



PEOPLE OF THE RED RIVER SETTLEMENT Self-Directed Drive & Stroll Tour

Welcome to a Routes on the Red self-directed tour of the Red River Valley. These itineraries guide you through the history and the geography of this beautiful and interesting landscape. Several different Routes on the Red, featuring driving, cycling, walking or canoeing/kayaking, lead you on an exploration of four historical and cultural themes: Fur Trading Routes on the Red; Settler Routes on the Red; Natural and First Nations Routes on the Red; and Art and Cultural Routes on the Red.

The purpose of this route description is to provide information on a self-guided drive and walk. The walking described includes public lands and trails. While enjoying yourself, please drive and walk carefully as you are responsible to ensure your own safety and that any activity is within your abilities. Every effort has been made to ensure that the information is accurate and up-to-date. However, we are unable to accept responsibility for any inconvenience, loss or injury sustained as a result of anyone relying upon this information.

First came the fur traders, second came the settlers. Following a route similar to the People of the Fur Trade tour, this driving itinerary delves into the lives of the individuals who settled in the Winnipeg area and along the banks of the Red River to the north. Begin at the Manitoba Museum and visit the Grasslands and Urban Galleries as well as the Hudson's Bay Gallery. Churches were central in the lives (and the politics) of the new settlements and you will visit several churches or church sites dating from this period. Headstones in their graveyards list names and dates, but unearth fascinating stories of the lives that go with those names. Follow the routes to Lower Fort Garry, where you will discover the role this stone fort played in settler's lives.

This is a full-day tour of about 70 km with opportunities for numerous stops along the way. The driving route takes you from The Forks to historical sites and cemeteries in Winnipeg and then heads north along the Red. If you wish to do a half-day trip, there are a few ways to shorten this tour. A shorter drive could consist of museums and cemeteries in Winnipeg, while a second drive could consist of the museums and sites north of Winnipeg. There are many restaurants, cafes and grocery stores in Winnipeg and Lockport, there is also a café at Lower Fort Garry. Along the day drive there are also picnic facilities, most notably along River Road, PR 238.

On today's trip you will visit the following sites:

Manitoba Museum

190 Rupert Ave, Winnipeg

phone: (204) 956-2830

May 23-Oct 10: open daily 10:00-5:00

Oct 11-May 22: Tuesday to Sunday 10:00-5:00

closed Monday

If you are interested in the Museum's Behind-the-Scenes package – contact them directly and book your tour in advance.

St. John's Cathedral and Cemetery

135 Anderson Avenue

phone: (204) 586-8385

Seven Oaks House Museum

115 Rupertsland Blvd

phone: (204) 339-7429

open the last weekend in May to Labour Day
daily 10:00-5:00

Kildonan Presbyterian Church and Cemetery

John Black Avenue, just off Main Street

phone: (204) 339-3502

open daily all year round

St. Andrew's-on-the-Red Church and Cemetery, and Rectory – River Road (PR 238)

phone: (204) 334-6405

open daily 10:00-5:00

mid-May to Labour Day weekend

Captain Kennedy House and Garden River Road (PR 238)

phone: (204) 334-2498

open May to mid-October, Tuesday to
Wednesday 11:00-4:00, Thursday 11:00-9:00,
Friday 11:00-4:00, Saturday-Sunday 11:00-4:30,
closed most Mondays.

Lower Fort Garry - 5981 PTH 9, St. Andrews, Manitoba

phone: 1-877-534-3678

fax: (204) 486-5887

email: LFGNH.Info@pc.gc.ca

Open May 15 to Labour Day, 9:00-5:00

In 1810, the Hudson's Bay Company underwent a thorough reorganization that included a plan to found a settlement that would provide a place for its employees to retire and be a source of provisions and workers for the company's trading posts. The company granted land to Thomas Douglas, the fourth Earl of Selkirk, who wanted to establish a colony for Scots who were being pushed off their land in their homeland. In return, he would supply the company with workers, let the company build posts in the colony, provide land for retiring HBC

employees, and prevent private fur trading. The first settlers, actually a group of labourers, arrived in the Red River Settlement in 1812 and began to build houses. Gradually more settlers arrived and, despite the North West Company's attempts to destroy it, the colony grew and prospered and became the base upon which the province of Manitoba was built.

Want to know more about the fur trade? Try Rivers West's People of the Fur Trade: self-directed drive & stroll tour.

km to next location	DIRECTIONS	Total km
0.0	Start at The Forks in front of the Johnston Terminal.	0.0
0.0	Exit parking lot in front of Old Forks Market beside the Johnston Terminal. Turn left onto street, Forks Market Road (unsigned), putting the Manitoba Theatre for Young People (MTYP) on your right.	0.0
0.1	Turn right onto Waterfront Drive.	0.1
	Continue straight at the next couple of traffic lights.	
1.0	Continue straight at roundabout with Bannatyne Avenue.	1.1
0.2	Turn left onto James Avenue, which is the next street. You will pass an old pump station on your right.	1.3
0.2	Turn right at T-junction onto Lily Street.	1.5
0.1	Turn left onto Rupert Avenue (not well marked). Manitoba Theatre Centre is on the right.	1.6
0.1	Arrive at entrance to Manitoba Museum. You can park in the lot on the right or at one of the metered stations.	1.7

The Manitoba Museum has a number of interesting displays and exhibits that tell the story of the early settlers of Manitoba. Of specific interest for today's tour, we suggest a visit to the Grasslands Gallery. This Gallery contains many artifacts and information pertaining to this period of the Red River Valley's history. Look for: the Red River frame cabin; Cuthbert Grant's

sword and medicine chest; the key to Upper Fort Garry; and pictures of Reverend John Black and Robert Logan.

Other galleries of interest pertaining to the settlement of this area of Manitoba can be found in the Hudson's Bay Company Gallery and the Urban Gallery.

0.2	After visit, return to Lily Street and turn left.	1.9
0.2	Continue on Lily Street as it veers right to join Disraeli Freeway. The bridge goes over rail lines and the Red River. You are now on Henderson Highway. You will be turning left after crossing the bridge.	2.1
1.8	Turn left at first set of lights onto Hespeler Avenue. The Elmwood Cemetery will be on your left.	3.9
0.7	Cross the Redwood Bridge. You will be turning right shortly.	4.6
0.5	Turn right onto Main Street, Route 52.	5.1
0.3	Turn right onto St. John's Avenue (just after a park on your right).	5.4
0.3	At stop sign, turn right onto Anderson Street, St. John's Anglican Cathedral is located on your left. Drive into Cemetery and stop briefly. If the gate is closed – continue on Anderson Avenue and turn left onto St. Cross Street, there is street parking on St. Cross Street.	5.7

St. John's Cathedral: The current building dates from 1926, but the first church on this site was built in 1820 under the auspices of the Rev. John West, whose arrival was sponsored by the Hudson's Bay Company and the Anglican Church Missionary Society. It was thus the start of the Anglican Church in western Canada. It was, however, a somewhat rocky start. West was to be the company's chaplain, the minister to the growing population of retired company employees, and provide schools for their children and the children of Aboriginal peoples in the area. In only three years, West managed to alienate most of the settlers whom he considered immoral and uncivilized. He objected most strongly to what was known as marriage "according to the custom of the country". It had long been common for fur trade officers to marry local women, either Aboriginal women or the mixed-blood daughters of other officers, but not necessarily to marry them in churches. That these unions were as stable and permanent as sanctified marriages did not matter to West, who condemned them as immoral and this traditional custom as degenerate. He irritated George Simpson, Governor of the Hudson's Bay Company, by condemning the consumption of alcohol and working on Sunday, neither of which could be eliminated without interfering with the company's operations. On top of this, West was also a terrible preacher. His departure in 1823 was supposed to be temporary, but Simpson ensured that the company's governing committee in London terminated West's contract.

West's replacement, David Jones, proved more popular, although he too was somewhat critical of local customs. Nevertheless, he made sure to become friendly with the settlement's upper crust. His wife became friends with George Simpson's wife, Frances. In 1832, Jones suggested that a boarding school be established near the church to educate the sons of the gentlemen of the fur trade. The school was finished in 1832 and it was decided that girls could attend as well. The Red River Academy was the first English-speaking high school in the northwest. Also at this time a stone church replaced the old log building. A day school and a Sunday school were attached to the church, but the Aboriginal school was moved to St Andrew's. The academy was a great success and the Hudson's Bay Company purchased it when Jones left for England in 1836. The death of his wife in childbirth in 1836 had been a terrible blow and he no longer wished to carry on with his duties.

By far the most influential of the Anglican ministers associated with St. John's was the Reverend William Cockran, who acted as Jones's assistant and who remained when Jones left. Cockran came from a humbler background than did Jones and could be somewhat critical of the pretensions of the settlement's high society. In his religious views he was an evangelical Anglican and he combined this with the desire to instil in the local population those habits that he considered crucial for an orderly, civilized life. In 1827 he expanded farming operations at St. John's and two years later moved down the Red River to establish Lower Church, which became St. Andrew's (you will visit this later in the tour). There he founded a school of industry to train children in useful occupations. He also worked among the Sauteaux, who lived in the northern part of the settlement and in 1836 began the construction of the church that later became St. Peter's.

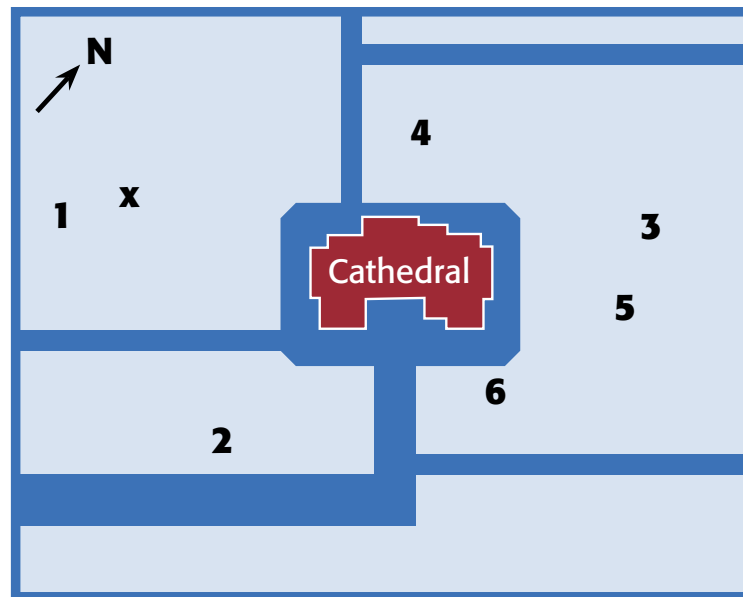
But, like his predecessors, Cockran never could quite accept the customs and habits of the local population and he found it difficult to adapt to changing circumstances.

In 1849, David Anderson became the Bishop of Rupert's Land, which had just been established. St. John's Church became a cathedral and new clergymen joined the colony. These changes led to new tensions within the settlement and led to serious dissension, in which Cockran became embroiled. Anderson's position in the settlement was made awkward by his sister Margaret, a vicious gossip, who considered most of the population immoral and particularly hated the English mixed-blood population, even as she administered the Red River Academy where many sent their children. She made sure her brother did not mingle with anyone she considered inferior, which included pretty much everyone except the most upper of the upper crust. Cockran, meanwhile, was Anderson's closest advisor on church affairs and he had managed to alienate many of the leading figures in the settlement as well as many of the new clergymen. He disapproved of Aboriginal clergy simply because they were Aboriginal and of the other clergy because they had opinions different from his own.

A stroll through the cemetery takes you past headstones and monuments bearing famous names from the early history of Manitoba, many of which are associated with the settlement of Manitoba, such as Inkster, Pritchard, and Sutherland – especially Inkster. This was a very common Orkney name and is frequently associated with the fur trade because until 1821 most of the men who worked for the Hudson's Bay Company came from the Orkney Islands.

Some of the earliest burials in this cemetery are located at the **X** on the map (the graves are oriented on a different angle than all the others). The numbered burials are for:

1. **Premier John Norquay** - Manitoba's only Métis Premier (1878-1887).
2. **Sir Hugh John MacDonald** - the only son of Canada's first Prime Minister – Sir John A. MacDonald. Hugh was also a Premier of Manitoba for a few months in 1900.
3. **Lt. Gov. John C. Schultz** - a leader of the anti-Métis faction during the Riel Rebellion of 1869-1870. He aroused Métis fears by calling for Canada to annex the region and fill it with English-speaking settlers from Ontario. During the rebellion, Schultz was arrested by the Métis and imprisoned at Upper Fort Garry. Following his escape, he went to Ontario where he continued to cause more trouble by giving a very partisan account of events in the Red River. Following the rebellion, Schultz went on to a successful career in politics – becoming Manitoba's Lt. Governor from 1885 to 1895. He was knighted in 1895.
4. **Colin Inkster** - Sheriff of Rupert's Land and Warden of St. John's Cathedral from 1871 to 1933.
5. **W.F. Luxton** - founded the Manitoba Free Press in 1872. This publication became the Winnipeg Free Press in 1931.
6. **John Inkster** - farmer, merchant and free trader. He built Seven Oaks House in 1853 (which you will be visiting after this stop at the cathedral and cemetery).



After your visit, return to your car and continue along the tour.

To continue tour, please note:

On Sundays, Scotia Street is closed to vehicular traffic. To continue on this tour, travel north on Main Street. You can reach Seven Oaks House by turning left onto Rupertsland Boulevard. At the stop

sign turn right and then make an immediate left onto what appears to be a lane (this is Mac Street). After your visit, return to Main Street and pick up the routes at Kildonan Park. If you are not travelling on a Sunday, continue following directions below.

0.2	Exit cemetery, and turn left onto Anderson Avenue. Shortly turn left onto St. Cross Street to continue on road. Follow curves in the road as it meanders along the Red River.	5.9
0.5	Turn right at the stop sign onto Cathedral Avenue.	6.4
0.2	Turn left at stop sign. You are now on Scotia Street, one of Winnipeg's prettiest residential streets. You'll pass lovely old homes that sit on the banks of the Red River. These homes were underwater during the 1950 flood and the road you are on is a dyke.	6.6
0.7	Turn right at stop sign in order to continue on Scotia Street.	7.3
0.4	Come to the intersection with Rupertsland Blvd. Turn left to visit Seven Oaks House Museum.	7.7
0.3	Turn left onto Mac Street and take immediate right for onto Colleen Avenue Seven Oaks House Museum parking.	8.0

John Inkster, a farmer and merchant, built Seven Oaks House between 1851 and 1853. The house is one of the few remaining log buildings in Manitoba and one of the oldest surviving residences in Manitoba. It is furnished with items that belonged to the Inkster family. Its name comes from its location, the site of the Battle of Seven Oaks, which occurred on June 19, 1816 at the height of the rivalry between the Hudson's Bay Company and the North West Company and was the result of the HBC's decision to establish a colony. In 1810, the HBC underwent a thorough reorganization that included a plan to found a settlement that would provide a place for its employees to retire and also a source of provisions and workers for the company's trading posts. The company granted land to Thomas Douglas, the fourth Earl of Selkirk, who would provide a haven for landless Scots in return for agreeing to supply the company with workers, allow the establishment of posts in the colony, provide land for retiring HBC employees, and prevent private fur trading.

The trade rivalry had become increasingly violent over the last few years and the North West Company viewed the establishment of the Red River settlement as a serious provocation on the part of the HBC. Not only did the colony's links with the HBC arouse suspicion, but it was located right in the centre of the food supply system upon which the North West Company depended. From the beginning, the North West Company was determined to eliminate the settlement. In 1815, the North West Company almost succeeded in driving the settlers away by burning their houses and trampling their crops, but Colin Robertson, an agent of the HBC, persuaded them to return to their settlement. The situation deteriorated when Miles Macdonnell, the settlement governor, prohibited the export of provisions from the district, which interfered with the North West Company's reliance on pemmican and also constituted a claim that the North West posts were on land that belonged to the colony. He also forbade hunting buffalo from horseback, which was the Métis method of hunting, and seized some of the

North West Company's stored pemmican. It was not difficult for the Nor'westers to persuade the local Métis to harass the colony, since the Métis hunted buffalo and made pemmican for the North West Company and Macdonnell's Pemmican Proclamation would restrict them as well. Nevertheless, by the spring of 1816 the situation appeared to have become stable.

In fact, the North West Company was still determined to destroy the colony and the Battle of Seven Oaks was the result of the increasing tension between a group of Métis and a group of men from the settlement and their governor, Robert Semple. Semple and 21 of his men were killed and

the settlers left the colony. But reinforcements were on their way and the settlement was quickly re-established.

There is a monument that commemorates the battle. This battle and the troubles that led up to it are commemorated in a famous local song written by Pierre Falcon (1793-1876) – Chanson de la Grenouillère. (As an aside– Falcon Lake in the Whiteshell is named after Pierre Falcon).

Want to know more about the Métis? Try Routes on the Red's Métis and the Path to Confederation: self-directed drive & stroll tour.

0.4

After you have visited the site, return the way you came to continue north along Scotia Street.

8.4

As you drive along Scotia you'll notice that many of the houses are at an angle to the road. The positioning of the houses gives you an idea of the pattern of the long, narrow river

lots that characterized the way in which the land along the Red and Assiniboine rivers was divided and surveyed.

1.3

Follow Scotia Street, until you reach Mary Mound School. Turn left onto Forrest Avenue.

9.7**0.1**

Turn right almost immediately onto Ord Street.

9.8**0.2**

Turn right at stop sign onto Leila Avenue.

10.0**0.3**

Turn left to return to Scotia.

10.3**0.3**

Continue straight to enter Kildonan Park. Veer to the right in order to follow along the river. While driving through this park, always keep to the right at intersections. Shortly you will cross Lord Selkirk Creek. (11.2 and again at 11.9)

10.6

As you pass through the park, on your left will be Rainbow Stage, Canada's largest outdoor theatre.

This area of Winnipeg – East and West Kildonan - is named after the part of Scotland from which the first Selkirk settlers to this territory came.

1.4

Keep right at stop sign.

12.0**0.2**

Bear right and pass entrance to flower garden on your right, as you approach Main Street.

12.2**0.4**

Turn right at traffic lights onto Main Street.

12.6**1.1**

Pass Chief Peguis Trail and continue straight on Main Street. You will be turning right shortly.

13.7**0.1**

Turn right onto John Black Avenue to reach Kildonan Presbyterian Church and Cemetery.

13.8**0.1**

Turn left into Church parking lot.

13.9

The first Presbyterian church in western Canada, Kildonan Presbyterian Church was built in 1853 amidst a flurry of controversy. The Selkirk settlers had been Presbyterian and they'd been asking for their own church and minister for years, while in the meantime worshipping at St. John's Anglican Church. Finally, in 1850 the Hudson's Bay Company granted them land and £150 to build a church at what was then known as Frog Plain. But to make sure that the money was not embezzled, the company would pay it out only after the church was built. This condition caused considerable

dissatisfaction but the Presbyterians had no choice but to accept it.

At the same time another issue arose that caused great dissension. In 1850, the Bishop of Rupert's Land told the Presbyterians that they could continue to bury their dead in St. John's cemetery, but in 1852 there were plans to consecrate the cathedral and the churchyard. The consecration of the St. John's churchyard would mean that Presbyterians would have to conduct burials according to Anglican rites,

which they found completely unacceptable. Eden Coville, the HBC's governor, tried to resolve the conflict by suggesting that the bishop consecrate St. Andrew's or build another church entirely, but he refused to change his mind. Colville informed the HBC's London committee of the situation and the committee settled the matter by placing the churchyard under HBC control. There was now a huge rift in the colony. The Bishop was so angry that he banned Presbyterian children from his school and refused to allow the Presbyterians to hold their services in St. John's until their own church was finished. He even refused their help after the great flood of 1852. The Presbyterian minister, John Black, who arrived from Montreal in 1851, tried to stay out of the conflict. He also established a Presbyterian school beside Kildonan Church. During his years in Winnipeg, Black tried to keep peace between the religious factions of the colony.

The church is much as it was; however, the bell tower that rose from its roof is gone. Many employees of the Hudson's Bay Company are buried here, as well as some quite prominent members of Winnipeg society, among them

A.G.B. Bannatyne, son-in-law of Andrew McDermot. Bannatyne was an Orkneyman who joined the HBC as an apprentice clerk at the age of 14 in 1837, left the company in 1851, and went into business as a dry goods merchant and fur trader. By the 1860s he was one of the most successful businessmen in the Red River. He also supported Louis Riel's provisional government and became a councillor in it. When the new province was formed, he remained active in its political life, but devoted himself more to business than politics, becoming heavily involved in land speculation, and losing almost everything when the land boom of the early 1880s collapsed. Still, he was able to spend his winters in the south and it was while returning from one of these trips that he died in St. Paul, Minnesota. His burial at this cemetery was a large civic funeral.

As you approach the church from the road, note the tombstones surrounded by a fence immediately on your left. This is where Andrew Graham Ballenden Bannatyne and his family are buried.

0.3	After visiting the church, return to Main Street, turn right, and follow Main Street out of town.	14.2
2.6	Cross the Perimeter Highway. You have now officially left the city of Winnipeg. Enjoy the Prairies!	16.8
7.6	Enter the R.M. of St. Andrews. Watch for signs indicating River Road (you want to turn right onto it).	24.4
1.0	Turn right onto River Road (Hwy 238). Follow along River Road as it follows the historic Red River.	25.4
0.6	Here you will find a small picnic area, a lookout over the river and interpretive panels about the River Road, St. Andrews Parish and the river lot land division system.	26.0

You'll see traces of the long, narrow lots of land that used to run down to the river. These were the shape of the landholdings that the early settlers were allotted.

2.0	Pass a picnic area on right along the Red River. There are washrooms here.	28.0
1.7	Pass the Scott House on the left.	29.7

William Scott, an Orkneyman who had worked for the Hudson's Bay Company as a labourer and boatman built the Scott House in 1855-56. The building has been left a shell so that visitors can see how the old stone buildings were constructed. (This was constructed in a similar fashion to the Red River Frame house in the Manitoba Museum.) The house is always open and

accessible and there is no admission charge. The wall-mounted plaques tell the history of Scott and his house and its significance, since, as you'll see in your explorations, the houses of the well-to-do are the ones that tend to be preserved while the houses of ordinary working people fall into disrepair and disappear. There are also picnic benches outside.

0.5	Pass Twin Oaks on the left.	30.2
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Twin Oaks was originally a private girls' school, founded in the mid-1850s and run by Matilda Davis until 1873. The purpose of the school was to teach the daughters of the upper crust

how to be proper English ladies. There is a small parking pull-off on the right.

1.4

Turn left onto St. Andrews Road. Arrive at St. Andrew's-on-the-Red Anglican Church and Cemetery.

31.6

The first church at St. Andrew's was a small wooden structure built in 1832 by William Cockran and it was here that most of the English-speaking mixed-blood population worshipped. The present stone church was built between 1845 and 1849 and is the oldest stone church in western Canada still in use for public worship. The interior is well preserved and contains many of the original fixtures including kneeling benches covered with buffalo hide. The walls display plaques commemorating members of the parish. The cemetery is the final resting place of many Hudson's Bay Company officers, such as John L. Lewes and William Anderson and a number of the early settlers in the area, including Captain Kennedy (whose house you will be visiting shortly) and William Scott (of Scott House). Take the time to wander through the cemetery. Some of the older burials are located to the south-east of the church.

Other graves of note to look for:

- E.H.G.G. Hay (1840 – 1918), whose house you will be passing by shortly
- Isaac Cowie (1848 – 1917) – born in Lerwick, Shetland, his headstone identifies him as a "pioneer of Rupersland".
- John Godfrey (1828 – 1846) – a Private in the British Army, he died at Lower Fort Garry of a fever.
- John Rawstron (1825 – 1847) – also a Private in the British Army, he froze to death at Lower Fort Garry. This stone was recently erected to replace the original stone.

After stopping at the church and cemetery, you can also visit the St. Andrews Rectory across the street from the church.

The rectory, built between 1852 and 1854 for William Cockran, has exhibits on the missionaries and daily life

in the settlement. The present day clergy occupies the top floor. There are also picnic tables.

After visiting the church, cemetery and rectory, return to River Road and continue your drive north.

0.4

Pass picnic area on your right.

32.0

0.2

Arrive at Captain Kennedy's House on your right.

32.2

Captain William Kennedy built this lovely stone house in 1866. Kennedy was born in 1814 at Cumberland House, the son of Alexander Kennedy, a Chief Factor of the Hudson's Bay Company. He was sent to the Orkneys to be educated and returned to North America as a Hudson's Bay Company trader in 1833. He was stationed at a number of posts in eastern Canada until 1846, when he resigned from the company because he did not approve of its selling of liquor to the Indians. For several years he lived in Canada West (Ontario) where he engaged in fishing and lobbying against the Hudson's Bay Company's monopoly in the west. He was also one of the founders of Southampton, Canada West. In 1851, Kennedy was appointed by Lady Franklin to lead her second expedition to find her husband Sir John Franklin, the Arctic explorer who had disappeared in 1845. The voyage failed to find a trace of Franklin, but it did contribute to the exploration of the Canadian Arctic. In 1853, another expedition to search for Franklin was to take place but the crew mutinied in Valparaiso, Chile, and were jailed. Kennedy returned to Britain, apparently waiting for the organization of another expedition, but this did not happen and he went back to

Canada in 1856 and settled in Toronto. He resumed his campaign against the Hudson's Bay Company and supported the popular agitation for the annexation of Rupert's Land to Canada. He also became director of the North-West Transportation, Navigation and Railway Company and travelled to the Red River Settlement in February of 1857 to prove the route was practical and the following year he carried the first mail from Toronto to the Red River Settlement for the company, which had received the contract from the Canadian government. In 1860 he settled in the Red River Settlement. He built his home, the Maples, at St. Andrew's, and operated a store with his brother George. He became member of the Board of Education of Manitoba in 1878 and a magistrate in 1879. During the 1880s he argued for a railway to Churchill on Hudson Bay to break the monopoly of the Canadian Pacific Railway. He died in 1890.

The house sits on the bank of the Red and is surrounded by a lovely English garden. Stop for a quiet stroll through the garden and along the river. After your visit, continue on your route north along the Red River.

2.1

On the left there is a set of interpretive panels.

34.3

These panels explain the history of the area, as well as of the Hay House (which you can see above you on the right beyond the trees) and of E.H.G.G. Hay – an important businessman and politician. The house was built in 1861

by Thomas Firth of the HBC and passed to Hay in 1900. It is now a private residence and cannot be visited.

1.1	Continue straight on River Road as you pass St. Thomas Anglican Church on your left. On your right is a small park with a cairn.	35.4
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This is a good place to stop for a view of the St. Andrew's Lock and Dam.

0.2	Pass beneath the bridge. This is a great place to stop for a bit to watch the many different birds that congregate here. It is also a good place to fish.	35.6
0.7	Continue straight at stop sign, crossing Lyall Road.	36.3
0.8	Turn left at stop sign to follow road.	37.1
0.4	Turn right at stop sign to join PTH 9.	37.5
0.5	Pass Little Britain United Church and cemetery.	38.0

A short circular driveway takes you to a plaque explaining the history of the oldest United Church in Manitoba.

0.4	Turn right to enter driveway to Lower Fort Garry.	38.4
0.6	Arrive at the parking lot.	39.0

After the union of the HBC and the NWC in 1821, the administrative centre was located at the confluence of the Red and Assiniboine rivers at Fort Gibraltar, which was renamed Fort Garry. However, the annual spring floods were a considerable nuisance and the challenging portage that was required to get past the St. Andrew's Rapids (now the site of the St. Andrew's Lock and Dam) was also a difficulty. In 1826, after a huge spring flood destroyed the fort, it was decided that a new administrative site had to be found that did not suffer from flooding and provided easy access to the trade routes to the north. Thus construction on Lower Fort Garry began in the 1830s and was completed in 1840, about 32 km downstream from the upper fort.

Lower Fort Garry has played a number of roles since its construction in the mid-19th century. During the time of the fur trade it briefly served as an administrative centre of the Hudson's Bay Company. After 1870, the fort became a prison for a short time. During the growth of the Red River Settlement, Lower Fort Garry was less of a traditional fur trade fort than a source of supplies for the local farming community. Often, the products from these farms were used to supply the HBC York boatmen who headed north to the Bay and oxen for the Red River Cart brigades that travelled south. There are many interpreters around the fort who are available to talk about the life of the early settlers in this part of the Red River.

As you tour this magnificent National Historic Site, pay attention to the different buildings and the layout of the fort. Today, Lower Fort Garry is the oldest intact stone fur trade fort in North America and provides a wonderful example of a variety of fur trade era architectural styles. The two main techniques used were colompage pierroté – where a wall is constructed of timber with the spaces between them filled with masonry (seen in the Men's House and the Annex to the Big House) and the Red River frame – a form of balloon framing where long continuous framing timbers that run from sill to eave, have intermediate floors nailed to them (best seen in the southwest bastion).

In 1871, an important historical event occurred at Lower Fort Garry – the signing of Treaty #1 (the first treaty between Canada and the Aboriginal peoples of this territory). This agreement was made between the Ojibwa and Swampy Cree of Manitoba and the Crown. By this treaty, the First Nations people surrendered title to all their territory in return for an immediate payment of three dollars each, and annuity of fifteen dollars in cash or goods per family of five, reserves in the amount of 160 acres per family of five, a school for each reserve, and protection from intoxicating liquor. A plaque commemorating this event is located outside the West Gate of the Fort.

	After visiting the park, exit parking lot, head toward the highway and follow the road south to the exit.	
0.5	Reach PTH 9 and turn left for your return journey to Winnipeg.	39.5
2.4	Turn left at lights onto PTH 44 to cross Red River.	41.9
0.5	Entrance to the Lockport Heritage Park and Kenosewun Aboriginal Centre on the left.	42.4

If you have the time and would like to take a very short stroll – visit the self-guided path around this historic site. Kenosewun is the location of an Aboriginal horticultural site that dates back more than 600 years. This is the northernmost identified site of pre-European horticulture in North America.

Want to know more about the First Nations in the Red River Valley? Try Routes on the Red's First Peoples on the Red: self-directed drive & stroll tour.

0.3	Turn right onto PR 204 (Henderson Hwy).	42.7
17.9	Enter Winnipeg by passing beneath the Perimeter Hwy.	60.6

Shortly you will come to Chief Peguis Trail. This road was named for Peguis, the great Saulteaux chief who was a strong supporter of the Selkirk Settlers as well as a staunch defender of his own people. Peguis welcomed the Selkirk settlers and his people helped the colonists survive their first years by showing them how to hunt buffalo. Peguis also helped the settlers after the Battle of Seven Oaks, among them Marie-Anne Gaboury, the future grandmother of Louis Riel. In 1817, Peguis was one of the chiefs who signed a treaty with Lord Selkirk to provide land for settlement. This was the first land treaty signed in western Canada. It gave a strip of land two miles wide on each side of the Red and Assiniboine Rivers, from their confluence up the Red River as far as what is now Grand Forks, North Dakota, and up the Assiniboine as far as Rat Creek. The treaty also included plots of land reaching six miles in each direction from Fort Douglas, Fort Daer, and Grand Forks. In return the tribes would each receive 100 lbs of tobacco annually in payment. Peguis was a friend to the settlement and to the Hudson's Bay Company and a supporter of the

Anglicans' missionary efforts. In 1840, he himself converted to Christianity. He gave up three of his four wives and he and his remaining wife took the names William and Victoria King. Their children later adopted the surname of Prince.

Though Peguis was recognized and honoured by the HBC and from 1835 received an annuity of £5 in recognition of his contributions, he was a steadfast champion of his people's rights. He criticized the white settlers' use of lands that had not been surrendered to them and questioned the right of the colony's governor and council to make laws affecting such lands without another treaty. He also pointed out that there had never been formal transfer of the lands granted by the first treaty. It was not until the Dominion of Canada annexed the area in 1870 that the situation was dealt with. Treaty No. 1, negotiated by Peguis' son, Mis-koo-kee-new known as Red Eagle or Henry Prince, in 1871 was signed at Lower Fort Garry. Peguis died in 1864 and was buried in the churchyard of St. Peter Dynevor Church in East Selkirk.

2.8	Continue straight at Chief Peguis Trail.	63.4
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At this point you have a choice. To head directly back to The Forks, stay on Henderson Highway, picking up the routes further on – where it says: "Cross Red River and ..."

(71.8). Or follow the route below through a pleasant residential district of Winnipeg.

1.5	Turn right onto Irving Place.	64.9
0.2	Continue straight across Grandview Street (with a slight jig to the left).	65.1
0.2	Turn left onto Kildonan Drive.	65.3
0.7	Pass Fraser's Grove Park on right.	66.0
0.3	Turn left onto Larchdale Crescent.	66.3
0.5	Turn right onto Larchdale Crescent.	66.8
0.1	Turn right onto Fraser's Grove.	66.9
0.2	Turn left onto Woodvale Street.	67.1

0.1	Turn right onto Rossmere Crescent.	67.8
0.3	Continue straight on road, you are now on Kildonan Drive.	68.1
0.9	Turn left onto Helmsdale Avenue.	69.0
0.1	Turn right immediately to continue along Kildonana Drive and follow the road as it veers to the left and heads back towards Henderson Highway.	69.1
0.7	Turn right on Henderson Highway.	69.8
2.0	Cross Red River and then the railway tracks. At some point along this stretch you want to get into the left lane.	71.8
1.3	Turn left before first set of lights onto Lily Street.	73.1
0.2	Turn left onto Pacific Avenue.	73.3
0.1	Turn right onto Waterfront Drive.	73.4
0.2	Go straight through roundabout to stay on Waterfront Drive.	73.6
0.7	Go straight at lights at intersection with Water Street.	74.3
0.2	Continue straight at lights with York Avenue. Follow the road into The Forks.	74.5
0.4	You have arrived back at The Forks Market.	74.9

Stop in for a snack at the Market following your long day's adventure.

Thank you for joining Routes on the Red's self-directed excursion of the People of the Fur Trade. We hope that you had an enjoyable trip. We would love to have you discover more of the Red River Valley on our other self-directed itineraries.

We greatly value your input and comments. If something was not clear, a road sign changed, or if you found a delightful picnic site or visit that you would like to share with future travellers, please let us know. The best way to communicate is to write the changes or new information directly onto the appropriate route description page, and mail or fax it to the Rivers West office. Thank you in advance for your contributions!

Rivers West, officially known as Red River Corridor Inc./L'Association du Corridor Rivière Rouge, is a not-for-profit organization, with the overall objective to develop the Red River Corridor as a destination. Our mandate is to create and implement a long-term tourism and conservation strategy focusing on the development, promotion and management of the natural, tourism, cultural and heritage, and recreational resources of the Red River from Emerson to Lake Winnipeg.

We are pleased to receive financial support from the federal and provincial governments and the participation of rural municipalities, towns and cities along the length of the river. A variety of projects are underway in the Red River region. These include the preservation of special lands for conservation, designation of the Red River as a heritage river, increasing opportunities for public access to the River, and the development and promotion of the river valley's natural, cultural, recreational and tourism resources.

Contact us for more information at:

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