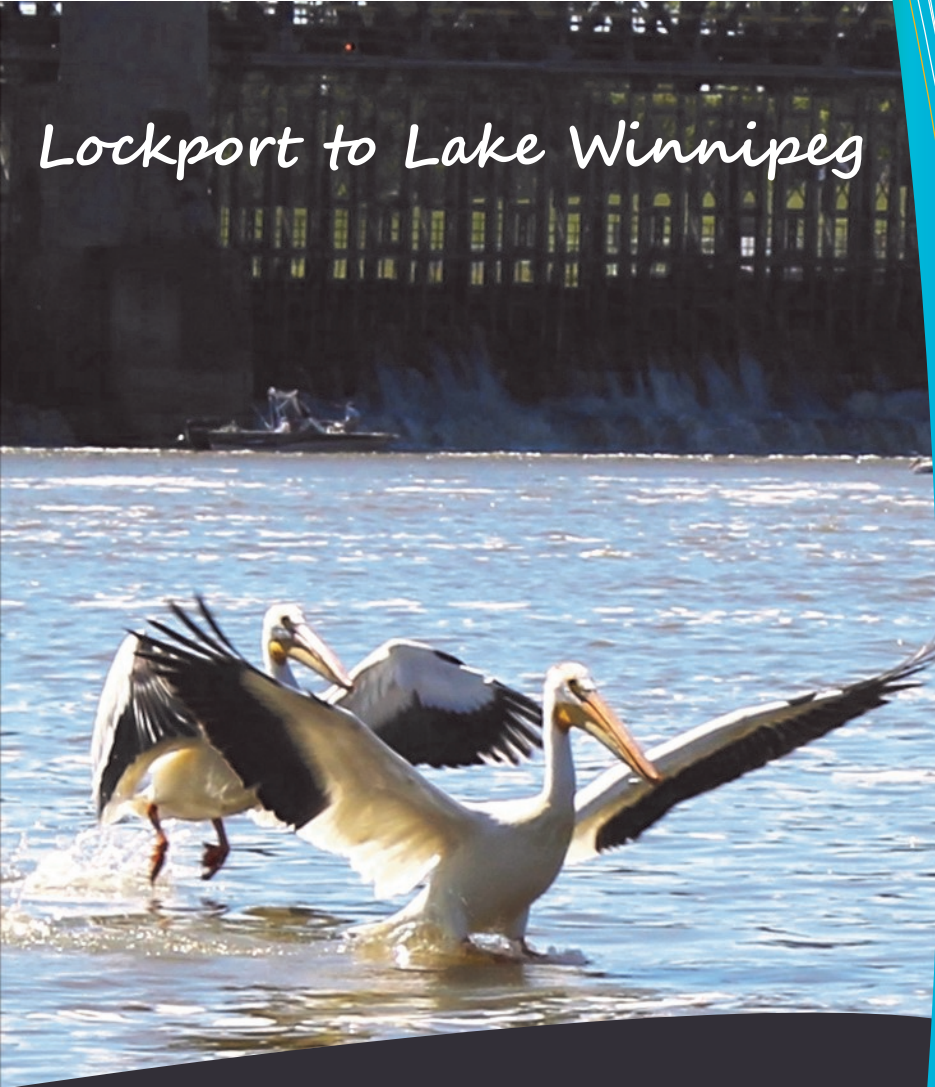
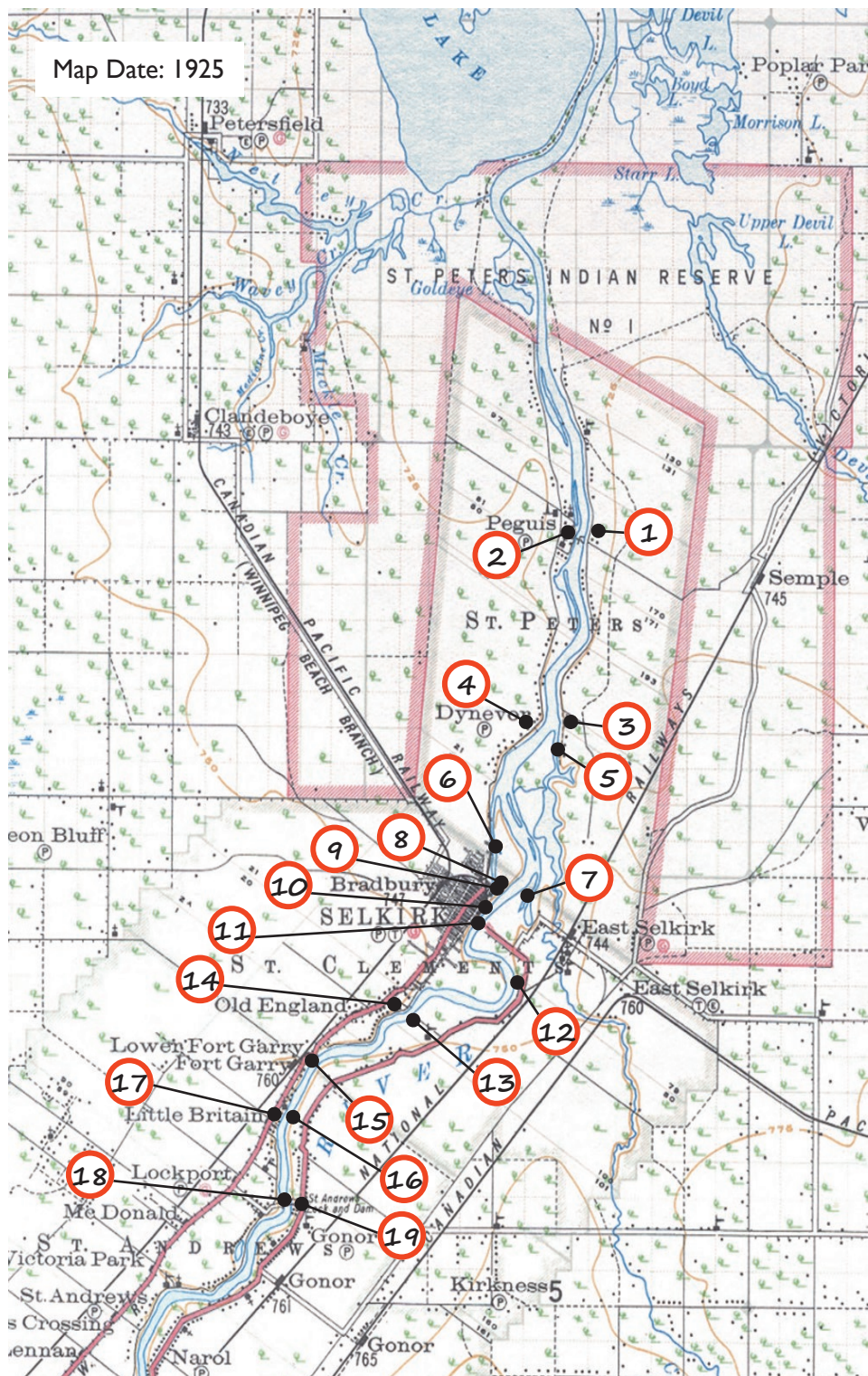


Lockport to Lake Winnipeg



Red River Heritage Tour
On the Water

Map Date: 1925



Points of Interest GPS Coordinates

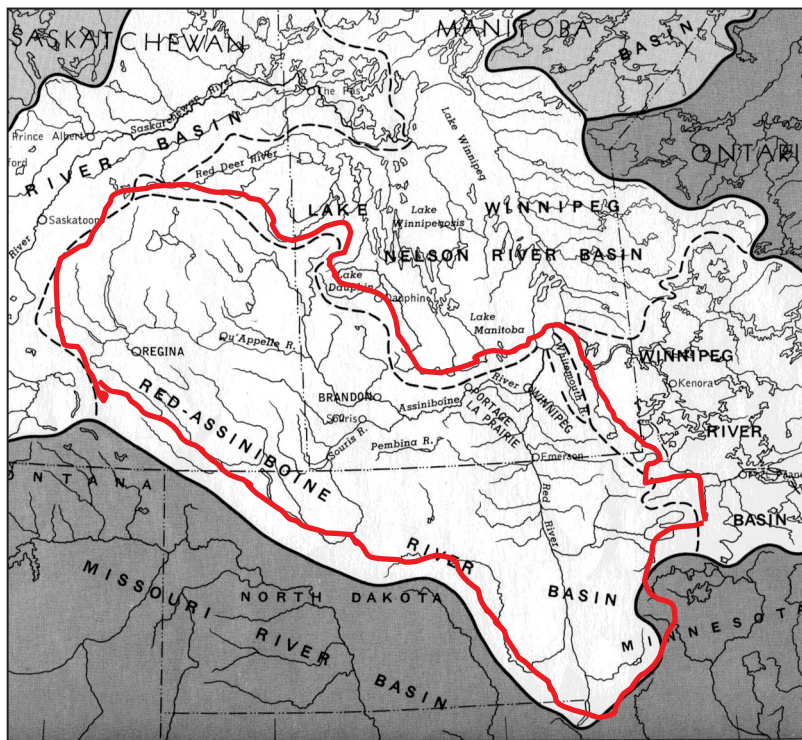
1	<i>St Pierre-es-Liens de Peguis RC Church</i>	N 50.241.524	W 96.832.371
2	Ferry Crossing	N 50.220.217	W 96.831.1228
3	St Peters Dynevor, Old Stone Church	N 50.10.981	W 96.50.485
4	Rev. Cowley Residence, TB Hospital, St. Johns Boys School	N 50.10.845	W 96.50.689
5	Joe Cooks Creek	N 50.10.835	W 96.40.487
6	West Slough (winter ship storage)	N 50.10.128	W 96.51.699
7	East Slough/Colville Landing	N 50.090	W 96.51.009
8	Marine Museum of Manitoba	N 50.08.736	W 96.51.809
9	Selkirk Dry dock	N 50.08.730	W 96.51.809
10	Selkirk Fish Processing & Wharf	N 50.08.545	W 96.51.089
11	Selkirk Ferry Crossing & Selkirk Bridge	N 50.08.401	W 96.52.177
12	CIL Road & Dynamite plant	N 50.07.456	W 96.51.664
13	T. Bunn House & Ferry Crossing	N 50.07.492	W 96.53.394
14	St. Clements, Old Stone Church	N 50.07.450	W 96.53.517
15	Lower Fort Garry	N 50.06.585	W 96.55.867
16	Cox House	N 50.099610	W 96.937.255
17	Little Britain Church & Ferry Crossing	N 50.05.958	W 96.56.360
18	Winnipeg Floodway/Spillway	N 50.05.609	W 96.56.331
19	St. Andrews Lock & Dam	N 50.05.330	W 96.56.300

Why the Red River is designated a “Heritage River”

The Red River 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 soil that supports an extensive agricultural industry. However, the clay is also the base 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 on an estimated 400 miles, if all of the bends and turns are considered.

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



First Fishers of the North Red River

GPS Coordinates: 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.

This community arrived from the southern midwest of North America due to a major drought that 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 environment. Now through genetic improvements we do have lower heat unit varieties which will mature in cooler conditions.



1. Roman Catholic Mission lots 184-186

GPS Coordinates: N 50.241.524 W 96.832.371

In 1870, Friar J. Allard an Oblate Father, of the Oblate of Mary Immaculate, received one of the first appointments to the first Board of Education for Public Schools, along with Rev. Alexander Tache, Bishop of St. Boniface and numerous other important people of the day.

Friar Allard was one of the first seven Board members to have charge of the Roman Catholic Public Schools which formed 25 school districts in Manitoba divided as Catholic and Protestant districts. The first public schools opened under this Board of Education on August 28th, 1871.

In 1881, Friar J. Allard, established a Roman Catholic Mission and School on river lots 184, 185 and 186. These Red River lots were in the Parish of St. Peters a few miles north of Selkirk and near the Old St. Peters Church.

The Mission and School were referred to as "*St. Pierre-es-Liens de Piguis*" and included a church, school and cemetery. The area currently has no road access and is only accessible from the river at the end of property located at 81104 St. Peters Rd. All the buildings are gone and only the cemetery remains.

Friar Allard served the Aboriginal, Metis, Scottish, English and in later years the Eastern European Communities who resided in the area from 1881 to 1914. According to his Registry books, he traveled during this time to some 26 communities along the river and into surrounding districts, bringing his faith and caring to many people. Some of these family names are still recognizable today: Prince, Chief, Bird, Flelt, Cook, Sutherland, Chatelaine, Parisien, Paquin, Gagnon, Feniuk, Novoski, Schreyer, O'Conner and McKenzie.

2. The Red River Ferries

GPS Coordinates: 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 operation 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.

The Selkirk ferry crossed at various sites: Superior and Manitoba Ave., as well as MacLean Ave. Residents paid 15¢-25¢, to bring across livestock, produce and grain.

The McLean ferry was first used in 1917. A floating barge, constructed of keel joists overlaid with 4 x 8 ft. wooden planks and a wood ramp. The ferry was pulled across the river with oxen secured to rope or cable. 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.

During the spring/fall ice flows, there were times when the ferry tipped, dumping cars, horses and people into the river. There were reports of school children being transported to the Mapleton School (St Clements' 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 causing them to over turn, resulting in some drownings.



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

3. St. Peter, Dynevor Old Stone Church

GPS Coordinates: N 50.10.981 W 96.50.485



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 in 1852-54, 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 Cochran. The Reserve moved north to the Peguis Reserve in 1910. Many people of the current Peguis Reserve still maintain close ties with St. Peter's Church. The surrounding cemetery contains over 3,000 graves, including that of Chief Peguis.

4. Rev. Cowley Residence, TB Hospital, St. John's Boys School

GPS Coordinates: N 50.10.845 W 96.50.689

This stone house was constructed 1862-65, for Reverend Abraham Cowley, an Anglican Missionary. His widow remained in the house until 1896 when it was converted into a hospital dedicated to Aboriginal health care, the treatment of tuberculosis and a nurse training 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 and is a designated Provincial Heritage site.

5. Cooks Creek

GPS Coordinates: N 50.10.835 W 96.40.487

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 the RM of Springfield and winds its way up to the Red River at St Peter's Church. It was navigable for light watercraft like kayaks and canoes.

In the 1860s, the Hudson's Bay Company (HBC) used the creek for winter storage of their vessels, including the steamships *SS Anson Northrup* (the first steam boat on the Red River) and the *SS Colville*. The *SS Colville* hauled freight up the lake to Grand Rapids which was then moved to the Grand Rapids tramway connecting to the Saskatchewan River system.

6/7. East and West Sloughs

GPS Coordinates East: N 50.090 W 96.51.009

GPS Coordinates West: N 50.10.128 W 96.51.699

There are two sloughs or "dead-end creeks" on the Red River offering safe winter storage for large boats in Selkirk. Boats or docks left on the river over winter are at risk from up to a metre thick ice in the spring.

The **east slough**, became the location for major HBC warehouses, which shipped goods up the lake and across the Grand Rapids tramway (1877). 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 operated from this location called Colville Landing, which still exists today.

The **west slough**, has seen over 100 large craft including freighters and fishing vessels frozen safely over the winter.

8. Marine Museum

GPS Coordinates: N 50.08.736 W 96.51.809

The Marine Museum of Manitoba, open from June to September, was established in 1972 and covers the era from 1850 to current day. Vessels, relics and other marine items that pertain to



shipping depict the development and operation of transportation available on Lake Winnipeg and the Red River.

The former steamship the *SS Keenora* was the first ship acquired by the museum, which was abandoned in the Selkirk slough in 1966 and salvaged by the museum in 1972. The ship 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 entrance.

The *SS Keenora* was constructed in 1897 and is the oldest preserved steamboat in the province.

Other vessels in the collection include:

- *CGS Bradbury* (1915)
Federally owned ice breaker
- *MS Chickama II* (1942)
Operated from Norway House & Warren Landing
- *MS Lady Canadian* (1944)
Vessel for fishing and hydrographic mapping
- *MS Peguis II* (1955)
A barge tug
- *MS Joe Simpson* (1963)
Replacement vessel of *MS Chickama II*

9. Selkirk Dry Dock

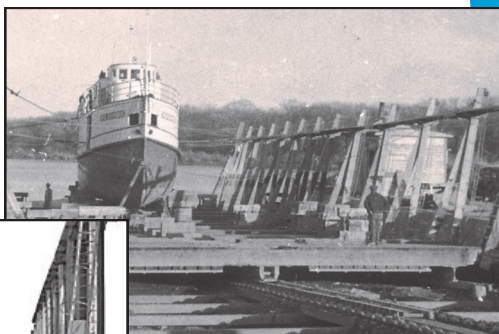
GPS Coordinates: N 50.08.730 W 96.51.809

A dry dock, or marine railway, 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 secured onto the cradle and repairs/maintenance can be completed.

The Selkirk Dry Dock was built in 1915 as a further assistance to the shipping industry. It was rebuilt in 1961 after the cradle collapsed. Due to the disappearance of larger vessels on the waterways, the capacity of the vessels the dock could accommodate, was reduced from 1,000 to 700 tons.

The system did have its problems as sometime 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.

As the water system was considered a federal responsibility, navigation aids such as marker buoys and light houses for safe ship passage, were established by the Federal Government for the lake and rivers. The SS *Bradbury* was built as an icebreaker to maintain navigation aids.

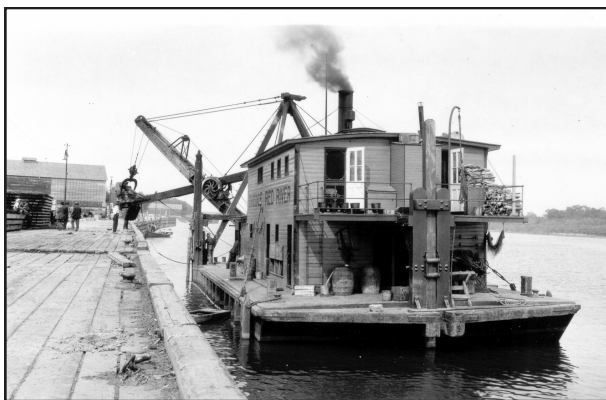


9. Selkirk Dry Dock cont'd

GPS Coordinates: N 50.08.730 W 96.51.809

Dredges were built to maintain the navigability of the major shipping channels by cleaning out silt deposits common to the clay base of the Red River.

There were two types of dredges: 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 and, in more recent years, a modern suction system, where a snorkel like tube with cutting bits on the end, would dig into the river bottom and pump the sediment through a long pipe to the edge of the river bank.



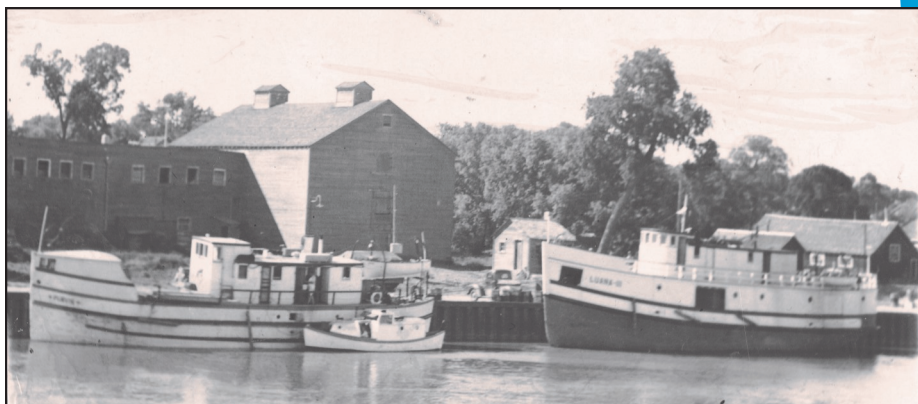
10. Selkirk Waterfront Fish processing and Wharf

GPS Coordinates: N 50.08.545 W 96.51.089

Until the late 1960s, when the Freshwater Fish Marketing Corporation was built in Winnipeg, Booth Fisheries operated a processing plant at the Selkirk waterfront. This served the Lake Winnipeg fishery with the processed product being trucked to Winnipeg.

Now, the waterfront is 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 and a former dry dock or floating railway (located at the north end of the wharf) used to repair large lake ships.

The present day 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.



11. Selkirk Ferry Crossing and Lift Bridge

GPS Coordinates: N 50.08.401 W 96.52.177

In 1934, St. Clements residents strongly felt that the current ferry system, which transported approximately 50,000 foot and vehicle passengers annually, was not adequate.

Tom Hay, former St. Clements Reeve (1912-1914) and Thomas Bunn, RM Secretary/Treasurer sent a resolution to the Minister of Labour, Minister of Public Works and the Prime Minister with their concerns. The Government of Canada agreed to build the Selkirk Bridge as a “Great Depression” Relief Project.

With an estimated cost of \$250,000 and located at the end of Eaton Ave. in Selkirk, the bridge was completed in 1936. Due to the tax burden from the Relief years, Selkirk and the RM of St. Clements were unable to participate in the bridge upkeep. The bridge was designated as a toll bridge by Ottawa when the Province of Manitoba refused to provide any additional funding. A petition against the toll was sent to Ottawa with over 700 names from St. Clements. The bridge was fully completed by March in 1937 but was not open to the public until the dispute was settled.



Finally, on May 3rd, 1937, the bridge was officially opened for vehicle and pedestrian traffic after an agreement was reached to share the funding.

The lift bridge operated for the next 30 years to accommodate larger ships such as the SS *Keenora*. Today, the bridge lift sees little use except for the traditional raising during the Canada Day celebration.

12. CIL Road and Dynamite Plant

GPS Coordinates: N 50.07.456 W 96.51.664

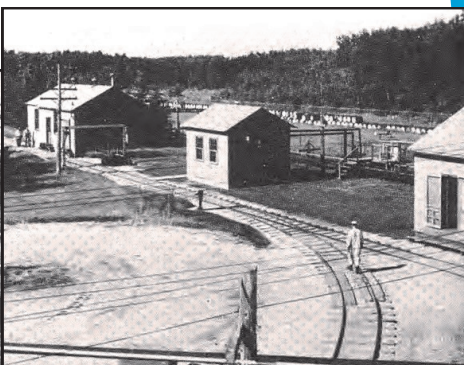
In 1929, Canadian Industries Limited (CIL) purchased 1200 acres of land near East Selkirk and constructed a high explosives plant named for Dr. Thomas Brainerd, a pioneer of power manufacturing.

The Brainerd Works supplied dynamite to mining and forestry operations along Lake Winnipeg. By 1934, seventeen buildings had been constructed. 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.

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. 10th, 1934: a 1,000 lb (453.59 kg) mixing of 40% Polar Forcite Gelatin. Disaster struck on August 29th, 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 September 11th, 1970.

Dynamite was shipped from the plant by river using barges that were loaded from shore at the end of the C.I.L. road.



13. Thomas Bunn house (Ferry Crossing)

GPS Coordinates: N 50.07.492 W 96.53.394

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 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 Lower Fort Garry with metre thick walls of local fieldstone, held together using lime from limestone found on the riverbank.

Thomas Bunn farmed and was the elected representative for St. Clements to the provisional Riel Government during the Red River Resistance. 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 a designated Provincial Heritage Site and currently a B&B.



14. St. Clements Old Stone Church

GPS Coordinates: N 50.07.450 W 96.53.517

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, began construction of this Anglican church in 1860; the first service was held in December of 1861.

St. Clements was the official chapel for Lower Fort Garry and served as the garrison church. The bell tower was added and consecrated in 1928.



15. Lower Fort Garry

GPS Coordinates: N 50.06.585 W 96.55.867

Upper Fort Garry, located near what is now **The Forks** in downtown Winnipeg was the heart of the Hudson's Bay Company fur trade.

In 1826, a devastating flood destroyed the fort prompting the company Governor, George Simpson, to search for a safer location down river. Simpson chose a site offering higher ground and below the St. Andrews rapids. However, most of the population was centered near The Forks which was convenient for traders, the travel required to do business at the new fort was not viable.

In 1835, Upper Fort Garry was rebuilt at its original location. The Lower Fort never became the administrative centre Simpson intended, however it remained an important link to the fur trade and was the signing location for Treaty Number One, in 1871.

Today, Lower Fort Garry is a National Historic Site operated by Heritage Canada and open from May through September.

16. Cox House

GPS Coordinates: N 50.099610 W 96.937.255

Built in 1862 by Robert Cox, a carpenter working at Lower Fort Garry, Cox House is one of only two surviving Red River Frame style houses in Manitoba still on its original site.

Before 1870, Red River Frame buildings were the popular type of building in Manitoba. Red River Frame was an architectural style where walls were formed by slipping short logs cut with protruding tongues into vertical logs that had channels cut down their length.



The house walls are cut and connected in the Red River Frame method. The upper parts of the gable and wall sections are not Red River Frame but are simply roughly cut poplar logs set in place with dove-tailed corners. In 1994 the building was designated a provincial historic site. Today, it is undergoing renovations by its present owners.

17. Little Britain United Church (Ferry Crossing)

GPS Coordinates: N 50.05.958 W 96.56.360

Built between 1872 and 1874, it 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.

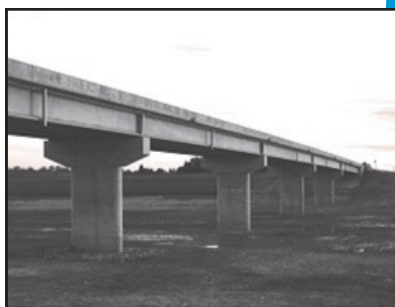
Stonemasons John Clouston and Duncan McRae constructed the church and McRae is buried in the cemetery. The tower was added in 1920 as a memorial to those who perished in World War I.



18. Winnipeg Floodway – Spillway

GPS Coordinates: N 50.05.609 W 96.56.331

This artificial flood control waterway was built in response to the 1950 flood that devastated Winnipeg and surrounding areas. Opened in 1968 at a cost of \$63 million, 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 excavated, a project second only to the Panama Canal in scale at the time. 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.

In 2007, the outlet was rebuilt for \$35 million with 81,000 tonnes of limestone being added on the west bank of the Red River, north of the outlet, for 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 approximately 30 times and has saved an estimated \$40 billion (2011 dollars) in flood damage.

The outlet has seen its share of tragedy; Chuck Norquay, an early promoter of the Red River Catfish Fishery, fell overboard and 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.

19. St. Andrews Lock and Dam

GPS Coordinates: N 50.05.330 W 96.56.300

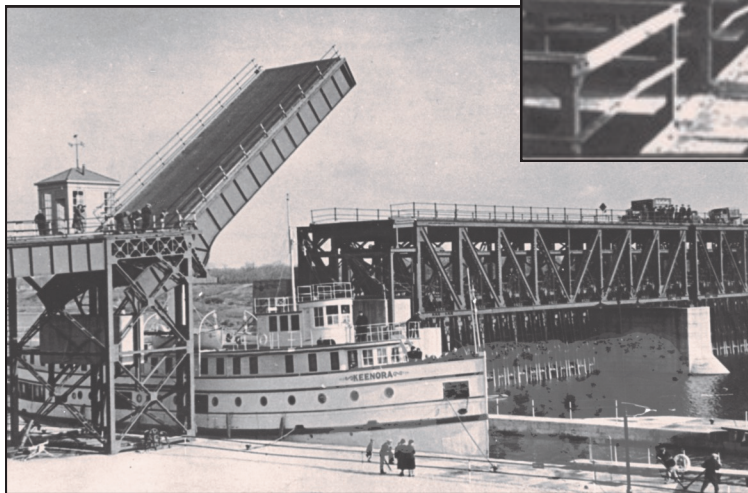
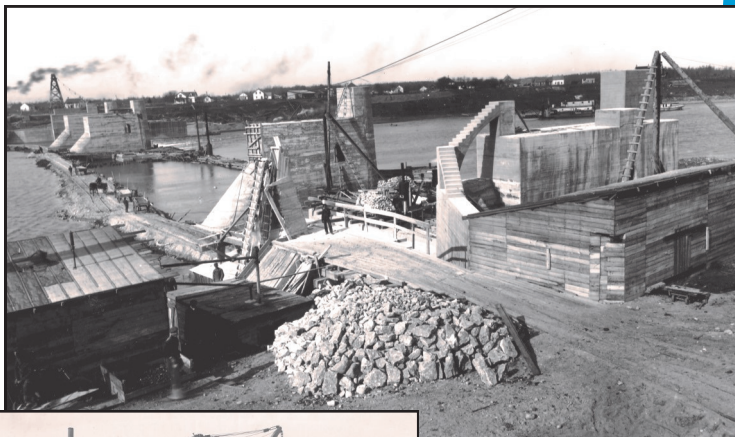
For nearly a century, the rapids 5 km south of Lockport had impeded travel north on the Red River. The river dropped almost five metres over a run of 16 kilometres requiring cargo to be portaged. By the 1870s, steamboats were critical to river travel and the trade economy, shipping freight from Winnipeg to various parts of Lake Winnipeg, the Saskatchewan River via the Grand Rapids tramway and Western Canada, allowing passage west as far as the Rocky Mountains.

Attempts to dredge the rapids failed. A lock and dam system was an option; however, spring break-up created heavy, fast-moving ice often causing ice jams and flooding upstream.

A curtain-style dam design by the French engineer, Caméré was selected and would be the largest built with an estimated cost of \$150,000. The project began in 1907 with picks, shovels, wheelbarrows and teams of horses. The work cost several men their lives. The 270 metre dam was completed in 1910 with a potential lift height of 21 feet - the largest curtain dam ever constructed. The final outlay was \$3.5 Million.

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, adjusting the flow of water and protecting the dam from ice. A canal lock carries river traffic around the dam accepting vessels up to 1,600 tons. The steamship *Winnitoba* was the first to pass through the locks.

More than a century later the dam remains fully operational and is a critical component of the flood control system for the City of Winnipeg. A National and Canadian Civil Engineering Historic Site, the dam is an architectural marvel, and the last example of a Caméré style curtain dam in the world.



Other Stories from the Water

Red River Lot System and Early Settlement

The river lot system used along the Red and Assiniboine rivers was regulated by the HBC (Hudson's Bay Company) 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 lots was constant at two miles from the river frontage varying from 1.5 chains (99ft) to 12 chains wide for a retiring Chief Factor. The amount for most retirees was a piece of land 33 yards in width and two miles long. Unfortunately, the lot was too narrow to fence and not large enough to farm effectively. 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.



In later years another survey divided the land along the rivers into 1,400 one-hundred acre lots and a further survey was done by the Government of Canada in 1870. Many lots were surveyed as 400ft wide and 2 miles long.

The outer portions of these long lots were used as hay reserves or wood lots 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.

Other Stories from the Water

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 large amounts of cargo but were of little use on the big lake. Deeper draft ships were built such as the SS *Colville* and a succession of freighters such as the SS *Wolverine* and SS *Keenora*. These vessels would carry freight and passengers from the north end of the lake right into Winnipeg.

Tugs like 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.



Other Stories from the Water

The “Steam Boat Era”

The SS *Anson Northup* began the era of steam navigation in Manitoba in 1859, proving that steamboats could operate on the shallow inland waterways of the prairies. The SS *Anson Northup* was succeeded by larger more powerful rivals, pushing navigable limits of rivers and lakes 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 the headwaters of the Assiniboine.

After 1859, steam boats superseded the older methods of transport: 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 steam boilers was available.

In Bishop Tache's memorable phrase; the SS *Anson Northup* "inaugurated a new era for the trade of the Red River colony."

Barges and tugs of the Red River North

Considerable cargo was shipped on the lake. Barges were used to transport products to various communities: fuel, building supplies, explosives (from the C.I.L.. dynamite plant at East Selkirk), large equipment for mining activities and freight destined for Grand Rapids and the tramway.

Return cargo included lumber from the saw mills headed for the mills in Winnipeg (Brown & Rutherford) and silica sand from Black Island for the Selkirk Silica plant.

The barges used were very large and pulled by powerful tugs, the largest being the SS *Granite Rock*.



Other Stories from the Water

Donald Boat Business & Red River Punts

In the early 1900s, George Donald, an enterprising individual, lived on the east side of the river in Gonor. He operated a boat business for transporting people across the river to/from Little Britain. If someone wanted a ride, you had to whistle and he would row over and pick you up.

The type of dependable boat used was a locally made rowing craft called a Punt. It was blunt on both ends with a slight lift so that it could be operated through and over the ice. Although it did not have much of a keel, it worked well on the Red River.

After the Lockport Bridge was completed he used his boat business for rental to fishermen from 1910 to 1952. He had a fleet of about 40 vessels to accommodate the demand for fishing at the dam.



He was also the one who operated a horse drawn school bus from the west side of the bridge to Gonor School on the east side. He 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 the



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.

Other Stories from the Water

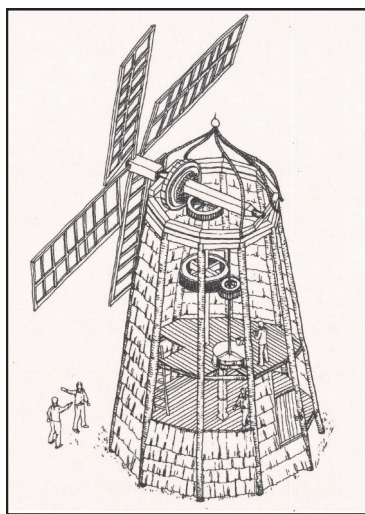
Grist Mills

From 1833 to the mid-1880s, a remarkable community was developed on the banks of the Red River just north of St. Peters Church in St. Clements. Known at the time as the Indian Settlement, or the Indian Village, this very first Aboriginal agricultural settlement was undertaken by a band of Saukteaux 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 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 is the only one at Red River whose precise dimensions are known. The pillar of the mill was 21½ in diameter at its base, while its height from the foundations to the top of the dome was 37 feet.

The mill stones were 3 feet, 6½ inches in diameter and the sails, each of which contained 76 yards of canvas, were 17 feet, 6 inches long and 6 feet wide.



Other Stories from the Water

North Red Fishery – the Jewel of the Region

The North Red River Fishery has a long history dating back to the Plano People in 5500 BC, who came to fish in the Lockport area. The Native fishery was essentially used for a major food supply to supplement other game including the Bison. Early fishing methods included use of spears, primitive nets and in some locations, use of weirs to catch the fish as they ran downstream.

The Red River settlement used the river as a source of food but it was the Icelandic settlers of 1874 who played an important role in the development of the commercial fishery which was in full swing by 1892. The arrival of USA fish companies purchasing 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. 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.

Master Angler records caught in the Red River North Region:

Bullhead – 17.75 inches
Channel Catfish – 46.50 inches
Common Carp – 42.50 inches
Lake Sturgeon – 78.50 inches
Walleye – 39.00 Inches

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St. Clements

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