

Heritage Treasures *Of* Red River North

Explore the Heritage Treasures of the North Red River Region of Manitoba

**Travelling the North Perimeter of Winnipeg - the East Beaches of Lake Winnipeg
Rural Municipalities of: St. Clements, St. Andrews, East and West St. Paul and the City of Selkirk**

May 2020

Introduction

This publication is intended to be accessible from the Red River North Heritage website, providing detailed digital information of the various Heritage Treasures in the Red River North region.

To explore, please visit:

<https://redrivernorthheritage.com/>

Information in this document was developed by the RM of St. Clements Heritage Committee and covers the north portion of the City of Winnipeg, following the west side of the Red River travelling north, along the south basin of Lake Winnipeg and then back on the east side of the Red River traveling south. Most heritage sites of the region are included in this publication with more additions to be added in the future.

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Welcome to the Heritage Treasures of the Red River North Region

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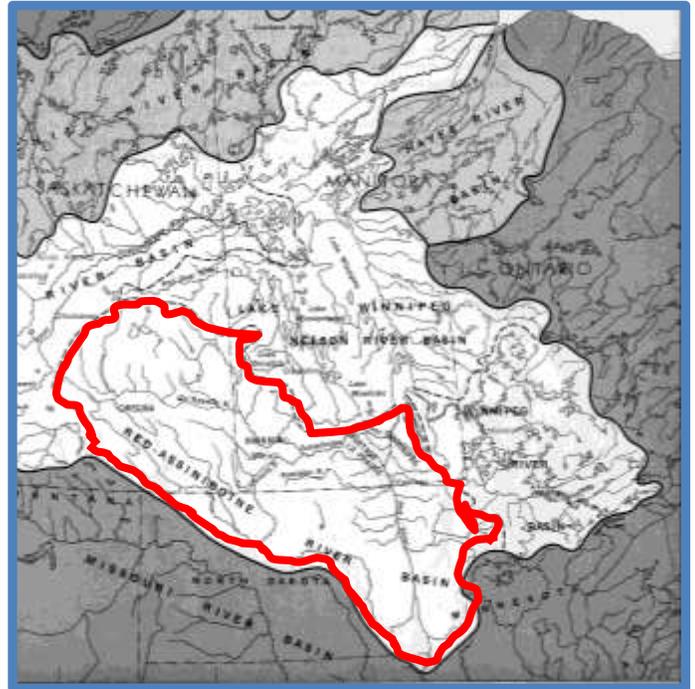
Physical Overview

Red River North is a region in the province of Manitoba, Canada. It includes the municipalities of East & West St. Paul, St. Andrews, St. Clements and the City of Selkirk. The region is located on the shores of the Red River and a portion of the south basin of Lake Winnipeg.

The Red River Basin, outlined in red, is a remnant of Lake Agassiz which was the result of the last ice age. As the ice receded in Manitoba, it left behind the very fertile Red River valley with clay soils that support an extensive agricultural industry. The clay is also the basis through which the Red River flows giving it a “muddy” appearance.

The Red River has its origin at a continental divide at Ottertail Lake near Fergus Falls in southern Minnesota and winds its way some 300 miles north to Lake Winnipeg, or an estimated 400 miles, if all of the bends and turns are considered.

Lake Winnipeg, the world’s 11th largest freshwater lake, is also a remnant of the ancient Lake Agassiz. The freshwater sea was fed by melting glaciers.



Today, the Red River flows north to Lake Winnipeg through a broad plain that 10,000 years ago was once covered by the 650 foot deep Lake Agassiz. The marshes and creeks that are common across that plain provide habitat for wildlife of all kinds. Evergreen forests cover ancient ridges and shores on the east side of Lake Winnipeg while tall grasses and “scrubby” poplars dominate the lowland prairie. Elms, cottonwoods, willows and oaks line the banks of rivers, creeks and bogs. Near population centres, most of the natural vegetation has been cleared to make way for fields of canola, soybeans, wheat, oats, barley and corn or for livestock grazing.

In 2007, the entire length of the Red River in Manitoba, from Emerson at the U.S. border is designated as a Canadian Heritage River in celebration of the Red River’s significant cultural heritage values.

Historical Overview

Historic River Road (#202) follows the beautiful Red River just 15 minutes north of Winnipeg on Hwy #9. This former ox-cart trail leads to sites and events in St. Andrews that changed the course of Manitoba and Canadian history. Several of the old stone churches on the river banks have given their names to the municipalities and communities of Red River North. St. Andrews, St. Clements, St. Peters and Little Britain were founded by Scottish settlers, Metis and First Nations peoples.

The Scottish-styled homes and churches are a mere fraction of the historic artifacts present in the region. From 4,000 year old copper spear points and aboriginal burial mounds to present-day pow-wows and rituals at St. Peters, Brokenhead (Scanterbury) or Selkirk Park, one sees the depth of aboriginal spiritual connection to this area.

Almost 200 years ago, this region was the administrative and transportation hub of the Hudson's Bay Company's fur trade empire. This region also, became the fulcrum of the political and economic unrest surrounding Manitoba's entry into confederation. Representatives from St. Andrews and St. Clements were fully involved in creating the conditions under which Manitoba became a Canadian province. The region was severely affected by the emigration of the Metis and First Nations people after achieving provincial status. However, this region gave birth to mighty dreams and mighty dreamers! The 1870's land boom and railroad fever led to the rise and fall of new towns, personalities and personal fortunes.

Red River North Communities

EAST SIDE of the Red River includes: RMs of St. Clements and East St. Paul, Villages of Narol, Gonor and the communities of Lockport, East Selkirk, Libau, Scanterbury, Grand Marais and the East Beaches.

WEST SIDE of the Red River includes: RMs of West St. Paul, St. Andrews and Villages of Lockport, Clandeboye, Petersfield, Dunnottar, Matlock and Winnipeg Beach.

CITY OF SELKIRK is the largest centre with approximately 10,000 people and is a major trading area.

The communities of: West St. Paul, St. Andrews, St. Clements, Scanterbury and Grand Marais originated during the fur trade era prior to 1850.

Selkirk, East Selkirk and Clandeboye were born in the 1870's when railroad-fever gripped the new province of Manitoba.

The tiny agricultural villages of Narol, Gonor, and Libau sprang up as communities of newcomers from central Europe at the beginning of the 20th century. Petersfield, Dunnottar, Matlock, and Winnipeg Beach began in the same era, but as summer leisure resorts for the wealthy of Winnipeg. Today, Lockport and the East Beaches may also be placed in that category.

All of these communities offer modern facilities and services to residents and to visitors. Every community has an original and fascinating story to tell. It is hoped that this website will help the curious to explore and learn more about the interesting communities of the Red River North Region!

WEST SIDE OF THE RED

For those beginning this tour of heritage sites in the Red River North Region in Winnipeg, it is suggested that a good starting point is at the Upper Fort Garry Provincial Heritage Park. This park and nearby sites, set the stage for historical themes explored and developed in the Red River North Region.

Upper Fort Garry Provincial Heritage Park

130 Main Street, Winnipeg, MB
GPS: N 49.5316.7568 W 97.08.7.1484

Fort Garry, also known as Upper Fort Garry, was a Hudson's Bay Company trading post at the confluence of the Red and Assiniboine rivers in what is now downtown Winnipeg. It was established in 1822 on or near the site of the North West Company's Fort Gibraltar established by John Wills in 1810 and destroyed by Governor Semple's men in 1816 during the Pemmican War. Fort Garry was named after



Nicholas Garry, deputy governor of the Hudson's Bay Company. It served as the centre of fur trade within the Red River Colony. In 1826, a severe flood destroyed the fort. It was rebuilt in 1835 by the HBC and named Upper Fort Garry to differentiate it from "the Lower Fort," or Lower Fort Garry, 32 km downriver, which was established in 1831.

Throughout the mid-to-late 19th century, Upper Fort Garry played a minor role in the actual trading of furs, but was central to the administration of the HBC and the surrounding settlement. The Council of Assiniboia, the administrative and judicial body of the Red River Colony mainly run by Hudson's Bay Company officials, met at Upper Fort Garry.

In 1869, the Hudson's Bay Company agreed to surrender its monopoly in the North-West, including Upper Fort Garry. In late 1869 and early 1870, the fort was seized by Louis Riel and his Métis followers during the Red River Rebellion. After the Rebellion, the area around the fort continued to grow. In 1873, the City of Winnipeg was established and the name Fort Garry was no longer used. In 1881-1884 the majority of the fort was demolished to straighten Main Street (it was at Main Street and Assiniboine Avenue).



Although only the main gate of the fort remains today, the name "Fort Garry" lives on through various institutions and businesses.

Fort Garry Hotel

222 Broadway Avenue, Winnipeg, MB
GPS: N 49.5317.04 W 97.08.13.06

The Fort Garry Hotel is a historic hotel in Downtown Winnipeg. It is one of Canada's grand railway hotels and was designated as a National Historic Site of Canada in 1981. A national heritage park connected to the hotel and to the remains of Upper Fort Garry complements the hotel.

Built in 1913 by the Grand Trunk Pacific Railway, it is located one block from the railway's Union Station, and was the tallest structure in the city when it was completed. Like other Canadian railway hotels, it was constructed in the "château style" (also termed the "neo-château" or "châteauesque" style), which also reflects the François I style of hotel prevalent in the eastern United States at the turn-of-the-20th-century.

Henry Janeway Hardenbergh initiated the architectural trend, with New York City's Plaza Hotel (1906–07) as his most well known structure. The Fort Garry Hotel has more than a passing similarity to The Plaza, with related features that include: the classic base, shaft, and capital divisions of the skyscraper; flat facades with slightly projecting, four-bay end pavilions; an arcade of large, segmented windows below a prominent cornice; and, the composition of the steeply sloped roofs. Architects Ross and MacFarlane of Montreal modelled their original plans for the hotel after Ottawa's Château Laurier; plans originally called for a 10-storey structure, but two floors were added during construction.



Archival, Fort Garry Hotel

Initially, the new hotel was to be called The Selkirk, but was instead named after Upper Fort Garry, which once stood at the junction of the Red and Assiniboine Rivers. The hotel was built at a strategic location on Broadway, between Fort and Garry Streets, providing a luxury hotel for railway travellers. It was the first commercial building to be erected on Broadway and the only hotel to be built there. The hotel's early prominence led it to have many famous guests, including Nelson Eddy, Harry Belafonte, Charles Laughton, Laurence Olivier, Liberace, Arthur Fiedler, Louis Armstrong, Gordie Howe, Lester Pearson, as well as King George VI and Queen Elizabeth, who stayed during their 1939 visit to Canada.

VIA Station

123 Main Street, Winnipeg, MB
GPS: N 49.53.20.16 W 97.08.04.35

Now called VIA Station, this magnificent building was originally known as Union Station. It is a grand Beaux-arts structure and was designated a National Historic Site of Canada in 1976. The station is also a Heritage Railway Station, so designated since 1989. Constructed between 1908 and 1911, the station was built as a joint venture or “Union” between the Canadian Northern Railway, National Transcontinental, Grand Trunk Pacific Railway and the Dominion government.



The first train to enter the station did so on August 7th, 1911, with the official opening the following year on June 24th, 1912. Union Station was designed by Warren and Wetmore, the architects responsible for Grand Central Terminal in New York City. Built in the Beaux-Arts style and constructed from local Tyndall limestone, Union Station was one of Western Canada's largest railway stations. The building extends for 110 metres along Main Street, with the entrance close to the intersection of Main Street and Broadway. The building's entrance doors are located under a decorative iron canopy that projects from the austere white limestone. Atop the building is a large dome.



During 2011, Via Rail undertook a \$3 million renovation of the station, composed largely of repairs to the roof and trainshed, as well as various improvements to increase the energy efficiency of the building.

The Forks

1 Forks Market Road, Winnipeg, MB
GPS: N 49.53.11.15 W 97.07.50.56

The Forks (French: La Fourche) is a historic site, meeting place and green space in Downtown Winnipeg located at the confluence of the Red and Assiniboine River. It was designated a National Historic Site of Canada in 1974 due to its status as a cultural landscape that had borne witness to six thousand years of human activity.



The Forks has been the meeting place for early Aboriginal peoples and since colonization has also been a meeting place for European fur traders, Métis buffalo hunters, Scottish settlers, riverboat workers, railway pioneers and tens of thousands of immigrants. The site's 5.5-hectare (14-acre; .021 sq mi) grounds are open year-round.

Numerous archaeological digs have shown that early Aboriginal groups arrived at The Forks site around 6,000 years ago. The digs conducted between 1989 and 1994 discovered several Aboriginal camps. Artifacts related to the bison hunt and fishing were unearthed. Evidence showed that Nakoda (Assiniboine), Cree, Anishinaabe (Ojibwa) and Sioux Dakota visited the site. Seasonal migration routes from northern forests to southern plains featured the Forks area as a rest stop, and the location became a key transcontinental trade link.



European fur traders arrived at the site and initiated trade with the local peoples, using the Assiniboine people as fur trade middlemen. Europeans arrived by canoe in 1738. La Vérendrye erected Fort Rouge, the first of a long line of forts and trading posts erected in the area. The Red River Colony and the forts were all established near The Forks.

The area remained the hub of the fur trade up until the 1880s. At that time, grain production became Western Canada's principal industry and the main transportation for that industry was rail rather than waterways. From 1760 to 1821, the Hudson's Bay Company and North West Company competed for furs. Both companies used The Forks to store and ship supplies and furs. By 1821, competing fur companies were amalgamated into the Hudson's Bay Company.



The rail yards of the Northern Pacific and Manitoba Railway Company, the Canadian Northern, the Grand Trunk Pacific Railroad and the Canadian National Railway were dominant facets of the Forks site and this era is responsible for some of the buildings still standing at The Forks today.

The Forks Market was formed by joining together the Grand Trunk Pacific Railway stable and the Great Northern Railway stable and Johnston Terminal was originally known as the National Cartage Building. The Manitoba Children's Museum is housed in what used to be the Northern Pacific and Manitoba Railway Company's Buildings and Bridges (B & B) Buildings.

The new Canadian Museum for Human Rights is a welcome addition to The Forks area.



Early Skyscrapers

GPS: N 49.53.56.24 W 97.08.21.40

Several blocks north of Upper Fort Garry Provincial Heritage Park and a few blocks north of the famous intersection of Portage and Main, stands a number of magnificent buildings that express the architectural grandeur of Winnipeg in the early 1900s. Several of these buildings are now noted as a National Historic Site called the Early Skyscrapers of Winnipeg.



Union Trust Tower
Main & William

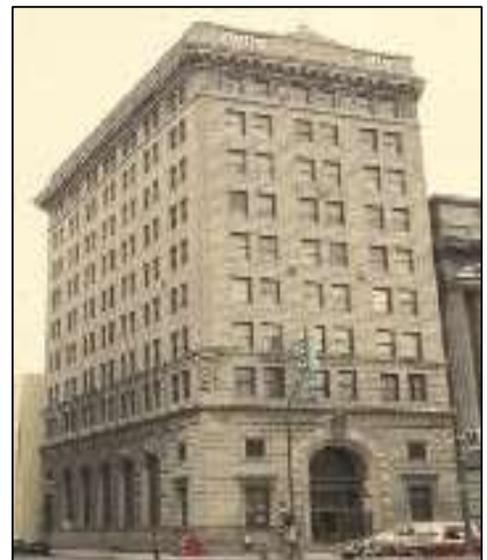


Confederation Building
Across from Union Tower

The Early Skyscrapers in Winnipeg National Historic Site of Canada is a grouping of three tall commercial buildings within Winnipeg's Exchange District National Historic Site of Canada, the historic business core of the city. They exhibit a variety of stylistic details but generally conform to the then-prevalent Chicago style for the incipient skyscrapers appearing in increasingly densely built city centres.

The designation refers to the Union Trust Tower, the Confederation Building and the Bank of Hamilton building. The Early Skyscrapers in Union Winnipeg were designated a national historic site of Canada in 1980. These buildings were decorated in a variety of styles and thus typify, as a group, Winnipeg's early skyscrapers, which imposed on the city the verticality and high density of a modern urban core.

Their heritage value resides in their impact as a grouping of relatively tall, monolithic structures whose articulation derives from the new technological and aesthetic trends emanating from the booming metropolis of Chicago, Illinois. In the early twentieth century, when these ten-to-thirteen-storey buildings appeared, they set a new standard for increasingly dense urban construction.



Bank of Hamilton
Main and McDermot

Chicago Style Architecture

The term Chicago Style (or Chicago School, or even Commercial Style) has been used to describe the innovative tall buildings of the era that had their genesis in Chicago. Some of the distinguishing features of the Chicago Style are the use of steel-frame buildings with masonry cladding (usually terra cotta), allowing large plate-glass window areas and limiting the amount of exterior ornamentation. Sometimes elements of neoclassical architecture are used in Chicago Style skyscrapers.

Many Chicago Style skyscrapers contain the three parts of a classical column. The lowest floors function as the base, the middle storeys, usually with little ornamental detail, act as the shaft of the column and the last floor or two, often capped with a cornice and more ornamental detail, represent the capital.

The "Chicago window" originated in this school. It is a three-part window consisting of a large fixed centre panel flanked by two smaller double-hung sash windows. The arrangement of windows on the facade typically creates a grid pattern, with some projecting out from the facade forming bay windows. The Chicago window combined the functions of light-gathering and natural ventilation; a single central pane was usually fixed, while the two surrounding panes were operable. These windows were often deployed in bays, known as oriel windows, that projected out over the street. The Home Insurance Building in Chicago (1885, demolished) is considered the first skyscraper in the world.



Home Insurance Building, Chicago (1885, demolished) considered the first skyscraper in the world

1919 General Strike

Winnipeg's skyscrapers are in the heart of an area that also witnessed a major historical event: the Winnipeg General Strike of 1919. The event was one of the most famous and influential strikes in Canadian history. Labour union leaders argued that many Winnipeg companies had enjoyed enormous profits on World War I contracts, but wages were not high enough, working conditions were dismal and the people had no voice in the shops.

In March 1919, labour delegates from across Western Canada convened in Calgary to form a branch of the "One Big Union", with the intention of earning rights for Canadian workers through a series of strikes. Their goal was to mobilize workers (including those who already belonged to established unions), including all different trades, skill levels, ethnicities and giving them class solidarity with aggressive leadership.

Business leadership controlled the political system in Manitoba and used force to break the strike and effectively destroy the One Big Union. The most fateful event of the Strike, known as Bloody Saturday (June 21st, 1919) saw strikers attacked by Special Constables with two dead strikers resulting. A famous set of photographs shows strikers overturning a streetcar at the corner of Main and William – right beneath the towering walls of the Union Trust Tower.



View of Bloody Saturday during the 1919 Winnipeg General Strike

Winnipeg City Hall

510 Main Street, Winnipeg, MB

Just across William Avenue, to the north of the Union Trust Tower, stands the current Winnipeg City Hall. This modernist landmark was a very controversial construction for the City Hall it replaced in the early 1960s. The original City Hall, which opened in 1886, was renowned as a “gingerbread” confection with an elaborate form, towered roofline and scores of details in brick, stone and wood.



Old Winnipeg City Hall

St. John's Anglican Cathedral

135 Anderson Avenue, Winnipeg, MB
GPS: N 55.14.68 W 97.07.28.02

The St. John's Cathedral is a provincially designated historic building and site. In 1812, the first group of Selkirk Settlers established a burying ground immediately south of the present cathedral. This parish, the oldest Canadian Anglican parish west of the Great Lakes, was established in October 1820. Rev. John West, the first Anglican priest in Western Canada, arrived from England to the Red River Colony, under the auspices of the Church Missionary Society and the Hudson's Bay Company. He was to serve as chaplain to the Hudson's Bay officers and men, missionary to the aboriginal people in the area and pastor to the Selkirk Settlers.



The site for the church was chosen by Thomas Douglas, 5th Earl of Selkirk, during his visit to the settlement in the summer of 1817. The majority of the Selkirk Settlers were Presbyterians but they attended Anglican services until the first Presbyterian minister arrived in 1851.

The current church is one of four on the site. The first was a Church Mission House constructed in 1822 by the Rev. John West near the south-east corner of the present cemetery; which was destroyed in the great flood of 1826.

In 1833 it was replaced by a second church, a stone building built on the site of the present Cathedral. This second church became the first Anglican Cathedral in Western Canada soon after the first Bishop of Rupert's Land, the Rt. Rev. David Anderson, was consecrated in 1849. The building was severely damaged by the flood of 1850 and thus a third building, also of stone, was erected on the same site from 1862 to 1863.

The fourth and present Cathedral was reconstructed in 1926 using most of the stone from the previous building under the direction of Archbishop Samuel P. Matheson. The building was designed by architects Parfitt and Prain of Winnipeg and incorporates elements of mediaeval English design, a Norman tower with barrel-vaulted ceiling, gothic arched doors and windows. Two of the stonemasons, both in their eighties, who worked on the

present Cathedral, had also worked on the 1862 building. Since 1926 many changes have been made to the building providing space for multi uses such as concerts, dance recitals, plays and other activities. The chancel was extended by eight feet with sound and improved lighting. The organ of 1927 is a three – manual Casavant piped organ currently valued at \$750,000. There is also a wealth of stained glass by various designers.

The cemetery that surrounds St. John’s Cathedral is not only one of the oldest in the province (the cemetery at St. Boniface Cathedral has a similar claim to age), but certainly contains the gravesites of many of Winnipeg’s early movers and shakers. The majestic gravestones that mark many of these burial sites are amongst the finest in the province. It is certainly worthwhile to spend some time exploring these important pieces of sculptural design and to read the often-useful words that describe the illustrious people buried here. These Victorian-era markers are often festooned with meaningful elements and details: all kinds of flowers, objects, figural aspects, etc. Anyone interested in this fascinating aspect of gravesite architecture should consult *A Guide to Funerary Art in Manitoba*.



The community around St. John’s Cathedral is called Point Douglas, a tongue-shaped area which follows a notable bend in the Red River, originally contained many of the farm sites of Red River Settlers. Over the years the area was transformed into any early wealthy neighbourhood in the 1870s and then into a mix of industrial and immigrant housing through the 1890s. Good streets to explore these qualities are via Higgins Ave. (for remaining industry) and Euclid (for commercial and housing).

Seven Oaks Monument

Rupertsland Boulevard and Scotia Street, Winnipeg, MB
GPS: N 49.54.82 W 97.07.12.08

This monument erected in 1891 commemorates the Battle of Seven Oaks (June 19th, 1816), known as the Pemmican War. Rival fur companies, the Hudson Bay Company (HBC) and the Northwest Fur Company (NWC) met at this site called Frog Plain. Gov. Robert Semple of the HBC and 26 men confronted a North West Company brigade from the Assiniboine River led by Métis clerk Cuthbert Grant.

Pemmican, a type of food made from dried bison meat was essential to the survival of both metis trappers and HBC employees. HBC had prohibited the export of pemmican causing a challenge by Semple to Grant as he delivered product to a NW post.



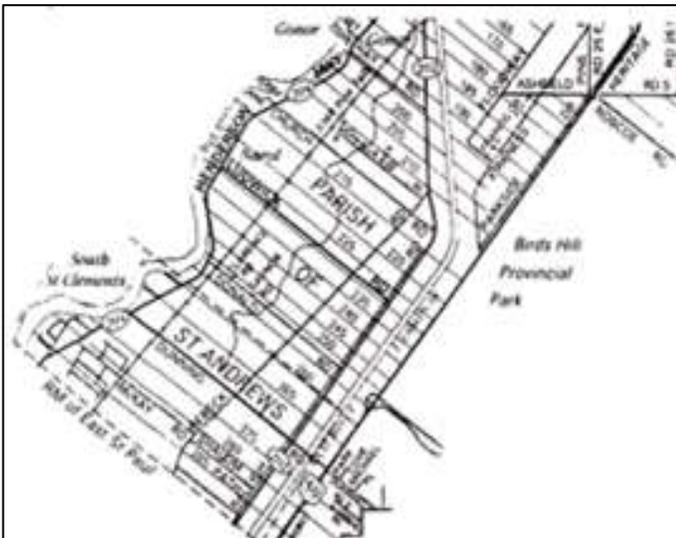
The Métis saw the Red River settlement as a threat to their way of life. Tempers flared, a shot was fired and Semple and twenty of his men were killed by Metis sharpshooters. Regardless of what Grant’s plan had originally been, he was now committed to action and went on to capture HBC Fort Douglas, the headquarters of the settlement. As a result of this event, the Red River Settlers fled the settlement in 1817. Lord Selkirk arrived soon after with soldiers to stabilize the situation and in 1821 the two companies amalgamated.

River Lot System and Early Settlement

As you drive north along the Red River you can still see remnants of the long narrow lot system developed by the Hudson Bay Company for their employees, especially in the road system that radiates east-west from the river, but also in a few places via open vistas that suggest early farm boundaries. One of these vistas is near the Seven Oaks Monument – actually a bit east to what is now called Seven Oaks House Museum.

The river lot system used along the Red and Assiniboine rivers was regulated by the HBC as a policy for land grants for retiring HBC servants. In 1820, the size of the grant was as small as 25 acres to upwards of 200 acres. The depth of the lot was constant at two miles from the river frontage but could vary from 1.5 chains (99ft) to 12 chains wide for a retiring Chief Factor. The outer portions of these long lots were used as hay reserves or woodlots depending on the vegetation. On the west side of the Red River, much of the land was open due to the effect of prairie fires and the bison herds, whereas the east side was often dense bush. Many Metis families were often left to farm the lower productive soils on the east side of the river.

With low crop prices and most years with low crop yields, the cost of acquiring more land was usually an insurmountable task. Few were rich enough to possess a plough or a yoke of oxen so in most situations, all farm labor was by hand and cultivation by a hoe. The limited amount of land, with frontage on the river - key for easy transport - often led to lots being divided up into very long thin strips. In later years another survey divided the land along the rivers into 1400, one hundred acre lots and a further survey was done by the Government of Canada in 1870.



Old Map River Lot



River Lot System today

Kildonan Presbyterian Church

201 John Black Avenue, Winnipeg, MB
GPS: N 49.57.10.40 W 97.05.56.41

Kildonan Presbyterian Church, built in 1852-54, is the second-oldest standing church in Winnipeg and the Mother Church of Western Canadian Presbyterianism. Located on the northern outskirts of Winnipeg it was constructed by stonemason Duncan McRae under the direction of Reverend John Black, the first resident Presbyterian minister from Scotland.

Reverend Black came to Kildonan in 1851, 37 years after the arrival of the first Presbyterian settlers from Scotland. Previously, settlers attended Church of England (Anglican) services. The building was built with solid limestone and is an early example of the Gothic Revival style, a familiar form of Scottish Protestant church architecture. The church is surrounded by a historically important cemetery with graves of the Selkirk Settlers, Manitoba's earliest European farmers/descendants.



Kildonan Presbyterian Church
Archival photo with Bell Tower



Kildonan School / Nisbet Hall

2373 Main Street, Winnipeg, MB
GPS: N 49.95.43.84 W 97.09.79.64

Just north of the Kildonan Presbyterian Church site, is Kildonan School, this simple stone structure was opened on July 12, 1865. This building was erected by the Presbyterian parishioners of Kildonan under the active supervision of their minister, James Nisbet. It featured a main room accommodating up to 80 pupils and a smaller back room for special classes in advanced subjects.

In 1871 the first Manitoba College classes met here while awaiting the completion of the separate college building. In later years it became the home of the Kildonan Literary Society and the centre for many community and social functions. Closed and abandoned in 1905, the building was renovated in 1919 and Nisbet Hall, as it came to be known, served as a parish meeting place until vacated in 1969. The building was moved to its present site in 1987 and restored as a part of Kildonan Presbyterian Church. The building is the last remaining link to the earliest of educational activities in Manitoba.



St. Paul's Middlechurch

299 Baldestone Road, West St. Paul, MB
GPS: 49.58.47.41 W 97.03.50.05

The name for the community, Middle Church, was derived from its location; St. Andrews Church was down river, St. John's (Cathedral) was up river. Leaving St. Paul's in the middle – so the name Middlechurch.

In 1825 the first of several buildings to be named St. Paul's was constructed by Rev. David Jones. An interesting feature of the church was a "Lych Gate", built by the male students of the local Indian School. The covered gate was located at the entrance to the church where pallbearers could set down a coffin to rest before entering the building.



The church was a wooden structure that was decimated in the flood of 1826. The glass in the windows was driven out, seats shattered, doors smashed and the pulpit swept away while parishioners fled to safety to areas such as Bird's Hill across the river. After the flood, the church was repaired and used until 1844 when a larger stone building was constructed by area stonemason, Duncan McRae.

St. Paul's Middlechurch was the second oldest Anglican Church in Western Canada and the second largest church in the area. This new structure was sturdier and was built to withstand floods. At that time, Rev. Chapman would row over to the Bird's Hill community for Sunday services where some of the parishioners had previously fled. However, the flood of 1852 took its toll and damaged the stone structure. It was replaced in 1880 under the supervision of W. Bunn with a wood building fifty feet long by 24 feet wide and overlooked the road that led to the ferry crossing.



After WWI, during the Spanish Flu epidemic, St Paul's was the only church in the area that was open. With the depression and the WWI years the congregation dwindled. It surged back after WWII so that in 1958-66 a basement was added and renovations made to the interior. 1966-2003 an addition was made to the back of the church to include a church office.

River Road Heritage Parkway

Travelling north to the RM of St. Andrews will bring you to the River Road Heritage Parkway, identified through Manitoba Parks as an area of heritage significance. Located on the River Road PTH #238 this stretch of road contains the best concentration of old stone buildings from the Red River Settlement era of the mid-nineteenth century. The fine stone houses and churches recall a period that was the height of architectural ambition in stone construction.



The parkway winds along the western bank of the Red River and marks the route of earlier inhabitants – by traveling the roadway you are traversing the same footsteps and wagon wheels that our forebears did hundreds of years ago. Besides the exquisite buildings, the River Road Heritage Parkway is also renowned for its stunning views of the Red River. Drive the historic route and visit the many interpretive displays, walkways, historic landmarks and scenic lookouts along the way.

Larter's Farm

30 River Road, St. Andrews, MB
GPS: N 50.02.08 W 97.01.14.05

The site was formerly the farm of the Larter family. The original Larter whose first name was “Free” came from England to Manitoba in 1892 at the age of 20. He chose the farm site due to its beautiful view of the Red River seen from two directions.

Mr. Larter was very involved in community work and was the Reeve of the RM of St. Andrews from 1916-1936. He was also a member of St. Andrews Church and worked on the local school and hospital boards. When Larter died at the age of 71, the family made a pact to maintain the “greenspace” of the original farm site. Today, it is now the “*Larters at St. Andrews Golf and Country Club*”, one of the largest golf courses in the municipality.



Scott House

266 River Road, St Andrews, MB
GPS N 50.03.10.15 W 96.59.27.45

This small stone house was built in 1885 by a retired HBC labourer, William Scott an Orkneyman who had worked as a laborer and boatman. When he retired to Red River he married a local woman of Orkney descent, 12 year old Ann Setter with whom he had a family of 12. He supported them by farming, fishing, hunting and day labor. He had 20 cultivated acres of land next to the river and hay meadows 3kms to the west.



Architecture – with limited experience in masonry construction he likely had advice from masons working on the Lower Fort. The design of the house was based on a central hallway; one side was the kitchen and dining room, the other sleeping and living quarters. The dormers pierced the northern and southern slopes but likely used for storage of bagged grain and vegetables. Deteriorated beyond repair, the house was partially dismantled in the 1960s to display the original construction methods.



Twin Oaks

292 River Road, St. Andrews, MB
GPS: N 50.03.21.53 W 96.59.15.70

This two story house was built in 1858 as a girls' school, for Miss Matilda Davis. She was the daughter of the Chief Factor at York Factory and as an educated woman was asked by the wealthy inhabitants of St. Andrews to open a girl's boarding school.



Contributions totaling \$12,000 subsidized the building of this school to insure that their daughters could be educated at home rather than abroad. While the building was being constructed she taught local girls at the Lower Fort where her brother was the Chief Factor.

Architecture – Duncan McRae was the master stonemason, the stone was quarried from the river banks when the water was low. Shingles were hand hewed, doors, window glass, catches imported from England. This Georgian style, modeled after manor houses in Scotland, was the predominant architectural design for members of the upper echelon of Red River society.



The present condition of the building reflects the craftsmanship of the builder, Duncan McRae. The building is now a private home which is not open to the public.

St. Andrews-on-the-Red Anglican Church

River Road, St. Andrews, MB

GPS: N 50.04.00.06 W 96.58.35.62

St. Andrew's is the oldest stone church in Western Canada. Completed in 1849, and still used regularly, its bell tower has long been a landmark along the Red River. Built between 1845 and 1849, the building was of "Gothic and Georgian roots" and was designed by Archdeacon William Cochrane to serve the local community of retired Hudson Bay Company personnel and English mixed bloods.

Much of the stonework was done by Duncan McRae a mason responsible for the construction of many of the best stone buildings from this early settlement period. However it was during the construction of the tower that he fell from the scaffolding and was crippled for life.



Architecture: there are four historic churches along the Red River the most prominent among them is St. Andrews Anglican. The other three churches - St Peter's, St Clements's, and Little Britain - all follow the same basic plan of simple parish churches of Great Britain and Scotland.

After Reverend William Cockran completed the construction of the first log parsonage in St. Andrews at the site of the Grand Rapids on the Red River in 1844, he began to construct the St. Andrews church. He borrowed picks and crowbars from Upper Fort Garry for quarrying limestone from a quarry seven kilometers below the mission. The foundation was dug in the spring of 1845 and by July the base was a metre and half deep and metre wide. The church base was thirteen metres wide by twenty-five metres long. By 1849, the building was completed; the ceiling was done, windows in place, floor laid and the pews were ready. By December, the church was consecrated. The church's history and architecture have been recognized both by the Dominion of Canada and by the Province of Manitoba. The building was designated as a National Historic site at a special service in 1974.



Cemetery: The adjacent cemetery is the final resting place of many HBC officers and a number of the early settlers in the area. Some of the older burials are located to the south-east of the church. The Victorian-era markers that dot the churchyard are often festooned with meaningful elements and details: all kinds of flowers, objects, figural aspects, etc. Anyone interested in this fascinating aspect of gravesite architecture should consult *A Guide to Funerary Art in Manitoba*.

St. Andrews Rectory

374 River Road, St. Andrews, MB

GPS: N 50.03.57.11 W 96.58

The rectory across the road from the St. Andrews-on-the-Red Anglican Church was built for Reverend William Cochran and has been restored by Parks Canada as a national historic site.

The stone parsonage of 1854 at St. Andrews was the product of one man, Archdeacon William Cockran, a driving force in missionary activity in St. Andrews and later at St. Peters church. He was assisted by many of his parishioners but primarily a skilled mason Belonie Guilbeault. The building was not constructed as well as some others, as cracks and many repairs were required in future years. Cochran's successor Rev. James Hunter completed much of the interior, to improve the windows and added on open veranda.



After several owners, in 1960's the rectory was returned to the National Parks of Canada. The building was restored to the 1860's condition which included repairing and reconstructing some of the walls and rebuilt the interior including the doubly curved staircase.

The St. Andrews Rectory is now open to the public under the management of the RM of St. Andrews and the St. Andrews Heritage Centre (ph: 204 339-6396) active heritage events are conducted during the summer season. The church and rectory are open 10 a.m. to 6 p.m. daily, May to September.



Captain Kennedy's House

417 River Road, St. Andrews, MB

GPS: N 50.03.57.79 W 96.58.13.15

This early Gothic Revival house was built for the Kennedy family between 1866 and 1870, and represents Kennedy's aspirations to be a leader in St. Andrews' society. Today the house is restored to that period, and features beautiful gardens. Unfortunately it is currently closed for restorations to the structure of the building but the grounds are maintained by Manitoba Parks Branch.

Captain William Kennedy, his wife Eleanor and their two children, William and Mary were active, integral members of the St. Andrew's church. After an active, adventurous life and career as a Hudson Bay fur trader, a sailor, an Arctic explorer, and a missionary he came to settle on his father's property.



William and Eleanor lived in the log cabin that his parents built until 1866 when they began quarrying stone from the Red River. They called their new home "The Maples". The outside of the house still retains its Gothic Revival architecture that made this house stand-out for its craftsmanship. A Tea House portion was added on a glassed in porch and compliments the architecture of the house. The grounds have been terraced with rock gardens, a pond and shrubs in the English garden style.

While living in the Red River Settlement the Captain also added magistrate, Justice of the Peace, first person to deliver mail from Toronto to Red River and lobbyist for the annexation of Rupert's Land to Canada to his list of accomplishments. He also led a search for the lost Franklin Expedition and was involved in discussions to bring Manitoba into the Canadian confederation.



After William Kennedy's death and interment in the St. Andrew's church cemetery in 1890, Eleanor had financial difficulties and had to sell the house and move to Virden. She sold the house to John Reid, whose family retained ownership of the house until 1909 when they sold it to J. E. McAllister.

In 1946 Cecil St. Elmo Evenden purchased the house and Dr. Edward Shaw bought the house in 1968 and renamed it as house "Red River House" and turned part of the house into a museum to interpret the heritage of Captain Kennedy. He had ownership until the 1980's when it was acquired by the province of Manitoba. The house had been altered internally through-out the years, but is now decorated and furnished to the period when the Kennedy's lived at "The Maples".

Local Stone Quarries

A marshy area on the west side of River Road, about two kilometres north of Kennedy House, near the intersection with Hay Avenue and south of Donald Road, is actually the remnant of an old stone quarry that supplied a great deal of the limestone used in stone construction projects in the area.



Riverbank Limestone Quarry

Many simply came from the fields, where granite boulders littered the ground. These were likely carted by ox and wagon to the site. Duncan McRae, the master stone mason who oversaw construction of the St. Andrews church, likely finished these stones himself, or with one of his trained Aboriginal assistants – this was tricky work and required great knowledge of stone splitting.

The other stones in the walls are limestone and it is thought that these would have been quarried from the nearby Red River. Along the banks of the Red River in the cuttings made by streams, beds of limestone are exposed. One of the most notable of these exposures was the quarry at East Selkirk.

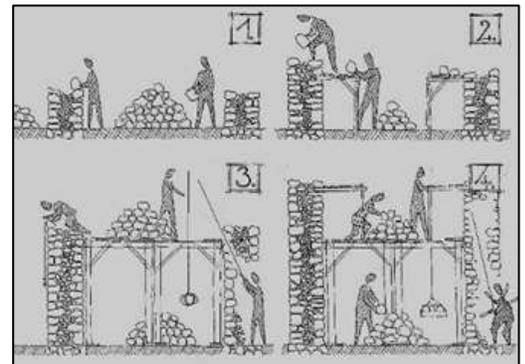
Near Lower Fort Garry there were also extensive limestone deposits. The limestone has been burnt here and shipped as lime to Winnipeg. Toward the upper end of St. Andrew's parish another rock locality may be noted. The limestones along the river are often buff colored, and as they contain a good deal of magnesia belong to the Dolomitic series.



Garson Quarry (still-operating)

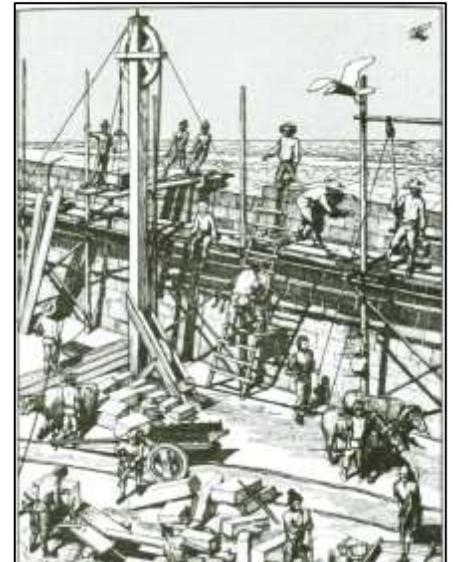
Stone Construction

Historically, stone has been the most durable building material, and therefore was the most sought after for significant building construction projects. From the Egyptian Pyramids (2630-663 BC), to the Great Wall of China (7th to 2nd Century BC) to the great Gothic cathedrals of Europe (beginning in the 12th century), stone has come to be the preferred material by which to express durability, power, seriousness and occasionally even elegance.



In Manitoba our own distinct stone building heritage can be explored at such different places as St. Peter's Dynevor Anglican Church (page 53) and the Manitoba Legislative Building (1912-20). At these two major sites there are distinct stones used in the walls and quite distinct construction approaches.

At the Legislative Building we see finely-honed limestone blocks perfectly set and squared, making up walls of smooth sophistication. Much of this stone was quarried at Garson (east of our area), and has come to be called Tyndall stone, named for the local rail stop from which the finished stone was shipped.



At St. Peter's Dynevor Anglican Church we encounter rough walls made up of limestone and granite blocks, some of which would have been quarried from the nearby river and others picked off fields (and thus often called fieldstone).

A close look at the walls of St. Peter's, as well as other stone buildings on this tour, is a reminder of the ancient grandeur of this elemental material. But a close look also inspires at least one question: how did the builders raise several-hundred-pound blocks 12 feet into the air? It would have been common practice in the 19th century, when Manitoba's oldest stone buildings went up, to use a pulley and crane system – but it was still back-breaking and dangerous work.

Lockport Community

Hwy #44, St. Andrews, MB

Lockport has long been a meeting place, with its abundant fish and game attracting people for centuries – even up to today, the fishing is still popular, with thousands of people visiting the little community on highway #44, 20 miles north of Winnipeg.

It is known through archaeological digs, that Aboriginal peoples camped at Lockport for thousands of years. More recently, Assiniboine, Cree and Sioux Nations lived in the area. By the late 1700's the Salteaux (Anishinaabe and Ojibwa) peoples arrived. One of those was the legendary leader known as Chief Peguis.

The base of the St. Andrews Rapids (originally called “Grand Rapids”) was an ideal location for fishers and hunters alike. The shallows allowed people to trap or spear fish such as Sturgeon, Catfish, Pickerel, bass and whitefish. Herds of shaggy bison used to cross the river near these rapids and so provide meat for the indigenous hunters.

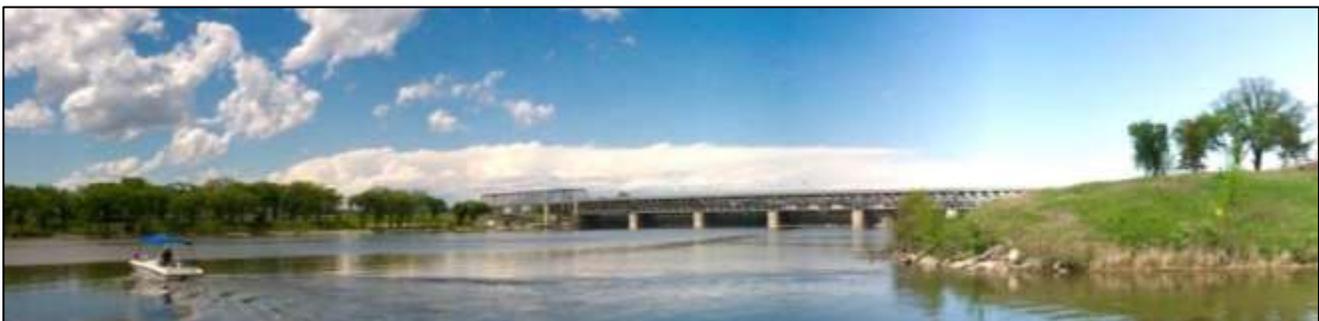
When European fur traders came to the area, First Nations groups began to mix with Europeans and produce offspring. English, Scottish and Orkney Hudson's Bay Company employees and their Metis families were given land near Lockport when they retired. These families cut trees along the riverbanks and dug limestone from the riverbed to build their houses.

In 1829, a small school was opened near St. Andrews Church. Additionally, a lending library was started in the home of a retired Hudson's Bay Company family (Margaret (Swain) & Donald Gunn). As the community grew, neighbors erected fences and barns for their livestock. A water mill for grinding grain was built on Gunn's creek by Donald Gunn's son, John in 1853. A blacksmith shop was started. As early as 1829, the area was referred to as Little Britain because of all the English, Scottish and Irish farmers in the area.

The settlers cut hay in the marshes to feed their oxen, horses and cattle, and cultivated land to grow wheat, barley, oats and vegetables. Social events were frequent and always held at someone's house.

St. Andrew's Anglican Church, ministered by Rev. William Cockran and his wife Anne, was the closest place of worship. There was no minister or church for the Presbyterian Scots of Red River until 1852. Donald Gunn built a house of worship on his property on the west side of the river (1853) to serve the Presbyterians of Little Britain. The stunning stone edifice named Little Britain (Presbyterian) Church arose in 1874.

Today Lockport is home to many families, several restaurants, retail outlets, two churches, one school, a provincial park and a museum (now closed) with the Cree name Kenosewun, which means, “There are many fishes.”



St. Andrews Lock and Dam

GPS: N 50.05.330 W 96.56.300

For nearly a century, a stretch of rapids (Grand Rapids) at St Andrews Church and also at Lister Rapids 3 kms south impeded travel on the Red River of water craft larger than a York Boat except during periods of high water.



The river in this area dropped almost five metres over a run of 16 kilometres and cargo had to be portaged around the rapids. This prevented any significant transportation of produce such as lumber, fish, mineral products from the Lake Winnipeg area to reach major markets in southern Manitoba especially Winnipeg. Larger capacity ships with a deeper draft were required.

By the mid-1860s, the mode of transportation on the southern portion of the river had changed to bigger steamships and paddle wheelers which could carry large cargos, but these larger vessels were unable to traverse the rapids at St. Andrews. If the barrier of the rapids was removed, it would allow river passage west as far as the Rocky Mountains. Attempts to dredge the rapids or remove the large boulders failed. A dam and lock system would be the best solution. However during spring break-up, large, fast-moving ice and upstream flooding would destroy the traditional dam designs.

By lobbying the Federal government, the decision was eventually made to build a dam that would flood the rapids and allow big ships to go from Winnipeg to the Lake without interruption. This would also include the construction of a lock (to let boats pass from one level above the dam to a lower one below). Construction began around 1900. The lock and dam took almost 10 years to build and was officially opened in 1910 by Prime Minister Sir Wilfred Laurier.

The new lock and dam controlled the water flow of the Red River, raising the water level to permit boat traffic to pass over the submerged rapids. During the construction period, a village sprang up at the dam site to service the workers. It came to be named Lockport (1908). The workers excavated an amazing amount of mud. That earth now makes up the island above the dam that is a haven for thousands of migrating geese.

With the completion of the lock and dam came a considerable increase in visitors and residents. Several businesses sprouted up. The Lockport Flour Mill Company started operations in 1917. A bus service called Busman & Boatman began. Canada's first woman bus driver, Mabel Davis Richmond (1917) drove locals around in her Ford Model T bus. She even drove passengers between Lockport and Winnipeg.

The new village had one or two restaurants to feed hungry crews. In 1926, Mary Gunn sold a full steak dinner for 25 cents. Soon after, hotels with drinking parlors and room rentals became part of the landscape at Lockport. There was Skinners' hot dog stand on the west side (1929) and on the East side there was the Lockport Hotel (1930) and the Half Moon hot dog stand (1938) – now a retro 1950's décor which attracts many visitors from Winnipeg for a leisurely drive on an evening.

Dam Design

The decision was made to install a new curtain-style dam design of the French engineer, Caméré was selected. This type of dam used a removable curtain to hold back and to raise the water. This curtain style dam could easily be raised up and removed prior to freeze-up and then be lowered in place after spring break up. It could raise the water level by almost 7-8 metres, raising water levels high enough to allow deep draft vessels safe passage over the rapids. But a dam one as large as that planned at Lockport had never been built. At the time, this was a unique project.



Construction began with picks, shovels and wheelbarrows, along with teams of horses and horse drawn scrappers. It was dangerous work, several men lost their lives and the pay was meager: between 15 and 25 cents per hour. The 270-metre wide dam was completed in 1910 and with a potential lift height of 21 feet, remains the largest curtain dam ever constructed in the World. The roadway bridge was added above the dam in 1913. Estimated construction cost in 1900 was \$150,000, but the final outlay was a “whopping” \$3.5 Million.



Design: The Dam consists of steel frames set between concrete piers. Electrically powered wooden “curtains” roll up and down inside the steel frames like window blinds, thus adjusting the flow of water and protecting the dam from ice. The frames and the curtains, made with Douglas Fir, can be quickly raised or lowered. A canal lock, the largest in the world at the time, carried river traffic around the Dam. The steamship *Winnitoba* was the first to pass through the locks, which can accommodate vessels up to 1,600 tons.



More than a century after it was constructed, the St. Andrews Dam remains fully operational and is a critical component to control of water levels for the city of Winnipeg. Some have indicated that if it were not for the water regulation of the St. Andrews Dam, in a dry year it would be possibly cross the river at the “Forks” on foot.

As a National Historic and Canadian Civil Engineering Historic Site, the St. Andrews Dam is considered an architectural marvel and the last example of a Caméré style curtain dam in the world. Its significance to the development of Western Canada was evidenced by the presence of then Prime Minister Sir Wilfred Laurier at its opening.



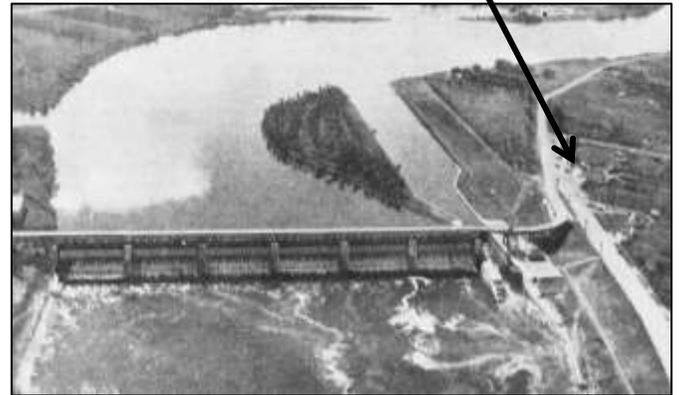
Skinner's Hot Dog Stand

608 River Road, Lockport, MB
GPS: N 50.04 W 96.56.32.39

In 1929 Lockport became home to the famous Skinners Restaurant as the Skinner family (of Selkirk) began selling a new tasty treat called the hotdog. Jimmy Skinner had operated a small lunch room in Selkirk and was looking for other opportunities, choosing the site at the new bridge at Lockport for his business.



People came from miles away to try the mouth-watering sensations for mere 10-cents. Skinner's was a popular spot for a drive from Winnipeg or by the street car track that ran from Winnipeg to Selkirk from 1904 to 1937. Of course the popular sport was fishing at the dam site.



George Donald had established a boat taxi business before the dam was built for transporting people across the river from Little Britain to Gonor. Located on the east side of the river, patrons had to whistle for Mr. Donald to row over and get a ride.

After the Lockport Bridge was completed he then used his boat rental business for rental to fishermen from 1910 to 1952. He had a fleet of 40 river punts to accommodate the great demand for fishing at the Dam. The punt was a homemade wooden boat, with square ends with a slight rise so that in the fall or spring it could be easily pulled up over the ice or onto the muddy shoreline.



Mr. Donald also operated a horse drawn school bus from the west side of the bridge to Gonor School on the east side when the road was completed on top of the dam in 1914. He also built one of the first buses in Manitoba using a model T chassis with a carriage top built by a wagon company in Winnipeg. His daughter operated the bus and claims to be first female bus driver in Canada. She picked up customers from the Selkirk-Winnipeg street car stop on the west side and took them across the bridge to Gonor and points east.



Historic Red River Ships

The Red River of the “North” has been an important transportation link in the development of Western Canada. Initially it was the link from the Hudson Bay to the settlement at the Forks and the western fur trade. In later years during the steamship era it was the link from the Forks settlement south to the railhead at Fargo North Dakota.



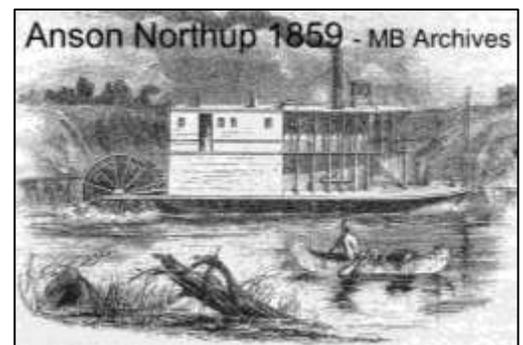
The initial water craft was the canoe; however navigation across Lake Winnipeg was often very perilous due to the treacherous storms of this shallow Lake. This prompted the development of the heavier York Boats that could survive some of the storms and also carry larger cargo. The flat bottom steamboats were great on the Red River, carrying very large amounts of cargo but of little use on the treacherous big Lake with the large waves.

A major deterrent to shipping materials such as wood, fish and other products from Lake Winnipeg was the rapids located at St. Andrews (Grand Rapids) and Lister Rapids several miles south. Deeper draft ships were built such as the SS Colville and after that a succession of freighters such as the SS Wolverine and SS Keenora that could carry freight and passengers from the north end of the Lake right into Winnipeg. Tugs such as the SS Granite Rock pulled huge barges full of lumber from the saw mills located around the Lake to market at Brown & Rutherford Co. in Winnipeg. A number of these vessels are currently on display at the **Marine Museum of Manitoba** in Selkirk.



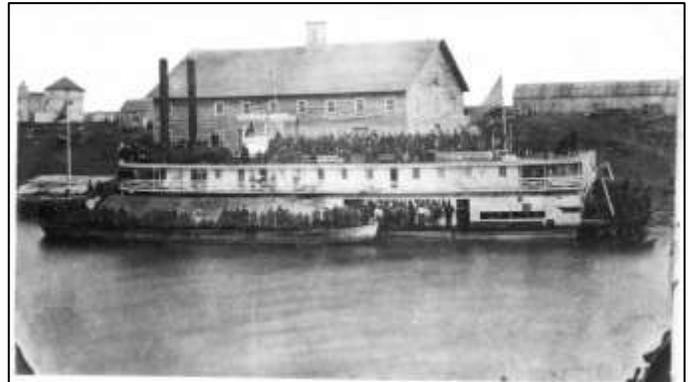
Steam Boat Era

In 1859, the Anson Northup began the era of steam navigation in Manitoba proving that steamboats could operate on the shallow inland waterways of the prairies. The Anson Northup was succeeded by numerous larger and more powerful rivals, which pushed navigable limits of rivers and lakes of the Northwest to their maximum.



It was not long before steamboats could be found not just on the Red River and Lake Winnipeg, but on the North Saskatchewan, the Qu'Appelle and even the headwaters of the Assiniboine. Increasingly after 1859 they superseded the older methods of transportation in the Northwest, the canoe, the York boat and the Red River cart. They could carry goods and people quickly, safely, and cheaply as long as wood to fuel their hungry steam boilers was readily available.

Moreover they could carry much heavier and bulkier goods into the interior than canoe, cart or York boat. In Bishop Tache's memorable phrase; the Anson Northup "inaugurated a new era for the trade of the Red River colony." in time, steamboats would revolutionize trade far beyond the parochial limits of the Red River settlement. But were "doomed" with the expansion of the rail system in Western Canada



Barges and Tugs

There was considerable cargo to be hauled both ways on the Lake. Barges were used to transport the usually non-perishable products to the various communities around the Lake including fuel, building supplies, explosives (from the C.I.L. dynamite plant at East Selkirk) and large equipment for some mining activities.

Freight destined for Western Canada could be hauled from Lake Winnipeg into the Saskatchewan River system and then up to Edmonton. A tram way or the first rail system in Western Canada was used to haul the freight bypassing the large rapids at Grand Rapids. These rapids have now been developed into a major hydro/electric generating system.

Return cargo from this water system involved lumber from some of the saw mills around the Lake for the mills in Winnipeg (Brown & Rutherford) and silica sand from Black Island (for Selkirk Silica plant). The barges used were very large and pulled by powerful tugs, the largest being the Granite Rock. These tugs and barges were usually quite stable in rough water and rarely ran into difficulty.



Red River Floodway – Duff’s Ditch

GPS: N 50.05.609 W 96.56.331

Floods have always been a fact of life for the residents of the Red River Valley. In colonial days, settlers would flee to high ground at places like Bird's Hill. In the 1900s, however, Manitoba's population boomed and its building infrastructure expanded.

The Great Flood of 1950 saw over 10,500 homes flooded. The potential damage of future floods could be a major concern. A 1953 report recommended that a huge river diversion channel be dug. In 1958, in an attempt to reduce the floodwaters from entering the city of Winnipeg, the Progressive Conservative government under Dufferin Roblin (1958-1967) initiated the huge project in 1962. Critics nicknamed the floodway "Duff's Ditch" and "decried it as 'approximating the building of the pyramids of Egypt in terms of usefulness.'"



It can divert up to half of the Red River's spring flood water around the City of Winnipeg running just south of St. Norbert and during flood periods, takes part of the Red River flow water around Winnipeg to the east and discharges it back into the Red River below the dam at Lockport; 47kms (29 miles) long.

Construction of the Floodway started on October 6th 1962 and finished in March 1968, it was a major undertaking with 76.5 million cubic metres (2.75 billion cubic feet) of earth excavated. It is one of the engineering marvels of the world! It has saved Winnipeg from flooding ever since 1966.

It cost \$63 million to construct, a phenomenal sum in the 1960's. Manitoba earthmoving companies moved more earth than it took to dig the Suez Canal and 40% as much as the Panama Canal. The St. Lawrence Seaway took only two thirds the digging. Amazingly, they finished it without overruns in cost or time between 1962 and 1968.

The floodway proved its worth many times since 1950 and as a result, damage was minimized in floods of similar size in 1974 and 1979. In 1997, "the Flood of the Century", the largest since 1826 occurred. Only 30 houses in Winnipeg were flooded, however, south of St. Norbert, 28,000 Manitobans were evacuated as a lake five and a half times the size of Winnipeg formed.

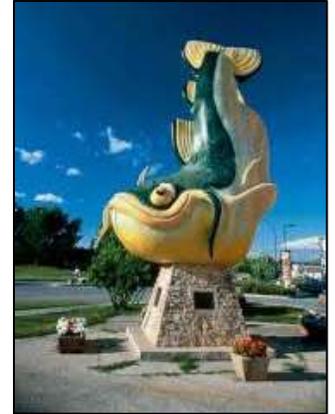


Over time portions of the floodway were compromised so in 2014, a \$627 million floodway expansion program was completed which involved rebuilding the outlet at Lockport; improvements to the Inlet Control structure, raising train and highway crossings and increasing the floodway capacity to allow a flow rate of 4,000 cubic metres (140,000 cubic feet) per second, the estimated level of **a one-in-700 year flood event.**

Erosion protection was also established on the river bank on the west side of the outlet at Lockport with 81,000 tonnes of limestone for 1.8 km to handle the larger outflow. Approximately 3,600 workers and over 170 companies worked on the project.

The Floodway has been activated about 30 times and has saved an estimated \$40 billion (2011 dollars) in flood damage. "Duff's Ditch" was designated as a National Historic site in 2006. Its success is a tribute to the vision of community leaders. In 2008, the floodway was recognized as one of the 16 engineering achievements that have shaped the world since biblical times.

At the outlet, Chuck Norquay, an early promoter of the Red River Catfish Fishery fell overboard and was drowned in the vicious undercurrents that come from the turbulence of the spillway. Chuck Norquay's tales of the excellent fishing in this part of the Red River has drawn fishers from all over the world. The Chuck the Channel Cat statue in Selkirk was erected as a testament to him and his passion.



Little Britain United Church

5879 Provincial Trunk Hwy 9, Lockport, MB
GPS: N 50.05.958 W 96.56.360

The Little Britain community began in the 1820's, when six former Hudson's Bay Company servants and their families, all related by blood or marriage, settled on narrow river lots in the area between Lower Fort Garry and Lockport.

Names of four of the six patriarchs are known: William Smith; John McDonald; James Swain and Donald Gunn. Settled by mostly English and Scottish settlers from the Orkney Islands, the area became known as "Little Britain" and became part of the newly-established Parish of St. Andrews in the mid-1840.



Presbyterians in the Parish of St. Andrews had always been promised a minister of their denomination as early as 1812. However, not until the arrival of John Black in 1852 were plans initiated in the home of Donald Gunn. The first log meeting-house of 1852 quickly proved inadequate so plans for a stone church were developed. The appeal for funds for construction fell short until 1873 when the building was eventually underway and completed in 1874. This is the oldest United Church building in Manitoba.

Duncan McRae and John Clouston were the masons and a number of soldiers from the Lower Fort helped to raise the stone walls. McRae is buried in the cemetery. The tower was added in 1920 in memory of those who died in World War I.



Cemetery: The cemetery at Little Britain contains many interesting stones and designs. People interested in the subject of gravestone designs should consult *A Guide to Funerary Art in Manitoba*. One especially important stone here marks the burial site for Duncan McRae, perhaps the most renowned stonemason from the Red River Settlement era.

Lower Fort Garry

5925 Highway 9, St. Andrews, MB

GPS: N 50.06.585 W 96.55.867



The most vivid remaining symbol of the fur trade that once dominated Western Canada, this former HBC post and its many buildings are alive in summer with the voices, smells and noises of the mid-1800s - when Lower Fort Garry was the capital of Rupert's Land.

After the flood of 1826, the Upper Fort Garry was severely damaged, Governor George Simpson, chose to build a second fort on high ground 20 miles north. This was approved by HBC and by October 1831, work began on the foundations. Alexander Christie, Chief Factor planned the fort.

By 1831, the house and store were built and completed in 1835. However by 1834, HBC officials in London ordered further construction to stop as they found the new site unsuitable for trade headquarters and the building expenses too costly. At this time the Lower Fort became Governor Simpson's residence (Simpson died in 1860).



Due to unrest in the settlement it was later decided to strengthen the fort by erecting a wall and bastions around the buildings. Also at this time the USA border was being negotiated and perhaps an imposing fort in the colony would be a further deterrent for the USA border to encroach further north. There was also the Oregon Boundary dispute which resulted in the bastions being completed in time for the arrival of 345 soldiers. By 1848, walls and bastions were completed.



In 1870, a temporary penitentiary was established at the fort in the north east bastion. The Fort had little involvement with the Riel Rebellion except for being used to host troops from Canada led by Garnet Wolseley. It was also the location in 1871 when the first major Indian treaties were signed between major tribes of the area and the Canadian Government. At the signing, 1,000 chiefs and elders were present representing 14,000 Indians whose land was to be ceded.

In 1873 quarters were installed for the arrival of the first North West Mounted Police detachment. In 1881, a major wooden building at the Fort was moved in during the winter on the ice to Colville landing to become a floating warehouse for the HBC. Then in 1884, the province of Manitoba established the Manitoba Lunatic asylum located in the Lower Fort.

In 1911, HBC discontinued the operation at the Fort and it was leased in 1911 to the Motor Country Club from Winnipeg. In 1950, it was designated as a World Heritage site and returned to the Government of Canada by the HBC in 1951 to be developed as a National Museum.

Architecture and Construction: The basic design for the buildings of the Lower Fort Garry was from French and Scottish influence and in the Red River Colony from Quebec stonemasons such as Pierre LeBlanc who were initially responsible for much of the work at the Lower Fort.

The “Big House” at the Lower Fort is a single storied building with symmetrical fenestration; it has a hipped roof framed by heavy timbers, mortised and tenoned joints at the top secured with long wooden pegs. The sweeping veranda creates the impression of a bell cast or pavilion roof. The dainty dormers that grace the roof contrast with sturdy quoins and window surrounds. The main entrance is a Georgian composition with side and transom lights. The building appears slightly whimsical, a marked contrast with the other stone building on the yard. The Fur House and the Warehouse building are similar in construction to the Big House but of a simpler design.

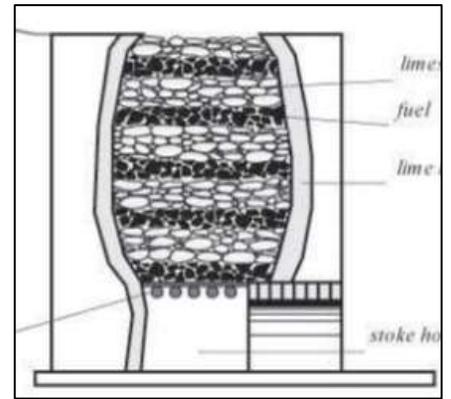


By 1837, Scottish stonemason, Duncan McRae from Stornoway Scotland was brought out to construct the walls and bastions. John Clouston from the Hebrides was also brought out to assist him. The Fort walls were three feet wide and seven and one half feet high and extended over two thousand feet. There were loop holes for rifle-fire and four bastions in each corner for ammunition storage in later years for other purposes.

Making Mortar: Material for the walls was limestone cut in large blocks from the near-by river bank. Hauled up the bank with a windlass and hoisted in place. Small limestone pieces that were not suitable for use in construction found other uses as mortar or a binding agent. These pieces would be broken up and heated in lime kilns which caused a chemical reaction at 900 degrees C to produce quicklime. This was then used for mortar for mixing with rubble to bind the stone together.



Lime Kiln: The wood fuel was placed in the bottom of the kiln and the limestone piled on top. There could be several layers of wood/limestone. There was a technique to produce a good quality lime, some indicated that when there was a blue flame, it was completed but it had to be done slowly. The quicklime would be raked out from the bottom of the kiln. Some kilns were up to 2.5 metres in diameter and up to 2.0 metres high. Lime kilns were very common along the Red River as it was a source of revenue to the locals as the quicklime could also be mixed with water to make whitewash when painted on log buildings could extend the life of the wood.



In 1839 another stonemason arrived from the Orkney Islands, Samuel Taylor. He spent time at Moose Factory and participated in the construction of other stone buildings in the area such as: St Clements church at Mapleton, Thomas Bunn's house across the river from the church and Miss Davis's school.



Photo taken in the 1940's



Photo taken in the 1970's

St. Clements Church – Mapleton

1178 River Road, St. Andrews, MB

GPS: N 50.07.450 W 96.53.517

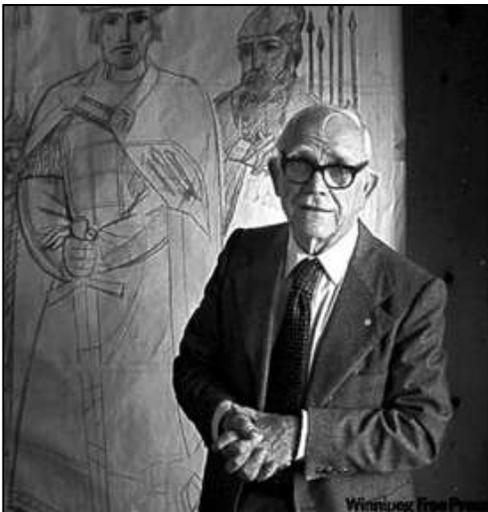
This stone church was the official church for HBC employees and soldiers stationed at Lower Fort Garry. Construction was begun in 1857 by Samuel Taylor as the stonemason. He was also working on the stone walls at the Lower Fort. The first service was held in 1861.

The cemetery here contains sad reminders of the tragic consequences wrought by the 1919 influenza epidemic. Many prominent citizens from the area are also buried here.



The building is of English Parish Gothic Revival style. The walls and structure are similar to the Thomas Bunn House across the river which Samuel Taylor also built in 1862. The walls were dug down to hardpan, are a meter wide and four meters high. The building is constructed from limestone and field stone and held together with rubble and quicklime produced from limestone from the river bank. The crenellated bell tower, which contains the original bell from St. John's Cathedral, was not completed until 1928. The pointed arch windows and door and the inside stained glass windows designed by artist Leo Mol make this a very attractive structure.

Leo Mol: Leonid Molodoshanin, known as Leo Mol, (1915-2009) was a Ukrainian Canadian stained-glass artist and sculptor. Following the German invasion of the Soviet Union he was deported to Germany. In 1945, he moved to The Hague and in December, 1948, he and his wife, Magareth (whom he married in 1943), emigrated to Winnipeg.



In 1949, he held his first ceramics exhibition in Winnipeg. Mol was known for his sculptures of square dancers, skiers, aboriginals and wildlife. He also completed more than 80 stained-glass windows in churches throughout Winnipeg and surrounding communities. More than three hundred of Mol's works are displayed in the 1.2 hectare Leo Mol Sculpture Garden in Winnipeg's Assiniboine Park.

Red River Ferries

GPS: N 50.220.217 W 96.831.1228

The Municipalities of St. Andrews and St. Clements border the Red River. Before bridges, individuals moved across the river via canoe/boat. However, for animals and wagons transportation relied heavily on the ferry system.

The early ferries were privately owned/operated, but were unreliable. In 1896, the two RMs took over the ferry operations on the Red River from Lockport to the Lake. There were four ferries, one at each church; Little Britain, St. Clements, Selkirk and St. Peters. Some private ferries operated in other locations. Most destinations for St. Clements residents were the town of Selkirk, local churches or Lower Fort Garry.



The Selkirk ferry crossed at various sites; Superior and Manitoba Ave., as well as at MacLean. Residents paid 15-25¢, to bring across livestock, produce and grain. The McLean ferry was first used in 1917 and operated by Mr. Holgate. A floating barge, constructed of keel joists overlaid with 4 x 8 ft. wooden planks and a wood ramp. Wooden ramps called aprons were also constructed on the ends of the ferry and were lowered using metal hinges for loading and unloading goods.

To pull the ferry across the river, Mr. Holdgate attached a rope to an ox. However, other ferries within the municipality preferred the cable system. In this case, the ferryman would pull the raft across the river along the cable, using a winch-type machine. In later years, small engines were then used on a winch system. Two cables on either side of the ferry were usually stretched across the river as a guide.

When large ships passed, the cables were dropped into the river. Although it was common to transport goods and services by the local ferry, service was often haphazard and dangerous. During the spring and fall when ice flow was treacherous, there were times when the ferry tipped over dumping cars, horses and people into the river.

When the Lockport Dam was completed in 1910 and the Selkirk Bridge in 1937, the ferry system became obsolete.

Mapleton Ferry

GPS: N 50.07.29.37 W 96.53.23.27

Just north of the St Clements church is the location for the Mapleton ferry which operated from the late 1880's until 1937 when the Selkirk Bridge was built. The ferry was established to make it possible for children to attend the Mapleton School and workers at the Manitoba Rolling mill to get to work



This Ferry, which ran on the east side of the river was accessed by the current Bunn's road and turned north in front of Thomas Bunn's house down to the river. The road depression is still distinguishable on the Bunn property.

There were reports of school children being transported to the Mapleton School (St Clements's ferry) being dumped into the river. The Little Britain ferry (located below the rapids, an area of strong currents) would often carry small boats into the ferry cables over turning them causing some occupants to drown.

City of Selkirk

Selkirk had its origins in 1875, when Sanford Fleming, Chief Engineer for the Canadian Pacific Railway (CPR), laid out the route that the new rail line to the west coast would take. He believed that the ideal place to cross the Red River was the site where Selkirk now stands. Land speculators seeking to amass fortunes at "the Crossing" registered a town site plan and a land boom began. Prices of land in Selkirk soared. But when the CPR opted for a crossing at Winnipeg, instead of Selkirk, most investors lost their shirts and land values plummeted.

Selkirk's first mayor, James Colcleugh, saved the day by incorporating Selkirk (1882) so as to pay the CPR for a branch line. With rail and water access to Lake Winnipeg, Selkirk's docks became a beehive of activity. Local industries soon included the milling of lumber, fish processing, freighting and provisioning of settlements in the north.

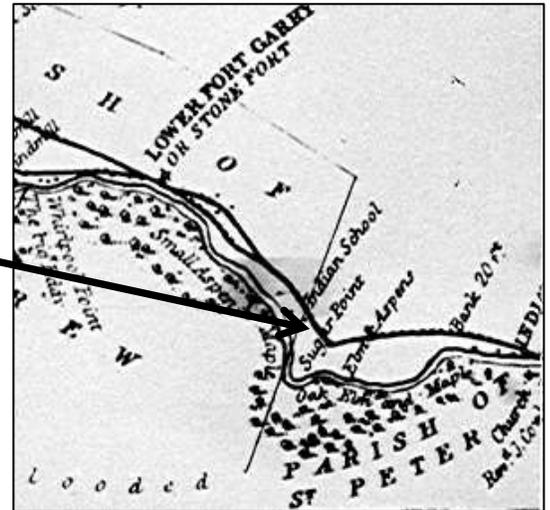
Boat-building and safe wintering of ships centred on Selkirk's inlet. Government investments, such as building the provincial Mental Hospital in Selkirk (1886) and the construction of the federal customs, land titles and post offices in Selkirk, secured the town's future.

The biggest investment in the community was made by Manitoba Bridge & Engineering. In 1913, H.B. Lyall (of Lockport) convinced his company to build a steel mill at the southern end of the town. This industry has had long-lasting effects on the whole region for employment and cultural investment. This operation is now known as Gerdau Armisteel. Today, the City of Selkirk is a vibrant trade center of 10,000 that provides commercial, educational and health services to the total Red River North region. Additionally, the community has a wealth of heritage attractions to impress locals and visitors alike.

Historic Selkirk Houses

Follow River Road, which becomes Eveline Street in Selkirk

Sugar Point: A large ox-bow in the Red River was named because many people tapped maple trees in the area. The Selkirk Golf Course is now located on the northern half. Along this tree-lined street are the homes of Selkirk's earliest citizens.



Colcleugh House

102 Pacific Avenue, Selkirk, MB

GPS: N 50.137641 W 96.874605

Built between 1872 and 1874 for Frederick W. Colcleugh who would become Selkirk's second mayor, this is an excellent example of a side hall house, typical of that period. It is supported by a fieldstone foundation and the exterior features such ornamental details as pedimented window surrounds a bay window and the original exterior doors. The interior has been carefully restored and retains its woodwork and staircase.



Fryer House

285 Eveline Street, Selkirk, MB

GPS: N 50.139070 W 96.875244

Built in 1892 for businessman William Fryer, this house is largely unaltered. It is constructed of horizontal siding on a milled wood frame.



Knox Presbyterian Church

341 Eveline Street, Selkirk, MB
GPS: N 50.08.400 W 96.52.323

At McLean Avenue stands one of the architectural treasures of Selkirk, Knox Presbyterian Church, which celebrated its 140th anniversary in 2016. A small log church was erected on this site in 1876 and a manse on the west side of the property two decades later.



In 1904, construction began on architect Samuel Hooper's plans for a new church in the Gothic Revival style that incorporated the old structure. The older parts of the building rest on a fieldstone foundation. The church has been well maintained, with all the original woodwork and stained glass intact. In addition, there are two stained glass windows by famed Manitoba artist and sculptor, Leo Mol.

A further expansion was undertaken in the 1960s. The bell tower and spire, a typical Presbyterian feature, were originally located at the southeast corner before the 1904 addition. This is truly one of Selkirk's finest architectural landmarks. This impressive brick structure speaks of the wealth and power of this congregation in the early days of Selkirk. The spire became a useful landmark in stormy weather for the ferrymen who landed their passengers at the landing on the bank opposite the church.

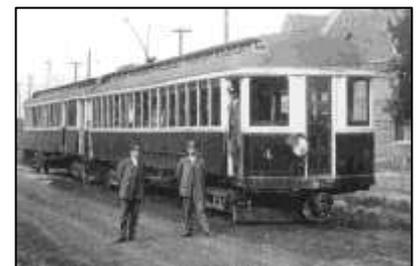
Eaton Building

360 Eveline Street, Selkirk, MB
GPS: N 50.142756 W 96.870074

The building was named for W.H. Eaton, a member of merchandising empire family. He was a stalwart booster of the town. Even when the land values crashed in 1879, he stayed and opened a substantial general store. Eaton was a town councillor for 20 years, a founder and sponsor of the second oldest agricultural fair in the province (1878) and a proponent of the electrification of Selkirk.



W.H. Eaton's modest brick general store is located just north of the Selkirk Bridge. It was later used as a ticket office and storage for the street car system that travelled between Winnipeg and Selkirk with a side branch to Stonewall from 1904 – 1937. A spur line ran down to the docks to serve the warehouses and fish sheds there. A street car garage is located at the north end of Eveline and is now used as a church.



Gwen Fox Gallery

250 Manitoba Avenue, Selkirk, MB
GPS: N 50.144908 W 96.872399

Built in 1907 by the Dominion Government sits the old Selkirk Post office, located at the corner of Manitoba Ave and Main Street. The walls were red brick against a milled wooden frame, the roof built of tar and gravel. Band and keystones of limestone organize the design. Not only did the building house the Post Office and customs house, but the second floor held offices for the local police department and the Indian Agent.



In later years the Fisheries Dept. would take occupancy of the second floor. The building served its original function until 1957, when the Post Office moved to a new location a few blocks south on Main Street. It was condemned in 1979 as unfit for human habitation and destined for demolition. But in 1984, its fortune changed as a group in Selkirk, dedicated to both the arts and protecting the historic building, moved in. The sum of \$450,000 was raised from federal, provincial and local governments to return the building to some of its former glory. It currently is managed and owned by the Selkirk Community Arts Centre who has an active program to promote the artistic abilities of regional artists.

The Magistrate's House

205 Eaton Avenue, Selkirk, MB
GPS: N 50.142943 W 96.871330

It was built for the police magistrate, Robert Scott, whose place of work was across the street – the town courts in the town hall.

Later, the house became the home of the Robertson family.

Mr. Robertson was a Scottish immigrant who had established himself as a butcher in Selkirk, providing meats not only for Selkirk residents but for the steamboats and communities all along Lake Winnipeg.



During the Spanish Flu epidemic in 1918-19, Robertson, his wife and children were all stricken until only Robertson was left alive in the Selkirk Hospital. The nurses were convinced they could do no more for him and wanted to clear him out to let someone else take his bed.

One of Robertson's customers took him into his home – at great risk to himself. The friend and his wife nursed Robertson back to health. Several years later, Robertson remarried and started a new family. The children of that marriage went on to become a doctor, an operator of a furniture store which carried the Robertson name until the 1990's (now DuFresne's). The interesting "Queen Anne" styled house was a popular business until 2012 called, the "Garden on Eaton Tea Room".

Comber House

309 Eveline Street, Selkirk, MB
GPS: N 50.08.401 W 96.52.417

Edwin Comber, Chief Engineer at the former Selkirk Asylum, financial agent, electrician, inventor and prominent Selkirk citizen, built this residence in 1907.



West House

323 Eveline Street, Selkirk MB
GPS: N 50.08.431 W 96.52.380

This home was built for Captain Charles West, who came to Selkirk in 1884 to oversee the federal government dredge on the Red River. It was constructed by Robert Moncrieff and Frank Wright. Many of its original elements remain including woodwork, floors and staircase.



Smith House

322 Eveline Street, Selkirk MB
GPS: N 50.08.431 W 96.52.380

Built for Captain Roderick Smith the house dates back to the 1890's and was built at a cost of \$850. This two-story wood frame house remained in his family for 80 years. Smith had worked for the HBC in Norway House as a boat builder. After moving to Selkirk he built York boats and steam boats for freighting on Lake Winnipeg such as the "The Highlander" and "The Wolverine." He also served as First Mate of the steamer "Northcote" during the Battle of Batoche.



Stuart House

478 Eveline St, Selkirk, MB

GPS: N 50.147940 W 96.864683

This house was built in 1904 for James Stuart, first manager of the Selkirk Electric Light Company. It is a wood frame structure faced with bricks which were made in LaRiviere, MB at a brick yard owned by a member of Stuart's family.



The house has original woodwork, doors, floors, banister and newel post. It received municipal designation in 1997 and since then, the roof was replaced and gutters and downspouts put in place, the brick re-pointed and the verandah rebuilt. It is currently owned by the City of Selkirk.

Merchants Hotel

383 Eveline Street, Selkirk, MB

GPS: N 50.143766 W 96.869349

The first Merchant's Hotel on this property in Selkirk was built in 1887 by John Christian Shultz. In 1903, the original building was moved back to make room for this one, designed by Winnipeg architect Samuel Hooper and built in 1904 by day labour. In addition to serving as a hotel, this three-storey building, made of buff brick on a wood frame, has provided space for a bank, barber shop, and pool room. The verandah was added in 1995, duplicating one shown in early photos.



Traders Bank

192 Eveline Street, Selkirk, MB

GPS: N 50.144168 W 96.869093

The Trader's Bank was incorporated by an Act of Parliament in 1885 and began moving operations west by the turn of the century. It came to Selkirk with the completion of this building in 1907. However, its residency was short-lived, as it was replaced by the Dominion Bank in 1909. The truncated corner of the building, its main defining feature, was intended to attract customers from the street. The building is now a municipally designated historic site.



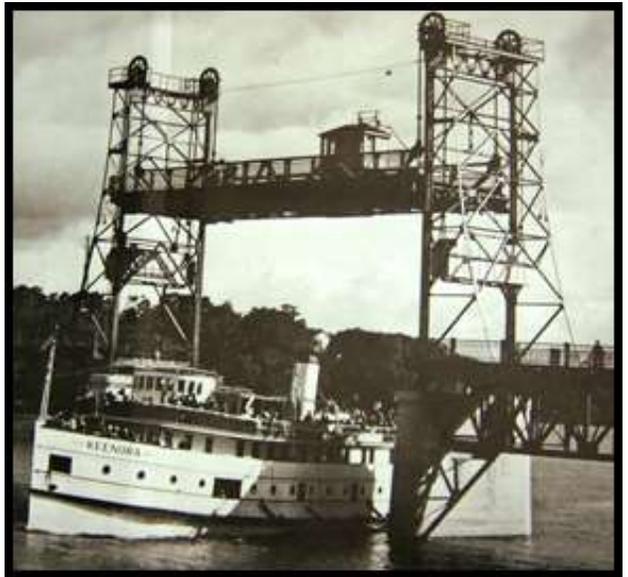
Selkirk Lift Bridge

Eaton Avenue, Selkirk MB and PTH #204

GPS: N 50.142370 W 96.870722

During the 1880's, the community of Selkirk wanted a bridge to span the river at Selkirk and replace the ferry system. Over the years there was considerable agitation from St. Clements residents that the current ferry system across the river to Selkirk was not adequate.

Large boats navigating the river had problems with the ferry cables so a lift bridge would be the ideal solution; however, it was not until the Great Depression when action was taken. Tom Hay, the former St. Clements Reeve of 1912-1914 and Thomas Bunn, RM secretary/treasurer sent a resolution to the Minister of Labour, Minister of Public Works and the Prime Minister detailing the need for a bridge. At that time, the existing ferry between East and West Selkirk was transporting approx. 50,000 foot/vehicle passengers annually.



The Government of Canada agreed to build the Selkirk Bridge as one of the "Great Depression" Government Relief Projects. The location for the Bridge was selected at the end of Eaton Avenue in Selkirk. The total cost was estimated at \$250,000. Bids were closed in Feb 1935 and by April, piers 1, 2 and 3 had been completed. By May 1936 the lift bridge was ready for operation; however the Province of Manitoba refused to provide any funding for the maintenance of the project. The RM of St. Clements and Selkirk indicated that due to the tax burden from Relief years, they were unable to participate in the maintenance.

The Federal government, who were responsible for navigable waterways, decided it would introduce a toll. This caused an uproar in the community. A petition against the toll bridge designation was sent to Ottawa on June 17, 1936 with over 700 names from St. Clements. The bridge was fully completed by the end of March 1937 but was not open to the public. It was left in a raised position so that no one could cross. The ferry system across the river was to be continued until the dispute was settled.



As a result of the impatient and angered community, the bridge was mysteriously and unofficially opened on April 29, 1937. However, it was quickly raised up again which prevented local residents from crossing. Finally, on Monday, May 3, 1937, the bridge was officially opened for vehicle and pedestrian traffic; an agreement was reached between the various governments to share the funding.

During the first navigation season, from May to November, 1938, it was recorded that the bridge had over 125 lifts. The lift bridge operated for the next 30 years to accommodate the larger ships such as the SS Keenora but with the passing of these vessels has seen little use except for the traditional raising during the Canada day celebration.

Selkirk Waterfront

Between Eaton Avenue and Selkirk Park at the River

Commercial fishing began in the 1880's when Commodore William Robinson, an agent for Booth Fisheries in the USA, established the fish processing plant at Selkirk. Although there were several fish processing stations located around Lake Winnipeg. At those locations the fish would be packed in ice and then transported to Selkirk where the major fish processing was completed.



Booth Fisheries plant

Shipment was then by rail to Chicago where the major market was located. American fish companies could not legally establish facilities in Canada; however, they could do so through Canadian entrepreneurs Robinson.

By 1912 native people around Lake Winnipeg and fishers from Gimli were the major suppliers of fish, selling to the processors. At this time due to overfishing fish stocks dropped rapidly

At the Selkirk plant, several hundreds of people were employed on the seasonal processing of fish. The fish would be delivered by the fish freighters from local processors, directly by gas powered fish boats or by horse drawn sled trains in the winter.

Fish processing was a major industry at the Selkirk docks until the late 1960s, when the Freshwater Fish Marketing Corporation was built in Winnipeg. Booth Fisheries continued to operate the processing plant at the Selkirk waterfront with the processed product being trucked to Winnipeg. Interestingly, it was not until Lake Winnipeg was closed to commercial fishing due to concerns of mercury pollution that the fish stocks recovered to produce the world renowned sport fishery we have today.

The wharf is a popular fishing spot and a former dry dock or floating railway which can be found at the north end of the pier (an area used to repair large lake ships). The amphitheater is flanked with a Peter Sawatzky bronze sculpture entitled "Perilous Crossing" located at the north end of the waterfront. The sculpture, sponsored by Gerdau Ameristeel, is a twenty-two foot bronze York boat with seven crewmen, depicting the harrowing journeys of area traders and settlers in the early 1800s. At the south end is a view of the Selkirk Bridge. Today, the waterfront is a public gathering place and setting for festivals and concerts.



Maritime Industry in Selkirk

The opening of the St. Andrews Lock and Dam, in 1910, ushered in a major interest in shipping freight from Winnipeg to various parts of Lake Winnipeg, to the Saskatchewan River system via the Grand Rapids tramway and to Western Canada. Trade goods were shipped to the many communities around Lake Winnipeg and products returning south included lumber and fish to processing plants in Selkirk and Winnipeg.

After the opening of the St. Andrews Lock and Dam, cargo tonnage which was primarily forest and mineral products increased to 95,000 tons. However, since that time due to alternative transportation options including rail and improved road transportation, river traffic has decreased dramatically and now the major traffic has been pleasure craft, sport fishing and some tour boats.

As the water system was considered a federal responsibility, navigation aids such as marker buoys and light houses for safe ship passage, especially on the Lake were established by the Federal government. The SS Bradbury was built to insure navigation aids and as an icebreaker. In addition, dredges were built to maintain the navigability of the main channels by cleaning out silt deposits common to the clay base of the Red River. A boat building industry developed at Selkirk as well as repair facilities which included a dry dock.

Selkirk Marine Railway and Dry Dock

490 Eveline Street, Selkirk MB

GPS: N 50.147035 W 96.865852

The dry dock, or marine railway, built in 1915 to be of assistance to the shipping industry, involves a cradle that rests on a set of rails that slope down into the river to a maximum depth of 20ft. When the dock is rolled back down into the water, the ship is floated over the cradle, fastened to it and a heavy winch system draws the cradle with the ship attached, back up the rail and out of the water. The ship is further secured on to the cradle and repairs/maintenance can be done to the ship.

The system did have its problems as the rails would get clogged with silt and the cradle would come off the rails requiring a maintenance worker to go down in a diving suit and clear the silt or to jack the cradle back onto the track.

A new cradle was rebuilt in 1961 after the existing one collapsed and the capacity of the vessel it could accommodate was reduced from 1,000 tons to 700 tons. This was largely due to the disappearance of the larger vessels on the water. The property is now owned by the Peguis First Nations.



Dredges

A critical activity to the shipping industry, dredging was a means to keep the silt away from the major shipping channels. Fine clay is the major soil type of the Red River Basin and is readily washed from farm fields into the Red River and Lake Winnipeg.

The use of dredging to keep river channels open dates back to the 1870s. The early dredging systems involved a scoop system where the mud was scooped up and placed in a barge and then dumped out of the bottom of the barge at the side of the river.



In more recent years, dredges involved a more modern suction system where a snorkel like tube with cutting bits on the end would dig into the river bottom and then with water, pump the sediment through a long pipe to the edge of the river bank.

Dredges were stationed at the mouth of Lake Winnipeg, at the St. Andrews Lock & Dam and at strategic locations in the North Red River region where silting was a major issue. In the 1990's dredging was discontinued by the Federal government due to the \$500,000 annual cost and the minimal use of the river system for commercial shipping.



New technology using a machine called an Amphibex is used annually to break up ice in the spring to prevent ice jams at Selkirk, but also have the capacity to use a snorkel and pump system to remove sediment. This system may have merits in the future.

Some examples of the dredging equipment is on display at the Selkirk Marine Museum.



Marine Museum of Manitoba

490 Eveline Street, Selkirk MB

GPS: N 50.147035 W 96.865852

Selkirk is a large inland port and visiting this museum is an excellent way to discover the fascinating history of navigation on Lake Winnipeg. Opened in May of 1974, six vessels, which once braved the storms on the largest lake on the prairies, are waiting to take you on a voyage to the past.



The Marine Museum of Manitoba was established in 1972 to bring ships, relics and other marine items that pertain to shipping, to this museum to depict the story of the development and operation of the transportation available on Lake Winnipeg and the Red River. The era that the museum covers begins in 1850 and continues to the current day.

Housed in its exciting and interesting collection, the museum has the former steamship the SS Keenora that was the first ship acquired by the museum that had been abandoned in the Selkirk Slough in 1966 and salvaged by the museum in 1972. It was moved in the summer of 1973, from the waters of the Red River onto the Selkirk dry-dock (marine railway), then dragged on its keel, across the grass to its current location by the Selkirk park's entrance. There are six ships that have been rescued from the "Lake". Many "hands on" artifacts are available in this museum which is open from May to September. Exhibits in the Museum are very interactive and are updated regularly.

- S.S. Keenora (1897) - oldest preserved steamboat in MB
- CGS Bradbury (1915) - patrol vessel/ice breaker owned by the Federal government
- M/S Chickama II (1942) - connection vessel operating between Norway House and Warren Landing
- M/S Lady Canadian (1944) - vessel for fishing and hydrographic mapping
- Peguis II (1955) - a tug used in the dredging efforts on the lake
- Joe Simpson (1963) - a barge/tug used to haul freight



Selkirk Sloughs

There are two sloughs or “dead-end creeks” on the Red River at Selkirk. These have made it possible for safe winter storage for large boats. Any boat or dock that is left on the river over winter is quickly broken to bits in the spring break up (by the up to one metre thick ice) that develops on the river. The ice pile up against the shore as it starts to move towards the Lake smashing everything in its path.



The west slough located next to the Stuart House, has seen over 100 large craft including freighters and fishing vessels frozen safely in the ice over winter. In the spring, the ice melts away with minimal or no damage to the ships.

The east slough which is the smaller of the two was the winter storage for the first steamship on the Red River, the Anson Northrup. This slough also became the location for a major HBC warehouses shipping goods up the Lake and across the Grand Rapids tramway (1877) into the North Saskatchewan River system.

There was a special rail spur line built to bring freight off the main CPR line at East Selkirk to the warehouses. In addition, several lumber mills and fish processing facilities also operated from this location. The shipping location was called Colville landing and still exists today.

Cooks Creek – located on the east side of the rivers was also safe winter storage. The original name of this creek was Joe Cook’s Creek according to Samuel Taylor’s diary of 1862. This creek has its origin in RM of Springfield and winds its way up to the Red River at St. Peter’s church. It is only navigable for light water craft and now used primarily by kayakers.

In the 1860s, the HBC used the creek for winter storage of their vessels including the steamships Anson Northrup and the SS Colville. The SS Colville hauled freight up the Lake to Grand Rapids which was then moved on the Grand Rapids tramway into the Saskatchewan River system. One winter, the SS Anson Northrup, the 1st steam boat on the Red River, froze to the bottom of Cooks creek and was sunk in the spring melt.



St. Peter's Dynevor Rectory

1147 Breezy Point Road, Clandeboye, MB
GPS: N 50.181957 W 96.845704

This stone house was constructed between 1862 and 1865 by Reverend Alfred Cowley. The Reverend was the Secretary of the Church Missionary Society (CMS). After his death, his widow lived on in the house for many years, until the CMS sold it to the Dominion Government to be used as a hospital for native patients. It later became a sanatorium in which patients suffering from tuberculosis were treated. It was also a training hospital for nurses.



In the early 1960's, it became the site for the St. John's Cathedral Boys' School which was founded by Ted Byfield and Frank Wiens and operated until the early 1980's. It was also used by the Behavior Health Foundation as a Native Healing Centre. The house has been designated as a historical building but its restoration has not been initiated.

Clandeboye Community

Clandeboye is named after the Irish estate of Lord Dufferin, a former Governor General of Canada. The Village of Clandeboye had its start in 1890 by Alexander McBain, a resident who lived in a log house on the site of the future village and later became the postmaster. He sold the C.P.R. four acres for \$1.00 for the purpose of building a station house, a residence for the section foreman, plus tool sheds.



Every week he drove to another post office by sled or buggy to pick up the local mail which had been brought out from Selkirk by wagon or carriage. When the railway went through in 1902, mail came by train to the Clandeboye Post Office twice a week. The McBains handled the mail in their own private living quarters and gave almost 24 hour service. They had the first telephone in the district that served the community.

The first general store in Clandeboye was owned and operated by the Gaboury family. They also sold fresh meat but in order to sell fresh meat, they had to put up ice in the winter, packed in sawdust which functioned as their refrigeration. The train had to be met daily, as all their supplies came by C.P.R.

The first school in the village was built in the late 1878, a one-room frame building with one teacher to teach eight grades and about forty pupils. That building was replaced in 1916 with the erection of the stone school with more space. The students took high school at home. In 1970 the present school was erected and is part of the Lord Selkirk School Division.

The first community hall was in the basement of the stone school in what was meant to be a "play room" for the school children. A group, namely "The Dramatic Society", sponsored dances, concerts, etc., to pay for the floor that was laid in the playroom to be used as a community hall. The present community hall was built in 1937. Since then it has been added to and now boasts a fully modern building.

Winter sports such as skating, hockey and curling have always been popular sports and many exciting games of hockey and curling were played in Clandeboye over the years.



St. George's Wakefield, just north of Clandeboye

The little Church at the Crossroads was built in 1901 by the Presbyterians. In 1925 it became a United Church. It has served as an inspiration to the living and a memorial to those who have been laid to rest in the cemetery. The village is also where the RM of St Andrews has its Council Chambers and maintenance yard.

Petersfield Community

The community of Petersfield, located on the edge of Netley Creek was originally called St. Louis after its founder, Gadeau Xavier Saint Louis. He settled in the area in 1905. He thought the creek would be a suitable site for a summer camp and resort. Saint Louis died in 1909, a victim of diabetes.

The C.P.R. track ran through the community in 1907 and a town site was drafted with lots ready to be sold. The name of the village was renamed over the years to: St. Louis Gilbert, then Sorrel and finally Petersfield.

Perhaps the most notable aspect of the community is that it is located on Netley creek which was once called the "River of Death". There was a band of Salteaux who had an encampment where the Netley Creek meets the Red River. Unfortunately the entire band succumbed to small pox about 20 years before the Selkirk Settlers arrived.



When Chief Peguis arrived in 1791, (after being driven out of Minnesota by the Sioux) wanted to settle in the area of Netley Creek. The other bands in the area believed that a witch had put a curse on them and tried convince Chief Peguis not to settle in that area. However that would have meant returning to their previous land in Minnesota. After having a Pow Wow, they decided to stay.

St. Peter's Dynevor Bridge

St. Peter's Rectory is the last heritage site featured in this booklet on the west side of the Red River. It is at this point that we take the tour over to the east side. And the best place for that crossing is a little bit north – over the so-called "Bridge to Nowhere."

This majestic span, rising 25 metres over the Red River, was completed in 1987, and early on was criticized as an unnecessary infrastructure project – hence its unfortunate nickname.

At the same time, it is interesting to note that many North American bridges have this epithet and at least this bridge actually functions as an excellent way to get from one side of the river to the other. It has also come to be a notable site for views to the river and surrounding countryside. As noted on some websites: "As you ride over this bridge you will see nothing but sky until you make it to the top."



From the Great Canadian Bridges website: "North of Selkirk, Manitoba, there's this random bridge that's just MASSIVELY out of proportion to the surrounding area. It's almost enough to cross from Halifax to Dartmouth, and it's just a bridge over a river in the middle of nowhere. But it's HUGE AND COOL. And you get up on it, stop, and take a few pictures... gorgeous."

This bridge was well planned by the engineers and placed in an excellent location as it connected the Indigenous communities from the northeast portion of Manitoba to the Selkirk district trading area and also to Winnipeg and points west.

EAST SIDE OF THE RED

St. Peters Dynevor Anglican Church

River Lot 212, 8 Stone Church Road, Oakbank, MB
GPS: N 50.182621 W 96.839397

This church, located at the mouth of Cooks Creek, was designed and built between 1853 and 1854 by stonemason Duncan McRae under the personal direction of Archdeacon William Cockran. The foundation stone was laid on 23 May 1853 by Bishop David Anderson, who gave the church its name. It replaced an earlier one built in 1836 a little to the south of the new site.



Reverend Cochran chose this beautiful site to build his mission among the Cree and Salteaux people. The stone church was built in 1854 and around it grew a settlement of nearly 500 aboriginal people.

Many of the granite stone boulders came from the fields surrounding the church. These were likely carted by ox and wagon to the site. The other stones in the walls are limestone and it is thought that these would have been quarried from the nearby Red River. Along the banks of the Red River in the cuttings made by streams, beds of limestone are exposed. One of the most notable of these exposures was the quarry at East Selkirk. Near Lower Fort Garry there were also extensive limestone deposits where the limestone was burnt and shipped as lime to Winnipeg.

Toward the upper end of St. Andrew's parish another rock locality may be noted. The limestones along the river are often buff colored as they contain magnesia belonging to the Dolomitic series. It is believed that Duncan McRae began to dress the stone in 1852 and construction began in the following year, with the work being done by the parishioners.

Cockran was replaced by Archdeacon Cowley and it was under Crowley's direction that the building was completed. Duncan McRae, the master stone mason who oversaw construction of the church, likely finished these stones himself, or with one of his trained Aboriginal assistants – this was tricky work and required great knowledge of stone splitting.

The final dimensions of the building measured 70 feet long by 40 feet wide. The church served the Aboriginal settlement of the same name established here in 1834, the first attempt at an Aboriginal agricultural community in Western Canada. They were very successful in their farming production and even had a wind powered grist mill constructed. It was the home church for Chief Peguis, friend and benefactor to the Selkirk Settlers.



Photo Credit: George Penner

Over the years some repairs were made to the building but by 1999, the church was in a sad state of repair. A volunteer group; Peguis Park Inc. had the passion and the foresight to develop a fund raising program and were able to raise sufficient funds for the renovations' required. During the restoration of the church in 2002-2003, archaeological work in the ground below the floorboards revealed aboriginal artifacts dating back many centuries. This is where the first church to serve the Aboriginal people was built in 1836. It was the center of the settlement, with a school and homes nearby.

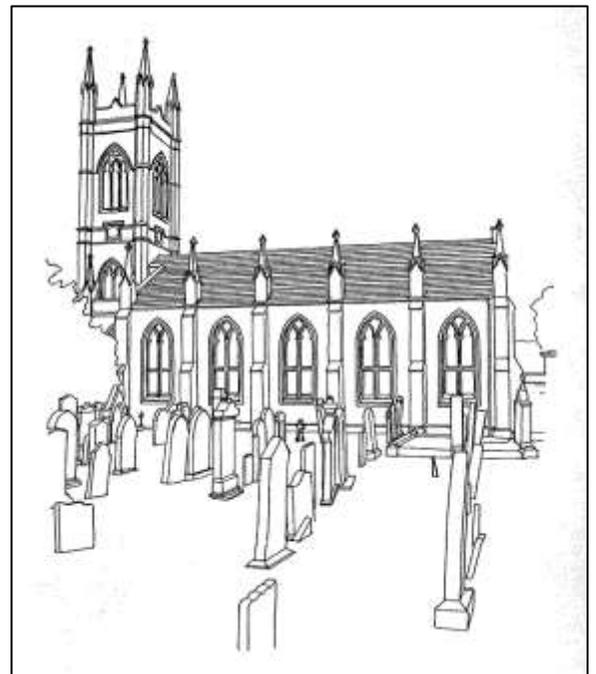
This is also the area of the original St. Peter's Reserve and although a number of the people moved to the Peguis Reserve near Fisher Branch in 1910, other families remained. Many of the people from the current Peguis Reserve still maintain close ties with St. Peter's Church.

The church's activities decreased after 1908 when the reserve was dissolved. Today, it is used only in the summer. The congregation is very small but the dedication of the parishioners and local volunteers has been able to maintain the building and promote the heritage of this treasure to all visitors.

Architecture - St. Peter's was designed according to the precepts of the Gothic Revival style. That style was ubiquitous for the churches of the Protestant faiths – Anglicans, Presbyterians, Methodists, Baptists, a sort of shorthand cultural attachment to Britain and its institutions. The Parliament Building in Ottawa is a Gothic Revival building.

Gothic Revival was one of the most enduring and influential architectural movements of the 19th century. It was based upon a revival of medieval architecture, especially that of England and France, it passed through successive phases and influenced most building types. Coming to Canada from Great Britain in the early 19th century, in its earliest phase it was largely a picturesque style with applied delicate ornament.

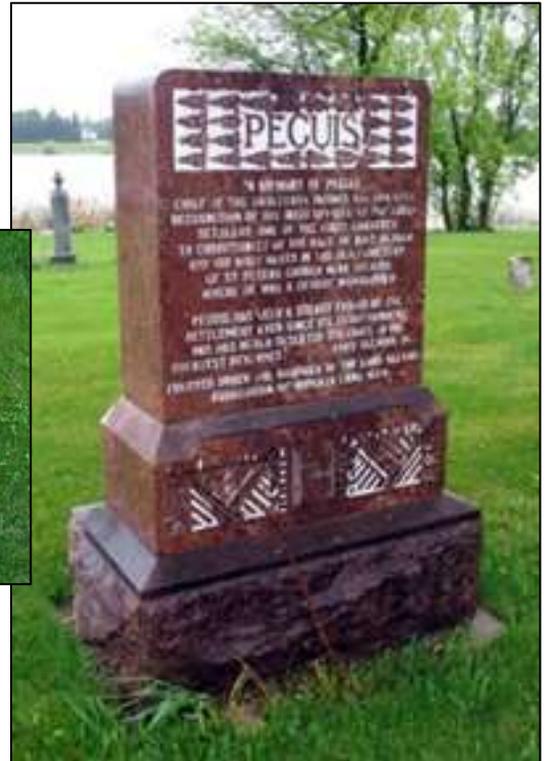
The style is characterized by the pointed arch, which can be in a number of forms, as well as buttresses, spires, pinnacles and carved ornaments. It often has a complex arrangement of steeply pitched roofs highlighted with intricate detail. Features such as mouldings, tracery and carved ornament are heavy and sometimes purposely coarse.



This rendering clearly shows key features of the Gothic Revival style: the pointed-arched windows, the buttresses (with pinnacles) supporting the walls, and the spires extending above the tall main entrance tower.

Monuments - The church grounds host two provincial heritage plaques and a large red granite marker honoring Chief Peguis. The plaques, which are set in the ground just outside the main church doors on either side, honour Chief Peguis as a person of provincial significance and note the church as a Provincial Heritage Site.

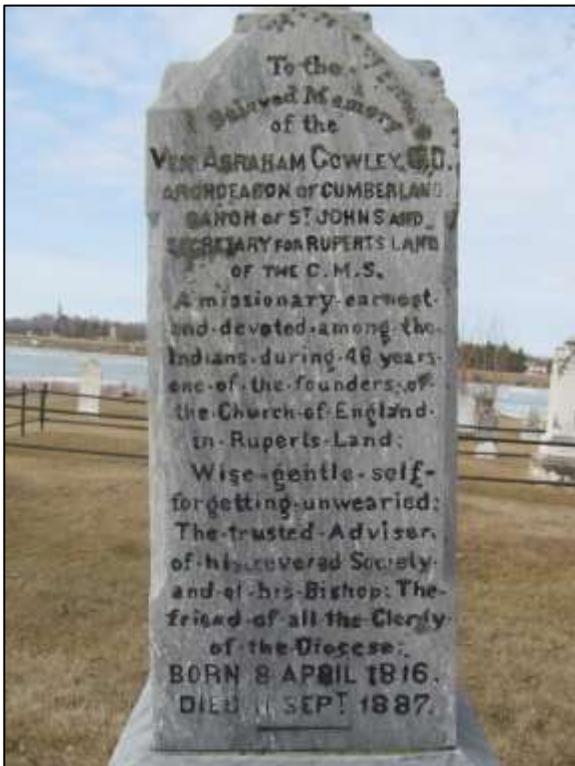
Provincial Heritage Site marker noting the church as a Provincial Heritage Site.



Cemetery - The grounds of St. Peter's Dynevor hold an important cemetery. It is known that Chief Peguis is buried here, although the exact burial spot is not known. The cemetery is full of important and interesting grave markers, and it is certainly worth spending some time exploring the gravestone designs and the texts that describe these many individuals. See the Gravemarker Symbolism guide for more detail.

Some important markers to note are for are:

- Archdeacon Abraham Cowley (St. Peter's clergy 1857-66)
- Local boatmen who served in the 1885 Nile River Expedition that sought to rescue British troops trapped at Khartoum



Chief Peguis

Chief Peguis was a Salteaux leader, born near Sault Ste. Marie, Ontario ca. 1774, and passed away at Red River, in September 1864, at 90 years old. He had come to this area as part of a larger migration of Aboriginal peoples from the Great Lakes region and areas even further west, as they responded to ongoing incursions of European exploration, fur trade and settlement in the early 1800s.

A prominent leader of his own people, Chief Peguis became famous for his role in aiding the Selkirk Settlers, the first European agricultural settlers to Western Canada. Upon their arrival at Red River in 1812, he defended them, showed them how to subsist from the country and later assisted the survivors after the Battle of Seven Oaks, in which at least 21 of the settlers were killed by Metis rivals.

Chief Peguis signed the Selkirk Treaty in 1817, the first such agreement to be signed in the region. Peguis declared on the Treaty that he, and his Band, would take possession of the land from Sugar Point (Selkirk) north to Lake Winnipeg. Peguis and his wife were baptized by Anglican missionaries in 1840 and took the names William and Victoria King, their children adopting the name of Prince. Although, he remained friendly with European settlers and fur traders, Chief Peguis later became disillusioned because of trespassing on his reserve and violations of his 1817 treaty with Lord Selkirk.



Presumed images of Chief Peguis in 1924

St. Peter's Reserve

The Dominion of Canada entered into treaties with the Aboriginal peoples throughout the 19th century, making specific promises of land for every family. The people at Peguis/St. Peter's, via their new chief, Mis-koo-kenew (Red Eagle), one of Peguis's sons, signed Treaty 1 on August 3rd 1871.

The reserve contained a large portion of prime agricultural land. While Peguis and his people were traditionally trappers, hunters/gathers and practiced their own spiritual beliefs and customs, some members of the Band become farmers cultivating their land and producing rich and prosperous crops.



Aboriginal farmer with his team of oxen

From 1833 to the mid-1880s, a remarkable community was developed on the banks of the Red River just north of St. Peter's Church in St. Clements. Known at the time as the Indian Settlement, or the Indian Village, this very first Aboriginal agricultural settlement in what would become Manitoba was undertaken by a band of Saulteaux and Cree peoples under the leadership of Chief Peguis.

Over the course of 50 years these pioneering Aboriginal people broke the land, planted crops and sold their surpluses. They built a school and with help from Anglican missionaries educated their children.

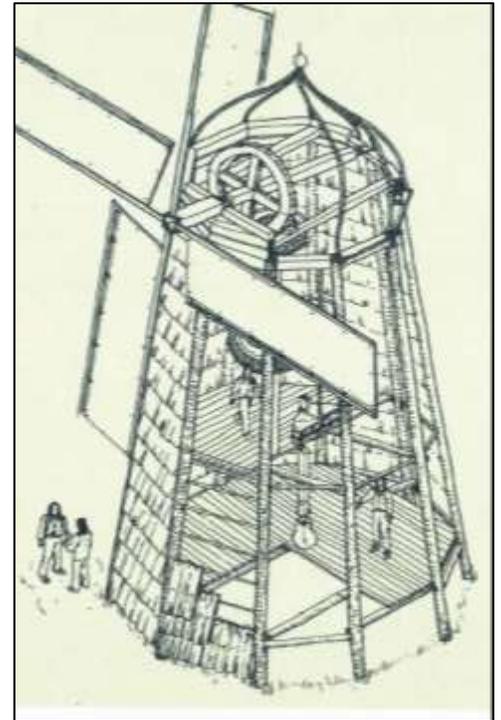
They constructed sturdy log houses, erected first a log and then a fine stone church and put up two grist mills to grind their grain for flour production. At the community's height, in the 1850s and 60s, there were approximately 87 families comprising the village, totaling about 500 people.

The mill built at the Indian Settlement in 1835 was the tallest in the Red River settlement and the only one at Red River whose precise dimensions are known. The pillar of the mill was 21 and half feet in diameter at its base, while its height from the foundations to the top of the dome was 37 feet. The mill stones were three feet six and a half inches in diameter and the sails, each of which contained 76 yards of canvas, were 17 feet six inches long and six feet wide.

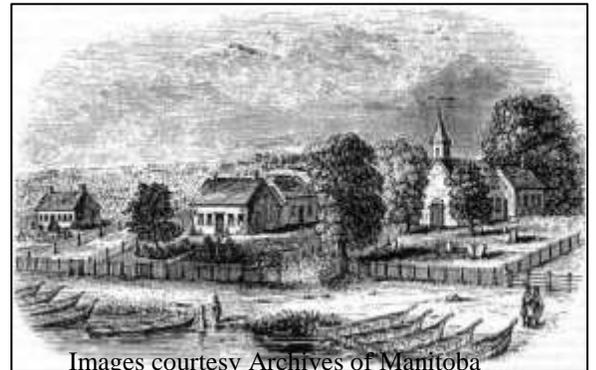
In 1885, Indian Agent Alexander Muckle had said this about the people of St. Peter's: "They compare favourably with European settlements along the Red and Assiniboine in their agricultural pursuits, implements, housing and clothing and are more prosperous and made more money in a year than thousands of people in the older provinces.

Unfortunately, this success was short lived. Attitudes toward St. Peter's from Anglo government officials were changing. The Indian Commissioner at the time made it difficult for St. Peter's farmers to sell their grain or acquire farming equipment. There were land claim disputes between the people of St. Peter's and local non-reserve residents.

In 1906 the Chief Justice of the Manitoba Court of Appeal was appointed to look into the land claims and report on the advisability of land surrender. He favoured the removal of the people from the reserve. Through a series of discussions between the government and the people of St. Peter's that were not always genuine or valid, the people surrendered their land and were moved to the west side of Lake Winnipeg near the community of Fisher Branch. Today this reserve is called Peguis Reserve/Peguis First Nation. The government dissolved St. Peter's as a reserve in 1908. Peguis's descendants on the Peguis First Nation Reserve continued to challenge the legitimacy of their removal from the original St. Peter's Reserve, and in 2009 the band was awarded \$126 million in compensation.



St. Peter's Flour Mill 1835; sketch by David Butterfield



Images courtesy Archives of Manitoba

Libau

Libau was settled in the later part of the nineteenth century by Latvian and German settlers. Many of those immigrants boarded vessels in the ice-free harbour Liepaja (in German pronounced Libau), a seaport city on the shores of the Baltic Sea in West Latvia. During the late 1800's, Liepaja was one of the largest emigration harbors with direct connection to Canada and United States. Immigrants disembarked the ships after the long trans-Atlantic voyage and boarded trains in eastern Canadian ports. Many headed west to the Prairies. Thousands landed in Winnipeg then continued their journey north to the immigration building at East Selkirk.

Once in East Selkirk, immigrants applied for land through the Homestead Act. The act had been passed in 1872 to encourage settlers to take up lands in the West. Local government surveyed and divided the land into townships of 36 square miles. Each square mile equaled one section or 640 acres. Each section was divided into quarter sections of 160 acres each. Anyone over the age of 21 (normally the head of the family) was encouraged to apply for a quarter section of land.

Once the claim was accepted, a fee of \$10.00 was paid and the family set out to find their numbered stake. Homesteaders were required to live on their land for three years before receiving full title to their homestead and to cultivate at least 30 acres. After that they could apply for additional land.

Hundreds of families applied for homestead land north and northeast of East Selkirk. As earlier pioneers had done, they struggled to begin new lives in the harsh climate. They found comfort in each other and their religion. They built churches that are still important features in East Selkirk, Narol, Gonnor, and Libau.



Landmark Grain Elevator in Libau, Highway 59

The old grain elevator in Libau may be the most viewed elevator in Manitoba, close as it is to a major highway. This Scottish Co-op Elevator 1957 removed shortly after- now only one elevator remains in this community. The grain elevator is one of a dwindling number of historic "prairie sentinels" that once dotted the landscape and towered in towns and cities in long lines along the major rail tracks.



The Domke Blacksmith Shop, is one of the last remaining older buildings in the village

Road 90 North Tour - A stretch of country road west of Highway 59, just south of the single-land stretch of that highway through Brokenhead First Nation, offers a concentration of historic buildings, recalling the pioneer experience in St. Clements.

First on the tour is St. John the Baptist Ukrainian Catholic Church, just a mile off the highway. Set on the southwest corner of an intersection, this site is an exceptional example of Bukovynian church architecture (1927) with its compact size and rounded altar end; note also the tell-tale “banya” dome, a sure sign of a Ukrainian church. The site also boasts the original freestanding bell tower and parish hall.



A short distance west brings you to an old one-room school – Sheffield. Built in 1919 and now closed, the school is an excellent example of its type and one of just a few such buildings still standing in the province to recall the kind of modest educational appointments that defined early pioneer life.

At the end of Road 90N - turn south on Road 32, then east to find St. James Anglican Church (1910 – an excellent example of Gothic Revival style as a small project).



Head further south to Road 88 North, and taking a turn east will bring you to the Ukrainian Orthodox Church of the Holy Trinity, another good example of a small rural church. Highway 59 is just a few metres to the east.

Old Provincial Boundary

Today most Canadians can easily identify the size and shape of the Province of Manitoba. However, when the province was first created it was only 1/18th of its current size. In 1869 Rupert's Land, which consisted of all lands draining into Hudson Bay, was purchased by Canada. The Red River settlement, which had a population of about 12,000 people, were outraged that they were not considered or included in these negotiations. Their elected leader, Louis Riel, established his own provisional government as part of The Red River Rebellion. A dramatic and heated argument ensued and eventual negotiations between the provisional government and the Canadian government resulted in the creation of the Province of Manitoba.



Louis Riel's Provisional Government - Thomas Bunn in back row - Parish of St. Clements
Thomas Bunn - local representative on Louis Riel's government and Secretary of State who negotiated with Canada for the entry of Manitoba into the confederation

On July 15, 1870, Manitoba officially entered confederation as a Canadian province. It measured 130 miles from east to west and 110 miles from north to south. The total area included 13,928 square miles. When viewed on a map of Canada the area looked no larger than a postage stamp. Due to its size, its nickname became the "Postage Stamp" province.

In 1881 and 1912, the Provincial boundary was extended to roughly form its current shape. It was not until 1955 that the boundary between Ontario and Manitoba was finalized. It took 74 years and 43 Dominion-Provincial Acts and Orders-in-Council to settle the final Manitoba provincial boundary.

There is a geo cache currently located at the original Northeast corner of the original "Postage Stamp" province. There are two locations in the R.M. of St. Clements that connect to this interesting aspect of our history.

One is experienced when driving or cycling north along Highway 59, about a kilometer (half mile) south of the turn-off to Grand Beach. This spot is noted as Road 102 and also includes to the east a sign directed to the Hilltop Resort. Looking to the west, where Road 102 cuts dramatically in a clean straight line through the landscape and right to the lake edge, one can easily appreciate the cartographer's boundary placement.

While this is the best place to consider this first boundary, the actual original boundary was a few metres further south. As noted in the first article of the Manitoba Act, the northern boundary of the new province was to be fifty degrees and thirty minutes north latitude. For those who really want to stand at that spot, it would be just past the big provincial highway sign for Grand Beach/Victoria Beach or GPS reading, 50.49913.

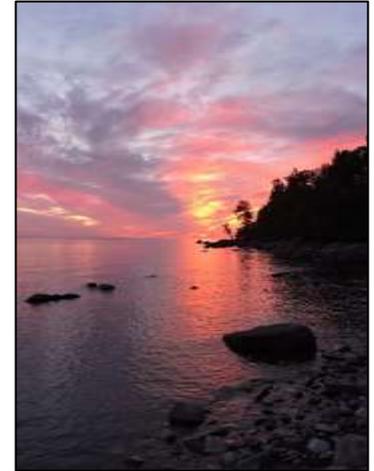
The other location for historic boundary lovers is a geocache at the site of a Provincial Heritage Site Marker, where a RM of St. Clements geocache is currently located to honour the northeast corner of the original "Postage Stamp" province.



Grand Marais

The seventeenth century French explorer Pierre Gaultier de Varennes de la Vérendrye referred to the area as Grand Marais, meaning “Big Marsh.” Towards the late 19th century, Grand Marais existed as a fishery used by the Swampy Cree and the Metis of the Upper and Lower Settlements.

Several retired Hudson’s Bay Company men journeyed to the area with their Native wives and children and built homes. These Metis people fished, trapped and farmed to survive. The fishing community of Grand Marais was permanently settled and formally established as one of Manitoba’s first Metis communities.



After a large influx of immigration to Manitoba in the later part of the nineteenth century, several Polish, Ukrainian and Russian families followed the gravel ridge from East Selkirk to the beach areas and built homes as well. The Metis people were the only settlers of this area until in 1914. The Canadian Northern Railway bought 150 acres of homestead land. They planned to use the land to build a campground, and built a rail line that went from Grand Marais to Winnipeg. The CNR set up a resort along the “Grand” Beach, giving Grand Beach its name.

Fisherman’s Pier - Commercial fishing became one of the main economic resources for Grand Marais. The Historic Fisherman’s Pier was central for this fishing industry. It was constructed in 1930 by Nelson River Construction and funded by the federal government. The wooden piles were installed in such a manner as to deflect the ice and strong wave action to help minimize damage to the Pier; this was achieved by slanting the siding of the Pier.



For many years local fishermen caught an abundance of pickerel, pike, catfish, sturgeon and gold eye. Even with its unique engineering, the dam could not withstand the sheer power of Lake Winnipeg. The remnants of the Pier are located at the current corner of Lakeview Avenue and Grand Marais Boulevard. A few planks and a small stone peninsula are all that remain of this historic structure. A staircase has been constructed to provide access to the former pier



Grand Marais Buildings - Grand Marais has a number of older buildings that the community has honoured with handsome heritage signs. The most important building is St. Jude's Anglican Church, located on the corner of Sunset Avenue and Grey Avenue. The first landowners of Grand Marais, Gilbert and Harriet Denett, are buried in the churchyard. The church was constructed in 1896 from hand-sawn black poplar logs. Five men built the church with their own volunteer labour.



Jim Raven from Scanterbury made the first hand-sawn pews, holy table and shelf. He successfully completed the woodworking tasks with only one arm. The bell within the tower was salvaged from the first fire hall in Winnipeg.

Canon George Smith of St. Peter's helped raise the money to buy the first organ in 1914 by holding basket and pie socials. In 1931, a chancel sanctuary and two vestry rooms were added. The Easter service on April 6, 1957 had a congregation of 112 people and the collection totaled \$25.26. The congregation moved to the new St. Jude's Church in 1963.

Other notable buildings in Grand Marais are old cabins and cottages and blue signs mark their locations. Visitors should check out the East Beaches Heritage Wing, which has information on all of these special sites. Walking/cycling tour guides have been developed for you to explore these hidden heritage treasures

East Beaches Heritage Wing - Located in the new Community Central Building, the museum displays in the East Beaches Heritage Wing are a must-see for visitors to this area. Opened in 2015, the site has already garnered awards, with the exhibit Putting Food on the Table receiving an Honourable Mention under Interpretation Canada's Awards of Excellence and the 2016 Award of Excellence from the Association of Manitoba Museums.



Grand Beach

In the summer, visitors from Winnipeg poured into the community via a “Moonlight Special” train which left to enjoy the beautiful sand beaches and other entertainment facilities such as the dance pavilion and carousel. They built a large Dance Pavilion along the shore; some say the building was the largest in the commonwealth. Dancing went on every night with trains transporting people from Winnipeg to the resort. Round trip “Moonlight Specials” were offered for 50 cents.



Admission to the Pavilion was free but in the Twenties “Jitney” (a nickel a dance) began and in the 1930s three dances could be had for a dime. The Pavilion became the central meeting place for families, couples and the resort community. One of the most well-known picnics at Grand Beach was the Caterer’s Picnic.

Winnipeg grocers would shut down all day Wednesday and as many as 10,000 people would flock to the beach in trains that left the city every half hour. The beach landscape grew to include a long boardwalk with concession stands selling hotdogs, ginger beer, and bathing suits.



An adult size carousel gave flights of imagination to all who dared to whirl in its endless circle. On Labour Day 1950 the Dance Pavilion burned to the ground ending an exciting chapter of the community’s history. Road traffic also became the preferred mode of transportation and in 1963 the rails were torn up. As the province developed better roads to other lakeside areas, fewer people used the train to Grand Beach.



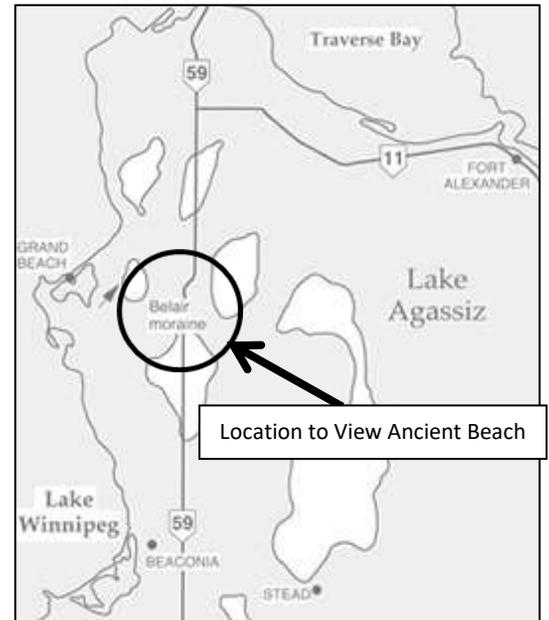
In 1961, the Manitoba Provincial Government bought Grand Beach for \$225,000 and established the resort as a Provincial Park. Grand Beach now ranks number three among the top ten North American Beaches and has many visitors each summer.

Grand Beach’s West Beach was given the Blue Flag designation which is an eco-label given for sustainable development. Weekends in July and August attract as many as 15,000 visitors per day. Today, the park draws thousands of outdoor enthusiasts for swimming camping, hiking and cross-country ski trails. The new East Beaches Heritage Wing offers the panorama of Grand Beach history in fascinating interactive displays.

Ancient Beach - Located along Lake Winnipeg, Grand Beach Provincial Park contains some of the most beautiful sandy beaches in North America. However, unknown too many, this area was once home to an ancient beach that ran along Glacial Lake Agassiz.

Lake Agassiz at its greatest extent covered 440,000 square kilometers - larger than any currently existing lake in the world, including the Caspian Sea. About 9,000 years ago the water level of the lake dropped enough to reveal the top of the Belair Moraine, a hill-shaped landform deposited here by glacial activity more than 14,000 years ago.

As the lake's level lowered over a period of several thousand years, its powerful waves eroded the shoreline of the moraine island. As sand and silt were eroded, large granite boulders brought by glaciers from the Precambrian Shield along east Lake Winnipeg were exposed. The sand and silt eventually settled forming the famous Grand Beach. Although there is no longer any sand on the surface of this ancient beach, you can still find the sand of the Belair Moraine beneath the pine needles and thin layer of soil.



Approximately 8,000 years ago, the Lake had all but disappeared. The only remnant of Lake Agassiz includes Lake Winnipeg, which is currently the World's 12th largest freshwater lake (the 6th largest in Canada).

Beaconia

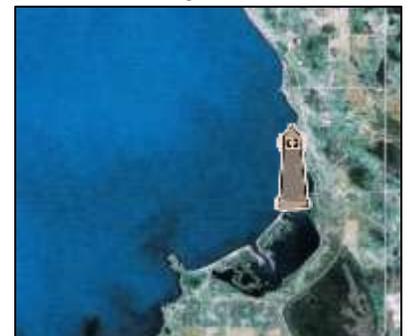
This beach community was established by H. August Larson, otherwise known as "The Little Dane," who arrived in Beaconia sometime before 1910. In summer he always rode an ox and in winter travelled on the ice with a sail attached to *his* sleigh. He used to ride his ox down to Balsam Bay to get his mail. They say he was quite a comical sight, for as he rode along he would be reading the newspaper.



With the idea of hauling wood to Selkirk, Mr. Larson decided to build a barge. When the barge was finished he launched it by himself with the aid of a winch and his ox. To guide his barge at night he built a beacon; it was this beacon that gave Beaconia its name.

Because Mr. Larson was different, there were people who said he was insane. After numerous complaints were made, the sheriff was forced to take him to the mental hospital in Selkirk. Upon delivering Mr. Larson to Selkirk, Mr. Anderson, who was the constable at that time, told the sheriff, "That man is as sane as you are."

Mr. Larson was committed to the mental hospital but escaped two or three days later. The authorities searched for him but he was never found. A few months later, in Nov. 1913, Mr. Anderson received a letter from Mr. Larson. He was living in Minnesota. Another letter followed; "The Little Dane" had gone back to Denmark and was never heard from again.



Brokenhead Wetland Trail

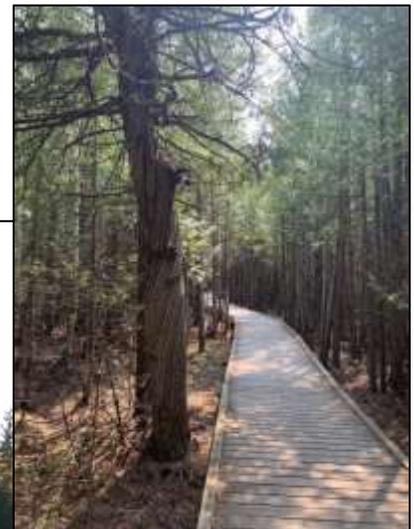
Developed by Debwendon Inc., the Brokenhead Wetland Interpretive Trail is a sacred area that has been used by the local Ojibway for over 300 years to sustain them and for sacred ceremonies (*Debwenden* means trust in Ojibway).

Recently the area has been developed as an interpretive trail, with raised boardwalks that bring visitors up close with amazing plants and trees. As you go along the trail, listen to the birds and smell the cedar. Watch for rare plants such as wild orchids, insect-eating plants and mushrooms.



This wetland is a sacred. Therefore, the theme of the trail was designed to highlight the significance of the historic cultural connection between the Brokenhead Ojibway Nation (BON) and the Brokenhead Wetland. The Brokenhead Wetland Ecological Reserve, 1240 hectares in size, is unique in that it contains a rich, calcareous fen and calcareous springs within a white cedar forest community that feed the fen.

This wetland also contains a very high diversity of plant species including 23 provincially rare and uncommon plants. The habitats include relatively dry black spruce stands and Sphagnum patches, wet swamp, forested fingers, spring-fed forest stands composed of eastern white cedar, black spruce, tamarack, saturated spring-fed channels, as well as fens, strings, and flarks dominated by a variety of graminoid species. The ecological and floristic diversity of the complex may make it unique in Manitoba.

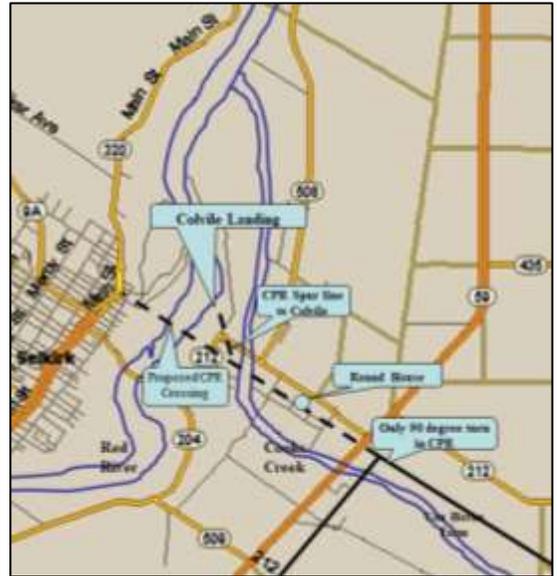


East Selkirk

The village of East Selkirk has a fascinating part to play in the grand development of the Canadian Pacific Railway (CPR), that grand transcontinental railway that when completed in 1885 bound Canada together.

Sir Sanford Fleming, surveyor for the CPR, first chose Selkirk as the Red River crossing for the Canadian Pacific Railway. Unlike Winnipeg, this land did not routinely flood. And then in 1879 the Government of Canada built the East Selkirk Roundhouse in anticipation of the coming railway. With four brick wings and a basement, the building measured 90 feet wide by 180 feet long and reached as high as 30 feet in the roundabout area at the center. The project cost \$60 000.00.

In the early 1870s, land speculators anticipated the rise in land values at the railway “crossing” of the Red River and during this time the community of East Selkirk grew very quickly. Hotels, inns and stores shot up to serve railway workers and new settlers. As a result hundreds of wealthy business owners and land speculators flocked to the East Selkirk area. East Selkirk’s official government incorporation pamphlet stated that East Selkirk was “destined to be the Chicago of the North-West.” However, in April 1879, when Canada re-elected Sir John A. MacDonald’s Conservative government, the railroad crossing was changed to Winnipeg and the dreams of businesspeople in Selkirk and East Selkirk were suddenly dashed.



The decision was perhaps more due to the concern of American annexation and that a Trans-Canada Rail line closer to the USA border would be preferred rather than the northern route proposed by Fleming. Despite the devastating news, East Selkirk persisted and formally incorporated in 1883.

East Selkirk consisted of log homes, four hotels, five general stores, a wharf and warehouse, several stone quarries, brickyards and an empty rail engine round house. It had an estimated population of 400 people. For the next 20 years the Roundhouse went unused.

In the late fall of 1898 W. McCreary, Commissioner of Immigration in Winnipeg, decided to turn the roundhouse into an immigration shed. Renovations cost \$2,000 and the additions included a second floor for the children, cooking facilities and sanitary necessities. The Roundhouse could accommodate 1500-2000 immigrants. The East Selkirk Immigration shed officially became operational in 1899. The first wave of immigrants included 1700 Doukhobors and the second wave included 600 Galician (Ukrainians); thousands of immigrants arrived over the next few years. Eventually, 4,300 immigrants from Eastern Europe were housed there temporarily on their way west.

The immigration building was closed in 1906 but was subsequently used as a dance hall, recreation hall, school, church, a general meeting place and most famously as an indoor skating rink. In 1916, the building was demolished and much of the stone from the building was used to build the first two-stories of the Happy Thought School on old Henderson highway. You might say the whole town and surrounding countryside had taken on a new appearance, courtesy the federal gov't and the Canadian Pacific Railway.

In 1904, the town charter was revoked. Today, the village of East Selkirk is the education centre of the RM of St. Clements and is a "bedroom community" for those who work in Winnipeg, Selkirk and other areas of the Region.



St. Clements Municipal Office Building

1043 Kittson Road, East Selkirk
GPS: N 50.13219 W 96.82463

Like others of its type, the building has been the focus over the years of key debates and decisions that have affected every member of the municipality. At the same time, the building is also a very good example of Modern architecture.

It was built in 1967, when many small communities were looking to the most up-to-date architecture to express their hopes and ambitions. The St. Clements Municipal Office is a model example, with its boxy form, large glassed entrance and clear and emphatic use of Tyndall stone for decorative appeal.



St. Stanislaus Kostka (Polish) Catholic Church

702 Old Henderson Hwy, East Selkirk, MB
GPS: N 50.137132 W 96.835967

St. Stanislaus stands as the major local site of the Roman Catholic faith in the municipality. That connection stretches back to 1897, with the arrival in the area of the first Polish immigrants. These proud and deeply religious settlers only were able to build their first church, a log chapel, in 1912. The building was by 1937 far too small for the growing congregation and the present church was erected then enlarged in 1953. The building is a good example of Catholic architectural precepts, with its elegant towered façade and especially the use of round-arched doorways and window openings.



East Selkirk Ukrainian Catholic Church

703 Old Henderson Hwy, East Selkirk, MB

GPS: N 50.138212 W 96.833178

The architectural pinnacle of traditional Ukrainian ecclesiastical architecture was the so-called “cathedral-style” or Kievan church – with their grand size and impressive appointments. In Manitoba, that tradition was also often linked to the design skills of a renowned priest-architect, Father Philip Ruh (1883-1962). Father Ruh designed more than 40 churches across western Canada and the one example in St. Clements stands in East Selkirk. The church, from 1951, is typical of the Ruh style, with its cruciform plan, bold use of brick and stucco and majestic façade, here with two towers flanking the main doors, and reaching up even further via tall banya domes punctuated with large crosses.



Colville Landing

Near Ferry Road, East Selkirk

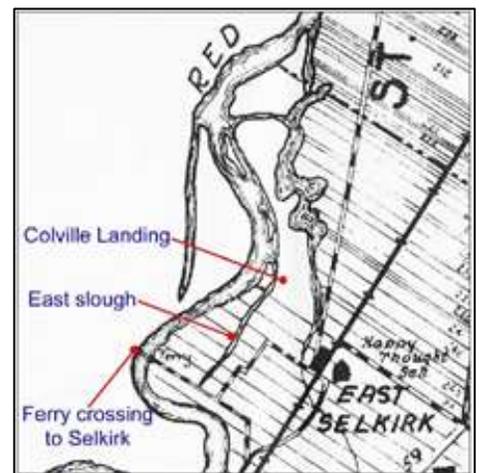
In 1878, when a railway connection was built to East Selkirk, the Hudson Bay Company (HBC) decided to develop the East Slough. Located on the east side of the river it was a safe winter harbor from spring ice break up and loading facility for the SS *Colville*. It was also an area used as a warehouse and trans-shipment point for goods destined for the Saskatchewan River.



The HBC decided to name the harbour after this great vessel. Originally, the Colville Landing was known as Colvile Landing (with one l), named after the SS *Colville*. The ship, in turn, had been named for two successful past administrators of the Company, Andrew Wedderburn Colvile (Deputy Governor of the HBC), and Eden Colvile (Governor of Rupert’s Land).

In 1880 a two-mile spur-line from the main line was constructed in a record-breaking 10 weeks and the following year the harbour of Colville Landing, with shipping wharf and warehouse began operations.

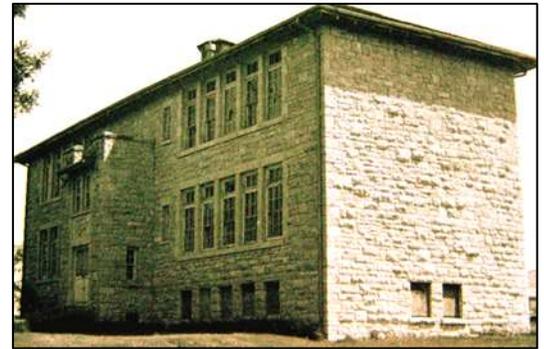
The *Manitoba Weekly Press* described a, “large and handsome store... one of the finest and largest in the Province outside of Winnipeg... fitted up in elaborate style.” There were also sawmills established there and storage area for wintering ships. However, prosperity was short-lived; in less than two decades, Colville Landing itself was obsolete. Several fires had taken a toll on the buildings, rail hubs had been established in Winnipeg and the commercial enterprises on the east side of the river were moved to the west side of the river. Today, there is only a dock at the landing but the area has silted up and impassible even to small craft due to the lack of dredging on the river.



Happy Thought School

659 Quarry Road, East Selkirk, MB
GPS: N 50.130957 W 96.825399

The Happy Thought School District was formed on April 7, 1908. Alexander Butler Rowley, auditor of St. Clements, provided Happy Thought School with its unique name. The community had disputed furiously over the location and collaboration of the local school district. Rowley stressed that education should be one of the happiest thoughts, as was the new building to educate our children. The dispute in the village had been long and bitter and should end on a “happy thought”.



The original East Selkirk schoolhouse was a wooden structure with four rooms. It had been used for more than 35 years - the last nine as Happy Thought School. At this time, students were from K – 12. In 1910 the school operated on a budget of only \$1,000.

The new, Tyndall stone building - a four-room two-story building was opened on Feb. 5, 1917 at the corner of Old Henderson Highway and Church Road. It was built with stone from the old East Selkirk Roundhouse. The school cost \$10,300 to construct.

In 1967, the present Happy Thought School was opened and a Tyndall stone marker that was previously over the door of the old school has been erected at the front of the new school with the details available for students to learn of their schools past.

Selkirk Generating Station

9527 W 0K2, Selkirk Bridge, Selkirk, MB
GPS: N 50.134580 W 96.851418

The Selkirk Generating Station is the second largest thermal-electric generating station in Manitoba. It is located on the east side of the Red River, adjacent to East Selkirk, about 40 km (24 miles) from Winnipeg and was constructed in 1957.

It has a thermal capacity of some 132,000 kilowatts while its gas turbines generate about 25,000 kilowatts for the Winnipeg power grid. Initially constructed to be powered by coal, at full capacity, the furnaces consumed 100 tons of coal per hour. In 2002 the plant underwent a \$30 million conversion from coal to natural gas reducing emissions by 46%. The 2 gas turbines have a capacity of 12,500 kw per unit.



The location was chosen for availability of adequate water supply from the Red River: 144,000 gallons of water per hour are pumped in for cooling and then discharged into Cooks Creek. The 2 wells drilled on the site are over 73 m or 240 feet deep and supply the necessary water for domestic and bearing cooling purposes as well for the boilers.

The plant has 7 transformers and its stack measures about 76 m in height or over 250 feet. On average, Manitoba Hydro generates approximately 95 per cent of its electricity from hydraulic resources. The remaining 5 per cent is provided by a combination of thermal resources and electricity imports. The Selkirk plant contributes to Manitoba Hydro's thermal resources.

Selkirk Generating Station is a valuable asset to Manitoba Hydro. The station is a clean, low-impact thermal station that can be relied upon to produce energy in times of constrained supplies from primary generation sources. Since converting from coal-fired operation to natural gas-fired operation, Selkirk is considered among the lowest emitting thermal power plants in Canada. (Manitoba Hydro, 2013)

Dow Corning Experimental Plant

In 1990, Dow Corning built a \$25 million experimental plant to produce silicon metal from the fine silica sand available from Black Island in Lake Winnipeg using Manitoba's low cost hydroelectric energy. Funding was from Dow Corning and the federal and provincial governments.

The plant employed 30 people and was operated **until 1993** when it was determined that the process was not economically feasible. The derelict plant now sits abandoned.



C.I.L. Road and Dynamite Plant

In 1929, Canadian Industries Limited (CIL) purchased 1200 acres of land near East Selkirk and constructed a high explosives plant named after Dr. Thomas Brainerd, a pioneer of power manufacturing. The Brainerd Works supplied dynamite to mining and forestry operations along Lake Winnipeg.

By 1934, seventeen buildings had been constructed and the plant employed 30 people with a monthly payroll of about \$2,000. Many safety features were incorporated such as the 80-ton sand-filled barricades erected around the buildings to direct any explosion straight up rather than side-ways. Employees caught ignoring safety rules were fired on the spot.



Workers were required to move slowly when handling ready-mixed explosives as any rapid movement could ignite the materials. Dynamite was shipped from the plant not only by truck and rail but also by water using barges that were loaded from shore at the end of the C.I.L. road.

The first high explosive was manufactured on December 1934: a 1,000 lb (453.59 kg) mixing of 40% Polar Forcite Gelatin. Disaster struck on August 29, 1945 at 2:30 pm, an explosion mushroomed into the air. Three men were killed instantly; their names were William Rokosh, Emil Malmstrom, and John Drobot. Timbers flew, sticking upright in the ground like arrows.

In later years, new techniques were used in manufacturing explosives and the plant was closed on Sept. 11, 1970 after more than 35 years of operations. Explosives were now being manufactured on the site of the mines.

Van Horne Farm

345 Old Henderson Hwy, East Selkirk, MB
GPS: N 50.127231 W 96.843263

Sir William Cornelius Van Horne is a legend in Canadian history. Under his leadership the Canadian Pacific Railway was constructed across Western Canada. After the completion of this railway, Van Horne directed his abilities to another pursuit.



In June 1899, Van Horne purchased 4,000 acres of land between East Selkirk and Tyndall directly east of PTH 59 at the end of Colville Road for a large experimental farm. On Tuesday June 20, 1899, the Winnipeg Free Press stated, "It is to be noted that the work involved will be of great expenditure. He is doing it for no personal gain – but solely in the interests of the country – whose welfare he has deeply at heart". The farm was instrumental in teaching new and innovative agricultural techniques to settlers by offering educational training seminars on site.



It also provided agrarian education to students from the Agricultural College in Winnipeg as well as being a source of excellent breeding stock for local farms. The farm included a spacious family home, state-of-the-art horse and cattle barns, chicken coops, sheep pens and a piggery. The main livestock raised included Clydesdale horses, Shorthorn and Dutch Belted cattle, and pedigree hogs.



According to Bill Ranger, a local resident who worked on the farm, “they cropped 4000 acres; ran 2000 sheep; had 60 horses for land work; 30 Holstein cows for milking and over the winter they fed an extra 100 cows for spring sale”.

Cups, trophies and hundreds of ribbons were awarded to this East Selkirk Farm. Some of the prized winning animals included Spicy Marquis, a Shorthorn bull, Lord Ardwell, a stallion who won almost every prize in his class and the Shorthorn herd, which won *best breed of any breed* for many years. As far away as Britain, people knew about the legendary East Selkirk farm.

The farm played a major role in demonstrating and promoting agricultural practices throughout Western Canada. It taught new and innovative agricultural techniques to settlers by offering educational training seminars on site. Farmers could attend ploughing matches, view the work performed by the latest modern machinery in addition to handling and examining livestock within the comforts of the Van Horne stables.

The Van Horne farm was sold to the Searle family in 1935 that operated it until 1968 when it was subdivided and sold. The Searle Nursery is the last remaining portion of the old Van Horne Farm.

Rowley House



The Rowley house stood on the CIL road, near the CIL Dynamite Plant. It was a large, 6-bedroom house with a lovely view of the river, a large garden and was owned by a man called Alexander Butler Rowley.

AB Rowley trained as a lawyer in England and came to Canada in 1885 as a volunteer during the Riel Rebellion and the battle at Batoche.

He moved to Manitoba in 1887, and married the year after. He and his wife Margaret had 13 children together. Their first two houses burnt down and they built the home where they lived out the rest of their days. The story is that they had a very long kitchen and they held dances there and everyone from the district came and danced. They replaced the floor three times in that room because they “danced them out”. The house was later purchased by MB Hydro and removed in the 1950’s.

As one of the only lawyers in the area, Rowley was a very important person in St. Clements. He is considered to be one of the pioneers of the RM of St. Clements because he helped shape the RM in the early years. He was the solicitor and an auditor for the municipality.

He was also a skilled negotiator and was involved in the amalgamation of many small school districts into larger units. The East Selkirk amalgamation was particularly vicious and disputes about the school, in the village had been long and bitter and when ended – he thought it was on a “happy thought” and that education should be one of the happiest thoughts and that a new building had just been built to educate local children.

Thus the school was named. He also was involved in the formation of the School District of Kitchener at the request of the Dept. of Education. Rowley was also asked by the RM of St. Clements to make the Ferry road usable. He had the road to the river dug down deeply and filled it with granite likely barged in from Black Island in Lake Winnipeg.

McKenzie Presbyterian Church

GPS: N 50.109894 W 96.924451

In 1919 Mary MacKenzie moved to East St. Clements at the age of 58. Although she had planned to retire as the widow of Reverend Ewan MacKenzie, she ended up starting a Sunday School in her home.

When the group became too large, she rented a tent for the summer and built a shanty for the winter. In 1921 the Women's Missionary Society assumed financial responsibility for her mission work, which included Red Cross work during the war.



Mary MacKenzie and Bill Reid

In 1930 Mary MacKenzie donated property for the creation of the All People's Mission Church. The Women's Missionary Society and a few interested friends saw the importance in MacKenzie's work and helped her in the construction of this church. It was a wood-frame building built by a Winnipeg construction company, slightly north of where it currently stands. The bell was donated by the women of Knox Crescent Church in Montreal.

After her death on December 6, 1948, the name of the church was changed to MacKenzie Presbyterian Church in honour of its founder. Although the church was originally located on the north end of the property, in approximately 1975 it was moved to its present site. The site of MacKenzie church is currently located on Lot #120 Old Henderson Hwy (PTH #204).



The church held active services from 1930 to the early 1980's. In the later years alternate services were held between MacKenzie and St. Andrews Church in Kirkness. MacKenzie Presbyterian Church has not been used for active services since the early 1980's. "We thank God for Mary MacKenzie's dedication and faithfulness. She will never be forgotten for her great work", St. Clements Municipal office.

Thomas Bunn House

103 Bunns Road, St. Clements, MB
GPS: N 50.123741 W 96.889266

Thomas Bunn was one of the early pioneers of St. Clements who devoted much of his life to shaping the development of this part of the Red River Settlement. The son of a noted leader of Red River Colony, Dr. John Bunn, he was a farmer by occupation and in later years turned his attention to the political development of the colony.



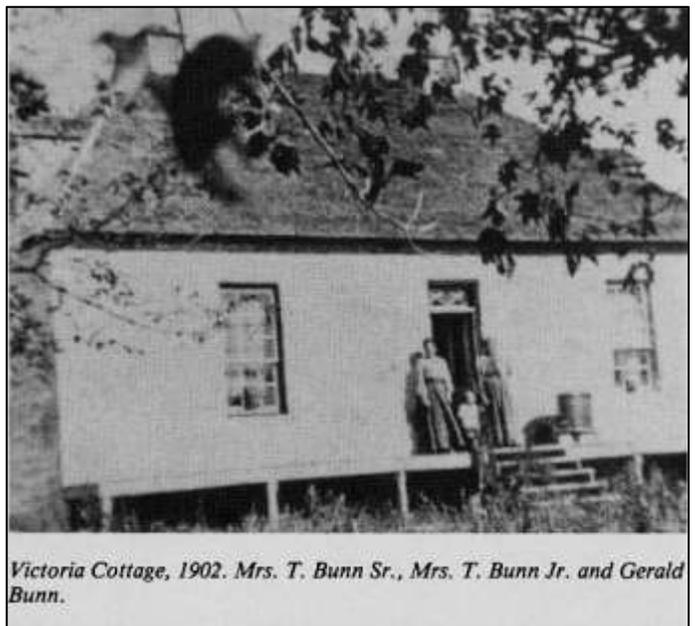
Thomas Bunn first entered politics as a member of the Council of Assiniboia in 1868 representing the parish of St Clements. In 1869, Louis Riel chose Bunn, as his Secretary of State to represent his new Provisional Government as they negotiated with the Canadian Government for the terms that resulted in Manitoba becoming a province. Bunn was elected to the first Legislative Assembly of Manitoba in 1870, serving until his death at the age of 43 in 1875. He was the clerk of the General Quarterly Court from 1868-72 and was called to the Manitoba Bar in 1871.

Thomas Bunn obtained the services of a stone mason, Samuel Taylor of Mapleton, who was working on the stone walls at the Lower Fort. In June 1862, he began to build the stone house on the high banks of the Red River at the place where the ferry crossed. The house was finished in August 1864, and was called "Victoria Cottage" after the reigning monarch.



The house is described in the diary of Samuel Taylor and provides insights into the daily life of the settlement:

- June 1862 – I began to build Mr. T. Bunn's stone house on Monday;
- June 23. - Very hot dry weather. I built there the whole week. Very hot every day. Mr. Bunn helped me to build and will soon be a good mason;
- May 1863 – I began to square corners and lintels for Mr. T. Bunn's house on Tuesday, 19th;
- September 1863 – I finished building Mr. T. Bunn's house upon Friday 18th a fine day;
- August 1864 – I am plastering Mr. Bunn's stone house yet. I am alone this long time. I began to build Mr. T. Bunn's chimney tops on Friday 26th, a windy day. I finished the first chimney Monday 29th, and then I began the other chimney top;
- October 1864 – We put up the ceiling in Mr. Bunn's parlor on the 21st, fine almost calm day; we were painting Mr. Bunn's fine new parlor on the 22nd, a pretty day.



Victoria Cottage, 1902. Mrs. T. Bunn Sr., Mrs. T. Bunn Jr. and Gerald Bunn.

Thomas Bunn Jr. carried on his father's tradition and served on St. Clements Council from 1899-1906 and then as Secretary-Treasurer from 1906-1940. He was responsible for the development of the RM of St. Clements in its formative years. He was also involved in the construction of the Selkirk Lift Bridge to cross the river at Selkirk in 1937.

In 1936, the house was sold to George Montague, a Winnipeg businessman who recognized the historical value of the house and spent considerable effort in renovation, installing modern

conveniences yet retaining the historical nature of the house.

In 1944, the house was purchase by Dr. C.B. Stewart of Winnipeg who with his family initially used the property as a summer residence. The farm operations have been discontinued but the original Thomas Bunn house is currently being operated by the Stewart family as a self-catered B&B.



RM Council – 1913 Thomas Bunn Jr.
Secretary Treasurer



The house was a local landmark as the road to the river from Henderson Highway now called Bunns Road turned at the river and passed in front of the house down to the river ferry which crossed over to St. Clements Church and to Selkirk. This ferry was in operation until the lift bridge was opened at Selkirk in 1937.



Lockport Community East

The eastern side of the community of Lockport is a bustling place, boasting a hotel and two fast-food landmarks: The Half Moon Drive-In and Sonia's Stand. These busy places undoubtedly owe their nearly year-long activity to the fishing opportunities afforded by the St. Andrews Lock and Dam.

Hundreds of sports fishers who line the sides of the Red—and in the winter set up camp in fishing shacks on the frozen ice—avail themselves of the treats nearby.

But Lockport East has important and district heritage claims as well – it was just below the Half Moon that a major Red River Settlement-era water mill was located (Gunn's Mill), and archaeological digs on the north side of the highway have proven that this area was not only a hotbed for fishing for centuries, but also that Aboriginal peoples also farmed here – contrary to the common belief that these peoples subsisted only on fish, game and fruits and berries.

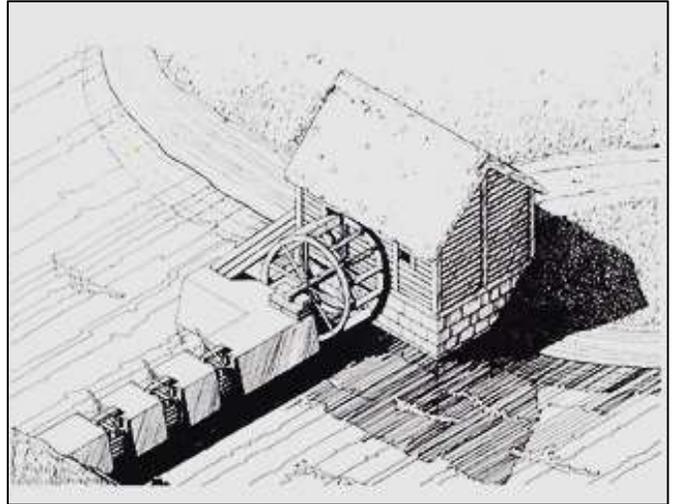


Gunn's Mill

Located on the east side of the river at Lockport, Gunn's Mill was built in the 1853 and was a local centre of industry and commerce. The power for this flourmill came from the spring-thaw waters that flowed down Gunn's Creek to the Red River.

John Gunn built the mill on lot 167 near the creek's junction with the Red River. The two-story mill building measured 24 x 34 feet and had a thatch roof. The second floor contained the stones which ground the flour and the sundry bins for the storage of wheat. There were no glazed windows on the mill. The light needed for work came through the open door and unchinked logs.

Almost every wheel and spindle for the mill was manufactured by local artisans. Self-trained wheelwright and joiner, John Gunn, made many of the wheels out of native oak. The water wheel measured 16 feet in diameter. The millstones were cut from native granite located on the east side of Lake Winnipeg. These massive stones measured five feet in diameter, were eight inches thick and had to be transported by York Boat to the site of the mill.



The only fault with the millstones was that only one could be used at a time. The first time both were used simultaneously, it was described as shaking like an earthquake and the entire mill almost collapsed. When the mill was in operation, it was a formidable industry. During flood season, the mill operated both day and night. However, by the 1870s the mill became obsolete with the introduction of new steam-powered mills.

The St. Clements Heritage Advisory Committee discovered and restored one of the old millstones used in Gunn's Mill. This millstone is displayed with a descriptive plaque on the site of the old mill, which is currently located on the grounds of the newly constructed River Creek Estates apartment complexes.



Centuries of Aboriginal Fishing

GPS: N 50.082941 W 96.941488

There is archaeological evidence of 6,000± years of First Nations settlement along the river and particularly at Lockport Heritage Park by the foot of the St. Andrews rapids. Evidence of pottery and tools at the Lockport archeological site indicated the presence of people of the Laurel culture from the 14th century. This settlement used the rapids not only to fish in the very abundant fishery of the time, but also as a very well defined farming region.

The name "Kenosewun" means "place of many fishes" and was so named because of the bountiful supplies of fish that were found along the great

Lister Rapids. St. Clements was once home to a number of different Aboriginal cultural groups. The Larter Culture (1000 – 200 BC) was the first Aboriginal group to occupy the Lockport area. They came following the large herds of bison.



The Laurel Culture (200 BC – 1000 AD) emerged soon after. Several Laurel burial mounds have been found near Lockport and pottery fragments have been discovered as far north as St. Peter's Church in East Selkirk, Manitoba. The last two Aboriginal cultures present in the Lockport area include Aborigines from the Dakotas (1000 and 1300 AD) and the Selkirk Culture.

The Selkirk Culture were the ancestors of the modern Cree Indians and were dominant from Lockport to north of Selkirk. This community arrived from the southern Midwest of North America due to a major drought that had struck that area some 3,000 years ago. The climate in the Lockport area at that time was considerably warmer than it is now and it was possible to grow corn for grain which until a number of years ago was not possible in our current climate.



Archeological investigations conducted at Lockport unearthed charred corn kernels, hoes made from the shoulder blades of bison and underground storage pits of up to two meters deep. Radiocarbon dating indicates that Aboriginal peoples were planting corn here in 1400 AD. They were the earliest pre-European farmers in Manitoba.

Miracle Mile Fishing Experience

North Red Fishery – the Jewel of the Region

The success of Aboriginal fishing near Lockport was perpetuated through the years of the Selkirk Settlement (1812-1869) and then through the 20th century. It was the Icelandic settlers (who arrived near Gimli, north of our area, in 1874) who played an important role in the development of the commercial fishery which was in full swing by 1892.

The arrival of American fish companies, which purchased fish through local fishermen, caused the fishing stocks to dwindle rapidly. The local fishermen unfortunately, were paid very limited amounts for their catch. It was not until 1969, with the establishment of the Fresh Water Fish Marketing Corporation, that local fishers would earn a reasonable wage for their labours.



Today Manitoba and the Red River North Fishery benefit from the second “commercial” fishery as thousands of anglers move into the Red River North Fishery in search of excellent fishing experiences and trophy catches for both the summer and winter fishing seasons. An area south of Selkirk is called “the Miracle Mile” as many trophy size catfish and Walleye (Pickrel) are pulled out and then returned to the water under the “catch and release” program.



Even in the winter on the “Miracle Mile” the river is full of ice shacks and fishers

Gonor and Narol

In the late 1890's, immigrant families from Eastern Europe purchased river lots along the east side of the Red River. They built homes similar in style to those of their homeland using local materials of log, stone, clay and grass. They quickly gathered materials to build homes, barns and wood fences. They bought oxen and horses, and broke the land in preparation to plant vegetables, potatoes and grains. Many of the men had to work elsewhere to earn money to support their families. Some found work at the Garson Quarry, or on the construction site of the Lockport Dam, or on the railway and timbering camps on the shores of Lake Winnipeg.

The women stayed at home raising the children, tending the gardens and caring for the livestock. Many families in the Gonor and Narol area planted large vegetable gardens on their river lots. When they harvested their crops, they loaded the produce onto wagons (often pulled by oxen) and hauled their wares to the north end of Winnipeg.

There they set up booths to sell their vegetables at a Farmers Market. The path to Winnipeg followed the east side of Red River (now Henderson Highway) to the Redwood Bridge. The people of Gonor and Narol became famous as market gardeners.



Churches of Gonor and Narol

The pioneer log houses and barns of the Ukrainian and Polish settlers in the Narol and Gonor communities are now all gone. But there are two well-preserved churches still standing that evoke the ancient European ecclesiastical traditions that defined this area.

St. Nicholas Ukrainian Orthodox Church

6594 Henderson Highway, Gonor, MB

GPS: N 50.07342 W 96.94141

St. Nicholas Ukrainian Orthodox Church is a landmark in the Gonor area along Henderson Highway. The church is an excellent example of the kind of ambitions that small Ukrainian congregations had when it came to their church buildings. St. Nicholas is a major connection to the traditions of the home country, with its large central dome, and then the five smaller decorative domes (called banyas) that punctuate key corner points of the façade and roofline. In keeping with tradition, the many windows and openings feature elegant round-arched top lights. An earlier church was completed in 1904, with this church undertaken in 1945, with construction overseen by master builder Anton Prychun.



Ukrainian Catholic Parish of the Holy Trinity

6297 Henderson Hwy, Gonor, MB

GPS: N 50.078171 W 96.951650

The Church of the Ukrainian Catholic Parish of the Holy Trinity is an excellent example of the traditions of historic Kievan church architecture carried out in a Canadian Prairie context in 1953.

The church is a bold and elegant expression of that tradition. The front façade is especially noteworthy, with its powerful corner towers topped with gleaming onion-shaped domes and its entrance plane with its niches and window groupings. The church is a landmark in the Narol area of the municipality along Henderson Highway.



Birds Hill Provincial Park

Bird's Hill was named for the Bird family, who lived here during the early days of Manitoba settlement. James Curtis Bird (c. 1773-1856) was Chief Factor of the Red River District for the Hudson Bay Company and was renowned for his knowledge of the region.

In 1824, he retired from 36 years of Company service and received a 3,000 acre land grant where he built his home called "the White Cottage." The youngest of his 15 children, Dr. Curtis James Bird (1838-1876), ran a drug store with the first soda fountain in western Canada. He also served as the second speaker of the

Manitoba Legislative Assembly (1873-4). The Bird's and other settlers called the area 'Pine Ridge,' from which the town southeast of the park derives its name.

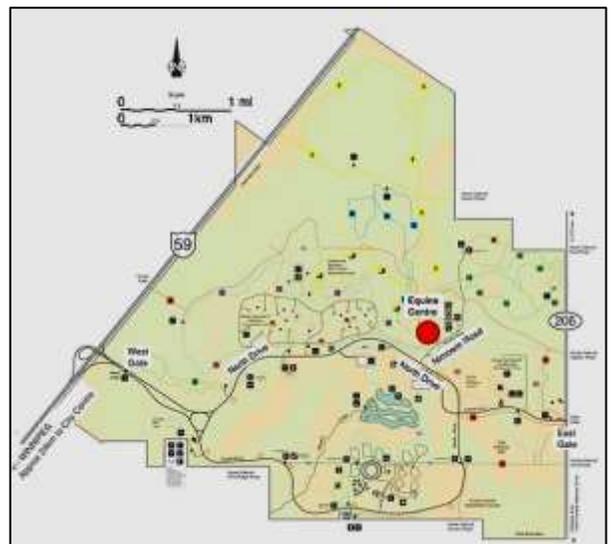


Dr. Curtis James Bird

Bird's Hill was a great blessing to colonists on the flat prairies. Though the fur trade wars between the HBC and the Northwest Company had ended and the Red River settlement was growing, the flood of 1826 ravaged the colony's progress. Families fled to Stony Mountain, Silver Heights, and Bird's Hill to take refuge from the water. Some settlers left Manitoba after the flood. Those who stayed would again flee to Bird's Hill in the great flood of 1852.

The terrain of the hill was shaped by the ice age over 3,000 years ago. Boulders left by the glaciers or dropped from icebergs in Lake Agassiz can still be seen lying around the park. The glaciers also left large deposits of gravel which began to be mined in the early 1900s. This gravel was used in Winnipeg streets.

Settlers cleared brush from the forest and helped it expand by controlling wildfires. These manmade conditions allowed for a flourishing population of White Tailed deer to migrate north around 1900.



Today, they constitute one of the largest concentrations of the species in North America. Bird's Hill's abundant wildlife and unique landscapes created interest in 1960s Winnipeg to turn it into a provincial park. This was done in 1964. Internal development of the area began and the official grand opening was held on July 15th, 1967 as part of Canada's centennial celebrations. The Annual Birds Hill Folk Festival attracts visitors from all parts of the world.

The path to Winnipeg followed the east side of Red River (now Henderson Highway) to the Redwood Bridge. The tiny agricultural villages of Naron, Gonor, and Libau sprang up as communities of newcomers from central Europe at the beginning of the 20th century. Petersfield, Dunnottar, Matlock and Winnipeg Beach began in the same era, but as summer leisure resorts for the wealthy of Winnipeg. Today, Lockport and the East Beaches may also be placed in that category.

All of these communities offer modern facilities and services to residents and to visitors. Every community has an original and fascinating story to tell. It is hoped that this website will help the curious to explore and learn more about the interesting communities of the Red River North Region.

Visit the Red River North Web site for more information.

<https://redrivernorthheritage.com/>

