



WATERS OF THE FUR TRADE Self-Directed Drive & Paddle One or Two Day Tour

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

The purpose of this route description is to provide information on a self-guided drive and canoe/kayak trip. While you enjoy yourself, please drive and canoe or kayak carefully as you are responsible to ensure your own safety and that these activities are within your skill and 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.

Embark on a one or two day exploration of the Red River and related waters. Fur trading is the main theme including a canoe or kayak paddle along the Red River to arrive at historic Lower Fort Garry and its costumed recreation and interpretation of life at a bustling trading fort. Relax with other water-themed activities, including a choice of paddling north along the Red to St. Peter Dynevor Church or along Cooks Creek, splashing in water slides and fishing for catfish in the Red River.

The first day is a full day tour with a short drive up to Selkirk Municipal Park and with the rest of the day for your canoe or kayak excursion to Lower Fort Garry. The second day you have a number of options for water-based activities in the Selkirk region, including a second day of canoeing or kayaking or perhaps trying your hand at fishing the

plentiful waters of the Red. At the end of your second day, you will have a lovely drive back to Winnipeg along the east side of the Red River.

Accommodations in Selkirk are listed at the end of Day 1. If you do not want to do the full 2 day tour, you can enjoy Day 1 or Day 2 independently of each other. Additionally, if you do not wish to stay overnight in Selkirk, you can return home for the night and come back the next day to participate in whatever activity you did not do the day before. Some activities on Day 2 require reservations, so please read ahead to identify what you would like to do and phone to reserve space, if necessary. It is also possible to enjoy the activities for Day 2 on any other excursion to the Selkirk area.

Canoeing and Kayaking Responsibilities and Tips:

- in a large river such as the Red avoid paddling down the middle as there is plenty of boat traffic in the summer;
- bring more drinking water than you think you will need (in a non breakable container);
- be a competent swimmer;
- be prepared to get wet;
- dress for the temperature and in layers that can be added or taken off during the day (don't forget a sun hat or toque);
- bring extra clothes in a waterproof bag (being cold and wet is a very bad thing!);
- wear shoes in case you need to get out of the canoe/kayak quickly;
- you may wish to bring a bike chain and lock – to secure your canoe/kayak when you arrive at your destination.

Federal regulations require the following:

- waterproof flashlight if paddling at dawn or dusk;
- lifejacket for each person and of the appropriate size;
- signalling device (such as a whistle);
- bailing device (half a 2 litre coke bottle, bucket etc.);
- at least 15 meters of floating rope.

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

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

phone: (204) 334-6405

Open daily 10:00-5:00
mid-May to Labour Day weekend

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

phone: 1-877-534-3678

fax: (204)-486-5887

email: LFGNH.info@pc.gc.ca.

Open May 15 to Labour Day 1, 9:00-5:00

Captain Kennedy House and Garden

River Road, (PR 238)

phone: (204) 334-2498

Open mid-May to Labour Day. In May & June call for hours. July & August: Tuesday - Friday: 11:00-4:30; Saturday, Sunday and Holiday Monday': 11:00-5:00

St. Peter Dynevor Church – Selkirk, Manitoba

phone: (204) 482-8602

www.rmofstclements.com

Pick up supplies at The Forks or in Selkirk for each day of activity.

Day 1

For the First Nations peoples and the Europeans who first arrived in the west, the rivers that crisscrossed the continent constituted a great transportation network. This was certainly the case for the Hudson's Bay Company in the 17th to 19th centuries. In 1670 it had been granted control of all the territory drained by waters flowing into Hudson Bay. To ensure economic success in their fur trading ventures, the company's primary challenge was to find the most efficient way of moving men, trade goods, and furs through this network. The HBC's headquarters were in London and each spring ships set off from there for Hudson Bay. As soon as they arrived at York Factory on the shores of the bay and the company's main depot, there was a flurry of activity as the cargo was unloaded and furs destined for Europe were stowed aboard ship and the vessels hurried back out to sea. They could not stay long because if the bay froze they were marooned until the following spring. Timing was, therefore, everything, and a great deal depended on the arrival of the brigades from the interior with their loads of furs. By the 1830s the Red River was an important part of this whole system because Lower Fort Garry was the beginning and the end of the brigades' journey and Métis men who lived in the area worked as the tripmen in the boats that made up the brigades.

The men were hired during the winter, but their tour of duty began the first week of the following June when they departed from the Red River settlement. The most important brigade was known as the Portage La Loche Brigade because it travelled all the way to the Lac La Loche, far in the northwest of present-day Saskatchewan. The brigade was made up of 4 to 8 boats. It first travelled down the Red River to Lake Winnipeg, along the

eastern side of the lake to Norway House, where they picked up supplies for the Mackenzie River district. The brigade had left these supplies there on its way back from York Factory the previous year. From Norway House the brigade headed west across Lake Winnipeg and then through a series of lakes and rivers until they arrived at La Loche. There a brigade from the Mackenzie River district would be waiting with the proceeds (furs) of the winter's trade and men who were leaving the company's service. The brigades would exchange cargo and the Portage La Loche Brigade would head for York Factory, where the ships would be waiting. It had become a tradition that the tripmen would receive a regale of rum as a reward for completing the journey to York Factory, so their sojourn there was not all work. Nevertheless, it was crucial that the ships be loaded as quickly as possible and that the brigade set off on the journey back to Lower Fort Garry as quickly as possible. They also had to stop briefly at Norway House to deposit the supplies that would be stored there for next year's brigade to pick up on its way to Portage La Loche. The whole journey took them about 4 months.

As you paddle along the Red River to Lower Fort Garry, you'll see it from the same perspective as the Portage La Loche tripmen as they neared the end of their long journey across much of western Canada.. However, keep in mind as you paddle serenely up the river, you're steering small, light canoes while they were rowing heavy, large York boats. Named after York Factory, these boats were adopted by the HBC during the 18th century because they were more durable than canoes and carried more cargo with the same size crew. They varied in size but were usually 12.6 metres long and could carry over 2700 kg.

The crew was made up of 6 to 8 men. The steersman and the bowsman were in charge, while the rest of the men rowed. It was hard work: the oars weighed over 11kg and were almost 5 metres long and the men often had to row 16 hours a day. At points along the route where rivers could not be rowed it was necessary to pull the boat over rollers, so a portage with a York boat was far more onerous than one with a canoe. Nor was there any time for dallying. The tripmen had to get to York

Factory with the furs so that the ships could leave the Bay before the ice set in and make sure they themselves left York Factory in good time, since they spent the fall hunting on the plains in order to lay up a stock of food for the winter. Fortunately, you can take your time, enjoy the beauty of the river, and not have to worry about unloading huge bundles of furs.

km to next location	DIRECTIONS	Total km
0.0	Start your driving route to Selkirk at The Forks parking lot in front of Forks Market. Exit parking lot and head toward MTYP, putting the Forks Market behind you. Turn left onto Old Market Road (MTYP is on your right.)	0.0
0.1	Turn right onto Waterfront Drive.	0.1
0.3	Turn left onto York at the lights.	0.4
0.2	Turn right onto Main Street at the lights.	0.6
0.6	Continue straight on Main Street at intersection of Portage Avenue and Main Street.	1.2
6.5	Pass Kildonan Park on right.	7.7
1.0	Pass Chief Peguis Trail, continuing straight along Main Street.	8.7
3.0	Cross the Perimeter and continue straight.	11.7

You have now officially left the city of Winnipeg. Enjoy the Prairies!

7.6	Enter the R.M. of St. Andrews. Watch for signs indicating River Road as you want to turn right onto it.	19.3
1.0	Turn right onto River Road, PR 238. Follow along River Road as it follows the historic Red River.	20.3
0.6	Here you will find a small picnic area, a lookout over the river and interpretive panels about River Road, St. Andrews Parish and the river lot land division system.	20.9
2.0	Pass a picnic area on right along the Red River. There are washrooms here.	22.9
1.7	Pass the Scott House on the left.	24.6

William Scott, an Orkneyman who had worked for the Hudson's Bay Company as a labourer and boatman, built the Scott House in 1855-56. The building has been left a shell so that visitors can see how the old stone buildings were constructed. The house is always open and accessible and there is no admission charge. The wall-mounted plaques tell the history of Scott and his house and its significance, since, as you'll see in your explorations, the houses of the well to do are the ones that

tend to be preserved while the houses of ordinary working people fall into disrepair and disappear.

There are also picnic benches outside.

Want to know more about the fur trade along the Red River? Try Routes on the Red's The People of the Fur Trade: self-directed drive & stroll tour.

1.9	Pass St. Andrew's-on-the-Red Anglican Church and Cemetery on the left.	26.5
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For a visit to this site, turn left onto St. Andrew's Road and park in front of the church.

The first church at St. Andrew's was a small wooden structure built in 1832 by William Cockran. It was here that most of the English-speaking mixed-blood population worshipped. The present stone church was built between 1845 and 1849 and is the oldest stone church in western Canada still in use for public worship. The interior is well preserved and contains many of the original fixtures including kneeling benches covered with buffalo hide. The walls display plaques commemorating members of the parish. The cemetery is the final resting place of many Hudson's Bay Company officers, such as

John L. Lewes and William Anderson. Across from the church is the rectory, which was built between 1852 and 1854, for William Cockran. It has exhibits on the missionaries and daily life in the settlement.

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

Want to know more about the early settlers of the Red River? Try Routes on the Red's People of the Red River Settlement: self-directed drive & stroll tour.

0.4	Pass picnic area on your right.	26.9
0.2	Pass Captain Kennedy's House and Garden on your right.	27.1

This is a nice place to stop for a short walk and visit.

2.1	On the left there is a set of interpretive panels that tell the history of the area, as well as of the Hay House, which you see above you on the right beyond the trees, and E.H.G.G. Hay.	29.2
1.1	Continue straight on River Road as you pass St. Thomas Anglican Church on your left. On your right is a small park with a cairn.	30.3

This is a good place to stop for a view of the Lockport Locks and to watch the many different birds that congregate here.

0.2	Pass beneath the bridge.	30.5
0.7	Continue straight at stop sign, crossing Lyall Road.	31.2
0.8	Turn left at stop sign to follow road.	32.0
0.4	Turn right at stop sign to join PTH 9.	32.4
0.5	Pass the Little Britain United Church and Cemetery on the right.	32.9
0.4	Continue straight past the entrance to Lower Fort Garry.	33.3

You will be canoeing or kayaking to this site later today. If you would like to pre-purchase your entrance to the site – pull up to the kiosk at the entrance to the parking lot and purchase your pass. You can then return to PTH 9, and continue on your journey.

Be sure to keep your ticket with you when you canoe or kayak to the site later today.

1.1	Watch for the first road past Lower Fort Garry. Turn right onto River Road, a winding tree-lined country road.	34.4
3.0	Pass St. Clements Anglican Church on the left and St. Clement's Church Park on the right.	37.4
0.5	Enter Selkirk Town limits. You are now on Eveline Street and you want to stay on this road. Continue through a series of 4-way stops.	37.9
2.3	Continue straight at 4-way stop at Eaton Street where the Selkirk Lift Bridge is located.	40.2
0.5	Turn right just past the Selkirk Marine Museum to enter the Selkirk Municipal Park and Boat Launch.	40.7
0.6	Pass a giant Red River Cart and follow the road to the right.	41.3
0.2	Arrive at the boat launch on the right.	41.5

Canoe or Kayak to Lower Fort Garry

Park your vehicle at the boat launch and carry your canoe or kayak down to the water. For the first half of your journey you

will be paddling upstream, as the tripmen would have done when they returned from their journey.

0.0	Launch canoe or kayak and begin your paddle to Lower Fort Garry. Turn to the right to paddle by the park.	0.0
0.9	Pass the Selkirk Marine Museum on the right.	0.9
0.4	Pass under the lift bridge.	1.3

Notice the hundreds of swallow nests dotting the left bank, visible after a few more minutes of paddling.

1.0	Near curve of river, pass golf course on right.	2.3
2.0	Pass under power lines and reach the bottom of the oxbow on the river.	4.3
2.0	Pass St. Clements Church park on right (hard to distinguish in full foliage).	6.3
5.0	<p>Arrive at Lower Fort Garry on right. It is not well marked from the water: Look for high river bank on the right that is flat on top with few trees and benches. Just before arriving you will see a large attractive house on the left flying a Canadian flag. You will see two tiers of quarried stone on the right bank with a gravel trail going up the bank: this is the best spot to pull in. Make sure to pull your canoe or kayak up high enough out of the water so that it does not get hit by waves of passing motor boats.</p> <p>Be sure to lock your canoe/kayak to the dock before you head up to explore the fort.</p> <p>If you have not already done so, be sure to visit the kiosk in the parking lot to purchase an entrance pass. To get to the kiosk walk up the left trail from the water and take the left trail at the fork on top of the bank. Follow the trail to the parking lot and entrance.</p>	11.3

The riverbank at the fort is very peaceful and quiet, but one can imagine the hustle and bustle that marked the departure and arrival of the brigades. As time for departure drew near, the men would gather on the shore, supplies would be stowed aboard the boats, and farewells would be said. Then off they went, heading downstream on their incredible journey, no doubt waved off by their families and friends, who would wait anxiously for their return several months later. But it was not always possible to know precisely when they'd arrive. If water levels were low, the journey took longer, but sometimes they'd arrive early if conditions were good or, as occasionally happened, the tripmen refused to go all the way to York Factory because it was so late in the season already that they knew they could not make it back from Hudson Bay in time for their fall hunt. For the HBC such incidents were frustrating, since it meant that the ships had to leave for England without the furs they'd come to collect and necessary supplies would not have been transported to Norway House. Whenever they arrived, however, the tripmen were glad to be back and there was considerable, sometimes rowdy celebration to mark the event.

Lower Fort Garry has played a number of roles since its construction in the mid 19th century. During the time of the fur trade it served as an administrative centre of the Hudson's

Bay Company, and was also the major supply centre for the fur traders and the distant HBC posts in the north until the Hudson's Bay Company ceded their territory to the Government of Canada in 1870.

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

As you tour this impressive National Historic Site, be sure to pay attention to the different buildings and the layout of the fort. Today, Lower Fort Garry is the oldest intact stone fur trade

fort in North America and provides a wonderful example of a variety of fur trade era architectural styles. The two main techniques used were colombage pierroté – where a wall is constructed of timber with the spaces between them filled with masonry (seen in the Men’s House and the Annex to the Big House) and the Red River frame – a form of balloon framing where long continuous framing timbers that run from sill to eave, have intermediate floors nailed to them (best seen in the southwest bastion).

You’ll also meet costumed interpreters who will transport you back to 1852. Listen to the gossip of the servants below stairs, be received by the governor in the parlour, speak to the

workers and the tradesmen at their tasks, and visit the Aboriginal encampment. In 2003 you can watch a York boat being constructed near Monkman’s Creek, which was once the site of a bustling industrial settlement.

In 1871, an important historical event occurred at Lower Fort Garry: the signing of Treaty #1 (the first treaty between Canada and the Aboriginal peoples of this territory). This treaty was signed between the Ojibwa and Swampy Cree of Manitoba and the Crown. A plaque commemorating this event is located outside the West Gate of the fort.

	After visiting the park, return to your canoe or kayak, launch into the river and turn left in order to head downstream back to Selkirk.	
	The paddling trip back will take approximately half the time as you will now be paddling with the current.	
11.3	Arrive back at your boat launch site on the left, in Selkirk.	22.6

Following your canoe or kayak trip, go to your accommodation in Selkirk. Whether you choose to stay in a campground, bed and breakfast or hotel in Selkirk, it will be a relaxing evening after a long day following the path of the fur trade.

The following routes take you from the launch site to the corner of Main Street and Manitoba Avenue, where tomorrow’s routes start. If you are driving back to Winnipeg, follow these routes then pick up the DRIVING ROUTES FROM SELKIRK TO WINNIPEG on Day 2.

0.0	From the launch site, exit the park the way you came.	0.0
0.2	Turn left towards the Red River cart.	0.2
0.6	Turn left on Eveline Street.	0.8
0.5	Turn right on Clandeboye Avenue.	1.3
0.3	Turn right on Main Street	1.6
0.1	Arrive at Main Street and Manitoba Avenue. This is the centre of town, and the location where tomorrow’s routes will begin.	1.7

Accommodations in Selkirk

Hotels:

Selkirk Motor Hotel
219 Manitoba Avenue
482-1900

Daerwood Inn
162 Main Street
482-7722

Campgrounds:

End of Main Resort Campground
10 miles north of Selkirk on 320
482-5168

Selkirk Municipal Park
200 Eaton Avenue
May-October
785-4958

Willow Springs Campground
482-5138

Bed and Breakfasts:

Cloverdale Bed and Breakfast
785 Cloverdale Road, St. Andrews, R1A 2A6
482-4853

Cox Bed and Breakfast
7348 Henderson Highway N., Lockport
757-2324

Evergreen Gate
Box 68, Group. 349, RR 3, Selkirk R1A 2A8
482-6248

The Catfish Tavern & Table
380 Eveline Street, Selkirk R1A 1R3
785-8419

DAY 2 SELKIRK DAY

After a restful night's sleep in Selkirk, return to your vehicle to continue on the fur trade route. Today's theme is based on water activities and thus there are a number of options from which to choose. Below is a list of options in Selkirk and surrounding area. If you wish to fish without an outfitter, many people do so at the Selkirk loading docks or Selkirk Municipal Park (day entrance fee \$5/car). To return to Winnipeg after

your excursion, the routes go along the east side of the river so you can visit a beautiful little church called St. Peter Dynevor, perched on the banks of the Red River. The routes for the return home start at the corner of Main Street and Manitoba Ave (section 3 below).

DAY OPTIONS

1. Canoe/kayak to lovely St. Peter Dynevor Church.

There are two options from which to launch. You can start at Selkirk Municipal Park and canoe or kayak the Red River for a return trip of approximately 9 km or you can canoe or kayak Cooks Creek for a 12.8 km paddle (the latter of these should only be done during mid- to high water levels). Canoe/kayak directions are located below, sections 1a and 1b.

2. Canoe around Petersfield.

Chesley's Lodge and Resort, (204) 738-2250, offers boat rentals, a beach as well as canoeing on the river. Open 8 am – 10 pm daily. Route descriptions to Petersfield are found below, section 2.

3. Cruise up to Lake Winnipeg on The M.S. Lady

Chesley Charter Cruise, (204) 738-2304, www.ladychesley.com, Cruises on Sunday of long weekends. Advance booking required. Cruises leave from Petersfield. Route descriptions to Petersfield are found below, section 2.

4. Visit the Marine Museum of Manitoba in Selkirk,

www.marinemuseum.ca, (204) 482-7761. Open Monday to Friday 9:00 a.m. - 5:00p.m.; Saturday, Sunday and holidays 10: a.m. - 6:00 p.m. May 1 to September 30.

5. Splash around at Skinners Wet 'n'Wild Waterslide Park.

(204) -757-2623. PTH 44, West of the Lockport bridge. Open daily: 10 am to 8 pm July & August, 10 am to 6 pm June.

6. Available fishing outfitters in the area are listed below.

It is best to make reservations in advance.

Fishing Company	Services	Hours of Operation	Location
Cats on the Red (204) 757-9876	fishing lodge, guiding, boat rentals	7am – 9pm daily	Lockport
Niki's Inflatables Marine Work & Auto (204) 482-8578	boat rentals of various sizes	8 am – 6 pm Mon-Fri.; Sat. by appointment	Selkirk
Great Goose Outfitting (204) 482-6398	in the fall (Sept, last few weeks of August) they take 2 people to fish the Red River for walleye and catfish. Equipment is supplied and lunch is supplied.	Daily	St. Andrews
Mr. Walleye Taxidermy & Outfitter (204) 482-5198 phone a week advance	1) fishing gear, boats, guided 2) ice fishing: heated ice fishing shacks, supplies, can guide	Daily	East Selkirk
Cat Eye Outfitters 1-888-228-3933 cell: (204) 867 0251 dkiazzyk2000@yahoo.ca www.geocities.com/dkiazzyk2000/ just give a few days notice	day tours include lunch, half day tours comewith equipment and guide,	Daily	Selkirk
C & J Guide Services Carl Loutit and Jerry Hrnjeki Tel: (204) 757-2553 Fax: (204) 757-2553 E-mail: cj_guideservice@shaw.ca Web: www.candjguides.ca	2 people per boat, all supplies included, guided fishing trip	Daily	Lockport

1a. CANOE/KAYAK ROUTE ALONG THE RED RIVER – SELKIRK TO ST. PETER DYNAVOR CHURCH

Launch from Selkirk Municipal Park

0.0	Launch canoe or kayak, turn left head north.	0.0
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As you paddle along the river, you will notice many pelicans, often very high above you.

1.7	As you approach a couple of islands in the Red River, you can pass to the left or right. If you pass to the left, you will be able to see both Sugar Island, the larger one as well as Crescent Island, the smaller one.	1.7
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You will see many people fishing along the banks. Keep your distance as their lines can be long and reach far into the river.

0.7	Just past the islands, you will pass Selkirk Airport to the left. There may be float planes parked along the river edge.	2.4
0.7	Notice steeple of St. Peter Dynevor Church ahead on the right.	3.1
0.9	Notice PTH 4 bridge on left in distance.	4.0
0.2	Pass the junction of Cooks Creek and the Red River on the left.	4.2
0.3	Arrive at St. Peter Dynevor Church. It could be a little muddy when you dock your canoe or kayak.	4.5

You are at St. Peter's Dynevor Anglican Church. This church was completed in 1854 under the direction of Archdeacon William Cockran, making it the second oldest stone church in western Canada (after St. Andrews Anglican Church near Lockport). It replaced an earlier wooden church that was built in 1836 slightly south of its current location. With its three foot thick walls, the church stays wonderfully cool in the summer. There are regular Sunday services here during the summer months. At the front of the church, the word Kanatiswyun is written three times near the ceiling. In Cree this word means "holy" and in Ojibwa it means "amen".

The church originally served the Aboriginal agricultural settlement that was established here in 1834 for the Ojibwa and Cree First Nations people. This site was the first successful agricultural settlement in the west and, by 1835, there was a log school, houses and a windmill situated beyond the cemetery boundary to the south. Although a large area was under cultivation and the crops were good, farming was a secondary occupation for a number of the First Nations people that lived here. Hunting and fishing along the shores of the Red River and Cooks Creek (to the south) was the lifestyle chosen by many of the community's inhabitants.

This church and community came into existence because of the vision and effort of one man – the great Ojibwa Chief Peguis. Peguis was a strong supporter of the Selkirk Settlers as well as a staunch defender of his own people. Peguis welcomed the Selkirk Settlers and his people helped the colonists survive their first years by showing them how to hunt bison. Peguis also helped the settlers after the Battle of Seven Oaks, among them Marie-Anne Gaboury, the future grandmother of Louis Riel. In 1817, Peguis was one of the

chiefs who signed a treaty with Lord Selkirk to provide land for settlement. This was the first land treaty signed in Western Canada. The grant was a strip of land two miles wide on each side of the Red and Assiniboine rivers, from their confluence up the Red River as far as what is now Grand Forks, North Dakota, and up the Assiniboine as far as Rat Creek. The treaty also included plots of land reaching six miles in each direction from Fort Douglas, Fort Daer and Grand Forks. In return, the tribes would each receive 100 lbs of tobacco annually in payment. Peguis was a friend to the settlement and to the Hudson's Bay Company and a supporter of the Anglicans' missionary efforts. In 1840, he himself converted to Christianity. He gave up three of his four wives and he and his remaining wife took the names William and Victoria King. Their children later adopted the surname of Prince.

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

You will find a monument to Peguis at the end of a stepping stone path to the south west of the church, in front of a bench. His actual burial site is unmarked and is thought to be located to the left (southeast) of this monument in an area of the cemetery where there are a number of graves dating around 1850.

The settlement established on this site by Peguis was not the first First Nation occupation of this land. Recent archaeological excavations associated with the restoration of the church have uncovered pottery, arrowheads and bones of numerous animals, like bison, bear, moose and catfish, along with other remains that are almost 2,000 years old. The design on the early pottery indicates that the people who used this site as

a seasonal hunting and fishing camp belonged to the Late Western Shield Culture (the predecessors to the Ojibwa and the Cree). There are ongoing excavations at this site to discover more about the people who lived here thousands of years ago.

If you would like a guided tour of the church and cemetery – contact St. Peter Dynevor Church (the number is at the beginning of this tour).

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

	After visiting the church, paddle back the way you came.	
4.5	Arrive at launch site.	9.0

To pick-up the return route to Winnipeg, without having to re-visit St. Peter Dynevor Church, use the following route instructions:

0.0	At the corner of Main and Manitoba in Selkirk, head east on Manitoba (toward the Red River), putting the Bank of Montreal on your left.	0.0
0.2	Turn right onto Eveline (unsigned) at stop sign.	0.2
0.2	Turn left onto Eaton at the stop sign to cross the bridge over the Red River.	0.4
1.3	Continue straight at intersection with PR 212, to stay on PR 204.	1.7

Pick-up the remaining routes in the DRIVING ROUTES SELKIRK TO WINNIPEG, where it reads: Red River continuation of routes.

1b. CANOE/KAYAK ALONG COOKS CREEK – EAST SELKIRK TO ST. PETER DYNEVOR CHURCH

(This trip is best made in mid- to higher water levels)

Launch in East Selkirk adjacent to the fire hall

Along this route you will see a variety of different kinds of wildlife. Look for: blue herons, king birds, killdeers, mallards, as well as the occasional deer. The flora is also very beautiful as your route is lined with cattails and wild roses.

Use the following route instructions from Selkirk to reach the launch site on Cooks Creek:

0.0	At the corner of Main and Manitoba in Selkirk, head east on Manitoba (toward the Red River), putting the Bank of Montreal on your left.	0.0
0.2	Turn right onto Eveline (unsigned) at stop sign.	0.2
0.2	Turn left onto Eaton at the stop sign to cross the bridge over the Red River.	0.4
1.3	Turn left onto PR 212, direction: EAST SELKIRK.	1.7
1.2	Veer right to stay on PR 212.	2.9
0.2	Enter East Selkirk.	3.1
0.2	Cross over Cooks Creek.	3.3
0.1	Turn right into the fire hall for the R.M. of St. Clements. Follow the dirt road to the right, down to the parking area and launch site for Cooks Creek.	3.4

Canoe/kayak route instructions to St. Peter Dynevor Church

0.0	Launch canoe or kayak by front of the Fire Hall. Turn right to go under bridge.	0.0
0.1	Turn left at T-junction.	0.1
1.6	Veer right on river to pass a house on the left with a number of bird houses.	1.7
0.3	After passing house, keep right to continue along the creek.	2.0
1.2	At a convergence of a number of meanders, keep centre-right to stay in main channel.	3.2
0.2	Swing left as you pass a bay-like area on the right. Then keep to the north shore to pass an island on the left (in high waters, the island may be submerged).	3.4
0.1	Pass the island on your left.	3.5
1.5	Pass a drainage ditch that crosses Cooks Creek.	5.0
1.1	On the right was the location of the settlement area for the original Peguis community.	6.1
0.2	Veer right at the junction of the Red River and Cooks Creek. St. Peter Dynevor church is on your right.	6.3
0.1	Arrive at St. Peter Dynevor Church.	6.4

You are at St. Peter Dynevor Anglican Church. This church was completed in 1854 under the direction of Archdeacon William Cockran, making it the second oldest stone church in Western Canada (after St. Andrews Anglican Church near Lockport). It replaced an earlier wooden church that was built in 1836 slightly south of its current location. With its three foot thick walls, the church stays wonderfully cool in the summer. There are regular Sunday services here during the summer months. At the front of the church, the word Kanatiswyun is written three times near the ceiling. In Cree this word means "holy" and in Ojibwa it means "amen".

The church originally served the Aboriginal agricultural settlement that was established here in 1834 for the Ojibwa and Cree First Nations people. This site was the first successful agricultural settlement in the west and, by 1835, there was a log school, houses and a windmill situated beyond the cemetery boundary to the south. Although a large area was under cultivation and the crops were good, farming was a secondary occupation for a number of the First Nations people that lived here. Hunting and fishing along the shores of the Red River and Cooks Creek (to the south) was the lifestyle chosen by many of the community's inhabitants.

This church and community came into existence because of the vision and effort of one man – the great Ojibwa Chief Peguis. Peguis was a strong supporter of the Selkirk Settlers as well as a staunch defender of his own people. Peguis welcomed the Selkirk Settlers and his people helped the colonists survive their first years by showing them how to hunt bison. Peguis also helped the settlers after the Battle of Seven Oaks, among them Marie-Anne Gaboury, the future grandmother of Louis Riel. In 1817, Peguis was one of the chiefs who signed a treaty with Lord Selkirk to provide land for settlement. This was the first land treaty signed in Western Canada. The grant was a strip of land two miles wide on each side of the Red and Assiniboine rivers, from their confluence up the Red River as far as what is now Grand Forks, North Dakota, and up the Assiniboine as far as Rat Creek. The treaty also included plots of land reaching six miles in each direction from Fort Douglas, Fort Daer and Grand Forks. In return, the tribes would each receive 100 lbs of tobacco annually in payment. Peguis was a friend to the settlement and to the Hudson's Bay Company and a supporter of the Anglicans' missionary efforts. In 1840, he himself converted to Christianity. He gave up three of his four wives and he and his remaining wife took the names William and Victoria King. Their children later adopted the surname of Prince.

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

You will find a monument to Peguis at the end of a stepping stone path to the south west of the church, in front of a bench. His actual burial site is unmarked and is thought to be located to the left (southeast) of this monument in an area of the cemetery where there are a number of graves dating around 1850.

The settlement established on this site by Peguis was not the first First Nation occupation of this land. Recent archaeological excavations associated with the restoration of the church have uncovered pottery, arrowheads and bones of numerous animals, like bison, bear, moose and catfish, along with other remains that are almost 2,000 years old. The design on the early pottery indicates that the people who used this site as a seasonal hunting and fishing camp belonged to the Late Western Shield Culture (the predecessors to the Ojibwa and the Cree). There are ongoing excavations at this site to discover more about the people who lived here thousands of years ago.

If you would like a guided tour of the church and cemetery – contact St. Peter Dynevor Church (the number is at the beginning of this tour).

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

	Return the way you came to the launch point for Cooks Creek.	6.4
6.4	Arrive at dock.	12..8

To pick up the return routes from this point back to Winnipeg, turn left to exit the fire hall parking lot and cross over Cooks Creek. Pick-up the return routes in the DRIVING ROUTES SELKIRK TO WINNIPEG, where it reads: Cooks Creek Continuation of Routes.

2. DRIVING ROUTES FROM SELKIRK TO PETERSFIELD

0.0	At the corner of Main Street and Manitoba Avenue, turn left onto Manitoba Avenue.	0.0
0.9	Veer right onto PTH 9A North after crossing train tracks.	0.9
2.1	Continue straight at lights on PTH 9.	3.0
9.9	Enter Clandeboye.	12.9
1.7	Enter the Interlake.	14.6
2.3	Pass St. George Anglican Church.	16.9
2.9	Enter Petersfield.	19.8
0.5	After crossing Netley Creek, turn right onto Tom Prince Drive, also signed as Edith Ave.	20.3
0.8	Turn right to continue on Tom Prince Drive. You will follow Chesley Resort signs.	21.1
2.9	Turn right to continue on Tom Prince Drive.	24.0
1.4	Arrive at Chelsey's Resort.	25.4

Spend the day on the beach, or canoe along Netley Creek. Canoe and boat rentals are available for the day. If you canoe to the West, you will head up the Creek towards PTH 9. Should you choose to canoe East, the creek heads towards Netley Marsh and Lake Winnipeg. As the marsh is in a continual flux of change due to water levels and surrounding marsh environment, it is advisable to take a detailed map of the creek with you as well as inform the manager of when you expect to return.

The Netley-Libau Marsh is a Manitoba Heritage Marsh and was designated as an Important Bird Area in 2001. It covers an area of 400 km² with 848 km of shoreline. The marsh is composed of numerous lakes and streams that are influenced heavily by the water levels on Lake Winnipeg. It is best known for its high concentrations of migrating birds during the fall and 114 species of birds that make the area their home.

	To exit, retrace your route.	25.4
1.3	Turn left at stop sign on paved highway.	26.7
2.9	Turn left on Edith Avenue.	29.6
0.8	Turn left on PTH 9.	30.4
17.3	Continue straight at lights on PTH 9A	47.7
2.1	Turn left at stop sign on Manitoba Avenue.	49.8
0.9	Arrive at the corner of Manitoba Avenue and Main Street at the lights.	50.7
	To return to Winnipeg, follow the driving routes from Selkirk to Winnipeg (section 3).	

3. DRIVING ROUTES FROM SELKIRK TO WINNIPEG

0.0	From the corner of Main and Manitoba, drive north on Main Street out of the city, which becomes on PR 320.	0.0
5.9	Turn left onto access road for PTH 4 just before bridge.	5.9
0.8	Keep to the right to take the bridge over the Red River.	6.7
1.8	Turn right onto PR 508. You have now joined LaVerendrye Trail-direction East Selkirk.	8.5
0.7	Turn right to head toward St. Peter Dynevor Church and Cemetery.	9.2
0.8	Arrive at Church parking lot.	10.0

You are at St. Peter Dynevor Anglican Church. This church was completed in 1854 under the direction of Archdeacon William Cockran, making it the second oldest stone church in Western Canada (after St. Andrews Anglican Church near Lockport). It replaced an earlier wooden church that was built in 1836 slightly south of its current location. With its three foot thick walls, the church stays wonderfully cool in the summer. There are regular Sunday services here during the summer months. At the front of the church, the word Kanatiswyun is written three times near the ceiling. In Cree this word means "holy" and in Ojibwa it means "amen".

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	After visiting the Church, return to the main road.	
0.7	Turn right at the stop sign onto PR 508.	10.7
5.0	Turn right at the T-junction to stay on LaVerendrye Trail on PR 212.	15.7

Cooks Creek continuation of routes.

For those people who paddled along Cooks Creek to St. Peter Dynevor church, this is where you pick-up the routes to Winnipeg.

0.6	Turn left at T-junction to stay on PR 212.	16.3
1.2	Turn left at stop sign at T-junction to head onto PR 204 (intersection of PR 212 and PR 204).	17.5

Red River continuation of routes.

For those people who paddled along the Red River to St. Peter Dynevor church, this is where you pick-up the routes to Winnipeg.

	Continue straight on PR 204.	
9.2	Turn left following signs to 44 East, direction Selkirk and take the bridge over the Red River Floodway into Lockport.	26.7
1.8	After crossing the floodway, turn left at intersection onto PR 204 Henderson Highway. If you go over the Red River, you have gone too far. Come back.	28.5
17.9	Enter Winnipeg by passing beneath the Perimeter Hwy.	46.4
2.8	Continue straight at Chief Peguis Trail.	49.2

At this point you have a choice – to head directly back to The Forks stay on Henderson Hwy, picking up the routes, further on – where it says: “Cross Red River and ...”

The following route takes you through a pleasant residential district of Winnipeg.

1.5	Turn right onto Irving.	50.7
0.2	Continue straight across Grandview (with a slight jig to the left).	50.9
0.2	Turn left onto Kildonan Drive.	51.1
0.7	Pass Fraser’s Grove Park on the right.	51.8
0.5	Turn left onto Larchdale.	52.1
0.3	Turn right onto Larchdale Crescent.	52.6
0.1	Turn right onto Fraser’s Grove.	52.7
0.2	Turn left onto Woodvale.	52.9
0.1	Turn right onto Rossmere Crescent.	53.0
0.3	Continue straight on road, you are now on Kildonan Drive.	53.3
0.9	Turn left onto Helmsdale Avenue.	54.2
0.1	Turn right immediately to continue along Kildonan Drive and follow the road as it veers to the left and heads back towards Henderson Highway.	54.3
0.7	Turn right on Henderson Highway.	55.0

2.0	Cross Red River and then the railway tracks. At some point along this stretch you want to get into the left lane.	57.0
1.3	Turn left before the first set of lights onto Lily.	58.3
0.2	Turn left onto Pacific.	58.5
0.1	Turn right onto Waterfront Drive.	58.6
0.2	Go straight through roundabout to stay on Waterfront.	58.8
0.7	Go straight at lights at intersection with Water Street.	59.5
0.2	Continue straight at lights with York Avenue. Follow the road into The Forks.	59.7
0.4	You have arrived back at The Forks Market.	60.1

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

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

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

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

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

Contact us for more information at:

www.riverswest.ca or www.routesonthered.ca

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