



## WINNIPEG'S RESIDENTIAL RIVERBANKS Self-Directed Cycling Tour

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

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

Cycle into the history of Winnipeg's oldest, as well as other more recent neighbourhoods. Pedal in proximity to the Red, Seine and Assiniboine rivers while discovering the settlement patterns of Winnipeg. Pick and choose how many kilometres you wish to cruise. This cycling tour of 22 km can be broken into a series of three shorter tours of 9 km, 8 km and 6 km in length.

- The **French Loop** explores the streets and cycling paths of St. Boniface – starting and ending at The Forks. This loop of 9 km is primarily on paved roads and crushed rock bike paths.
- The **Assiniboine Loop**, like the French Loop (to which it can be linked), starts and ends at The Forks. Explore the serenity of the Assiniboine River and the grandeur of some of Winnipeg's most impressive turn of the century homes on this segment. This loop of 8 km is primarily on paved roads, although there is a short section on the Assiniboine Riverwalk.
- The **Wolseley Loop** takes you to western Canada's oldest wooden church before you return on the quiet residential street of Wellington Crescent. This 6.5 km loop, which starts and ends at the corner of Sherbrook and West Gate can be done on its own or as an extension to the Assiniboine Loop. This route is mainly on paved bike paths and roads.
- The complete **Residential Riverbanks** cycling tour starts and ends at The Forks, beginning with the French Loop followed by the Assiniboine and Wolseley Loops respectively. As already mentioned this entire tour is approximately 22 km in length on a combination of paved and crushed rock surfaces.

The following route instructions are for the four tours described above. Remember that it is possible to link the individual modules together. The first tour is the French Loop, followed by the Assiniboine Loop, then the Wolseley Loop and finally the complete Residential Riverbanks route.

### 1. FRENCH LOOP – STARTS AND ENDS AT THE FORKS

The French Loop, which is approximately 9 km, leaves from The Forks and heads to Whittier Park in St. Boniface. The route then follows the Red and Seine rivers before coming back to The Forks via St. Boniface Cathedral and Hospital. This loop can be linked directly to the Assiniboine Loop, which follows.

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

**The Forks – 201-One Forks Market Road  
Winnipeg, Manitoba**

**phone:** (204) 957-7618

<http://www.theforks.com>

Forks Market open daily  
from 9:30 am - 6:30 pm  
Friday from 9:30 am - 9:00 pm

**Fort Gibraltar – 866 St. Joseph Rd  
St. Boniface, Manitoba**

**phone:** (204) 237-7692

**fax:** (204) 233-7576

Open only on special occasions;  
no interpretation available.

**St. Boniface Cathedral  
190 Avenue de la Cathédrale**

**phone:** (204) 233-7304

Open daily from 9:00 am - 5:30 pm

**St. Boniface Museum  
494 avenue Tache**

**phone:** (204) 237-4500

Open May - September  
Monday - Friday 9:00 am - 5:00 pm  
Saturday 10:00 am - 5:00 pm  
Sunday 10:00 am - 8:00 pm

This tour begins at The Forks, which has been a meeting place for centuries. Long before Europeans came to the area, First Nations peoples came here to camp and trade. The fur trading companies followed, building posts and forts to which Aboriginal traders would bring their furs. Upper Fort Garry, the Hudson's Bay Company fort, located in the vicinity, was the centre of the colony and trade in the area. As the population grew, the fur trade became less important and new businesses were established; though much of the new development took place away from The Forks, its economic importance was restored by the arrival of the railroads.

In 1888 the Northern Pacific and Manitoba Railroad built its northern terminus at The Forks and railway activity came to dominate the area. With the building of Union Station in 1909 and of the high main line in 1911, the site became inaccessible to the local population. But, since 1989, The Forks has again become a place where people come to shop and browse in the boutiques in the old railway buildings and to gather for festivals and special events. It is once more a central meeting place.

km to next location	DIRECTIONS	Total km
0.0	Start in front of the Johnston Terminal, once a cold storage warehouse. Cycle past the Manitoba Theatre Centre for Young People.	0.0
	Turn right onto Waterfront Drive.	
0.4	Turn right onto Water Avenue to cross the Provencher Bridge.	0.4

This bridge was named after Joseph-Norbert Provencher (1787-1853), who became the first bishop of St. Boniface in 1847. He came to the Red River Settlement from Lower Canada (Québec) as a missionary in 1818 and settled at

The Forks amongst the Métis. He was to build the colony's first church and his duties were education, conversion of the Aboriginal population, and the encouragement of Catholic emigration.

0.5	After crossing the bridge, turn left at the crosswalk to cycle down Taché Ave.	0.9
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You are now in St. Boniface, the cultural centre for French-Canadians in the West. St. Boniface became a municipality in 1880 and became a town in 1903. Growth resulted from the movement of residents of Winnipeg to St. Boniface because of lower land values and lower taxes, and after the turn of the century there was considerable residential and industrial construction. St. Boniface subsequently became

an important meatpacking centre. Nevertheless, the town did not lose its French-Canadian character. It became part of the City of Winnipeg in 1972.

*Want to know more about early French settlement in the Red River Valley? Try Rivers West's French and Mennonite Settlement: self-directed cycling tour.*

<b>0.2</b>	Turn right down Rue Laverendrye.	<b>1.1</b>
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Pierre Gaultier de Varennes, Sieur de la Vérendrye, the French explorer, arrived at the junction of the Red and Assiniboine rivers in 1737 and soon after ordered the building of a depot,

known as Fort Rouge. La Vérendrye and his sons explored much of the interior of North America and opened vast territories to the French fur trade.

<b>0.1</b>	Turn left at the stop sign onto Rue St. Joseph.	<b>1.2</b>
<b>0.6</b>	Pass Whittier Park on the right.	<b>1.8</b>
<b>0.1</b>	At the end of the road, turn right to Fort Gibraltar, then immediately turn left to follow the gravel path. If Fort Gibraltar is open, make sure to visit the site.	<b>1.9</b>

Fort Gibraltar is a replica of the old North West Company post that was located at the junction of the Red and Assiniboine rivers, where The Forks is today. Fort Gibraltar was built in 1810 to replace their temporary trading posts in the area and its close proximity to the rival Hudson's Bay Company's headquarters (Fort Douglas) led to many conflicts. The Hudson's Bay Company destroyed Fort Gibraltar in 1815. The capture was deemed illegal by British authorities and the North West Company was given permission to rebuild it in 1817. Fort Gibraltar continued to operate after the North West

Company merged with the Hudson's Bay Company in 1821 and the fort was renamed Fort Garry in 1822. The fort was reconstructed by the Festival du Voyageur in 1978. The fort is often closed, as the facility is only used for special events such as weddings and conferences. However, if you walk around to the other side, the main doors may be open and you can wander throughout the grounds and buildings. There is no interpretation here and re-enactment is only carried on for the public during the Festival du Voyageur in February.

<b>0.1</b>	Turn right at the river to cycle behind Fort Gibraltar.	<b>2.0</b>
<b>1.3</b>	Curve right at Lagimodière memorial. This is the junction of the Seine and Red rivers.	<b>3.3</b>

Jean-Baptiste Lagimodière settled in the West and worked as a trapper and hunter. He often supplied provisions to the Hudson's Bay Company. He also worked as a messenger for the HBC. His most famous trip as a messenger took him from Red River to Lord Selkirk in Montreal in 1815, a journey of over 1800 miles (2,880 km)! He was carrying a message from the colony to Selkirk, seeking help against the hostile North-West Company that was determined to destroy the Red River Settlement. In recognition of his epic trek that helped to bring desperately needed supplies and military

protection to the isolated Red River Settlement, all of the land at the mouth of the Seine River was granted to Lagimodière in 1817 by Lord Selkirk. His wife, Marie-Anne Gaboury, whom he married in 1806, was the first white woman to settle permanently in the west. Their grandson was Louis Riel, the great Métis leader who is regarded as a father of Manitoba.

*Want to know more about the Louis Riel and the Métis in the Winnipeg area? Try Rivers West's Métis and the Path to Confederation: self-directed drive & stroll tour.*

<b>0.1</b>	After passing beneath the bridge, curve left on the path.	<b>3.4</b>
<b>0.3</b>	Pass picnic tables in Lagimodière-Gaboury Park, then keep to the left at the driveway.	<b>3.7</b>
<b>0.1</b>	Turn left just before the railway tracks to continue on the paved path.	<b>3.8</b>
<b>0.1</b>	Pass a small bridge to your left.	<b>3.9</b>
<b>0.4</b>	Arrive at Provencher Blvd. You want to turn left. This is best done by crossing at the lights and turning left on Provencher.	<b>4.3</b>
<b>0.2</b>	Turn right on small, slightly hidden, gravel path just after the donut shop. If you cross the river, you have gone too far.	<b>4.5</b>

The Belgium War statue in the middle of the boulevard commemorates the veterans who died in the First and Second World Wars.

	Cycle along path. Pass under train tracks.	
<b>1.2</b>	Reach a flat area with a dead-end road to your right. There are no signs, but it is the first place you will see a road. Turn right onto road. It is signposted Place Cabana at the stop sign.	<b>5.7</b>
<b>0.2</b>	Turn right at the stop sign onto Des Meurons.	<b>5.9</b>
<b>0.1</b>	Turn right on rue Deschambault to visit Gabriel Roy's House.	<b>6.0</b>

This house was the childhood home of Gabriel Roy, one of Canada's most important authors. Probably her most famous book is *Bonheur d'occasion*, published in 1947 and translated into more than 15 languages. In English the book was entitled *The Tin Flute* and is a gripping depiction of working-class life in St. Boniface during World War II. The book won the prix Fémina in Paris and the Literary Guild of America Award in 1947. Roy was born in St. Boniface in 1909, spent a short time as a teacher in northern Manitoba, and then left for

Europe. She spent 2 years in France and England, where she began to write. In 1939 she returned to Canada, settling in Montreal, where she became a free-lance journalist. In 1947 she married Dr. Marcel Carbotte. Another stay in France followed and when she returned she went to Québec City, where she lived until her death in 1983. Among her other well-known books is *Rue Deschambault (Street of Riches)*, based on her youth here in St. Boniface.

	Do a U-turn and return to the stop sign.	
<b>0.1</b>	Turn right onto Des Meurons.	<b>6.1</b>

This street is named for the Swiss de Meuron regiment recruited by Lord Selkirk in 1816 and who accompanied him to the Red River Settlement to restore order. The regiment had been serving with the British army during the War of 1812

and many of its members had stayed as settlers in Lower Canada afterward. Thirty of them and two of their officers came west with Lord Selkirk.

<b>0.1</b>	Turn left at the lights down Avenue de la Cathédrale.	<b>6.2</b>
<b>0.6</b>	Pass St. Boniface College on the left.	<b>6.8</b>

College Saint Boniface is among the oldest post-secondary educational institutes in Western Canada. It originated from the mission school established in 1818. It was incorporated in 1871, at the same time as St. John's College and Manitoba College,

and was united with them in 1877 to form the University of Manitoba. Since 1917, it has been a separate institution but affiliated with the University of Manitoba.

<b>0.3</b>	Visit St. Boniface Basilica on the left. Louis Riel's grave sign in front of it.	<b>7.1</b>
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The present cathedral is the sixth church on this beautiful site. The first was a small log chapel built in 1818. The second was completed in 1825 and replaced in 1832 when a cathedral with twin spires was erected on the same location under the direction of Bishop Provencher. After it was destroyed by fire in 1860, a larger cathedral was built under the direction of Bishop Taché. In 1908, the fifth was completed to replace the old cathedral, which the parish had outgrown. This building burned on July 22, 1968, but its façade and partial walls were incorporated into the present cathedral, which was completed in 1972.

Contained within the façade are the tombs of past bishops of Saint-Boniface. Just inside on the left are the tombs for J.N. Provencher, A.A. Taché, L.P.A. Langevin. On the right: Jean Edouard Darveau, R.A. Maisonneuve, and Jean Tissot. The most important of these are Joseph-Norbert Provencher, the first bishop of St. Boniface, and Alexandre-Antonin Taché, an Oblate priest who arrived at the Red River from Lower Canada in 1845. Taché was a strong advocate for the Métis

of the area and fought hard to have the government attend to their problems. He served for almost 50 years in the Red River settlement where he was made bishop in 1853 and archbishop of St. Boniface in 1871.

### Louis Riel

Louis Riel was born at Red River in 1844, the eldest of 11 children. His father was influential in the Métis community. In 1858, with the assistance of Bishop Taché, Louis left to attend school in Montreal. In 1864 he became a clerk in a Montreal law firm, then spent time doing odd jobs in Chicago and St. Paul, Minnesota, before arriving back in St. Boniface in July 1868. Here he became the leader of the Métis in their opposition to annexation by the government of Canada. The Métis were led by Louis Riel who, with his supporters, captured Upper Fort Garry and formed a Provisional Government which led the struggle for a negotiated entry of the Red River Settlement into Confederation, as a province rather than a territory. While Riel's militia kept

the Canadian representatives from occupying the Settlement, it was Father Noel-Joseph Ritchot, parish priest of St. Nobert, who travelled to Ottawa with two other residents of Red River to negotiate the terms of the Manitoba Act of 1870. This Act, which conceded provincial status to Manitoba, also confirmed political rights, existing land ownership, use of the French language, and separate state supported Catholic and Protestant schools.

Not everyone at Red River supported Riel and Ritchot. Opposition was centred around the Canadian Party, which was prepared to sacrifice the existing way of life in Red River in favour of the economic rewards to be reaped from filling the West with settlers from Ontario.

Although the struggle for the creation of Manitoba ended on July 15, 1870, with the proclamation of the Manitoba Act, the bitterness between the two opposing groups continued.

Canada had sent a military expedition under the command of Colonel Garnet Wolseley, to oversee the transfer of power from the Provisional Government. With the arrival of the Wolseley Expedition at Red River in August, Riel and some of his followers were forced to the country. Because the Canadian Government repeatedly denied him amnesty for his role in the Resistance, Riel was unable to represent his people officially, even though they elected him to the House of Commons three times. He remained in exile until 1884, when he returned to present-day Saskatchewan to lead the Métis in the Northwest Rebellion. For this action, Riel was found guilty of treason and hanged in Regina on November 16, 1885. A controversial figure, Riel was denied his place in Canadian history until 1992 when he was formally accorded status as a founding father of Manitoba.

<b>0.1</b>	Turn left onto avenue Taché. The cycling path is the sidewalk.	<b>7.2</b>
<b>0.2</b>	Pass St. Boniface Musée. Follow path to the right, which goes behind St. Boniface hospital.	<b>7.4</b>

The building in which the St. Boniface museum is housed was built between 1845 and 1851 and is Winnipeg's oldest building. It is also the largest oak log building in North America. Today it is recognized as a National Historic Site. The building was originally home to the Grey Sisters of Charity who arrived in 1844 and ran a hospital and school here. Many of the exhibits in the museum focus on the fur trade and the Red River Settlement.

*Want to know more about the Fur Trade in the Red River Valley? Try Rivers West's People of the Fur Trade: self-directed drive & stroll.*

<b>0.7</b>	Just before the bridge, veer left to ascend the paved path.	<b>8.1</b>
	Turn right to cross Queen Elizabeth Way bridge.	
<b>0.3</b>	Immediately after crossing the bridge, turn right onto the gravel path towards The Forks.	<b>8.4</b>
<b>0.1</b>	Cross old railway bridge.	<b>8.5</b>
<b>0.2</b>	Turn left after crossing railway bridge to arrive at The Forks. Follow the ramps down.	<b>8.7</b>
<b>0.1</b>	Once you arrive at The Forks, there are two options: continue your ride or end here. To continue the bike ride, pick up the Assiniboine Loop directions. If you are ending your ride, turn right to arrive at the Johnston Terminal.	<b>8.8</b>

## 2. ASSINIBOINE LOOP – STARTS AND ENDS AT THE FORKS

The Assiniboine Loop begins at The Forks then follows the riverwalk to the Legislature before heading into West Broadway and The Gates. The loop comes back to The Forks following Wellington Crescent for a ride of approximately 8 km. The Wolseley Loop can be added to the Assiniboine Loop once you reach the corner of West Gate and Sherbrook Street.

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

#### **The Forks – 201-One Forks Market Road Winnipeg, Manitoba**

**phone:** (204) 957-7618

<http://www.theforks.com>

Forks Market open daily  
from 9:30 am - 6:30 pm  
Friday from 9:30 am - 9:00 pm

#### **Manitoba Legislature – 450 Broadway Avenue Winnipeg, Manitoba**

**phone:** (204) 945-5813

Tours by appointment from September to June;  
from July 1 to the Labour Day long weekend  
in September, tours are offered on an  
hourly basis.

#### **Dalnavert Museum**

**61 Carlton Street, Winnipeg, Manitoba**

**phone:** (204) 943-2835

[www.mhs.mb.ca/info/museums/dalnavert/index.shtml#hours](http://www.mhs.mb.ca/info/museums/dalnavert/index.shtml#hours)

Closed Monday and Tuesday; Saturday 11 - 6pm;  
Sunday 12 - 4pm.

This tour begins at The Forks, which has been meeting place for centuries. Long before Europeans came to the area, First Nations peoples came here to camp and trade. The fur trading companies followed, building posts and forts to which Aboriginal traders would bring their furs. Upper Fort Garry, the Hudson's Bay Company fort, located in the vicinity, was the centre of the colony and trade in the area. As the population grew, the fur trade became less important and new businesses were established; though much of the new development took place away from The Forks, its economic importance was restored by the arrival of the railroads.

In 1888 the Northern Pacific and Manitoba Railroad built its northern terminus at The Forks and railway activity came to dominate the area. With the building of Union Station in 1909 and of the high main line in 1911, the site became inaccessible to the local population. But, since 1989, The Forks have again become a place where people come to shop and browse in the boutiques in the old railway buildings and to gather for festivals and special events. It is once more a central meeting place.

km to next location	DIRECTIONS	Total km
0.0	Start behind the Forks Market and follow the ramp down to the Assiniboine River.	0.0
0.1	At the bottom of the ramp, go straight to follow the path under two bridges putting the river to your left.	0.1

As you follow the path, you'll be riding on the bank of the Assiniboine River and into a part of the city that was for a long time a middle-class area. Between Portage Avenue and the river, there were streets of large, well-kept houses, shaded by large trees. With suburban development south

of the Assiniboine, areas closer to downtown became less desirable and many of the houses have been torn down and replaced by apartment blocks.

<b>1.0</b>	At the end of the riverwalk, follow the ramp up and turn left to continue following the river (if you go to the street level, come back down).	<b>1.1</b>
<b>0.2</b>	Veer left to go under Osborne Bridge. Immediately after the bridge, keep straight (Do not curve upward) to continue following the river.	<b>1.3</b>
	Follow the paved path past the Granite Curling Club to your right. The path will start to ascend.	
<b>0.4</b>	After the ascent, turn left onto Mostyn Place (not signed).	<b>1.7</b>
<b>0.1</b>	At the stop sign, turn left onto Balmoral Avenue. Follow curves in road and turn left onto Young Street as the road curves.	<b>1.8</b>

This area also developed as a somewhat exclusive area with large houses and generous lots and its first inhabitants were mainly Anglo-Saxon.

<b>0.1</b>	At the stop sign, turn right onto Westminster Avenue.	<b>1.9</b>
<b>0.1</b>	Turn left on Langside Street.	<b>2.0</b>
<b>0.2</b>	At the stop sign, continue straight onto East Gate.	<b>2.2</b>

Armstrong's Point was developed between 1880 and 1920 with the intention of becoming Winnipeg's "Faubourg St. Germain," an exclusive neighbourhood for the upper crust. Its peninsular shape ensured that there was no through traffic and gave it lots of privacy. The stone gates were built in 1902. The neighbourhood did indeed become home to many of

Winnipeg's notable citizens. Perhaps the most notable was the novelist Charles Gordon, whose pseudonym was, Ralph Connor. His best-known book is probably *Glengarry School Days*. His house at 54 West Gate is now home to the University Women's Club of Winnipeg.

<b>0.5</b>	Continue straight as East, Middle, West Gate merge.	<b>2.7</b>
<b>0.6</b>	Arrive at West Gate and Sherbrook Street with library to the left. You have the option to return directly to the Forks or continue through Wolseley to Omand Park. To return to the Forks, dismount and turn right to cross the Maryland bridge. To go to Omand Park, pick up routes entitled Wolseley loop.	<b>3.3</b>
	Cross the Maryland bridge.	
<b>0.7</b>	Turn left at the lights onto Wellington Crescent. Continue past St. Mary's Girls School on the right.	<b>4.0</b>

**Continuation of Routes** for ride back to The Forks for Wolseley loop.

St. Mary's Academy was opened in 1903, replacing the overcrowded old school located near Portage and Main. The school was founded in 1869 at the request of Archbishop

Taché and the first teachers were two of the Grey Nuns. Since 1926 the school has been affiliated with the University of Manitoba as St. Mary's Academy and College and is the oldest continuously operated independent school in the province.

	Pass Shaarey-Zedek Synagogue on the left.	
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The site of the synagogue was once occupied by the mansions of David J. Dyson of Dyson and Gibson Spice Mills and John

Gage, president of Consolidated Elevator Co., a forerunner of Federal Grain.

	Pass 529 Wellington Crescent.	
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Now a fine restaurant, this building was the residence of J. H. Ashdown, who came to be known as Winnipeg's "Merchant Prince." Ashdown arrived in Winnipeg in 1868 as a tinsmith, went into the hardware business, expanded into a variety of other business ventures, and eventually became a millionaire. He was mayor of Winnipeg in 1907-8. It is possible to see in Ashdown's residential moves a reflection of the history of Winnipeg's urban development. Ashdown had lived on James Avenue in South Point Douglas, which was at

one time a highly desirable area. Today, there is no sign of the comfortable middle-class houses that once graced James Avenue. As Point Douglas became more industrialized, Ashdown, like other residents, left for more upscale surroundings, in his case to a beautiful mansion at the corner of Broadway and Hargrave. The next step was to move even further out to Crescentwood and to an even more grandiose house on Wellington Crescent.

Pass 514 Wellington Crescent.

This was built in 1909 for James T. Gordon, of the meatpacking firm of Gordon, Ironside and Fares. In the 1920s it belonged to William R. Bawlf, descendant of Nicholas Bawlf, founder of the Winnipeg Grain Exchange. It then passed to Victor Sifton, publisher of the Winnipeg Free Press.

*Want to know more about the early settlers of the Red River Valley? Try Rivers West's The People of the Red River Settlement: self-directed drive & stroll tour.*

<b>1.3</b>	Just after the lights at Hugo Street, Wellington Crescent becomes Stradbrook Avenue. Continue to follow this road as it veers to the right to become a one-way street. You will soon be turning left.	<b>5.3</b>
<b>0.4</b>	Turn left onto Nassau Street. Parish of St. Luke Anglican Church is on corner.	<b>5.7</b>
<b>0.3</b>	At the stop sign, do a slight zig zag to the right (basically straight) to go down Roslyn Crescent.	<b>6.0</b>
<b>0.1</b>	At the end of the street, turn left.	<b>6.1</b>

Roslyn Crescent was the site of the mansion of Sir Augustus Nanton, one of the founders of the Winnipeg Stock Exchange,

but all that's left to mark where it used to stand is the carriage house. The mansion itself was torn down during the 1930s.

<b>0.2</b>	At the stop sign, veer left on Roslyn Road.	<b>6.3</b>
<b>0.1</b>	Turn left at the unsigned intersection.	<b>6.4</b>
<b>0.1</b>	At the stop sign, continue straight on Roslyn Road.	<b>6.5</b>
<b>0.3</b>	Turn left at the lights onto Osborne Street.	<b>6.8</b>

In the northeast corner of this intersection are the Roslyn Court Apartments. In the late 1920s and early 1930s, these blocks were the height of high society apartment living.

<b>0.2</b>	Immediately after crossing the Assiniboine River, turn right onto Assiniboine Avenue. Pass the Legislative Building to the left.	<b>7.0</b>
	Continue straight on Assiniboine Avenue until you reach Main Street.	

For a visit to one of Winnipeg's best preserved turn-of-the-century houses, turn left at the stop sign at Carlton Street, and walk your bike \_ block up Carlton (this is a 1-way street going the opposite direction). On your right is the Dalnavert Museum.

Dalnavert House was built in 1895 for Hugh John Macdonald and his family. Hugh John, as the only surviving son of Canada's 1st Prime Minister - Sir John A. Macdonald, followed in his father's footsteps by first becoming a lawyer and then entering into politics. He became a Member of Parliament for the federal riding of Winnipeg for a short period of time from 1891 to 1893, and again in 1896. In 1897 he became the leader of Manitoba's Conservative Party and two years later was elected Premier of Manitoba. One of his main election promises was to introduce prohibition, and in 1900 the Macdonald Act was passed. However, this piece of legislation proved to be very unpopular among the brewers, tavern keepers and their clientele, all of whom put a great deal of pressure on a number of important members in the Conservative Party. At the suggestion of friends, Hugh John decided to leave provincial politics and take another run at federal politics. Unfortunately, in the 1900 federal election he lost to Clifford Sifton in the race for the constituency of Brandon. As a result, Hugh John left politics for good and returned to his law practice in Winnipeg. By 1911 he was appointed Police Magistrate for Winnipeg. During his life, Hugh John participated in a number of defining events in the history of Manitoba and the West. In 1870 he enlisted with the First Ontario Rifles and took part in the Wolseley Expedition to put down the Riel Rebellion in the Red River Settlement. In 1885, as a Captain in the 90th Battalion of the Winnipeg Rifles, he was sent to suppress the North West Rebellion in Saskatchewan. In this latter battle, he saw action at Fish Creek and at Batoche. Hugh John died on March 29, 1929, a few days after his 79th birthday.

Designed by Charles H. Wheeler, a Winnipeg architect, Dalnavert incorporated many features of the late High Victorian and Art Nouveau styles. Additionally, it included some of the most "modern" innovations of the time, including: electric lighting, indoor plumbing, central hot water heating and closets (closets were not normally included in homes as houses were taxed based on the number of rooms, and each closet was considered an additional room). The total cost for construction at that time was \$10,500. The home was named Dalnavert in honour of Hugh John's Scottish ancestry.

Following the death of Hugh John, his wife moved to the Roslyn Court Apartments and Dalnavert became a boarding house, undergoing a series of renovations over the subsequent years. By 1957 there were approximately 17 individual suites in this building. In 1971, the Manitoba Historical Society purchased Dalnavert for \$150,000 and undertook the restoration of the home in order to return it back to its original glory. The museum's restoration was complete in 1974.

When you visit this house you will have the opportunity to take a guided tour of the servants quarters and working areas as well as the family sections of the house including the parlour, solarium, dining room, and the family bedrooms. In the upper hall be sure to note the large stained glass window. This is one of the original windows and is an excellent example of Art Nouveau craftsmanship.

Following your tour of the museum, return to Assiniboine Avenue to pick up your route instructions.

<b>0.9</b>	At the stop sign at Main Street, cross at the cross-walk to your left. Once you have crossed, turn right and walk down the sidewalk 100 meters.	<b>7.9</b>
<b>0.1</b>	Turn left to The Forks (do not cross the bridge over the Assiniboine River).	<b>8.0</b>
<b>0.1</b>	At the stop sign, turn left in front of The Forks Market building.	<b>8.1</b>
<b>0.1</b>	Turn right into The Forks parking lot.	<b>8.2</b>
<b>0.1</b>	Arrive at the Johnston Terminal.	<b>8.3</b>

### 3. WOLSELEY LOOP- STARTS AND ENDS AT THE CORNER OF WEST GATE AND SHERBROOK STREET

This 4 km loop begins at the corner of West Gate and Sherbrook Street and takes you to Omand Park before returning along Wellington Crescent. This loop can be added onto the West Broadway loop.

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

**Old St. James Anglican Church**  
540 Tylehurst Street, Winnipeg, Manitoba  
phone: (204) 783-8208

km to next location	DIRECTIONS	Total km
0.0	The Wolseley loop starts by turning right from West Gate onto Sherbrook Street (one-way street).	0.0
0.2	After passing the Misericordia Hospital turn left onto Wolseley Avenue and continue straight at Maryland Street. You will follow Wolseley Avenue to the end.	0.2

Wolseley is named after Col. Garnet Wolseley, who was in charge of the expedition sent west in 1869 to put down the Red River Resistance.

1.7	At the end of the road, turn left to follow green bike sign.	1.9
	Pass over Omand Creek and follow paved path.	
0.1	Veer left to cross railway crossing.	2.0
0.5	At the end of the bike path, turn right onto Tylehurst Street.	2.5
0.1	Reach Old St. James Anglican Church. Feel free to open the gate and explore the cemetery.	2.6

This is the oldest wooden church in Manitoba. In 1850 the Right Reverend David Anderson, Bishop of Rupert's Land, instructed Reverend W. H. Taylor to build a church for the settlement, which was expanding west. Due to flooding in

the area, the church was built on higher grounds and was completed in 1853. In 1855, the church was consecrated as St. James Anglican Church and subsequently gave its name to the area now known as St. James.

	Return to bike path and cycle back to railway crossing.	
0.4	At tracks, turn right to cross over the Assiniboine River.	3.0
0.2	After crossing the bridge, veer left onto the gravel path.	3.2
0.1	At the road, turn left onto Wellington Crescent. You can either ride in the centre boulevard on the path or on the road.	3.3

Wellington Crescent was once a trail that ran along the Assiniboine River. In 1893 it was named Wellington Street after Arthur Wellington Ross, a lawyer who owned land in nearby Fort Rouge. Wellington Crescent is one of the grandest streets in Winnipeg, though some of the grandest houses have been demolished and replaced by apartment buildings. Development of the suburb of Crescentwood began in 1900, as older upscale neighbourhoods lost their cachet. Point Douglas had become too industrialized and Armstrong's Point was full. Crescentwood was intended to be an elite enclave and developers were able to impose strict building restrictions that required houses of a minimum size on huge lots. The population of Crescentwood was primarily of British, American or British-Canadian extraction and was made up of affluent professional

and business classes. Crescentwood presented the most glaring contrast with the rest of the city where a large proportion of the population lived in poverty in appalling housing. This social division became very clear during the 1919 General Strike. While workers went on strike to do something about the poor wages, long working hours, and terrible housing, many of the members of the Citizens' Committee of One Thousand, which was formed to defeat the strikers, lived in Crescentwood, where few working-class people would have ventured without attracting unfavourable attention. It must have been quite a sight then on June 5, 1919, when members of the Great War Veterans' Association, who supported the strike, marched down Wellington Crescent on their way to the Legislature.

**2.4**

Turn left at the lights on Academy Road onto the Maryland Bridge to end the Wolseley Loop.

**5.7**

If you are heading back to The Forks, continue straight at the lights and pick up "Continuation of Routes for ride back to The Forks for Wolseley Loop" in the Assiniboine section.

**0.7**

Arrive back at West Gate and Sherbrook Street to end your tour.

**6.4**

#### 4. RESIDENTIAL RIVERBANKS, COMPLETE TOUR STARTS AND ENDS AT THE FORKS

This is a combination of the three preceding loops, and is 22 km in length.

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

**The Forks – 201-One Forks Market Road  
Winnipeg, Manitoba**

**phone:** (204) 957-7618

<http://www.theforks.com>

Forks Market open daily

from 9:30 am - 6:30 pm

Friday from 9:30 am - 9:00 pm

**Fort Gibraltar – 866 St. Joseph Rd  
St. Boniface, Manitoba**

**phone:** (204) 237-7692

**fax:** (204) 233-7576

Open only on special occasions;  
no interpretation available

**St. Boniface Cathedral  
190 Avenue de la Cathédrale**

**phone:** (204) 233-7304

Open daily from 9:00 am - 5:30 pm

**St. Boniface Museum  
494 avenue Tache**

**phone:** (204) 237-4500

Open May - September

Monday - Friday 9:00 am - 5:00 pm

Saturday 10:00 am - 5:00 pm

Sunday 10:00 am - 8:00 pm

**Manitoba Legislature**

450 Broadway Avenue Winnipeg, Manitoba

**phone:** (204) 945-5813

Tours by appointment from September to June

From July 1 to the Labour Day long weekend

in September, tours are offered on an

hourly basis

**Old St. James Anglican Church**

540 Tylehurst Street, Winnipeg, Manitoba

**phone:** (204) 783-8208

**Dalnavert Museum**

61 Carlton Street, Winnipeg, Manitoba

**phone:** (204) 943-2835

[www.mhs.mb.ca/info/museums/dalnavert/index.shtml#hours](http://www.mhs.mb.ca/info/museums/dalnavert/index.shtml#hours)

June 1 - Aug 31

Tues - Thurs, Sat - Sun, 10am to 5pm

Sept 1 - Dec 31 and Mar 1 - May 31

Tues - Thurs, Sat - Sun, 12pm to 4:30pm

Jan 1 - Feb 28

Sat - Sun, 12pm to 4:30pm

This tour begins at The Forks, which has been a meeting place for centuries. Long before Europeans came to the area, First Nations peoples came here to camp and trade. The fur trading companies followed, building posts and forts to which Aboriginal traders would bring their furs. Upper Fort Garry, the Hudson's Bay Company fort, located in the vicinity, was the centre of the colony and trade in the area. As the population grew, the fur trade became less important and new businesses were established; though much of the new development took place away from The Forks, its economic importance was restored by the arrival of the railroads.

In 1888 the Northern Pacific and Manitoba Railroad built its northern terminus at The Forks and railway activity came to dominate the area. With the building of Union Station in 1909 and of the high main line in 1911, the site became inaccessible to the local population. But, since 1989, The Forks has again become a place where people come to shop and browse in the boutiques in the old railway buildings and to gather for festivals and special events. It is once more a central meeting place.

km to next location	DIRECTIONS	Total km
0.0	Start in front of the Johnston Terminal, once a cold storage warehouse. Cycle past the Manitoba Theatre Centre for Young People.	0.0
	Turn right onto Waterfront Drive.	
0.4	Turn right onto Water Avenue to cross the Provencher Bridge.	0.4

This bridge was named after Joseph-Norbert Provencher (1787-1853), who became the first bishop of St. Boniface in 1847. He came to the Red River settlement from Lower Canada (Québec) as a missionary in 1818 and settled at

The Forks amongst the Métis. He was to build the colony's first church and his duties were education, conversion of the Aboriginal population, and the encouragement of Catholic emigration.

0.5	After crossing the bridge, turn left at the crosswalk to cycle down Taché Ave.	0.9
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You are now in St. Boniface, the cultural centre for French-Canadians in the West. St. Boniface became a municipality in 1880 and became a town in 1903. Growth resulted from the movement of residents of Winnipeg to St. Boniface because of lower land values and lower taxes and after the turn of the century there was considerable residential and industrial construction. St. Boniface subsequently became

an important meatpacking centre. Nevertheless, the town did not lose its French-Canadian character. It became part of the City of Winnipeg in 1972.

*Want to know more about early French settlement in the Red River Valley? Try Rivers West's French and Mennonite Settlement: self-directed cycling tour.*

0.2	Turn right down Rue Laverendrye.	1.1
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Pierre Gaultier de Varennes, Sieur de la Vérendrye, the French explorer, arrived at the junction of the Red and Assiniboine rivers in 1737 and soon after ordered the building of a depot,

known as Fort Rouge. La Vérendrye and his sons explored much of the interior of North America and opened vast territories to the French fur trade.

0.1	Turn left at the stop sign onto Rue St. Joseph.	1.2
0.6	Pass Whittier Park on the right.	1.8
0.1	At the end of the road, turn right to Fort Gibraltar, then immediately turn left to follow the gravel path. If Fort Gibraltar is open, make sure to visit the site.	1.9

Fort Gibraltar is a replica of the old North West Company post that was located at the junction of the Red and Assiniboine rivers, where The Forks is today. Fort Gibraltar was built in 1810 to replace their temporary trading posts in the area and its close proximity to the rival Hudson's Bay Company's headquarters (Fort Douglas) led to many conflicts. The Hudson's Bay Company destroyed Fort Gibraltar in 1815. The capture was deemed illegal by British authorities and the North West Company was given permission to rebuild it in 1817. Fort Gibraltar continued to operate after the North West

Company merged with the Hudson's Bay Company in 1821 and the fort was renamed Fort Garry in 1822. The fort was reconstructed by the Festival du Voyageur in 1978. The fort is often closed, as the facility is only used for special events such as weddings and conferences. However, if you walk around to the other side, the main doors may be open and you can wander throughout the grounds and buildings. There is no interpretation here and re-enactment is only carried on for the public during the Festival du Voyageur in February.

0.1	Turn right at the river to cycle behind Fort Gibraltar.	2.0
1.3	Curve right at Lagimodiere memorial. This is the junction of the Seine and Red rivers.	3.3

Jean-Baptiste Lagimodière settled in the West and worked as a trapper and hunter. He often supplied provisions to the Hudson's Bay Company. He also worked as a messenger for the HBC. His most famous trip as a messenger took him from the Red River to Lord Selkirk in Montreal in 1815, a journey of over 1800 miles (2,880 km)! He was carrying a message from the colony to Selkirk, seeking help against the hostile North-West Company that was determined to destroy the Red River Settlement. In recognition of his epic trek that helped to bring desperately needed supplies and military

protection to the isolated Red River Settlement, all of the land at the mouth of the Seine River was granted to Lagimodière in 1817 by Lord Selkirk. His wife, Marie-Ann Gaboury, whom he married in 1806, was the first white woman to settle permanently in the west. Their grandson was Louis Riel, the great Métis leader who is regarded as a father of Manitoba.

*Want to know more about the Louis Riel and the Métis in the Winnipeg area? Try Rivers West's Métis and the Path to Confederation: self-directed drive & stroll tour.*

<b>0.1</b>	After passing beneath the bridge, curve left on the path.	<b>3.4</b>
<b>0.3</b>	Pass picnic tables in Lagimodière-Gaboury Park, then keep to the left at the driveway.	<b>3.7</b>
<b>0.1</b>	Turn left just before the railway tracks to continue on the paved path.	<b>3.8</b>
<b>0.1</b>	Pass a small bridge to your left.	<b>3.9</b>
<b>0.4</b>	Arrive at Provencher Blvd. You want to turn left. This is best done by crossing at the lights and turning left on Provencher.	<b>4.3</b>
<b>0.3</b>	Turn right on small, slightly hidden, gravel path just after the donut shop. If you cross the river, you have gone too far.	<b>4.5</b>

The Belgium War statue in the middle of the boulevard commemorates the veterans who died in the First and Second World Wars.

	Cycle along path. Pass under train tracks.	
<b>1.2</b>	Reach a flat area with a dead-end road to your right. There are no signs, but it is the first place you will see a road. Turn right onto road. It is signposted Place Cabana at the stop sign.	<b>5.7</b>
<b>0.2</b>	Turn right at the stop sign onto Des Meurons.	<b>5.9</b>
<b>0.1</b>	Turn right on rue Deschambault to visit Gabriel Roy's House.	<b>6.0</b>

This house was the childhood home of Gabriel Roy, one of Canada's most important authors. Probably her most famous book is *Bonheur d'occasion*, published in 1947 and translated into more than 15 languages. In English the book was entitled *The Tin Flute* and is a gripping depiction of working-class life in St. Boniface during World War II. The book won the prix Fémina in Paris and the Literary Guild of America Award in 1947. Roy was born in St. Boniface in 1909, spent a short time as a teacher in northern Manitoba, and then left for

Europe. She spent 2 years in France and England, where she began to write. In 1939 she returned to Canada, settling in Montreal, where she became a free-lance journalist. In 1947 she married Dr. Marcel Carbotte. Another stay in France followed and when she returned she went to Québec City, where she lived until her death in 1983. Among her other well-known books is *Rue Deschambault* (Street of Riches), based on her youth here in St. Boniface.

	Do a U-turn and return to the stop sign.	
<b>0.1</b>	Turn right onto Des Meurons.	<b>6.1</b>

This street is named for the Swiss de Meuron regiment recruited by Lord Selkirk in 1816 and who accompanied him to the Red River Settlement to restore order. The regiment had been serving with the British army during the War of 1812 and many of its

members had stayed as settlers in Lower Canada afterward. Thirty of them and two of their officers came west with Lord Selkirk.

<b>0.1</b>	Turn left at the lights down Avenue de la Cathédrale.	<b>6.2</b>
<b>0.6</b>	Pass St. Boniface College on the left.	<b>6.8</b>

College Saint Boniface is among the oldest post-secondary educational institutes in Western Canada. It originated from the mission school established in 1818. It was incorporated in 1871, at the same time as St. John's College and Manitoba

College, and was united with them in 1877 to form the University of Manitoba. Since 1917, it has been a separate institution but affiliated with the University of Manitoba.

<b>0.3</b>	Visit St. Boniface Basilica on the left. Louis Riel's grave sign in front of it.	<b>7.1</b>
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The present cathedral is the sixth church on this beautiful site. The first was a small log chapel built in 1818. The second was completed in 1825 and replaced in 1832 when a cathedral with twin spires was erected on the same location under the direction of Bishop Provencher. After it was destroyed by fire in 1860, a larger cathedral was built under the direction of Bishop Taché. In 1908, the fifth was completed to replace the old cathedral, which the parish had outgrown. This building burned on July 22, 1968, but its façade and partial walls were incorporated into the present cathedral, which was completed in 1972.

Contained within the façade are the tombs of past bishops of Saint-Boniface. Just inside on the left are the tombs for J.N. Provencher, A.A Taché, L.P.A Langevin. On the right: Jean Edouard Darveau, R.A. Maisonneuve, and Jean Tissot. The most important of these are Joseph-Norbert Provencher, the first bishop of St. Boniface, and Alexandre-Antoine Taché, an Oblate priest who arrived at the Red River from Lower Canada in 1845. Taché was a strong advocate for the Métis of the area and fought hard to have the government attend to their problems. He served for almost 50 years in the Red River settlement where he was made bishop in 1853 and archbishop of St. Boniface in 1871.

### Louis Riel

Louis Riel was born at Red River in 1844, the eldest of 11 children. His father was influential in the Métis community. In 1858, with the assistance of Bishop Taché, Louis left to attend school in Montreal. In 1864 he became a clerk in a Montreal law firm, then spent time doing odd jobs in Chicago and St. Paul, Minnesota, before arriving back in St. Boniface in July 1868. Here he became the leader of the Métis in their opposition to annexation by the government of Canada. The Métis were led by Louis Riel who, with his supporters, captured Upper Fort Garry and formed a Provisional Government

which lead the struggle for a negotiated entry of the Red River Settlement into Confederation, as a province rather than a territory. While Riel's militia kept the Canadian representatives from occupying the Settlement, it was Father Noel-Joseph Ritchot, parish priest of St. Nobert, who travelled to Ottawa with two other residents of Red River to negotiate the terms of the Manitoba Act of 1870. This Act, which conceded provincial status to Manitoba, also confirmed political rights, existing land ownership, use of the French language, and separate state supported Catholic and Protestant schools.

Not everyone at Red River supported Riel and Ritchot. Opposition was centred around the Canadian Party, which was prepared to sacrifice the existing way of life in Red River in favour of the economic rewards to be reaped from filling the West with settlers from Ontario.

Although the struggle for the creation of Manitoba ended on July 15, 1870, with the proclamation of the Manitoba Act, the bitterness between the two opposing groups continued. Canada had sent a military expedition under the command of Colonel Garnet Wolseley, to oversee the transfer of power from the Provisional Government. With the arrival of the Wolseley Expedition at Red River in August, Riel and some of his followers were forced to the country. Because the Canadian Government repeatedly denied him amnesty for his role in the Resistance, Riel was unable to represent his people officially, even though they elected him to the House of Commons three times. He remained in exile until 1884, when he returned to present-day Saskatchewan to lead the Métis in the Northwest Rebellion. For this action, Riel was found guilty of treason and hanged in Regina on November 16, 1885. A controversial figure, Riel was denied his place in Canadian history until 1992 when he was formally accorded status as a founding father of Manitoba.

<b>0.1</b>	Turn left onto avenue Tache. The cycling path is the sidewalk.	<b>7.2</b>
<b>0.2</b>	Pass St. Boniface Musée. Follow path to the right, which goes behind St. Boniface hospital.	<b>7.4</b>

The building in which the St. Boniface museum is housed was built between 1845 and 1851 and is Winnipeg's oldest building. It is also the largest oak log building in North America. Today it is recognized as a National Historic Site. The building was originally home to the Grey Sisters of Charity who arrived in 1844 and ran a hospital and school here. Many of the exhibits in the museum focus on the fur trade and the Red River Settlement.

*Want to know more about the Fur Trade in the Red River Valley? Try Rivers West's People of the Fur Trade: self-directed drive & stroll.*

<b>0.7</b>	Just before the bridge, veer left to ascend the paved path.	<b>8.1</b>
	Turn right to cross Queen Elizabeth Way bridge.	
<b>0.3</b>	Immediately after crossing the bridge, turn right onto the gravel path towards The Forks.	<b>8.4</b>
<b>0.1</b>	Cross old railway bridge.	<b>8.5</b>
<b>0.2</b>	Turn left after crossing railway bridge to arrive at The Forks. Follow the ramps down to the docks along the Assiniboine River.	<b>8.7</b>
<b>0.1</b>	Continue straight at the docks, putting the river on your left. Follow the path under two bridges.	<b>8.8</b>

As you follow the path, you'll be riding on the bank of the Assiniboine River and into a part of the city that was for a long time a middle-class area. Between Portage Avenue and the river, there were streets of large, well-kept houses,

shaded by large trees. With suburban development south of the Assiniboine, areas closer to downtown became less desirable and many of the houses have been torn down and replaced by apartment blocks.

<b>1.0</b>	At the end of the riverwalk, follow the ramp up and turn left to continue following the river (if you go to the street level, come back down).	<b>9.8</b>
<b>0.2</b>	Veer left to go under Osborne Bridge. Immediately after the bridge, keep straight (Do not curve upward) to continue following the river.	<b>10.0</b>
	Follow the paved path past the Granite Curling Club to your right. The path will start to ascend.	
<b>0.4</b>	After the ascent, turn left onto Mostyn Place (not signed).	<b>10.4</b>
<b>0.1</b>	At the stop sign, turn left onto Balmoral Avenue. Follow curves in road and turn left onto Young Street as the road curves.	<b>10.5</b>

This area also developed as a somewhat exclusive area with large houses and generous lots and its first inhabitants were mainly Anglo-Saxon.

<b>0.1</b>	At the stop sign, turn right onto Westminster Avenue.	<b>10.6</b>
<b>0.1</b>	Turn left on Langside Street.	<b>10.7</b>
<b>0.2</b>	At the stop sign, continue straight onto East Gate.	<b>10.9</b>

Armstrong's Point was developed between 1880 and 1920 with the intention of becoming Winnipeg's "Faubourg St. Germain," an exclusive neighbourhood for the upper crust. Its peninsular shape ensured that there was no through traffic and gave it lots of privacy. The stone gates were built in 1902. The neighbourhood did indeed become home to many of

Winnipeg's notable citizens. Perhaps the most notable was the novelist Charles Gordon, whose pseudonym was, Ralph Connor. His best-known book is probably *Glengarry School Days*. His house at 54 West Gate is now home to the University Women's Club of Winnipeg.

<b>0.5</b>	Continue straight as East, Middle, West Gate merge.	<b>11.4</b>
<b>0.6</b>	Turn right onto Sherbrook.	<b>12.0</b>
<b>0.2</b>	After passing the Misericordia Hospital turn left onto Wolseley Avenue and continue straight at Maryland Street. You will follow Wolseley Avenue to the end.	<b>12.2</b>

Wolseley is named after Col. Garnet Wolseley, who was in charge of the expedition sent west in 1869 to put down the Red River Resistance.

<b>1.7</b>	At the end of the road, turn left to follow green bike sign.	<b>13.9</b>
	Pass over Omand Creek and follow paved path.	
<b>0.1</b>	Veer left to cross railway crossing.	<b>14.0</b>
<b>0.5</b>	At the end of the bike path, turn right onto Tylehurst Street.	<b>14.5</b>
<b>0.1</b>	Reach St. James church. Feel free to open the gate and explore the cemetery.	<b>14.6</b>

This is the oldest wooden church in Manitoba. In 1850 the Right Reverend David Anderson, Bishop of Rupert's Land, instructed Reverend W.H. Taylor to build a church for the settlement, which was expanding west. Due to flooding in

the area, the church was built on higher grounds and was completed in 1853. In 1855, the church was consecrated as St. James Anglican Church and subsequently gave its name to the area now known as St. James.

	Return to bike path and cycle back to railway crossing.	
<b>0.4</b>	At tracks, turn right to cross over the Assiniboine River.	<b>15.0</b>
<b>0.2</b>	After crossing the bridge, veer left onto the gravel path.	<b>15.2</b>
<b>0.1</b>	At the road, turn left onto Wellington Crescent. You can either ride in the centre boulevard on the path or on the road.	<b>15.3</b>

Wellington Crescent was once a trail that ran along the Assiniboine River. In 1893 it was named Wellington Street after Arthur Wellington Ross, a lawyer who owned land in nearby Fort Rouge. Wellington Crescent is one of the grandest streets in Winnipeg, though some of the grandest houses "have been demolished and replaced by apartment buildings. Development of the suburb of Crescentwood began in 1900, as older upscale neighbourhoods lost their cachet. Point Douglas had become too industrialized and Armstrong's Point was full. Crescentwood was intended to be an elite enclave and developers were able to impose strict building restrictions that required houses of a minimum size on huge lots. The population of Crescentwood was primarily of British, American or British-Canadian extraction and was made up of affluent profess

ional and business classes. Crescentwood presented the most glaring contrast with the rest of the city where a large proportion of the population lived in poverty in appalling housing. This social division became very clear during the 1919 General Strike. While workers went on strike to do something about the poor wages, long working hours, and terrible housing, many of the members of the Citizens' Committee of One Thousand, which was formed to defeat the strikers, lived in Crescentwood, where few working-class people would have ventured without attracting unfavourable attention. It must have been quite a sight then on June 5, 1919, when members of the Great War Veterans' Association who supported the strike marched down Wellington Crescent on their way to the Legislature.

<b>2.4</b>	Continue straight at the lights at intersection with Academy Road, to pass St. Mary's Girls School on the right.	<b>17.7</b>
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St. Mary's Academy was opened in 1903, replacing the overcrowded old school located near Portage and Main. The school was founded in 1869 at the request of Archbishop Taché and the first teachers were two of the Grey Nuns.

Since 1926 the school has been affiliated with the University of Manitoba as St. Mary's Academy and College and is the oldest continuously operated independent school in the province.

	Pass Shaarey-Zedek Synagogue on the left.	
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The site of the synagogue was once occupied by the mansions of David J. Dyson of Dyson and Gibson Spice Mills and

John Gage, president of Consolidated Elevator Co., a forerunner of Federal Grain.

	Pass 529 Wellington Crescent.	
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Now a fine restaurant, this building was the residence of J. H. Ashdown, who came to be known as Winnipeg's "Merchant Prince." Ashdown arrived in Winnipeg in 1868 as a tinsmith, went into the hardware business, expanded into a variety of other business ventures, and eventually became a millionaire. He was mayor of Winnipeg in 1907-8. It is possible to see in Ashdown's residential moves a reflection of the history of Winnipeg's urban development. Ashdown had lived on James Avenue in South Point Douglas, which was at one

time a highly desirable area. Today, there is no sign of the comfortable middle-class houses that once graced James Avenue. As Point Douglas became more industrialized, Ashdown, like other residents, left for more upscale surroundings, in his case to a beautiful mansion at the corner of Broadway and Hargrave. The next step was to move even further out to Crescentwood and to an even more grandiose house on Wellington Crescent.

Pass 514 Wellington Crescent.

This was built in 1909 for James T. Gordon, of the meatpacking firm of Gordon, Ironside and Fares. In the 1920s it belonged to William R. Bawlf, descendant of Nicholas Bawlf, founder of the Winnipeg Grain Exchange. It then passed to Victor Sifton, publisher of the *Winnipeg Free Press*.

*Want to know more about the early settlers of the Red River Valley? Try Rivers West's The People of the Red River Settlement: self-directed drive & stroll tour.*

<b>1.3</b>	Just after the lights at Hugo Street, Wellington Crescent becomes Stradbrook Avenue. Continue to follow this road as it veers to the right to become a one-way street. You will soon be turning left.	<b>19.0</b>
<b>0.4</b>	Turn left onto Nassau Street. Parish of St. Luke Anglican Church is on corner.	<b>19.4</b>
<b>0.3</b>	At the stop sign, do a slight zig zag to the right (basically straight) to go down Roslyn Crescent.	<b>19.7</b>
<b>0.1</b>	At the end of the street, turn left.	<b>19.8</b>

Roslyn Crescent was the site of the mansion of Sir Augustus Nanton, one of the founders of the Winnipeg Stock Exchange,

but all that's left to mark where it used to stand is the carriage house. The mansion itself was torn down during the 1930s.

<b>0.2</b>	At the stop sign, veer left on Roslyn Road.	<b>20.0</b>
<b>0.1</b>	Turn left at the unsigned intersection.	<b>20.1</b>
<b>0.1</b>	At the stop sign, continue straight on Roslyn Road.	<b>20.2</b>
<b>0.3</b>	Turn left at the lights onto Osborne Street.	<b>20.5</b>

In the northeast corner of this intersection are the Roslyn Court Apartments. In the late 1920s and early 1930s, these blocks were the height of high society apartment living.

<b>0.2</b>	Immediately after crossing the Assiniboine River, turn right onto Assiniboine Avenue. Pass the Legislative Building to the left.	<b>20.7</b>
	Continue straight on Assiniboine Avenue until you reach Main Street.	

For a visit to one of Winnipeg's best preserved turn-of-the-century houses, turn left at the stop sign at Carlton Street, and walk your bike \_ block up Carlton (this is a 1-way street going the opposite direction). On your right is the Dalnavert Museum.

Dalnavert House was built in 1895 for Hugh John Macdonald and his family. Hugh John, as the only surviving son of Canada's 1st Prime Minister - Sir John A. Macdonald, followed in his father's footsteps by first becoming a lawyer and then entering

into politics. He became a Member of Parliament for the federal riding of Winnipeg for a short period of time from 1891 to 1893, and again in 1896. In 1897 he became the leader of Manitoba's Conservative Party and two years later was elected Premier of Manitoba. One of his main election promises was to introduce prohibition, and in 1900 the Macdonald Act was passed. However, this piece of legislation proved to be very unpopular among the brewers, tavern keepers and their clientele, all of whom put a great deal of pressure on a number of important

members in the Conservative Party. At the suggestion of friends, Hugh John decided to leave provincial politics and take another run at federal politics. Unfortunately, in the 1900 federal election he lost to Clifford Sifton in the race for the constituency of Brandon. As a result, Hugh John left politics for good and returned to his law practice in Winnipeg. By 1911 he was appointed Police Magistrate for Winnipeg. During his life, Hugh John participated in a number of defining events in the history of Manitoba and the West. In 1870 he enlisted with the First Ontario Rifles and took part in the Wolseley Expedition to put down the Riel Rebellion in the Red River Settlement. In 1885, as a Captain in the 90th Battalion of the Winnipeg Rifles, he was sent to suppress the North West Rebellion in Saskatchewan. In this latter battle, he saw action at Fish Creek and at Batoche. Hugh John died on March 29, 1929, a few days after his 79th birthday.

Designed by Charles H. Wheeler, a Winnipeg architect, Dalnavert incorporated many features of the late High Victorian and Art Nouveau styles. Additionally, it included some of the most "modern" innovations of the time, including: electric lighting, indoor plumbing, central hot water heating and closets (closets were not normally included in homes as houses were taxed based on the number of rooms, and each

closet was considered an additional room). The total cost for construction at that time was \$10,500. The home was named Dalnavert in honour of Hugh John's Scottish ancestry.

Following the death of Hugh John, his wife moved to the Roslyn Court Apartments and Dalnavert became a boarding house, undergoing a series of renovations over the subsequent years. By 1957 there were approximately 17 individual suites in this building. In 1971, the Manitoba Historical Society purchased Dalnavert for \$150,000 and undertook the restoration of the home in order to return it back to its original glory. The museum's restoration was complete in 1974.

When you visit this house you will have the opportunity to take a guided tour of the servants quarters and working areas as well as the family sections of the house including the parlour, solarium, dining room, and the family bedrooms. In the upper hall be sure to note the large stained glass window. This is one of the original windows and is an excellent example of Art Nouveau craftsmanship.

Following your tour of the museum, return to Assiniboine Avenue to pick up your route instructions.

<b>0.9</b>	At the stop sign at Main Street, cross at the cross-walk to your left. Once you have crossed, turn right and walk down the sidewalk 100 meters.	<b>21.6</b>
<b>0.1</b>	Turn left to The Forks (do not cross the bridge over the Assiniboine River).	<b>21.7</b>
<b>0.1</b>	At the stop sign, turn left in front of The Forks Market building.	<b>21.8</b>
<b>0.1</b>	Turn right into The Forks parking lot.	<b>21.9</b>
<b>0.1</b>	Arrive at the Johnston Terminal.	<b>22.0</b>

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

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

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

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

Contact us for more information at:

[www.riverswest.ca](http://www.riverswest.ca) or [www.routesonthered.ca](http://www.routesonthered.ca)

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