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: 2022-004

Name of Request: Creating New Historical Marker – Dawson Trail (St. Boniface)

Address: Preferably Belvédère de Saint-Boniface (Taché Avenue), however a number of options are being explored.

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

The Dawson Trail stories are very much alive in the minds and hearts of the people along its path. As such, and because 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 history as told by the people would never be forgotten. This story has generally been told as a military victory for Canada, as well as having been commemorated that way for the most part. Our approach seeks to tell the stories from the perspectives of Métis, First Nations and early French-speaking settlers of the area to reclaim those stories, spaces and place names. In addition to preserving and promoting this significant shared heritage.

We aim for full involvement of First Nations in this process and want to reach beyond colonial narratives on the trail's role in linking together east and west. We want to explore its impact on the people and diverse perspectives of Métis, First Nations, French-speaking Catholics and women whose voices have too often been ignored. We

are aiming for a new social history or "historicity" of the trail, if you will. 15 permanent trail markers installed along the trail will highlight traditional place names in Michif and French, Anishinabe and Cree.

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

We have compiled extensive research on the Dawson Trail, filtering through thousands of related documents, papers, archival images, oral stories and supporting materials to arrive at the current insights shared on our website at www.dawsontrailtreasures.ca

Each trail marker and exhibit that is part of this project will contain Indigenous content. In considering our two proposed urban trail markers (St-Boniface and TransCanada Hwy at Lagimodière Boulevard), we sought to balance perspectives of Métis and Anishinabe which both feature prominently in the telling of the history of the S E Region of Manitoba. All content is being discussed and vetted by our Content Sub Committee which involves representatives from the Métis and Anishinabe nations. Treaty 3 is currently reviewing our proposal for a trail marker at the North West Angle of the Lake of the Woods as well. We will also be taking the proposed trail marker content to Brokenhead First Nation of Treaty 1 for a marker location at the Eastman ATV launch near Sandilands. The story of the Dawson Trail is also intimately tied to clashes with Canadian land surveyors of the region that would contribute to sparking the Red River Resistance in 1869.

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

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). As the western Terminus of the Dawson Trail, we feel it is imperative that the City of Winnipeg support our efforts in welcoming an unprejudiced appreciation for the Dawson Road and its history.

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. This project is supported financially by both the federal and provincial governments, as well as all rural municipalities along the Dawson Road as we know it today.

Appendix A

Sentier Dawson Trail

PROPOSAL FOR A *SENTIER DAWSON TRAIL* TRAILMARKER ALONG THE TACHÉ AVE. BELVEDERE, WINNIPEG

January, 2022

Historical Designation

The Dawson Trail, also sometimes referred to as the Fort Garry Road, was designated a national historic event by Canada in 1933. The province of Manitoba designated it a historic place in 1939. The cairn you see on the right was erected and unveiled in 1940, with the Historic Sites and Monuments Board of Canada supplying the plaque. The monument commemorates the construction of the Dawson Trail at the westernmost point where work was begun in 1868, in Ste. Anne, Manitoba. The trail's western terminus was in Saint-Boniface at the Cathédrale and the Red River Crossing to Fort Garry.

The plaque reads:

(English) : This land and water route from Fort William to Red River was Canada's first attempt to provide an all-Canadian highway linking the East with the Prairies. Length of 530 miles. Surveyed in 1858, begun in 1868, completed in 1871.

(French): Route par eau et par terre de Fort William à la Rivière Rouge, première voie exclusivement canadienne reliant l'Est et l'Ouest du pays. Longueur 530 milles, tracée en 1858, commencés en 1868, achevée en 1871.

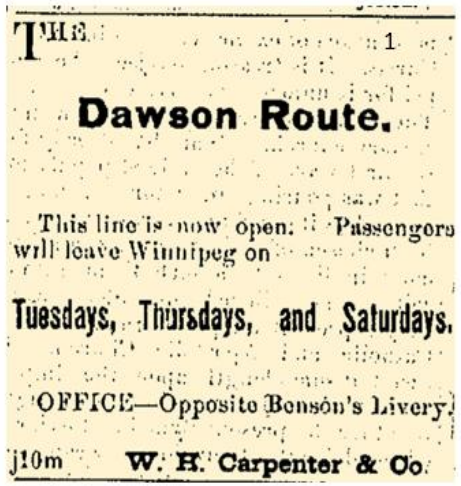


Dawson Trail monument in front of the old municipal hall of Sainte-Anne, Manitoba. (2020)

1871-1971

The Dawson Trail became open to through-traffic in July 1871. Construction of the TransCanada Highway, the Winnipeg Perimeter Highway and the Red River Floodway during the 1950s to late 1960s forever transformed the Dawson Trail, cutting the trail's communities off from the general flow of traffic it once had directly to Saint-Boniface with which it continues to have cultural, linguistic and historical ties. Today the trail is mostly accessible via HWY MB-207 at the TransCanada Highway turn-off to the local urban district of Lorette. There is also a Dawson Rd North in Saint-Boniface renamed such to commemorate the trail in the 1970s, probably as part of the various centennial projects occurring at the time.

1



THE

Dawson Route.

This line is now open. Passengers will leave Winnipeg on

Tuesdays, Thursdays, and Saturdays.

OFFICE—Opposite Benson's Livery.

j10m **W. H. Carpenter & Co.**

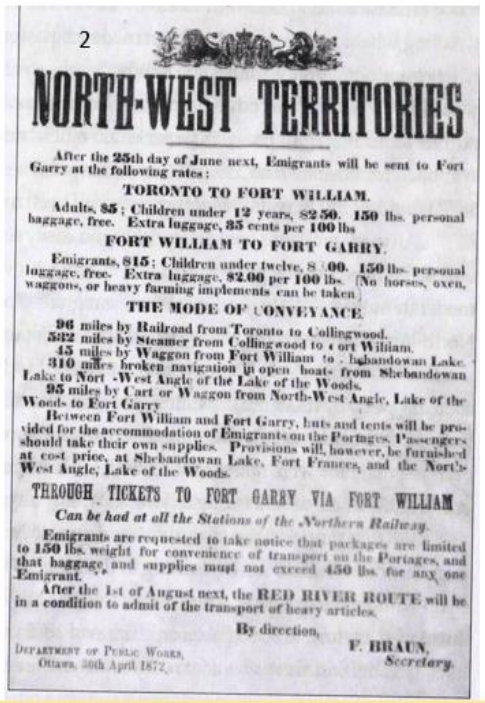
1 : Winnipeg Free Press announcement of the opening of a stagecoach service along the Dawson Trail for passenger, August 5, 1875, P.4.

2 : "Posters of this sort were distributed across Ontario advertising the Dawson Road. Few people seemed to see them." Courtesy Veronica Dyck (1872). Retrieved from the personal collection of Norm Lavack.

3 : Lee Peterson, Edna Young, and Rae Peterson of Prairie Grove playing on an abandonned Dawson Trail stagecoach in 1956.

4 : Staff photo for Eagle Bus Lines that picked-up passengers along the Dawson Road until the 1960s. Includes; L Fréchette, N. Ferland, [?] Fourneau, [?] Chouinard, [?] Gallant, L. Painchaud, H. Painchaud, H. Pambrun, [?] Ludwick, M. Benoist, A. Beaulieu, [?] Richot, C, Vallée, [?] Raymond, and others not identified. SHSB

2



NORTH-WEST TERRITORIES

After the 25th day of June next, Emigrants will be sent to Fort Garry at the following rates :

TORONTO TO FORT WILLIAM.

Adults, $5 ; Children under 12 years, $2.50. 150 lbs. personal baggage, free. Extra luggage, 35 cents per 100 lbs

FORT WILLIAM TO FORT GARRY.

Emigrants, $15 ; Children under twelve, $ 7.00. 150 lbs. personal luggage, free. Extra luggage, $2.00 per 100 lbs. (No horses, oxen, waggons, or heavy farming implements can be taken.)

THE MODE OF CONVEYANCE.

96 miles by Railroad from Toronto to Collingwood.
332 miles by Steamer from Collingwood to Fort William.
45 miles by Waggon from Fort William to Shebandowan Lake.
310 miles broken navigation in open boats from Shebandowan Lake to North-West Angle of the Lake of the Woods.
95 miles by Cart or Waggon from North-West Angle, Lake of the Woods to Fort Garry.

Between Fort William and Fort Garry, huts and tents will be provided for the accommodation of Emigrants on the Portages. Passengers should take their own supplies. Provisions will, however, be furnished at cost price, at Shebandowan Lake, Fort Frances, and the North-West Angle, Lake of the Woods.

THROUGH TICKETS TO FORT GARRY VIA FORT WILLIAM

Can be had at all the Stations of the Northern Railway.

Emigrants are requested to take notice that packages are limited to 150 lbs. weight for convenience of transport on the Portages, and that baggage and supplies must not exceed 450 lbs. for any one Emigrant.

After the 1st of August next, the RED RIVER ROUTE will be in a condition to admit of the transport of heavy articles.

By direction,

F. BRAUN,
Secretary.

Department of Public Works,
Ottawa, 30th April 1872.

3



4



1 : Le Winnipeg Free Press annonce l'ouverture d'un service de « stagecoach » le long de la route Dawson pour les passagers, 5 août 1875, P.4.

2 : "Des affiches de ce genre ont été distribuées dans tout l'Ontario pour annoncer la route Dawson. Peu de gens semblaient les voir." Avec l'aimable autorisation de Veronica Dyck (1872). Tiré de la collection personnelle de Norm Lavack.

3 : Lee Peterson, Edna Young et Rae Peterson de Prairie Grove jouant sur une « stagecoach » abandonnée de Dawson Trail en 1956.

4 : Photo du personnel d'Eagle Bus Lines qui a pris des passagers le long de la route Dawson jusque dans les années 1960. Comprend : L. Fréchette, N. Ferland, [?] Fourneau, [?] Chouinard, [?] Gallant, L. Painchaud, H. Painchaud, H. Pambrun, [?] Ludwick, M. Benoist, A. Beaulieu, [?] Richot, C, Vallée, [?] Raymond, et d'autres personnes non identifiées. SHSBTraduit avec

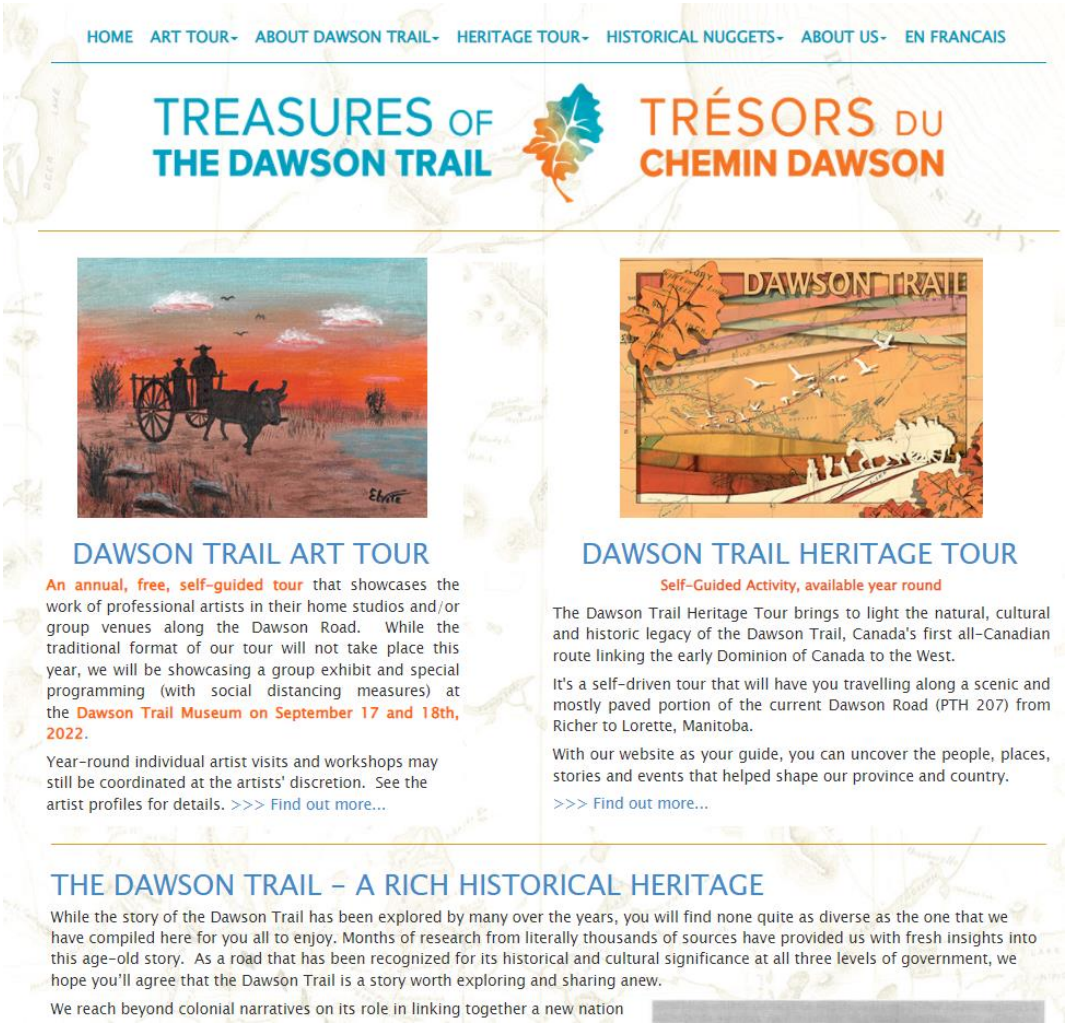
A Phased Approach

The “Dawson Trail Arts and Heritage Tour” is a multi-faceted community initiative to uncover and revive the rich heritage of the Dawson Trail in Manitoba, from Winnipeg (Saint-Boniface) to Lake of the Woods at the North-West Angle, and through the communities of Lorette, Dufresne, Sainte-Anne, and Richer. We function under the auspices of the Dawson Trail Museum in Richer. The project began in 2019 and has several phases: 1) Research; 2) Interpretive Plan; 3) Website; 4) Interpretive Design and Development; 5) Interpretive Production and Installation.

At the creation of this briefing (January, 2022), our group of volunteers are in phase 4 of the project. Research was undertaken over two years. It has been compiled into a shareable database as well as into a website. Please also check out our website at www.dawsontrailtreasures.ca

The development of an Interpretive Plan allowed us to pitch the idea to various parties and bring together successful grant applications. We have been fortunate to receive letters of support and modest financial commitments from local governments all along the old trail, that is: the RMs of Taché, Ste. Anne, Reynolds and Springfield, and are currently in discussions with the City of Winnipeg.

The project has recently been awarded close to half a million dollars from various sources including the national legacy fund of Canadian Heritage, the Province of Manitoba, and the Thomas Sill Foundation, the McLean Foundation and others. This funding will cover the costs of materials, development, consulting and artist fees for the project.



Home page of the Treasures of the Dawson Trail website, launched in 2020/21

Goals

The Dawson Trail stories are very much alive in the minds and hearts of the people along its path. As such, and because 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 history as told by the people would never be forgotten. This story has generally been told as a military victory for Canada, as well as having been commemorated that way for the most part. Our approach seeks to tell the stories from the perspectives of Métis, First Nations and early French-speaking settlers of the area to reclaim those stories, spaces and place names. In addition to preserving and promoting this significant shared heritage with Canadians, we hope to encourage tourism to our regions for economic development. There are many treasures to be discovered along the old Dawson Trail and this project seeks to bring them alive with an Interpretive Corridor of self-guided arts and heritage tours.

Commemorative Trail and Exhibits: We aim for full involvement of First Nations in this process and want to reach beyond colonial narratives on the trail's role in linking together east and west. We want to explore its impact on the people and diverse perspectives of Métis, First Nations, French-speaking Catholics and women whose voices have too often been ignored. We are aiming for a new social history or "historicity" of the trail, if you will. 15 permanent trailmarkers installed along the trail will highlight traditional place names in Michif and French, Anishinabe and Cree. We will share more well-known and less well-known stories of the Dawson Trail. Also, a series of 10 artistic exhibits will be developed along the trail to create more mini-destinations for visitors to discover.



15 trailmarkers along the trail

+ 10 exhibits to create more mini-destinations to discover



Truth & Reconciliation Lens – Decolonizing the stories

We are proposing the installation of two trailmarkers in Winnipeg including Trailmarker 15 in St-Boniface at the Belvedere on Taché Ave and Trailmarker 14 at the corner of Lagimodière Blvd. and the TransCanada Hwy. Each trailmarker and exhibit that is part of this project will contain Indigenous content. In considering these two urban trailmarkers, we sought to balance perspectives of Métis and Anishinabe which both feature prominently in the telling of the history of the S-E Region of Manitoba.

Both proposed trailmarkers have some Métis content. Trailmarker 14 has considerable Anishinabe content proposed.

All content is being discussed and vetted by our Content Sub-Committee which will involve representatives from the Métis and Anishinabe nations who we are in the process of involving or who have already agreed to participate. Treaty 3 is currently reviewing our proposal for a trail marker at the North-West Angle of the Lake of the Woods as well. Soon we will also be taking proposed trailmarker content to Brokenhead First Nation of Treaty 1 for a location at the Eastman ATV launch near Sandilands.

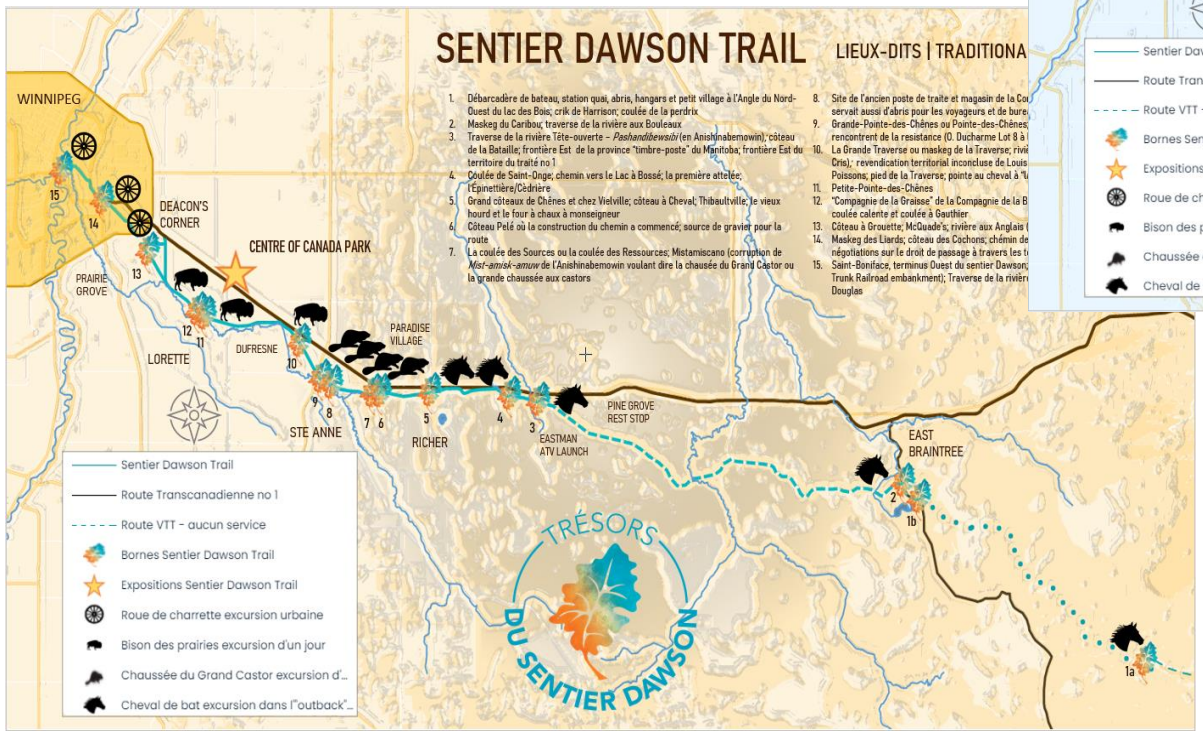


Provincial Archives of Manitoba

Dawson Trail Visitor Experiences

- Cartwheel Brigade - Urban Explorer
- Prairie Bison - Day Tripper
- Great Beaver Way - Day Tripper
- Packhorse - Day Tripper & Outback Adventure





- The Cartwheel Brigade represents the Métis caravans that went up and down the trail transporting pemmican, passengers and freight. It was also adopted by early settlers to the Red River Settlement.
- Trailmarkers in the area of Lorette and the R.M. of Taché will have you noting this is where bison roamed the prairie in the days of the town's founder, Jean-Baptiste Lagimodière.
- As we continue east, the next set of trailmarker designs will highlight a very distinct stretch of trail from Dufresne to La Coulée through what was known as La Grande Traverse and Sainte-Anne features the iconic Canadian beaver over an area so famous for its swamps and beaver dams it was originally known as Mistamiscano (Mist-Amisk-Amaux in Saulteaux/Ojibway) meaning Way of the Great Beaver.
- Our Outback Experience is symbolized by the packhorse and covers the longest stretch of the trail beyond Richer near "the first hitch" to Lake of the Woods.

SENTIER DAWSON TRAIL

Exhibits – Locations & Themes

A. Dawson Trail map picnic tables at various locations along the route

B. Lagimodière Highway (59) at TransCanada (1) Highway – Upgrade of centennial commemoration signposts (1971) + benches

C. Deacon's Corner – Dawson Trail "Gateway" exhibit & Family Fun/Picnic Area

D. Lorette Coop - Gas Bar – Red River Cart with panels on oversized ox silhouette

E. "Pioneer Site" at the West entrance to Ste. Anne – Red River Cart & Wall of Names of Ste. Anne's early settlers

F. Ste. Anne Hotel – Exterior flex canvas collage of archival images of Ste. Anne

G. Thurston Drive Park – Mural of the Dawson Trail Headquarters & embedded stone mills

H. Millar Road rest stop – The Corduroy Road

I. Dawson Trail Museum – 150th anniversary Dawson Trail Commemorative Map & Family Fun/Picnic Area

J. Dawson Trail Park – Story of the Lost Gold & History of the Lumber Industry in the area



WINNIPEG

B

DEACON'S CORNER

C

A

CENTRE OF CANADA PARK

PRAIRIE GROVE

D

LORETTE

DUFRESNE

PARADISE VILLAGE

E

F

STE ANNE

G H I J

RICHER

PINE GROVE REST STOP

EASTMAN ATV LAUNCH

EAST BRAINTREE

- Sentier Dawson Trail
- TransCanada Hwy 1
- ATV route - no services
- Dawson Trail Marker
- Dawson Trail Exhibit
- Cartwheel Brigade - Urban Explorer Expe...
- Prairie Bison - Day Tripper
- Great Beaver Way - Day Tripper
- Packhorse - Day Tripper or Outback Adv...

TREASURES OF THE DAWSON TRAIL

SENTIER DAWSON TRAIL

TRADITIONAL PLACE NAMES | LIEUX-DITS

1. Boat landing, dock station, shelters, sheds and small village at the North-West Angle of Lake of the Woods; Harrison Creek; Partridge Coulee *(maskeg de la perdrix)*
2. Caribou Bog (*maskeg du Caribou*); Birch River Crossing (*Traverse de la rivière aux Bouleaux*)
3. Brokenhead River (known as *rivière Tête-ouverte* and *Pashandibewsibi* in Anishinabemowin); Battle Ridge (*côteau de la Bataille*); eastern border of the "Postage Stamp" province of Manitoba; eastern border of Treaty 1 territory
4. St. Onge's Coulee (coulée de Saint-Onge); road to Bossé's lake (*chemin vers le lac à Bossé*); the first hitch (*la première attelée*); the "Pine and Cedar Forest" (*l'Épinettière/Cèdrière*)
5. Oak Ridge (*Grand côteaux de Chênes*) and store at Vielville's; côteau à Cheval (Horse Ridge); Thibaultville; the Bishop's old lime kiln (*le vieux hourd et le four à chaux du Monseigneur*)
6. Pelé's Ridge (côteau Pelé) where construction of the Dawson Trail began; source of gravel for the road
7. The Coulee of Springs (*la coulée des Sources*) or the Coulee of Resources (*la coulée des ressources*) and Mistamiscano, corruption of *Mist-amisk-amuw* in Anishinabemowin, meaning the Great Beaver causeway (*la chaussée du Grand Castor*)
8. Location of the old Hudson's Bay Company store/post; also used as shelter for travelers and as the first post office
9. Oak Point Settlement or "Pointe du Chêne", corruption of *(Grande)-Pointe-des-Chênes.* Surveyors meet with resistance (O. Ducharme Lot 8 at road to St. Raymond)
10. Big Muskeg Crossing (*La Grande Traverse or maskeg de la Traverse*); Seine River or *Tchimâhâganisipi* in Cree; Louis Riel unsettled land claim at Little Fish Creek (*la rivière aux Petits Poissons*); Foot of the Crossing (*Pied de la Traverse*); Horse Point (*pointe au cheval*) at "the mitten" (la mitaine) of Dufresne
11. Little Oak Point (Petite-Pointe-des-Chênes)
12. HBC Grease Company (*Compagnie de la Graisse*); Jos McDougall's place; Slow-moving stream (coulée calente) and Gauthier's stream (*coulée à Gauthier)*
13. Grouette's Ridge (côteau à Grouette); McQuade's; English River (*rivière aux Anglais)*
14. Poplar scrub bog (*maskeg des Liards*); Pig Ridge (*côteau des Cochons*); Gaudet's Road *(chémin de Gaudet)* and old First Nation trail; negotiations on Right of Way for the road in Treaties 1 and 3
15. St. Boniface, western terminus Dawson Trail; Grand Trunk Railroad embankment *(la romblai du Grand Trône);* Red River Crossing to Fort Garry and Fort Douglas

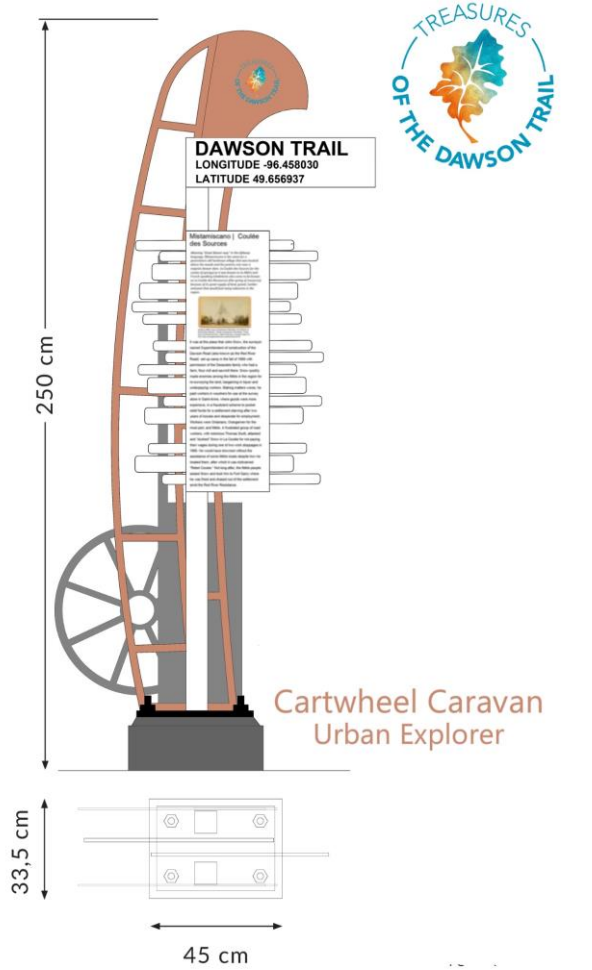
WINNIPEG
DEACON'S CORNER
CENTRE OF CANADA PARK
PRAIRIE GROVE
LORETTE
DUFRESNE
PARADISE VILLAGE
STE ANNE
RICHER
EASTMAN ATV LAUNCH
PINE GROVE REST STOP
EAST BRAINTREE

Sentier Dawson Trail
TransCanada Hwy 1
ATV route - no services
Dawson Trail Marker
Cartwheel Brigade - Urban Explorer Expe...
Prairie Bison - Day Tripper
Great Beaver Way - Day Tripper
Packhorse - Day Tripper or Outback Adv...

TREASURES OF THE DAWSON TRAIL

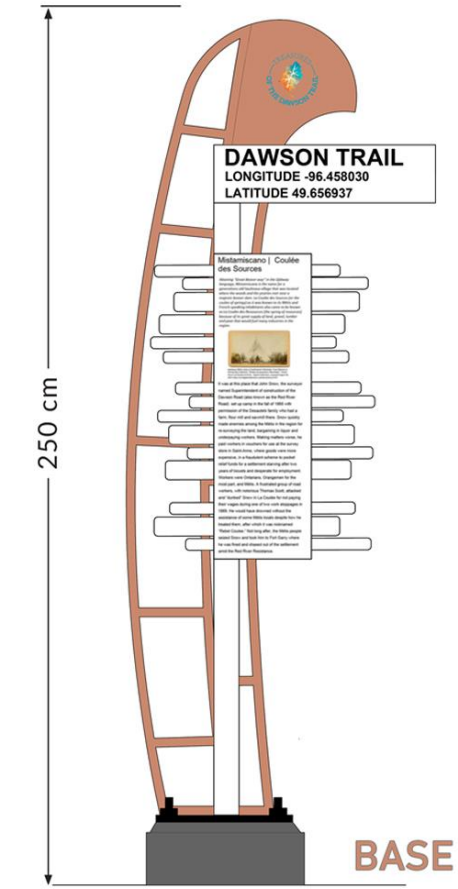
Sentier Dawson Trail Trailmarker Design 2021

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

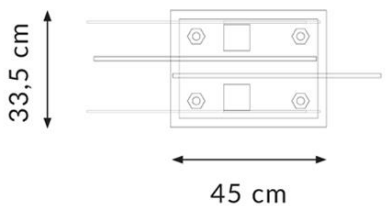


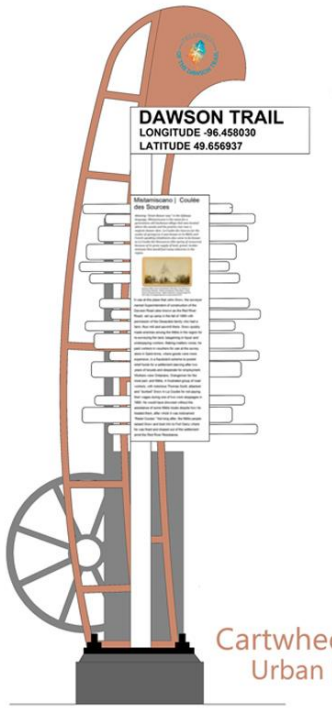
DAWSON TRAIL MARKER
CONCEPTUAL DESIGN

TREASURES OF THE DAWSON TRAIL

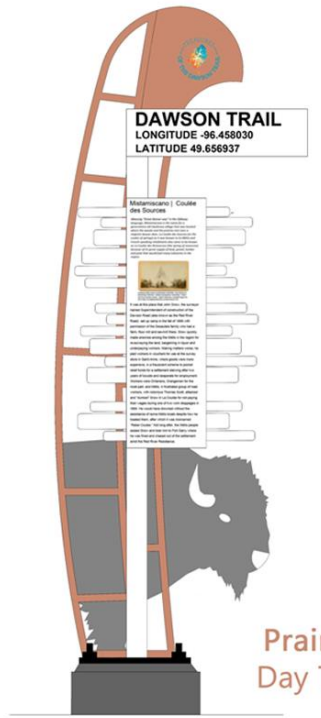


BASE MARKER

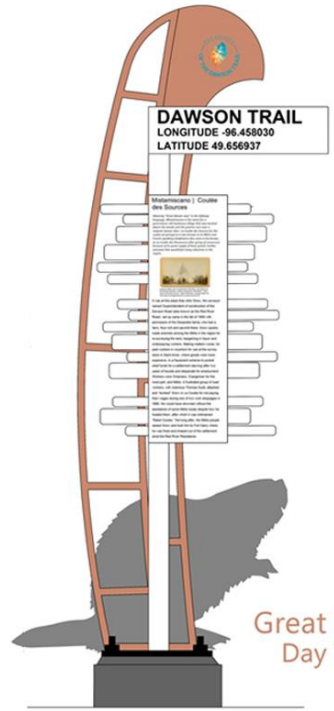




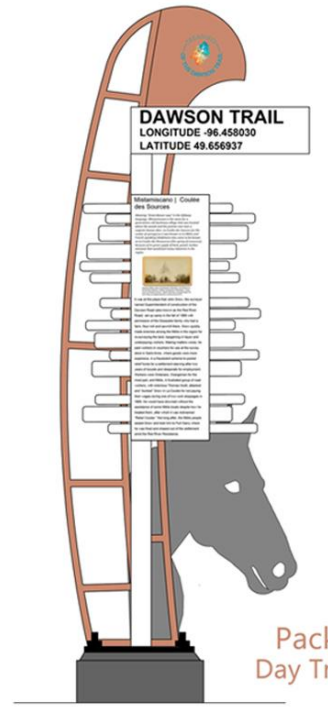
Cartwheel Brigade
Urban Explorer



Prairie Bison
Day Tripper #1



Great Beaver Way
Day Tripper #2

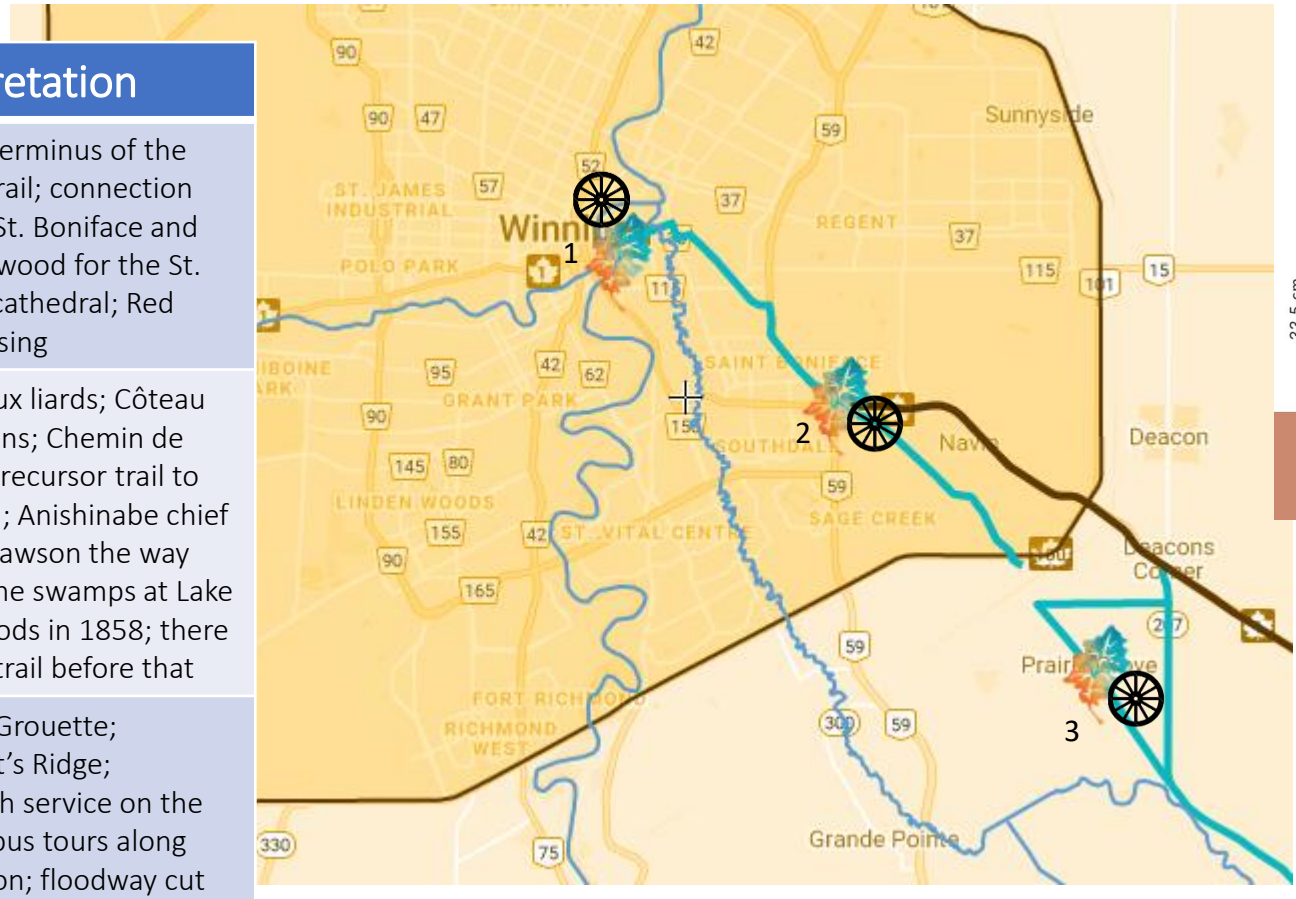


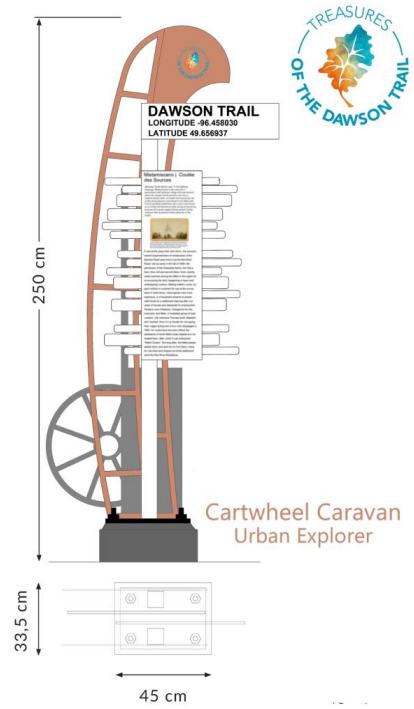
Packhorse
Day Tripper #3

DAWSON TRAIL MARKER — CONCEPTUAL DESIGN

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

Trailmarker 15

Saint-Boniface

1. Location: Belvédère de Saint-Boniface – av Taché

49.8885114 -97.1232811



Dawson Trail general introduction; Wood for the St. Boniface Cathedral

Lieux-dits | Traditional Place Names

Western Terminus of the Dawson Trail (in Saint-Boniface; Pont sur la Seine – Bridge on the Seine; Remblai du Grand Trône - Embankment of the Grand Trunk; Maskeg et Côteau à Beaudoin; La Bascule or Maskeg de la Bascule; Ile-à-la-prêle; Ferme Belot, Fermes Bibeau (Côteau de Chênes) et Parc à Monseigneur

Dawson Trail continued here to Fort Douglas (today Point Douglas) but many would stop at the Saint-Boniface Cathedral before continuing on to cross the Red to conduct business with the HBC.

Sentier Dawson Trail Terminus @ Saint-Boniface – 8 Plausible Options for the Trailmarker Location



Option 1 – Belvévère au pied de la Cathédrale de Saint-Boniface sur av Taché
Option 2 – L'Archevêcher de Saint-Boniface – Jardins du Patrimoine de Saint-Boniface
Option 3 – Côté sud du pont Provencher sur la piste de marche – Traversée de la Rouge
Option 4 - Côté nord du Pont Provencher – ancient site de l'hôtel La Touriste (relié à l'histoire du Dawson) – les arches – à côté de la plaque commemorative provincial pour Joseph Royale, fondateur du journal "Le Métis"
Option 5 – Angle de la rue St-Joseph et rue Grandin où se trouvait la "Maison pour les immigrants" de Saint-Boniface (aussi sur la route du Festival du Voyageur)
Option 6 – Parc Provencher au marché ouvert près de l'îlot de chênes (la feuille de chêne étant l'icon du logo pour le sentier Dawson Trail
Option 7 – Angle du boul. Provencher et rue DesMeurons sur la propiété du CCFM et du Centre du Patrimoine (qui conserve la collection d'archives Franco-manitobaine sur l'histoire du sentier Dawson. De ce local jusqu'à intersection avec l'Archibald autour des rues Mission, Plinquet et Messier constitue le terminus actuel de la route Dawson. Ce terminus sera plus tard transformé en terminus pour la ligne de la G.W.W.D. de l'est et celle de la Canadian Pacific Railway. "La vieille gare"
Option 8 – Le Centre St-Louis au pont de la rivière Seine qui fait la connexion entre Saint-Boniface et Ste-Anne
Option 9 – Rue (de la) Mission (bordure de la mission de Saint-Boniface – Mission Park No. 1 William Tell Archery park (à l'angle de la Dawson et le boul Provencher, ancien av Provencher)

SENTIER DAWSON TRAIL

Western Terminus

The Roman Catholic Church owned extensive land holdings in the St. Boniface area of the Dawson Trail, part of which included the *Parc à Monseigneur* (known as “The Exhibition Grounds” by the English) at the eastern entrance to the Red River Settlement (now Boulevard Lagimodière) along the Bibeau Farms (also *Côteau de Chênes*) and the Belot Farm, after which one arrived at *La Bascule*, traps for wolves which consisted of holes on which was installed a plank rocker on which one arranged the bait to attract them and on which the carts travelled. At the end of this space there was a place called *Ile-à-la-Prêle* (Horsetail Island) because this grass grew abundantly there and the horses came to graze especially in winter, the horsetail being easier to discover under the snow. After the "côteau" or "*dos de cheval*" (Marion Street) the trail reached the *Maskeg* (swamp) and *Côteau* (ridge) *à Beaudoin*. Around Provencher Boulevard and Archibald, Plinguet, Mission and Dawson Streets marks the end point of the Dawson Road coming almost 850 km from Thunder Bay arriving at the borderline of the former Mission of Saint-Boniface. The Northwest Angle of the Lake of the Woods marks the beginning of the overland trail, a distance of approximately 120 km. A Red River cart trip on the Dawson Trail was not complete for the Métis brigades who transported goods and passengers along its route, without a stop at the Archdiocese and Cathedral of St. Boniface to pray for a safe journey. Caravans engaged in the pemmican trade with the Hudson's Bay Company would then travel across the Red River, either at the Red River ferry crossing to Fort Garry at the foot of the cathedral on Taché Avenue, or by going north through *La Remblai du Grand Thrône* (referring to the Grand Trunk company) to Fort Douglas (now Point Douglas) over which a bridge was built for the Canadian Pacific Railway.

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 Trail 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

LUMBER FOR THE “MOTHER CHURCH OF WESTERN CANADA” AND THE COLONY

The sketch of Saint-Boniface Cathedral in 1858 captures its grandeur and hints at the influence the Church exerted over the Red River Settlement at the time. It burned down in 1860 and in 1861-62, some woodsmen from Saint-Boniface went to the outer parish of Ste-Anne-des-Chênes, known for its *Épinettière* forest, to find strong oak, pine and elm with which to rebuild a fourth cathedral. It opened for worship in 1863 but sadly *l’Épinettière* where the wood was sourced burned down the same year, around the same time the first sawmills started to be established in the area. Sainte-Anne’s first settlers wintered there as early as the 1830s after flooding at Red River, but it had long been inhabited by Saulteaux and Métis before that and its woods were always rich in small game, firewood and wood for construction, something the Red River Settlement needed and was becoming increasingly scarce in the parishes nearer to Fort Garry (Winnipeg). These “woodsmen from Saint-Boniface” were accompanied to the area by missionary Jean-Baptiste Thibault, who is said to have celebrated the first mass in the region. By 1868, Ste-Anne became the home base for the construction of the Dawson Trail from Red River Settlement through to the Lake of the Woods.

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



2

1: Troisième cathédrale de Saint-Boniface, colonie de la Rivière-Rouge 1858, par William Napier.

2: La quatrième église a été fondée par Mgr Taché, qui a succédé à Mgr Provencher en 1853, et mesurait 150 pieds sur 60. Elle a été ouverte en 1863 mais a été démolie en 1909 par manque d'espace. Sur cette image, on peut voir la construction de la 5e cathédrale derrière elle. La cinquième cathédrale a ensuite été détruite par un incendie en 1968, ce qui a donné naissance à la structure à la fois historique et moderne qui existe aujourd'hui.

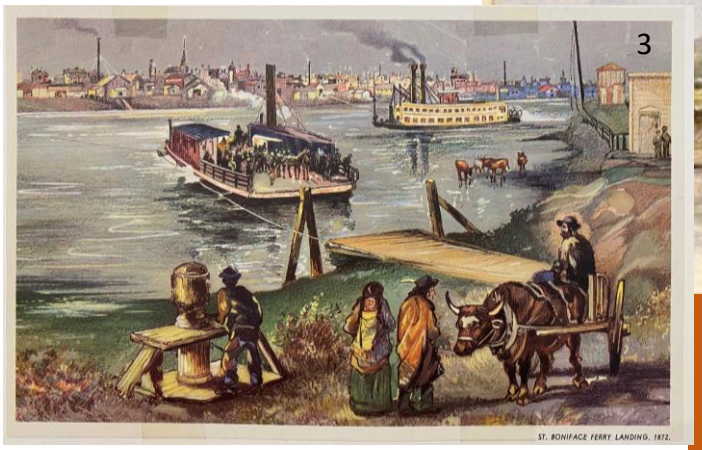
3: Traversée de la rivière Rouge 1872 vers le Fort Garry.

4: Bois de chauffage provenant des environs de East Braintree à Saint-Boniface sur la route Dawson, quittant les parcs à bois de Plinquet et de la route Dawson (nord) en regardant vers Archibald en 1921.

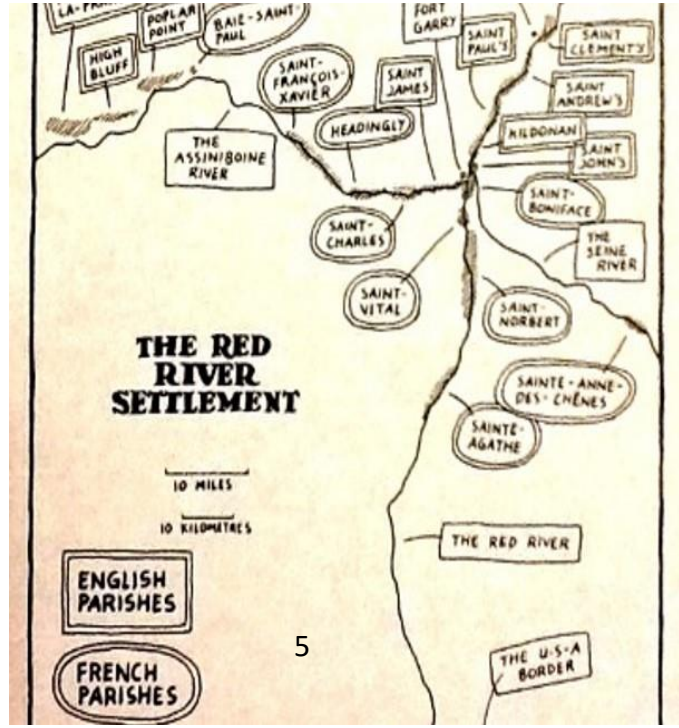
5: Un gribouillis de la colonie de la rivière Rouge dessiné par Louis Riel illustre les paroisses de langue française et celle de langue anglaise. Notez la connexion entre Saint-Boniface et Sainte-Anne-des-Chênes avec la rivière Seine et plus tard le sentier Dawson entre les deux.



1



3



5

1: Third St. Boniface Cathedral, Red River Settlement 1858, by William Napier

2: The fourth church was started by Bishop Taché, who succeeded Bishop Provencher in 1853, and measured 150 feet by 60. It was opened for worship in 1863 but was torn down in 1909 for lack of space. In this image we can see the construction of the 5th cathedral behind it. The fifth cathedral would then be destroyed by fire in 1968 resulting in the combined historical and modern structure that exists today.

3: Saint-Boniface ferry crossing of the Red River to Fort Garry

4:Firewood coming from the area around East Braintree to St. Boniface on the Dawson road, leaving the wood yards at Plinquet and Dawson Road (North) looking toward Archibald in 1921.

5: A doodle of the Red River Settlement drawn by Louis Riel showing the French and English speaking Métis parishes. Note the connection between Saint-Boniface and Sainte-Anne-des-Chênes with the Seine River and later Dawson Trail.



4

Fire Wood leaving the wood yards at Plinquet and Dawson Road. Looking south on Plinquet toward Archibald, 1921. St. Boniface College in left background.

Photo: G.W.W.D. archives (photographer L.B. Foote)

SENTIER DAWSON TRAIL

Terminus Ouest

L’église Catholique Romaine possédait de vastes propriétés foncières dans le secteur de Saint-Boniface du sentier Dawson, dont une partie comprenait le « Parc à Monseigneur » (connue comme « The Exhibition Grounds » par les anglais) à l'entrée Est de la colonie de la Rivière-Rouge (aujourd'hui Boulevard Lagimodière) le long des Fermes Bibeau (aussi *Côteau de Chênes*) et la Ferme Belot, après quoi on arrivait à *La Bascule*, des pièges aux loups qui consistaient en des trous sur lesquels était installé une bascule en planche sur quoi on disposait l’appât pour les attirer et sur laquelle voyageaient les charrettes. Au bout de cet espace il y avait un endroit appelé *Ile-à-la-Prêle* parce que cette herbe y poussait abondamment et les chevaux venaient paître surtout l’hiver, la prêle (queue de cheval) étant plus facile à découvrir sous la neige. Passé le *côteau* ou *dos du cheval* (rue Marion) le sentier arrivait au *Maskeg* (marais) et *Côteau* (crête) *à Beaudoin*. Autours du boulevard Provencher et les rues Archibald, Plinguet, Mission et Dawson marque le point terminal de la route Dawson venant près de 850 km de la Baie du Tonnerre, ainsi que la ligne foncière de l’ancienne Mission de Saint-Boniface. L’Angle du Nord-Ouest du lac des Bois marque le début du sentier terrestre, une distance d’environ 120 Km. Un voyage en charrette de la Rivière-Rouge sur le sentier Dawson n'était pas complet pour les brigades métisses qui transportaient des marchandises et passagers le long de son parcours, sans un arrêt à l’archevêché et la cathédrale de Saint-Boniface pour prier pour un voyage sûr. Les caravanes engagées dans la traite du pemmican avec la Compagnie de la Baie d’Hudson devait ensuite se rendre de l’autre côté de la Rouge, soient vers la croisade de la rivière-Rouge jusqu’à Fort Garry au pied de la cathédrale, ou en allant vers le nord par La *Remblai du Grand Thrône* (ou Grand Tronc/Grand Trunk company) jusqu'à Fort Douglas (aujourd'hui Point Douglas) sur lequel un pont a été construit pour le chemin de fer du Canadien Pacifique.

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

DU BOIS POUR L'"ÉGLISE MÈRE DE L'OUEST CANADIEN« ET LA COLONIE

L'esquisse de la cathédrale de Saint-Boniface en 1858 rend compte de sa grandeur et laisse entrevoir l'influence que l'Église exerçait sur la colonie de la Rivière-Rouge à l'époque. Elle a brûlé en 1860 et en 1861-62, des bûcherons de Saint-Boniface se sont rendus dans la paroisse plus éloignée de Ste-Anne-des-Chênes, connue pour sa forêt de l'*Épinettière*, afin de trouver des chênes, des pins et des ormes robustes avec lesquels reconstruire une quatrième cathédrale. La cathédrale a ouvert ses portes en 1863, mais malheureusement, l'*Épinettière*, d'où provenait le bois, a brûlé la même année, à peu près au moment où les premières scieries ont commencé à s'installer dans la région. Les premiers colons de Sainte-Anne y ont hiverné dès les années 1830 après les inondations de la rivière Rouge, mais la région était habitée depuis longtemps avant ça par les Saulteaux (Anishinabe) et les Métis. Ses bois ont toujours été riches en petit gibier, en bois de chauffage et en bois de construction, ce dont la colonie de la Rivière-Rouge avait besoin et qui devenait de plus en plus rare dans les paroisses plus proches de Fort Garry (Winnipeg). Ces « bûcherons de Saint-Boniface » étaient accompagnés dans la région par le missionnaire Jean-Baptiste Thibault, qui aurait célébré la première messe dans la région. En 1868, Ste-Anne est devenue le point de départ de la construction du sentier Dawson, de la colonie de la Rivière-Rouge jusqu'au lac des Bois.

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

CITY OF ST. BONIFACE.

PLAN SHEWING STREET OPENED THROUGH LOTS

EXHIBITION GROUNDS, REG'D PLAN NO. 433.

Scale: 1 inch = 132 feet

Note: The portions of this Plan colored Pink indicate the land to be affected by the Registration hereof

Pine posts – 3" × 3" × 18" – are planted at points marked thus – ■

DAWSON ROAD.

1332.20'

This plan heretofore attached to Registered Instrument No 194426 is now for greater convenience filed in the Winnipeg Land Titles Office this 19th day of September A.D. 1910 as Plan No 1576

(Sgd) E.D. Carey
Dep'y District Registrar

(Sgd) F.A. Dugas P.A. V.G. Adm.
" Arthur Beliveau ptre
" Joseph Poitras ptre

MESSIER

1880.1'

Northerly boundary of Lot "G" Regd Plan No 433

G

Approved by the Council of the City of St Boniface May 13th 1910
(Sgd) J.A.H. Bleau Mayor
(Sgd) J.B. Core City Clerk

ART OF THE ROMAN CATHOLIC MISSION PROPERTY KNOWN AS "THE EXHIBITION GROUNDS."

1174.8'

RUE

66

90°00'

dian Pacific Railway Emerson Branch.

99'

Easterly boundary of Lot "M" (Plan 433)

514.06'

RUE (Regd Plan No 1434) ARCHIBALD.

638.6'

229.62'

79°25'

66

67.14'

170.05'

66'

M

N.R. Main Li

ert Charles McPhillips, of the City of Winnipeg, nnion and Manitoba Land Surveyor, make oath say that I was present at and did personally rintend the Survey represented by this Plan; that the Survey and Plan are correct; and the Survey was performed between the dates ldy 2nd and May 5th 1910.

4

Sources

Text

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Images

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Firewood coming from the area around East Braintree on the Dawson road, leaving the wood yards at Plinquet and Dawson Road (North) looking toward Archibald in 1921. Source: Feilberg, E., & Annell, L. (1989). *Pioneer History of Glenn, East Braintree & McMunn* (P.72). G.W.W.D. Archives. Photographer L.B. Foote. Retrieved June 10, 2020 from http://hdl.handle.net/10719/2239350

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.

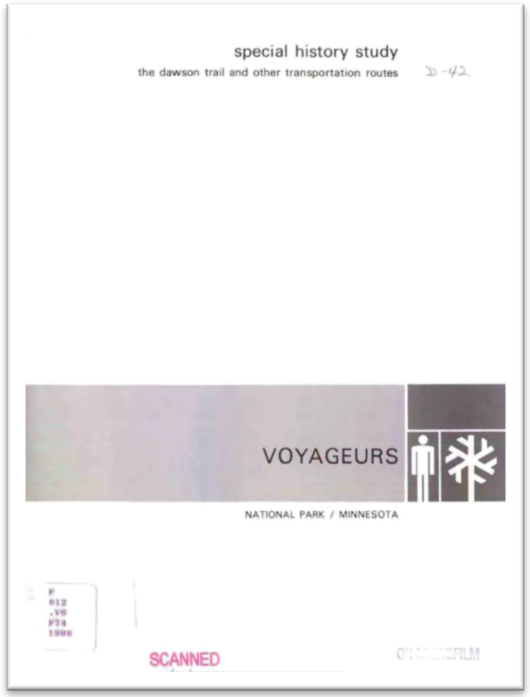
On nous dit que plusieurs steamboats sont en opération sur les lacs, et qu'un grand nombre d'immigrants partis de la Baie du Tonnerre, devront arriver ici dans quelques jours.

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

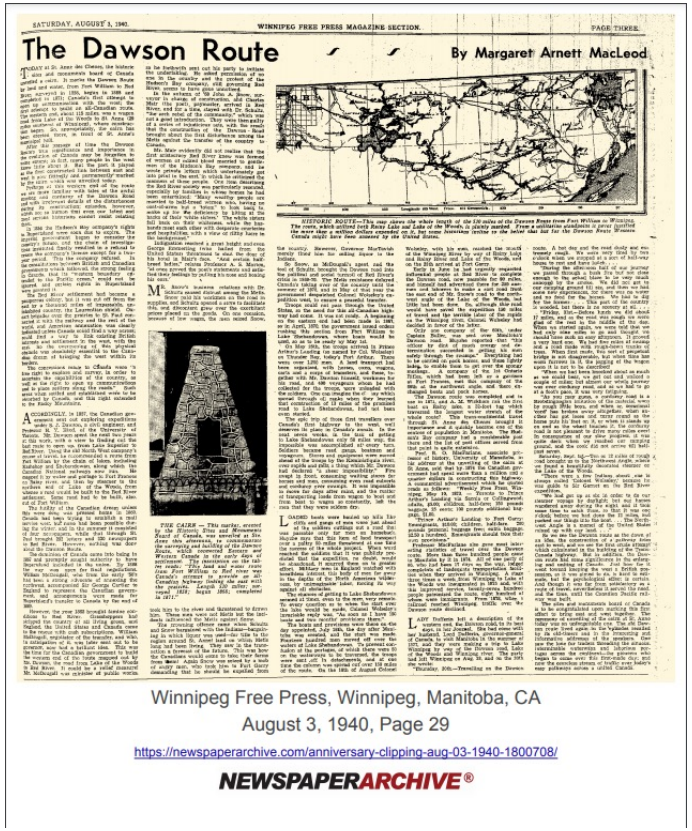
Only one company of the 60th, under Captain Buller, was sent over Manitoba's Dawson road. Huyshe reported that "this officer by dint of much energy and determination succeeded in getting his men safely through the swamps." Everything had to be carried on pack horses, and these lightly laden, to enable 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. Albright (1873) - Albright 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

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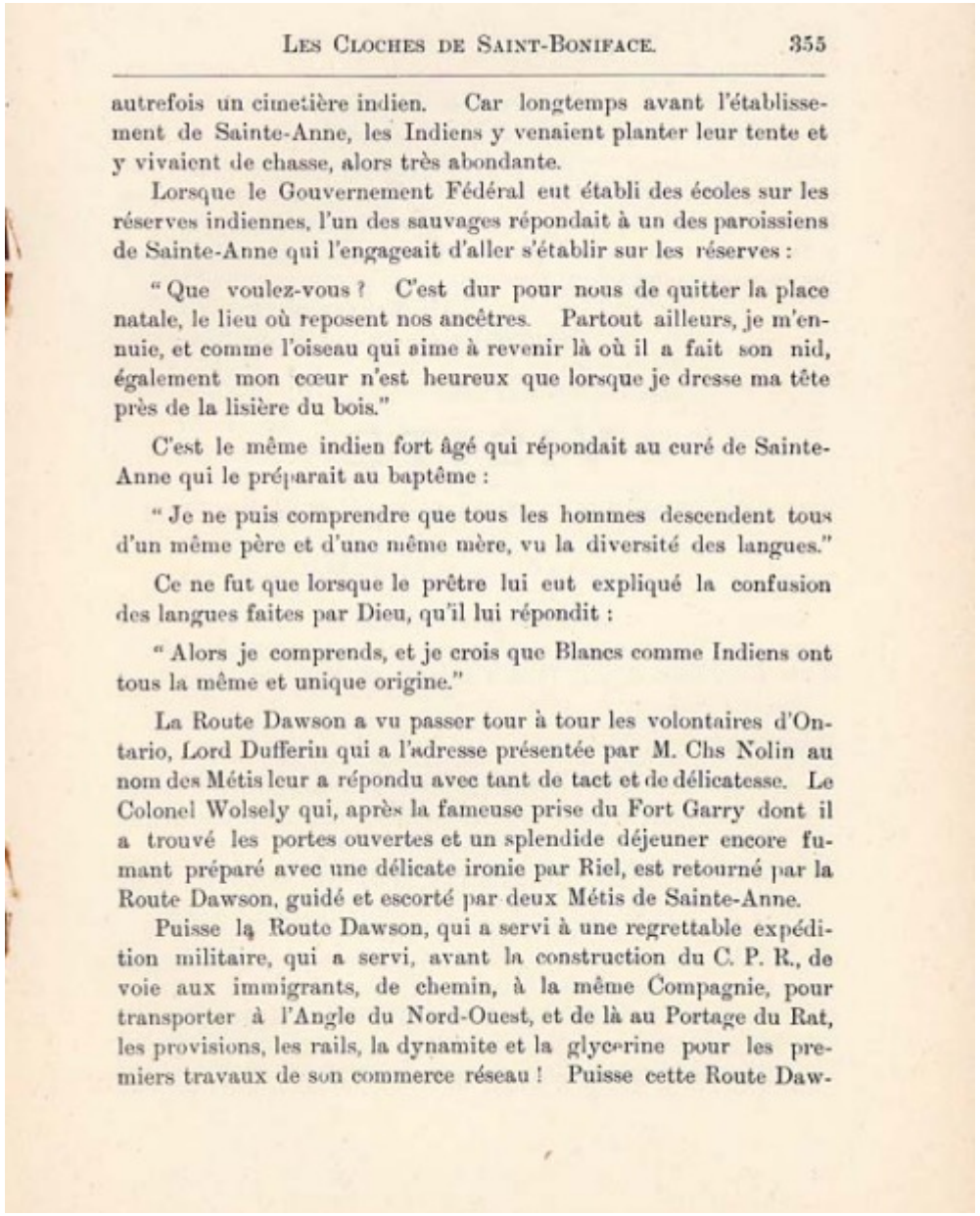


LES CLOCHES DE SAINT-BONIFACE. 355

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."

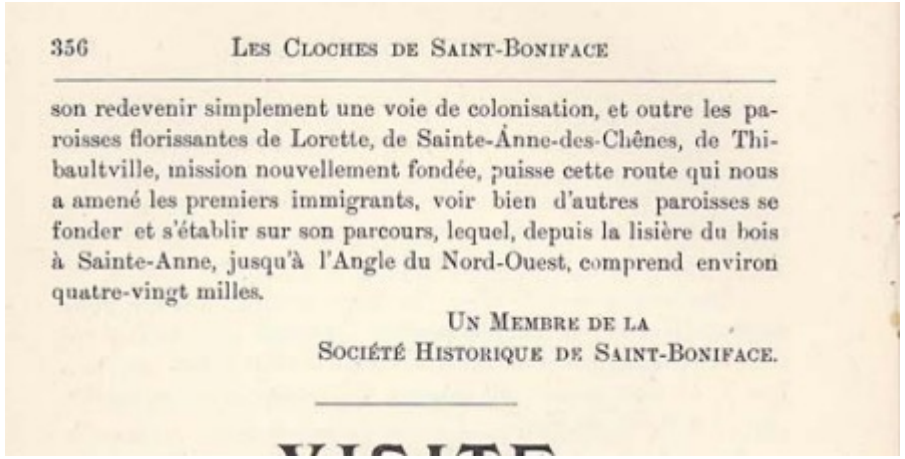
La Route Dawson a vu passer tour à tour les volontaires d'Ontario, Lord Dufferin qui a l'adresse présentée par M. Chs Nolin au nom des Métis leur a répondu avec tant de tact et de délicatesse. Le Colonel Wolsely qui, après la fameuse prise du Fort Garry dont il a trouvé les portes ouvertes et un splendide 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-

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.



356 LES CLOCHES DE SAINT-BONIFACE

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.

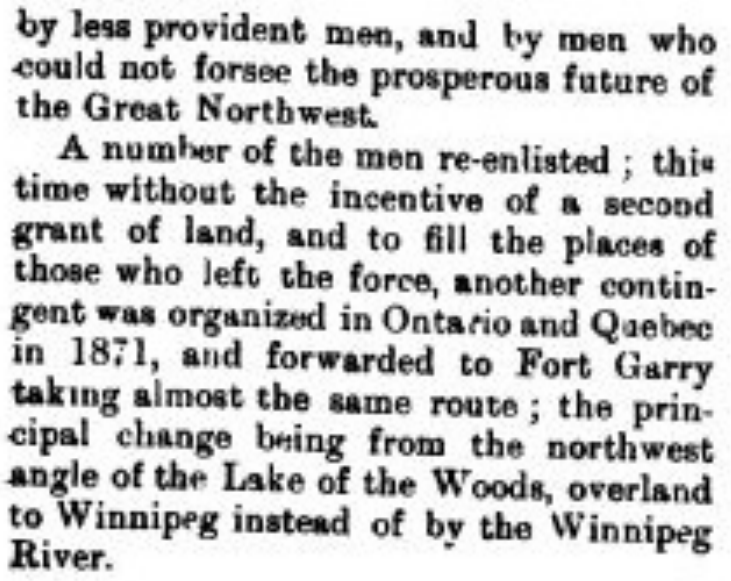
Histoire du chemin Dawson et son importance pour Sainte-Anne-des-Chênes 5 / 5

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.

Within the lifetime of persons living today, Manitoba highways have spanned the astounding difference between trails along which plodding oxen pulled Red river carts and the trunk arteries over which motor cars howl along at 50 miles an hour.

The experience of centuries appeared packed into the lifetime which saw the unbroken prairie change from a land marked by buffalo trails to tilled fields of today tapped by a province-wide development of all-weather highways.

Perhaps at no time was the swift transition from the primitive to the practical made more dramatically emphasized than on October 11, 1928, when trunk highway No. 5 was opened from Grandview to Robbin.

At that time a centuries old Indian trail providing the only outlet from north central Manitoba to the prairies of Saskatchewan was closed forever, and a graveled highway of easy gradients and sweeping banked curves replaced it.

The Indian trail wound through the Duck mountains, crossing the Riding and Duck mountains, went to the beautiful valley of the upper Assiniboine river to Binscarth and into Saskatchewan. It was used by countless generations of Indians and later by white pioneers seeking a promised land. It also was used in lumbering operations as Duck mountain gave of its timber wealth for the building of prairie homes. Later teams pulling the wagons of the railway construction builded the same trail as had witnessed the travels of the red man.

Closing Indian Trail

The formal ceremony of closing the Indian trail on the introduction of motor cars arrived for opening the new trunk highway, was performed by two Indian girls, granddaughters of Chief Henry Berrie, chief of the Saltteaux tribe. This scene occurred eight miles west of Grandview where the new highway parted from the old trail.

The incident serves as a highlight in the swift onrush of highway development that followed Manitoba's entry in Canadian confederation 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.

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Trans-Canada Highway

Within the past five years the trans-Canada highway was opened east from Winnipeg to Kenora and a year and a half ago it became possible for the first time to motor to the head of the lakes via an all-Canadian route—the trans-Canada. Northward the course of highway development proceeds steadily, the current having widened big strides from both ends to the gap between. The Pas and the rest of the province, and in many sections to adjoin some

Replacing Fords and Trails

COMFORTABLE TRAVEL.—Although Manitoba logs behind some of the provinces in the matter of hurling 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

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-

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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.