons who had no homeland to return to. DP was often used as a derogatory term by less tolerant WASPS who due to their imperialistic history had retained their bloated sense of superiority.

As an example, a brochure "Welcome to War Brides", given to British war brides advises them that Canadians are fun loving, democratic people and take a dim view of people who try to impress them. They are advised that Canadians do not like criticism based solely on the fact that their customs may be different. They are advised not to run down the part of the country they find yourself in, as Canadians are very proud of their country and acceptance will be forthcoming if they learn to accept your new environment and people. In all fairness it is possible to see some concern on the part of the war brides as one brochure they received was titled "How to Deliver Your Own Baby"

Among the new arrivals were Jewish refugees who bore the scars of the Holocaust and having witnessed unspeakable acts perpetrated on their people. There were also many people who had left their homelands with nothing, and normally would not have been accepted as they had no money, improper documentation and no sponsors. Some had also been less than honest in answering questions. In order to keep their families together and create a good future, they sometimes practiced deception which had served them in their homeland during difficult times. Some were deported due to criminal pasts or communicable diseases, but benevolence was practiced at every opportunity and they were allowed a hearing to present their case before any action was taken.

There were many organizations over the years to help the new arrivals such as Catholic, Jewish and other church organizations, The Red Cross, War Brides Group, the YMCA, Sisters of Service, the IRO, many interpreters and countless other volunteers.

Refugees flowed in from oppressed countries in Europe; the Ukraine, Poland, Czechoslovakia, Yugoslavia, Hungary, Italy and Austria among others. Some risked everything by coming in overcrowded boats in a desperate attempt to flee the oppression and bleak future of their homeland. One vessel, The Victory, had sailed from Sweden and was intercepted and held in Eire. The ship was designated to carry a maximum of 50 people, but had 385 passengers on board.

Canada had other reasons for willingly accepting new immigrants. Canada's economy had suffered the effects of war as well, and with untapped resources and a huge amount of unused land it was in the best interest of the country to stimulate the economy. With new immigrants and returning soldiers there was hope for a surge in economic activity.

In 1950 Canada repealed the Enemy Alien Prohibition Act and Germans were allowed to immigrate to Canada.

In 1956 the Hungarian Rebellion resulted in the arrival of about 18,000 Hungarians to Canada.

In 1963 large numbers of Cubans came to Canada seeking refugee status.

In 1968 12,000 immigrants arrived by ship with 13,832 arriving by air as air travel became more popular, and by March 28, 1971 Pier 21 closed as ocean travel reached an all-time low.

It would take a lifetime to repeat all the stories that Pier 21 witnessed during its years of service. The importance of this facility cannot be overstated. The ancestors of numerous Canadians passed through this port that spelled freedom and opportunities that were previously unavailable to them. This was Canada's Ellice Island. A trip to the Maritimes would be incomplete without a visit to Pier 21 and the Halifax Museum.



*A book that I would highly recommend as a source for information is "Pier 21. The gateway that changed Canada" by Trudy Duivenvoorden Mitic and J.P. LeBlanc. First published by Lancelot Press in 1988, and then reprinted in 1997 by Nimbus Publishing in Halifax, N.S..*

In 1996, the Canadian government **recognized** Pier 21's important role in the lives of so many immigrants and their descendants by naming it a National Historic Site of Canada. It is also the last immigration shed still standing in the country, making its preservation even more important.

On September 22, 1997 the site was designated a National Historic Site on the Historic Sites and Monuments Board of Canada. In cooperation with the Halifax Port Authority, Pier 21 was re-opened as a museum on Canada Day in 1999, and began its new role to celebrate the 1.5 million immigrants that passed through its doors.

Nova Scotia Attractions offers the following information....

### **Canadian Museum of Immigration**

The Canadian Museum of Immigration at Pier 21 opened as a National Museum of Immigration in 1999, offering visitors the opportunity to delve into the immigrants' experiences and to possibly discover a family connection to a place that offered hope for a better life.

Visitors can now take an emotional journey through the stories of the immigrants, seeing and listening to their experiences as they arrived in Canada after days at sea.

Visitors can:

- take part in a guided tour and view the moving multimedia presentation, Oceans of Hope;
- discover a collection of arrival and departure sources dating back to 1865; and
- view immigration records from 1925-1935 on microfilm in the Scotiabank Family History Centre.

For anyone with an ancestor that entered Canada through Halifax, the Canadian Museum of Immigration at Pier 21 is a must-visit destination that offers the opportunity to connect with your family's past and to gain insight into what it was like as an immigrant arriving in Canada for the very first time.

To see a webcam of Pier 21 go to <http://www.novascotiawebcams.com/halifax/pier-21.html>

**Membership Application  
South West Branch MGS**

Renewal MGS # \_\_\_\_\_ New Member \_\_\_\_\_

Name \_\_\_\_\_

Mailing Address \_\_\_\_\_

City \_\_\_\_\_

Prov/State \_\_\_\_\_ Postal Code \_\_\_\_\_

Telephone \_\_\_\_\_ Fax \_\_\_\_\_

E-Mail \_\_\_\_\_

**Membership Fees**

**NB-- A person must be a member of the MGS in order to be a South West Branch member.**

**INDIVIDUAL**

**Includes four issues of Generations, Four issues of New Leaf of the Branch and full MGS and South West Branch privileges.**

**MGS \$40.00** \_\_\_\_\_

**SWB \$10.00** \_\_\_\_\_

**Total \$50.00** \_\_\_\_\_

**ASSOCIATE**

**Someone residing at the same address as an individual member. They receive full MGS and South West Branch privileges. They do not receive MGS and Branch publications.**

**MGS \$20.00** \_\_\_\_\_

**SWB \$8.00** \_\_\_\_\_

**Total \$28.00** \_\_\_\_\_

**All checks should be made payable to South West Branch MGS and forwarded to**

**South West Branch MGS**

**203 4 Crocus Gardens**

**Brandon, MB R7A 7R9**