

# ORIGINAL

## CANAL CARAVAN

25 July 1980

---

LETHBRIDGE STIRLING RAYMOND

WELLING MAGRATH

SPRING COULEE KIMBALL

---

Also

CARDSTON and ST. MARY'S DAM

---

Commemorating a Cavalcade for the Hon. Clifford Sifton, 18 Nov. 1899, from Lethbridge to Magrath, sponsored by the Lethbridge Board of Trade.

ALBERTA

75

1905

1980

---

Congratulations  
to the  
L.D.S. Church  
Sesquicentennial  
Celebration  
1830 ~ 1980

ORIGINAL CANAL CARAVAN COMMITTEE

BIDS YOU WELCOME

John Moors, Pres, Magrath Town Councilman  
Charles Matkin, Vice President, Magrath C.O.C  
J.A. Spencer, Secretary.  
Dolores Fellger, Ambassador, Lethbridge  
Chamber of Commerce.  
M.G. Stanford, Mayor of Stirling.  
John Cooper, Raymond Chamber of Commerce.  
Shelton Ririe, Reeve, Cardston M.D.  
Leo Stutz, Cardston Historical Society,

AS FOR THE ACCOMPLISHMENTS THAT OUR PIONEERS  
SO WELL BEGAN

LOOK FOR YOURSELF AND SEE,  
FIELDS, TREES, TOWNS AND MANY INDUSTRIES,  
AND MARVEL

ORIGINAL CANAL CARAVAN

Program for 25 July 1939

a.m.

8.45 Lethbridge Official Send Off, City Hall,

9.00 Leave Lethbridge for Stirling.

9.30 Arrive in Stirling.

9.50 Arrive in Raymond.

10.15 Arrive at Wellin Station.

10.30 Arrive in Magrath.

10.50 Arrive in Spring Coulee.

11.30 Arrive at Kimball Park. Stop for--

Dinner

Speakers, John Thompson, M.L.A., Member of  
Card Family, Member of C.A. Magrath Family.

Musical Ride.

p. m.

02.15 Leave Kimball Park for Cardston.

02.30 Arrive at Cardston Wolf & Card hmts, Temple,

03.00 Leave Cardston for St. Mary's Dam.

03.30 Arrive St. Mary's Dam. Snack. Talk,

Jim Brown.

04.30 Arrive Magrath.

Any who wish are invited to stop for evening activities including opening the new swimming pool, but the bus must go to Lethbridge. There are sports for juniors. program and dance

FOREWORD

One hundred years ago, the land we will see today was all grass prairie. The only trees were in protected spots along the rivers,

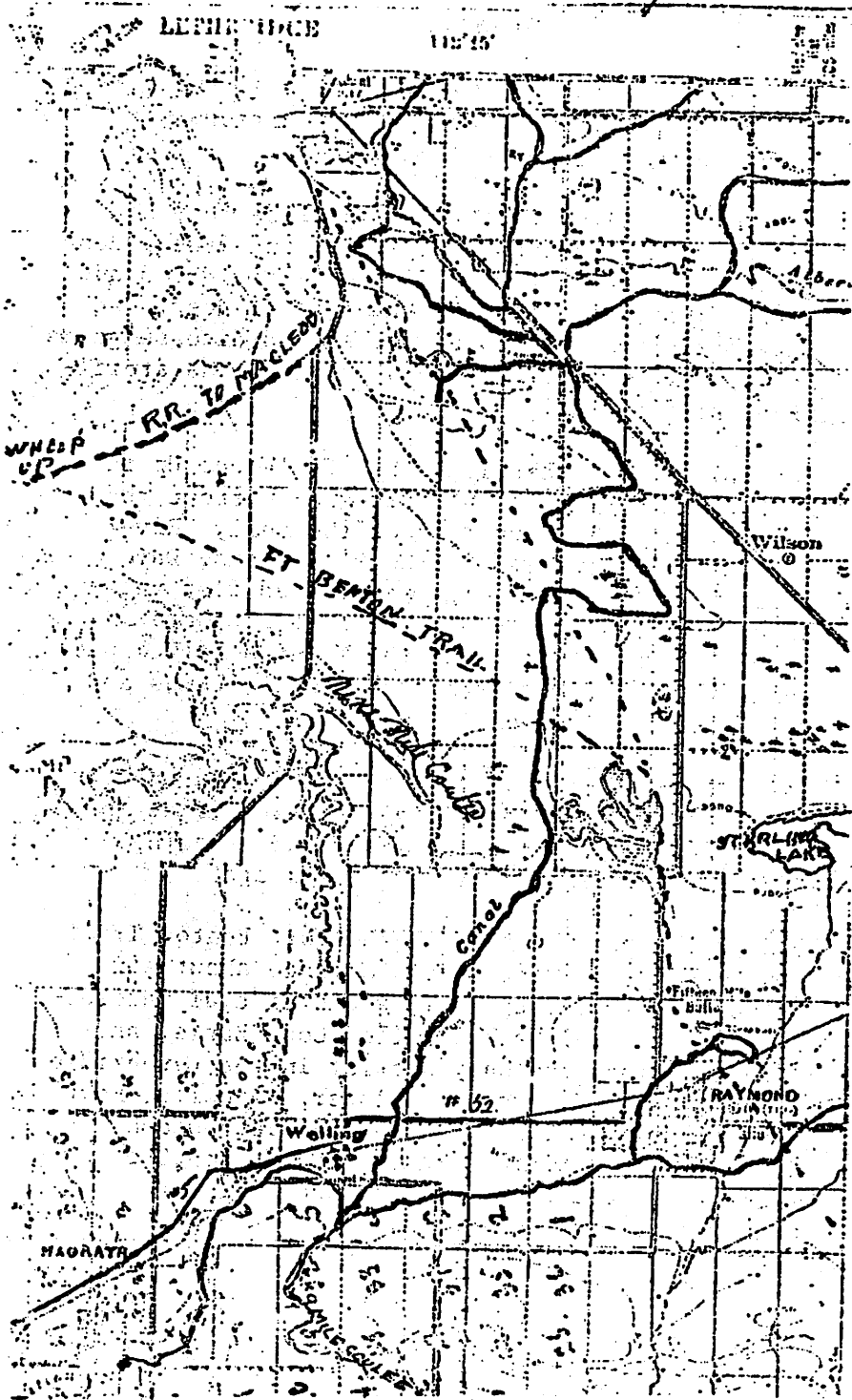
Frequently, fires swept the plains as they had done for many thousands of years, once the green grass of spring had matured and become dried and brown. That was a very good thing. It destroyed many parasites, inedible shrubs and disease germs animals may have dropped. So the land was sterilized and cleansed.

The Fur traders were gone, but Ft. Whoop Up remained and was still in business— without the whiskey— at the junction of the Belly River (now the Old Man) and St. Mary's Rivers. Dave Akers was still in charge and raised fine vegetables. Usually there was a NWMP post there. From this and other posts the Mounted Police patrolled this land, empty between Indian camps and the scattered ranches.

We really do not know when the first men came to this country. but while digging sewer lines in Lethbridge a Folsom Point was found, showing that people were here 10,000 years ago.

One of the men who came up the Fort Benton Trail was Nicholas Sheran. He saw a place about six miles below Whoop Up where seams of coal outcropped in the river banks, called Coal Banks, and opened a mine; the only settler in the Lethbridge area. For some years, his sister, Marcella, kept house for him but in 1878 she married Joseph McFarland, an original Mounted Policeman. The wedding was celebrated at Ft. Whoop Up and that was its last whoop up.

Magnath to Lithbridge



MAP # 1 Magrath to Lethbridge

Of course this was the last part of the original canal to be built, but as we start our journey here we will run the maps backward in time.

We note that the canal forks south of Welling. One line crosses Nine Mile Coulee to go to Raymond. The other line is dropped into the coulee and is taken out of it about six miles north by means of a long fill.

Welling is really Welling Station. The hamlet grew along the road over a mile to the north

The old Ft Benton trail is shown. The part leading to Lethbridge was not made till 1882, when Lethbridge was ~~was~~ still Coal Banks, and ceased to be used when the Lethbridge - Great Falls railway was built in 1890

Mayor Magrath Drive is part of the original right of way of the Canadian Pacific Railway line via Fthoop Up to Macleod and on through the Crows Nest Pas built in 1897. As it led to a market for irrigation products its building was very vital in getting irrigation projects going. This route to Macleod was abandoned when the big bridge was built.

OUTLINE FOR IRRIGATION.

1885 C.A. Magrath becomes land Agent for the North West Coal and Navigation Company.

1887. Magrath visits the Lee's Creek colony to investigate, for suitable settlers for irrigation.

1891. Magrath first visits the Mormon leaders in Salt Lake city to find settlers for his lands.

1892. J.S. Dennis, for Canada, surveys the St. Mary's and Milk Rivers for irrigation lands.

1893. The Alberta Railway and Coal Company obtains permission to use these rivers for irrigation purposes.

1898 . Final contract signed with the Mormon Church leaders to build and settle an Irrigation project. C.O. Card turns the first sod.

1899. Settlers swarm in by rail and by trail to build a canal system and found Magrath and Stirling.

1902 Founding of Raymond This also was the year of the big floods and the first year Magrath raised 100,000 bushels of wheat.

LETHBRIDGE.

This is the town the Galts built. They developed the mines that showed in the river banks beside this town the Galts built.

There was Alexander Galt, a Father of Confederation, his son Elliott Galt head of the projects here, We must not forget Mabel Liliias Galt, Alexander's daughter, second wife, 1899, of Charles Alexander Magrath, Land Agent for the Galts, whose two daughters were born in Lethbridge

Magrath's first wife, Margaret Mair, 1887, also had two children born in Lethbridge.

" I am proud to have lived in Western Canada, said Mr. Magrath, who spent the years 1878 to 1908 living here and three years as our M.P., " My children were born there and there is a spirit of adventure and confidence there that cannot be matched elsewhere."

Here are the railways the Galts built, first from Dunmore to Lethbridge, next from Lethbridge to Great Falls and then from Stirling to Cardston, with a short branch line from Raley south. Mayor Magrath Drive is part of a railway right of way that Magrath or the Galts did not build, It went byway of Whoop Up to Macleod and the Crows Nest Pass in 1897 and was very important in getting our irrigation started.

Till 1885, Lethbridge was just a mining camp. But with the first railway completed it became a town. It was named for William Lethbridge one of the English investors who backed all Galt enterprises. He was a self made man. The family estates had been lost and his mother taught a young ladies school to rear her family. William became first a partner, and the owner of a company that established refreshment booths in all English Railway Stations. Southern Alberta was just one of his adventures. Eventually he bought back the family estates.

Map \* 2. Magrath to Stirling.

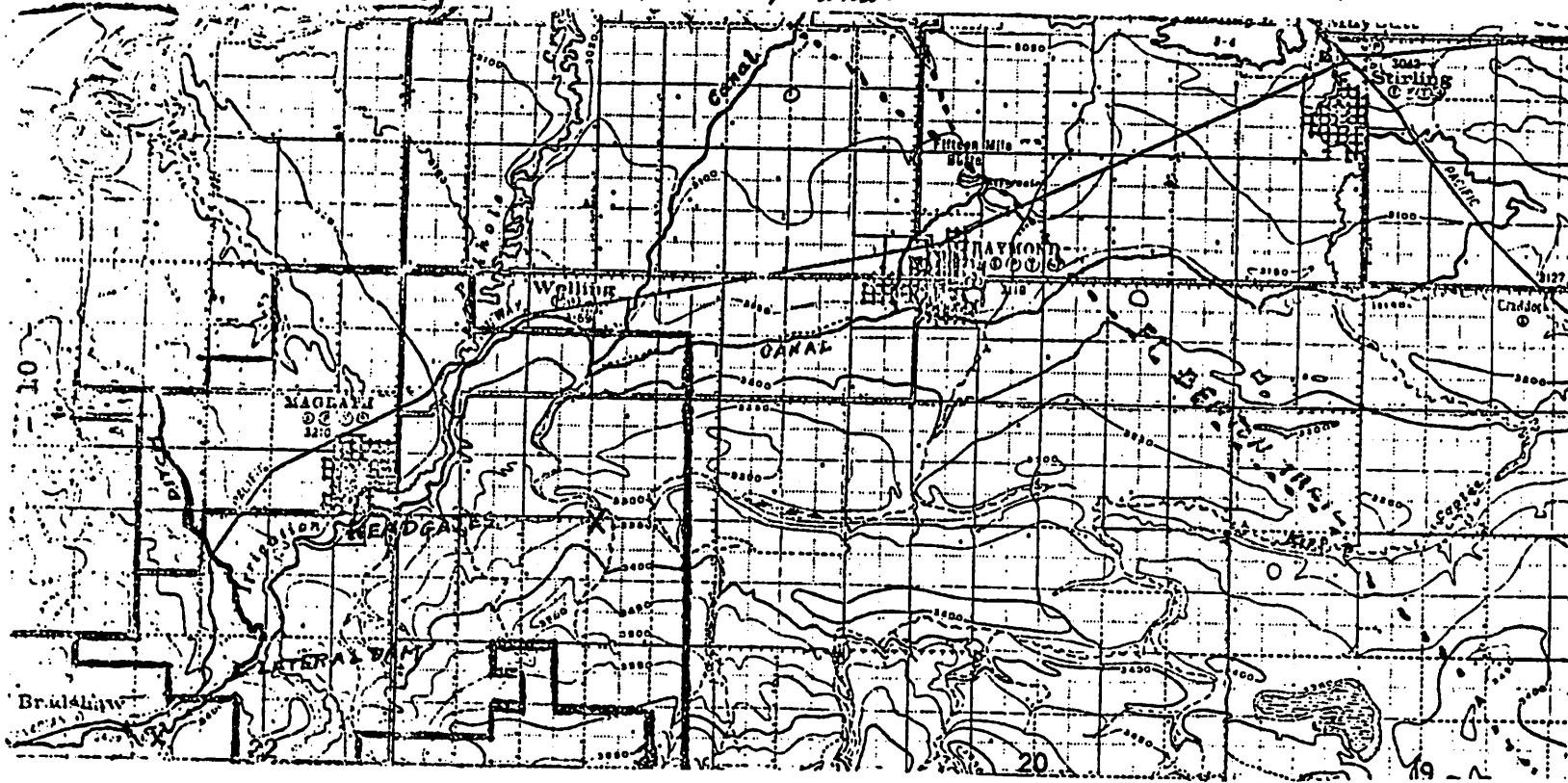
Note that there was a diversion dam nearly four miles above the Magrath Headgates. This ditch was known as a lateral Ditch and carried water to the first irrigated lands served by the original Canal.

x x at these points one south of Welling and the other southeast of Bradshaw are two of the old Indian campsites in the country. The one south of Welling is most extensive and dates back 10,000 years, Its artifacts are to be seen in the University of Lethbridge.

In the Bradsha site which is younger, the University of Calgary people found a cache pit, where Indians kept things while in camp in a rock lined hole and sweat pit. Here the Indians built a fire in a hole and heated stones. Then a small tent was put over the hole. A man crawled inside, naked and sprinkled water on the stones, till he decided he had been there long enough.

Note that the canal has to cross Kipp Coulee and come into Stirling from the south east.

*Magrath to Stirling Canal.*



Today we are going to travel over the country where a canal was made to bring success to the first of the large irrigation project found on all sides of Lethbridge built by the Galts that built the town of Lethbridge.

C.A. Magrath brought William Fairfield from Wyoming to run an experimental farm in Lethbridge. It was very successful and Mr. Fairfield later bought the farm and still later became the first Superintendent of what is now the Canada Research Station. We have with us today Asael Palmer who for many years was superintendent of that station.

A few miles south of Lethbridge, C.A. Magrath had a farm and on this farm he raised some winter wheat, probably from seed grown by Ezra Thompson of Spring Coulee who introduced it to Alberta. In 1904 Mr. Magrath sold the first carload of wheat to leave Lethbridge that year.

Wilson Siding. Near here was a man John Silver, who had never farmed before. He hired the necessary labor, broke 1000 acres of sod and planted it to wheat. It went 60 bushels to the acre. He sold the wheat, sold the farm and never farmed again. At one time he was partner with Mr. Magrath in the Lethbridge Iron Works.

In going from Lethbridge to Stirling we are following the old railway line to Great Falls, built in 1890. It was known as the Alberta Railway and Coal Company to Coutts and from there as the Great Falls and Canada Railway. Originally it was intended for Ft Benton, but changes in the circumstances in Montana made the change necessary. The sale of coal was the objective but there never was enough sold to be satisfactory. It came into its own when the settlers poured in in 1899.

We have crossed over some of the canal that brings water to Lethbridge and carries it on nearly to Medicine Hat. The most difficult part on the original canal after getting out of the Pothole Valley was in getting out of Nine Mile Coulee between here and #5 Highway.

It was necessary to make a two mile fill which was about sixty feet deep in the deepest part. The fills making the sides of the canal were about sixty feet across. The original canal used natural coulees most of the way from where it dropped into Pine Pound Coulee to Magrath and the water cut into the soil and by the time it left Magrath it was thick with mud. When anyone swam in that water he wasn't just washed off he was scoured off. In one year that two mile fill was completely filled below the level of the flowing water.

#### STIRLING.

The Station of Stirling was made in 1890 and named after an English investor as were Burdett and Coutts. There was no village there till irrigation settlers arrived in 1899. One of the blocks of land acquired by the Mormon Church in payment for bringing settlers was in the vicinity of Stirling.

Theodore Brandley, a short, fat man with a strong Swiss accent, who had helped write the constitution of Utah was one of the men sent by the Mormon Church as a settler. He was bishop of Stirling and later in the Stake presidency. He saw to the needs of the settlers swarming in by trail and by Turkey Trail to build the canal and settle the country. He had tents for new arrivals if necessary and saw to it there was food as well. I do not know just what his wife was made of, to do all the things necessary to help but it wasn't cast iron because she never snapped under the numerous blows such a position furnished.

With C.A. Magrath, he investigated the possibility of starting a flax industry in Alberta. The waters of rivers here and in Ireland were tested and possible immigrants from Ireland and Switzerland investigated but no flax industry beyond oil has ever proven feasible in Western Canada.

In Sept 1900 Stirling had a reception for the Governor General of Canada, Lord Minto and his wife and two daughter, It was a very stormy day, but the reception was very well done and the Governor General was well pleased-- the subsequent trip to Magrath will be told later.

Somewhere in Kipp's Coulee south of Spring Coulee, the N.W.M.P. had a post. The water was of poor quality and the mosquitoes were very numerous. So the Post was removed to 15 mile Butte, now the Raymond cemetery. This proved to be overrun by skunks. The Police were forced to put up little fences around their tents to avoid the presence of cute little black visitors with a white stripe down the back in the midnight hours.

#### RAYMOND.

Raymond was built to produce a Sugar factory. In 1901 Jesse Knight told Mr. Magrath, land agent for the Alberta Railway and Irrigation Company, that he had a vision of a sugar factory near a town named after his son. Shortly after he laid down a deposit of \$50,000 as an earnest of good faith and got busy.

In 1902 he hired men and outfits to break 3500 acres of land and prepare it for beets.

In 1903 He planted the beets, and built a factory in time for the harvest

Mr. Ellison, Manager of the Knight Sugar factory sent Mr. Magrath 100 lbs of sugar from the first sugar made. For some reason Mr Magrath was not able to reply for some time. Then he wrote thanking Mr. Ellison for the sugar and concluded, "After such treatment, if you will take my advice, you will never do it again, at least till there is something in it for yourself."

The Knights did more than prepare beet land in 1902. They hired J.B. Ririe of Magrath to be manager of their sheep. He went to Montana and bought 40,000 head of sheep-- the largest flock of sheep in western Canada. He then had to see to providing herders and camp facilities.

Ray Knight and Dick Kinsey, cattle manager, went to Winnipeg to buy 2000 head of yearling steers which his brother Will received at a station east of Lethbridge. He said the cattle began arriving by the train load, generally after midnight in a rain-storm. They had to be watered and driven out on the open prairie to feed. And they kept on coming till 4000 had arrived..

And on the lighter side. Ray's cowboys talked a greenhorn into going on a snipe hunt on their Milk River Ranch. Ray said nothing but as he knew what was coming, he furnished the man a horse fur coat for the hours by the light. waiting for the snipe to come to the light would by long and cold. Neither man or horse ever returned. Ray saw the horse once on a Montana street but said nothing to any authority.

Charles MacCarthy, first mayor of Raymond and head of the Alberta Land and Stock Company had 115,000 acres of land, 25000 head of sheep and 15000 head of cattle, He and C.A. Magrath helped found the Raymond Merchantile with H.S. Allen

as Manager and eventual owner.

Mr. Allen's grand daughter married James D. Bridge, present manager and also Stake President as was H.S. Allen.

One last big tale from Raymond. Two men went for hay on a cold winter day. They had to cross a deep coulee south of town. A chinook came up and they had to swim their horses across the coulee.

Coming from Raymond to Welling to cross the main canal below Ridge Reservoir at which point the St. Mary Irrigation District takes over, Jim Brown, who is with us is Manager. In these days of energy crisis there is talk of making such drops as we see here, especially the outlet of Ridge Reservoir and the chute from Jensen reservoir and the St Mary's Dam outlet, furnish electric power during the summer.

We now cross the tracks of what was originally the St Mary River Railway from Stirling to Cardston, with a branch line to Woolford. The first section was laid in 1900 and the first train ran from Lethbridge via Stirling to Spring Coulee. The passenger cars used were Great Falls and Canada cars, for the line did not have any rolling stock of its own. The trip was a strictly invitational ~~under~~ the railway manager Mr. Naismith. There was an excellent lunch and perhaps 28 Nov is just the day to appreciate it. But when the party wished to thank Mr. Naismith for the splendid trip, he replied; Gentlemen, if you are satisfied, I am gratified. If you are gratified, I am satisfied. Have another cigar."

About a mile farther west is the crossing of the original canal as it flowed, believe it or not, down Nine Mile Coulee. While it is hard to think of calling this shallow Swale a coulee, this is all it is for some distance both ways from this point. As pointed out it is about sixty feet deeper where the canal is taken out of the coulee north of here and much deeper after a mile

south of Welling Station.

At the junction of the Raymond Road and #5 Highway we are north of Welling Station and south of the hamlet of Welling which was once represented in the provincial Legislature by Alvin Bullock. There is a church in Welling and a thriving Ward. There is a store and there was once a store near the station. The consolidation of schools has however hit the community hard with the closing of the school. However the tendency to live in surrounding communities and work in a large center has brought an increase to Welling that may offset the loss of the school.

Just south of Welling Station, as you will note on your map is the division point of the original Canal. Part was dropped into Nine Mile Coulee to go to Lethbridge and part was carried across to go to Stirling. Note how the Stirling line flowed south of Raymond and had to cross Kipp coulee and come into Stirling from the south East.

Just three miles south of Welling was the old Crystal Spring Hutterite Colony so named because of a large spring of sweet water in a side coulee to Nine Mile Coulee. As it turned out, that spring and a small lake above it had been used for at least 10,000 years as a summer hunting camp by the Indians. The camp area covers about 170 acres of which most was cultivated for over seventy years. There are artifacts of all dates back to Folsom times but not all kinds are found on all parts of the camp grounds, partly due to changed taking place in the locality of a geographical nature. About 2000 artifacts have been found and are mostly in the University of Lethbridge.

About a mile after entering on #5 Highway

we come to a cross road leading north. Once a house stood here when there were few fences and about two sections of wheat around it. Mrs Louise Tayloy was visiting Mrs Ririe. Her young son John wandered away and was lost in the wheat,

Word came in and the towns emptied. Some rode by the creek and long lines of men marched through the wheat. Early next morning a rider, Bill Ririe found the boy and carried him to his mother.

We come to the Pothole valley. A railway bridge can be seen on the left. The original bridge was lower and not quite in the same place. The 1902 flood swept the bridge right out from under the rails leaving some ties still on the rails. At least once, Ammon Mercer Jr. crawled across the stream on these rails to take letters to a waiting train and bring back the incoming letters.

At first there was a windmill on the west bank to pump water from the creek into a tank so that trains could restock their engine boilers. The need passed and so did the windmill and tank. The cast iron pipe leading down to the creek was still in place when the 1939 - 45 war was on. As a war conservation measure, the railway decided to dig up the pipes as salvage.. John T. Spencer, then 74, applied for the job and was accepted. With the use of a chain hoist and mostly alone, he dug up the pipe with a shovel, some from 8 ft down.

#### MAGRATH

And now we come to Magrath, founded in 1899 and named for C.A. Magrath. It is the place where the original cavalcade came in 1899. Originally it was called Pothole but not many liked that name.

Levi Harker who came to Cardston in 1892, was called by the Mormon Church to settle in Magrath as bishop in 1899. At that time he was, among other things, part owner of a flour mill on the St. Mary's River, just above the place where #5 highway crosses it near Cardston. Some of the first wheat raised in Magrath was milled at that mill. Later he was a director of the Ellison Milling and Elevator Company when it was formed in Raymond. The second mill of that company was in Magrath.

How to double your money in three years. In 1899 C.A. Magrath bought 1000 sheep in Montana at \$1.25 cents per head delivered at the border. He leased them to Levi Harker for three years at eighty cents per head per year.

Mr. Harker was part owner of the Harker Head Store which became the Magrath Trading Company of today and was later first Mayor of the town in 1906.

In Nov 1899, the Lethbridge Board of Trade sponsored a caravan to bring the Hon. Clifford Sifton to see the headgates and canal at Magrath. In the afternoon there was a meeting at the J.B. Ririe home in the east end of Magrath.

In the following year, Lord Minto, Governor General of Canada visited Magrath. C.A. Magrath, wrote to Mrs Zina Card that he was not sure when the Governor General would arrive but a dinner was to be arranged at Magrath--- " I will go see Bishop Harker about that. No doubt he will arrange it." Bishop Harker did so-- with the help of the ward at the home of J.B. Ririe, at that time the best house in town. Presidents George Q. Cannon and Joseph F. Smith came up from Salt Lake City especially for the occasion. There was a very bad

storm that day and the Vice Regal Party arrived from Stirling in horse drawn rigs, soaked and chilled and the dinner eaten. But by the time the party was thawed out there was another dinner. but speeches waited on both circumstances. After dinner the speeches did come. The address of welcome given by Levi Harker was short and to the point. A copy is in the National Archives in Ottawa in the original hand writing. It concluded

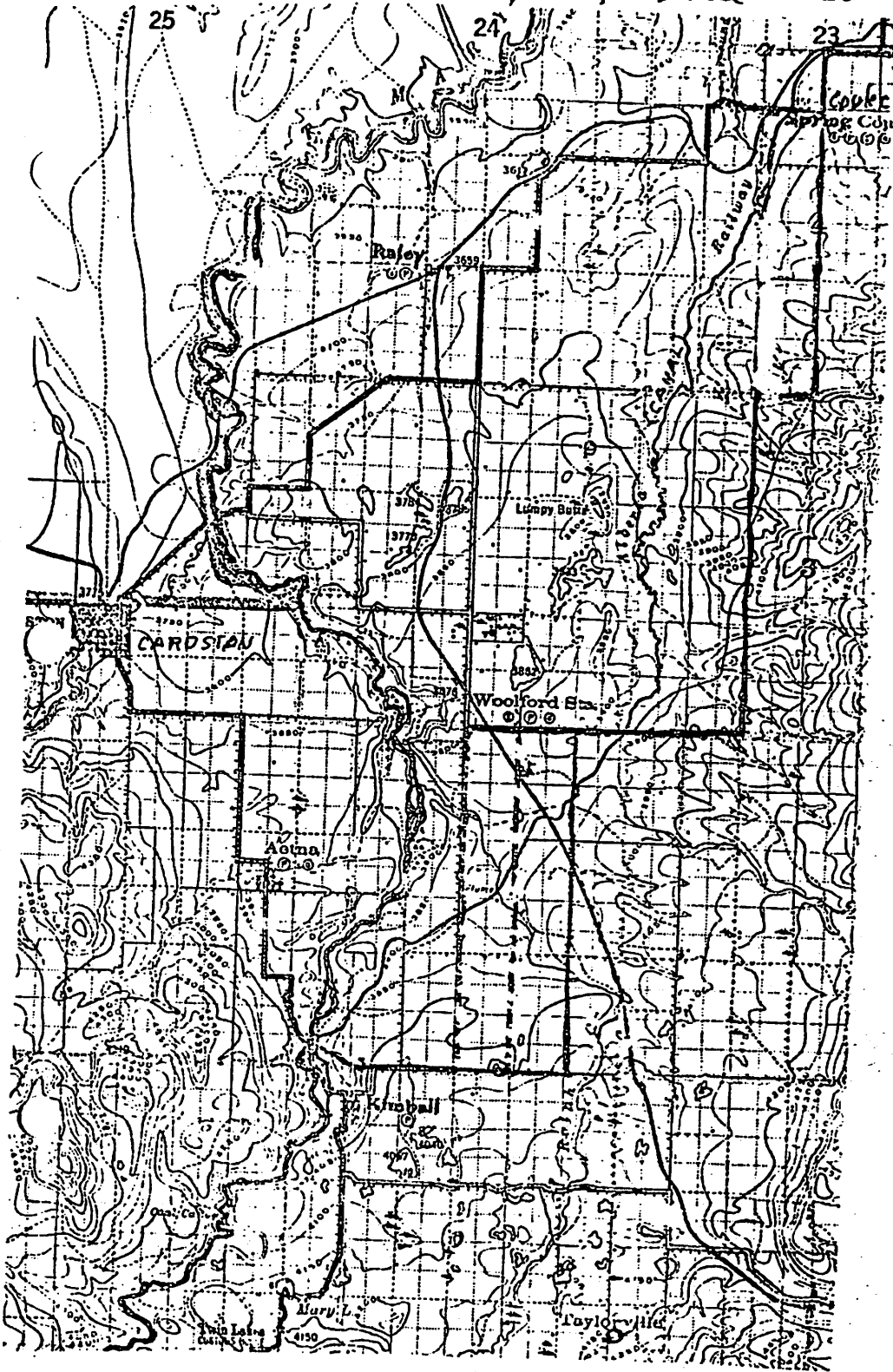
"We have come to this great Dominion to build it up. Laws shall be our laws, and it shall be our country."

The Irrigation Monument here is in honor of the pioneers who built up the irrigation project and was placed here because the Headgates are not easily seen. The unveiling tomorrow of the plaque on the big buffalo rubbing stone is on the original canal not far below the headgates because the headgates are not too accessible and never can be to a large crowd. But where it will be placed is where it can be seen by anyone travelling #62 highway and where people can get to the marker. Also there are camping facilities in Jubilee Park of which the site is an extension.

Because of time and the desire of the bus owners that we do not use them on gravel where it is possible to do otherwise, we will not take the unpaved road to Spring Coulee.

As we turn on number 5 highway toward Cardston we pass the new buffalo sloping grain elevator. It is the only one of its kind in the world, but may be the model of all future elevators as it unloads trucks and loads out much faster than has been possible previously.

Nimball to Spring Coulee. - 22 -



decided that it was too expensive to build the long bridge necessary at the village site, to get to Cardston. So they ran the line toward the point where it crosses the coulee and after it was crossed looped back toward the original site to get around the hill we climb so easily in cars. So the town moved.

Spring Coulee owes much to Thompson energy. E.E. Thompson introduced Turkey Red wheat. He was also land agent for the Northwest Irrigation Company, The Alberta Railway and Coal Company and the Huson's Bay Company and possibly others. He used his fees as much as possible to buy land for himself. Land Office business is right. He aquired for himself, 35 sections which he rented out.

The Thompsons hold another record. Of 174 male descendants of a Thompson ancestor, not one has ever been in court on any charge. John Thompson. M.L.A. is of that family.

Spring Coulee also had an M.P., L.H. Jolliffe. Quite a record for a place the size of Spring Coulee,

Just east of the town is the drop of the original canal. We will cross the site of that canal to the south of town. We follow up along its bank and see the railway bridge across the coulee but it is not the original bridge, which would never have carried today's trains.

Some distance up the valley we see the remains of the diversion dam that carried water from Pine Pound to Pothole Coulee. At places along the bank we have been passing there is a thin layer of light colored volcanic ash. It came from what is now Crater Lake in Washington State, That was about 6 500 years ago. I do not know how long that volcano was erupting but it must have been several years. The biggest deposit is near Medicine hat where the streams of that day washed the ash into a four foot seam. They made Old Sol cleanser out of it.

## SPRING COULEE

The name comes from a large Spring in a coulee about a mile west of the present hamlet. It has had that name ever since the white man saw the place and has probably had many Indian names meaning the same thing during several thousand years.

The coulee is known as Pine Pound Coulee probably because there was a buffalo pound somewhere near the mouth of the coulee built out of evergreen logs. They were probably fir but to most people and evergreen is a pine. There is now, a large inverted siphon carrying the main canal over the coulee.

The original settlement was on both sides of the coulee near the spring. The Brown Ranch of early days was on the River and the Mormon church called it Brownsville Branch. Charles Mc Carthey's ranch was nearby and his big house was used sometimes for travellers --- C.A. Magrath wrote once-- I am bringing three engineers -- seven in the party. There will not be room in the house for all of us. Put up a tent and put a pile of hay in it. We will want lunches for tomorrow and I hope it will not put Mrs. Mc Carthy out too much."

Mr. Magrath's mother and two of his nephews were at this ranch for one period. Both nephews died in battle 1916.

This was also on the route of the 1894 telephone line from Lethbridge to Cardston. Charles Mc Carthey built the telephone line from Spring Coulee to Stirling in the late months of 1900 or early in 1901. That last line was the first time Magrath had any wires communication with anywhere.

When the railway came to Spring Coulee, the builders

Map # 3 Map KIMBALL TO SPRING COULEE

A short distance from Spring Coulee to Bradshaw is not shown on any map. It is only a short section where the canal ran down the Pothole valley.. It was dropped into the Pothole just east of Sprong Coulee. A canal had to be dug between that point and where the canal was taken out of Pine Pound Coulee about two miles south of Apring Coulee

This map shows the old main road to Cardston before the present highway was built.

The original Spring Coulee was where the old Highway crossed Pine Pound. It can be seen that the railway would naturally have gone by way of the old site but it can be seen that the valley is much wider there and since the large spring that gave the place its name, is in the way, there may have been problems in finding a proper footing for a bridge. S the railway made the big loop you see to come right back to the route it would have taken if it had crossed at the spring.

The present canal crosses Pine Pounce Coulee about where the heavy hatched line is on the map..

The original Canal was turned into Pine Pound Coulee about where the road crosses the Coulee east of Woolford, So the Irrigation Company did not have to dig many miles of canal.

It had to dig from Kimbal to this point, except over Rolph, or Willow Creek where there was a flume.

Where the railway ends at the bottom of the page is Whiskey Gap There is a narrow deep Coulee there

The old Mormon Trail would be west of Taylorville. a place no longer on the map

We can see off to the west Lumpy Butte This hill and the lakes at its foot were made by the ice sheet that once covered this country. It is thought that Peter Fidler, and early explorer may have ben on Lumpy Butte when he said he was on a high hill and determined by astronomical observation that Old Chief was in United States territory.

The lakes to the south of Old Chief are what are known as Pothole lakes associated with hills made up of masse of boulders dropped by the glaciers. They have always been well known for goose hunting and there have been some tragedies also. In one near tragedy a hunter was coming out to join a goose hunting party at Reed Lake when he was over taken by a bad blizzard and got lost. After wandering for hours he found a little shelter beside some bank. There he stopped and spent the most of the night partly under the horse. He was able next day, when the storm ceased, to join the hunting party. He was luckier than some others for blizzards are vicious storms.

The band in the road takes us toward Woolford. Originally , a branch railway line was supposed to run from Raley to the Swift Current region in what is now Glacier Park. There were three mines there but before the railway reached Kimball the mines either failed or were taken into the park. So part of the line was taken up, the direction changed, and the line relaid to Woolford. After the C.P.R. took over that line was extended to Whiskey Gap.

Whiskey Gap is a deep cut through the hills made when the last ice age, and possibly other ages retreated to Lethbrige and for a time made a large lake reaching to Lethbridge. You have been travell-

over the bottom of that lake. No water could flow to the north east and it had to run down the Milk River, Whiskey Gap is one of the places where the lake, for a time, flowed into the Milk River. Lonley Valley and Kipps Coulee are other places. Fur traders or whiskey traders often came this way instead of using the Fort Benton Trail to Lethbridge, when bringing in whiskey. It was sometimes known as the Upper Fort Benton Trail.

We are now turning again to pass the site of the flume that carried the original canal across Rolph Creek or, as the settlers called it, Willow Creek. for years after the original canal was abandoned, a metal culvert carried water from the upper section of the Canal across the creek for stock watering. However recent flooding has altered the course of the St Maey's river so much that the original headgates do not divert water into the canal.

We are passing over the old Mormon trail, used by settlers to come to the Cardston area settlements and sometimes the settlers for the irrigation project used the same trail. There were no hardships on this trail. The Pillings report, " We had twelve outfits. We had fifty head of cattle including milk cows. There was a hen coop with fifty chichens trailing behind one wagon. We had eggs, milk and butter every day and sometimes even had a dance around the fire in the evening " (with some other wagons coming along .)

#### KIMBALL

The Mormon Church leaders, Wilford Woodruff, George Q. Cannon and Joseph F. Smith signed a contract as stated to build the canal and settle settlers on it. That contract stated that work was to commence on 1 September 1898.

On that date, there was a little ceremony involving a plough and a team of horses. A plow said to be this plow is in the Glenbow Foundation. At least it is of the same sort and was at Kimball Irrigation building.

Charles Ora Card, guided the plough and Barnett (one document spells it Barnest) Kimball drove the team. They turned the first sod of the proposed Irrigation system and so the contract was officially confirmed. For a time the hamlet of Kimball was a bustling little town. It faded out but with this new fashion of living somewhere out of big towns, this little village in its beautiful setting is beginning to grow again.

The headgates here are certainly not the originals for those were washed out in 1902 and the next headgates had to be on a different spot.. Since the old line was abandoned, the river has changed course again.

The headgates did not store water, they just diverted it. Many times toward the end of summer, there was not sufficient water for farm needs, while in the spring water ran to waste.

The first storage reservoir was the St. Mary Lake which the U.S. dammed up to increase its depth. While their share of the water goes into the Milk River which we allow to be used after running one hundred miles through Canada, the water has to be taken out on the wrong side of the river, brought downstream and taken across the river by means of an inverted syphon. It runs right under the river and is made of cement. All things serve their turn and the Headgates of Kimball served their turn very well.

From Kimball Park to Cardston the road follows the old trail used by most of the workers on the canal to get to Kimball.

Actna, one of the step out settlements from Cardston. Near here Richard Pilling had a farm house near the river. He built a waterwheel and lifted water about ten feet out of the river to water a two acre garden. Today many farmers pump water from the canal and generally use a sprinkler system.

#### CARDSTON

When this community was first settled it was known as Lees Creek.

Charles Ora Card and companions came to Canada the year before to find a settlement and actually decided on a place north of Standoff but found that that land had been taken up and so had to settle for Cardston, by far the better location. The first settlers arrived in June 1887.

Before the year was out they had a visitor, C.A. Magrath. Magrath liked what he saw. He liked the people and he liked their organization. Why? Because both worked and workers were what he needed. He sold them land and he was sold on their ability to pioneer and particularly he wanted experienced irrigators. He went to Salt Lake City with John W. Taylor on this business in 1891 and was there often till the contract was agreed upon in December 1897,

Of note is the old J. Wolfe house. Johnny Wolfe was our first M.L.A.

We have the old home of Charles Ora Card. Here Magrath was welcome and here the Mc Carthy children stayed one winter to go to school. How? Maybe they used a shoe horn, but Wilson McCarthy wrote that they were happy days he never forgot.

On that date, there was a little ceremony involving a plough and a team of horses. A plow is said to be this plow is in the Glenbow Foundation. At least it is of the same sort and was at Kimball Irrigation building.

Charles Ora Card, guided the plough and Barnett (one document spells it Barnest) Kimball drove the team. They turned the first sod of the proposed Irrigation system and so the contract was officially confirmed. For a time the hamlet of Kimball was a bustling little town. It faded out but with this new fashion of living somewhere out of big towns, this little village in its beautiful setting is beginning to grow again.

The headgates here are certainly not the originals for those were washed out in 1902 and the next headgates had to be on a different spot.. Since the old line was abandoned, the river has changed course again.

The headgates did not store water, they just diverted it. Many times toward the end of summer, there was not sufficient water for farm needs, while in the spring water ran to waste.

The first storage reservoir was the St. Mary Lake which the U.S. dammed up to increase its depth. While their share of the water goes into the Milk River which we allow to be used after running one hundred miles through Canada, the water has to be taken out on the wrong side of the river, brought downstream and taken across the river by means of an inverted syphon. It runs right under the river and is made of cement. All things serve their turn and the Headgates of Kimball served their turn very well.

From Kimball Park to Cardston the road follows the old trail used by most of the workers on the canal to get to Kimball.

Actna, one of the step out settlements from Cardston. Near here Richard Pilling had a farm house near the river. He built a waterwheel and lifted water about 100 feet out of the river to water a two acre garden. Today many farmers pump water from the canal and generally use a sprinkler system.

#### CARDSTON

When this community was first settled it was known as Lees Creek.

Charles Ora Card and companions came to Canada the year before to find a settlement and actually decided on a place north of Standoff but found that that land had been taken up and so had to settle for Cardston, by far the better location. The first settlers arrived in June 1887.

Before the year was out they had a visitor, C.A. Magrath. Magrath liked what he saw. He liked the people and he liked their organization. Why? Because both worked and workers were what he needed. He sold them land and he was sold on their ability to pioneer and particularly he wanted experienced irrigators. He went to Salt Lake City with John W. Taylor on this business in 1891 and was there often till the contract was agreed upon in December 1897,

Of note is the old J. Wolfe house. Johnny Wolfe was our first M.L.A.

We have the old home of Charles Ora Card. Here Magrath was welcome and here the Mc Carthy children stayed one winter to go to school. How? Maybe they used a shoe horn, but Wilson McCarthy wrote that they were happy days he never forgot.

In a letter to Joseph Y. Card he told of listening to Aunt Zina Card reading stories from Dickens as they sat by the fire in the evenings.

The old Court House is now an historic building and certainly the oldest court house in Alberta still in use.

We have noted that some buildings in Cardston, including the Wolfe home, are built of sandstone. This comes from a quarry near Cardston,

The Mormon temple is a well used visitors attraction. It serves more Mormon Church Members every year. It is not a regular assembly house for church services but has the feature of insisting on members living up to church standards before going to services there so helping them avoid much of the slackness known to modern day.

As we leave Cardston we come to the Blood Reserve that borders the town. It is the largest Reserve in Canada and the Bloods are probably the most prosperous in Western Canada. This year they divided up a sum from oil rights -- \$2000 for every man, woman and child. I am sure all of us could celebrate if we got any such sum. If the agitators shut up sometime, we will build a future for all of us and do it together, remembering the past but never going back, either to the walking plough or pemmican mainstay.

As the highway crosses the river we can see the site of the old flour mill and also a little bit of the old Upper Fort Benton Trail and here the first settlers camped for the night before crossing over to their promised land.

ST. MARY'S DAM

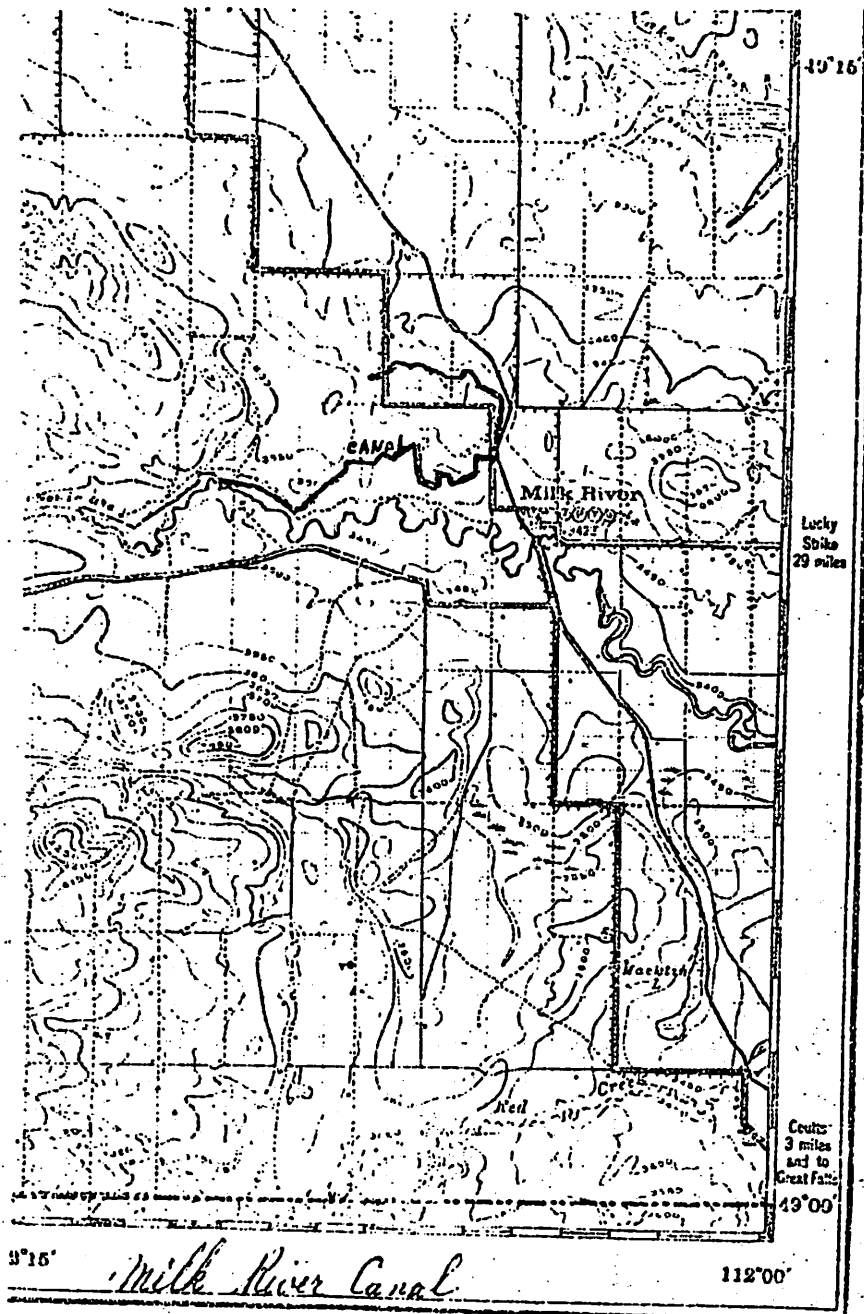
Here we see the most important structure in our modern irrigation system in this district. It is reflected by other systems but has no superior, It draws water from the St. Mary's, the Belly and the Waterton Rivers and distributes those waters as far as Medicine Hat.

When this system was opened, the Hon James Gardiner was made a Blood Chief named Chief Many Pockets. The Medicine Hat delegation begged for water saying some of their children had never seen rain. Would he take a little money from one of his many pockets and bring water to them so they could wash the gravel from their throats?

He replied that he would like to do so when he could but they must remember that before he could take any money from his pockets, somebody had to put some money in them.

So today we have washed the gravel from the throats of Medicine Hat people. To do so many storage reservoirs have been built, starting with Ridge Reservoir and more will have to be built so that no water escapes in the spring and by the use of modern methods of irrigation we make our water go much farther. Also we must recycle much water flowing down urban sewers.

*Signatures* - 30 -



Compiled from surveys and investigations by the Surveyor General's staff up to September 1922 and from information supplied by Dominion and Provincial Departments and by Railway Companies.  
Revision of map of November 1915.  
Reprinted with corrections, 1941

Map # 4 The Milk River Canal

This is not part of the original Canal. After the original canal was completed, the United States Government, on request from Montana, decided to divert the water of the St. Mary's River into the Milk River for use east of Havre..

This possibility had been known years before the original canal was built. When other means of negotiating the matter failed, this canal was made to show that we could take the water back out of the Milk River along with all the other water in that river. The result was negotiation and a division of the water.

In the end the United States government built the diversion works and stored water in St. Mary Lake. But when they did so, both countries benefitted.

One odd co-incidence was the fact that the Cazier Brothers who built the Milk river Canal, also built the diversion tunnel under the St Mary's river to take its waters to the Milk River. They may not have finished all of the work as I understand some work was not completed when the United States entered the war in 1917.

Again this map shows the old Highway #4. Before the 1914 war we usually tried to make our Highways follow the section lines but in Europe we found main Highways cut as straight as possible for the destination and after that any new main highways were made the same way, It eliminates many corners and avoids many accidents.