-----Original Message-----
From:
Sent: Tuesday, September 13, 2022 10:55 AM
To: CLK-CityClerks <CityClerks@winnipeg.ca>
Subject: Winnipeg.ca : Submit communications to Council / Register in delegation

The following message was submitted using a Winnipeg.ca email contact form. The validity of the identity of the sender or the information provided cannot be guaranteed.

Sent: Tuesday, September 13, 2022 10:54:39 AM

Personal information
Full name: Pierrette Sherwood
Email address:
Phone:
Job title: Project Lead
Organization: Dawson Trail Commemorative Projet
Address:
City:
Province or territory: Manitoba
Postal code:

Delegation information
Committee: Executive Policy Committee
Committee - council: N/A
Committee - other: N/A
Agenda item (number and title): Number 19 on the Agenda for September 14th - Dawson Trail Marker in St. Boniface

Service inquiry: Submit Comments in writing
Participation preference: N/A
Comments in writing: We are unable to attend as a delegation due to conflicting meetings with contractors work currently taking place in relation to this project. The marker location for St. Boniface now being considered and favoured by the City of Winnipeg's Parks branch is along the Seine River Greenway. This is entirely fitting as it is very near the original Western terminus of the historic Dawson Trail along the Seine River. Attached is a draft of the interpretive content, developed with the support of our Indigenous Review committee. We welcome any feedback.
Our project has received unanimous support from all other jurisdictions and we hope we can count on the Executive Committee to support our endeavour. Thank you for your consideration.
File: No 15 Saint-Boniface Terminus_1.0.docx

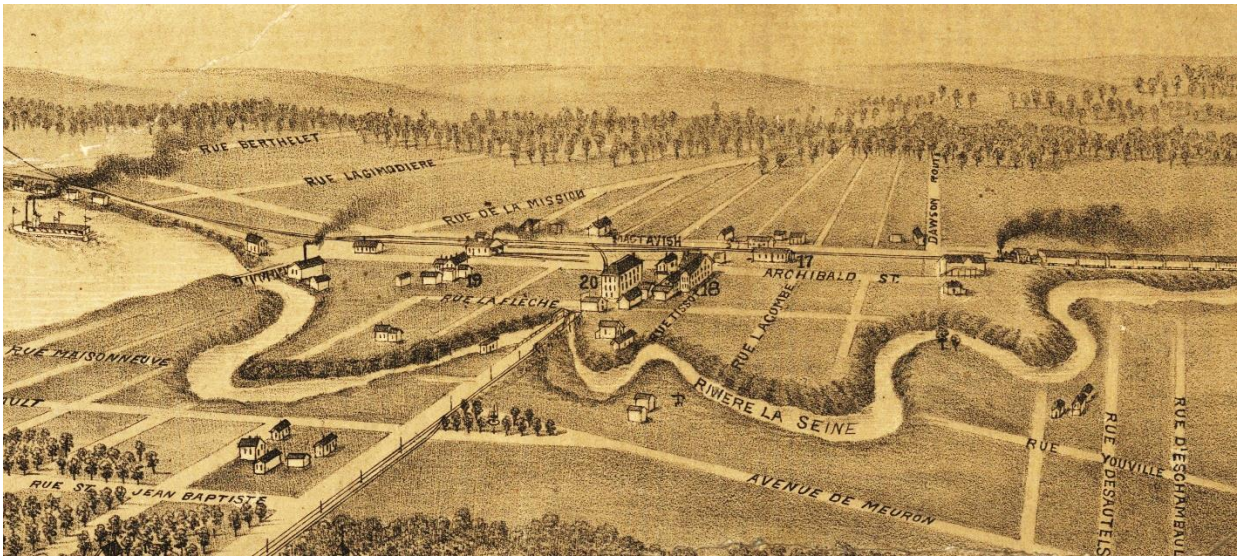
Trailmarker 15

Location: Saint-Boniface – Along the Seine River Parkway

GPS Coordinates: 49.895449264, -97.108933370 (to be confirmed)

Place Name: WESTERN TERMINUS OF 'LAND AND WATER ROUTE'

Image: East Saint-Boniface



ENG
Dawson Trail western terminus (upper right) in Saint-Boniface, 1879. Map by: Thaddeus Mortimer Fowler. Image courtesy: Gordon Goldsborough

(Words: 18)

FR
Terminus ouest du Sentier Dawson (en haut à droite) à Saint-Boniface, 1879. Carte réalisée par : Thaddeus Mortimer Fowler. Image courtoisie : Gordon Goldsborough

(Words : 24)

Place Name Text

ENG

Known variously as Lake of the Woods Road, Lake Superior Route, Fort Garry Road, and Red River Road, Dawson Trail is the ‘land and water route’ that connects Fort William (Thunder Bay) to Fort Garry (Winnipeg).

Built between 1868 and 1871, it used the old fur trade water route through Anishinaabe territory with wagon roads built on either end. The western road started at the North-West Angle of Lake of the Woods and traveled along the Seine River all the way to the Red River. The location of its terminus is where Plinguet and Archibald streets meet Dawson Road near here, marking the end of an 853 km journey.

As a colonization road, it laid down communications, transportation, and immigration infrastructure in the North-West before the coming of the eastern railway. It was an aggressive attempt by Canada to alter the dominant North-South trade with an “all-Canadian road” in response to fears of American annexation and played a direct role in the Red River Resistance (1869-70) and negotiations pertaining to Treaty No. 1.

(Words: 173)

FR

Connu sous les noms de route du lac des Bois, route du lac Supérieur, route de Fort Garry et route de la Rivière-Rouge, le Sentier Dawson est la « route terrestre et fluviale » qui relie Fort William (Thunder Bay) à Fort Garry (Winnipeg).

Construite entre 1868 et 1871, elle utilisait l'ancienne route fluviale des traiteurs de fourrures à travers le territoire des Anishinaabe, avec des chemins en rondins de bois construites à chaque extrémité. Le chemin de l'ouest partait de l'Angle nord-ouest du lac des Bois, longeant la rivière Seine jusqu'à la rivière Rouge. Son terminus se trouve à l'angle des rues Plinguet et Archibald où elles rencontrent le chemin Dawson pas loin d'ici, marquant la fin d'un voyage de 853 km.

En tant que route de colonisation, son achèvement a permis d'établir une infrastructure de communication, de transport et d'immigration dans le Nord-Ouest avant l'arrivée du chemin de fer de l'Est. Il s'agissait d'une tentative agressive du Canada de modifier la route commerciale dominante Nord-Sud par une «route entièrement canadienne», en réponse aux craintes d'annexion américaine. La route a joué un rôle direct dans la Résistance de la Rivière-Rouge (1869-70) et dans les négociations relatives au Traité n° 1.

(Words: 201)

Story Text: PERSPECTIVE ON OUR SHARED PAST

Image: Red River Settlement



ENG
Red River Settlement, 1870. Artist: William G.R. Hind. Toronto Public Library, the Digital Archive
(Words: 27)

FR
Colonie de la Rivière-Rouge, 1870. Artiste : William G.R. Hind. Toronto Public Library, the Digital Archive
(Words : 30)

ENG
When rumours circulated that the Hudson's Bay Company was going to put a For Sale sign on Rupert's Land, Chief Peguis wrote to British Parliament.

> *"[They] never arranged with me for our lands. We never sold our lands to the said Company, nor to the earl of Selkirk...." (Feb. 1860)*

Road construction wrecked havoc in 1868-1869. Its last sections had to be built by Red River Expeditionary Forces in 1870-71. At Treaty No. 1 negotiations, Chief Na-sa-kee-byness of the Fort Garry Band said

> *"There is also something you are using for which my children ought to receive compensation. From Lake of the Woods to Lac la Pluie, … [Anishinaabe] gave it to me in charge to speak about the road; but I have not yet received anything for it. Where will my children get anything to shelter them from the heat? They expect it from the road… [from] Fort Garry… thence our reserve will follow the Lake of the Woods Road, now making; and on this side… we claim 80 miles in width." (July 1871)*

In the aftermath of the Red River Resistance, Métis leader Louis Riel wrote lieutenant-governor Morris

> *"… we have been forced to defend ourselves against continual aggression. The Canadian employees opening the road to Lake of the Woods showed… the true spirit of hostility which they hold towards the settlers of Assiniboia. They tried to seize the best properties … they claimed to have bought from [First Nations]... The next summer Mr. Stoughton Dennis appeared [as] surveyor ... on the lands of private individuals, they … demanded that he justify this unjust encroachment and forbade*

him to touch their lands… [and] several hundred men newly arrived … with [John] Snow and Dennis … [whom] they nearly all employed, boasted that they had come here in advance of Mr. McDougall as his soldiers … ready to support him by force of arms: Which raised widespread alarm in the countryside." (January 1873)

(Words: 324)

FR

REGARDS SUR NOTRE PASSÉ PARTAGÉ

Lorsque des rumeurs ont circulé que la Compagnie de la Baie d'Hudson allait mettre « À vendre » la Terre de Rupert, le chef Peguis a écrit au Parlement britannique.

« [Ils] ne se sont jamais entendus avec moi pour nos terres. Nous n'avons jamais vendu nos terres à ladite Compagnie, ni au comte de Selkirk.... » (fév. 1860)

La construction de la route a fait des ravages en 1868-69. Ses derniers tronçons ont dû être construits par les forces expéditionnaires de la Rivière Rouge en 1870-71. Lors des négociations du traité no 1, le chef Na-sa-kee-byness, de la bande de Fort Garry, a déclaré

« Il y a aussi quelque chose que vous utilisez et pour lequel mes enfants devraient recevoir une compensation. Du lac des Bois au lac la Pluie, ... [les Anishinaabe] me l'ont donné en charge pour parler de la route ; mais je n'ai encore rien reçu pour cela. Où mes enfants trouveront-ils quelque chose pour s'abriter de la chaleur ? Ils l'attendent de la route... jusqu'à Fort Garry.. de là, notre réserve suivra la route du lac des Bois, en cours de construction ; et de ce côté-ci... nous revendiquons 80 milles de largeur. » (Juillet 1871)

Au lendemain de la Résistance de la Rivière Rouge, le chef métis Louis Riel écrit au lieutenant-gouverneur Morris

« … nous avons été contraints de nous défendre contre des agressions continuelles. Les employés du Canada ouvrant le chemin du Lac des Bois montrèrent … le véritable esprit d'hostilité qui les animaient à l'égard des colons d'Assiniboia. Ils s'emparent des plus belles propriétés … qu'ils prétendaient avoir acheté des [Premières Nations] ... L'été suivant, Monsieur Stoughton Dennis fit son apparition … comme arpenteur…sur les terres des particuliers, ceux-ci … lui demandèrent raison de cet empiètement injuste et lui défendirent de toucher à leurs terres… [et] plusieurs cents hommes nouvellement arrivés … avec [John] Snow et Dennis dont ils étaient presque tous employés, se vantaient d'être venus ici en avant de Monsieur McDougall comme ses soldats … prêts à le soutenir par la force des armes: Ce qui jetta véritablement l'alarme dans le pays. » (janvier 1873)

(Words: 358)

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