

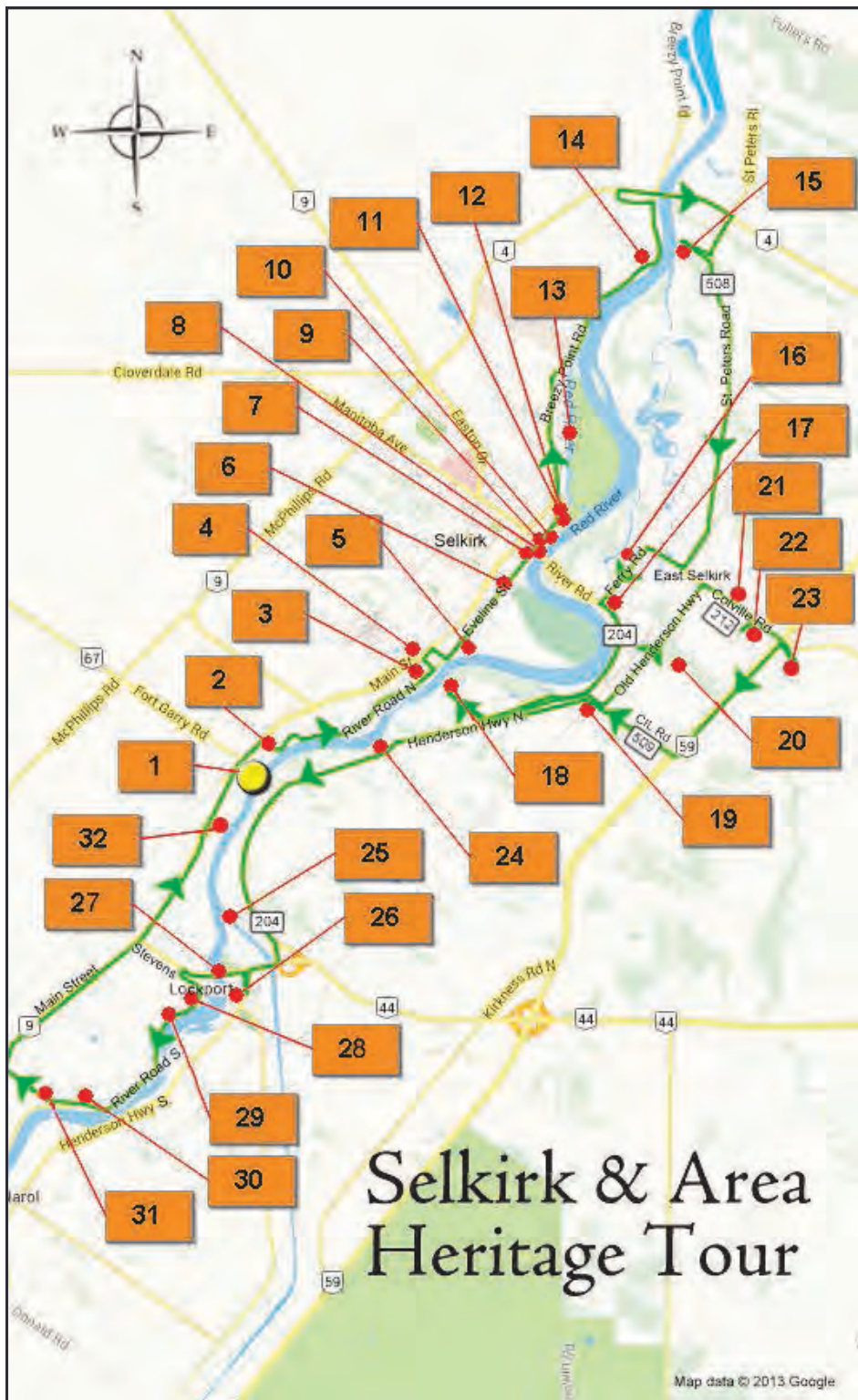
McLean Avenue Ferry, Selkirk 1916

Selkirk Regional Heritage Group presents

Selkirk & Area Heritage Tour

A two-hour driving tour through
historic Selkirk, St. Andrews and
St. Clements, Manitoba

*in partnership with the R.M. of St. Clements, the
City of Selkirk and the R.M. of St. Andrews*



Selkirk & Area Heritage Tour

Points of Interest

GPS Coordinates

1. Lower Fort Garry	N 50° 06.600	W 96° 56.140
2. River Road North	N 50° 06.948	W 96° 55.712
3. St. Clements Church	N 50° 07.492	W 96° 53.748
4. Manitoba Rolling Mills	N 50° 07.752	W 96° 53.525
5. Red Feather Farm	N 50° 07.955	W 96° 52.904
6. Selkirk Heritage Homes	N 50° 08.401	W 96° 52.417
7. McLean Avenue Ferry Site	N 50° 08.479	W 96° 52.321
8. Selkirk Lift Bridge	N 50° 08.539	W 96° 52.205
9. W.S. & L.W. Street Car Station	N 50° 08.543	W 96° 52.224
10. Selkirk Waterfront	N 50° 08.610	W 96° 52.124
11. Marine Museum of Manitoba	N 50° 08.810	W 96° 51.963
12. Stuart House	N 50° 08.885	W 96° 51.882
13. Selkirk Slough	N 50° 08.931	W 96° 51.843
14. Dynevor Indian Hospital	N 50° 10.884	W 96° 50.772
15. St. Peter, Dynevor Anglican Church	N 50° 10.995	W 96° 50.384
16. Former Site of Colville Landing	N 50° 08.167	W 96° 51.337
17. Manitoba Hydro Generating Station	N 50° 07.959	W 96° 51.181
18. Bunn House	N 50° 07.399	W 96° 53.435
19. CIL Dynamite Plant Site	N 50° 07.270	W 96° 51.470
20. Van Horne Farm Site	N 50° 07.663	W 96° 50.765
21. East Selkirk Roundhouse Site	N 50° 08.098	W 96° 49.713
22. Happy Thought School	N 50° 07.862	W 96° 49.607
23. The Only 90° Turn in the CPR Site	N 50° 07.711	W 96° 49.230
24. MacKenzie Presbyterian Church	N 50° 06.594	W 96° 55.475
25. Red River Floodway Outlet	N 50° 05.303	W 96° 55.594
26. Gunn's Mill & Half Moon Drive In	N 50° 04.863	W 96° 56.009
27. St. Andrews Lock & Dam	N 50° 04.957	W 96° 56.527
28. Skinner's	N 50° 04.998	W 96° 56.505
29. River Road South		
30. Captain Kennedy House	N 50° 03.964	W 96° 58.197
31. St. Andrews Church and Rectory	N 50° 03.993	W 96° 58.618
32. Little Britain United Church	N 50° 06.188	W 96° 56.497

I. Lower Fort Garry

5925 Highway 9, St. Andrews

GPS Coordinates: N 50° 06.600 W 096° 56.140

Upper Fort Garry, located near what is now The Forks in downtown Winnipeg (near the junction of the Red and Assiniboine Rivers), was the heart of the Hudson's Bay Company's burgeoning fur trade.



Aerial view of Lower Fort Garry

In 1826, a devastating flood destroyed Upper

Fort Garry prompting the Company Governor, George Simpson, to search for a safer location down river. Simpson chose this site for Lower Fort Garry because of its high ground and its location below the St. Andrews Rapids, eliminating this onerous portage of heavy fur packs and York boats.

However, most of the population was centered near The Forks and the travel required to do business at the new fort was burdensome. In 1835, Upper Fort Garry was rebuilt at its original location. While the Lower Fort never became the administrative centre Simpson intended, it remained an important link in the fur trade network. In 1871, Treaty Number One was signed here.

Today, Lower Fort Garry is a National Historic Site operated by Parks Canada. The buildings are open and interpretation is provided from mid-May to Labour Day in September. The grounds remain open all year.

Leave Lower Fort Garry parking lot taking south exit. Turn right (north) on Highway 9. Turn right at River Road (approximately 1.7 km).

2. River Road North

GPS Coordinates: N 50° 06.948 W 096° 55.712

River Road North follows the west bank of the Red River which was an important transportation corridor for pioneers in the region. Designated a Canadian Heritage River, the Red River was the primary trade route north to Hudson Bay and connected with river systems across the prairies to the west and a network of lakes and tributaries to eastern Canada. In the 1820s and '30s, many retired Hudson's Bay Company employees and new settlers established their homes along the west side of the river where there was more settlement and more open land for farming. From the 1820s to the 1870s, the majority of people living in the area were aboriginal or English Métis.

Follow the River Road north for 2.9 km until you reach St. Clements Anglican Church.

3. St. Clements Church

1198 River Road, St. Andrews

GPS Coordinates: N 50° 07.492 W 096° 53.748

The Parish of St. Clements was parceled from the larger Parish of St. Andrews in 1857. Samuel Taylor, a stonemason who worked at Lower Fort Garry (LFG), began construction of this Anglican church in 1860; the first service was held in December of 1861. St.



St. Clements Church

Clements was the official chapel for LFG and served as the garrison (the group of troops stationed at LFG) church. The bell tower was added and consecrated in 1928.

Turn left (west) and drive one block to Highway 9 (Main Street) and turn right (north). Travel 1 km to the Rolling Mill (now Gerdau Ameristeel).

4. Manitoba Rolling Mills (Gerdau Ameristeel)

27 Main Street

GPS Coordinates: N 50° 07.752 W 96° 53.525



Manitoba Rolling Mills c. 1920

In 1915, H.B. Lyall, President of Manitoba Bridge & Engineering, and a renowned local benefactor, took up residence on River Road in the area near Lower Fort Garry known as Little Britain. Three years later, he established the Manitoba Rolling Mills at its current location on Lord Selkirk Way. Now owned and operated by Gerdau Ameristeel, the mill employs some 650 people.

Turn right (east) onto Colcleugh Avenue. Turn left (north) onto Eveline Street and drive 0.6 km to Edstan Place. Turn right (east).

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5. Red Feather Farm

Edstan Place just east of Eveline Street

GPS Coordinates: N 50° 07.955 W 096° 52.904

This perennial garden and a memorial plaque commemorate the site of a former chicken farm that was used as a barracks for the 108th Battalion during the First World War (1914-1918). The 108th Bn was shipped to England and used to provide replacements for various units. Many members of the 108th Bn were sent to the 43rd Bn (Queen's Own Cameron Highlander's of Canada), and served with them for the rest of WWI.

The original farmland extended east to the river, an area that became the housing development seen today.



Soldiers at Red Feather Farm barracks during WW I

Turn right (north) on Eveline Street, and travel 1.1 km to Comber House (now Gilbert's Funeral Home) at 309 Eveline Street.

6. Heritage Buildings of Eveline Street

Comber House

309 Eveline Street

GPS Coordinates: N 50° 08.401 W 096° 52.417

Edwin Comber, Chief Engineer at the Selkirk Asylum (now the Selkirk Mental Health Centre), financial agent, electrician, inventor and prominent Selkirk citizen, built this residence in 1907.



Comber House

West House

323 Eveline Street

GPS Coordinates: N 50° 08.431 W 096° 52.380

This home was built in 1888 for Captain Charles H. West, who came to Selkirk in 1884 to oversee the federal government dredge (a machine that clears the river bed of mud and debris) on the Red River. Many of the home's original elements: woodwork, floors and the staircase, remain.

Smith House

322 Eveline Street

GPS Coordinates: N 50° 08.431 W 096° 52.380

Built for Captain Roderick Smith around 1890 at a cost of \$850, this two-storey wood frame house remained in his family for 80 years.



Smith House c. 1890

Smith had worked for the Hudson's Bay Company in Norway House as a boat builder. He built many York boats as well as the *Highlander* and the *Wolverine*. He served as the first mate of the *Northcote* during the 1885 Northwest Rebellion, settling in Selkirk later that year.

Knox Presbyterian Church

341 Eveline Street

GPS Coordinates: N 50° 08.400 W 096° 52.323



Knox Presbyterian Church

A small log church was built on this site in 1876, and a manse on the west side of the property two decades later. In 1904, construction began for a new church in the Gothic Revival style. Before this, the bell tower and spire were originally located at the southeast corner.

The older parts of the building rest on a fieldstone foundation. The church has been well maintained and has all the original woodwork and stained glass, as well as three stained glass windows by famed Manitoba artist and sculptor, Leo Mol. Another expansion was done in the 1960s. This is truly one of Selkirk's finest architectural landmarks.

7. McLean Avenue Ferry to East Selkirk

Corner of McLean Avenue & Eveline Street

GPS Coordinates: N 50° 08.479 W 096° 52.321

Until the Selkirk Bridge was constructed in 1937, ferries connected residents on the west and east sides of the Red River.



McLean Avenue Ferry c. 1916

There were four crossing points located near major churches along the river:

Little Britain United Church, St. Clements Anglican Church, Selkirk United Church and St Peter (Dynevor) Anglican Church. The ferries operated by a cable system, using the river current to move the ferry in one direction and a motorized winch to bring it back. The operators had to be careful to move the cable as there was lots of traffic on the river.

This is an excerpt from an interview with Mr. Kordalchuk, ferryman from 1921 to 1937:

“We had two outside cables as guides, ropes and blocks, guiding it on both sides so that it couldn’t get away either way. But anytime a boat had to go, say south or north, they had to give us a signal that they were going across. We had to come to this side on the shore and release the both side cables down low enough for the boat not to catch them and then we would have to wind them up again after the boat passes through. There was quite a bit of boat traffic in them days going to Winnipeg, like Brown and Rutherford the boat hauling barges from up north for lumber.”

Continue north on Eveline Street one block to Eaton Avenue.

8. Selkirk Lift Bridge

Eveline Street at Eaton Avenue

GPS Coordinates: N 50° 08.539 W 096° 52.205

Calls for a bridge to span the Red River at Selkirk were heard as early as 1879, but more than 50 years would pass before construction began. The site was one of those preferred by Sir Sanford Fleming for the CPR crossing. The initial cost was to be \$250,000, shared between the federal, provincial and local government. The project was started in March 1935 as a “make-work” project to give people employment during the depression. The bridge, with a central lift section to allow passage of larger vessels, was completed in 1937.

After much wrangling over who should bear responsibility for maintenance, the Federal government decided it would be a toll bridge, igniting an uproar in the community. During that time, the centre section was left in a raised position. On April 29, 1937, a citizen took matters in hand and lowered the bridge using the hand crank. It was swiftly closed again by the government but “officially” opened two days later, requiring no toll.



Selkirk Lift Bridge

9. Winnipeg, Selkirk & Lake Winnipeg Railway

369 Eveline Street

GPS Coordinates: N 50° 08.543 W 096° 52.224

The Winnipeg, Selkirk & Lake Winnipeg Railway (W.S. & L.W) was incorporated in 1900 to run a streetcar service between Selkirk and Winnipeg. Work on the line began in 1903, along the old Red River Trail that had been used for years by trappers and settlers. A side branch to Stony Mountain and Stonewall was added.



W.S. & L.W. Streetcar

Originally operated with a steam locomotive, it was switched to electric in 1908. The trip to Winnipeg took an hour and the return fare cost eighty cents. Replaced by motorbuses, the last car departed on September 1, 1937, with service to

Stonewall ending the following year. It was said to be quite a bumpy ride as preparation of the original roadbed was terrible. The original W.S. & L.W. Ticket Office and Freight Shed is located at 369 Eveline next to the spur line that ran down to the docks serving the warehouses and fish sheds located there.

Proceed to Manitoba Avenue and Eveline Street, and turn right (east) down to the waterfront.

<p>806 Manitoba Ave, Selkirk MB Phone (204) 482-3522 www.gfrl.org</p>	 <p>GAYNOR FAMILY LIBRARY</p> <hr/> <p>Visit us for free access to Ancestry.com</p>
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10. Selkirk Waterfront

Manitoba Avenue at the Red River

GPS Coordinates: N 50° 08.610 W 96° 52.124

Until the late 1960s when the Freshwater Fish Marketing Corporation was built in Winnipeg, Booth Fisheries operated a processing plant here. They served the Lake Winnipeg fishery and trucked the processed product to Winnipeg.



Booth Fisheries plant

Now a public gathering place and setting for festivals and concerts, this riverfront area in the heart of Selkirk has always played a pivotal role in the community. The wharf is a popular fishing spot. A former dry dock, or floating railway, is found at the north end and used to repair large lake ships.

The amphitheater is flanked with a Peter Sawatzky bronze sculpture entitled “Perilous Crossing” on the left (north) and a view of the Selkirk Lift Bridge (see #8) to the right (south). 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.

Return to Eveline Street and go north for 0.5 km to Queen Avenue.

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II. Marine Museum of Manitoba

490 Eveline Street at Queen Avenue

GPS Coordinates: N 50° 08.810 W 96° 51.963



Marine Museum of Manitoba

Opened in May of 1974, the Marine Museum is dedicated to preserving the nautical history of Lake Winnipeg and the Red River. Six ships from the colorful past of Manitoba waterways have been restored and are on display: *S.S. Keenora* (1897), *M.S. Bradbury* (1915), *Chickama II* (1942), *Lady Canadian* (1944), *Peguis II* (1955), and *Joe Simpson* (1963). Open from Victoria Day in May until Labour Day in September, explore a wealth of artifacts and marine records aboard these historic vessels. (Admission fee)

Continue north on Eveline Street for 0.25 km.

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Visitor Info: www.redrivernorthtourism.com

12. Stuart House

470 Eveline Street

GPS Coordinates: N 50° 08.885 W 96° 51.882

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 made at La Rivière, Manitoba at a brickyard owned by a member of Stuart's family. The house received municipal heritage designation in 1997 and since then, the brick has been repointed, the roof replaced, gutters and downspouts installed, and the verandah rebuilt. Much of the original interior woodwork remains intact including floors, banister, doors, and the newel post. The house is currently owned by the City of Selkirk.



Stuart House

Just north of Stuart house is the Selkirk slough.

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- visitor information

490 Eveline Street, Selkirk, Manitoba • www.cityofselkirk.com
Museum ph: (204) 482-7761 • Campground ph: (204) 785-4958

A large white boat named 'KEENORA' docked at a pier.

13. Selkirk Slough

Corner of Taylor Avenue & Eveline Street

GPS Coordinates: N 50° 08.931 W 96° 51.843

The breakup of the ice on the Red River in the spring has always been a major problem for storage of large ships. Fortunately, in the Selkirk area, two sloughs were safe harbors, this one near the Selkirk waterfront and the other on the east side of the river opposite the Selkirk Park at Colville Landing (see #16).

In the winter, there were often over 100 boats and other water craft



Selkirk slough

in safe storage in the slough. Today, the burnt-out shell of the MS Lord Selkirk II remains in the slough. If you want a more in-depth look you can drive down into Selkirk Park and along the edge of much of the slough.

From the slough, follow Eveline Street (which immediately turns sharply west to become Taylor Avenue), turn right (north) onto Main Street (which becomes Breezy Point Road) and travel 4.2 km.

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14. Dynevor Indian Hospital

1147 Breezy Point Road

GPS Coordinates: N 50° 10.884 W 96° 50.772

This stone house was constructed between 1862-65 for the Rev. Abraham Cowley, an Anglican Priest who was secretary of the London-based Church Missionary Society. His widow remained in the house until 1896 when it was converted into a hospital dedicated to Aboriginal health care and the treatment of tuberculosis. It was also a training hospital for nurses.



Dynevor Indian Hospital

In the early 1960s, the property became the site for the St. John's Cathedral Boys' School, founded by Ted Byfield and Frank Wiens. The school operated into the 1990s. Today the property belongs to the Behavior Health Foundation healing centre. The house is a designated Provincial Heritage site, but no restoration work has been done.

From here go 1 km north, turn left (west) onto Highway 4 and cross the bridge over the Red River. After you cross, turn right (south) on St. Peters Road (PTH 508). Turn right in 0.6 km at Stone Church Road.



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The Forks

15. St. Peter, Dynevor Anglican Church

8 Stone Church Road

GPS Coordinates: N 50°10.995 W 96° 50.384

* Geocache site GPS coordinates: N 50°11.008 W 96° 50.368

This is one of the oldest stone churches in western Canada and is still in use today on a seasonal basis. Now a Provincial Heritage site, the church was constructed between 1852 and 1854, and was the only First Nations Parish in the Red River Settlement. The first Aboriginal agricultural settlement was located here under the guidance of Archdeacon William Cockran . The Reserve moved north to the Peguis Reserve in 1910. Many people of the current Peguis Reserve still maintain close ties with St. Peters Church. The surrounding cemetery contains over 3000 graves, including that of Chief Peguis.



St. Peters Church

Return to St. Peters Road (PTH 508), turn right (south) and travel 5.6 km to the end of the road. Turn right (west) onto Colville Road (PTH 212) and travel to stop sign at end. Turn left (south) onto Ferry Road, travel 0.9 km and on the right is the end of the east slough (not visible from the road).



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16. Former Site of Colville Landing

Near Ferry Road, East Selkirk

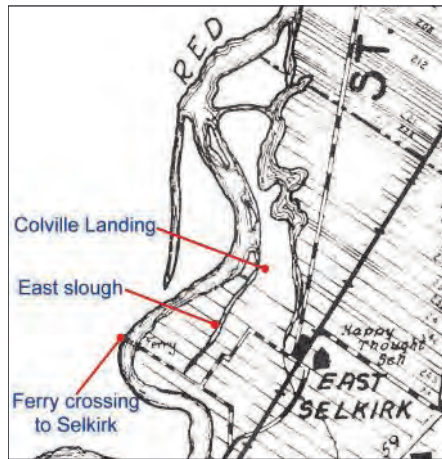
GPS Coordinates: N 50° 08.167 W 96° 51.337

* Geocache site GPS coordinates: N 50° 09.787 W 96° 51.225

In 1878, when a railway connection was built to East Selkirk, the Hudson's Bay Company (HBC) decided to develop the east slough, a safe winter harbor from spring ice break up and a harbor and loading facility for the *SS Colville*. The *SS Colville* was considered one of the greatest ships that the HBC had ever constructed and was essential to commerce between Red River and settlements to the west as far as Fort Edmonton on the Saskatchewan River.

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 (spelled differently than the ship) 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."

However, prosperity was short-lived; in less than two decades, Colville Landing 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 disappeared. Nothing of the harbor remains.



Colville Landing, from 1925 map of the R.M. of St. Clements

Continue south down Ferry Road to Henderson Highway North (PTH 204) and turn left (east). Drive 0.3 km to the Manitoba Hydro Thermal Generating Station.

17. Manitoba Hydro Generating Station

Corner of Henderson Hwy North (PTH 204) and Ferry Rd, East Selkirk
GPS Coordinates: N 50° 07.959 W 96° 51.181



Selkirk Generating Station

This 121-megawatt plant was built in 1957 to provide supplemental energy to the Winnipeg electric power grid. 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. At full capacity, the furnaces consumed 100 tons of coal per hour. In 2002, the facility converted to natural gas furnaces, reducing emissions by 46%.

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, partly to use 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.



Dow Corning plant

Continue south on Henderson Highway North (PTH 204) for 2.9 km to Bunns Road. Turn right (west) onto Bunns Road and go to end. This is near the location of the St. Clements Ferry crossing and Bunn House.

18. Bunn House

11 Bunn's Road

GPS Coordinates: N 50° 07.399 W 96° 53.435

Standing firm over 150 years, this home was built by stonemason Samuel Taylor in 1862 for Thomas Bunn. Bunn was a prominent Métis lawyer and politician. Taylor worked at Lower Fort Garry (LFG) and also built St. Clements Church (across the river) in 1861.

Bunn's first home in Kildonan (north Winnipeg) had been destroyed by the flood of 1852 and he promised his wife he would build her another home safe from the Red River. The whitewashed stone house has similar construction to buildings at LFG with metre thick walls of local fieldstone, held together using lime from local limestone.



Bunn House

Thomas Bunn farmed and was the elected representative for St. Clements to the provisional Riel Government during the Red River Rebellion. He later represented the district in the first provincial legislature. He died at the age of 43. His son, also Thomas Bunn, was secretary-treasurer for the RM of St. Clements and later for the town of Selkirk. The house is now a private residence owned by the Stewart family since 1944, and is a designated Provincial Heritage Site.

Return to Henderson Highway North (PTH 204) and turn left (north) for 1.5 km. Turn right (east) on CIL Road (PTH 509) travel 0.25km.

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19. CIL Dynamite Plant

Near Old Henderson Highway and CIL Road (PTH 509)

GPS Coordinates: N 50° 07.270 W 96° 51.470

* Geocache site GPS coordinates: N 50° 07.182 W 96° 51.429

In 1929, Canadian Industries Limited (CIL) purchased 1200 acres of land near East Selkirk and constructed a high explosives plant named for Dr. Thomas Brainerd, a pioneer of power manufacturing.



CIL Dynamite Plant

The Brainerd Works supplied dynamite to mining and forestry operations along Lake Winnipeg. By 1934, seventeen buildings had been constructed, including a shell house, cartridge house, five magazines, and a dope house used when mixing non-explosive ingredients.

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 sideways. No smoking, lighters, or cameras were allowed on the property. 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.

The first high explosive was manufactured on Dec. 10, 1934: a 1000 lb (453.59 kg) mixing of 40% Polar Forcite Gelatin. At this time, the plant employed 30 people with a monthly payroll of about \$2,000.

Disaster struck on August 29, 1945. At 2:30 pm, an explosion mushroomed into the air. Three men were killed instantly and timbers flew, sticking upright in the ground like arrows. New trends in manufacturing explosives developed and the plant was closed on Sept. 11, 1970.

From the CIL plant, turn left (north) onto Old Henderson Hwy (a gravel road just east of the railroad tracks), and drive 1 km to Searle Greenhouses (on part of what was the Van Horne Farm)

20. Van Horne Farm

Originally located east of Highway 59 and Kittson Road, East Selkirk
GPS Coordinates: N 50° 07.663 W 96° 50.765

In 1899 William Van Horne, the CPR President who oversaw construction of the transcontinental railway, established the Van Horne farm directly east of present-day Hwy 59 at the end of Kittson Road. Consisting of approximately 4,000 acres, the farm included a spacious family home, manager's residence, and various livestock barns.

The farm played a major role in demonstrating and promoting agricultural practices throughout Western Canada and taught new and innovative agricultural techniques to settlers. Farmers could attend ploughing matches, view the work performed by the latest modern machinery and learn livestock handling techniques. The farm provided agrarian education to students from the Manitoba Agricultural College in Winnipeg and was a source of excellent breeding stock for local farms.

Van Horne Farm earned hundreds of awards and was known as far away as Britain. The Searle family purchased it in 1935 and in 1968, the property was subdivided and sold to local farmers.

The Searle Nursery is the last remaining portion of the old farm.



Horse team at Van Horne Farm

From Searle Nursery, continue north for 1.2 km to Colville Road and turn right (east). Travel 0.5 km to Frank Street.

21. East Selkirk Roundhouse

Colville Road at Frank Street

GPS Coordinates: N 50° 08.098 W 96° 49.713

** Geocache site GPS coordinates: N 50° 08.112 W 96° 49.714*

When Sanford Fleming surveyed Manitoba for the Canadian Pacific Railroad (CPR) he decided Selkirk was the best place to cross the Red River as the area was not prone to flooding. In anticipation of this, the Canadian government built a Roundhouse in 1879 at East Selkirk (90 ft x 180 ft and 30 ft high) to service train engines and turn them around. The Selkirk CPR bridge never came to be; due to political influence the bridge was built in Winnipeg.

In 1899, the government spent \$2000 to convert the Roundhouse into an immigration shed, providing temporary housing for up to 2000 people. This was the first home for thousands of immigrants primarily from Eastern Europe (Austrians, Galatians, Hungarians and Buckovanians). The immigration shed closed in 1907 and the building was used as a dance hall in the summer and a skating rink in winter. It was finally demolished in 1916, and portions of the building were used to build Happy Thought School at East Selkirk. The Roundhouse location is estimated to be on the south side of Colville at Frank Street.



Immigrants at the East Selkirk Roundhouse c. 1900

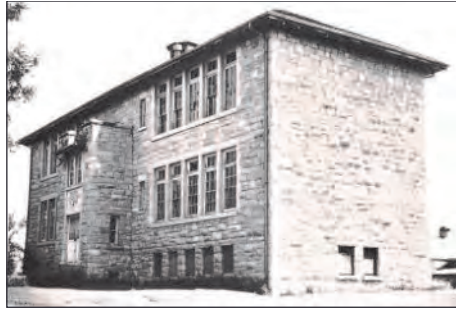
Drive 0.3 km east on Colville Road and turn right (south) at Quarry Road. Travel one block to Happy Thought School and read the commemorative plaque and view the original sign of the school.

22. Happy Thought School

659 Quarry Road, East Selkirk

GPS Coordinates: N 50° 07.862 W 96° 49.607

The East Selkirk School District #99 was first formed in 1884 with a one room log school house. In 1908, a two room wooden school was built, consolidating some other schools. Disputes erupted and these were negotiated by Alexander Butler Rowley, a local lawyer.



Happy Thought School c.1920

Rowley stressed that education should be one of the happiest thoughts, and as the disputes ended on a happy thought, the new school was named “Happy Thought School”.

The school was constructed in 1916-17 from limestone taken from the old East Selkirk Roundhouse. After 50 years, the old school was replaced in 1967 with the current structure.

The marker above the main door of the 1917 stone building is now displayed in front of the current school. The lettering followed Old English convention using a “V” as a “U”.

Return to Colville Road and turn right (east). Drive to Highway 59.



23. The Only 90° Turn in the CPR

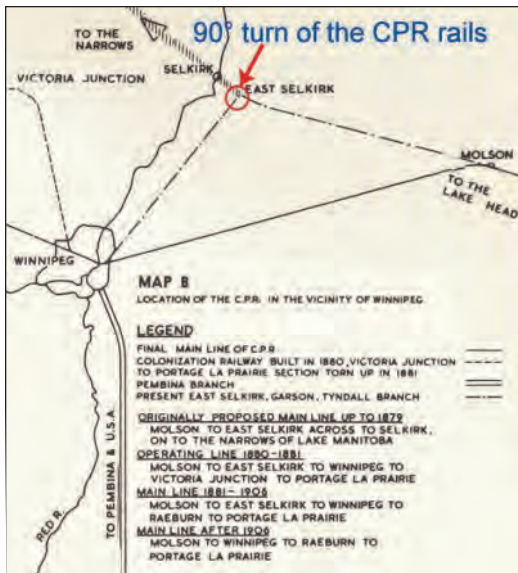
Corner of Colville Road (PTH 212) and Highway 59, East Selkirk
GPS Coordinates: N 50° 07.711 W 96° 49.230

After Canadian Pacific Railway (CPR) surveyor Sanford Fleming recommended Selkirk as the best river crossing for the coming trans-Canada railway, hundreds of wealthy business owners and land speculators flocked to the East Selkirk area.

In April of 1879, Canada re-elected Sir John A. Macdonald's Conservative government. The City of Winnipeg lobbied hard to have the railroad diverted through their growing city. Winnipeg offered a \$200,000 bonus, a free right-of-way worth about \$20,000, exemption from taxation in perpetuity of CPR holdings within the city, and the

building of a \$250,000 bridge over the Red River.

In May 1879, MacDonalD and his government announced that the rail line would be diverted south through Winnipeg. The train track was turned south at East Selkirk and thus the only 90° turn of the CPR rails was made.



The only 90° turn in the CPR

Drive south on Highway 59 and after 2 km turn right (west) at CIL Road (PTH 509). Travel 1.5 km to Henderson Highway North (PTH 204), turn left (south) and drive 4.9 km. to MacKenzie Church.

24. MacKenzie Presbyterian Church

River Lot 120, Henderson Highway North (PTH 204)

GPS Coordinates: N 50° 06.594 W 96° 55.475

** Geocache site GPS coordinates: N 50° 06.610 W 96° 55.460*

In 1919, Mary MacKenzie, a minister's widow, moved to St. Clements. Mary and her sister opened a Sunday school in her home, ultimately teaching as many as 60 children. A tent was used in summer and a shanty in winter. She received some financial support from the Women's Missionary Society of Toronto, and organized a branch in St. Clements. In 1930, Mary donated her property for the creation of the All People's Mission Church. A small wood-frame church was constructed and a bell was donated by Knox Crescent Church in Montreal.



MacKenzie Presbyterian Church

After Mary's death in 1948, the name of the church was changed to MacKenzie Presbyterian Church in her honour. She is buried in the adjacent cemetery. The church held active services until the early 1980s. A victim of vandalism, the building was removed in October 2012.

Continue driving south on Henderson Highway North (PTH 204) for 2.8 km.

Rural Municipality of St. Andrews

Box 130, 500 Railway Avenue
Clandeboye, MB
ROC OPO
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Fax: (204) 738-2500
E-Mail: office@rmofstandrews.com
Website: www.rmofstandrews.com



25. Red River Floodway Outlet

Henderson Highway North (PTH 204) near Lockport

GPS Coordinates: N 50° 05.303 W 96° 55.594

This artificial flood control waterway was built in response to the 1950 flood that devastated Winnipeg and surrounding areas. Opened in 1968, it is a 47 km (29 mile) long channel that diverts a controlled portion of the Red River around Winnipeg and discharges it back into the Red River below the dam at Lockport.. Some 76.5 million cubic metres of earth was moved, a project second only to the Panama Canal in scale at the time. The cost was \$63 million, a huge sum in the 1960s.

Floodwater capacity allowed a rate of flow of up to 2,550 cubic metres (91,700 cubic feet) per second and provided Winnipeg with one-in-100-year flood protection. In 1997, Manitobans experienced the “Flood of the Century”, during which the Floodway outlet near Lockport was severely tested and almost compromised.



Red River Floodway, Lockport

In 2007, the outlet was rebuilt at a cost of \$35 million.

81,000 tonnes of limestone was added on the west bank of the Red River north of the outlet to provide erosion protection. A \$665 million floodway expansion program was completed in 2010

increasing capacity to 4,000

cubic metres (140,000 cubic feet) per second, the estimated level of a one-in-700 year flood event. The Floodway has been activated about 30 times and has saved an estimated \$40 billion (2011 dollars) in flood damage.

Turn left (east) from Henderson Hwy North (PTH 204) and take the exit onto Highway 44 west, over the Floodway bridge to Lockport. Turn left (south) at Henderson Highway South (PTH 204) and drive 1 km.

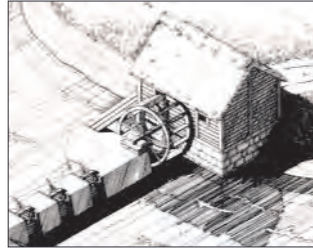
26. Gunn's Mill & Half Moon Drive In

6860 Henderson Highway

GPS Coordinates: N 50° 04.863 W 96° 56.009

* Geocache site GPS coordinates: N 50° 04.889 W 96° 55.992

Gunn's flour mill was built in the 1850s and was a local centre of industry and commerce. The power came from the spring-thaw waters that flowed down Gunn's Creek to the Red River. John Gunn built the mill 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



Gunn's Mill

contained the stones which ground the flour and bins for the storage of wheat. Almost every wheel and spindle for the mill was manufactured out of native oak by Gunn, a self-trained wheelwright and joiner. The water wheel measured 16 feet in diameter. The massive mill stones cut from native granite from the east side of Lake Winnipeg measured five feet in diameter, were eight inches thick, and had to be transported by York Boat to the site of the mill. 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 Half Moon Drive In



Half Moon Drive Inn

In 1938, Lockport area brothers Peter and Louie Kosowich opened The Half Moon Drive In. Today, this 1950's style family diner is a Manitoba icon famous for its hot dogs.

Return north on Henderson Hwy S.(PTH 204) and turn left (west) on Hwy 44. Cross the Red River, turn left (south) one block, turn left (east) onto Stevens Ave, then left (north) at River Road. (PTH 238). Drive to bridge.

27. St. Andrews Lock and Dam

Highway 44 bridge over the Red River in Lockport

GPS Coordinates: N 50° 04.957 W 96° 56.182

** Geocache site GPS coordinates: N 50° 06.594 W 96° 55.475*



St. Andrews Lock and Dam, c. 1926

For nearly a century, a stretch of rapids about 5 km south of Lockport had impeded travel north on the Red River. The river dropped almost five metres over a run of 16 kilometres and cargo had to be portaged around the rapids. By the 1870s, steamboats had become critical to river travel and essential to the trade economy; access through this barrier would allow river passage west as far as the Rocky Mountains. Attempts to dredge the rapids failed. A dam and lock system would be the best solution, however, spring break-up presented heavy, fast-moving ice; ice jams and upstream flooding were serious threats.

A curtain-style dam design of the French engineer, Cam  r   was selected, but one as large as that planned at Lockport had never been built. The project began in 1907 with picks, shovels and wheelbarrows, along with teams of horses. It was dangerous work, several men lost their lives, and



Lock and Dam construction

the pay was meager: between 15 and 25 cents per hour. The 270-metre Dam was completed in 1910 and, with a potential lift height of 21 feet, remains the largest curtain dam ever constructed. The roadway bridge was added above the dam in 1913.

The Dam consists of steel frames set between concrete piers. Electrically powered wooden “curtains” roll up and down the steel frames like window blinds, thus adjusting the flow of water and protecting the dam



Postcard of the first boat through the locks, the *Winnitoba*, in 1910

from ice. A canal lock carries 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 of the flood control system for the city of Winnipeg.

A National Historic Site and a 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 the opening.

Estimated construction cost in 1900 was \$150,000, but the final outlay was a “whopping” \$3.5 Million.

Just south of the Locks on River Road (PTH 238) is Skinner’s.

28. Skinner's

608 River Road South, Lockport

GPS Coordinates: N 50° 04.998 W 96° 56.505

Skinner's hot dog stand was established in 1929, by Jim Skinner whose son, Jim Skinner Jr., went on to be a coach and General Manager of



Skinner's c. 1930

the Detroit Red Wings. Fries were 5 cents; hot dogs sold for a dime and quickly made Lockport a famous destination. It was located beside the main road, which at that time came from the bridge at a sharp 90° angle. The road was straightened after a tragic accident in 1944.

The oldest hotdog outlet in continuous operation in Canada, Skinner's houses what may be Manitoba's best collection of hall-of-fame style hockey photographs.

Continue south on River Road South (PTH 238). Drive for 3.1 km until you arrive at Maple Grove Tea Room (Captain Kennedy House).

29. River Road South

River Road South (PTH 238) has many of the old homes built by prominent citizens of the Red River settlement and retired Hudson Bay Factors. Many of the buildings are mid-nineteenth century stone structures, such as Kennedy House, Twin Oaks and St. Andrews Rectory. Other historic buildings include Hay House and Scott House.

30. Captain Kennedy House (Maple Grove Tea Room)

417 River Road

GPS Coordinates: N 50° 03.964 W 96° 58.197

Captain William Kennedy constructed this impressive stone house, named The Maples, in 1866. The house is built of stone quarried nearby from the banks of the Red River near what was then the St. Andrews Rapids. It was architecturally distinctive, and very fashionable for the time, despite a rather simple unadorned Gothic Revival style.

This is one of a handful of early stone houses along the river, only three of which are in such excellent condition. It was purchased by the Province of Manitoba in 1980 and restored. Now operated as a teahouse, three of the rooms are furnished with period items, although not original to the house. This Provincial Heritage Site also has beautifully landscaped riverside gardens.



Captain Kennedy House

Continue south on River Road South (PTH 238) for 0.5 km and turn right at St. Andrews Road. You've arrived at the St. Andrews Church and Rectory.



417 River Road
St. Andrews, Manitoba
(204) 334-2498

Wheelchair accessible
Patio
Licensed

Reservations Recommended

31. St. Andrews Church & Rectory

St. Andrews Road at River Road

GPS Coordinates: N 50° 03.993 W 96° 58.618

St. Andrews is the oldest stone church in Western Canada in regular use as a place of worship.

Designed by Archdeacon William Cockran who was instrumental to the establishment of the Anglican Church in



St. Andrews Church, photographed by Humphrey Lloyd Hime in 1858

Manitoba, construction began in 1845 under the direction of Duncan McRae, a stonemason responsible for much of the stone construction in the early Red River Settlement. Rev. David Anderson, the first Bishop of the Anglican Diocese of Rupert's Land, consecrated the church in 1849. In 1990, the Church along with the older part of the cemetery was designated a Provincial Heritage Site.



St. Andrews Rectory c. 1906

The Rectory, a National Historic Site, was built between 1852 and 1854 and is typical of Red River architecture of that time. Now owned by Parks Canada, it is operated by the volunteers of the St. Andrews Heritage Centre.

Option 1: Drive 0.8 km west on St. Andrews Road until you reach Highway 9. Turn right (north) onto Highway 9 and continue for 4.8 km until you reach Little Britain United Church.

Option 2: Drive north along River Road South (PTH 238), passing under the bridge until you reach Highway 9. Turn right (north) and continue for 0.5 km.

32. Little Britain United Church

5879 Highway 9, Lockport

GPS Coordinates: N 50° 06.188 W 96° 56.497

* Geocache sites GPS coordinates: Site 1: N 50° 06.195 W 96° 56.474

Site 2: N 50° 06.131 W 96° 56.373

Built between 1872 and 1874, this is the oldest United Church building in Manitoba. Initially Presbyterian, the original congregation was served by Reverend John Black, the first Presbyterian minister in the Selkirk Settlement.

Stonemasons John Clouston and Duncan McRae constructed the church and McRae is buried in the cemetery. The tower was added in 1920 as a memorial to those who perished in World War I (1914-1918).



Little Britain United Church

Continue north on Highway 9 for 1.2 km to return to Lower Fort Garry parking lot.

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A decorative graphic on the left side of the advertisement featuring a bouquet of flowers and a black masquerade mask with white eye cutouts.

Historic Gems of Selkirk and Area

This circle driving tour through parts of Selkirk and the nearby rural municipalities of St. Andrews and St. Clements will reveal the range and depth of history that makes this region one of the most historically significant in Manitoba.

From the oldest stone church in western Canada and the mighty lock and dam at Lockport to a dynamite plant and hot dog stands, this tour explores the area's impressive and fascinating history of human occupation and community development.

This guide begins at Lower Fort Garry, but you may begin at any point along the route. The tour takes about two hours. Plan for more time if you want to explore further. GPS coordinates are provided for each location. Nearby geocache sites and their GPS coordinates are noted.

If you have comments or suggestions, please contact Fraser Stewart by e-mail at fstewart310@mymts.net or by phone at (204) 482-5547.

This tour book can be viewed and downloaded at stclementsheritage.com.



“Birch tents on the west bank of the Red River“ near present-day St Andrews.
Photo taken by Humphrey Lloyd Hime in 1858.

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