

## GLEN LESLIE NEWS

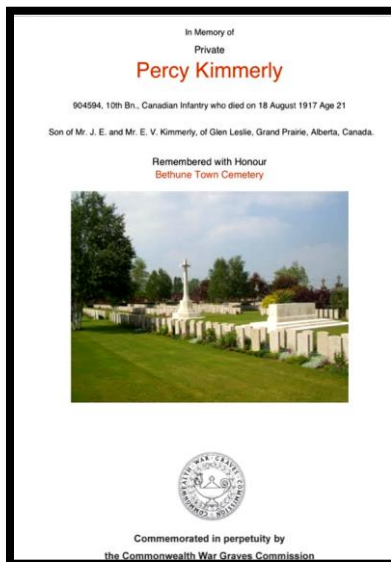
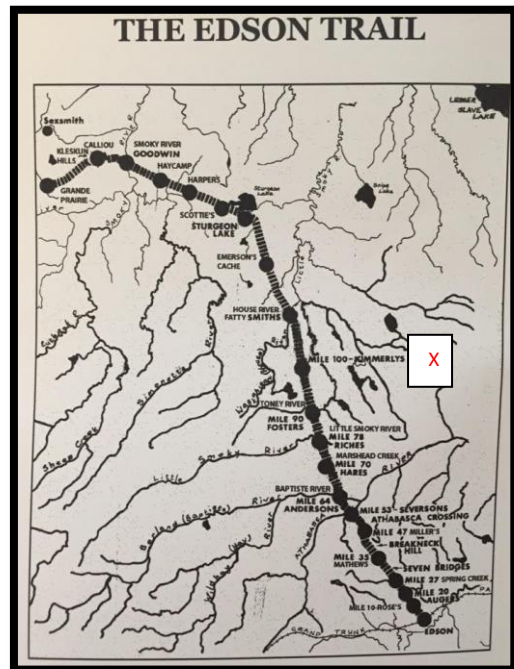
### "KIMMERLY" FAMILY MEMBER VISITS CHURCH AND CEMETERY



The week of August 13, 2018 brought a call from Richard **Birky** from Kelowna who was planning a trip to the Glen Leslie area to visit his grandparents' headstone (James and Elizabeth Kimmerly) and to view the inside of the Church. He was thoroughly impressed with the result of the restoration process and was interested in all the pictures and memorabilia located in the Church. The "writing on the wall" that would have taken place when the Church was built was of particular interest as were the axe marks on the floor that we suspect were made by chopping wood

inside during the cold winter days.

The Kimmerly family travelled from Port Frank in Ontario in 1903 and settled in Manitoba for three years before moving to Saskatchewan where he applied for a homestead. In 1911 after hearing about the opportunities in the Peace River area, James packed up his family and moved west where he found employment with the Public Works Department of the Provincial Government. He was a foreman on one of the road crews during the building of the Edson Trail. As well, he operated the "Kimmerly Stopping Place" that was also known as 100 Mile House and Jack Pine Lake Stopping Place. The name first appeared on the Mundy map of 1914. Apparently the Kimmerly Stopping place was on the east side of the lake and 100 Mile House was on the west side.



James and Elizabeth's son, Percy filed a homestead application on NE-22-71-4-W6 in November 1915. As this was about the same time as the demise of the Edson Trail, you could assume that the Stopping Place was shut down and the family settled on the Percy's land in the Glen Leslie District. Percy subsequently joined the Canadian Overseas Expeditionary Force in March 1916. Unfortunately Percy succumbed to wounds received at the front in France and passed away at the No. 33 Casualty Clearing Station on August 18, 1917. He is buried in the Bethune Town Cemetery, Pas de Calais, France. His mother, Elizabeth was awarded the Memorial Cross. As well, Elizabeth was listed as Percy's next-of-kin - therefore inherited the Glen Leslie property.

James Sr. found employment as the pilot for the ferry at the Bezanson Townsite. There was a very fascinating “story” circulated regarding the ferry service at the Bezanson Townsite and Goodwin’s Crossing. The surveyed Edson Trail crossed the Smoky River at what was known as Goodwin’s Crossing (later became known as Moody’s Crossing) and that is where the Government installed a ferry in 1911. However, A.M. Bezanson had a ferry operational at the Townsite by 1914. The “story” stated that this is where politics came into play in a plot to move the ferry. The fellow who was running against the Liberal candidate promised the residents on the north side of the District that he would move the ferry back to Goodwin’s Crossing if they voted for him. A plan was formulated to rig the ferry so that it would break free as if by accident. Once Mr. Kimmerly heard about the plot that was initiated by Pat McCann who was the road foreman of a crew building roads east of the river, he wanted no part of the plan. Therefore Pat and James exchanged positions for that season. The set-up worked as planned and the ferry was once again operational at Goodwin’s Crossing. Pat McCann finished out the summer and the following spring James took over as the ferry pilot again – a position he held until the fall of 1929 when he became ill.

James passed away in 1932 at which time Elizabeth along with son Clifford and daughter Frances moved to Grande Prairie. Elizabeth passed away in 1942 and was buried in the Glen Leslie Cemetery alongside her husband.

Written by Wanda Zenner