Winnipeg | Indigenous Relations
Relations avec les Autochtones

JOURNEY OF RECONCILIATION
LES CHEMINS DE LA RÉCONCILIATION

WELCOMING WINNIPEG – Request Summary

NOTE: Request summaries are compiled by Indigenous Relations employees to ensure that identifiable, or potentially identifiable, third-party personal information or information of a sensitive nature is excluded from what is made publicly available. Indigenous Relations permits viewing of the full original submission by appointment through 311.

Request ID: 2022-002

Name of Request: Add to: Dawson Road MB Centennial Panels

Address: SE corner Lagimodiere Blvd at TransCanada Hwy 1

Demonstrated Community Support:

- Petition submitted: Yes, with 13 community and municipal partners providing support
- Letters of support provided: Yes, 1 letter of support provided

Project Details:

- See Appendix A (below)

How does this project contribute to a 'Welcoming Winnipeg', as defined in the policy and what kind of evidence/research can be provided to support this state

While the text is accurate and easy to understand, it could be revised for our modern context of truth and reconciliation. The Dawson Trail story has generally been told from a colonial perspective, as one of the then new Canadian Government's exploits and first military victories in the West under Garnet Wolseley. This version of history ignores the valuable stories of the Indigenous Peoples whose lives were forever changed by the road that need to be told. It was during the surveying for the route in 1868 that the Métis people stepped on the chains of the Canadian surveyors (one of many incidents) beginning in Sainte-Anne-des-Chênes, the symbolic start of the Resistance after the sale of Rupert's Land. The route was the subject of much discussion and debate during the negotiations of both Treaty 1 and Treaty 3 which refer to payment for its right of way, Treaty 3 having been signed at the Northwest Angle of the Lake of the Woods where passengers arrived to the Dawson Trail after a long journey by waterway from Thunder Bay and through Anishinabe territory. Opportunity and space needs to be made for a truth and reconciliation lens and perspective on this story that is simply not being achieved with the existing text.

Does this site have historical significance to the Indigenous community? Research Support:

The Anishinaabe were living around the area long before Dawson or the road; it was an Anishinaabe Chief who originally showed Dawson the way through the Lake of the Woods path to the Red River colony; the Métis played an integral role in building the road and actually guided the Military expedition forces to the Red River Settlement to quell the resistance. They also played an important role in hauling provisions for the development of the rail road from Rat Portage (Kenora) that was to follow. Road construction was not without hardship to the Métis settlements in the Lorette - Sainte-Anne and Richer regions. There were incidents surrounding poor wages paid for labour on road construction, clashes with Canadian land surveyors of the region that would contribute to sparking the Red River Resistance in 1869, with the exile that followed and many generations of discrimination that ensued.

If this application is not supported, what would the negative impact on the community be? (If applicable)

The City of Winnipeg's current interpretive panels commemorating the Dawson Road will remain faded and in need of upgrade in an area that is highly visible and growing with residential and commercial development. More importantly, its content would remain biased and incomplete. All other regions and jurisdictions affected by the Dawson Trail history, from St. Boniface to the RM of Springfield, RM of Taché, RM of Ste.Anne and RM of Reynolds, are onside with current efforts being made to address this one-sided narrative with a more fulsome perspective told via a series of trail markers and interpretive exhibits that are due to be erected this year (2022). We feel it is imperative that the City of Winnipeg do the same, whether through the upgrade of its existing signs and/or in welcoming a more fulsome discovery of the Dawson Road and its history at this location in partnership with the efforts of the Dawson Trail Arts and Heritage Tour initiative.

Any additional information the applicant would like the CCM to consider in making their recommendation.

This plea is community led by the Dawson Trail Arts and Heritage Tour initiative, comprised of dedicated volunteers, community leaders and professionals. Truth and reconciliation are fundamental to our "raison d'être" (see About us on our website at www.dawsontrailtreasures.ca). Our efforts are informed by community consultations, Aboriginal and Métis community advisors, as well as professional consultants in the fields of interpretive planning and heritage. We are supported financially by Federal, Provincial and all jurisdictions along the Dawson Road as we know it today.

Appendix A

Sentier Dawson Trail

PROPOSAL FOR DAWSON TRAIL SIGNAGE AT LAGIMODIÈRE BLVD AND THE TRANSCANADA HIGHWAY NO.1

January, 2022

1971

The Dawson Trail became open to through-traffic in July 1871. In September 1971, two commemorative Dawson Road signs were erected in English and French as part of a Manitoba Centennial project. Located at the corner of Highway 59 (Lagimodière Blvd.) and the TransCanada Highway No.1, this is where the suburb of Sage Creek is found today. Construction of the TransCanada Highway, the Winnipeg Perimeter Highway and the Red River Floodway during the late 1960s forever transformed the Dawson Trail, cutting the trail's communities off from the general flow of traffic it once had. Today the trail is mostly accessible via HWY MB-207 at the TransCanada Highway turn-off to the local urban district of Lorette.

Photo: Inauguration of sign, Sept. 1971. Left to right: 1. Abbé N. Delaquis 2. Eric Willis (of the Metropolitan Corporation of Greater Winnipeg) 3. unknown 4. Albert Gysel 5. Bernie Wolfe (former mayor of Winnipeg. Source: SHSB



2021

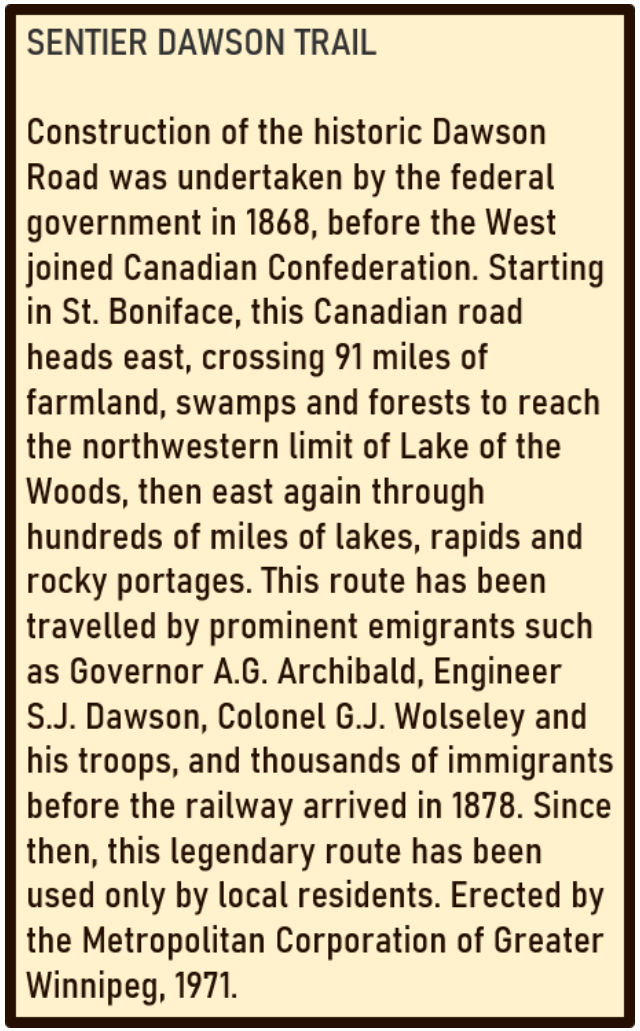
Fifty (50) years later, the signs are badly worn and barely legible, surprisingly the structures continue to stand seemingly straight. In the last decades, the community of Sage Creek has been developed by Qualico and a walking and bicycle path now meet where the signs are situated. The log bases appear to show evidence that they are beginning to rot in this 2015 photograph. The overall physical condition is poor. The signs are in need of refurbishment or replacement. Despite the deterioration, their message still resonates today for the people of Southeastern Manitoba Métis Nation, Anishinabe Nation, and the Franco-Manitoban community for whom the story of the Dawson Trail has the most meaning.

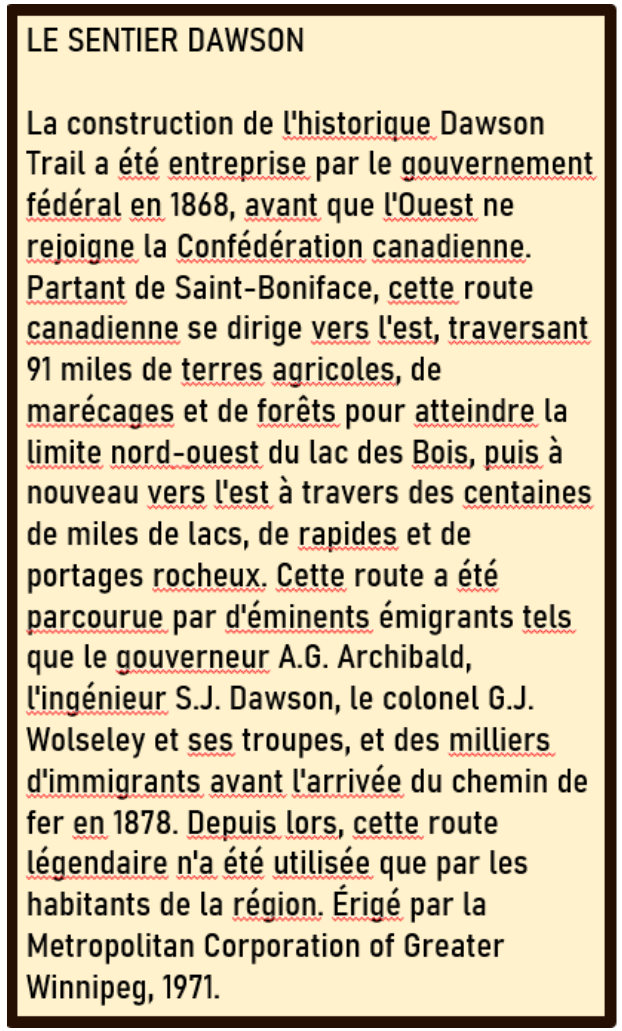


Photo: Dawson Road Signs, October 2015. Source: Nathan Kramer

Existing Text

While the text is accurate and easy to understand, it could be revised for our modern context of truth and reconciliation. The Dawson Trail story has generally been told from a colonial perspective, as one of the then new Canadian Government's exploits and first military victories in the West under Garnet Wolseley. This version of history ignores the valuable stories of the Indigenous Peoples whose lives were forever changed by the road that need to be told. It was during the surveying for the route in 1868 that the Métis people stepped on the chains of the Canadian surveyors (one of many incidents) beginning in Sainte-Anne-des-Chênes, the symbolic start of the Resistance after the sale of Rupert's Land. The route was the subject of much discussion and debate during the negotiations of both Treaty 1 and Treaty 3 which refer to payment for its right of way, Treaty 3 having been signed at the Northwest Angle of the Lake of the Woods where passengers arrived to the Dawson Trail after a long journey by waterway from Thunder Bay and through Anishinabe territory. Opportunity and space needs to be made for a truth and reconciliation lens and perspective on this story that is simply not being achieved with the existing text.





Options

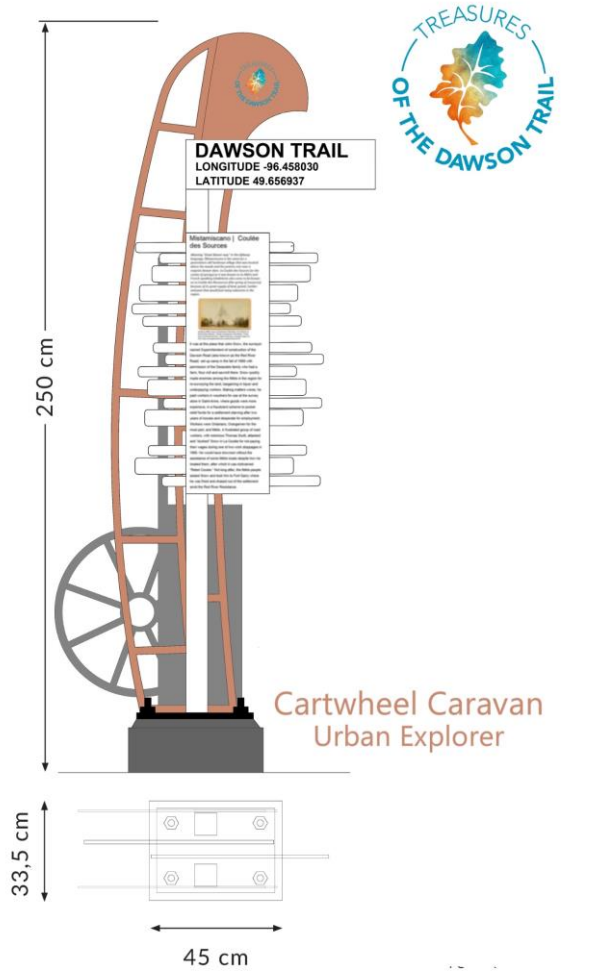
- Level 1: Restore signpost panels
- Level 2: Restore panels and replace/renew structures
- Level 3: Restore panels and replace/renew structures + add *Sentier Dawson Trail* trailmarker



Credit: Dawson Trail Interpretive Corridor Conceptual Interpretive Plan 2020. MEME Interpretive & Museum Consulting.

Sentier Dawson Trail
Trailmarker Design

In spite of the faded signs, the Dawson Trail stories are very much alive in the minds and hearts of its people. As such, and in light of the Dawson Trail's 150th anniversary in 2021, we feel it imperative that these stories be recognized and commemorated. It is why we have undertaken this paramount project to develop an Interpretive Corridor from Winnipeg (Saint-Boniface) to the Lake of the Woods – so the version of the story as told by the people would never be forgotten. For us, this project is as much about preserving and promoting this significant shared heritage as it is about encouraging tourism to our regions for economic development (4 rural municipalities are invested, as is the community of Saint-Boniface). 15 markers will highlight traditional place names in Michif and French, with some Anishinabe and Cree, and will tell some of the more famous stories and some of the least known stories of the Dawson Trail. A series of small exhibits along the trail will create more mini-destinations to discover. There are many treasures to be discovered along the Dawson Trail and this project seeks to bring them alive with an Interpretive Corridor and self-guided arts and heritage tours. Check out our arts and heritage tours, and historical nuggets at https://dawsontrailtreasures.ca/ https://dawsontrailtreasures.ca/francais/index.php



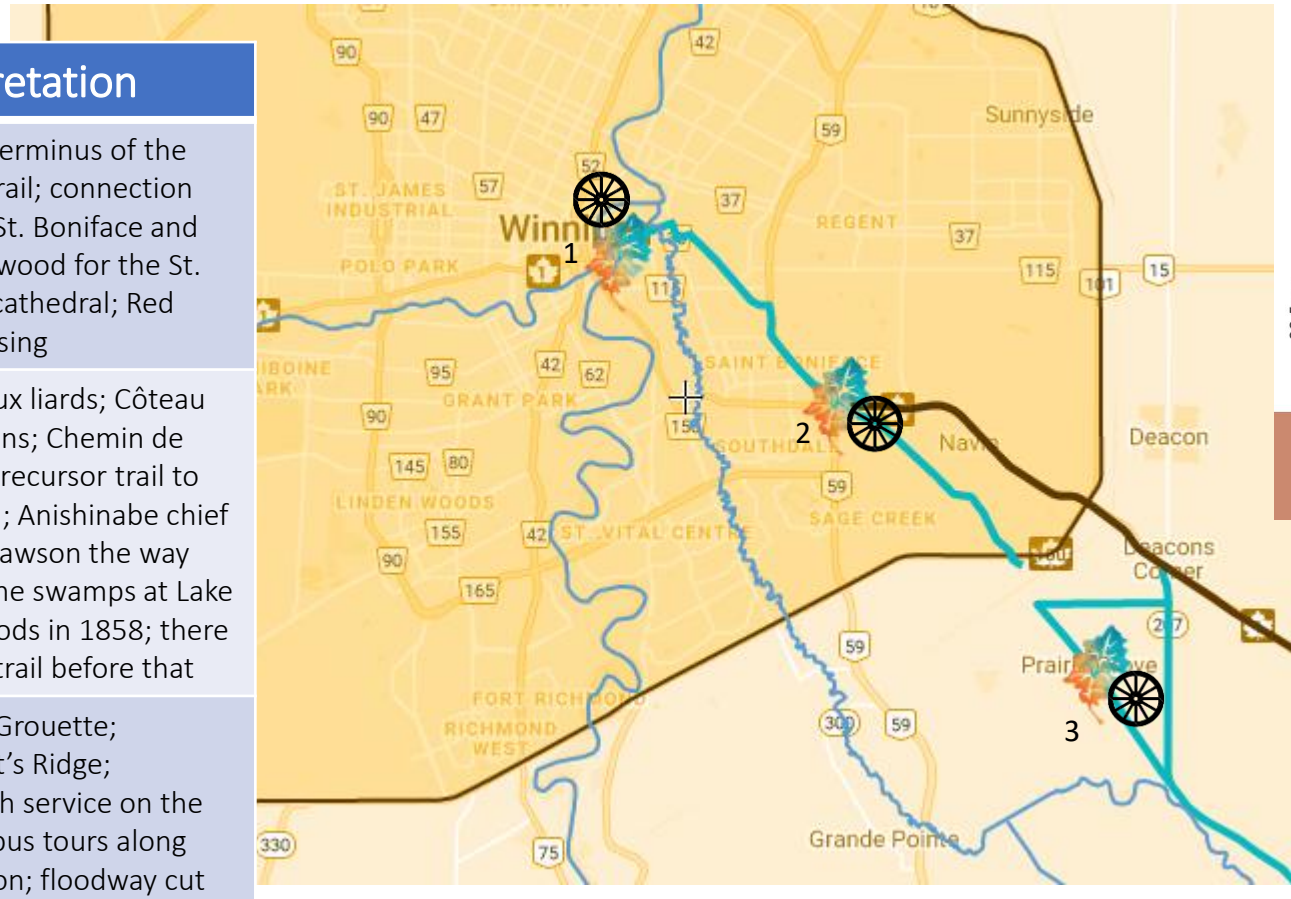
DAWSON TRAIL MARKER
CONCEPTUAL DESIGN

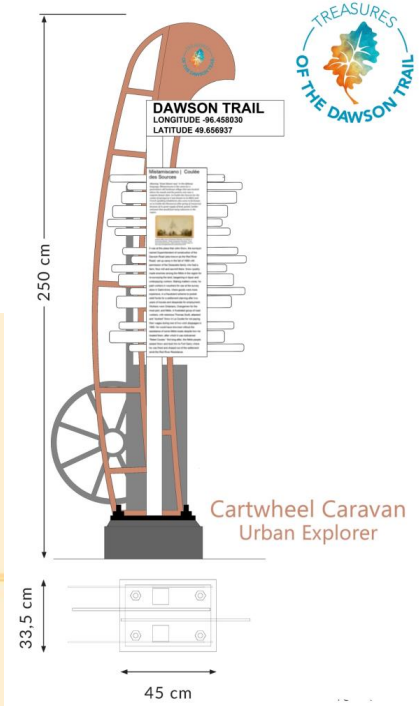
Dawson Trail Visitor Experiences



Cartwheel Brigade
Urban Explorer Tourism Experience

Location	Interpretation
1. St. Boniface at the Belvedere on Taché ave across from St. Boniface Cathedral	Western terminus of the Dawson Trail; connection between St. Boniface and St. Anne; wood for the St. Boniface cathedral; Red River crossing
2. Hwy #1 at Lagimodière #59 at the entrance to Sage Creek walking/cycling trail	Maskeg aux liards; Côteau des cochons; Chemin de Gaudet (precursor trail to Dawson's); Anishinabe chief showed Dawson the way through the swamps at Lake of the woods in 1858; there was a FN trail before that
3. Prairie Grove community cemetery or alternately Prairie Grove Park adjacent to the cemetery located on Dawson Road prior to its merging with MB-207	Côteau à Grouette; Protestant's Ridge; stagecoach service on the Dawson; bus tours along the Dawson; floodway cut Prairie Grove in two cutting off this natural traffic flow





DAWSON TRAIL MARKER
CONCEPTUAL DESIGN

Current and Potential Site

The current bike/walking path at the corner of Lagimodière Blvd at TransCanada #1 is in need of some beautification and enhancement and would benefit from the installation of a new heritage trailmarker. There are multiple significant heritage references to commemorate at this location. The Dawson Trail went right through this area until the late 1960s which was the original reason the signposts were situated in that location.

The next slides propose text for this location based on the results of our two-year research project. Text and images are early drafts for discussion. These texts will be reviewed by a committee that will include Franco-Manitoban, Métis and First Nations participation from the region.





SENTIER DAWSON TRAIL

LA MASKEG DES LIARDS (POPLAR SCRUB BOG)

Maskeg is the word Métis use to describe a natural boggy area characterized by mossy vegetation. The word “muskeg” from which it derives, is an Algonquian word meaning “grassy swamp”. The *Maskeg des liards*, as this area was known, was a “channel about a mile long” through a swamp that once covered most of the area between here and the Seine River where community elders recall riding through “big scrubby aspen and black poplar” (they called *liards*). The Dawson Trail’s path crossed this intersection until the late 1960s when the TransCanada Highway, the Perimeter Highway and the Red River Floodway transformed this landscape cutting the trail’s historic communities off from the general flow of traffic they once had. Southeastern Manitoba’s landscape has also changed significantly over the last 150 years. The land is characterized by a series of *côteaux* or ridges and *maskegs* or swamps left from the glacial age, most of which have since been drained with the development of the City of Winnipeg's infrastructure and large-scale agriculture and industry of the 20th century. In this space, not so long ago, one could see water holes, ponds, marshes, low meadows, and peat bogs. Travellers along the Dawson came to this area from the Lavoie farm near *Côteau des cochons* (Pig Ridge), not far from the Navin Road station nearby. It was given this name after livestock had been driven to its high ground during the major floods of 1826, 1852 and 1861. The same floods drove many early French-speaking settlers to the outer parishes of the Red River Colony where the towns of Lorette, Sainte-Anne and Richer developed from the earlier Métis settlements.

Since the early days of the Red River Settlement, many traditional place names have been changed or lost due to the events of the last few centuries of Manitoba's settlement. These place names were in Michif (Michif-French), the language of the Métis Nation, in the languages of the Anishinabe, Cree and Nakota First Nations, and in the language of the French-Canadian voyageurs, coureurs de bois and Freemen who settled and lived among them in the Northwest. By installing markers along the trail, the Dawson Trail Art and Heritage Tour aims to commemorate its 150th anniversary in 2021. The stories of the trail, its landmarks and its connection to the Red River Resistance are shared to celebrate this cultural landscape, these languages, these peoples and this history inextricably linked to the creation of Manitoba and Canada so that they will never be forgotten.

-Dawson Trail Art and Heritage Tour

TRÉSORS DU SENTIER DAWSON

A Pathway in Times Long Past

Before the Dawson Trail, there was already a well-worn trail to Sainte-Anne from Saint-Boniface forged by Red River Carts known as *le chemin de Gaudet* or "Gaudet's Road". It was so called because it had been surveyed by J.R. Gaudet, a Métis surveyor who worked for the Hudson's Bay Company when it occupied and governed over Rupert's Land. Gaudet would later assist Simon Dawson who was tasked by the new Canadian Government with locating and tracing an exploratory line of route for the road through the swamps between Sainte-Anne and the Lake of the Woods (Hind and Dawson Expedition 1857-58). Dawson reported to the House of Commons that it was an unnamed Anishinabe chief around Lake of the Woods who showed his assistants the way clear through the swamps along an old gravel ridge trail used in times long past. This would be the precursor to the overly zealous construction of the Dawson Trail a decade later, in 1868, immediately upon the sale of Rupert’s Land to Canada without the knowledge its inhabitants. This, incidents surrounding poor wages paid for labour on road construction, and clashes with Canadian land surveyors in the region, would contribute to sparking the Red River Resistance in 1869. During his years as a public servant, Dawson repeatedly pleaded with his superiors that a treaty first be negotiated with First Nations for this road before any discussion should be had about surveying for settlement, but this fell on deaf ears. Negotiations about compensation for the right of way for the road through the territory continued after it’s completion (July 1871) and negotiations for Treaty 1 (August, 1871) and Treaty 3 (1873), both of which mention compensation that was promised to First Nations but never received. Through these difficult years for the colony and later during his participation in Treaty 3 negotiations, and his political career, Simon Dawson stood by the people of Red River and for the rights of Indigenous Peoples and French-speaking Catholics though it was not a popular political stance in the halls of power of the day.

Travel the Dawson route to discover all of the trail markers and learn more. Visit us online, like and follow us at www.dawsontrailtreasures.ca

This image will be replaced with a new artistic rendering of Dawson's assistants being led by the Anishinabe chief through the Lake of the Woods path



1. Anishinaabe (Saulteaux) family at Red River circa 1821, long before Dawson or the road. A painting by Peter Rindisbacher. *NB This image will be replaced by a new artistic rendering of the story described in the text story part of Dawson's 1859 report of exploration (Hind and Dawson 1857-58). Simon J Dawson was well-regarded among Métis, First Nations and French-Canadians for his support for bilingualism for the North-West Territories, for Indigenous fishing rights, and for Aboriginal rights generally.

2. In 1870, acclaimed painter William Armstrong accompanied the Wolseley Expedition to the Red River Colony. One of his compositions, Red River Expedition, Purgatory Landing, was reproduced as a wood engraving on the cover of the Canadian Illustrated News of July 9, 1870 to accompany their coverage of the expedition's progress. Ironically, in recording the incredible effort required to move the military force through the Canadian wilderness from Thunder Bay to the Red River Settlement to quell the Red River Resistance, Armstrong reveals that it was in fact Métis freighters who guided the expedition, hauling their equipment, supplies and provisions overland. This is likely a scene on route from the heart of the settlement (Saint-Boniface) to the outer parish of Grande-Pointe-de-Chênes (now Sainte-Anne) and La Coulée along "Gaudet's Road" up to around where the headquarters for road construction had been established by John Snow in 1868. Métis guides are identifiable in this engraving from their blue "capots" or coats.

3. Simon Dawson's map of the exploratory line he proposed for the Dawson Trail in 1858. Note that English-speaking traders of the day referred to what is now Sainte-Anne as "Oak Point Settlement" which derived from its original Métis name, *Grande-Pointe-des-Chênes* meaning Big Oak Point.

1. Famille Anishinaabe (Saulteux) à la rivière Rouge vers 1821, bien avant Dawson ou la route. Une peinture de Peter Rindisbacher. *NB Cette image sera remplacée par un nouveau rendu artistique de l'histoire décrite dans la partie récit textuel du rapport d'exploration de Dawson de 1859 (Hind et Dawson 1857-58). Simon J. Dawson était très apprécié des Métis, des Premières nations et des Canadiens français pour son soutien au bilinguisme dans les Territoires du Nord-Ouest, aux droits de pêche des Autochtones et aux droits des Autochtones en général.

2. En 1870, le célèbre peintre William Armstrong a accompagné l'expédition Wolseley dans la colonie de la rivière Rouge. L'une de ses compositions, Red River Expedition, Purgatory Landing, a été reproduite sous forme de gravure sur bois sur la couverture du Canadian Illustrated News du 9 juillet 1870 pour accompagner leur couverture de la progression de l'expédition. Ironiquement, en relatant l'incroyable effort requis pour déplacer la force militaire à travers les étendues sauvages du Canada, de Thunder Bay à la colonie de la Rivière-Rouge, afin de réprimer la résistance de la Rivière-Rouge, Armstrong révèle que ce sont en fait des cargos métis qui ont guidé l'expédition, transportant leur équipement, leurs fournitures et leurs provisions par voie terrestre. Il s'agit probablement d'une scène se déroulant sur le chemin du cœur de la colonie (Saint-Boniface) vers la paroisse extérieure de Grande-Pointe-de-Chênes (aujourd'hui Sainte-Anne) et La Coulée, le long de la "route de Gaudet", jusqu'aux environs de l'endroit où le quartier général de la construction de la route avait été établi par John Snow en 1868. Les guides métis sont identifiables sur cette gravure grâce à leurs " capots " ou manteaux bleus.

3. Carte de Simon Dawson représentant la ligne d'exploration qu'il a proposée pour la piste Dawson en 1858. Notez que les commerçants anglophones de l'époque désignaient ce qui est aujourd'hui Sainte-Anne sous le nom de "Oak Point Settlement", dérivé de son nom métis antérieur, Grande-Pointe-des-Chênes.



SENTIER DAWSON TRAIL

LA MASKEG DES LIARDS

Maskeg est le mot utilisé par les Métis pour décrire une zone tourbeuse naturelle caractérisée par une végétation moussue. Le mot *muskeg*, dont il dérive, est un mot algonquin qui signifie «marécage herbeux». Le Maskeg des liards, comme on appelait cette zone autrefois, était un «canal d'environ un mille de long» traversant un marécage qui recouvrait la majeure partie de la zone située entre ici et la rivière Seine, où les anciens de la communauté se souviennent de traverser «de grands trembles et des peupliers noirs broussailleux » qu'ils appelaient liards. Le sentier Dawson traversait cette intersection jusqu'à la fin des années 1960, lorsque la route transcanadienne, la route périphérique et le canal de dérivation de la rivière Rouge ont transformé ce paysage, coupant les communautés historiques du flux général de circulation qu'elles avaient autrefois. Le paysage du sud-est du Manitoba a également beaucoup changé au cours des 150 dernières années. Le paysage est caractérisée par une série de *côteaux* ou de crêtes et de *maskegs* ou de marécages laissés par l'ère glaciaire, dont la plupart ont depuis été drainés avec le développement de l'infrastructure de la ville de Winnipeg et l'agriculture et l'industrie à grande échelle du XXe siècle. Dans cet espace, il n'y a pas si longtemps, on pouvait voir des trous d'eau, des étangs, des marais, des prairies basses et des tourbières. Les voyageurs de la Dawson venaient de la ferme Lavoie près du *Côteau des cochons*, non loin de la station voisine de Navin Road. Ce nom lui a été donné après que le bétail ait été conduit sur ce terrain élevé lors des grandes inondations de 1826, 1852 et 1861. Ces mêmes inondations ont poussé de nombreux premiers colons francophones vers les paroisses extérieures de la colonie de la Rivière-Rouge, où les villes de Lorette, Sainte-Anne et Richer se sont développées à partir d'établissements métis pré-existantes.

Depuis les premiers jours de la colonie de la Rivière-Rouge, de nombreux noms de lieux traditionnels ont changé ou ont été perdus en raison des événements qui caractérisent les derniers siècles de la colonisation du Manitoba. Ces noms de lieux étaient en michif (michif-français), langue de la nation métisse, dans les langues des Premières nations Anishinabe, Cree et Nakota, et dans la langue des voyageurs, coureurs de bois et hommes libres canadiens-français qui se sont installés parmi eux dans le Nord-Ouest. En installant des bornes le long du sentier, le Circuit artistique et patrimonial du sentier Dawson a pour objectif de commémorer son 150e anniversaire en 2021. Les histoires du sentier, ses lieux-dits et ses liens avec la résistance de la Rivière-Rouge sont partagées pour célébrer ce paysage culturel, ces langues, ces peuples et cette histoire inextricablement liés à la création du Manitoba et du Canada afin qu'ils ne soient jamais oubliés.
-Circuit artistique et patrimonial du sentier Dawson

TRÉSORS DU SENTIER DAWSON

Un parcours longtemps voyagé

Avant le sentier Dawson Trail, il existait déjà un sentier vers Sainte-Anne à partir de Saint-Boniface, forgé par les charrettes de la Rivière-Rouge, connu sous le nom de chemin de Gaudet. On l'appelait ainsi parce qu'il avait été arpenté par J.R. Gaudet, un arpenteur métis qui travaillait pour la Compagnie de la Baie d'Hudson lorsque celle-ci occupait et gouvernait sur la Terre de Rupert. Gaudet aidera plus tard Simon Dawson, chargé par le nouveau gouvernement canadien de localiser et de tracer une ligne exploratoire pour la route à travers les marécages entre Sainte-Anne et le lac des Bois (Expédition Hind et Dawson 1857-58). Dawson rapporte à la Chambre des communes que c'est un chef Anishinabe anonyme des environs du lac des Bois qui a indiqué à ses assistants la voie à suivre à travers les marécages, le long d'un *côteau* et une piste parcourue dans un passé éloigné. Cette expédition sera le précurseur de la construction trop zélé de la route Dawson une décennie plus tard, en 1868, suite à la vente de la Terre de Rupert au Canada à l'insu de ses habitants. Cette situation, ainsi que des incidents liés aux mauvais salaires versés à la main-d'œuvre pour la construction de la route, et des affrontements avec les arpenteurs canadiens dans la région, contribueront à déclencher la résistance de la Rivière-Rouge en 1869. Pendant ses années de service public, Dawson a plaidé auprès de ses supérieurs pour qu'un traité soit d'abord négocié avec les Premières nations pour cette route avant de discuter de l'arpentage en vue de la colonisation, mais ces demandes étaient ignorés. Les négociations sur la compensation pour le droit de passage à travers le territoire pour la route se sont poursuivies après l'achèvement de la route (juillet 1871) et les négociations pour le traité 1 (août 1871) et le traité 3 (1873), qui mentionnent tous deux la route et la compensation promise aux Premières nations pour celle-ci, mais qui n'a jamais été reçue. Au cours de ces années difficiles pour la colonie et, plus tard, pendant sa participation aux négociations du Traité 3, ainsi que sa carrière politique, Simon Dawson a défendu les habitants de la Rivière-Rouge et les droits des peuples autochtones et des catholiques francophones même si cette position politique n'était pas populaire dans les allées du pouvoir de l'époque.

Voyagez la route Dawson. Découvrez toutes les bornes pour en apprendre plus. Visitez-nous, aimez et suivez-nous en ligne sur www.dawsontrailtreasures.ca .

Quote

ANISHINABE CHIEF SHOWED DAWSON THE WAY

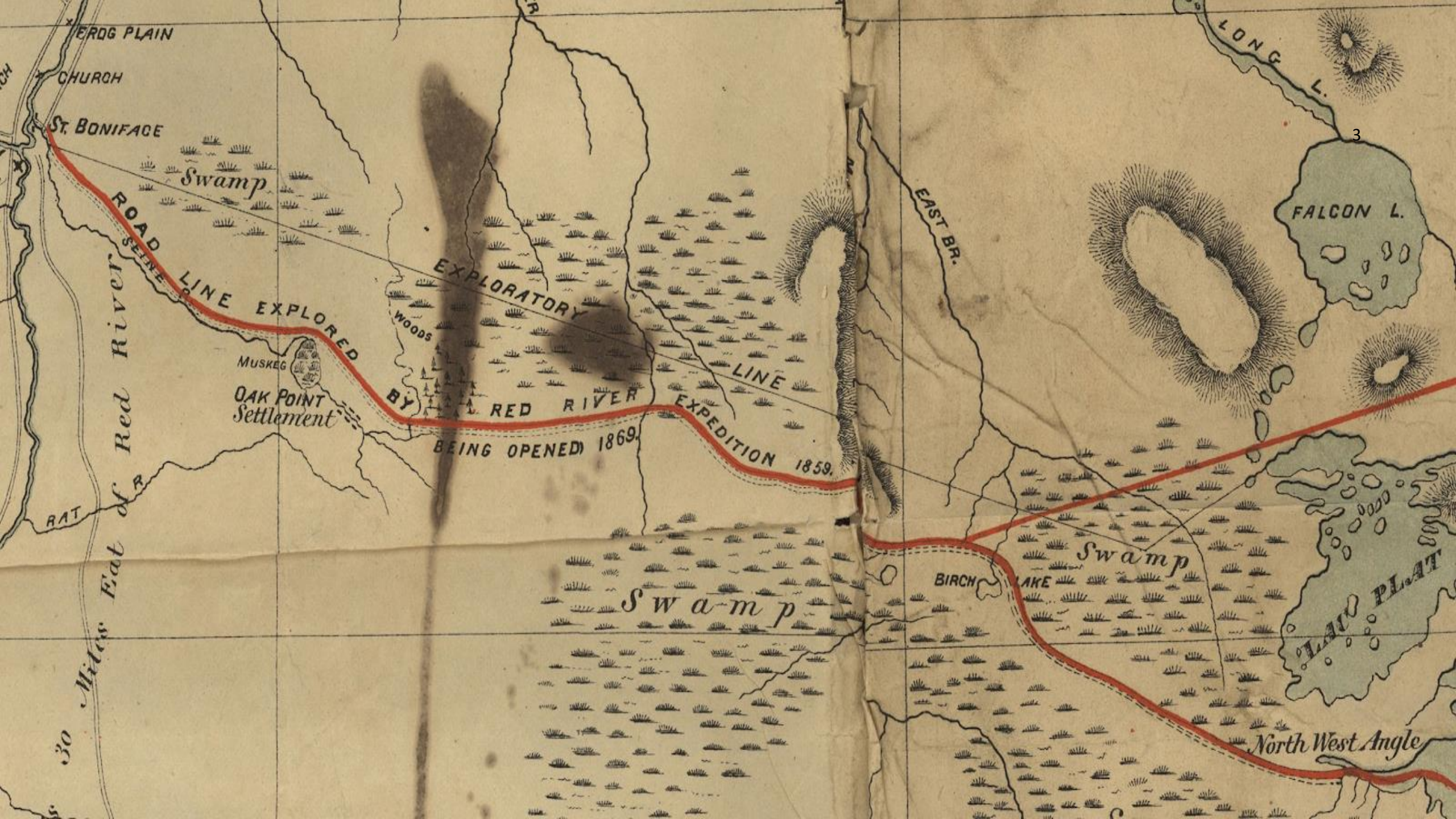
"In the spring of 1859, having learned that a party fitted out by the people of Red River, who at that time took a great deal of interest in promoting the development of the country, had been baffled in an attempt to take horses through to the Lake of the Woods, had in fact got bewildered in swamps, from which they had experienced much difficulty in extricating themselves, and as the impression as to that section of the country being impracticable for roads was thus gaining confirmation, I hasted to the Lake of the Woods, with the most active of my assistants, and proceeding to its western extremity had the good fortune to secure the services of an [First Nations] Chief, who undertook to show us ground on which the country could be crossed. Leaving my assistants to find their way across with the Chief, I proceeded by way of the Winnipeg [River] to the Red River Settlement, where I had not long to wait for their arrival. They reported that the Chief had led them to a gravelly ridge which extended, with but few breaks, for a long distance across the most swampy parts of the country, and that the remains of [First Nations] encampments [showed] that it had been much used as a pathway, in times long past. A number of men were immediately engaged in the Settlement and sent to open the line which had been traced, in such a way as to render it passable for horses; and over this line our party rode clear through to the Lake of the Woods, on horseback. The line thus opened was used afterwards as a Post road for the conveyance of Mails on horseback, and it requires but slight knowledge of engineering to understand that ground, over which horses can be ridden, is not so swampy as to be impracticable for roads."

Simon Dawson, Surveyor and engineer of the Dawson Road, 1868 Report to the House of Commons, Ottawa

UN CHEF ANISHINABE A MONTRÉ LA VOIE À DAWSON

« Au printemps de 1859, ayant appris qu'un groupe organisé par les gens de la Rivière-Rouge, qui, à cette époque, s'intéressaient beaucoup à la promotion du développement du pays, avait été déconcerté dans une tentative d'amener des chevaux jusqu'au lac des Bois, et s'était en fait égaré dans des marécages, d'où il avait eu beaucoup de difficulté à s'extirper, et comme l'impression que cette section du pays était impraticable pour les routes se confirmait, je me suis hâté vers le lac des Bois, avec le plus actif de mes assistants, et en me rendant à son extrémité ouest, j'ai eu la chance de m'assurer les services d'un chef [Premières nations] qui s'est engagé à nous montrer le terrain sur lequel le pays pouvait être traversé. Laissant mes assistants trouver le chemin de la traversée avec le chef, je me suis rendu par la rivière Winnipeg jusqu'à la colonie de la rivière Rouge, où je n'ai pas eu à attendre longtemps leur arrivée. Ils m'ont rapporté que le chef les avait conduits à une crête de gravier qui s'étendait, avec très peu d'interruptions, sur une longue distance à travers les parties les plus marécageuses du pays, et que les restes de campements [Premières nations] montraient qu'elle avait été très utilisée comme sentier dans le passé. Un certain nombre d'hommes ont été immédiatement engagés dans la colonie et envoyés pour ouvrir la ligne qui avait été tracée, de manière à la rendre praticable pour les chevaux ; et sur cette ligne, notre groupe a traversé le lac des Bois, à cheval. La ligne ainsi ouverte a été utilisée par la suite comme route postale pour le transport du courrier à cheval, et il ne faut pas avoir de grandes connaissances en ingénierie pour comprendre qu'un terrain sur lequel on peut monter à cheval n'est pas si marécageux qu'il ne soit pas praticable pour les routes. »

- Simon Dawson, géomètre et ingénieur de la route Dawson, 1868, Rapport à la Chambre de communes, Ottawa



EROG PLAIN
CHURCH
ST. BONIFACE
Swamp
ROAD LINE EXPLORED BY RED RIVER EXPEDITION 1859.
SEINE
WOODS
EXPLORATORY LINE
MUSKEG
OAK POINT Settlement
BEING OPENED 1869.
RAT R
Red River
30 Miles Eat of
EAST BR.
LONG L.
FALCON L.
Swamp
BIRCH LAKE
Swamp
LAC PLAT
North West Angle

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SHSB. Folder "Chemin Dawson" 1858-1970 assembled by Abbé Pierre Picton which includes correspondence, notes and transcriptions of communications about the Dawson Trail with Père d'Eschambault, Jean Huppé, Alexis Carrière, Père Filion and Eugène Desautels between 1935-1940 .General Collections.

Images

Anishinaabe (Saulteaux) family at Red River circa 1821, long before Dawson or the road. A painting by Peter Rindisbacher. Source: **Library and Archives Canada/Peter Rindisbacher collection/e008299399.** Retrieved June 21, 2020 from *The Begbie Contest Society*. (n.d.) Canadian Primary Sources in the Classroom – Riel and Manitoba . Rindisbacher's sketches of the Canadian fur route are the only known drawings today that show what it was like to travel that much-used route at the time. His paintings have become important documents that provide some understanding for researchers studying the early settlement in the western regions of North America. Rindisbacher has come to occupy an important place in the history of Canadian art. Today 140 of Peter Rindisbacher's images survive. Peter Risdinbacher died August 13, 1834, at the age 28. Source: Siamandas, G. (n.d.). Peter Rindisbacher: The Boy Artist from Red River. Retrieved July 1, 2020 from https://timemachine.siamandas.com/PAGES/early_manitoba/Peter%20Rindisbacher-R.htm

"In 1870, acclaimed painter William Armstrong accompanied the Wolseley Expedition to the Red River Colony, recording the incredible effort required to move the military force through the Canadian wilderness. One of his compositions, *Red River Expedition, Purgatory Landing* was reproduced as a wood engraving on the cover of the Canadian Illustrated News on July 9, 1870 to accompany their coverage of the expedition's progress." Source: Alchetron.(1870). *William Armstrong, Canadian Artist*. Retrieved June 5, 2020 from https://alchetron.com/William-Armstrong-(Canadian-artist)#william-armstrong-canadian-artist-fef4701c-2c9a-43d4-ac49-e622910e990-resize-750.jpeg

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Dawson Road portion of the *Shewing Line of Route between Lake Superior and Red River Settlement* by Simon J. Dawson, as lithographed and printed by Captain C.W. Wilson of the Department of War Office, 1870. The date, as noted on the map itself, refers to the arrival of the first Detachment of the Expeditionary Force led by Wolseley which Dawson accompanied. Retrieved from https://www.flickr.com/photos/manitobamaps/2089382823

Appendix B

Dawson Trail 150

1871-2021 – According to the Sources

Discontent among the construction gangs on the Dawson Road also caused problems. The workers were dissatisfied with low wages and high food prices. On one occasion a group of workers, led by Thomas Scott, (the same man who was later executed by Riel) dragged Snow down to **La Coulee**, a tributary of the Seine River, where they threatened to drown him if he persisted in treating them unfairly.

The Red River Resistance and the dissatisfaction of the workers seriously delayed the construction of the Fort Garry section of the Dawson Route. It was not opened for regular travel until the spring of 1871.

Technical difficulties on the difficult eastern end of the route threatened to lead to the abandonment of the entire concept. However, the uprising in Red River underlined the need for a Canadian route, for the movement of troops, if not, for colonization.

A concerted effort to finish the Dawson Road was begun in July 1870. Little work had been accomplished since the inconspicuous start made by Snow and Mair in 1868. While the forests and rocky country on the eastern section of the route made construction difficult, the swampy soil along the route of the Fort Garry road provided no less a challenge for the road builders. To cross the swamps a corduroy road, a three layer road of timber, turf, and gravel, was constructed. Some evidence of the "corduroy" can still be found along the eastern section of the Fort Garry Road. Although the road was constantly being repaired, throughout its short history it was almost always in poor condition. Where possible the road was built on ridges, which coincidentally ran in roughly an east-west direction.

Along the Fort Garry Road tents and shanties were erected, where travellers could stop

Province of Manitoba Report

Written by Heritage Consultant Harvey Goldberg, an employee of the Historic Resources Branch of the Province of Manitoba in 1972.

Le Métis Newspaper Announces the Opening of the Trail July 20, 1871



LE METIS.

ST. BONIFACE.

JEUDI 20 JUILLET, 1871.

Les Ecoles.

Les assemblées cantonnales par proclamation du Lieutenant-Gouverneur, au sujet des écoles, ont du avoir lieu aussi dans toutes les paroisses. Il s'agissait de choisir trois commissaires pour chaque district scolaire, et décider le mode d'après lequel seront prélevées les contributions pour la soutien des écoles. On peut dire que c'est le premier pas fait pour le progrès pour la cause de l'éducation. Il a été fait avec beaucoup de bonne volonté, et sera efficace, nous l'espérons. Autrefois, qu'est la chose était absolument, que les habitants du pays possédait la moitié de leur vie dans la paresse, que les transactions se faisaient à la bonne franquette, sans écrit, si besoin, que tout le monde se connaissait et se regardait comme frère, on serait moins le besoin de l'éducation. Mais les temps sont changés. L'augmentation de la population, le développement du pays, l'ensemble de ces mille et une choses qui constituent ce qu'on appelle la civilisation, requiert dans les transactions ordinaires de la vie, une foule de précautions et de formalités qui n'étaient pas jugées nécessaires auparavant. L'homme qui a quelque éducation sera toujours un immense avantage sur celui qui ne sait ni lire, ni écrire. Tous ceux qui se trouvent dans cette dernière catégorie sont dès le moins plus d'une fois. Sous doute, il n'est pas question d'instruire les hommes faits. Mais les enfants, sauf la génération qui passe, il faut à tous prix les donner une éducation convenable. La chose est très facile; prenez le moyen d'établir de bonnes écoles et y en voyez les enfants. C'est une affaire d'intérêt public, qui concerne, à un haut degré, l'avenir même de la nation. Quoiqu'on doive donc y mettre la main. S'il fallait de grands sacrifices pour y arriver, la chose est si hautement importante qu'on ne devrait même pas hésiter. Mais non, il suffira d'une contribution minime. Tous doivent la supporter de bon cœur. Nous voyons d'ailleurs, d'après les sentiers soumettre par quelques paroisses dont les rapports nous sont parvenus, que l'on a fait preuve d'zèle de zèle. Nous sommes heureux de constater que la paroisse de St. Vital surtout s'est montrée vraiment généreuse. Honneur à qui de droit!

Les commissaires qui viennent d'être élevés ne doivent épargner aucun effort pour promouvoir la cause de l'éducation dans leurs districts respectifs. Ils devront recueillir les contributions d'après la mode adopté, voir à la construction des maisons d'école, et engager les instituteurs.

Nous avons confiance qu'ils rempliront dignement et avec bon vouloir cette tâche importante.

Collège de St. Boniface.

Hier avaient lieu au collège la fin de l'année scolaire et la distribution des prix. Après le travail, la récompense: c'est juste c'est naturel. Chaque élève interdit avec une sainte palpitante l'appel de son nom pour aller recevoir la couronne conquise par son travail et son application. Nous donnerons un compte rendu détaillé de la séance dans notre prochain numéro.

Aujourd'hui, la vacance! ce qui signifie, pour les écoliers, repos, amusements, promenades sur l'eau, courses à cheval, parties de chasse, etc. Plusieurs élèves ont retourné d'aider à leurs parents dans les travaux des champs. C'est une coutume louable que nous formons bien d'adopter. Quelques-uns nous ont d'ailleurs promis de nous en apporter quelques échantillons. Nous ne pouvons que féliciter l'élève et le remercier plus vite à reprendre ses travaux intellectuels.

Pensionnat de St. Boniface.

L'Examen et la distribution des prix au pensionnat auront lieu vendredi, le 28 Juillet courant. La séance commencera à 9 heures du matin. Il y aura en même temps représentations dramatiques, musiques, etc. Les parents des élèves et les amis de l'éducation sont invités à y assister.

Aussitôt après la séance commencement les vacances, vivement désirés par les élèves et les parents. Ils auront que l'écolier, la jeune pensionnaire a aussi droit aux heures de récréations et d'amusements. Mais pour elle ces goûts sont plus possibles. Revoir le toit paternel, goûter en paix les joies et douceurs jalées du foyer domestique, partager les jeux enfantins de ses jeunes frères et de ses jeunes sœurs, lire le soir en famille, un livre instructif et édifiant, en montrer les choses intéressantes qu'elle a apprises au couvent, telles sont les perspectives de ses amusements durant les vacances. Et le mieux, comme elle est heureuse de revoir sa fille bonne par les bonnes sœurs à l'école de la religion, et de la trouver encore plus sage, plus pieuse plus intéressante et intelligente dans les soins du ménage.

Les Foins.

Nous publions dans une autre colonne les règlements relatifs à la coupe du foin. Plusieurs personnes auraient déjà, en certaines circonstances, exprimé la crainte de voir des parties les meilleures contenues du pays, au sujet du droit de commune et de couper du foin. Elles peuvent se rassurer que rien n'a été changé. Les lois passées par le Gouvernement d'Assiniboia, à ce sujet, étaient calculées de manière à reconnaître les besoins du pays et donner satisfaction à tous. Le gouvernement a voulu les laisser intactes, et nous avons lieu d'espérer qu'elles seront en force encore longtemps.

Départ.

Le Lt. Colonel Cossitt, est parti pour le Canada, samedi dernier à bord de l'International. Un bon nombre de personnes étaient rendues au port pour lui souhaiter bon voyage. La bande militaire l'a accompagné jusqu'à St. Norbert.

La conduite du Lt. Colonel à la Rivière Rouge a été celle d'un vrai militaire. Très sévère sur la discipline, il possédait à un haut degré l'estime et le respect des soldats.

Le commandement des troupes canadiennes à Manitoba en toutes manières entre les mains du major Irvine. Son ancienneté nous garantissent que les affaires militaires seront bien conduites.

La route du Lac des Bois est maintenant ouverte aux voyageurs, et MM. Dawson, Simpson et Graham sont arrivés dimanche dernier par cette voie.

M. Simpson vient avec une commission du gouvernement de la Puissance pour traiter avec les sauvages.

On nous dit que plusieurs steamboats sont en opération sur les lacs, et qu'un grand nombre d'immigrants partis de la Baie du Tonnerre, devront arriver ici dans quelques jours.

Il paraît que les sauterelles ont fait leur apparition en certains endroits, sur la rivière Assiniboine. C'est une immigration qui n'est guère à désirer dans le pays. Elles viennent en masse d'où—probablement de la vallée du Mississippi—et ordinairement dans la première année pour se donner un passage. Comme elles arrivent sans provisions, elles font rencontrer les moissons, et ne laissent au retour que la perspective d'une misérable progression pour l'année prochaine. Il n'y en a encore que très peu; espérons que leur nombre n'augmentera pas.

Commissaires d'Ecole.

Les personnes suivantes ont été nommées commissaires d'école:—

Pour le district scolaire No. 21 en St. Boniface: MM. Eliezar de La Gimodière, Nicolas Mousset et Hermenégilde Bruce.

Pour le district scolaire No. 22 en St. Vital: Messrs. Salomon Ramsden, MM. Edouard Marie et Baptiste Gervais.

Pour le district scolaire No. 20, en St. Charles: MM. Pascal, Baptiste Beauchemin, et Pierre Laverdière.

MM. Chénier et Huber ont tenu le moulin à farine et à scie de M. McDermot, et ont besoin de bois de chauffage.—Voir annonces.

Nouvelles du Canada.

— Le Rt. Jean Baptiste n'a pas été élu à Montréal cette année. Dans toutes les autres places de quelqu'importance, elle a été chaudement avec beaucoup de zèle et d'enthousiasme.

— La lutte électorale dans la Province de Québec se continue avec une ardeur peu soutenue.

— Dans le comté de Norfolk, Ontario, les ensemencés font un ravage considérable.

— Le 23 juin dernier, un incendie a détruit 25 maisons dans le village de Barrie, Ontario.

— Il a gelé à plusieurs reprises vers le milieu de juin, dans le canton de Lanark.

Nouvelles d'Europe.

FRANCE.

Les communistes continuent à ployer Paris.

Le comte de Paris est arrivé à Paris le 28 juin. Il doit avoir une entrevue avec le duc de Chartres et Thiers.

Une grande revue de l'armée a eu lieu à Longchamp. Thiers a été chaleureusement applaudi.

Pasquier Quertier a annoncé dans l'Assemblée qu'en moins de six heures, les agents du Trésor avaient recueilli quatre-vingt-cinq millions de francs pour le marché emprunt, dont deux mille cinq cents millions à verser personnes avaient déjà, en certaines circonstances, exprimé la crainte de voir des parties les meilleures contenues du pays, au sujet du droit de commune et de couper du foin. Elles peuvent se rassurer que rien n'a été changé. Les lois passées par le Gouvernement d'Assiniboia, à ce sujet, étaient calculées de manière à reconnaître les besoins du pays et donner satisfaction à tous. Le gouvernement a voulu les laisser intactes, et nous avons lieu d'espérer qu'elles seront en force encore longtemps.

Un correspondant de Londres dit que les Parisiens extérieurement forment l'idée d'un mécanisme sur les Prussiens, et d'un enjouement des Bonapartes.

Les journaux annoncent que le résultat des élections est favorable au gouvernement de Thiers et à la République. Plusieurs départements nécessitent des élections; mais les impossibilités, malgré leurs efforts, ne peut se réunir.

Gambetta a été élu pour le département de la Haute-Seine. Dans les environs on a voté pour Gambetta et Hugo. Ce dernier a été élu pour le premier tandis du premier arrondissement de Paris.

De la Seine inférieure, Gambetta est le seul qui ait réussi.

Dans plusieurs Districts, à peine deux tiers des votes ont été enregistrés.

Rochefort est élevé à l'Assemblée Nationale.

ITALIE.

Une dépêche du 1er juillet dit que tous les ministres italiens sont rendus à Rome et seront installés dans leurs bureaux respectifs. Les représentants du Portugal, de la Grèce, du Brésil, de la Suisse et de la Hollande sont arrivés dans la ville.

Un télégramme du 2 annonce que Victor-Emmanuel a fait, ce jour-là même, son entrée dans la ville éternelle.

ANGLETERRE.

Les négociations pour la ratification du Traité de Washington sont commencées. Tous les points majeurs qui ont des relations entre les Etats-Unis, sont arrêtés à les soumettre dans les six mois après la première réunion de la commission.

Le Times a été discuté dans la Chambre des Lords. Lord Aversmore a déclaré ce traité était incontestable avec l'honneur et la dignité de l'Angleterre. Le comte de Granville a défendu vigoureusement l'action du gouvernement.

PRUSSE.

L'Empereur Guillaume a accordé une amnistie à tous les exilés de Lorraine et d'Alsace, condamnés pour offenses politiques ou militaires combinées avec d'autres crimes.

Le Prince Impérial Frederick William est parti avec sa femme pour aller en Angleterre, visiter la Reine Victoria.

ESPAGNE.

Le Roi refuse toujours d'accepter la résignation du cabinet. Il dit qu'il ne reconnaît d'autres crises ministérielles que celles qui originent dans la Chambre.

Privilege de couper le foin.

Il est à propos que le public sache quelle est la loi relative au droit de faire du foin, pour l'année présente.

En conséquence nous republions les dispositions des lois du Gouverneur et du Conseil d'Assiniboia, qui sont encore en force et qui règlent les droits des parties intéressées.

"Tout privilège exclusif de couper du foin entre la ligne des deux milles et la ligne des quatre milles, sera perdu pour la saison actuelle que la personne qui y a droit coupera du foin au-delà de la ligne des quatre milles; et dans tous les cas, tels privilèges exclusifs seront ouverts à tous après le 15 août, ou deux semaines après le commencement de la coupe des foins.

"Si quelques colons croyaient volontairement avoir le terrain d'un autre, il ne perdra le premier, soit en espèce soit en valeur, au bénéfice de la satisfaction de la partie lésée, sera recouvrir toutes allocations pour son travail; sous si l'empêchement a lieu par ignorance, il perdra le produit comme ci-devant, mais non sans compensation pour son temps.

"Corps de Poin, 20 Mai, 1867.

Le 25 juillet est fixé permanentement pour le commencement de la coupe des foins.

PROCLAMATION.

PROVINCE DE MANITOBA.

Victoria, par la Grâce de Dieu, Reine du Royaume-Uni de la Grande Bretagne et d'Irlande, défenseur de la Foi, etc., etc., etc.

(Signé,) ADAMS G. ARCHIBALD.

A tous ceux que les présentes peuvent concerner:

SALUT:

ATTENDU que par et en vertu de la Section 14 du Chapitre 12 des actes de 1871, intitulé: "Un acte pour établir un Système d'Education dans cette Province," il est pourvu que chaque division électorale, telle que définie par le Lieutenant-Gouverneur en Conseil, et ensuite par un acte de la Législature, aurait en premier lieu considérée comme un district scolaire; et attendu que par la susdite section 5 de la Loi citée du dit chapitre, il a été pourvu que le lieutenant-gouverneur aurait le pouvoir d'ériger en sub-division, avec la sanction du Lieutenant-Gouverneur en Conseil, tout district scolaire établi par cet acte;

Et attendu qu'il nous requérons du bureau d'élaboration, soumis en vertu du dit acte, tous le troisième jour de juillet, 1871, le dit bureau, en vertu de l'autorité qui lui a été conférée par le dit acte, a divisé de fixer certaines altérations et subdivisions dans les dits districts scolaires, tel que ci-après énoncé, pour être soumises à la sanction du Lieutenant-Gouverneur en Conseil.

Il résulta qu'il une révision du Conseil, a bien l'honneur, le pour et devons soumissions, les dites altérations et sub-divisions soit ci-soumises pour considération, et qu'il a plu au Lieutenant-Gouverneur les sanctionner;

Sachez qu'en vertu de la dite sanction, et conformément à la susdite du Conseil pourvu; conséquence, les districts scolaires ont été altérés et subdivisés, et ce sont désormais, érigés, décrits et définis, comme suit:—

DISTRICTS SCOLAIRES PROTESTANTS.

Numéros 1 à 16.

No. 1.—DISTRICT DE ST. PETER NORD.

Depuis la ligne nord du lot de Morrison N'est jusqu'à la ligne nord du lot de Williamstadt, des deux côtés de la rivière.

No. 2.—DISTRICT DE ST. PETER SUD.

Depuis la ligne nord du lot de Morrison N'est jusqu'à la ligne nord du lot de William Cochrane, des deux côtés de la rivière.

No. 3.—DISTRICT DE ST. BONIFACE.

Depuis la ligne nord du lot de Wm. Cochrane, jusqu'à la limite nord de la division électorale No. 22, des deux côtés de la rivière.

No. 4.—DISTRICT DE ST. ANDREW NORD.

Depuis la limite nord de la division électorale No. 22 jusqu'à la ligne nord du lot de Thomas Fitch, des deux côtés de la rivière.

No. 5.—DISTRICT DE ST. ANDREW CENTRAL.

Depuis la ligne nord du lot de Thomas Fitch, jusqu'à la ligne nord du lot de Donald McDonald, des deux côtés de la rivière.

No. 6.—DISTRICT DE ST. ANDREW SUD.

Depuis la ligne nord du lot de Donald McDonald, jusqu'à la ligne nord du lot de Robert Saunderson, des deux côtés de la rivière.

No. 7.—DISTRICT DE ST. PAUL.

Depuis la ligne nord du lot de Robert Saunderson jusqu'à la ligne nord de la division électorale No 21, des deux côtés de la rivière.

No. 8.—DISTRICT DE KILDONAN.

Du côté nord de la Rivière Rouge, depuis la limite nord de la division électorale No 19, jusqu'à la ligne nord du lot de John Inkster; et du côté sud de la Rivière Rouge depuis la limite nord de la division électorale No. 19 jusqu'à la ligne nord du lot de John McPhail.

La route du Lac des Bois est maintenant ouverte aux vayageurs, et MM. Dawson, Simpson et Graham sont arrivés dimanche dernier par cette voie.

M. Simpson vient avec une commission du gouvernement de la Puissance pour traiter avec les sauvages.

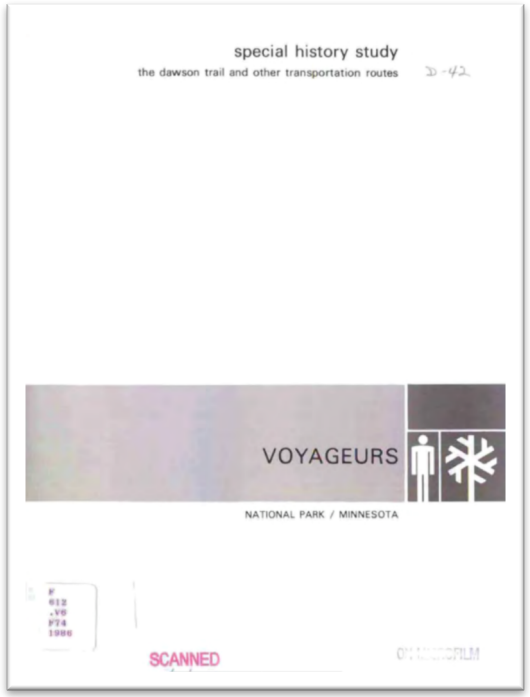
On nous dit que plusieurs steamboats sont en opération sur les lacs, et qu'un grand nombre d'immigrants partis de la Baie du Tonnerre, devront arriver ici dans quelques jours.

Dawson Trail, David Fritz

with the present route by Duluth and the railway thence to Pembina. The question, then, is simply whether or not it is wise to do this, at an expenditure of some millions on a road the greater part of which runs along the boundary line, after the Dominion has already decided to build a direct line of railway to the North-West. This year about seventy emigrants have gone by the road in the six weeks between June 20th and August 1st. The station-masters and other agents on the road, as a rule, do their very utmost; they have been well selected, and are spirited and intelligent men; but the task given them to do is greater than the means given will permit. The road is composed of fifteen or twenty independent pieces; is it any wonder if these often do not fit, especially as there cannot be unity of understanding and of plan, for there is no telegraph along the route and it would be extremely difficult to construct one?[34]

The 1874 Public Works report told that the government had awarded a contract to the W.H. Carpenter Company to provide the traveler services along the Dawson Route. They were to work the line and carry both freight and passengers. A parallel report for the same year, this one to the Secretary of State, gave a summary statement of costs and number of immigrants traveling on the road. The report stated that 2,739 persons had utilized the route between June 15, 1871, and October 30, 1873. Of these, only 805 were bonafide immigrants. There is an internal contradiction in the report, as the 2,739 persons are supposed to include the 1,400 men of the Wolseley expedition who went through in the summer of 1870. Probably the opening date for the summary should have been stated as June 15, 1870 instead of 1871.[38]

Special history study: The Dawson Trail and other Transportation Routes. Voyageurs National Park, Minnesota, 1986.



Unveiling of the Nation Historic Site commemorative cairn in Ste. Anne August 3, 1940

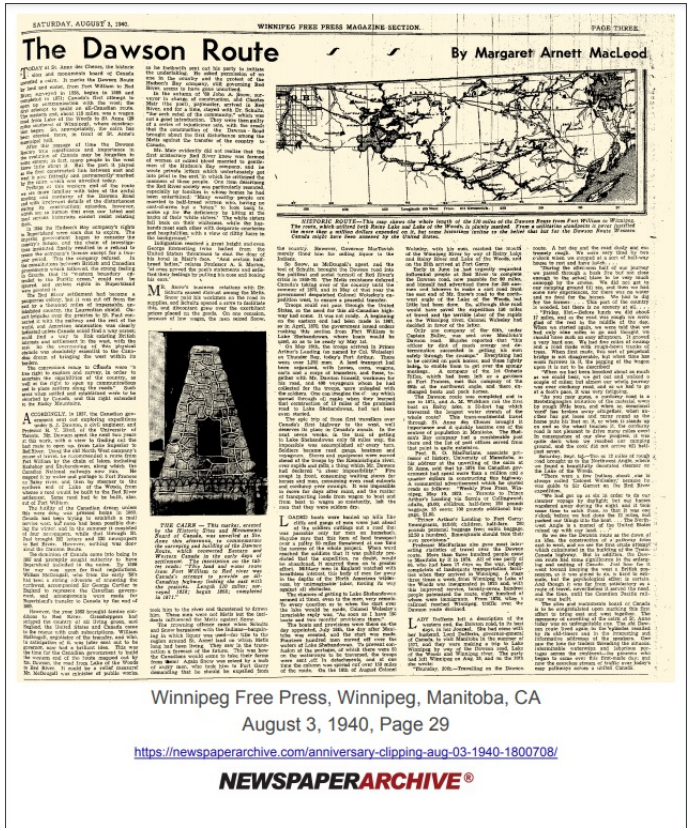
Only one company of the 60th, under Captain Buller, was sent over Manitoba's Dawson road. Huyshe reported that "this officer by dint of much energy and determination succeeded in getting his men safely through the swamps." Everything had to be carried on pack horses, and these lightly laden, to enable them to get over the spongy muskegs.. A company of the 1st Ontario Rifles, which had been left as a garrison at Fort Frances, met this company of the 60th at the northwest angle, and there exchanged boats and pack horses.

The Dawson route was completed and in use in 1871, and A. M. Wickham ran the first boat on Rainy lake, a 32-foot tug which traversed the longest water stretch of the whole route? This trans-continental travel through St. Anne des Chenes brought it importance and it quickly became one of the centres of population in Manitoba. The Hudson's Bay company had a considerable post there and the list of post offices served from that point is quite extensive.

Prof. R. O. MacFarlane, associate professor of history, University of Manaitoba, in his address at the unveiling of the cairn at St Anne, said that by 1874 the Canadian government had spent more than a million and a quarter dollars in constructing this highway. A commercial advertisement which he quoted reads as follows: "Weekly Free Press, Winnipeg, May 10, 1873. — Toronto to Prince Arthur's Landing via Sarnia or Collingwood; adults, $5.00; children, half-fare; 150 pounds baggage, 35 cents; 100 pounds additional baggage, $1.00.

"Prince Arthur's Landing to Fort Garry: Emmigrants, $10.00; children, half-fare. 200 pounds personal baggage free; extra baggage. $2.50 a hundred. Emmigrants should take their own provisions."

Winnipeg Free Press. August 3, 1940. "The Dawson Route" by Margaret Arnett MacLeod.



SATURDAY, AUGUST 3, 1940. WINNIPEG FREE PRESS MAGAZINE SECTION. PAGE THREE.

The Dawson Route

By Margaret Arnett MacLeod

Winnipeg Free Press, Winnipeg, Manitoba, CA
August 3, 1940, Page 29

https://newspaperarchive.com/anniversary-clipping-aug-03-1940-1800708/

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1st Survey by Canada in N-W was for Dawson Route, completed 1871



The first step in bringing the west into Confederation was the purchase of the Hudson's Bay Company holdings, known as Rupert's Land. Prior to the official land transfer, the government undertook to establish a land and water link between the Canadian Provinces and the Northwest Territories. Simon Dawson was placed in charge of the work and he sent a survey and road-building party under John A. Snow to Fort Garry to begin work at the western terminus of the route, (The Dawson Trail), portions of which are still in use. Snow's was the first Dominion survey party to operate in the Red River Settlement.

Lt. Col. John Stoughton Dennis, later the first Surveyor General of Canada, was asked to recommend a system of land survey for the Northwest Territories. He travelled overland and stopped over in St. Paul, Minnesota and conferred with that State's survey officials gaining insight into the theory and application of the "rectangular land system". From these consultations, he proposed the system with each township being approximately eight miles square, divided into 64 sections of 800 acres each. The orginal Hudson's Bay Company river lots were to be resurveyed, but left intact.

Dennis set out in 1869, along with Milner Hart and Major A.C Webb, to implement this system pending approval from Ottawa. His instructions from the Lt.-Gov. of the Northwest Territories, William McDougall, were to select "the most suitable localities for the survey of townships for immediae settlement".

uprising late in the year.

The uprising was ended by force in the early months of 1870, and in May of that year, the transfer of the Northwest Territories to the Dominion finally took place. The new Lt.-Gov., Hon. Adam G. Archibald (1814-1892) suggested several changes to Dennis' system. He favoured the rectangular system but recommended that the smaller township divided into 36 sections of 640 acres be adopted to conform with the United States subdivisions. He felt that the immigrants throughout the world had come to recognize it as a standard unit of land division.

Of the surveyors mentioned to this point, Lt. Col. J.S. Dennis and Milner Hart have had their names perpetuated - Dennis Lake near Teulon and Hart Mountain, Lake and Creek in the Porcupine Hills.

From the time the survey system and settlement became established in the late 1800's many professional survey system and settlement became established in the late 1800's, many professional surveyors have carried the 'tripod' to explore and map new horizons in our province. These include the provincial boundary surveys which began in 1872 and completed in 1971. Carroll Lake, Garmon River, Lawe Lake, Warrington Lake and River, Sadler River, Hayward Lake, Breen Lake and Bray Lake are some names of surveyors we find along the Manitoba-Ontario boundary. A mosaic of feature names perpetuate those of other surveyors, for example, Cornwallis Municiplaity, Abrey, Denmark, Beresford and Gauer Lakes, Clarke Creek, Gammon River, Gray Point (Black Idland, Lake Winnipeg), Herriot (Locality) and Ogilvie (Settlement).

Few surveyors ever applied their own names to features - such applications were made by those who followed them and recognized the contribution of these pioneer surveyors to Manitoba's evolution.

Next Week: Homesteader Roots.



Surveyors leave their mark

Manitoba Place Names

By G. F. Holm
Surveys & Mapping Branch, Province of Manitoba

Land surveyors have made, and continue to make, a significant contribution to the evolution of our province. Their descriptions of the topography guided the first homesteader, their planning established the survey system that produced the gridwork of sections and townships and their measurements fixed the locations of our railways and other transportation routes. The names of many geographical features commemorate these men who carried out the surveying and mapping in its early days, such as G. N. Allbright (1873) - Allbright Lake (55°12' - 96° 26'), Archibald W. Ponton (1859-1915) - Ponton (Ry. Station - 54°38' - 99°10'), Archie Lake (55°01' - 101° 02') and J.L.P. O'Hanly (1872) - O'Hanly (P.O.) (50°49' - 96°20'), O'Hanly River (50°50' - 96°19').

The last article introduced Philip Turner, a qualified English surveyor who arrived in Canada in 1778. The development of our survey system which has left a permanent grid on the landscape is congruous with our subject which has left a permanent grid on the landscape is congruous with our subject matter and is briefly discussed here.

Peter Fidler, Chief Surveyor for the Hudson's Bay Company (1796 - 1821) was trained by Philip Turner. He surveyed 24 river lots for Lord Selkirk's Red River Colony in 1813, which was the first formal survey on the prairies. The use of the river lot system (land parcels in narrow strips perpendicular to the river) was adopted by Lord Selkirk because of his concern for the welfare and protection of the settlers in the isolated colony.

In 1835, George Taylor became the surveyor to the settlement and during his tenure he resurveyed all existing, as well as 1,542 additional lots, the plans for which became the basis of the Hudson's Bay Company Land Grants in the settlement. By 1860, three surveyors, William Inkster, Roger Goulet and Herbert Sabine were required to cope with increased development.

The Hind-Dawson (1857-58) and the Palliser (1857-60) expeditions, being explorative in nature, expanded the knowledge of the western territories as evidenced by the hundreds of geographical names in their reports. During the period immediately following Confederation, there was much concern by the Dominion government to have these territories brought into the union as quickly as possible. It was feared that the United States may annex portions of them since its own agricultural lands were almost completely settled.

The first step in bringing the west into Confederation was the purchase of the Hudson's Bay Company holdings, known as Rupert's Land. Prior to the official land transfer, the government undertook to establish a land and water link between the Canadian Provinces and the Northwest Territories. Simon Dawson was placed in charge of the work and he sent a survey and road-building party under John A. Snow to Fort Garry to begin work at the western terminus of the route, (The Dawson Trail), portions of which are still in use. Snow's was the first Dominion survey party to operate in the Red River Settlement.

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He established the Principal Meridian from a point on the International Boundary ten miles west of Pembina. Hart set about surveying township lines in the Shoal Lake area, while Webb worked near St. Norbert, east of the Principal Meridian.

On October 11, 1869, Webb's crew was stopped by a Metis party led by Louis Riel. The Metis were concerned that the government was going ahead with its survey before their titles to Hudson's Bay land grants had been verified. No violence ensued, and the survey party left quietly. All surveys were brought to an end by the Metis uprising late in the year.

The uprising was ended by force in the early months of 1870, and in May of that year, the transfer of the Northwest Territories to the Dominion finally took place. The new Lt.-Gov., Hon. Adam G. Archibald (1814-1892) suggested several changes to Dennis' system. He favoured the rectangular system but recommended that the smaller township divided into 36 sections of 640 acres be adopted to conform with the United States subdivisions. He felt that the immigrants throughout the world had come to recognize it as a standard unit of land division.

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Next Week: Homesteader Roots.

Swan Valley Star and Times, Swan River, Manitoba, CA
February 4, 1982, Page 13

https://newspaperarchive.com/anniversary-clipping-feb-04-1982-1800968/

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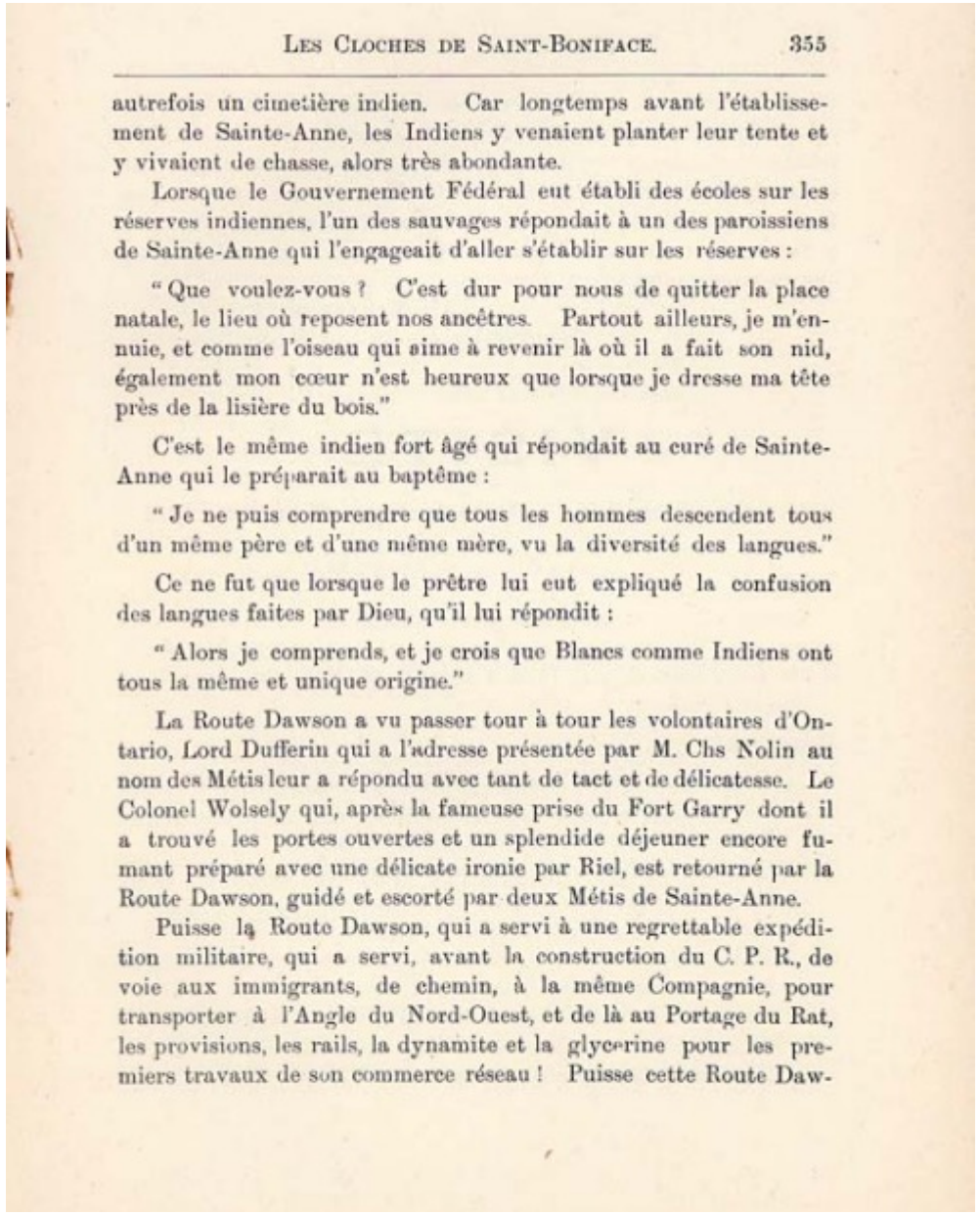
Red River Resistance Connection

Louis Riel's escape route in May 1870 (when the road was still under construction and the leg from Fort Garry to Ste. Anne was still known as the Chemin de Gaudet)

Membre anonyme de la SHSB. (1902) *Chemin Dawson.* Les Cloches de Saint-Boniface, vol. 1, no 14, 15 octobre 1902. 5 pages. Histoire du chemin Dawson et son importance pour Sainte-Anne-des-Chênes. SHSB.



autrefois un cimetière indien. Car longtemps avant l'établissement de Sainte-Anne, les Indiens y venaient planter leur tente et y vivaient de chasse, alors très abondante.

Lorsque le Gouvernement Fédéral eut établi des écoles sur les réserves indiennes, l'un des sauvages répondait à un des paroissiens de Sainte-Anne qui l'engageait d'aller s'établir sur les réserves :

"Que voulez-vous ? C'est dur pour nous de quitter la place natale, le lieu où reposent nos ancêtres. Partout ailleurs, je m'ennuie, et comme l'oiseau qui aime à revenir là où il a fait son nid, également mon cœur n'est heureux que lorsque je dresse ma tête près de la lisière du bois."

C'est le même indien fort âgé qui répondait au curé de Sainte-Anne qui le préparait au baptême :

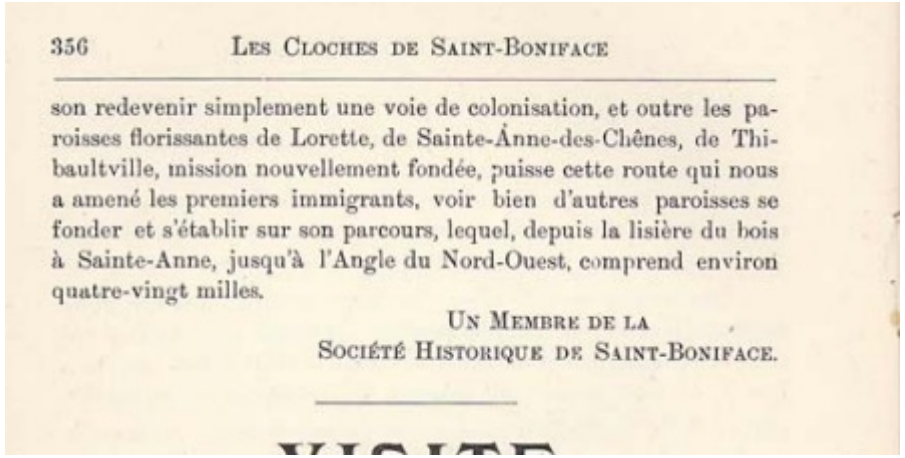
"Je ne puis comprendre que tous les hommes descendent tous d'un même père et d'une même mère, vu la diversité des langues."

Ce ne fut que lorsque le prêtre lui eut expliqué la confusion des langues faites par Dieu, qu'il lui répondit :

"Alors je comprends, et je crois que Blancs comme Indiens ont tous la même et unique origine."

La Route Dawson a vu passer tour à tour les volontaires d'Ontario, Lord Dufferin qui a l'adresse présentée par M. Chs Nolin au nom des Métis leur a répondu avec tant de tact et de délicatesse. Le Colonel Wolsely qui, après la fameuse prise du Fort Garry dont il a trouvé les portes ouvertes et un splendide déjeuner encore fumant préparé avec une délicate ironie par Riel, est retourné par la Route Dawson, guidé et escorté par deux Métis de Sainte-Anne.

Puisse la Route Dawson, qui a servi à une regrettable expédition militaire, qui a servi, avant la construction du C. P. R., de voie aux immigrants, de chemin, à la même Compagnie, pour transporter à l'Angle du Nord-Ouest, et de là au Portage du Rat, les provisions, les rails, la dynamite et la glycerine pour les premiers travaux de son commerce réseau ! Puisse cette Route Daw-



son redevenir simplement une voie de colonisation, et outre les paroisses florissantes de Lorette, de Sainte-Anne-des-Chênes, de Thibaultville, mission nouvellement fondée, puisse cette route qui nous a amené les premiers immigrants, voir bien d'autres paroisses se fonder et s'établir sur son parcours, lequel, depuis la lisière du bois à Sainte-Anne, jusqu'à l'Angle du Nord-Ouest, comprend environ quatre-vingt milles.

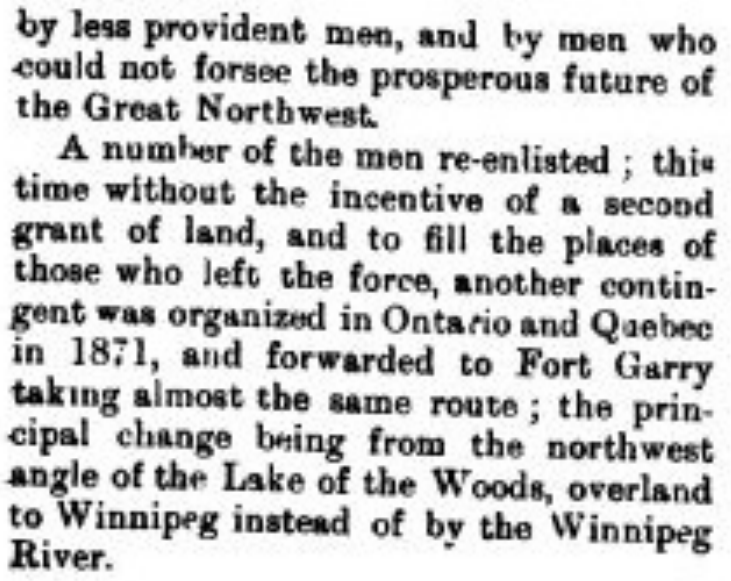
UN MEMBRE DE LA
SOCIÉTÉ HISTORIQUE DE SAINT-BONIFACE.

Dawson Tried to Provide Amenities for Civilian Immigrants in 1871

D. Dawson Tries to Provide Amenities for Civilian Immigrants in 1871

The engineering results of Wolseley's expedition became clear in 1871 when the Department of Public Works established an Emigrant Transport Service on June 15 and opened the Dawson Road to immigrants. A full scale of fares and a descriptive narrative in Dawson's report in 1872 told the prospective traveler what to expect in regard to the methods of traveling the route. In another report, Dawson listed the specifics about each and every immigrant on the route: name, country, last place of residence, religion, age, marital status, children, trade or occupation, and where the tickets were issued.[25]

A part of Canada's Military History



by less provident men, and by men who could not forsee the prosperous future of the Great Northwest.

A number of the men re-enlisted ; this time without the incentive of a second grant of land, and to fill the places of those who left the force, another contingent was organized in Ontario and Quebec in 1871, and forwarded to Fort Garry taking almost the same route ; the principal change being from the northwest angle of the Lake of the Woods, overland to Winnipeg instead of by the Winnipeg River.

The Manitoban. (March, 1892) Anonymous soldier's diary later discovered to be that of Col. Wolseley himself. Volume 1 No 4, P.116.

Westward Expansion

Masters Thesis of Bruce M. Littlejohn, MacMaster University, 1962, Department of History, University of British Columbia

CHAPTER FOUR: THE DAWSON ROUTE; ITS USE AND SIGNIFICANCE, 1871-1878

way policy of Prime Minister Alexander Mackenzie. In a sense the route was obsolete from the day it opened for emigrant travel in 1871. Nonetheless, it served a useful purpose and appears to have reflected the willingness of Canadians to marshall the resources of the new nation in the interests of an expansive national purpose.

year. This may seem surprising in view of the substantial improvements made during the period 1871-1875. The explanation lies in three facts. First, by 1872, the communication via Minnesota had been greatly improved; after that date, its comfort and efficiency were never seriously challenged by the Canadian route. Second, railway and steamboat travel between Ontario and Manitoba by way of the United States continued to improve during the 'seventies. Advances along the Dawson Route came more slowly; the comfort and efficiency gap was widened. Third, by 1871, surveys for a Canadian transcontinental railway had begun. A portion of the rail line -- available for travel in all seasons -- would connect Fort William with Fort Garry, thereby rendering the Dawson Route completely useless for through transportation. And the Dominion government, by agreement with British Columbia, had, by 1871, committed itself to build the railway. Given these circumstances, and the advantage of hindsight, it seems clear that the days of the Red River Route were numbered even before it was opened to public travel.

But the administration of Alexander Mackenzie (1873-78) did not approach railway construction with the same gusto as did that of John A. Macdonald. In the interests of economy, Mackenzie considered revitalizing the Dawson Route (after 1874)

It was during the season of 1871 that the "emigrants" to Manitoba, for whom the system was largely designed, began to use the Dawson Route. Because no private firm would risk providing transportation services, the Dominion Government assumed the responsibility "for carrying mails and passengers over the said route."[5] As a temporary expedient, it was decided to place some of Wolseley's row boats, along with six steam launches, on the navigable sections of the route. The launches (32 feet long with a 7 foot beam) were delivered and distributed along the route during spring and summer, 1871. At the same time buildings to shelter the passengers were made available along both road portions of the route (tents were primarily used in the interior), more than 100 "voyageurs" were located at the portages and difficult water sections, and work was begun on two large side-wheeler steamers at Fort Frances.

The "Emigrant Transport Service" began operations on 15 June, 1871. The advertisements announced an adult fare of $25 between Fort William and Fort Garry, "children under 12 years, half price. 150 lbs of personal baggage, free. Extra baggage, $1.50 per 100 lbs. No horses, oxen, waggons, or heavy farming implements to be taken." The mode of conveyance was described: "45 miles by waggon, from Fort William to Shebandowan Lake. 310 miles broken navigation, in open boats and steam launches, from Shebandowan Lake to north-west angle

A part of Canada's Highway History

federation in 1870. The following year, 1871, Manitoba highways were the subject of a brief paragraph in the first annual report of the department of public works.

The provincial highway system at that time totalled 700 miles of trails. V. Baupre, superintendent of public works, reported that the government was improving and maintaining four principal roads. They radiated from Winnipeg. The road south to Pembina, the road north to Lower Fort Garry and the Indian settlement, the road to Portage la Prairie, and the road east from the Red river ferry to the Seine river, were listed.

Between the 700 miles of trails in 1871 and the 5,400 miles of trunk highways and market roads of 1937 is not only a difference of 67 years and 4,700 miles but all the difference between mere ruts in the prairie and the broad highways of the present into which have gone highly organized engineering skill.

Nowadays highway development is proceeding at an even swifter tempo than ever before. Only within the past seven years has the department of public works undertaken to keep the main arteries open all winter. West of Winnipeg where huge snowdrifts annually blocked the Portage highway snow plows fight the drifts today and miles of snow fences aid in the battle.



Experience of Centuries Packed Into Manitoba Roads

Confederation Saw PLODDING OXEN Development Start

By FRANCIS H. STEVENS.

Replacing Fords and Trails

COMFORTABLE TRAVEL—Although Manitoba logs behind some of the provinces in the matter of building hard-surfaced roads, it is possible for motorists to get about their native heath in comparative comfort. The top picture shows the modern, reinforced concrete bridge over the Souris river, between

Winnipeg Free Press, Winnipeg, Manitoba, CA

December 16, 1937, Page 34

https://newspaperarchive.com/other-articles-clipping-dec-16-1937-1742546/

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provincial trunk highway system by relieving the municipalities of the charge of through traffic arteries, before the Dominion government entered the picture. The Dominion, under the pressure of unemployment relief expediency, cooperated in building the trans-Canada, in building and improving trunk highways, in constructing pioneer roads into the north.

Oddly enough the Dominion was in the picture at the very beginning before Red River settlement ceased being a colony under the British crown, when it advanced funds for the building of the Dawson trail to the northwestern angle of Lake of the Woods. But that undertaking was more a part of military than of highway history.

To follow the transition of highway responsibility step by step may best give an idea of the changes wrought. It almost gives a picture of the development of society since horse and buggy days.

For ten years, 1870 to 1880, the cost of building and maintaining roads was the sole job of the prov-

Arrival of First Manitoba Mennonites via Dawson

The only alternative means to the Red River Settlement was by the Dawson Trail, a national route from Lake Superior, surveyed by S.J. Dawson in 1858. First used by immigrants to the Morris area in 1871, the approximate 870-kilomentre water and land route proved a long and somewhat tedious route, and many travellers still preferred the southern route.

Source: Archives of Manitoba

An important part of Treaty 3 promises

http://www3.brandonu.ca/cjns/4.2/hall.pdf

Geo. Kasias also rose to speak for Grand Oreilles, and said with great com-
posure that he was going to begin where he left off last evening -
he wanted to understand the thing thoroughly. (This being exactly what the Commissioner wanted, he brighten
ed up.) And when I am clear on that point, I'll get up from here. I would say, as Prince said, that I cannot work t
he ground with my fingers. There is also something you are using (Lake of the Woods road) for which my child
ren ought to receive compensation. From Lake of the Woods to Lac la Plaie, the Indians gave it to me in charg
e to speak about the road; but I have not yet received anything for it. Where will my children get anything to sh
elter them from the heat? They expect it from the road.