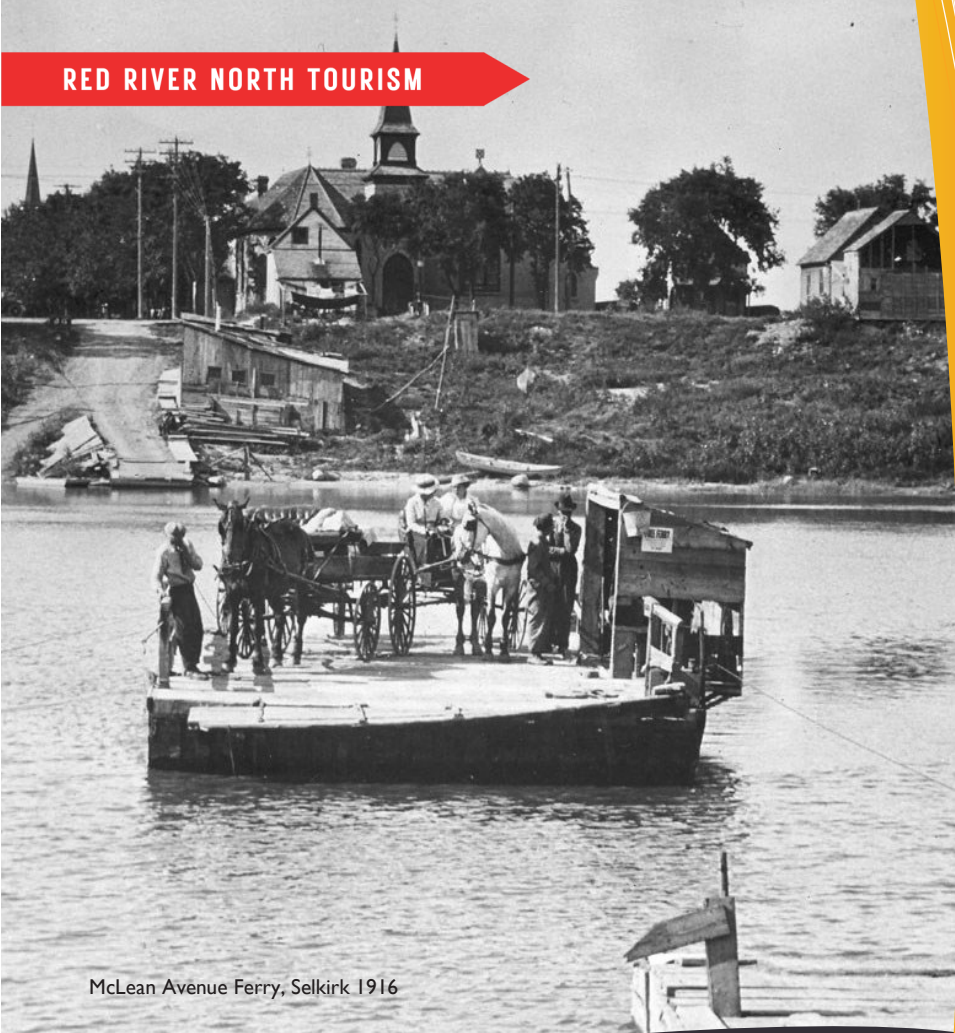


RED RIVER NORTH TOURISM



McLean Avenue Ferry, Selkirk 1916

Red River Heritage Tour

On the Road

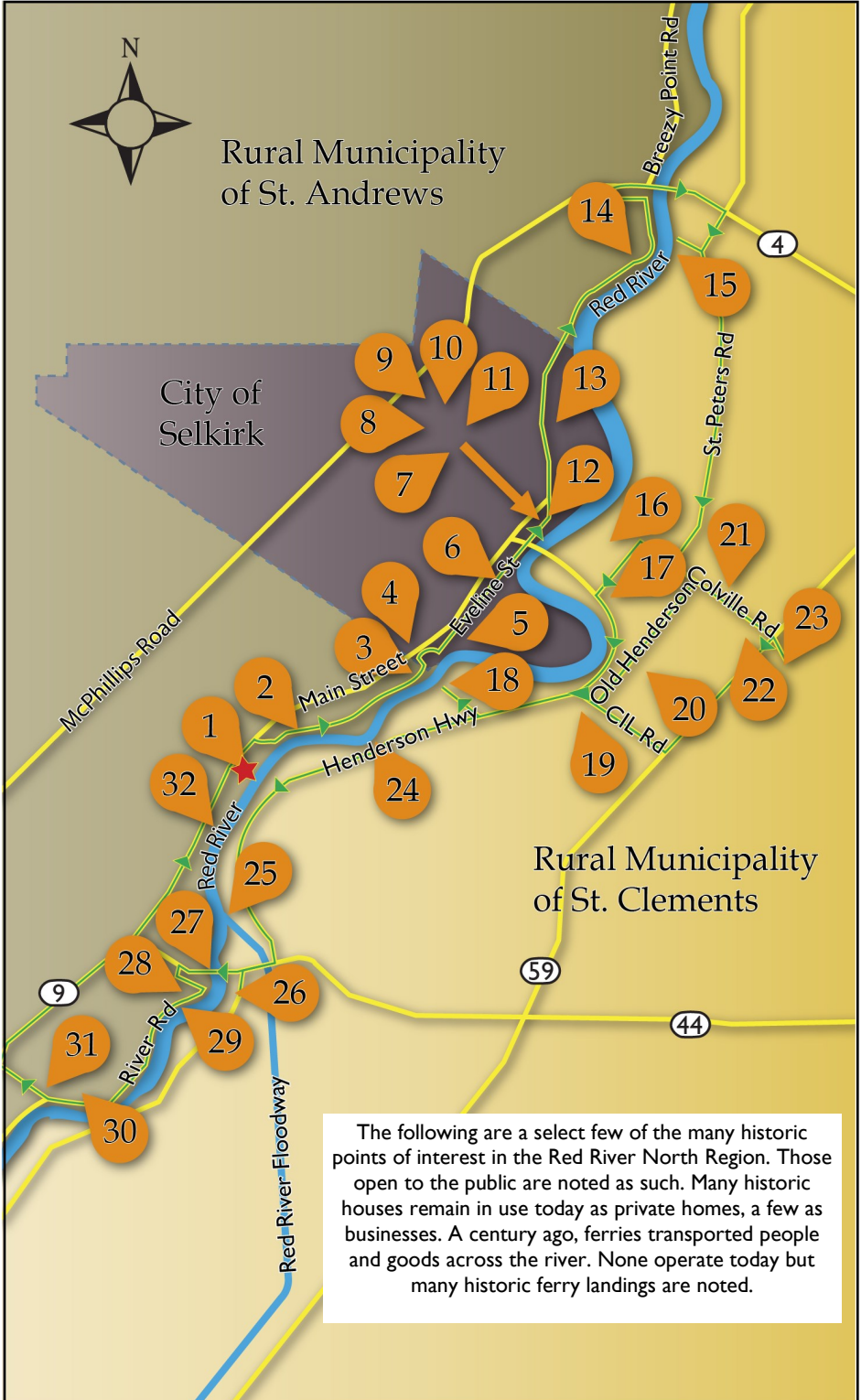




Rural Municipality of St. Andrews

City of
Selkirk

Rural Municipality
of St. Clements



The following are a select few of the many historic points of interest in the Red River North Region. Those open to the public are noted as such. Many historic houses remain in use today as private homes, a few as businesses. A century ago, ferries transported people and goods across the river. None operate today but many historic ferry landings are noted.

Map Key	Points of Interest	GPS Coordinates		Page
1.	Lower Fort Garry	N 50° 06.600	W 96° 56.140	6
2.	River Road	N 50° 06.948	W 96° 55.712	7
3.	St Clements Church	N 50° 07.492	W 96° 53.748	7
4.	Manitoba Rolling Mills	N 50° 07.752	W 96° 53.525	8
5.	Red Feather Farm	N 50° 07.955	W 96° 52.904	9
6.	Selkirk Heritage Buildings	N 50° 08.401	W 96° 52.417	10
7.	McLean Avenue Ferry Site	N 50° 08.479	W 96° 52.321	12
8.	Selkirk Lift Bridge	N 50° 08.539	W 96° 52.205	13
9.	W.S. & L.W. Street Car Station	N 50° 08.543	W 96° 52.224	14
10.	Selkirk Waterfront	N 50° 08.610	W 96° 52.124	15
11.	Marine Museum of Manitoba	N 50° 08.810	W 96° 51.963	16
12.	Stuart House	N 50° 08.885	W 96° 51.882	17
13.	Selkirk Slough	N 50° 08.931	W 96° 51.843	18
14.	St Peter, Dynevor Anglican Church Rectory	N 50° 10.884	W 96° 50.772	19
15.	St Peter, Dynevor Anglican Church	N 50° 10.995	W 96° 50.384	20
16.	Former Site of Colville Landing	N 50° 08.167	W 96° 51.337	21
17.	Manitoba Hydro Generating Station	N 50° 07.959	W 96° 51.181	24
18.	Bunn House	N 50° 07.399	W 96° 53.435	29
19.	CIL Dynamite Plant Site	N 50° 07.270	W 96° 51.470	30
20.	Van Horne Farm Site	N 50° 07.663	W 96° 50.765	31
21.	East Selkirk Roundhouse Site	N 50° 08.098	W 96° 49.713	32
22.	Happy Thought School	N 50° 07.862	W 96° 49.607	33
23.	Former Site of the Only 90° Turn in the CPR	N 50° 07.711	W 96° 49.230	34
24.	Former Site of MacKenzie Presbyterian Church	N 50° 06.594	W 96° 55.475	35
25.	Red River Floodway Outlet	N 50° 05.303	W 96° 55.594	36
26.	Gunn's Mill & The Half Moon Drive In	N 50° 04.863	W 96° 56.009	37
27.	St Andrews Lock & Dam	N 50° 04.957	W 96° 56.527	38
28.	Skinner's	N 50° 04.998	W 96° 56.505	39
29.	River Road			40
30.	Captain Kennedy House	N 50° 03.964	W 96° 58.197	41
31.	St Andrews Church and Rectory	N 50° 03.993	W 96° 58.618	42
32.	Little Britain United Church	N 50° 06.188	W 96° 56.497	43

Welcome to Red River North

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

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

Almost 200 years ago, this region was a significant administrative and transportation hub of the Hudson's Bay Company's fur trade empire. This region also became the fulcrum of the political and economic unrest surrounding Manitoba's entry into confederation. Representatives from St Andrews and St Clements were fully involved in creating the conditions under which Manitoba became a Canadian province. The region was severely affected by the



Stamp depicting Louis Riel and his provisional government.
(Canada Post)

emigration of the Métis and First Nations people after achieving provincial status. However, this region gave birth to mighty dreams and even mightier dreamers. The 1870's land boom and railroad fever led to the rise and fall of new towns, personalities, and personal fortunes.

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 (30 m 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 lot was 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.

I. Lower Fort Garry

5925 Highway 9
N 50° 06.600 W 096° 56.140

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

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.

www.pc.gc.ca

Leave Lower Fort Garry parking turning right (north) on Highway 9. In about 1.7km turn right at River Road.



Aerial view of Lower Fort Garry

2. River Road

RM of St Andrews
N 50° 06.948 W 096° 55.712

River Road follows the west bank of the Red River. The river was an important transportation corridor for residents of the region. Designated a Canadian Heritage River, the Red River was the primary trade route north to Hudson Bay, connecting 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. From the 1820s to the 1870s, the majority of people living in the area were Aboriginal or Métis.

Follow this scenic road north until you reach St Clements Anglican Church.

3. St Clements Church

1198 River Road
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 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.



St Clements Church

Take St Clement Drive (west) to Highway 9 (Main Street) and turn right (north). The Rolling Mill (now Gerdau Ameristeel) will appear just ahead on the left.

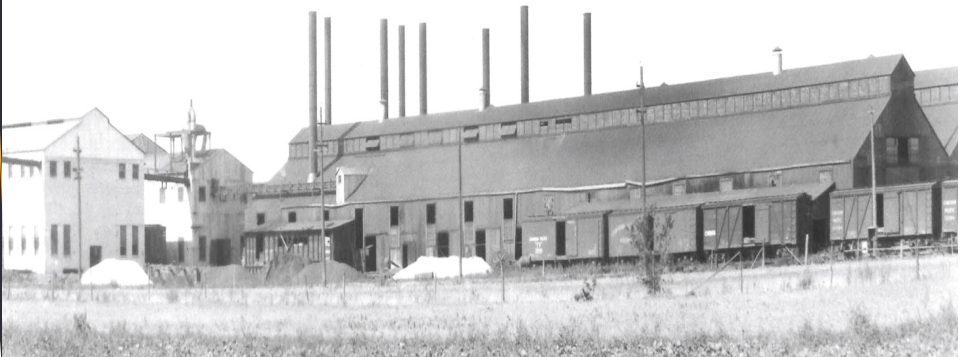
4. Manitoba Rolling Mills (Gerdau Ameristeel)

27 Main Street
N 50° 07.752 W 96° 53.525

While not open to the public, the establishment of this mill in 1918 was a significant economic benefit to the community, as it continues to be today.

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, then left (north) onto Eveline Street and drive a half kilometre to Edstan Place. Turn right (east



Manitoba Rolling Mills c. 1920

5. Red Feather Farm

Edstan Place just east of Eveline Street
N 50° 07.955 W 096° 52.904

This perennial garden and memorial plaque commemorate the site of a former chicken farm that was used as temporary barracks for the 108th Battalion during the First World War (1914-1918). The 108th shipped to England and provided replacement personnel for various other units. Many members were sent to the 43rd Battalion: Queen's Own Cameron Highlander's of Canada and served with them for the remainder of the war.

The original farmland extended east to the river, an area that became the housing development seen today. The gardens here, as well as those at Queen's Park on Eveline and the Perennial Garden on Main Street, are maintained by volunteers of the Selkirk and District Horticultural Society.

Return to Eveline Street, turn tight and travel 1.1 km to Gilbert's Funeral Home at 309 Eveline Street. (the former Comber House).



Soldiers at Red Feather Farm barracks during WW I

6. Heritage Buildings of Eveline Street

Comber House

309 Eveline Street

N 50° 08.401 W 096° 52.417



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

West House

323 Eveline Street

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

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 worked for the Hudson's Bay Company in Norway House as a boat builder. He constructed many York boats as well as the ships 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
N 50° 08.400 W 096° 52.323

A small log church was built on this site in 1876, and a manse on the west side of the property two decades later. The bell tower and spire were originally located at the southeast corner of the property.

In 1904, construction began for a new church in the Gothic Revival style. 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 windows, as well as three 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.



Knox Presbyterian Church c. 1934

The Selkirk Lift Bridge can be seen one block to the north at Eaton Avenue, a four-way stop intersection. The building that housed the W.S. & L. W. Ticket Office is immediately north of the bridge.

7. McLean Avenue Ferry to East Selkirk

McLean Avenue at Eveline Street

N 50° 08.479 W 096° 52.321

* Geocache site: N 50° 8.420 W 96° 52.111

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

There were four crossing points located near major churches along the river: Little Britain Presbyterian (now United) Church, St Clements Anglican Church, Knox Presbyterian 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. Ferry operators had to be alert to river traffic. As Mr. Kordalchuk, ferryman from 1921 to 1937 said in an interview:

“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.”



McLean Avenue Ferry c. 1916

8. Selkirk Lift Bridge

Eveline Street at Eaton Avenue

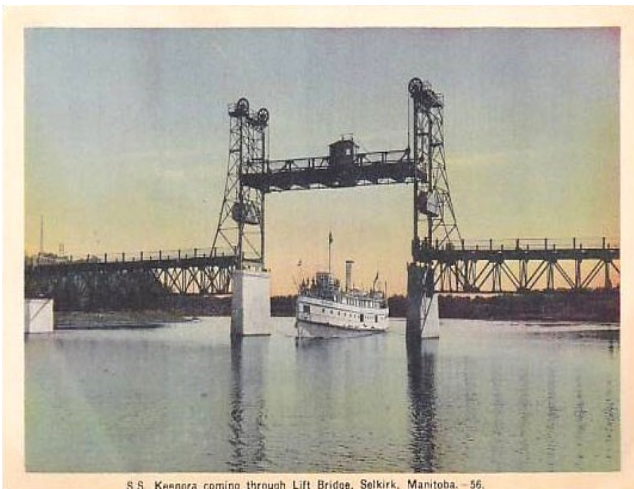
N 50° 08.539 W 096° 52.205

* Geocache site: N 50° 8.358 W 96° 51.942

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.



S.S. Keenora coming through Lift Bridge, Selkirk, Manitoba. -56.

Selkirk Lift Bridge
postcard c.1956

9. Winnipeg, Selkirk & Lake Winnipeg Railway

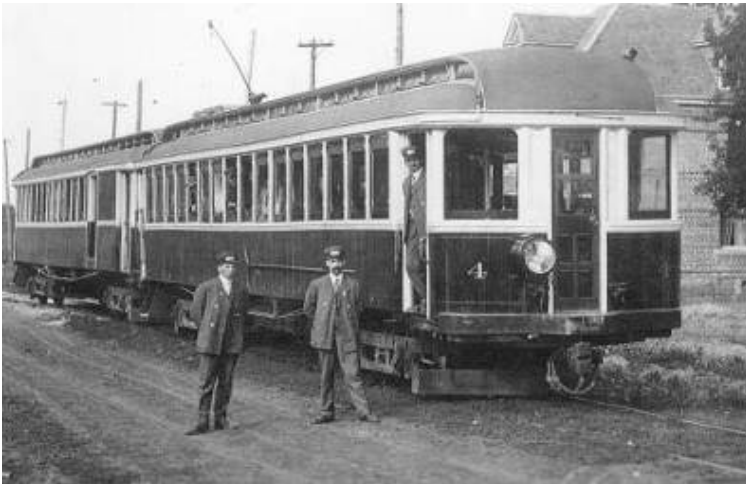
369 Eveline Street
N 50° 08.543 W 096° 52.224

This yellow brick building north of the bridge is the original W.S. & L.W. Ticket Office and Freight Shed. It was next to the spur line that ran down to the docks serving the warehouses and fish sheds located there.

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.

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. It was said to be quite a bumpy ride as preparation of the original roadbed was terrible. Replaced by motorbuses, the last car departed on September 1, 1937, with service to Stonewall ending the following year.

Continue another block north to Manitoba Avenue and turn right (east) to the waterfront.



W.S. & L.W. Streetcar

10. Selkirk Waterfront

Manitoba Avenue at the Red River
N 50° 08.610 W 96° 52.124

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.

Return to Eveline Street, turn right and continue to the Marine Museum of Manitoba.



Booth Fisheries plant

II. Marine Museum of Manitoba

490 Eveline Street at Queen Avenue
N 50° 08.810 W 96° 51.963

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 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,

12. Stuart House

**470 Eveline Street
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 a La Rivière, Manitoba 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 refurbished. 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.

Just north of Stuart house is the Selkirk slough.



Stuart House

13. Selkirk Slough

**Taylor Avenue at Eveline Street
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 in safe storage in the slough. The shell of the MS Lord Selkirk II remained in the slough for many years until it was dismantled. The slough can also be seen from roads and walking trails in Selkirk Park and attracts a variety of wildlife including Osprey and Bald Eagles.

Here Eveline Street turns sharply west and becomes Taylor Avenue. Turn right (north) onto Main Street which now becomes Breezy Point Road) and travel 4.2 km.



Selkirk slough

14. St Peter Dynevor Anglican Church Rectory

1147 Breezy Point Road, St Andrews

N 50°10.884 W 96° 50.772

The stone house on the west (left) side of the road 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.

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.

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.



St Peter Dynevor Anglican Church Rectory

15. St Peter, Dynevor Anglican Church

8 Stone Church Road, St Clements

N 50° 10.995 W 96° 50.384

* Geocache site: 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.

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 ultimately settled in the area of Netley Creek. The earliest of Lord Selkirk's Red River Settlers arriving in 1812 and after, would never 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 1850's, 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.



St Peter, Dynevor Anglican 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).

16. Former Site of Colville Landing

Near Ferry Road, East Selkirk

N 50° 08.167 W 96° 51.337

* Geocache site: N 50° 08.179 W 96° 51.342

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 Colvile*. The *SS Colvile* 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



HARVESTER OUTDOORS

Fishing Accessories & Tackle

Night Crawlers, Leeches, Minnows
(fresh/frozen, salted/unsalted)

Commercial Fishing Supplies

Hunting Accessories

Firearms & Ammunition

506 Mercy Street
Selkirk MB
(204) 785-1322



BridgeView Bed & Breakfast

Louise Machinski

1.204.482.7892

1246 Breezy Point Road

www.BridgeViewRetreat.com

Getaway@BridgeViewRetreat.com

Mail: Box 12, Group 224, RR2,
Selkirk, MB Canada R1A 2A7



INTERLAKE
TOURISM

Inland oceans, infinite possibilities

The Shops of St. Andrews

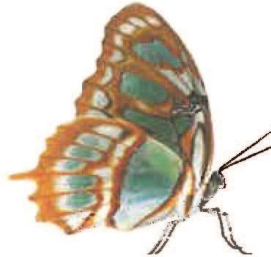
Relax...Plant...Shop...Enjoy...Dine...Create...

5607 #9 Hwy (Main Street)
204 334 4919
204 757 2393

Inspiration For All Seasons

Providing Beauty for you indoors
and outdoors!!

Like "the shops of st. andrews" on
FACEBOOK"





Presence is a gift

When you shop local,
you support community.

inclusion.selkirk.ca | [@wishmeselkirk](https://www.instagram.com/wishmeselkirk) | 204.785.2984

 377 Eveline St. Selkirk, MB

THOMAS BUNN HOUSE BED AND BREAKFAST

Your Hosts: Bev & Fraser Stewart

103 Bunns Road off pth#204

Box 1, Group 310, RR#3 Selkirk Manitoba R1A 2A8

Phone 204 482-5547 Cell 204 485-1569

Email: fstewart310@outlook.com



www.bedandbreakfastmb.ca

LOCKPORT GROCERY

GENERAL STORE & LIQUOR VENDOR

EST. 1982

Your One Stop Shop

Convenience Store, Liquor Vendor & Cold Beer, Lottery Retailer,
Bait & Tackle - Frozen Minnows, Shrimp & Smelts, Propane, Firewood, Fireworks, Ice

 **LIQUOR
VENDOR**
Opens @ 8AM

Open 6AM - 11PM Daily

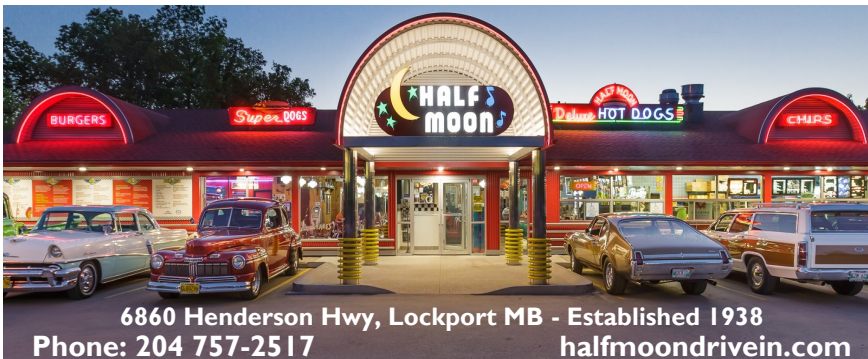
*Except Posted Holidays

  @lockportgrocery

23029 Hwy 44
Lockport, MB
204.757.2222



806 Manitoba Ave, Selkirk MB
(204) 482-3522
gfrl.org





World of Water™

PURE WATER SPECIALISTS

💧 DewDrop Water & Ice 💧 Water Coolers
💧 Water Treatment 💧 Water Softeners & Salt

415 MAIN ST. SELKIRK, MB
WWW.WORLDOFWATER.CA
204-785-1810

Selkirk Virtual Museum

SELKIRK HERITAGE ENDOWMENT FUND



SelkirkMuseum.ca

European Immigration to East Selkirk

At the end of the nineteenth century, Manitoba was largely populated by First Nations and Métis families. Soon after the province joined the nation of Canada in 1870, the federal government launched an advertising campaign to encourage Eastern Europeans to migrate to Manitoba and other Western provinces. This campaign offered immigrants free land, and soon thousands of Europeans left their homelands to settle in Manitoba. Many of the Ukrainian and Polish families in present-day Red River North trace their roots to this immigration movement, and several of the areas' historical features (see number 21) are inextricably linked to these families' travels to the new country.



The Department of Agriculture and Immigration (1890-1959) published and circulated literature on agriculture, farming, and other interests in Manitoba through its Publications Branch. This branch published "Fruitful Manitoba" in 1892.

17. Manitoba Hydro Generating Station

Henderson Hwy North (PTH 204) at Ferry Rd, East Selkirk

N 50° 07.959 W 96° 51.181

* Geocache site: N 50° 8.056 W 96° 51.361

This 121-megawatt plant was built in 1957 to provide supplemental energy to the Winnipeg electric power grid. The location was chosen for the availability of an 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 was demolished in 2016.



Dow Corning plant

Turn left to 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, St Clements

N 50° 07.399 W 96° 53.435

* Geocache site: N 50° 7.176 W 96° 52.916

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 Rachel that he would build her a new 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 local limestone.

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



Bunn House

secretary-treasurer for the RM of St Clements and later for the town of Selkirk. The house is a designated Provincial Heritage Site and a private residence. Owned by the Stewart family since 1944, it is available as a bed and breakfast (See advertisement on page 24)

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.

19. CIL Dynamite Plant

Old Henderson Highway & CIL Road (PTH 509), East Selkirk

N 50° 07.270 W 96° 51.470

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

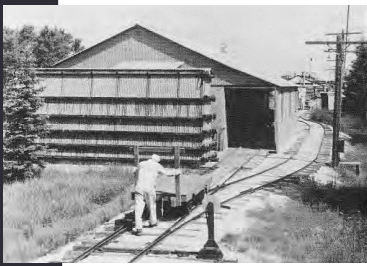
In 1929, Canadian Industries Limited (CIL) purchased 1200 acres of land near East Selkirk and constructed a high explosives plant named for pioneer of power manufacturing, Dr. Thomas Brainerd.

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 even 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.

Turn north onto Old Henderson Hwy east of the railroad tracks and drive 1 km to Searle Greenhouses.



20. Van Horne Farm

Originally located east of Hwy 59 at Kittson Rd, East Selkirk

N 50° 07.663 W 96° 50.765

* Geocache site: N 50° 07.236 W 96° 49.798

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 renowned as far away as Britain. The Searle family purchased the farm in 1935 and in 1968, the property was subdivided and sold to local farmers.



Horse team at Van Horne Farm

The Searle Nursery is the last remaining portion of the old 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, East Selkirk

N 50° 08.098 W 96° 49.713

* Geocache site: 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 and 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



Immigrants at the East Selkirk Roundhouse c. 1900

from Eastern Europe (Austrians, Galatians, Hungarians, and Bukovinians). 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.

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

N 50° 07.862 W 96° 49.607

* Geocache site: N 50° 08.101 W 96° 50.244

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.

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. 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.

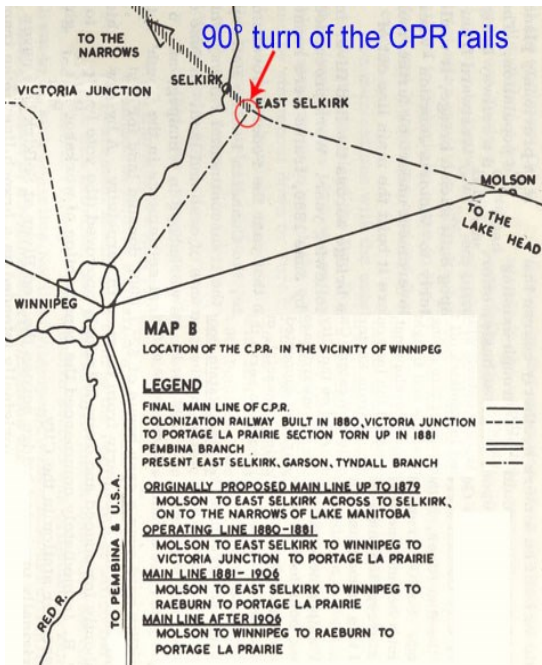


Happy Thought School c.1920

23. (Former Site of) The Only 90° Turn in the CPR Colville Road (PTH 212) at Highway 59, East Selkirk N 50° 07.711 W 96° 49.230 * Geocache site: N 50° 07.800 W 96° 49.141

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 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, offering 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 of that year, Macdonald



The only 90° turn in the CPR

and his government announced that the rail line would be diverted through Winnipeg.

The track was turned south at East Selkirk and thus the only 90° turn of the CPR rails was made.

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. (Former Site of) MacKenzie Presbyterian Church

River Lot 120, Henderson Hwy North (PTH 204), St Clements

N 50° 06.594 W 96° 55.475

* Geocache site: 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.

25. Red River Floodway Outlet

Henderson Highway North (PTH 204) near Lockport
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.

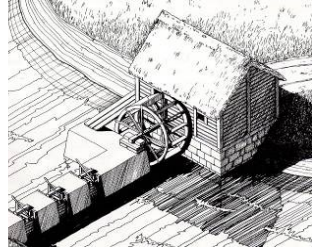
26. Gunn's Mill & Half Moon Drive In

6860 Henderson Highway, Lockport

N 50° 04.863 W 96° 56.009

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

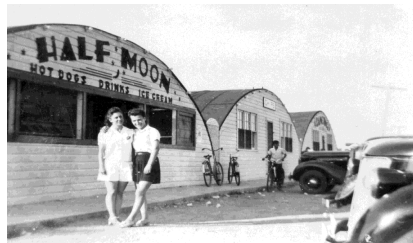
Gunn's flour mill was built in the 1850s and was a local centre of industry and commerce. The power came from the spring-thaw waters that flowed down Gunn's Creek to the Red River. John Gunn built the mill near the creek's junction with the Red River. The two-story mill building measured 24 x 34 feet and had a thatch roof. The second floor 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.



Gunn's Mill

The Half Moon Drive In

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, interior mural, and riverside back lot which frequently hosts concerts, festivals and other special events.



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, Lockport

N 50° 04.957 W 96° 56.182

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

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



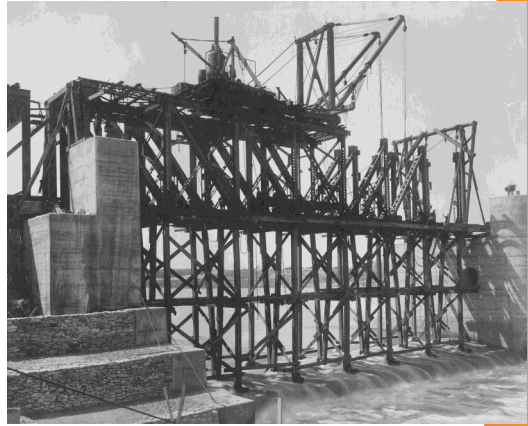
Lock and Dam construction



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, Caméré 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.

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.

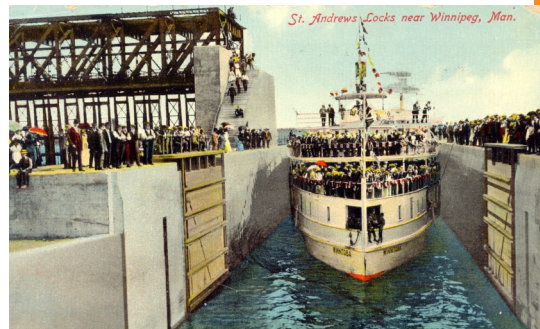


More than a century after it was constructed, the St Andrews Dam remains fully operational and is a critical component of the flood control system for the city of Winnipeg.

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.

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



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

28. Skinner's

608 River Road South, Lockport
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 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.



Skinner's c. 1930

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

RM of St Andrews

Many of the old homes built by prominent citizens of the Red River settlement and retired Hudson Bay Factors can be found along River Road south of Lockport (PTH 238). 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

417 River Road, St Andrews
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 is awaiting further restoration. It also has beautifully landscaped riverside gardens.

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.



Captain Kennedy House

31. St Andrews Church & Rectory

St Andrews Road at River Road, St Andrews
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 Manitoba, construction began in 1845 under the direction of Duncan McRae, a stonemason responsible for much of the



St Andrews Church

photographed by Humphrey Lloyd Hime in 1858

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 managed by the St Andrews Heritage Centre.

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 to Little Britain United Church.

32. Little Britain United Church

5879 Highway 9, Lockport

N 50° 06.188 W 96° 56.497

* Geocache sites: N 50° 06.195 W 96° 56.474

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, 2021

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

Acknowledgements

This Tour Guide was researched and written by Fraser Stewart
Layout: Katherine Anderson, Gaynor Family Regional Library
Editing, preparation, and printing: Red River North Tourism

With thanks to Red River North Heritage
www.RedRiverNorthHeritage.com



St. Clements
The place to be

CITY OF
Selkirk

Historic Gems of Red River North

This circle road tour through the municipalities of St Andrews, St Clements, and Selkirk will reveal the range and depth of a heritage 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 stand, 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 can launch your exploration at any point along the route. GPS coordinates are provided for each location. Nearby geocache sites and their GPS coordinates are also noted.



Download this guide at www.RedRiverNorthTourism.com



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

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.



Ph: 204.485.4881
Email: info@redrivernorthtourism.com
www.redrivernorthtourism.com



@RRNTourism