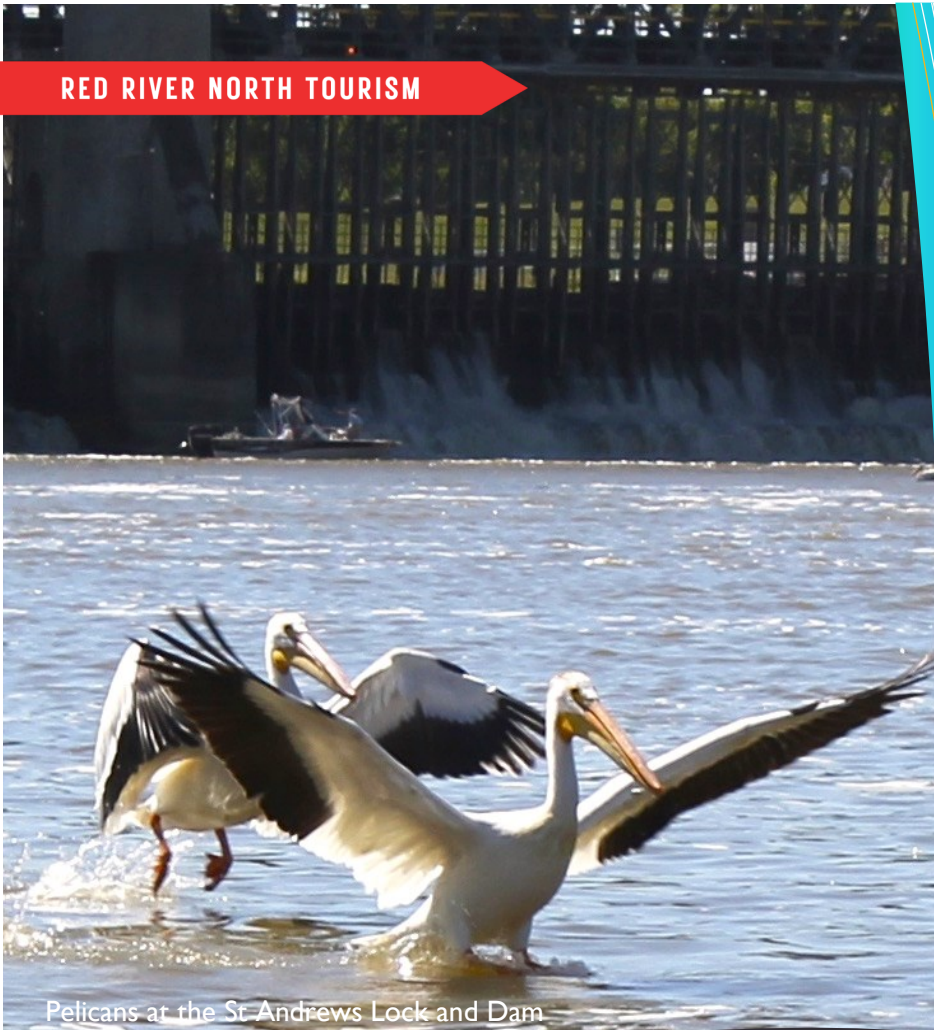


RED RIVER NORTH TOURISM



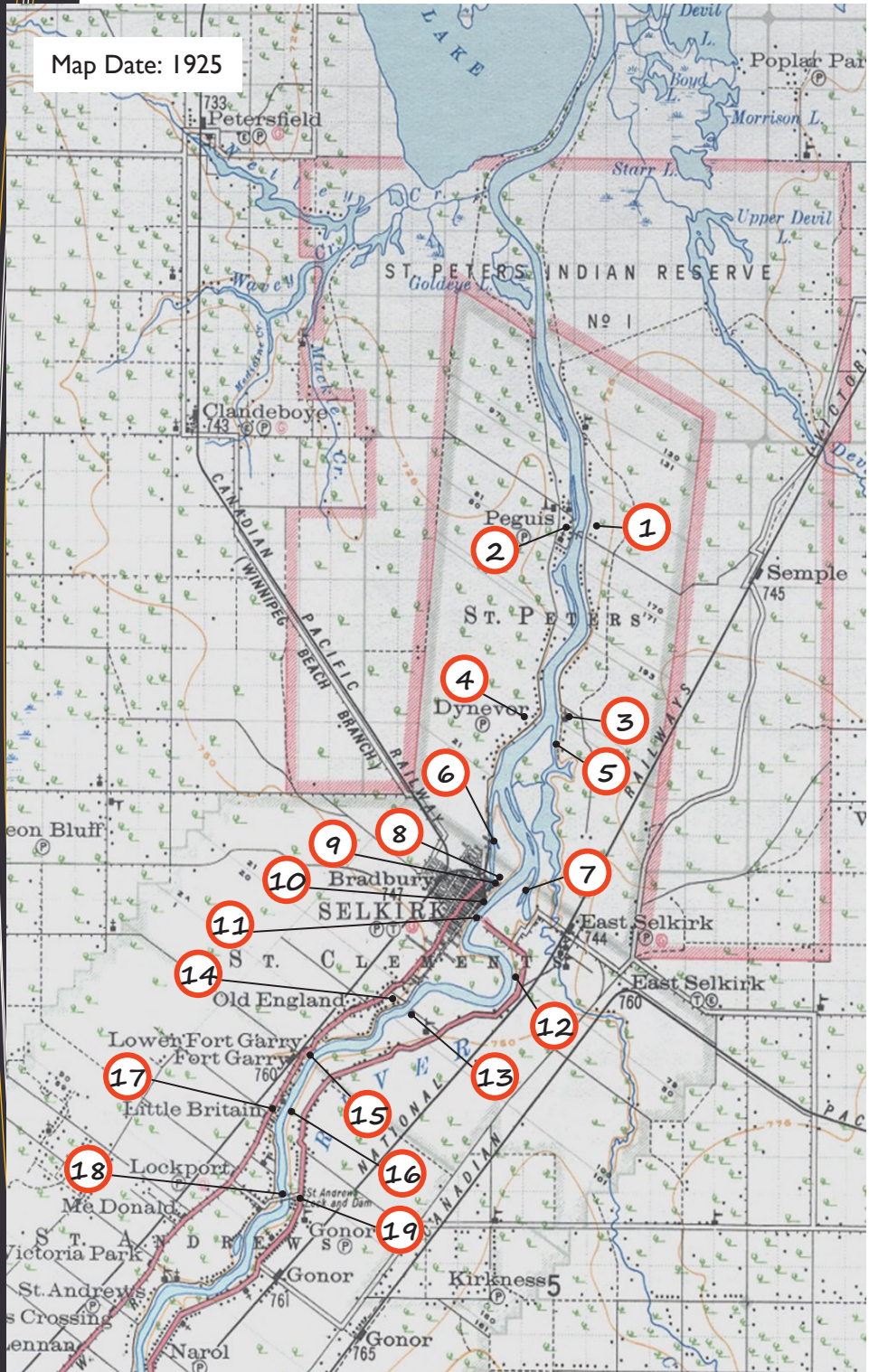
Pelicans at the St Andrews Lock and Dam

# Red River Heritage Tour

*On the Water*



Map Date: 1925



| <b>Map Key</b> | <b>Points of Interest</b>                  | <b>GPS Coordinates</b> |               | <b>Page</b> |
|----------------|--|------------------------|---------------|-------------|
| 1              | St Pierre-es-Liens de Peguis RC Church     | N 50.241.524           | W 96.832.371  | 6           |
| 2              | Ferry Crossing                             | N 50.220.217           | W 96.831.1228 | 7           |
| 3              | St Peters Dynevor, Old Stone Church        | N 50.10.981            | W 96.50.485   | 8           |
| 4              | St Peter's Dynevor Anglican Church Rectory | N 50.10.845            | W 96.50.689   | 9           |
| 5              | Joe Cooks Creek                            | N 50.10.835            | W 96.40.487   | 9           |
| 6              | West Slough (winter ship storage)          | N 50.10.128            | W 96.51.699   | 10          |
| 7              | East Slough/Colville Landing               | N 50.090               | W 96.51.009   | 10          |
| 8              | Marine Museum of Manitoba                  | N 50.08.736            | W 96.51.809   | 11          |
| 9              | Selkirk Dry dock                           | N 50.08.730            | W 96.51.809   | 12          |
| 10             | Selkirk Fish Processing & Wharf            | N 50.08.545            | W 96.51.089   | 14          |
| 11             | Selkirk Ferry Crossing & Selkirk Bridge    | N 50.08.401            | W 96.52.177   | 15          |
| 12             | CIL Road & Dynamite plant                  | N 50.07.456            | W 96.51.664   | 16          |
| 13             | T. Bunn House & Ferry Crossing             | N 50.07.492            | W 96.53.394   | 22          |
| 14             | St Clements, Old Stone Church              | N 50.07.450            | W 96.53.517   | 23          |
| 15             | Lower Fort Garry                           | N 50.06.585            | W 96.55.867   | 23          |
| 16             | Cox House                                  | N 50.099610            | W 96.937.255  | 24          |
| 17             | Little Britain Church & Ferry Crossing     | N 50.05.958            | W 96.56.360   | 24          |
| 18             | Winnipeg Floodway/Spillway                 | N 50.05.609            | W 96.56.331   | 25          |
| 19             | St Andrews Lock & Dam                      | N 50.05.330            | W 96.56.300   | 26          |

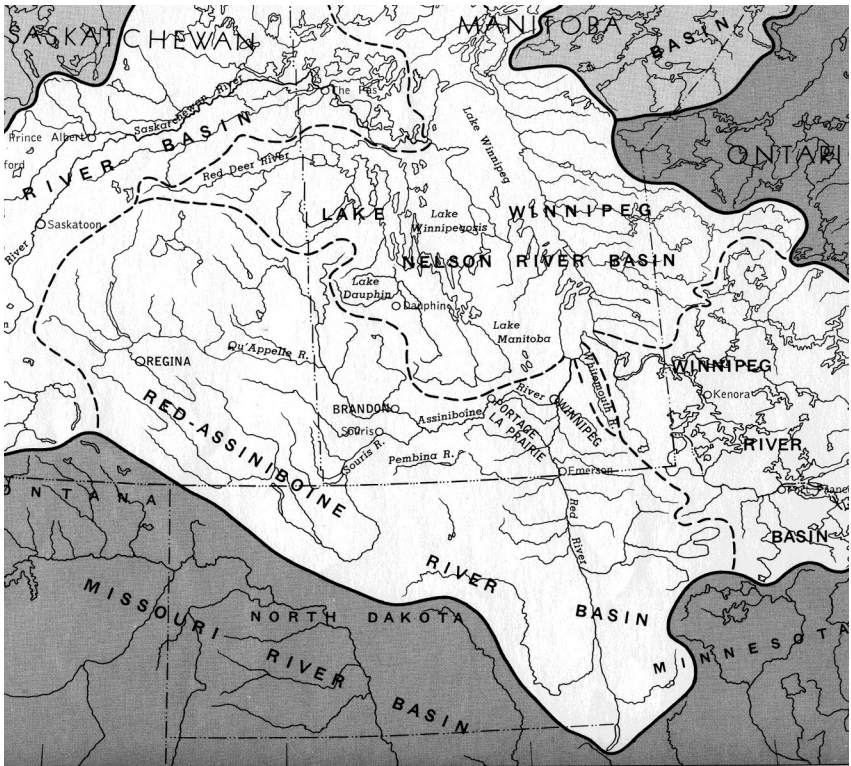


## A designated a Heritage River

The Red River is a remnant of Lake Agassiz, a result of the last ice age. As the ice receded in Manitoba, it left behind the very fertile Red River valley with a clay soil that supports an extensive agricultural industry. This clay is the base through which the Red River flows, giving it a “muddy” appearance.

The Red River has its origin at a continental divide at Ottetail Lake near Fergus Falls in southern Minnesota and winds its way some 300 miles north to Lake Winnipeg—400 miles, if all the bends and turns are included.

In 2007, the entire length of the Red River in Manitoba, from the U.S. border north, was designated a Canadian Heritage River in celebration of its significant cultural and historic value.





## **First Fishers of the North Red River**

**GPS Coordinates: N 50.082941 W 96.941488**

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

This community of people arrived from the southern midwest of North America at a time of major drought some 3,000 years ago. The climate in the Lockport area was considerably warmer than it is today and it became possible to grow corn for grain. In modern times, through genetic improvements, there are now varieties which will mature in cooler northern conditions with shorter hours of daylight.



## I. Roman Catholic Mission lots 184-186

GPS Coordinates: N 50.241.524 W 96.832.371

East Bank

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.

The 25 school districts in Manitoba were divided into Catholic and Protestant districts. The first public schools opened under this Board of Education on August 28<sup>th</sup>, 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 Peguis*” and included a church, school, and cemetery. The area currently has no road access and is only accessible from the river. All the buildings are gone and only the cemetery remains.

Friar Allard served the Aboriginal, Métis, 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 caring and faith to many. Some of these family names are still recognizable today: Prince, Chief, Bird, Flett, Cook, Sutherland, Chatelaine, Parisien, Paquin, Gagnon, Feniuk, Novoski, Schreyer, O’Connor and McKenzie.

## 2. The Red River Ferries

**GPS Coordinates: N 50.220.217 W 96.831.1228  
West Bank**

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

The early ferries were privately owned and 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. Private ferries operated in other locations. The Selkirk ferry crossed at Superior, Manitoba and MacLean Avenue. Residents paid 15¢-25¢, to bring across livestock, produce, and grain.

The McLean ferry, a floating barge constructed of keel joists overlaid with 4 x 8 ft. wooden planks and a wood ramp, was first used in 1917. 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. The cables were dropped into the river to allow large ships to pass.



There were times when the ferry tipped, dumping cars, horses and people into the river. The Little Britain ferry was located below the rapids, an area of strong currents which 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 Anglican Church

**GPS Coordinates: N 50.10.981 W 96.50.485  
East Bank**

This is one of the oldest stone churches in western Canada and is 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 church was designed and built by Duncan McRae under the direction of Archdeacon William Cockran.

The first Aboriginal agricultural settlement was located here in the early 1800s by a young Chief Peguis. It was relocated 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.



Peguis was born in Sault Ste Marie around 1774. He was recognized as a Chief in his late teens. In 1792, he and a band of some 200 Ojibway came to the Red River and settled in the area of Netley Creek. The Red River Settlers arriving in 1812 and after would not have survived the harsh winter conditions without the assistance and generosity of Peguis and his people. Peguis converted to Christianity in 1838, taking the name William King at his baptism by Archdeacon Cockran. Throughout

the 1850s, Peguis actively sought to entrench rights to their lands and its resources, a debate that raged on for more than a decade. Peguis died in September 1864 at the age of 90.

## 4. St Peter Dynevor Anglican Church Rectory

**GPS Coordinates: N 50.10.845 W 96.50.689**  
**West Bank**

This stone house was constructed between 1862-65 for Reverend 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.



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. The property has changed hands several times since and while the house is a designated Provincial Heritage site, no restoration work has been done.

## 5. Cooks Creek

**GPS Coordinates: N 50.10.835 W 96.40.487**  
**East Bank**

The original name of this creek was Joe Cook's Creek according to Samuel Taylor's diary of 1862. The creek has its origin in the RM of Springfield and winds its way to the Red River at St Peter's Church. It is 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 connected to the Saskatchewan River system.

## 6 & 7. East and West Sloughs

East: N 50.090 W 96.51.009

West: N 50.10.128 W 96.51.699

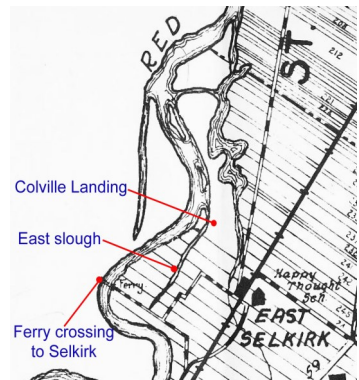
Boats or docks left on the river over winter are at risk from up to a metre thick ice in the spring. The two sloughs or “dead-end creeks” on the Red River offered safe winter storage for large boats.

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

In 1880, a two-mile spur-line from the main rail line was constructed in a record-breaking 10 weeks. The harbour of Colville Landing (spelled differently than the ship), with shipping wharf and warehouse, began operations the following year. 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 commercial enterprises on the east side of the river disappeared. Nothing of the harbor remains.

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



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



## 8. Marine Museum of Manitoba

**N 50.08.736 W 96.51.809**  
**West Bank**

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 colourful past of Manitoba's 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, visitors can explore a wealth of artifacts and marine records aboard these historic vessels.

(Admission fee) [www.marinemuseum.ca](http://www.marinemuseum.ca) 204-482-7761



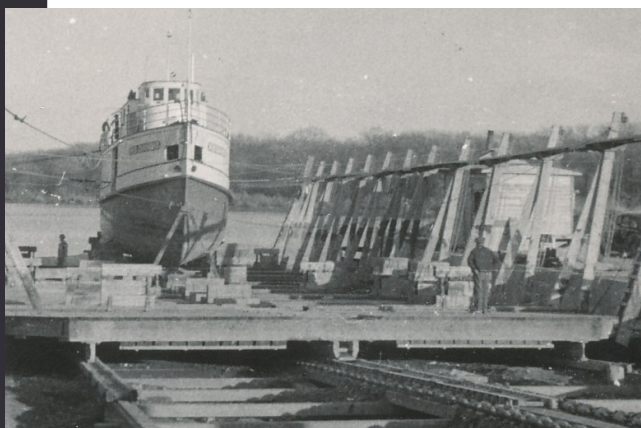
Adjacent to the Museum is Selkirk Park. This oasis in the heart of Selkirk has 8.5 kms of all season woodland and riverside walking trails. Summer amenities include an outdoor pool and splash pad, skate park, off-leash dog park, play structures, picnic shelters, washrooms, a seasonal campground and a boat launch.

## 9. Selkirk Dry Dock

**GPS Coordinates: N 50.08.730 W 96.51.809**  
**West Bank**

A dry dock, or marine railway, involves a cradle that rests on a set of rails sloping into the river to a maximum depth of 20 feet. When the dock is rolled into the water, the ship floats over the cradle, is fastened to it, and a heavy winch system then draws the cradle, with ship attached, back up the rail and out of the water. Repairs and maintenance can be done with the ship secured to the cradle.

The Selkirk Dry Dock was built in 1915 and 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.

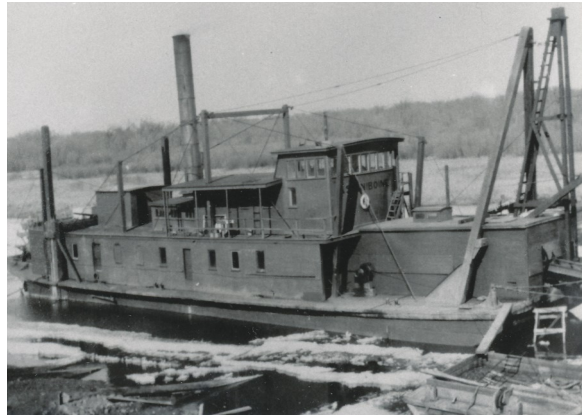


The system did have its problems. The rails would get clogged with silt and the cradle would come off the rails. This required a worker to go down in a diving suit and clear the silt, or jack the cradle back onto the track.

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.

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. The scoop system scooped mud onto a barge which dumped it at the side of the river.



More recently a suction system has been employed. 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 & Wharf

GPS Coordinates: N 50.08.545 W 96.51.089  
West Bank

Booth Fisheries operated a processing plant here, serving the Lake Winnipeg fishery until the late 1960s when the Freshwater Fish Marketing Corporation was established in Winnipeg,



This riverfront in the heart of Selkirk continues to play a pivotal role in the community. Now a public gathering place and setting for open air markets and concerts, the waterfront is a popular fishing spot. The former dry dock where large lake ships were repaired is found at the north end.

The amphitheater features a bronze sculpture by Manitoba artist Peter Sawatzky entitled "*Perilous Crossing*". Sponsored by Gerdau Ameristeel, the sculpture is a twenty-two foot bronze York boat with seven crewmen, depicting the harrowing journeys of area traders and settlers in the early 1800s.



## 11. Selkirk Ferry Crossing and Lift Bridge

GPS Coordinates: N 50.08.401 W 96.52.177

Calls for a bridge to span the Red River at Selkirk were heard as early as 1879 but more than 50 years passed before construction would begin in March 1935 as a “make-work” project to create employment during the depression. The initial cost of \$250,000 was to be shared between the federal, provincial, and local governments. The bridge, with a central lift section to allow passage of larger vessels, was completed in early 1937.

After much wrangling over who should bear responsibility for maintenance, the Federal government decided it should be a toll bridge, igniting an uproar in the community. During the squabbling, 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.

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



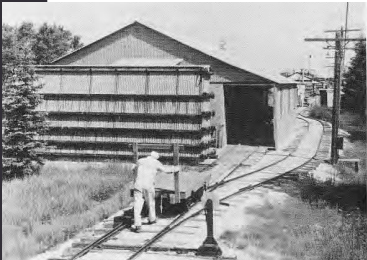
Selkirk Lift Bridge postcard c. 1956

## 12. CIL Road and Dynamite Plant

**GPS Coordinates: N 50.07.456 W 96.51.664**  
**East Bank**

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

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. Smoking, lighters, and cameras were not 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 December 10, 1934: a 1000lb (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 in the ground like arrows. The plant closed on Sept. 11, 1970.



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Picnic at Grand Beach, 1914  
Photograph by L.B. Foote

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## Selkirk Virtual Museum

SELKIRK HERITAGE ENDOWMENT FUND



**SelkirkMuseum.ca**



### 13. Thomas Bunn house (Ferry Crossing)

GPS Coordinates: N 50.07.492 W 96.53.394  
East Bank

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.



Bunn died at the age of 43. His son, also Thomas Bunn, was Secretary-Treasurer for the municipality of St Clements and later for the town of Selkirk.

Bunn House is a designated Provincial Heritage Site. It is privately owned and operated as a B&B.

*See advertisement on page 18 for contact details.*

## 14. St Clements Old Stone Church

**GPS Coordinates: N 50.07.450 W 96.53.517**  
**West Bank**



The Parish of St Clements was parceled from the larger Parish of St Andrews in 1857. Samuel Taylor, a stonemason at Lower Fort Garry, began construction of this Anglican church in 1860. The first services were held in December of 1861 and continue today. St Clements was the official chapel for the Fort and served as

the garrison church for troops stationed there. The bell tower was added and consecrated in 1928.

## 15. Lower Fort Garry

**GPS Coordinates: N 50.06.585 W 96.55.867**  
**West Bank**

In 1826, a devastating flood destroyed Upper Fort Garry, prompting the Company Governor, George Simpson, to search for a safer location down river. He chose this site for Lower Fort Garry because of its high ground and its location below a 5 km stretch of rapids, eliminating an onerous portage of heavy fur packs and York boats.



With most of the population centered near The Forks, travel to do business at the new fort was burdensome and in 1835, Upper Fort Garry was rebuilt. 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 in summer. The grounds remain open all year.

## 16. Cox House

**GPS Coordinates: N 50.099610 W 96.937.255**  
**East Bank**

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 on the original site.

Before 1870, Red River Frame buildings were the popular type of building in Manitoba. This architectural style features walls formed by slipping short logs cut with protruding tongues into vertical logs with 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 dovetailed corners.

The building was designated a provincial historic site in 1994,

## 17. Little Britain United Church (Ferry Crossing)

**GPS Coordinates: N 50.05.958 W 96.56.360**



Built between 1872 and 1874, this is the oldest United Church building in Manitoba. The original congregation was served by Reverend John Black, the first Presbyterian minister to 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  
East Bank

This 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, discharging 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 more than 30 times and has saved over \$40 billion (in 2011 dollars) in flood damage.



Floodway outflow north of the Lockport Dam  
Province of Manitoba photo



## 19. St Andrews Lock and Dam

GPS Coordinates: N 50.05.330 W 96.56.300

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.

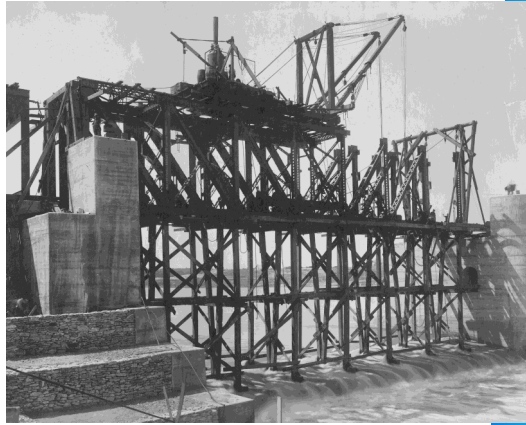
A curtain-style dam design of the French engineer, Cam  r   was selected, but one as large as that planned at Lockport had never been built. The project began in 1907 with picks, shovels, and wheelbarrows, along with teams of horses. It was dangerous work, several men lost their lives, and the pay was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



Lock and Dam construction



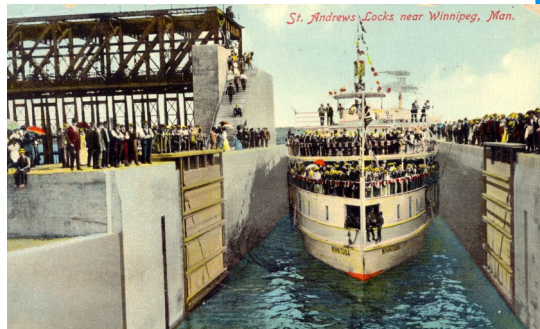
The Dam consists of steel frames set between concrete piers. Electrically powered wooden “curtains” roll up and down the steel frames like window blinds, thus adjusting the flow of water and protecting the dam from ice. A canal lock carries river traffic around the Dam. The steamship *Winnitoba* was 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.



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

## 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 (30m or 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 lots were too narrow to fence and not large enough to farm effectively. With low crop prices and with low yields most years, the cost of acquiring more land was usually insurmountable. 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. In 1870 the Government of Canada surveyed again and 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 bison herds and prairie fires, whereas the east side was often dense bush. Many Métis families were often left to farm less productive soils.

## Historic Red River Ships

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

The initial water craft was the canoe; however navigation across Lake Winnipeg was often perilous due to treacherous storms on this shallow lake. This prompted the use of the heavier York boats that could survive some of the storms and also carry larger cargo.

Later flat bottom shallow-draft steamboats were great for carrying large amounts of cargo on the river, but were of little use on the 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 carried freight and passengers from the north end of the lake 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 on display at the **Marine Museum of Manitoba** in Selkirk.





## 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 Assiniboine. Rivers

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 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*.



## 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 transporting people across the river to and from Little Britain. If someone wanted a ride, you just had to whistle and he would row over and pick you up.

The type of boat used was a dependable, 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 ice. It did not have much of a keel and it worked well on the Red River.

After the Lockport Bridge was completed Donald rented his boats to fishermen. From 1910 to 1952 he had a fleet of about 40 vessels to accommodate the demand for fishing at the dam.

Donald also 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 Mabel drove the bus and claimed to be the first female passenger bus driver in Canada. She picked up customers from the Selkirk to Winnipeg Street car stop on the west side and took them across the bridge to Gonor and points east.



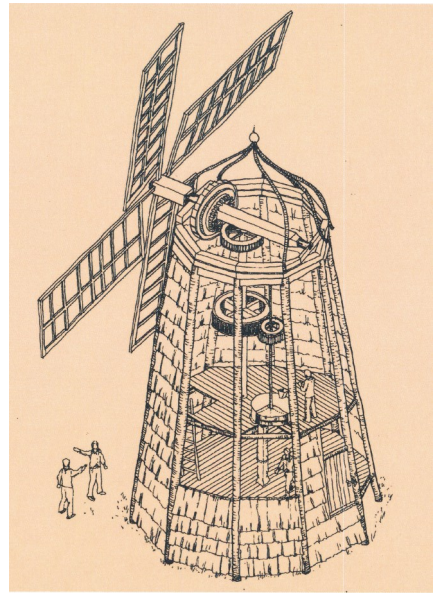
## Grist Mills

From 1833 to the mid-1880s, a remarkable community 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 Saulteaux and Cree peoples under the leadership of Chief Peguis.

Over the course of 50 years these pioneering 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 in 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 6.5 metres (21½ feet) in diameter at its base, while its height from the foundation to the top of the dome was 11.5 metres (37 feet). The mill stones were about a metre (3 feet, 6½ inches) in diameter and the sails, each of which were made with 69.5 metres (76 yards) of canvas, were 5.3 metres (17½ feet) long and 1.8 metres (6 feet) wide.

In 1853, John Gunn built a mill near the junction of a creek and the river near what is now The Half Moon Drive In. That millstone is displayed on the site.



## 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 used as a major food supply to supplement other game including bison. Early fishing methods included using 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 and by 1892, it was in full swing. The arrival of USA companies purchasing fish through local fishermen caused fish stocks to dwindle rapidly.

Local fishermen unfortunately, were paid limited amounts for their catches. It was not until the establishment of the Fresh Water Fish Marketing Corporation in 1969 that fishers would earn a reasonable wage for their labours.

Today, Manitoba and the Red River North Fishery benefit from a second “commercial” fishery. Thousands of hobby anglers visit the Red River North region 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 – 44.93cm / 17.69in

Channel Catfish – 118.11cm / 46.50in

Common Carp – 107.95cm / 42.50in

Lake Sturgeon – 199.39cm / 78.50in

Walleye – 99.06cm / 39.00in



## Welcome to Big Channel Catfish Country!

Throw out a line and let the fishing begin! Pluck out walleye, sauger, yellow perch, freshwater drum, or the famously massive channel catfish!

There are several serviced sites along the Red River shoreline. The east and west sides of the river north of the St Andrews Lock and Dam have always been popular spots to cast a line. The Selkirk Waterfront, Selkirk Park, and Manitoba Hydro Park also provide excellent angling. Further north, Netley Creek offers opportunities, and there are more hotspots closer to the lake.

### Staying Safe

The Red River is a large and powerful waterway. Always use caution when wearing waders and stepping into the river. Be aware of turbulent waters, strong undercurrents, and rapidly changing water levels, especially near the dam at Lockport.

Fishing is prohibited within 23 meters of the St Andrews Lock and Dam.

### Best Fishing Practices

- All anglers **must** have a fishing license. The Manitoba Angler's Guide provides daily limits and fees.
- Practice safe catch and release. Keep only what you plan to eat.
- When cleaning fish, use the appropriate garbage receptacles.
- Properly dispose of all lines, hooks, and unused bait to keep wildlife and people safe.
- Anglers **must** use barbless hooks.
- Prevent the spread of zebra mussels and other invasive species by removing all plants, organisms, and mud from boats and rinsing with high pressure.
- Drain all the water from your boat and dry your craft for several days.
- Dispose of unused bait in garbage receptacles.

## Local Fishing Guides

To find out where the fish are really biting, consider hiring a fishing guide for a day trip. The stretch of the Red River between Lockport and Selkirk is world-famous for producing huge catfish, providing anglers with adrenaline rushes cast after caSt

**Blackwater Cats:** 204.990.2171

**Cat Daddy:** 204.461.4511

**KR Adventures:** 204.792.3899

**Cats on the Red:** 204.757.9876

## Boat Launch Locations

### Red River Access

**\$** = fee to launch

- Cooks Creek, East Selkirk, Hwy 212 and 508
- End of Breezy Point Road, Hwy 320
- **\$** Cats on the Red, Lockport - 204.757.9876
- **\$** Selkirk Park, Queen Ave. and Eveline St - *buy at myselkirk.ca*
- **\$** Chesley's Resort, Petersfield - 204.738.2250

### Lake Winnipeg Access (*Grand Beach*)

- West Beach, lagoon at Grand Beach
- Sunset Beach Rd 103
- Balsam Bay Rd 100 and 500

### Acknowledgements

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[www.RedRiverNorthHeritage.com](http://www.RedRiverNorthHeritage.com)



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## Historic Gems of Red River North

Enjoy a tour through Red River North by boat! Experience the deep heritage that makes this region one of the most historically significant in Manitoba. Highlights include the storied Old Stone Churches of the Settlement era, the mighty St Andrews Lock and Dam, and the collection of antique watercraft at the Marine Museum. Learn all about Red River's rich history as you experience it for yourself on the water!

This guide begins north of Selkirk and travels south towards Lockport. and while several sites are not visible from the water, they provide a taste of the importance of the river to early residents, and they are excellent discovery destinations for your next visit to Red River North. GPS coordinates are provided for each location.



Download this guide at [www.RedRiverNorthTourism.com](http://www.RedRiverNorthTourism.com)



McLean Avenue Ferry, Selkirk 1916

*Whatever the season, there's always a reason to spend time in Red River North.*



Red River North Tourism is an incorporated not-for-profit, volunteer organization that develops, coordinates, and promotes activities that maximize tourism to the Red River North region on behalf of the municipalities of St Andrews, St Clements, and Selkirk; local businesses; cultural, heritage, and other groups; and the community at large.

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