

THE RED RIVER CORRIDOR

A CANADA-MANITOBA ARC PROPOSAL



MAY, 1976
Document No. 10738

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THE RED RIVER CORRIDOR:
A CANADA-MANITOBA ARC PROPOSAL

Planning Division,
ARC Branch,
Parks Canada.
May, 1976

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INTRODUCTION

Study Purpose

This document is a supplement to The Red and Assiniboine Rivers Tourism and Recreation Study¹ and is intended to provide additional information required for the Concept Plan upon which a Canada-Manitoba Agreement for Recreation and Conservation is to be forged. Specifically, this Report will describe, by themes, the history of the Red River corridor and will address the following information needs not covered in the Terms of Reference which guided the Hilderman Study:

- (a) an assessment of public demand for proposed developments;
- (b) an identification of federal development priorities;
- (c) an estimate of costs involved and economic impact of proposed developments.

Finally, this report will suggest the role ARC might play as partners with the Province in carrying out the development concept proposed by Hilderman.

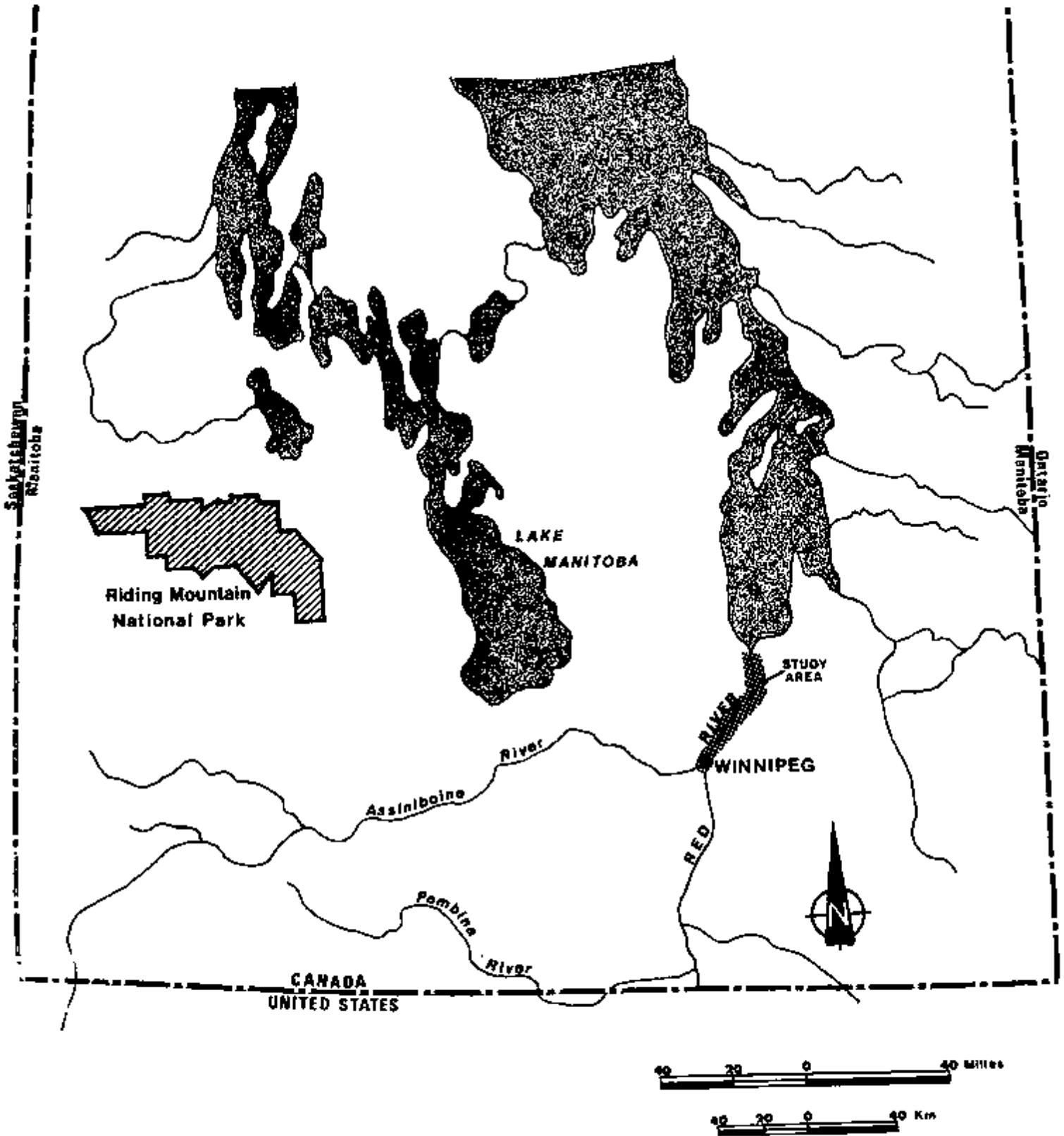
Study Area

The area being considered for federal-provincial agreement extends from Winnipeg to the mouth of the Red River, thus incorporating only part of the area covered by Hilderman (see Figure 1). Corridor boundaries are main roads paralleling the river which "for the most part, enclose those lands which display a physical, cultural, historical or visual integration with the rivers"² (see Figure 2).

¹ Garry Hilderman and Associates. The Red & Assiniboine Rivers Tourism and Recreation Study. Winnipeg, 1975.

² Hilderman. 1975 p.1.

Figure 1: Regional Setting



Significance of the Corridor

Major attributes which determine the significance of the corridor include:

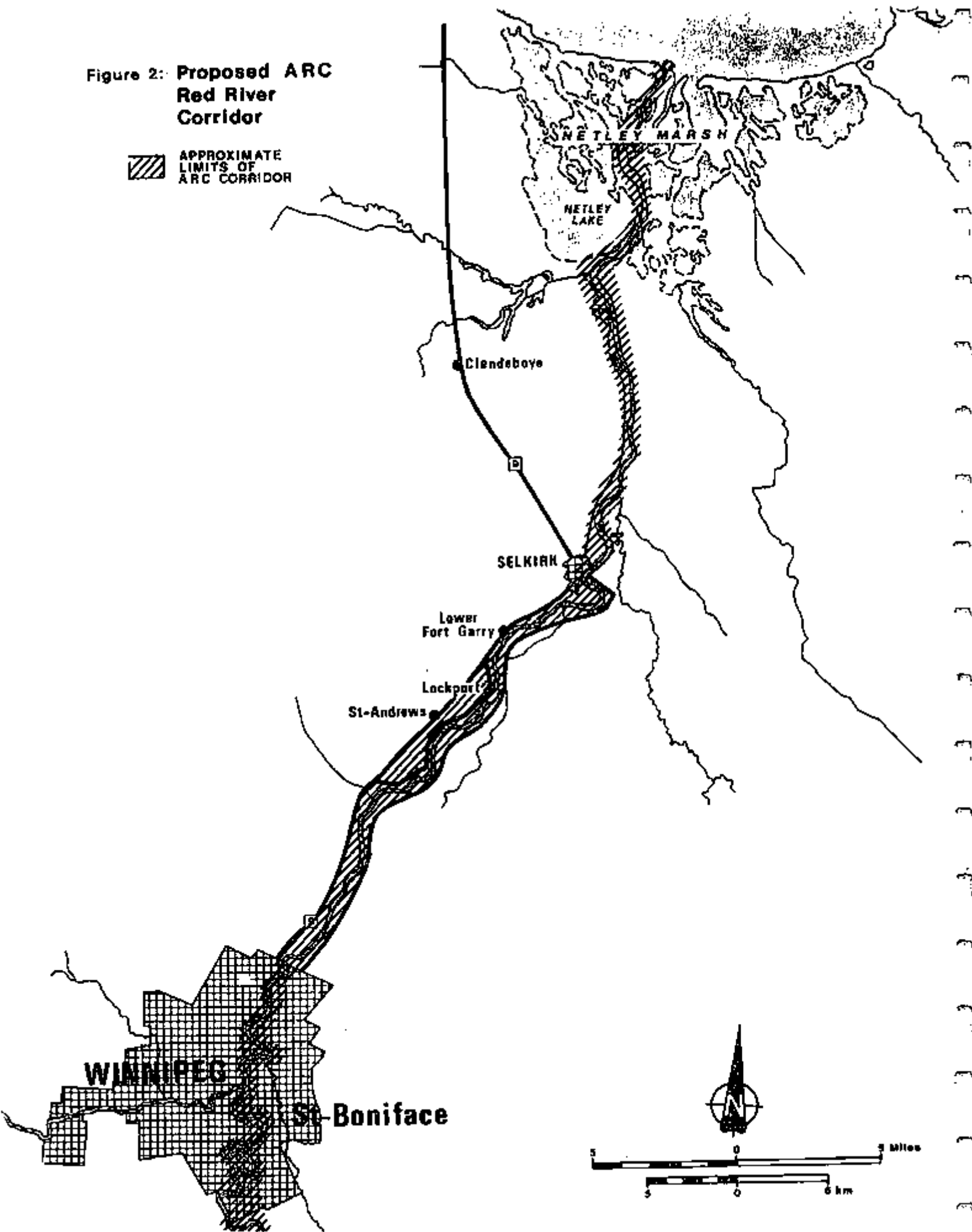
- (a) National Significance. As the birthplace of Canadian Prairies commerce and settlement, the lower Red River, and particularly the junction of the Red and Assiniboine Rivers has national historical significance.
- (b) Resources. The combination of historical resources, natural areas, and recreational potential presents exciting possibilities for conservation, interpretation and recreation.
- (c) Accessibility. Flowing through the centre of Winnipeg and emptying into Lake Winnipeg a mere forty miles north of the city, the lower Red River is readily accessible to the half million residents of Winnipeg, the largest urban concentration in Manitoba.

The need for a Conservation and Recreation Plan

In their "Introduction", the authors of The Red & Assiniboine Tourism and Recreation Study summarized the pressures on the lower Red by emphasizing the citizens' growing awareness of the attractiveness of riverscape, the modern growth of commuter traffic and the consequent pressure to suburbanize the riverbanks. At the same time, the increasing recreational demands of the urban and regional population call for careful management of the river and its adjacent land resources. Subdivision of the floodplain, which has become attractive since the construction of the Red River Floodway reduced the flood hazard, cannot be allowed to proceed unchecked. Key conservation and recreation areas must be safeguarded if the public are to benefit from the opportunities with which this corridor is uniquely endowed.

Figure 2: Proposed ARC Red River Corridor

APPROXIMATE LIMITS OF ARC CORRIDOR



HISTORICAL ANALYSIS

Historical Overview

The history of the Red River area is well documented by historians and richly represented in primary research sources. The Red-Assiniboine Study included a historical outline and proposed interpretation of various themes at specific sites. Both the Manitoba Historic Sites Branch and Parks Canada have addressed aspects of the historical resource base in the proposed corridor.¹ The following historical overview and resource analysis, drawn from these previous works supplemented by additional data, is presented as a basis for the federal priorities identified within the ARC corridor.

The principal historical developments in the Red River region may be categorized into approximate chronological periods, a summary of which follows.²

(a) Pre-history

Very little archaeological evidence of pre-historic human activity in the study area has been unearthed to date. Along the Red River north of Winnipeg there are 9 known prehistoric archaeological sites (see Figure 3) which can be classified as belonging to one of three site types: campsite, burial site, fishing station. It is likely that a recent archaeological survey in the city, conducted by the Archaeological Society of Manitoba, will identify additional sites.³

¹ See Bibliography.

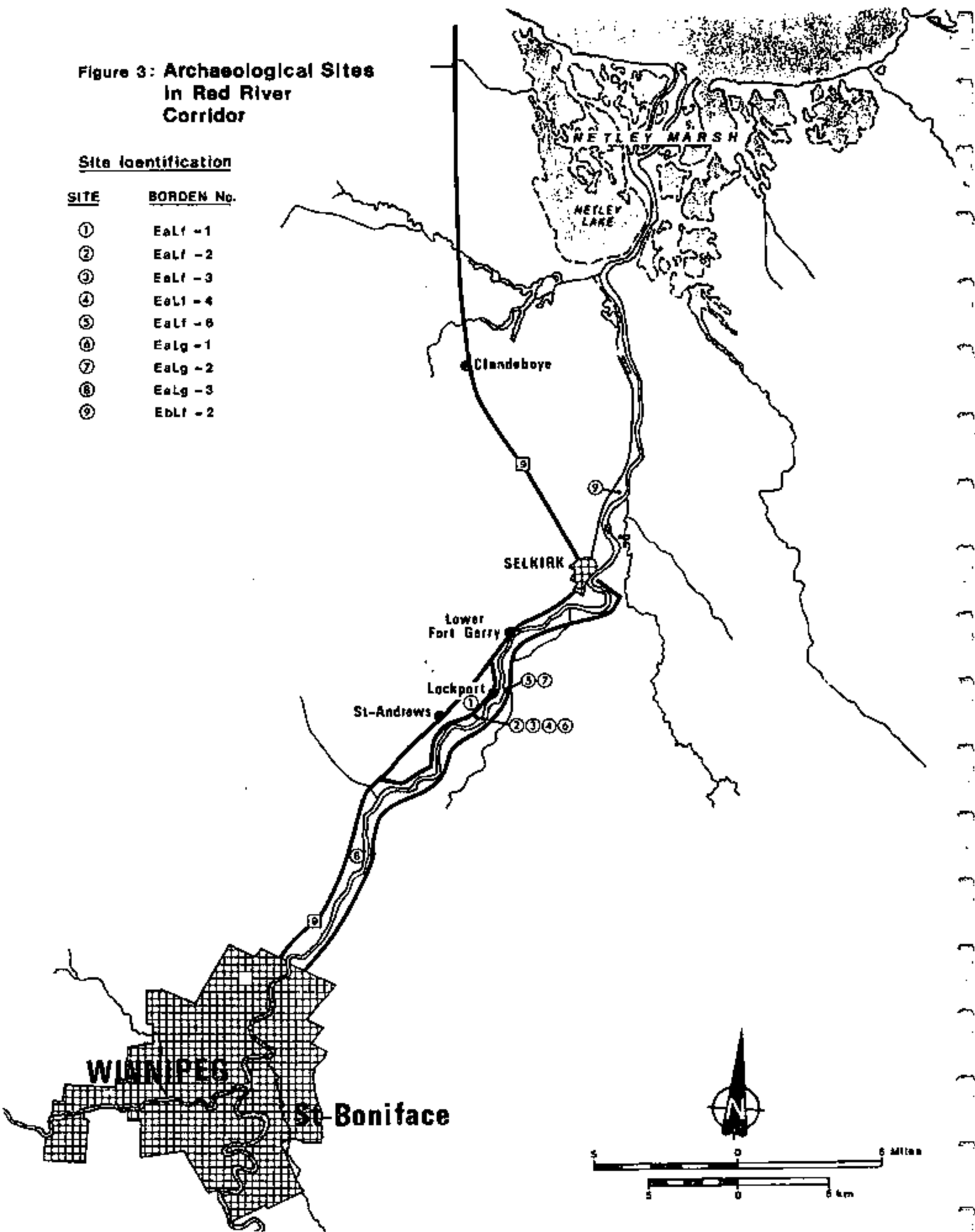
² This division has been proposed in the Parks Canada, Prairie Regional Office document "Historical Resources of the Red-Assiniboine: A Preliminary Analysis of their Interpretive and Development Potential". The historical summary which follows is adapted from this document.

³ Personal Communication, L. Pettipas, Provincial Archaeologist, Manitoba. Survey not yet published.

**Figure 3: Archaeological Sites
In Red River
Corridor**

Site Identification

<u>SITE</u>	<u>BORDEN No.</u>
①	EaLf -1
②	EaLf -2
③	EaLf -3
④	EaLf -4
⑤	EaLf -6
⑥	EaLg -1
⑦	EaLg -2
⑧	EaLg -3
⑨	EbLf -2



Manuscript material on one of the most significant sites along the Red, The Lockport Site, suggests that it is a prehistoric Cree campsite. The artifacts taken from the site differ from any of the other prehistoric cultures identified to date in Manitoba and could represent the most recent pre-historic culture in the province.

(b) The French Period: Indian-European Contact
and First Links with Canada (1736-1760)

At least two Indian nations shared the lower Red River basin when white explorers and traders moved into the area in the 18th century. The La Verendryes encountered the Assiniboine at The Forks in the 1730's and the Cree had already moved to the Red River from the north by that time.⁴

In 1736, one of La Verendrye's sons built Fort Maurepas, a small fortified post at the mouth of the Red River just above the Netley Marsh. In 1738, La Verendrye or his son apparently supervised the construction of Fort Rouge at The Forks. The site of the post has never been conclusively authenticated: the dispute centres around whether or not the post was on the south or north bank of the Assiniboine (See Figure 4). In any event the site was occupied for only a year; a second post may have been built in 1752 at the Forks by La Verendrye's successor, Repentigny Legardeur de Saint Pierre, but concrete and detailed documentation on this post is almost wholly deficient. In any event, it was apparently occupied for only one winter.

⁴ McFarland, J.D. "The Forks of the Red and Assiniboine River: An Outline of Historical Significance". Appendix to The Red & Assiniboine Rivers Tourism & Recreation Study, Phase II. Winnipeg, 1975.

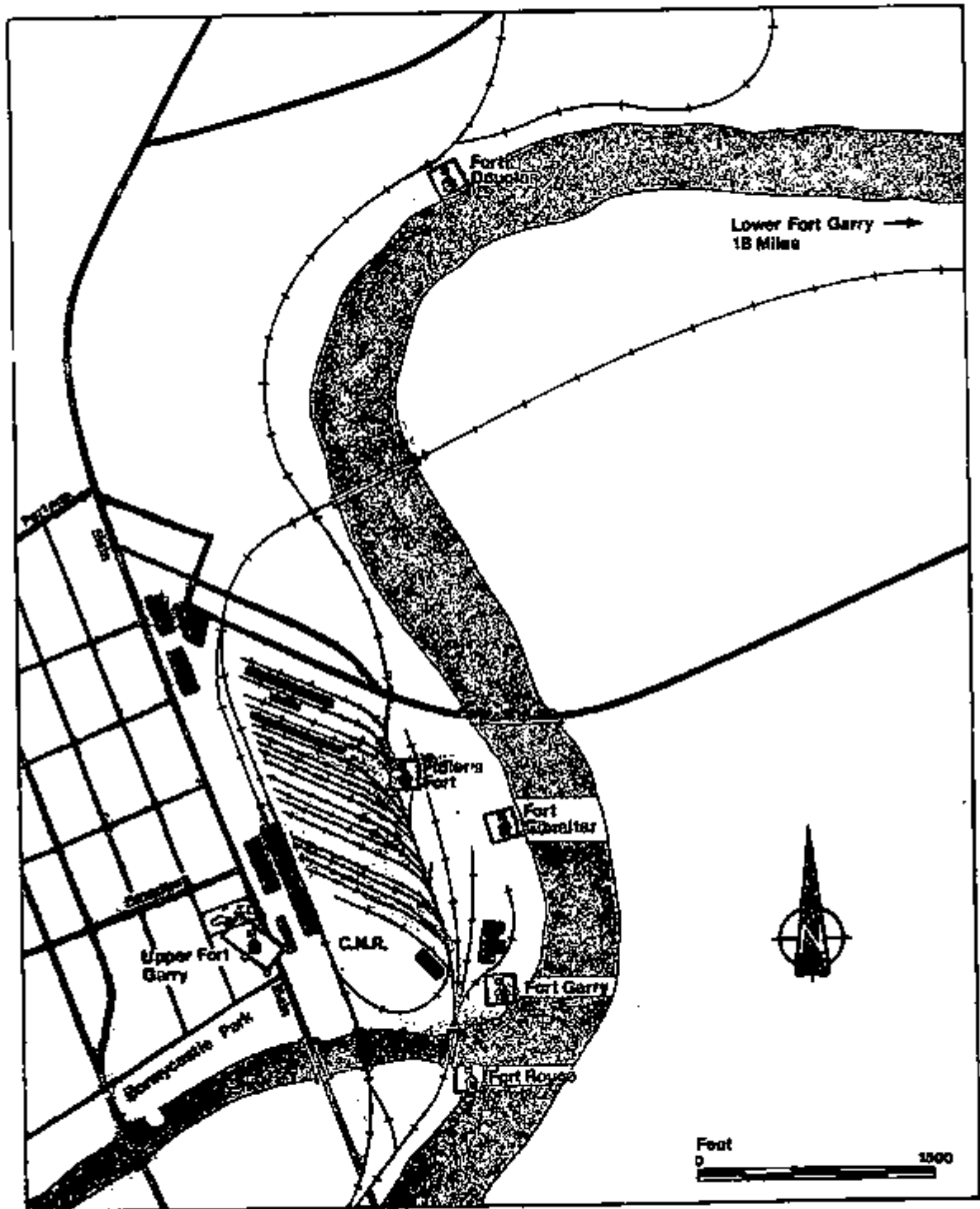


Figure 4: Location of the Forts of Winnipeg

Source: The Potential of Upper Fort Garry: A Preliminary Assessment (p.7)

(c) The Pedlars from Canada and the North West Company Period (1760-1821)

Although French posts in the interior were deserted in 1760 and French hegemony in North America ended in 1763, the historic trade routes were revitalized with a new infusion of British and colonial capital. In 1768, James Finlay was trading on the Saskatchewan; in 1773 Joseph Frobisher had reached the Churchill and in 1778 Peter Pond passed Methye Portage and arrived in the Mackenzie Valley. The extension of lines of communication to Lake Athabasca and beyond was the next step.

Maintaining this vast continental enterprise required the pooling of capital among the leading traders and led to the formation of the North West Company in 1804. The Company was an association employing legions of hardy voyageurs, the former coureurs des bois of the French period, to traverse the countless streams, lakes and portages between Fort Chipewyan and Montreal. It required a carefully designed communications and supply system to ensure proper co-ordination of the shipment of furs from the North West Company posts in the west and northwest on one hand and provisioning of these posts with trade goods from Montreal, and with pemmican from the Red River Valley on the other.

It was the crucial role of the supply of pemmican, plus the depletion of the fur harvest in the Red-Assiniboine and Qu'Appelle Valley that led the principals of the North West Company to establish posts at the Forks, first on a minor scale in 1804, then more significantly in 1807, with the construction of Fort Gibraltar by John Macdonald (See Figure 4). Fort Gibraltar was apparently located just below the confluence of the Red and the Assiniboine, but all traces of the site have vanished. During its heyday, bags of pemmican, which were collected at Gibraltar, fed both the east-bound voyageurs on the last leg of their journey to Fort William in late spring and the west-bound hommes du nord on their trek to the Saskatchewan River, Methye Portage and Lake

Athabasca in late summer. The job of procuring buffalo meat was performed by the Assiniboine, the Cree and the ever growing population of Métis.

(c) Selkirk's Settlement: Fort Douglas and the Development of a Pioneering Community 1812-1821

The Hudson's Bay Company were not unaware of the disadvantages of adhering to the Hudson's Bay coast, while the North West Company was sweeping all before it in the south and the northwest. In 1774 Samuel Hearne founded Cumberland House as a first move to the interior; later, posts dotted the Winnipeg basin with Norway House on the Jack River as the connecting point with York Factory.

However, the most aggressive act in the struggle was the ambition of Thomas, fifth Earl of Selkirk, to establish a permanent agrarian community on the Red River which would not only supply provisions for the York boat brigades from the north, but would be self-reliant and would establish the Bay permanently in the midst of one of the North West Company's principal operational nodes. The construction of Fort Douglas in 1815, the arrangement of one hundred acre lots along the Red River and the planned rearing of livestock had all the vestiges of permanent occupation - as well they were intended. The community surrounding Fort Douglas was not designed as a link in a chain, as were Fort Gibraltar or Fort William; rather it was to act as a hub for expanding agricultural settlement. The last straw, to the North West Company, was the Proclamation of 1814 by the Colony's Governor, Macdonell, forbidding the exportation of pemmican or other provisions from the area of the Forks.

The North West Company interpreted this proclamation as an attack on their jugular vein of communications and supply. Their employees, the Métis, viewed the proclamation as anathema to their lifestyle. They drove the Red River settlers from Fort Douglas; the Hudson's Bay Company reciprocated by destroying

Fort Gibraltar. Then ensued a series of ugly incidents, massacres and prolonged legal squabbles. In the midst, a relatively small post named Fort Fidler was constructed as a temporary substitute for Fort Douglas. This site was nearer the Junction than its predecessor, but was only occupied for a short period and had little of the impact of the earlier post (See Figure 4). The struggle came to an end effectively in 1817, when Selkirk's mercenaries, the de Meurons regiment again occupied Fort Douglas and restored the Red River settlement in 1818.

Despite the entreaties of Métis and North West Company agents, the Saulteaux Chief, Peguis, who had arrived with his band from the Lake Superior region late in the 18th Century, did not participate in the hostilities against the Red River settlers. The Saulteaux had settled on the lower Red, near Netley Creek and rendered invaluable assistance to the early Selkirk settlers.

With the absorption of the North West Company in 1821 by the Hudson's Bay Company, the historical tie with the Great Lakes and the St. Lawrence Valley was cut. The surviving remnants of the Red River Colony were primarily Scots, Métis, a few Swiss mercenaries and a scattering of French Canadian and British emigrants, who settled into the quiet and at times very sluggish development.

(e) Hudson's Bay Company Rule:
Acquiescence and Slow Growth (1821-early 1850's)

Although there were racial and economic stresses in the new colony, they were subsided in a curious racial compact, in effect, an acquiescence in the status quo. Some of the Métis were influenced by their French Canadian priests to settle near the Forks, at St. Boniface. The majority, however, settled in Pembina and St. François-Xavier. Even the latter group continued to trade at the Forks. However, each spring and fall the Métis would resume the buffalo-hunt and they were anything but permanent settlers. The French, English and

Scots lived in relative harmony, with the last group the only one with a strong stake in agriculture along the Red River.

The Hudson's Bay Company retained its presence at the Forks, with the reoccupation of Fort Gibraltar, which was rebuilt in 1821 and renamed Fort Garry in 1822. Repeated flooding at this site led Governor Simpson of the Company to propose the construction of a major new post above the Netley Marsh, named Lower Fort Garry. Although the Lower Fort was completed in 1834, it never succeeded in drawing the trade and provisions of the Winnipeg basin, both because of the traditional Métis habit of trading at the Forks and the access difficulties occasioned by the rapids near Lockport. In 1835, therefore, the Hudson's Bay Company constructed a second Fort Garry, on higher ground, which served as the Company's administrative centre for the Assiniboine District (See Figure 4). Upper Fort Garry also served as a judicial, administrative and military post for the Red River colony.

(f) The Modification of the role of the Hudson's Bay Company, the "American Menace" and the struggle for Provincial Status (1850's-1870)

The Company had jealously guarded its exclusive trading privileges in the Assiniboine District but with the increasingly successful incursions of the fur-traders and the development of a new transportation link with St. Paul, Minnesota, via the Red River, a new economic impetus influenced Fort Garry, making it once again the centre for trade and transshipment, this time from the south as well as from the north and west. The latter system was significantly expanded with the development of the Carleton Trail, a new land trail west, to Edmonton. After 1858, even the Company participated in trade with the Americans and the new southern avenue of trade assumed an unprecedented importance, including steamer traffic on the Red and eventually railway spur line from Pembina. The Forks and Fort Garry were increasingly expanding their influence over Western Canada.

All of this did not go unnoticed in the Canadas, St. Paul or York Factory. The Hudson's Bay monopoly gradually evaporated and was for all intents a dead letter by the eighteen-fifties. However, the legal right of the Company to govern the Red River Colony was another matter.

In the late 1850's and early 1860's the District of Assiniboia was inundated with a swell of Upper Canadians who took up land in Kildonan and Portage La Prairie. The influx of these groups was to have considerable influence in breaking down the compact of acquiescence in the Red River Colony. Also attracted to the growing settlement were Americans, who saw the economic and geographic tie between The Forks and St. Paul as the harbinger of inevitable political union. While this group was small, and less vocal than the Upper Canadians, its importance was significant. Indeed the only parties whose voices seemed muted in the affair were two of the colony's principle interests, the Hudson's Bay Company and the Métis.

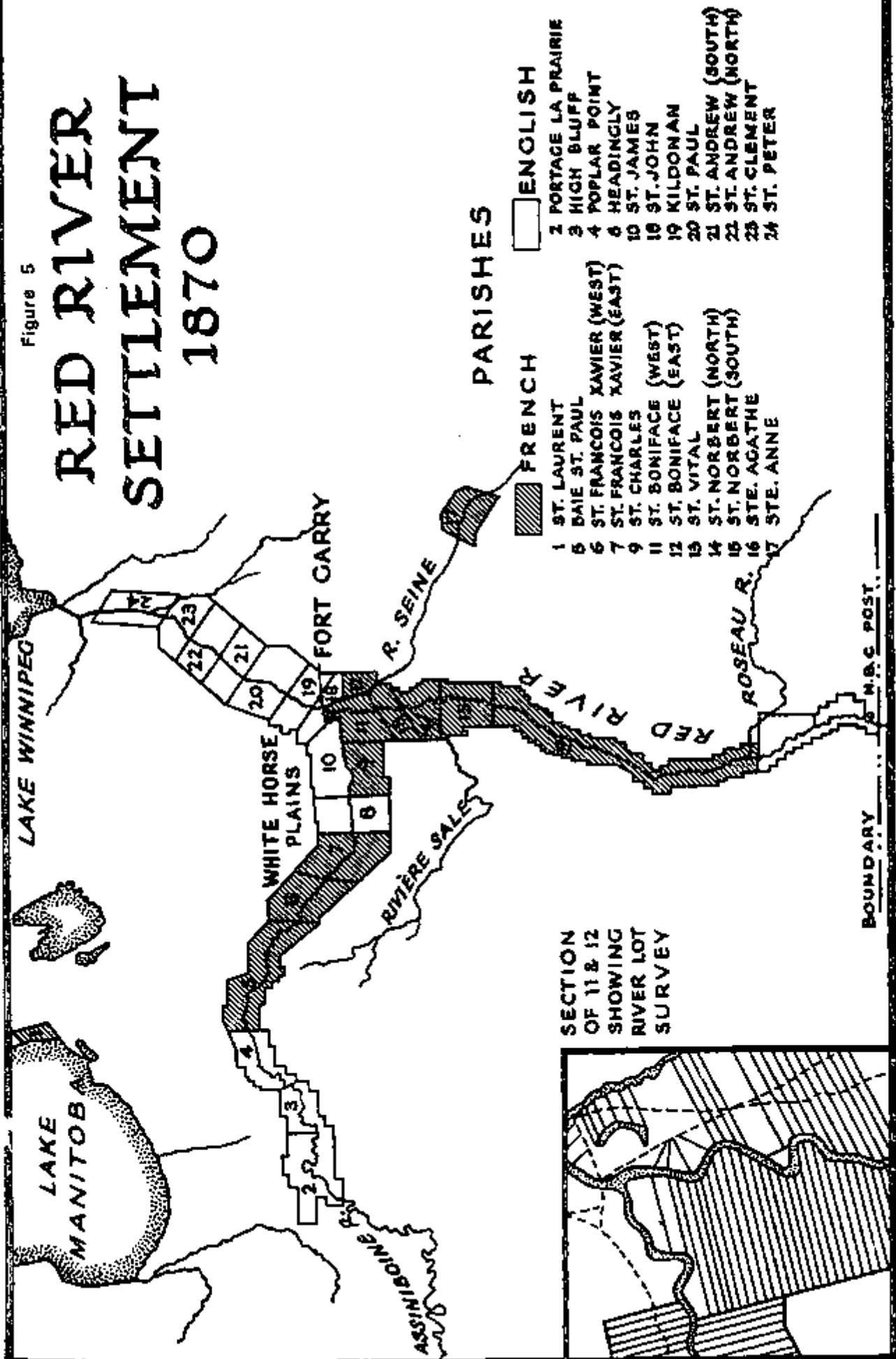
By 1869, the Hudson's Bay Company was effectively removed from the debate; however, the Métis, under the leadership of Louis Riel, were determined to be heard. Alarmed by some of the excesses of the new settlers, by the menace to their land holdings implied in Upper Canadian concepts of land tenure and by the threat of annexation to Confederation, without consultation or negotiation, Riel's Métis occupied Fort Garry on November 2, 1869 later establishing a Provisional Government for the North West Territories. The Métis, their life-style threatened first by the Hudson's Bay Company and later by the new Ontario emigrants, had finally resolved to take military action.*

Whether or not Riel's actions constituted revolution was widely debated at the time; however, his assent to the execution of an imprudent immigrant, Thomas Scott, on March 4, 1870, before the walls of Upper Fort Garry, sealed

* See Figure 5 for distribution of French and English speaking settlers.

Figure 5

RED RIVER SETTLEMENT 1870



0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

the fate of his regime. The resultant outcry in Ontario for Riel's head was one the Canadian Government could scarcely ignore. A military expedition was despatched under Colonel Garnet Wolseley, to establish the legality of the previous Hudson's Bay Company Government, to capture Riel, the leader of the unrecognized one, and to install the Lieutenant Governor of the new Province of Manitoba. Riel, warned in advance of Wolseley's arrival, and probably, of his hostile intentions, escaped to St. Boniface and thence to the United States. On September 2, 1870, the Lieutenant Governor of Manitoba assumed formal power at Upper Fort Garry and just as symbolically, the history of the West took a new turn: the days of the roving Métis were clearly in decline.

(g) The Final Period 1870-1882

This period is largely one of consolidation and thus forms a logical conclusion to the periods described above. River and cart travel were expanded; but these transportation modes were about to occupy a distinctly secondary position, in an era of steam and iron. Agitation for a railroad connection with Eastern Canada and the West Coast frequently reached a fever pitch, especially when the broadening merchant class of Winnipeg heard that other competitors challenged their city's right to direct the economy of the West. Once the decision had been made to bring the railroad to the Forks, the intense speculation that ensued, the feverish land grabbing and thirst for an easy dollar sealed the fate of Upper Fort Garry, which lay uncomfortably astride Main Street, blocking direct access to a bridge over the Assiniboine. By the time the speculative bubble burst in 1887, the Upper Fort was all but demolished, only the north gate left standing. The act of destroying Upper Fort Garry was in some ways typical of the change in orientation of the city and province. Winnipeg was no longer the isolated settlement of the Winnipeg basin linked with the outside

by river and trail; it was a commercial centre in its own right, with both a pull on its hinterland and a crucial role in a transcontinental transportation system.

Historical Themes

From the above historical overview, the following major historical themes are suggested for interpretation:

Canadian-English Fur Trade Rivalry

Settlement

Political Development: Colony to Province

Other themes lend themselves to interpretation as well. However, these are of less significance in the study area either because of lack of data, or because they are subordinate to one or more of the major themes or because they are better interpreted on a major scale elsewhere. These are:

Prehistoric settlement

Indian-European Contact

French Period

Transportation

The Riel Insurrection

Historical Resources Evaluation

In identifying historical themes and resources in the lower Red River, it is important to view the corridor in its regional context. Certain aspects of history may be more legitimately interpreted elsewhere on the Red or on the Assiniboine - the life of the Plains Indians, or Métis settlement, for example.

The distribution of historical resources is concentrated in certain locations, most notably, as pointed out in the Red-Assiniboine Study, at The Forks and along the River Road. An inventory of historic buildings was included in that Study and Tables 1 and 2 list the national and provincial historic sites. An analysis of the historical resources at The Forks is presented in Figure 6.

Table 1

NATIONAL HISTORIC SITES*

<u>Person, Building, Event</u>	<u>Location</u>	<u>Type of Commemoration</u>	<u>Theme or sub-theme association</u>
1. Lower Fort Garry	Red River	Restoration	Fur Trade
2. Riel House	St. Vital	Restoration	Political Development
3. Forts, Rouge, Garry Gibraltar	Winnipeg	Plaque	Fur Trade
4. Grey Nuns Convent	St. Boniface	Plaque on St. Boniface Museum	Settlement
5. Fort Douglas	Winnipeg	Plaque	Settlement, Fur Trade
6. Seven Oaks	Winnipeg	Plaque	Fur Trade, Settlement
7. Pierre de la Verendrye	Winnipeg	Plaque	French Period
8. Alexander Ross	Winnipeg	Plaque on Ross House Museum	Fur Trade
9. Lord Selkirk	Winnipeg	Plaque	Settlement
10. St. Andrews Church	Red River	Church and Plaque	Settlement
11. St. Andrews Rectory	Red River	Restoration	Settlement
12. Creation of Province of Manitoba	Winnipeg	Plaque	Political Development
13. First Legislature of Manitoba	Winnipeg	Plaque	Political Development
14. Junction of Red and Assiniboine Rivers	Winnipeg	Plaque	Fur Trade, Settlement, Political Development
15. Miss Davis School Residence	Red River	Private Home, no plaque to date	Settlement

* Parks Canada. "List of all Positive Recommendations of the HSMBC from 1919 to 1975". March 26, 1976.

Table 2
PROVINCIAL HISTORIC SITES

<u>Person, Building, Event</u>	<u>Location</u>	<u>Type of Commemoration</u>	<u>History</u>	<u>Theme or sub- theme association</u>
1. St. Peter's Church	Red River, N. of East Selkirk	Church plaqued	Built in 1853 on site of earlier church erected in 1836 by Anglicans working among the Saulteaux	Settlement, Indian-European contact
2. The Ansum- Northrup Red River Steamer	Winnipeg	Plaque	First steam- powered vessel to reach Fort Garry, 1859	Transportation
3. Seven Oaks House	Winnipeg	Museum	Oldest habitable home in Manitoba, built 1857. Original and period furnishings	Settlement
4. The Nor'Wester	Winnipeg	Plaque	First newspaper	Political Development
5. Kildonan Presbyterian Church	Winnipeg	Church plaqued	First presbyterian church in western Canada, built 1854	Settlement
6. Red River Colony	Winnipeg	Plaque	First permanent settlement	Settlement
7. Lord Selkirk	Winnipeg	Plaque	Established first permanent settle- ment	Settlement
8. La Verendrye	Winnipeg	Plaque	First Canadian explorer to reach Red River	French Period

Figure 6: Analysis of Historical Resources at The Forks

Pre-Historic or Historical Period	Historical Significance	Historical Resources & Status	Inter-Provincial or National Setting
a) Pre-historic period	Unknown-absence of resource data	Resources (i.e. sites) - none	Unknown - lack of data
b) French period	Regional: While important for later historical developments, in that the link with Canada was made, establishments of posts by La Verendrye not crucial to French economic or military development in Canada or North America.	<p><u>Historical Resources:</u> Fort Rouge</p> <p><u>Status:</u> Poor (Site not authenticated, physical resources not visible).</p>	<p>Degree of complementarity - Poor.</p> <p>- Main French interests concentrated at Hudson's & James Bay: not closely connected with this development.</p>
c) Pedlar and Northwest Co. period	National-forged Winnipeg's ties with North-Western Canada and Eastern Canada; Forks played crucial role in N.W.C. operations. Racial and cultural aspects continued in later Western history.	<p>a) <u>Historical Resources:</u> Fort Gibraltar</p> <p>b) <u>Status:</u> Poor (site may have been covered by C.N.R.)</p>	<p>Complementarity - Good.</p> <p>Close functional and interpretive connection with sites along the Saskatchewan, including Ile La Crosse, Methye Portage and Fort Chipewyan. Also close ties to sites in the East, especially Rainy River area and Fort William until 1821.</p>
d) Selkirk Settlement	National-establishes a new economic enterprise in the midst of a fur-trade empire; helps to precipitate conflict with N.W.C. and leads to establishment of permanent Red River Settlement.	<p>a) <u>Historical Resources:</u> Fort Douglas Fidler's Fort</p> <p>b) <u>Status:</u> of Fort Douglas - unknown (site has never been positively located) of Fidler's Fort - poor (site has been covered over by urban develop.)</p>	<p><u>Of Fort Douglas:</u> Complementarity - Good (site represents ultimate penetration of HBC into N.W.C. international communications system). Penetration was preceded by posts at Cumberland House, Norway House, along the Severn and Jack River. Later, indirect connections with Lower Fort Garry & Upper Fort Garry.</p>

Pre-Historic or Historical Period	Historical Significance	Historical Resources & Status	Inter-Provincial or National Setting
e) The H.B.C. Period (1821-early 1850's)	Regional-period was in the main one of transition. Role in fur trade "sub-ordinate", development of social, political and economic institutions marginal and localized.	<p><u>Historical Resources:</u> <u>Fort Garry I</u></p> <p>Status - Not visible; may be covered by fill or destroyed by railroad development.</p> <p><u>Fort Garry II</u></p> <p>Status - only front Gate remains; bastions, walls and internal buildings destroyed between 1882-1887.</p>	<p><u>Of Fort Garry I</u></p> <p>Degree of complementarity - Poor (save for genesis of Lower Fort Garry, post had a short period of occupation and a tenuous tie with other posts).</p> <p><u>Of Fort Garry II</u></p> <p>Fair (linked with Lower Fort Garry and York Factory by way of Norway House, initiation of link with Fort Ellice and Qu'Appelle Valley as western source of pemmican. Role within entire H.B.C. system, however, relatively minor. Possible link with Riel House.</p>
f) H.B. Charter, American ties and Province-hood (early 1850's to 1870)	National-Movement for free travel of late 40's, the expansion of trade between St. Paul and Red River and Red River and the West and Riel insurrection all not only contributed to the future direction of Western Canada, they were weighty factors themselves in the genesis of Confederation and the perpetuation of the racial conflicts within the new union.	<p><u>Historical Resources:</u> <u>Fort Garry II</u></p> <p>Status: (only Front Gate remains).</p>	<p><u>For Fort Garry II</u></p> <p>Degree of complementarity: Good. Growth of Carlton Trail connection with Fort Ellice, to points west, especially Fort Edmonton; continued ties, though less important, with Lower Fort Garry; development of new ties with St. Paul by means of river transportation. Probable tie with Riel House. Groundwork laid for events in Batoche & Fish Creek.</p>

Pre-Historic or Historical Period	Historical Significance	Historical Resources & Status	Inter-Provincial or National Setting
g) Final Period 1870-1882	<p>Provincial - This period, although admittedly fragmented was largely one of continued immigration and expansion of the agricultural frontier. Although the economy of Winnipeg expanded and the city continued to exercise its hegemony over Western Canada, the consolidation of that role was to await the era of the railroad. Thus, this period was largely a transitional one.</p>	<u>Fort Garry II</u>	Complementarity: Poor

Source: Woolsey, G.B. Historical Resources of the Red-Assiniboine: A Preliminary Analysis of their Interpretive and Development Potential.

Archaeological evidence, as has been mentioned, is scarce (see Figure 3) and further investigations are required if pre-historic human activities are to be interpreted. Historical archaeological research is also required at The Forks where much evidence of early fur trade posts may lie buried under railway tracks or may have long since been swept away by the rivers.⁵

Of the historical sites listed in Tables 1 and 2, Lower Fort Garry, Riel House, St. Andrew's Church and Rectory, St. Peter's Church, Seven Oak House, Ross House, St. Boniface Museum and Upper Fort Garry Gateway Park have considerable actual or potential visitor appeal. The other sites listed are merely plaqued, and while they attest to the historical significance of various themes, they have little potential for broad visitor appeal. Another site, privately owned and operated as a museum is Red River House, built in 1856 by the Hudson's Bay Company trader Captain William Kennedy. It is located on the River Road just north of St. Andrew's Church.

More complete data on historic buildings will be available late in 1976 as the Canadian Inventory of Historic Buildings plans to inventory the area between Winnipeg and Selkirk this year. Up to 450 structures will be surveyed.

⁵ For a detailed evaluation of these posts see Parks Canada, Byways and Special Places Program, "The Potential of Upper Fort Garry", Ottawa, 1974.



ST. ANDREWS RECTORY



RED RIVER HOUSE
(Captain William Kennedy House)

PUBLIC DEMAND

An analysis of public demand for open space and recreation opportunities in the lower Red River area was made by Manitoba in the report "Economic and Social Benefits and Costs of the Red and Assiniboine Tourism and Recreation Plan".¹ This report addresses itself specifically to demand as related to proposed provincial parks close to Winnipeg, including a River Road Provincial Park at Parkes Creek. Following is a summary of its principal findings.

Recreation participation by Manitobans is increasing more rapidly than the population increase, projected to continue at approximately 10% per annum in the metro Winnipeg region. This trend to greater participation, combined with an existing shortage of parkland within metro Winnipeg² and competitive pressures for recreation opportunities from tourism have prompted the Government of Manitoba to assess the role which the Red and Assiniboine Rivers can play in satisfying the metro Winnipeg recreation demand.

There is, however, increasing competition for riverbank property from urban expansion. Pressures for residential subdivision threaten the option of developing open space and recreation facilities in an area highly suited to satisfying the recreation demand.

The Winnipeg Region Study has noted that "the reasons for moving to exurbia ... pertain to the physical characteristics of rural residential living".³

¹ Manitoba Department of Tourism, Recreation and Cultural Affairs. "Economic and Social Benefits and Costs of the Red and Assiniboine Tourism and Recreation Plan", Winnipeg, September, 1975.

² 4 acres per 1000 population as opposed to the desirable figure of 10 acres per 1000.

³ Manitoba Department of Tourism, Recreation and Cultural Affairs. Op.cit. p. 36.

Planning for preservation of open space, significant natural areas and historical sites would complement this "rural" style of living and counter the spectre of complete urbanization. As Hilderman noted, uncontrolled suburbanlike housing is destructive of the scenic qualities of the riverscape.

An effective program of riverbank conservation and recreational development could also benefit the provincial tourist industry. Over three million non-resident entries into Manitoba were made in 1974, a steady annual increase since 1957.⁴ While the "purpose of visit" data is not well defined, responses generally are high in grouped categories of sightseeing, including visits to historic sites, and outdoor recreation. Furthermore, both national surveys (Canadian Travel Research, Outdoor Recreation Research) and data generated within the province on resident activities confirm this finding.

In summary, population growth in the metro Winnipeg area and the increasing popularity of open space and outdoor recreation activity, combined with the present shortage of these resources in the city and the competition for land in the surrounding rural areas suggest that a Red River Agreement for Recreation and Conservation would fulfill a present and growing need. At the same time, such a federal-provincial initiative would help to maintain and preserve the scenic and human heritage resources of the lower Red River region.

While the above information is sufficient to demonstrate the general demand for increased recreation opportunities, further research will be required to assess the demand for particular kinds of recreation opportunities within

⁴ Manitoba Department of Tourism, Recreation & Cultural Affairs, op.cit. p. 41-42

the corridor.⁵ There is currently little data on the effect of large urban centres on park use patterns. Winnipeg has a significant ethnic minority composition with 30% of the population declaring a language other than English as their mother tongue.⁶ Do these groups have any particular preferences for outdoor recreation opportunities? There is also a need for more information on the population without cars who might use various means of public transit to visit the corridors and interpretation areas. What demand exists for facilities catering to other special clients - the handicapped, students, the aged? The River Road is on Winnipeg's doorstep, the study area being within easy day-use range. It is essential that this ARC corridor satisfy new and changing demands as well as duplicate traditional outdoor recreation opportunities. Imaginative interpretive approaches, based upon the rich historical and natural heritage, are called for.

⁵ The Department of Tourism, Recreation & Cultural Affairs, the ARC Branch and Prairie Regional Office will collaborate on a visitor use survey in the areas of Selkirk, Lower Fort Garry and along the River Road this summer, 1976. The study proposal, prepared by the Province, is to be submitted to the ARC Branch in early May.

⁶ Manitoba Department of Tourism, Recreation & Cultural Affairs, op. cit. p. 19.

FEDERAL DEVELOPMENT PRIORITIES

In an earlier document "Possible ARC developments in the Red River Corridor, Manitoba", three areas were identified as meriting federal action. In order of priority, these are shown in Figure 7 as:

The Forks
River Road
Netley Marsh

The Forks

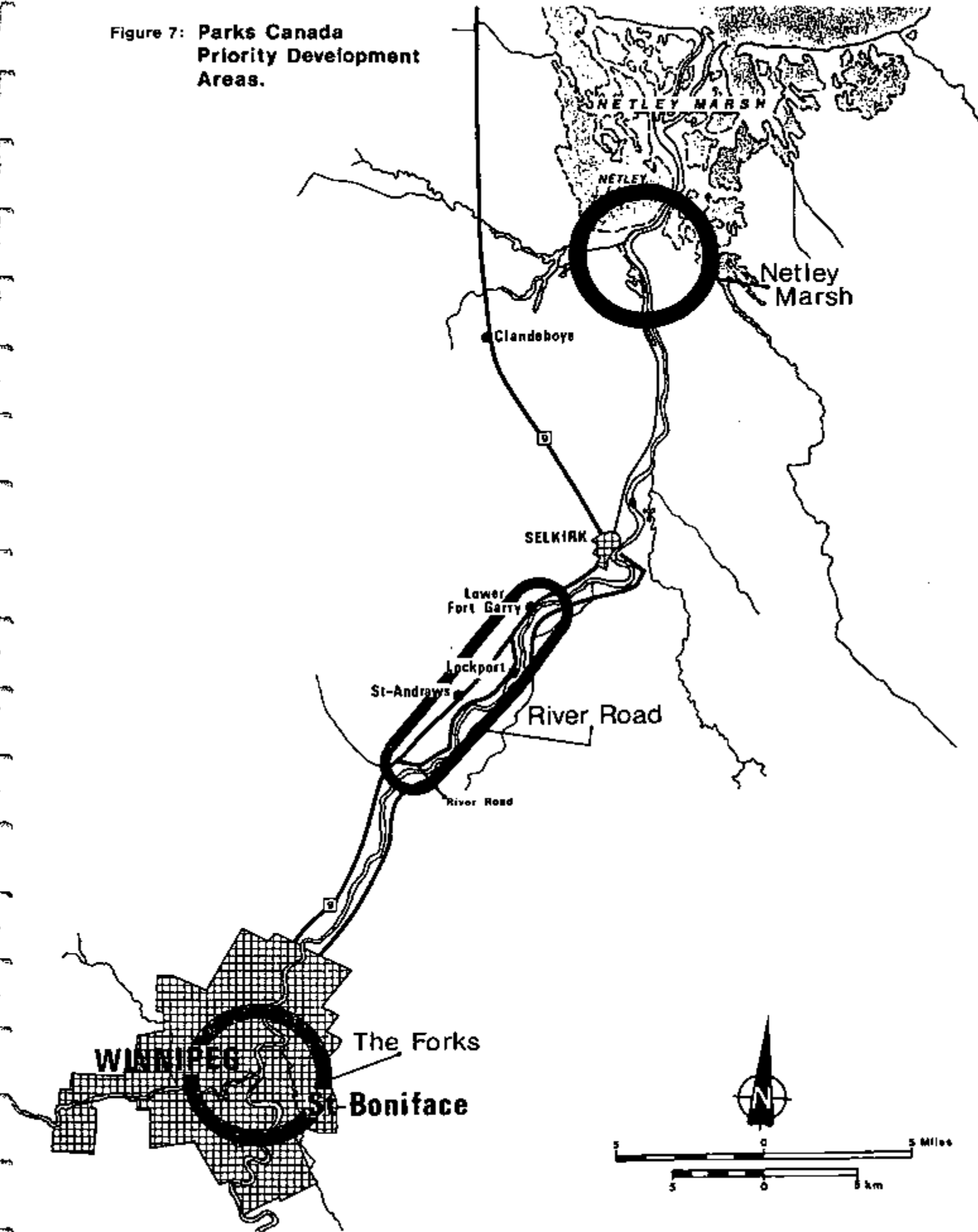
The Forks, because of its overwhelming historical significance, is the highest priority for Parks Canada. Not only does the historical analysis earlier in this report demonstrate the significance of the site, but the Historic Sites and Monuments Board of Canada has judged:

'that the junction of the Assiniboine and Red Rivers is of national historic significance and should be commemorated by a plaque; that every effort should be made in co-operation with other agencies and levels of government to ensure the restoration and preservation of its historic environment for the public, and that it should be considered by the Department as a possible "Special Place" under the Byways and Special Places Program'.

Several development possibilities have been proposed for the Forks.¹ These include total reconstruction of Upper Fort Garry on the original or on an alternative site, partial reconstruction of Upper Fort Garry, reconstruction of Forts Gibraltar and Douglas and an interpretive complex involving no reconstruction. Largely because of cost and urban dislocation involved in reconstruction at this site, Parks Canada has proposed the construction of

¹ Canada, Department of Indian & Northern Affairs. Byways and Special Places Program. "The Potential of Upper Fort Garry: A Preliminary Assessment", 1974.

Figure 7: Parks Canada Priority Development Areas.



a major Interpretive Centre which would interpret to the visitor the main historical themes identified for the site and which would also orient him to the history of the Prairies as it related to The Forks.² Additional archaeological investigations, which would be carried out jointly with the provincial authorities, are required at The Forks before development proposals can be refined.

The interpretive challenge at The Forks is enormous; the dividends of a successful interpretation program equally so. The site is immediately accessible to a large urban population. It is rich in historical significance but the number of themes identified with the site and the historical relationship of The Forks with the Prairie region present a complex interpretive problem. The Ontario government reconstruction of Fort William was developed around the North West Company theme including the relationship of that post with other Company posts throughout the Northwest. Interpretation at The Forks will have to relate with Fort William as well as with the northwest. A great deal of research and planning needs to be done if an innovative and successful interpretation program is to be developed.

The recreational facilities to be installed at The Forks will require close planning collaboration with the provincial government. In the Red/Assiniboine Study, open parkland, marina and restaurant facilities, and pedestrian/bicycle paths are proposed to link The Forks with the rest of the Red River corridor. Consideration will have to be given to the need for and the conflicts of multiple trail uses including motorized as well as non-motorized activity.

² Woolsey, G.B. "An Interpretive Centre at The Forks: A Preliminary Discussion of its Rationale, Requirements and Ramifications. Internal Parks Canada document, 1975.

Boat docking and cruise ship facilities could be constructed jointly by the federal and provincial governments and managed by provincial authorities. Private concessions might be incorporated here. Open parkland at The Forks could be owned and maintained by the federal government in association with the historical interpretation program. Trails emanating from The Forks could be constructed jointly by the federal and provincial governments and maintained by the Province. The proposal made in The Red-Assiniboine Study to establish a boat bus service is an innovative suggestion but expensive and as yet the need is not substantiated.

While the priority of development at The Forks is clear, actual master planning and site development are contingent upon decisions to be taken by Canadian National, Great West Life Insurance and the three levels of government involved in the CN East Yard redevelopment proposal. In a concept plan prepared for the developers by the firm of Damas and Smith, approximately 43 acres of the 130 acre site on the north and south banks of the Assiniboine would be developed as park area (see Figure 8). To date, no decision has been made public on the East Yard redevelopment nor have the questions of park area use and ownership been resolved. It is recommended that the parties to an Agreement for Recreation and Conservation emphasize the priority of The Forks and formally communicate their interest to the principals responsible for the East Yard redevelopment. It is further recommended that archaeological investigations be undertaken to assemble pre-historic and historic evidence of the human activities which occurred at the site. Much evidence currently covered in the rail yards could be destroyed by commercial and residential development of the site.

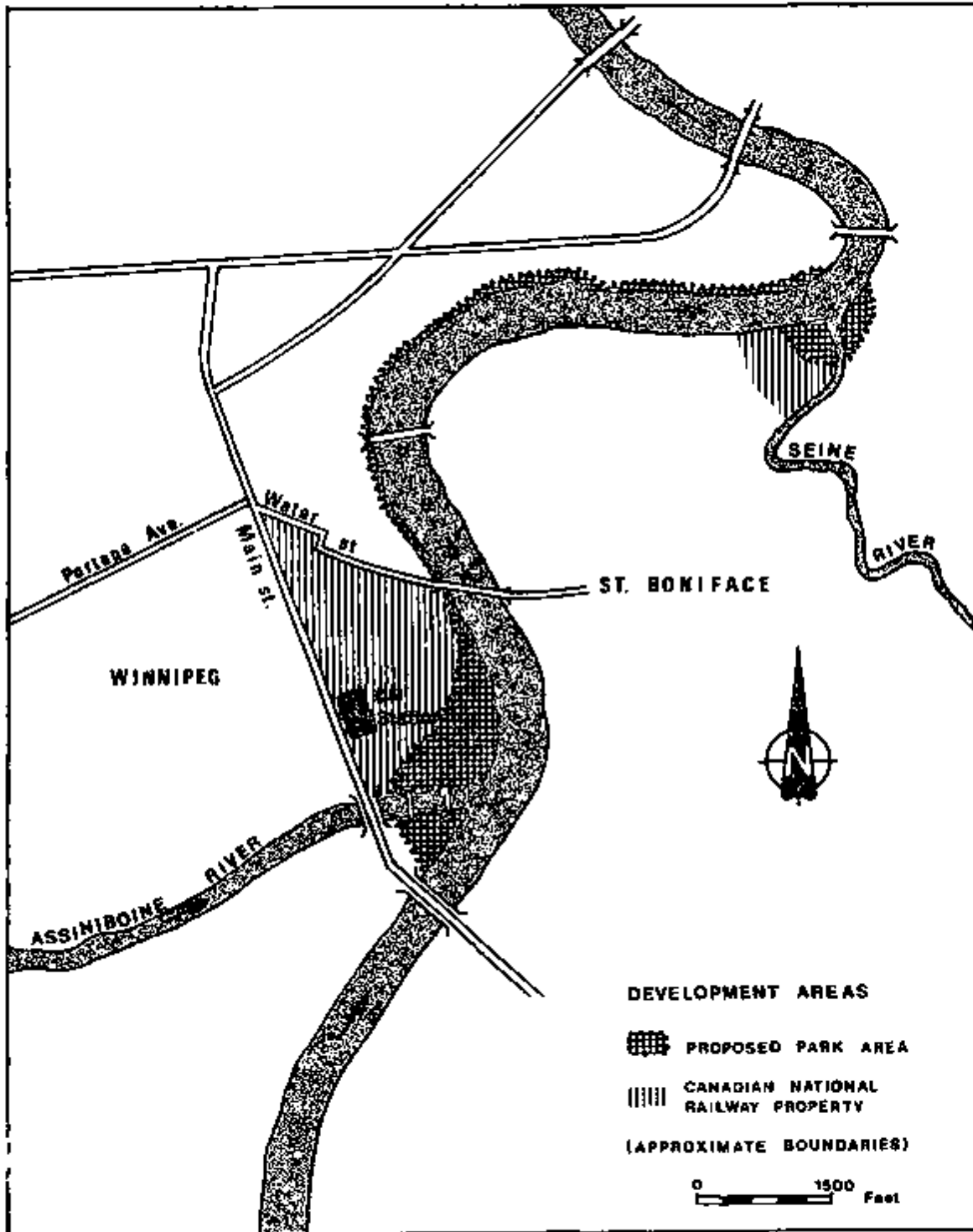


Figure B : Development area outlined by Damas and Smith.

River Road

The River Road, offering an almost uninterrupted view of the Red River for nearly fifteen miles, linking a number of historic sites and offering exciting potential for parkland development is under severe pressure from subdivision expansion. It is essential that certain key areas be acquired for open space and river access and while the provincial government has such an acquisition program underway, the specific areas identified for purchase have not yet been revealed. Parks Canada is acquiring the St. Andrews Church rectory and will be developing it as a major visitor attraction.

Another important federal property on the River Road, currently controlled by D.P.W. is St. Andrew's Lock at Lockport. Already a popular fishing spot, the surrounding grounds offer open space for picnicking and viewing river traffic. Interpretation of the lock's history and operations could be suitable here as part of the transportation theme. Parks Canada will be discussing the potential interpretive and recreational role of the Lock with D.P.W.

Parks Canada's objective is to conserve the historical and scenic environment of the River Road. To this end, upgrading and landscaping of the River Road as an historic and scenic route and development of bicycle paths, river access, boat docking facilities, day use parks and picnic sites are warranted. If the area is to fulfill the pivotal recreational/interpretation role envisaged in the Preliminary Development Concept close federal/provincial collaboration and early action is required.

Netley Marsh

Netley Marsh, the third primary development node of federal interest, is the most important natural area in the corridor. The sheer size of the marsh, 60,000 acres, offers impressive scope for wildlife management (principally waterfowl and muskrats), recreation and nature interpretation.* Recreation site development has occurred mainly in the southwest sector of the marsh in the area of Netley, Wavey, Medicine and Muckle Creeks and in the northwest bordering Lake Winnipeg. While these areas are outside the currently proposed ARC corridor, it is nonetheless important to appreciate the recreation role being played by this area adjacent to the proposed Netley Marsh primary development node.

Within the ARC study area, there are two provincially owned areas on the west bank of the Red River, Breezy Point picnic ground and Netley Creek picnic/campground. Some 40 summer cabins are located between these two sites and there is evidence of proposed new cottage developments on the river bank. In the Preliminary Development Concept, a parkway loop is proposed, including the River Road, beginning and ending at the outskirts of Winnipeg, crossing the Red River at Netley Creek by car ferry. Redevelopment of the west bank road north of Selkirk to improve access to a nature interpretation facility which could be jointly developed at Netley Creek is desirable. However, until there is demonstrated demand for an east bank route, it is of low priority. Boat docking and rental facilities might be jointly constructed and provincially operated.

The proposed reconstruction of Fort Maurepas as an interpretive facility is not recommended by Parks Canada in light of the National Historic Parks and Sites Branch policy to place a low priority on reconstructions of this kind. A less ambitious interpretive facility is warranted for this site.

* Most of the marsh is not contained within the proposed ARC Corridor which follows the main channel of the river. It is a provincial Wildlife Management Area and a valuable "adjacent resource".



VIEWS
ALONG
THE
RIVER ROAD





NETLEY CREEK AT RED RIVER



WAYSIDE BETWEEN SELKIRK AND NETLEY CREEK

While the marsh is not subject to the same intense development pressures at work along the River Road, and does not merit as high an ARC priority, it presents nevertheless a valuable opportunity to develop a natural interpretation/recreation area which will complement the other activity areas within the ARC corridor.

DEVELOPMENT COSTS AND ECONOMIC IMPACT

As the proposed recreational use of land must compete with other types of current land use, land acquisition is a major cost item. Since 1969, in common with the national trend, prices have risen steadily. In the rural municipalities of St. Andrews and St. Clements, north of Winnipeg, there is a wide range of prices for river frontage and no typical price is possible. Riverfront lots in July, 1975, ranged from \$1,000 per acre to \$23,000 per acre.¹

Attempting to estimate land acquisition costs is practically impossible unless specific locations for recreational developments are identified. Proximity to Winnipeg, zoning, site physical characteristics are the kinds of variables which must be assessed. One approach is to compare recent sales in the immediate vicinity of a proposed acquisition and use a current ratio to convert the assessed value into an estimated market value.² This can only be done as solid development proposals arise.

Capital costs, including improvements of the landscape, building and facility costs for recreation development are being prepared by the Manitoba Parks Branch and are expected to be available to Parks Canada in May.

Assessment of the economic impact and opportunities for private investment is complicated by the proximity of the corridor to metro Winnipeg. The areas suggested for development investment do not have an economic base distinct from Winnipeg and Selkirk. Many users of the corridor facilities (scenic drive, trails, interpretation complexes) may spend the bulk of their money

¹ Manitoba Department of Tourism, Recreation and Cultural Affairs
Op.cit. pp. 130-131

² Ibid.

in Winnipeg or Selkirk. Investment opportunities appear to be limited to such services as marinas and recreation equipment concessions; however, the mix of public and private recreational facilities is to be defined by the provincial authorities.

CONCLUSION

In this report, the broad lines for historical interpretation have been set out based upon the three major themes of fur trade, settlement and political development. However, the translation of these themes, as well as the associated sub-themes, into an interpretation program is a major challenge to the master planning team. The Forks is emphasized as the hub of Red River history; however, it is by no means intended that all historical interpretation be incorporated at this site. Settlement, for example, is a theme which may well be interpreted throughout the corridor. Fort Douglas, located downstream from The Forks, was the site of the first Selkirk settlement; St. Boniface was founded by French speaking settlers in 1818; Miss Davis School Residence was formerly the Bishop's Court, residence of the Anglican bishop who had a dominant influence on the society of the English-speaking parishes of the Red River. These are but a few of the resources which would contribute to the interpretive mosaic designed to tell the story of Red River settlement. The ultimate historical interpretive package will be an integrated system drawing upon the resources distributed throughout the corridor. The survey to be carried out in 1976 by the Canadian Inventory of Historic Buildings will provide additional data for consideration in the interpretive program.

Three of the four primary development nodes proposed in The Red-Assiniboine Study have been accepted as meriting active federal participation. Two, The Forks and the River Road, are rich in history, the third, Netley Marsh is the most significant natural environment area along the lower Red River. All three offer recreation development potential in addition to their interpretive values. In addition, proposed boat, trail and road linkages between these nodes warrant joint federal-provincial action to realize the full potential of the recreation system.

In conclusion, the following recommendations are made:

1. That Parks Canada accept the preliminary development concept proposed in The Red-Assiniboine Tourism and Recreation Study but with qualifications as stated in this document. Federal priorities are:
 - (a) The Forks
 - (b) The River Road
 - (c) Development of parkland, trails and boating facilities along the Red River
 - (d) The Netley Marsh
2. That exploratory archaeological work be undertaken at The Forks to assess the potential, the need and the costs of major archaeological investigations at this key historic site.
3. That a survey be undertaken jointly by Parks Canada and the Manitoba Parks Branch to assess the demand in the Winnipeg region for developments proposed in the Red River Corridor. This survey should attempt to determine those recreation demands not being satisfied by the traditional park activities rather than merely projecting current user patterns into the future.
4. That, in light of the development pressures on the lands along the River Road, priority be given to acquiring the rights necessary to ensure that recreational and historical conservation options are kept open. In some cases, cost sharing with the Province in land acquisition may be in order; in others, application of provincial zoning laws or scenic easements may be desirable.

5. That Parks Canada and the Manitoba Parks Branch establish a joint planning team to prepare a master plan for conservation, interpretation and recreation in the Red River corridor within the proposed conceptual framework. This team will need to involve the residents who would be directly affected by developments in the corridor.

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