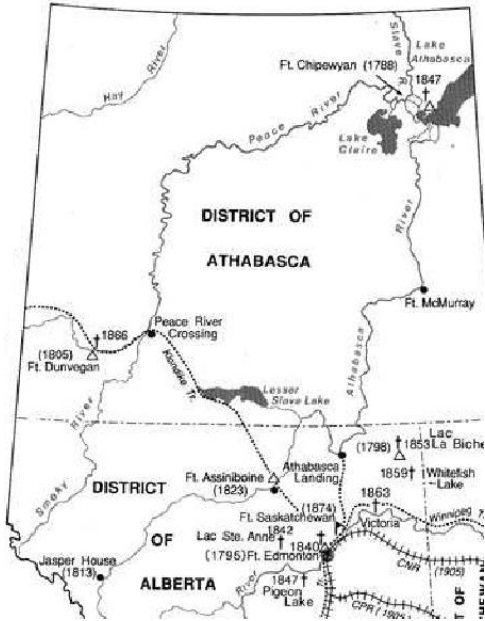


Bushland to Busby

Ft. Assinboine Trail



In 1824 George Simpson, Governor of HBC's Northern Department, crossed Rupert Land's northwest region surveying his company's domains. He determined that a new trail ought to be cut through the bush from Ft. Edmonton to Ft. Assinboine. Starting at Edmonton House, that trail passed through the site of the future St. Albert, headed northwest to the future Independence, along the east side of Lac La Nonne, crossed the Pembina River, and continued through modern Barrhead to Fort Assinboine. Jacques Cardinal, from Lac la Biche, and his crew completed the 144 kilometre trail in the spring of 1825.

But, soggy ground, muskeg and fallen timber spiked the trail. And, three rivers had to be forded, or rafted: the Sturgeon, the Pembina and the Paddle.

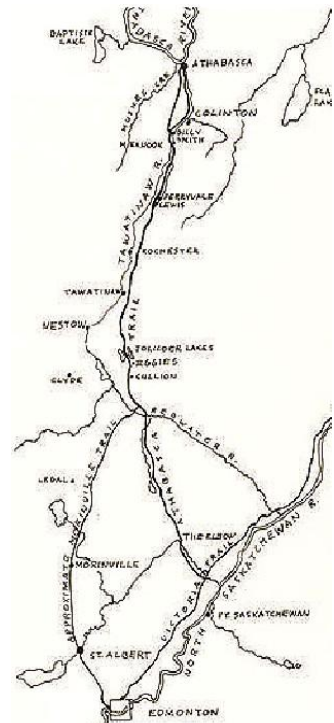
In the 1870's, the Hudson's Bay Company abandoned the Ft. Assinboine Trail in favour of a cart track from Edmonton to Athabasca Landing, two days downriver from Ft. Assinboine. (The old trail was briefly revived in 1897-98, as part of the Chalmers Trail, for travellers trying to reach the Klondike gold fields.)

Fifth Meridian—1883



Under the direction of the Dominion Land Survey, the fifth meridian was axed out for some

65 km from modern Stony Plain to Hazel Bluff, west of Westlock, and the cutline marked with pits, mounds and iron posts in 1883. The road, which now marks the



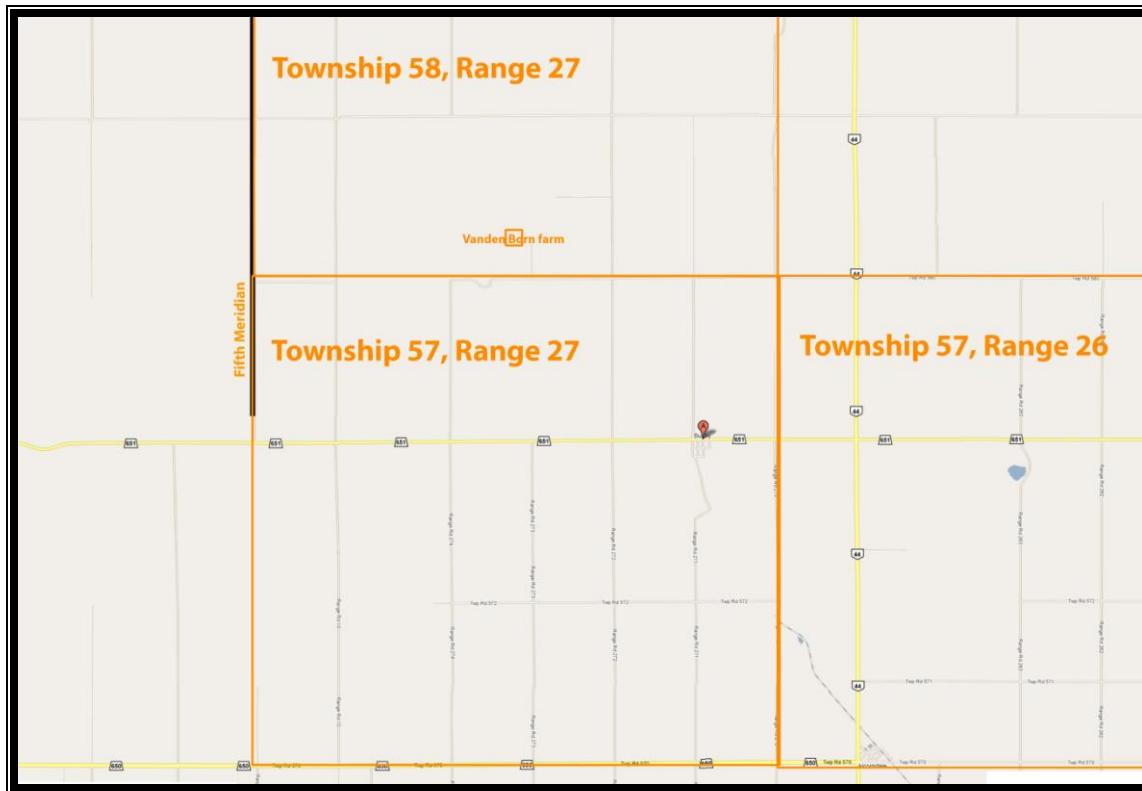
meridian, is four and a half miles west of Busby, two and a half miles west of the Vandernborn farm. The blue line on the map above marks its position.

Then, about 1900, a trail was cut from a point on the Ft. Assiniboine Trail near the Alexander Indian Reserve, north to the modern Busby district. The first settlers in the Busby area arrived at that time.

Dominion Land Survey

The Alberta township system designates land as being west of the 4th, 5th, or 6th Meridians. Between meridians are six-mile wide columns called "ranges." Ranges are numbered consecutively from east to west starting at Range 1 west of each meridian. "Townships" are six-mile wide rows that intersect ranges and are numbered consecutively from Township 1 at the Montana-Alberta border to Township 126 at the Northwest Territories. Section 11 and 29 of each township became the property of the local school district. The CPR was also granted ownership of odd numbered sections in various townships, e.g., Township 57, Range 27.

Vanden Born land: **NE ¼ 4- 58 - 27 - W4**
 SE ¼ 9- 58 - 27 - W4
 Sec. Twp. Rge. Meridian



Busby's Busy Years, p. 3

In 1882, W. Ogilvie, G. A. Simpson, C.A. Magrath began surveying Township 57, Ranges 26 and 27 which includes what are now the villages of Busby and Alcomdale. At that time it was felt there was no need to go further north with the survey work, and for some twenty years no surveying work was done north of Busby.

Even at that, however, the survey of Township 57 was ahead of its time, because for a decade, no one came to claim these lands surrounded by cutlines. The forests thus remained as they had been and they soon repaired the damage the surveyors had done in a new growth of trees.

But in 1901 George McMillan Sr. set out once more to survey Township 57. Some of the forested area had lost its old-time solemnity. Fires had laid much of it low and open spaces ("brule") had appeared in their wake. Probably only half of the green timber of 25 years previous remained...

John Shoveller arrived in the summer of 1900 to homestead just two miles from Busby. He built a log shack and moved in with his bride...

More settlers arrived from 1902 to 1905.

William Ogilvie

William Ogilvie was born at Ottawa on April 7, 1846. Mr. Ogilvie spent his entire life surveying for the Department of the Interior. He obtained his commission as a Dominion Land Surveyor on April 14, 1872. The following summary of the surveys performed by him was furnished by the Surveyor General:

- 1875-76 - Township outlines South of Dauphin.
- 1878-79 - Surveys of Indian Reserves, Bow River.
- 1880 - Township outlines West of York.
- 1881 - Fourth meridian to Township 40.
- 1882 - Seventh baseline West of Fourth Meridian.
- **1883 - Fifth meridian from Edmonton to Athabaska River and Twenty-first baseline westerly.**
- 1884 - Micrometer survey of Peace River from Chipewyan to Dunvegan and Athabaska River from Slave River to Athabaska Landing.

From the Rutherford Library: March 25, 2010

(Government of Canada, Sessional Papers)

1. Department of the Interior, October 31, 1884.

(Extract from the report of Mr. Ogilvie on the Survey of Block and Township Outlines in the winter and summer of 1883.)

Starting at the intersection of the 14th baseline and the 5th Initial Meridian, (*i.e.*, 6 miles north of

Jasper avenue and fourteen miles west of 156 st., JV) the first four sections of the latter line in Township 53, are covered with bush, interspersed with small patches of prairie. The soil is generally good. The last two sections are entirely wood—poplar and spruce—with tamarack swamp and moss marsh interspersed in small patches. These conditions continue the same to the 15th baseline... Northward, along the 5th meridian to the Pembina River at the 16th baseline, the country is all heavily timbered with large poplar and spruce; but, unfortunately, a great deal of it has been burned over and is now dry, and much of it is fallen... In townships 67 to 71, and as far as the Athabasca River, the surface is rolling and comparatively free of swamp.

2. Department of the Interior, Dominion Lands Office in Edmonton, November 9, 1899

A conservative reckoning gives, as a rough estimate of the season's crop, 750,000 bushels of wheat, and 1,500,000 bushels of oats... the best wheat selling at 62 cents, oats from 23 to 25 cents per bushel.

3. Report of the Surveyor General, January 1900

J.K. McLean, D.L.S. , was employed in northern Alberta. He subdivided townships 58, ranges 24, 25 and 26, and part of township 52, range 22, west of the 4th meridian. He also re-surveyed the north boundary of townships 57, ranges 24, 25 and 26, the marks of the original survey having been destroyed by fire. *(McLean's work was done in the summer of 1899 in the area south and east of the Vandernborn farm—which is in township 58, range 27. JV)*

4. Report of the Surveyor General, October 1900

J.K McLean, D.L.S., was again employed in northern Alberta and had as assistant J. J. Dalton, D.L.S. Mr. McLean was instructed to renew the marks of the original survey in townships 57, ranges 22, 23, 24, 25 and 26, west of the fourth meridian. He was then to complete the subdivision of townships 58, ranges 17 and 18 and run the sixteenth baseline from range 20 to the fifth meridian and the meridian outlines to the south across townships 58, 59 and 60. He has renewed the marks of portions of townships 27, ranges 24, 25 and 26.

(The 13th baseline runs through Edmonton—Jasper avenue and Stony Plain Rd to the west. The Busby Road, Hwy 651 would be the 19th baseline. JV)

5. Report of the Surveyor General, August 23, 1901

This season Mr. McLean is working in the Edmonton district. His instructions are to complete the subdivision of township 58, in the ranges 24, 25 and 26, west of the fifth meridian.

(This means the townships three miles to the east of our farm were subdivided in the summer of 1900. JV)

6. Department of the Interior, Annual Report. Report of the Agent at Edmonton—A.G. Harrison, July 4, 1902

Settlement extends thirty miles north, forty miles west and eighty-five miles east of the town of Edmonton and from thirty to sixty miles west and east, respectively, of the towns along the Calgary and Edmonton railway.

The value of the land has gone up from \$3 to \$4.50 per acre. A good homestead in any locality, unimproved, has now an upset value of \$480.

7. Report of the Surveyor General, September 10, 1902

Mr. McLean made a survey of part of the fifth meridian through township 60 and subdivided townships 58, range 24, 25 and 26, and a portion of townships 60, ranges 26 and 27, west of the fourth meridian.

8. Report of the Agent at Edmonton—A.G. Harrison, July 3, 1903

Settlement now extends 80 miles east and 60 miles north of Edmonton. The surveyed land is now about all taken. One hundred new townships should be surveyed in the district alone to meet the demand.

9. Report of the Agent at Edmonton—A.G. Harrison, July 4, 1904

Settlement extends 100 miles east... Settlement also extends 65 miles north-west, in which direction a large number of English settlers have gone and are doing well.

10. Report of the Surveyor General, December 31, 1905

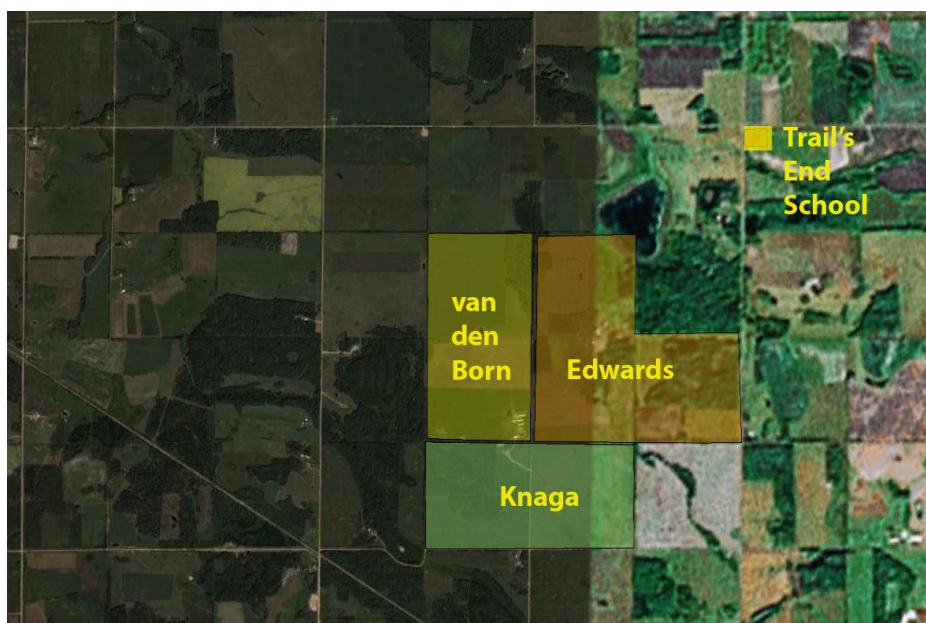
G.P. Roy, D.L.S.—[Did the] subdivision of townships 59 and 60, range 27, west of the fourth meridian and townships 59 and 60, range 1, west of the fifth meridian.

(These are townships 6 miles and 12 miles directly north of the Vanden Born farm.)

11. Report of Surveyor General. Work done between July 1, 1906 and March 1907 by G.P Roy.

Contract No. 15 of 1906: Subdivision of townships 58 and 59, range 27, west of the fourth meridian, and townships 60, ranges 3 and 4, west of the fifth meridian.

(This is the survey of the Vandenborn farm.)



ALBERTA

Plan of Township 58 Range 27 West of the Fourth Meridian

FIRST EDITION

SCALE 40 CHAINS TO AN INCH

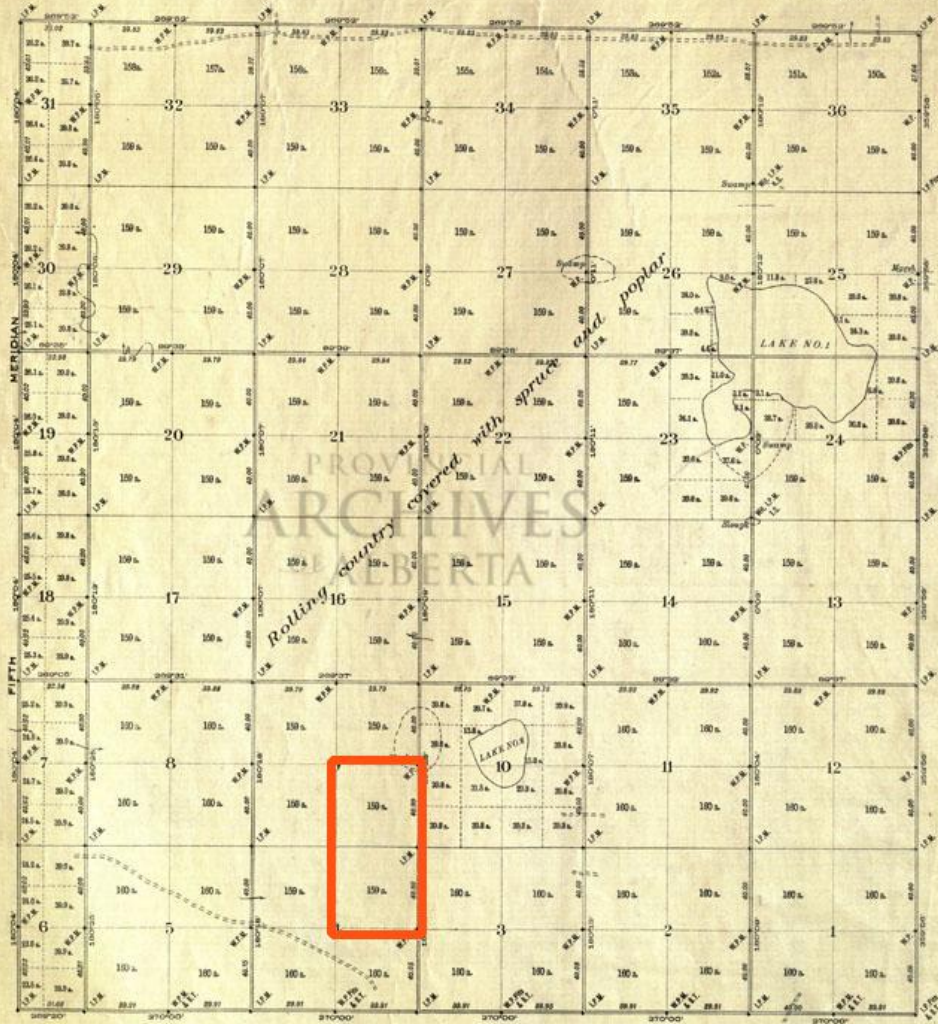


PHOTO-ENGRAVED AT THE SURVEYOR GENERAL'S OFFICE OTTAWA, CANADA.

Compiled from official surveys by
 G. A. Simpson D.L.S. 4th. October, 1883
 J. K. McLean D.L.S. 22nd. October, 1889
 J. K. McLean D.L.S. 19th. July, 1901
 E. W. Hubbell D.L.S. 1904
 A. E. Farncomb D.L.S. 15th. March, 1905
 G. P. Boy D.L.S. 21st. September, 1906

Areas in acres are marked on all lands surveyed.
 Distances are in chains.
 Bearings are reckoned from the astronomical meridian
 through the centre of the township.

Department of the Interior, Ottawa, 8th. February, 1908

Approved and Confirmed.
Chesville
 Surveyor General

From the Heritage Room, Stanley A. Milner Library (March 18, 2010)

1. Doug Barnett, *Early Surveys and Settlements in Central Alberta*, 2001. P. 77

In 1892 a Dominion land office was located in Edmonton on the north side of the river. Approved copies of township settlement, and other plans were kept in the office where they were available for public inspection and selection of homestead parcels. The rate of expansion of settlement increased dramatically after 1900, often resulting in long line-ups at the Dominion land office for homesteaders.

2. Judy Larmour, *Laying Down the Lines*, 2005. P. 96

[Township subdivision] reached a peak in 1903 and the first six months of 1904. The greatest number of townships subdivided...was in Alberta, and lay to the north and west of Edmonton...Finally, the surveyors were ahead of the settlers who arrived in unprecedented numbers after 1900.

3. James D. Williams, *A History of Edmonton, Dunvegan, and British Columbia Railway, 1907-29*. Master's Thesis, 1956. P. 33

January 1914 saw train service begin between Edmonton and Smith, a distance of 130 miles... When the company placed its town lots on sale, merchants and other business men were attracted to such embryo centres as Busby, Picardville, Westlock, and Smith.

4. Alan Vanterpool, *The Railways of the Edmonton Area, 1891-1995*. 1995. P. 14

...by January 1913 the ED & BC Railway had reached mile 26, seven miles north of Morinville. Revenue trains were running to Smith early in 1914. The twice weekly service from Edmonton took 11 hours and 25 minutes.

The railway tracks were laid down to the modern "Busby" in the first week of February 1913.

Hersey Homesteads (December 8, 2012)



Charles Hersey holding the stallion; his dad in the back. Taken in front of their homestead between 1912 & 1917.

I spent three hours at the Provincial Archives (86 st. & Roper Road), looking at some homestead applications on microfiche. (Township maps can be searched on the Provincial Archives website by entering names in exactly this format: TP.58 and RGE.27)

The 41-year old single man, Charles Henry Hersey, first arrived at the Vandeborn farm location (SE ¼ Section 4, Township 58, Range 27) on May 8, 1907. In June and July, 1908, he built a log house (18 x 24) and took up

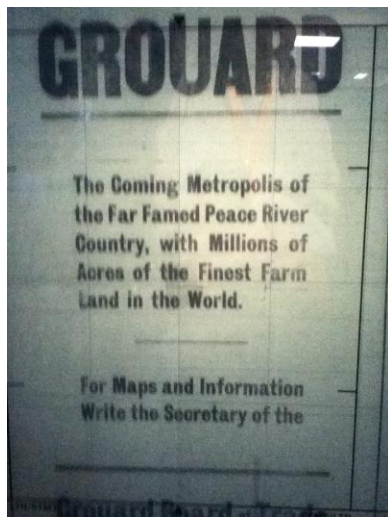
continuous residence on October 1, 1908. Between 1908 and 1911 he cleared 16 acres of land and also built a stable (18 x 24), which housed four cattle and six horses in 1910. But in 1911 he had just two cattle and six horses. The testimony he gave said that he had dug a well 20 feet deep and cribbed it, and he also said he had two miles of three-wire fencing.

This testimony was enough, on Dec. 13, 1911, to get him recommended for a land patent (the title) on the quarter section, a patent granted Dec, 19, 2011. Two neighbours, Elizabeth Gurr and John Williams, testified for him to the same effect.

His father, also a Charles Hersey, a 71-year old widower, homesteaded the SW quarter of Section 3 directly to the east. I think that Charles Henry's dad arrived in Canada a year or two after he did.

Edmonton, Dunvegan and BC Railway

Grouard News (Microfilm in library in Provincial Legislature)



The Grouard News (1912-1915) was very interested in the progress of this railroad since it thought its town of some 800 folks could become the gateway to the Peace River country. Lots of boosterism in the pages I looked through. (I took the picture of the half-page ad with my iPod from the microfilm reader.) In the end the railway bypassed Grouard by some 12 miles, and it became a ghost town.

- August 10, 1912
The grading gangs are extended at intervals all along the first 120 miles of the road, and the company's forces as working southward from the Athabasca to meet the graders from the Edmonton end.
- August 17, 1912
Mothers in St. Louis are waging war against the tight skirt.
- September 14, 1912
The grade between Edmonton and Ft. Assiniboine has been completed. A track-laying machine capable of covering a mile a day will begin work shortly and continue operations to the Peace River. (The route from Edmonton to Dunvegan was 350 miles.)
- November 23, 1912
Track-laying will begin the middle of this month, by which time 75 miles of grade will be ready for steel, and work will continue throughout the winter months.
- November 30, 1912
"Track-laying will commence in few days...and the first 70 miles will be completed by...early

January," said J.D. MacArthur. MacArthur hired 125 men to lay track. (I wonder if Hans Ellen was amongst them. He arrived in Edmonton April 1911.)

- January 25, 1913
Steel on the ED & BC Railway has now reached Morinville, twenty miles of track having been put down.
- February 1, 1913
As of January 28, 1913 steel on the ED & BC Railway has reached mile 29, ten miles beyond Morinville. (Busby is at mile 35.2 on this route, according to the map of the route.)

So, if the one-mile per day rate was more or less achieved, the rails would have been laid down on the land which became Busby by Wednesday, February 5, 1913, certainly by Friday, February 7, 1913.

I'm not sure how ownership of that land, and the subsequent subdivision into lots, were assigned to the ED & BC Railway. Maybe a trip to the Land Titles Office can trace the ownership of a lot in Busby.

Peace River Area (from <http://www.calverley.ca/BRIEFHISTORY.html>)

The last great wave of agricultural settlement in Western Canada brought people from all over the world to the Peace River country. The Peace River area is separated from the southern Canadian prairies by a two hundred-mile wide band of muskeg and forest. It remained virtually empty and largely unknown until the early 1900's. A few fur traders had recognized the agricultural potential of the deep river valley, but the plateau lands above it remained empty and unexplored until late in the 19th century.

The Canadian government's plans to build a railway from Ontario to the Pacific brought surveyors and geologists into the Peace. Eminent scientists like the botanist John Macoun (1873); the surveyor A.R.C. Selwyn (1875) and the geologist George Mercer Dawson (1879) brought information about the area to public notice.

After 1900, enthusiastic amateurs like A.M. Bezanson did much to spread the idea of an untouched wealth of land waiting for settlers. Settlement followed quickly. The Grande Prairie area was pretty well taken up by 1911.

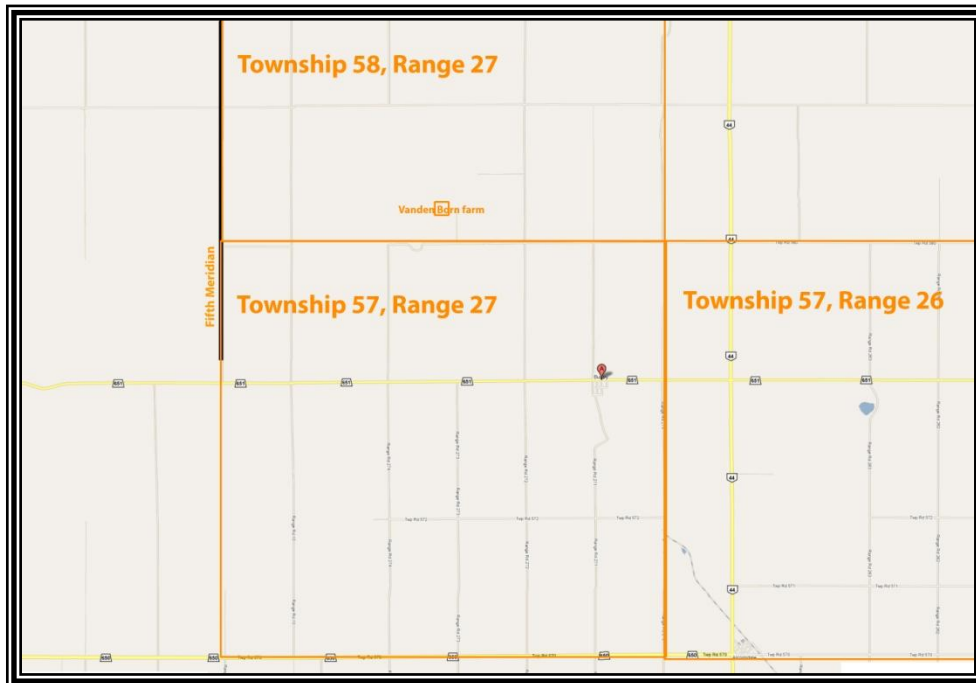
Opened a bit at a time after 1912, the Peace River Block's 3,500,000 acres of federally controlled land attracted hundreds of settlers. They came in wagons, on horseback and on foot in summer and on sleds with cabooses in winter. They came from all over North America and from most of the countries in Europe.

The pioneers fought mud, mosquitoes and abysmal trails. They endured the isolation, monotony and hardships of severe winters which often lasted from the beginning of November to the end of April. They stuck it out—at least most of them did—and proved up their claim to 160 acres of Peace River land. For ten dollars and a lifetime of work, they could have land of their own and a future for their families.

When Canada joined Britain in the First World War in 1914, many of the young men starting out in the Peace left their homesteads and enlisted for service overseas. Those who returned safely after 1918 took up the endless task of turning 160 acres of bush into cropland. As veterans, they were entitled to a Soldier Settlement quarter section and many took up that option, sometimes selling it immediately to finance the home quarter. Land to the west of Dawson Creek and Pouce Coupe was opened at this time and little settlements like Arras, Bessborough, Sunset Prairie and Sunrise Valley sprang up.

ED & BC Railway (from <http://railways.library.ualberta.ca/Chapters-11-3/>)

The cutline for the Fifth Meridian—a north-south line of longitude two and a half miles west of the Vandeborn farm and running from what is now Stony Plain north to the Hazel Bluff church, a few miles west of Westlock—was axed out in 1883. The federal government surveyor, Mr. W. Ogilvie, supervised the operation which marked the cutline with pits, mounds and iron posts.

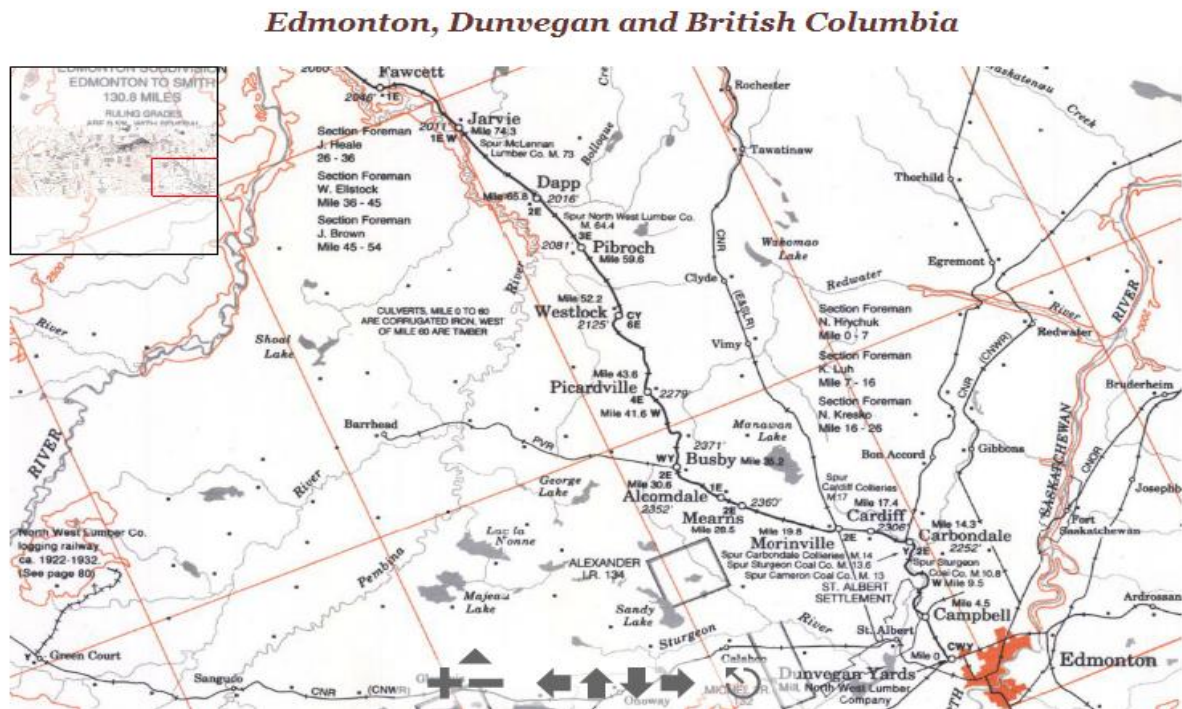


In that same year, Ogilvie, G.A. Simpson and C.A. Magrath began surveying Township 57, Ranges 26 & 27, the two townships immediately south and southeast of Township 58, Range 27—the township of the Vandeborn farm.

In 1882 Ottawa had decided that the area east of the 5th meridian and north from Edmonton up to Township 57 was to be surveyed and laid out into townships, sections and quarter sections. The surveys made those townships accessible to homesteaders.

However, it was some 25 years before any further surveying to the north of this line of townships was completed. Surveyors did not, in fact, lay out township 58, with the land that became the Vandeborn farm, until 1906. In 1897 a sawmill was operating in the southeast corner of Township 58, Range 26—just east of the old Harry Hersey farmstead, an indicator that folks had settled in the area. Other sawmills apparently were also busy in the area. They could make a living selling lumber to homesteaders.

Building the Railway



In the 1911–12 session of the Alberta Legislature, Premier Arthur L. Sifton introduced a railway policy that encouraged the development of a number of railway lines in the province. The Sifton policy guaranteed the bonds for the Edmonton, Dunvegan and British Columbia Railway to the extent of \$20,000 per mile at four percent over a term of 30 years. The guarantee covered 350 miles of line from Edmonton to the south shore of Lesser Slave Lake and then west to the British Columbia border. The idea was to open a railway to great Peace River area and to link

**Construction of the ED & BC Railway,
Edmonton - Morinville, 1912**



the ED&BCR with the Pacific Great Eastern Railway at the Alberta-British Columbia border on the Pouce Coupe prairie.

The Winnipeg railway builder, J.D. McArthur, acquired the charter for the Edmonton, Dunvegan & BC Railway, and laid out a route for the line, a route approved on December 15, 1911 by

the Federal Minister of Railways.

The building of the railway began in the summer of 1912. Generally, McArthur followed a construction pattern of grading during the period from spring until freeze-up and of track-laying during the winter months. During the summer of 1912 the Dunvegan yards near Edmonton (Mile 0) were established. Alongside the yard tracks ties, rails, fastenings and switch points for passing sidings were neatly stacked in preparation for loading onto the work trains. At the same time grading for the first 125 miles north to the Athabasca River began.

According to J.D. Williams, quoting from the Grouard News, the end of the 1912 grading season showed that 531 men and 235 teams of horses had cleared 80% of the right of way and graded 85 miles in various sections of the route. Work proceeded from both the south and the north. The men were paid \$2.50 per day.

Track-laying began in December 1912 with 125 men, and by December 31 they had laid 14 miles of track, that is, to what is now Morinville. In general, the men could lay about a mile of track per day, notes Williams. By February 1, 1913 the track reached to mile 29, not quite what was to become Busby at mile 35. By March the track had reached Westlock.

In January 1914 the rails reached the south bank of the Athabasca River. Here the railway established its first division point, naming it Smith after its general manager.

School Districts and School Divisions (From John W. Chalmers, *Schools of the Foothill Province*)

Territorial government starts funding schools in 1880



Trails' End School, 1928. Mrs. Lecky and children sitting on steps.

In 1880, the government of the North-West Territories provided the first financial support for schooling. It followed the Quebec model and provided assistance to both Protestant and Roman Catholic schools. The minority in any community had the right to establish a school of its own. As well, an 1880 Territorial Ordinance provided for the establishment of school districts, about 4 miles by 4 miles in size. By 1895, there were 58 public school

districts and one Roman Catholic district. When Alberta was created in 1905, 602 school districts existed of which eleven were Roman Catholic.

One-room school serving students within four-mile boundary

In the decades after Alberta became a province in 1905, the small one-room rural school characterized schooling. A local school board operated the school, which was in turn supervised by a Department of Education school inspector. The shift toward school divisions developed in the mid-1930's.

At the beginning of the century, the biggest task of traveling school inspectors was establishing school districts. They also visited rural schoolhouses annually. Ill-prepared teachers awaited their arrival with great concern. School inspectors, however, also aimed to help teachers, encouraged them.

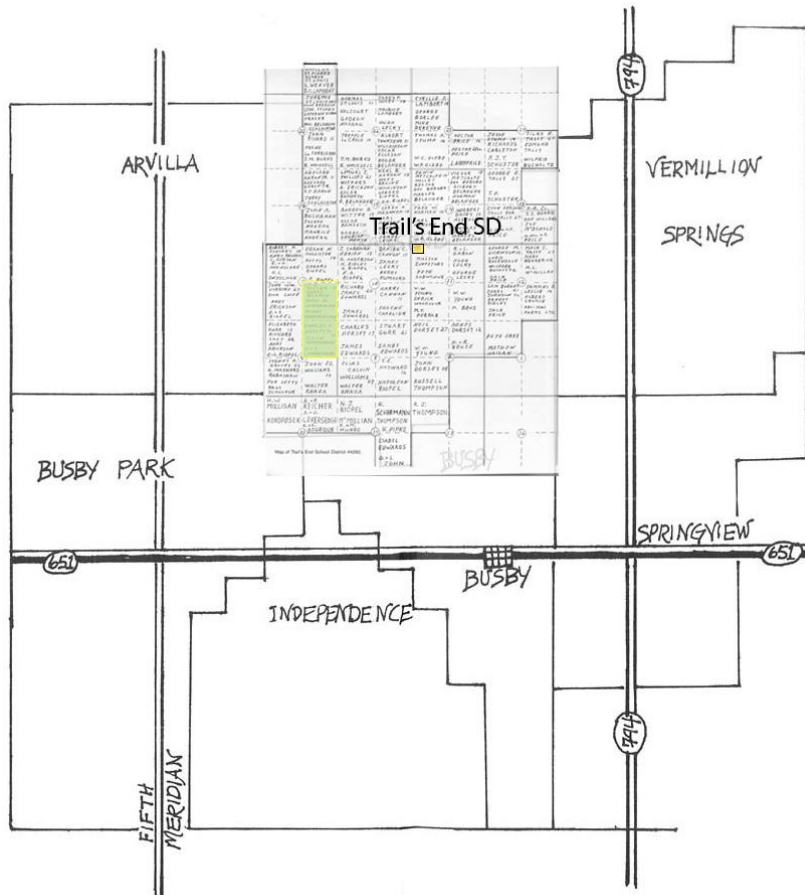
Physical conditions were harsh in the prairie schoolhouses. Drinking water often had to be carried to the school from a neighbouring farm. A potbellied stove provided heat in the winter. There was no indoor plumbing, and conveniences were located outside the schoolhouse. Barns sheltered the horses that served as transportation for most pupils, and books and other teaching resources were often inadequate or nonexistent. Further, teachers were often asked to perform janitorial work, such as tending the fire and cleaning the schoolhouse.

Late 1930s see consolidation of districts into larger school divisions

An amendment to the School Act in 1936 made possible the creation of rural school divisions. In an effort to consolidate Alberta's almost 4,000 school districts, eleven large school divisions were created in 1937. Not all trustees agreed, but by 1943, most rural school districts belonged to one of the 50 larger school divisions.

Alberta's highway system developed rapidly in the mid-1940's and early 1950's and after World War II, many rural school districts centralized their operations. School buses were introduced—red buses with white lettering, and the one-room rural school soon disappeared.

Glenbow Museum Archives, School Districts



Independence School District No. 683

Location: 9 - 57 - 27 - W4
Established: 1902 March 24

Advance School District No. 1067

Location: 34 - 57 - 27 - W4
Established: 1904 July 27

Vermilion Springs School District No. 1619

Location: 8 - 58 - 26 - W4
Established: 1907 March 30

Brooklyn/Arvilla School District No. 2036 (Arvilla after 1941.)

Location: 13 - 58 - 1 - W5
Established: 1909 September 9

Busby Park School District No. 3781

Location: 25 - 57 - 1 - W5
Established: 1919 February 21

Trail's End School District No. 4292

Location: 57 - 27 - W4
Established: 1927 April 21

Busby School District No. 4291

Location: 24 - 57 - 27 - W4
Established: 1927 April 21

ST. LOUIS II NAPOLEN ST. PIERRE EUGENE ST. LOUIS L. WEAVER E.C. LAMBERT							
JEREMIE ST. LOUIS 09 JOHN BREARD LEON ST. LOUIS GYPERIEN GARON FRAZER PAUL BELANGER SCHLACHTER JOHN RIVARD II FRANK La TERRIERRE J. M. BURNS B. WHISSELL	HERMAS ST. LOUIS 11 VALCOURT GEDEON MADEAU TREFLE La CROIX 11 J.M. BURNS B. WHISSELL	JAMES F. WILEY 14 MAURICE LAMBERT HUGH LECKY ALBERT TOWNSEND II WILKINSON OSCAR ELIASON ROGER BELANGER	CYRILLE F. LAMBERT 15 GEORGE BORLEE MIKE DEKEYNE THOMAS A. STUMP 16 W.C. GLEBE W.P. GLEBE	HECTOR PRICE 16 HECTOR Wm. PRICE LARRY PRICE	JESSE STUMP 19 RICHARDS CARLSTON F. J. T. SCHUSTER GEORGE E. TALLY 27	SILAS E. TALLY 27 EDMOND TALLY WILFRID BUCHOLTZ	
ADELARD GARON SR II ADELARD GARON JR. S.J. GARON JERRY SCHLACHTER JOHN A. BUCHANAN JOSEPH MADEAU MAURICE MADEAU	LEMUEL J. PHILLIPS 21 WITTERS A. ERICKSON OSCAR RAMSETH R. BELANGER ANDREW B. WITTER 19 OSCAR RAMSETH GARBO DEVELOP- MENTS	KARL B. HANSON 15 MATT RACINE WILKINSON OSCAR GERARD RIOPEL E.A. RIOPEL SOREN H. MAGNEN 17 KARL HANSON RANDAL LECKY JAMES LECKY	EDWIN METCALFE 10 MOLLET RECTOR DEO BERUBE MARCEL BELANGER FRED W. HARMAN 10 CARL HANSON W.C. GLEBE W.P. GLEBE	VICTOR 13 METCALFE DEO BERUBE GILBERT BELANGER NORMAN BELANGER HERBERT DAVEY 10 ALSTOCK DOUGLAS GLEBE MARCEL BELANGER	IVON PERSON TALLY FOR S.M. TALLY 27 H.Wm. + A. PRICE	H.B. Co. S.S. BOARD HAP WILLENS JOE M'DONALD H.Wm. + A. PRICE	
ROBERT H. STEVENS 15 ANDY INGRAM L. GIBSON E. + H. HAENSCHKE G. L. ONYSCHUK	FRANK M. HOLLISTER POTTS 14 GERARD RIOPEL P. RIOPEL A.E. MILLER 14 HARRY BADMAN JOHN J. VANDENBORN DANNY VANDENBORN	J. SHERMAN OBRIEN 13 G. ANDERSON M. RIDLEY G. RIOPEL E.A. RIOPEL RICHARD JAMES EDWARDS 20 JAMES EDWARDS JAMES EDWARDS	DANIEL C. CANNON II JAMES LECKY BERRY KLIMOSKO HARRY CANNON II EUGENE CHARLIER	MILLSON INVESTORS PETE SNEWCHUK W.W. YOUNG DERICK WOODCOCK M.T. PERPAR	R. + L. GARON HUGH LECKY GEORGE LECKY W.W. YOUNG M. BRUS	GEORGE M. DICKINSON 15 CHRIS ROSENDALE WILFRED BUCHOLTZ JACK PRICE SAM BURGET JERRY 21 JOHNSON SR. ERVEST RIDLEY JACK PRICE	MACK C. TALLY 27 MARY KENDERICK M.L. McMILLAN SAMUEL B. LESLIE 16 ALBERT CROMIE PRI-MAC FARMS LTD.
ELIZABETH GURR 12 RICHARD CUST SR. ANDY ARICKSON E.S. RIOPEL SYDNEY A. GROVES 22 G. MAYNARD RUBASHAW JOE LETTS PAUL SCHUCHUK	CHARLES H. HERSEY SR. J.J. + V. VANDENBORN J. + S. VANDENBORN JOHN ED. WILLIAMS 10 WALTER KNAGA	CHARLES HERSEY 17 JAMES EDWARDS ELIAS CALVIN WILLIAMS WALTER KNAGA	STUART GURR 21 JAMES EDWARDS S.E. HAYWARD 16 NAPOLEON RIOPEL	NEIL DORSEY 27 W.W. YOUNG JOHN DORSEY 08 RUSSELL THOMPSON	AGNES DORSEY 12 H. + R. BRUCE	PETE GRAY MATHEW HAISAN	
H.W. MILLIGAN KONOPOSEK	A. + P. REICHER A. + D. LEVERSEDGE E. + L. BOURQUE	N. J. RIOPEL M. MILLIAN R. + M. MUNRO	R. SCHERMANN THOMPSON H. PIPEKE ISABEL EDWARDS D. + L. JOHN	R. J. THOMPSON			

Map of Trail's End School District #4292.

“Badman,” in *Busby’s Busy Years*

1. P. 436: The two Badman brothers, Harry and Arthur, had the contract to supply the [firewood] needs of the school for a time, but later on it was a community effort until the heating was changed to coal.

2. P. 440



Gertie McMillan, Eileen Badman ?, Dora Anderson and George Lecky.

3. P. 473



L-R: Jim Lecky, Eric and Jim Edwards, Annie Badman and Irene Wiley. Eric, Grade 8. Others in Grade 9.

4. P. 593: Busby’s Forest Hill Cemetery

Badman, Annie	1882-1954
Badman, John Henry (Harry)	1883-1949

5. P. 124: Ward [Munro?] married Gladys Badman of Busby. They raised three boys and one girl. Ward and Gladys presently [1989] reside in Edmonton.

6. P. 234: Florence Nadeau (b. 1919) writes, "When my Dad purchased his first vehicle in 1926, a brand new Ford Touring, many evenings we would go for a drive in the Busby area which at the time was a very active community. The places I remember most was (*sic*) the store, the garage, the station agent plus elevators, etc. All those have now disappeared. I remember, of course, the ball games on Sunday afternoons, and then later on the dances. The Badman girls and the Rectors were very good friends of mine.

7. P. 582: People who served as soldiers: In WWI... Harry Badman.

If I put some pieces together from this, I'm guessing that Harry Badman obtained what became the Vandeborn south quarter (where the buildings are) from the Soldiers Settlement Board about 1919, i.e., after WW 1. He would have been 35 years old. Maybe Charles Hersey sold the land to the Settlement Board for his own profit.

From the p. 473 picture, the daughter, Annie Badman, seems to be in the same age group as James Edwards (b., 1916) and Eric Edwards (b., 1918). Maybe she was born in 1919, the same year as Florence Nadeau. For the dances to be something special for the Badman girls and Florence Nadeau, they would have had to be at least teenagers. So I think the dances Florence writes about, would have taken place in the later 1930's, maybe the early 1940's.

Apparently three Badman girls lived in the Busby area: Eileen, Annie and Gladys. There was also an Arthur Badman in the picture, a brother to Harry. I found no indication about where he lived. But he could have been the father of one or the other of these girls.

We presume Harry & Annie Badman abandoned the farm around 1946. He would have been only 63 years old. Maybe he became ill...he died in 1949.

More Harry Badman accounts

I talked with Richard, Linda and Wanda Edwards, after having received the Certificates of Title from the Land Titles Office for the quarter section of land on which we lived beginning in May 1949.

1. Charles Hersey received the first title in February 1912, probably after he completed the homesteading requirements.
2. The Soldiers Settlement Board took over the title in May 1919. The document does not say this, but it would have been for Henry John (Harry) Badman. (Wikipedia has a good item on the work of Soldier Settlement Board.)
3. Henry John Badman next got the title in December 1947.
4. Henry John Kannegieter got the title in February 1949.
5. Johannes Jacobus Van Den Born and Nennetje Van Den Born got the title in 1955.

The items below were gleaned from the conversations I had with three Edwards children, recollections of stories their parents told them:

Richard:

1. There was a Dickie Badman, probably the youngest boy, who was quite simple. Maybe Down's syndrome. Probably the last of their four children—three girls and Dickie in the early 1940's. He was pretty good with horses, as at harvest time. But he would also like to get behind horses and startle them. And one horse kicked him hard, right in the face. Lots of blood, skin hanging from his nose.
2. There was a brother Arthur Badman who may have lived in the area where Harry Smith and Pipke's lived. Arthur moved back to England—didn't like it around Busby.
3. The Badman's were very English. Got along well with the old Edward's. But Harry Badman wasn't much of a farmer—a pig here, a cow there, a few chickens.

Linda:

1. Dickie Badman couldn't spell very well and couldn't remember very well. He was asked to repeat, at Sunday school, "God is love." But he could only get to "God," then couldn't remember the rest.
2. Gladys Badman married Ward Munro, a brother to Stan Munro, the postmaster for many years.

Wanda:

1. Harry and Annie Badman had to pay \$100 a year to the Soldier's Settlement Board, she thought. That would square up with the 1919 Certificate of Title, which says the "Assce. Fund Value" was \$2500. (I think this is the Assurance Fund Value, the meaning of which I'm not sure.)
2. Mother Annie Badman was sort of from high English blood. She got along well with Granny Isobel Edwards.
3. Grampa Edwards had learned horticulture on a high estate in England. Harry Badman was also a pretty good gardener.
4. Gladys was the oldest of the three girls. The daughter, Annie, was a friend of Annie Edwards, and Olga Schwerkov may also have been friends with the girls. The Badman girls were probably born in the period 1912 - 1922. Wanda said Dickie was born when Annie Badman was in her early forties, which would be around 1923-1925. Wanda said there was a four-year gap in age between two of the girls. Was this during the war period? (Annie Edwards was born in 1921.)
5. Harry Badman was not much of a farmer, sort of lazy. Later on in his farming career he was injured when a tree fell on him while lumbering, probably in the middle 1940's—a head injury. His wife Annie had a hard time keeping the farm going.
6. The Badman's may have carried on a moonshine operation. He grew hops.
7. They may have moved to Alcomdale, maybe Edmonton, around 1947 (when they got clear title?). Harry died of a burst appendix in 1949. His wife Annie died in 1954.
8. Harry Badman also farmed the quarter across the road to the east of our farm, the quarter section that Mr. Edwards, sr. bought for his son, James. Just when Harry Badman acquired what became our north quarter is not known. Maybe when he sold the quarter to Grandpa Edwards.