



Manitoba Heritage Council Report

The Assiniboine Route of Manitoba

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Table of Contents

	Page #
Introduction	4-5
The Land and the People	6-10
The Proposed Assiniboine Route	11
The Themes	11
The River Process	11-13
Prehistoric Man	13-14
The Old Fur Trade Route	14-15
The Nodes	15-17
Winnipeg	17-20
Portage la Prairie	20-24
Spruce Woods	24-26
Brandon	26-29
References	30
Appendices	31
Introduction to the Archaeological-Historical Components	32-33
1. Archaeological Component	34-63
2. Historical Component	64-95
3. Natural and Recreational Resources	96-112
4. Visit Predications of Selected Areas	113-123
5. Commercial Accommodations	124-125

Introduction

The objectives of this study on the Assiniboine Route of Manitoba are:

- (1) To investigate the archaeological, historical, natural and recreational resources along the Assiniboine River between Winnipeg and the Grand Valley;
- (2) To designate an Assiniboine Route for the development of recreational and conservation corridors under an ARC agreement.

The Byways and Special Places Program, announced by the Federal Government in October 1972, provides Parks Canada with a broadened mandate. Under this new program, Parks Canada will be initiating new approaches in the conservation of Canada's historical, natural and scenic heritage. The new approaches will include the establishment of National Byways, or more specifically, National Historic Waterways, Trails and National Parkways. In addition, the program makes provision for the conservation of new types of Special Places – National Landmarks, National Marine Parks, and National Wild Rivers.

In 1973, a pilot study was made by Parks Canada in which two sample routes were suggested for study in Manitoba. The land route follows the Red-Pembina-Souris-Assiniboine Valleys and the Water route is suggested to travel along the Winnipeg-Hayes-Saskatchewan Rivers.

In August 1975, a Federal-Provincial Joint Committee was established between the Governments of Canada and Manitoba to investigate the potential of selected river valleys and adjacent areas in south-western Manitoba. The mission is to examine two corridors in south-western Manitoba:

1. The corridor outlined in the Parks Canada report Example Routes Warranting Study: Manitoba which followed the Red River southward from Lake Winnipeg to the United States border, and thence westward by the Pembina, Souris and Assiniboine Rivers to the Saskatchewan Border near St. Lazare.
2. A corridor of unspecified width which follows the Red River from Lake Winnipeg to the

City of Winnipeg, and thence along the Assiniboine to St. Lazare.

Two sections of these corridors are common to both:

- a) The Red River north of Winnipeg.
- b) The Assiniboine River west of the Souris River mouth.

The study will therefore focus on the relative merits of those parts of the corridors which are not common to both. The present study “The Assiniboine Route of Manitoba” describes the Assiniboine River. At the same time, Parks Canada is preparing a study on both the Assiniboine and Pembina Routes, with emphasis on the latter.

The Land and the People

The Assiniboine River Corridor passes through vast and rich farming areas. It is largely in a mixed farming area from the Perimeter Highway west of the City of Winnipeg to Portage la Prairie, and in grain farming from Spruce Woods Provincial Park to Brandon.

Within the study area live people of varied ethnic and cultural backgrounds. Manitoba's population as a whole is 41.90 per cent British Isles origin; German, Ukrainian and French make up 12.45 per cent, 11.58 per cent and 8.75 per cent of the population; there are 4.35 per cent Native population and 20.97 per cent from other areas of the world.

This melting pot of many peoples located in the heartland of the great nation – Canada – can not be described in a few pages. Jackson and Warkentin states:

It is quite impossible to understand its history or how people live in Manitoba today, without going back, not a mere 100 years, but at least 10,000", (Jackson, J.A., 1970, p. ii).

The first explorers of the Western Interior of Canada were men completely unknown to us. We do not know when they came or what tracks they followed. Artifacts found in fallowed field, on alluvial terraces within river valleys, or along the paths that lead from lake to lake show that these lands were inhabited for many years before the European explorers arrived. The Natives, mostly Indians but also a few Eskimos, knew the land intimately, and no European travelling in this country was ever the first person to see any part of it. The Natives showed the Europeans which paths to follow through the intricate waterways of the north, helped them to subsist – and even to survive – and often unconsciously urged them on with descriptions of what lay beyond", (Warkentin, 1964, p. 9).

The Assiniboine River corridor plays an important role in several key aspects of Manitoba's history:

1. The Native Inhabitants: As is suggested by the material relating to the archaeological heritage of the river and adjacent lands, there is much to be recorded, investigated, analyzed and interpreted. It is through the processes of archaeology that much of the prehistory of the river and the province will become known.
2. Exploration and the Fur Trade: The Journals of Kelsey, La Vérendrye, Henday, Smith and Waggoner all see the key role that the Assiniboine corridor will play in this area. La

Vérendrye saw “fine trees...a boundless stretch of prairie...”, (Warkentin, p. 47); Smith, Waggoner and Henday made two sweeps of the area for furs in 1757 and 1759 (Jackson, p. 18); while the Red River provided a means of access to the buffalo herds to the south, the Assiniboine was to provide a new route to the buffalo in the south west.

3. Survey and Settlement: This would include the Palliser, Dawson and Hind Expeditions and the determination that an agricultural community could exist, survive and flourish in the Assiniboine environment and that the agriculturalists from the Central European countries could in fact come to Manitoba and show how European methods could be adapted to the North American situation. The Assiniboine River was used as the route for steamboats into Western Manitoba in the 1870s and 1880s. With the coming of the railroad, the Assiniboine River was considered as the route to be followed. The Assiniboine River was also the heart of the western portion of the land grant made to Lord Selkirk in 1812.
4. The developments of Railroads and Industry, and the general opening of the Canadian West, can be found in part on the lands adjacent to the Assiniboine River.

While the Red River and its adjacent lands were key to the north-south development, the Assiniboine River and its lands played a parallel role in western exploration and settlement.

Portage la Prairie and Brandon are primarily composed of European settlers. The original Red River Settlement Grant extends from Red River, along the Assiniboine, to Portage la Prairie. The history and culture of the settlers are described in details by Stanley and Morton in their History Studies of Manitoba. There are other ethnic groups in the general area which contribute to the abundant and colourful life styles along the Assiniboine River in Manitoba. Among them, the Aboriginals, Métis and Hutterites are of special significance.

Numerous Aboriginal tribes have been living in the Assiniboine River area ever since the prehistoric era. The 1819 report for the Brandon District indicates that one-sixth of the Assiniboine Aboriginals made their camps in the lands near Brandon House, (Ray, p. 96). The Plains Cree were found only infrequently on the Red River in the first decade of the 20th

Century. Rather, they lived to the west along the Assiniboine River in the vicinity of Portage la Prairie and beyond, (Ray, p.99). Ojibwa were settling in areas which the Cree had abandoned for reasons of depleted fur-animal population, (Ray, p. 102).

The marriages between Hudson Bay Company employees and Aboriginal women introduced to the scene a group with Aboriginal European ancestry and they began to congregate in the Red River Valley. Many of these people, particularly those of French-speaking background, developed a strong sense of self-identity and regarded themselves as different from either the Aboriginal or the white groups in the region. They came to be known as the Métis or Freeman. In 1823, they resettled in St. Boniface on the east side of the Red River opposite its confluence with the Assiniboine River, and to the westward up the Assiniboine in the region of the White Horse Plains. In 1870, the Métis population exceeded 12,000. Besides the Red River Métis, there was another Métis settlement in the area of the present city of Portage la Prairie, (Ray, p. 205).

Present day Aboriginal populations in the study area include the Oak River Sioux west of Brandon, Long Plains Sioux and Long Plains west of Portage la Prairie. The Aboriginal population in the area is about 1,200 to 1,500, (Warkentin, pp. 556-7). The same source shows that the Métis population in the area was similar in size to the Aboriginal population, with large concentrations in Portage la Prairie and St. François Xavier.

The Hutterite Colonies in the Municipality of Cartier are of provincial significance and portray a unique heritage. These European colonies have a history of their own. The “on the farm” schools are traditional to these colonies.

The Hutterites originated during the Protestant Reformation in the sixteenth century and are one of three surviving Anabaptist groups. The other two are the Mennonites and the Swiss Anabaptists including the Old Order Amish.

The Hutterites regard 1528 as their founding date. While fleeing from Nikolsburg to Austerlitz, a group of religious refugees introduced the practice of “community of goods”. Each

person heaped all of his possessions on cloaks that had been spread on the ground, and stewards were selected as overseers of the material good. Thus, occasioned by necessity and sanctioned by religion, communal sharing was made the norm. The first common household was found in Austerlitz in Moravia.

By 1622, all the Hutterites had been driven from Moravia. On invitation from a Russian general, 123 Hutterites settled in the Ukraine in 1770. In late nineteenth century, a new nationalization policy was enacted; it forced the Hutterites along with many Mennonites, Doukhobours, and other minorities to migrate to North America.

The Hutterite colonies in North America are divided in three distinct “people”, (Leut). Taking their names from their first leaders in the United States, they are Schmiedeleut, Dariusleut, and Lehrerleut. The three share a common body of doctrine, language and social patterns, but each has its own senior elder and Ordnungen (discipline). The Hutterite colonies in Manitoba are Schmiedeleut colonies.

The Hutterite colony is a community of workers. All persons are required to work according to their ability, and the professed purpose. Hutterites consider life in this world to be transient, temporary and of no consequence where it is lived. Living communally is believed to be the divine order of God. In the Hutterite view, the individual will must be broken, (Hostetler and Huntington).

The Proposed Assiniboine Route

The proposed Assiniboine Route (Figure 1) consists of a linear route along major and minor highways between Winnipeg and the Assiniboine Valley near Virden, where it joins the Pembina Route from the south. The proposed National Byways continues along the Assiniboine River to the Saskatchewan Border near St. Lazare, where Fort Ellice is located.

The proposed Route is about the Assiniboine River itself. From the junction where it runs into the Red, the Assiniboine River is very educational in natural and human history. On one hand, it reveals the river process since the great glaciers of the Pleistocene epoch to its present role in agricultural development in Central Manitoba. On the other hand, the River tells the story about a variety of people that once lived on its banks, and travelled along its waters.

The Themes

Three themes appear worthwhile to be developed for the Assiniboine Route. One is the River Process, the second one is the Early Man, and the third one is the Old Fur Trade Route.

The River Process

Talking about the Assiniboine River, one must trace back to the glacier that once covered North America during the Ice Age. In Manitoba, Lakes Winnipeg, Winnipegosis, and Manitoba are all shrunken remnants of the ancient Lake Agassiz, (Bird, 1972, p. 23).

There followed an overall ice retreat in southern Saskatchewan and Manitoba. Glacier Lake Regina expanded to the north; and when the Qu'Appelle Valley was uncovered, the lake abandoned the Souris spillway and drained through the Qu'Appelle Valley to the Assiniboine and so to Lake Souris and its successor, building a large sand delta south of Virden", (Bird, p. 51).

FIGURE 1 The Proposed Assiniboine Route of Manitoba

The present-day Assiniboine River is what is left over from the glacier retreat. It originates from Central Saskatchewan. Flowing southward, it enters Manitoba north of St. Lazare. At Virden, the River passes through the scenic Assiniboine Valley on to Brandon.

The largest landform resulting from Lake Agassiz is the pre-glacial delta of the Assiniboine, which extends from Brandon 35 miles eastwards towards Portage la Prairie. In the western part of the delta, the sands are as much as 150 feet thick. They have been deeply entrenched by streams. The top of the delta has been blown by the wind to form extensive areas of sand dunes which today are partly fixed by vegetation. East of the steep delta front, fine sands extend as far as Portage la Prairie", (Bird, 1972, p. 120).

The Assiniboine River meanders a lot. Many river bends exist along its route on which there are interesting vegetation and wildlife areas. Some of these areas are designated as International Biophysical sites (I.B.P. sites). There are also many oxbows left along the shore by the River. In the river course there are fords, rapids and small islands that are of good scenic value.

It would be an interesting topic for interpretive programs. Presently, Spruce Woods Provincial Park provides natural history interpretation of the Assiniboine River and the sand dunes along its shores. Extensive programs are also being planned at the Beaudry Provincial Park further downstream. If the Assiniboine Route is developed, a few other points along the River, such as Baie St. Paul dyke and Assiniboine Valley, can be chosen to describe the river process in its full extent.

Prehistoric Man

The data that are available indicate that three types of prehistoric sites are found along the Assiniboine River Valley: 1) campsites or village sites; 2) ceremonial sites (petroforms, burial grounds); and 3) kill sites, especially bison runs. Sites are found on the upper terrace or prairie level, on benches along the valley wall, and on the valley bottom. Both prehistoric and historic sites are present, and it would appear that the corridor has been occupied continuously since 8000 B.C.

Unfortunately, the vast majority of the recorded sites have been partially or wholly disturbed by cultivation, road construction, gravel pitting, and looting by relic collectors. Hence, few reconstructions or interpretations can be made solely on the basis of recorded information. Those few sites that have been professionally excavated were only partially explored, and the research designs used have not guaranteed adequate samples.

It is therefore recommended that if archaeological data from the Assiniboine River Valley are to be used in a general developmental plan of the corridor, a long-term program of systematic survey and excavation be undertaken. There can be no question whatever that such a project would yield excellent returns. The record as it is known is assuredly but a fraction of what is really there.

The Old Fur Trade Route

Manitoba history did not start at the time of La Vérendrye or the Hudson Bay Company. However, the history of the fur trade certainly played a very significant role in the development of Manitoba, especially along the Assiniboine River. The Aborigines, the early explorers, Hudson Bay Company, North West Company and X.Y. Company came to the stage, up and down the River. Colourful characters like La Vérendrye, Henry, McDonald, Grant, McDonnell and McKay all lived here one time or another.

There are numerous forts along the Assiniboine River, from the Upper Fort Garry to Fort Ellice. There are several clusters of fort sites that can be developed; connecting them, an Old Fur Trade Route could be revived.

At the junction of Red and Assiniboine, Upper Fort Garry is the focal point of many other forts. They were headquarters for Selkirk Settlement or trading posts for Red River Aborigines, or Pemmican posts. Although they do not exist any more, their significance in history never vanishes.

At Portage la Prairie, the center of the scene is Fort la Reine, founded by La Vérendrye in 1738. It was a trading post and staging point for Mandan expenditures.

Further upstream, in the Spruce Woods Provincial Forest, there is the Pine Fort excavation, marking the site used by unknown Canadian traders.

The historical significance of the Souris Mouth group can not be overestimated. It consists of the famous Assiniboine House and three Brandon Houses, along with many others.

Linking all these fur trade forts, the proposed Assiniboine Route can be used to serve educational purposes in interpreting a rather indispensable part of Manitoba history.

The Nodes

Bases on the three themes, four nodal areas can be developed along the Assiniboine River. They are: (1) Winnipeg Node; (2) Portage la Prairie Node; (3) Spruce Woods Node; and (4) Brandon Node.

Each of the nodes has a few interest points, which can be classified in six categories (Table 1).

Major Nodes, Interest Points, and Functions
of the Proposed Assiniboine Route

Table 1

Node	Major Interest Point	Function
Winnipeg	Upper Fort Garry	Historical
	C.N. Yard	Historical
	Portage and Main	Historical
	Legislative Building	Historical
	Winnipeg Art Gallery	Cultural
	University of Winnipeg	Cultural
	Assiniboine Park	Recreational
	Winnipeg Sports Complex	Recreational
	Sturgeon Creek Old Mill	Historical
	St. James I.B.P. Site	Biophysical
	Headingley Sites	Archaeological
	John Taylor House	Historical
	Dominion Land Survey Monuments	Historical
	City of Winnipeg Canoe Launch	Recreational
	Sair Riverbottom I.B.P. Site	Biophysical
	Beaudry Provincial Natural Park	Recreational
	Camp Assiniboia	Recreational
	Grants Lake Wildlife Area	Biophysical
	Jellystone Camp Resort	Recreational
	Whitehorse Monument	Historical
Portage la Prairie	Great Highway Trail	Historical
	St. François Xavier Parish Church	Historical
	Ste. Anne of the Poplar Anglican Church	Historical
	Oxbows	Scenic
	Hutterite Colonies	Cultural
	Assiniboine River Dyke	Recreational
	Norquay Beach	Recreational
	Fort la Reine	Historical
	Island Park	Recreational
	Portage Diversion and Reservoir	Recreational
	Yellowquill Trail	Historical
	Portage Sand Hills	Recreational
	St. Claude Marshes	Biophysical
	Delta Marsh	Biophysical
	Holland Recreation Grounds	Recreational
Spruce Woods	Lavenham Sites	Archaeological
	Smart Landing	Historical
	Spruce Woods Provincial Park	Recreational
	Pine Fort Excavation	Archaeological
	Mixed Grass Prairie I.B.P. Site	Biophysical
	Chichadee I.B.P. Site	Biophysical
	Stockton Ferry	Historical
	Treesbank Ferry	Historical

	Wawanesa Wayside Park	Recreational
Table 1 continued		
Brandon	Souris Mouth Forts	Historical
	Buffalo Jump	Archaeological
	Grand Valley Townsite Cairn	Historical
	Meadowlark Park	Recreational
	City of Brandon Recreation Area	Recreational
	Curran Park	Recreational
	Grand Valley Campground	Recreational
	Glenorkey Ski Resort	Recreational
	Minnedosa-Elphinstone Hiking Trails	Recreational
	Alexander Marsh	Scenic
	Virден Area	Recreational
	Virден Community Recreation Canoe Route	Recreational
	Fort la Bosse Cairn and Plaque	Historical

Winnipeg Node

The proposed Assiniboine Route starts at the junction of the Red and Assiniboine Rivers, the location of several early forts founded by the Hudson Bay Company and North West Company during the 18th and 19th centuries. They include Fort Rouge, The Forks Fort, Gibraltar Fort, Fidler's Fort and Upper Fort Garry. The north gate of Upper Fort Garry is all that remains of any of these forts in what is now the City of Winnipeg.

The Red and Assiniboine Junction has been most important to the development of Western Canada. Pierre La Vérendrye, second son of the famous explorer, in 1734 was the first European to visit the southern basin of Lake Winnipeg. He passed through the Delta and Netley Marsh, and built Fort Maurepas. In 1736, La Vérendrye himself entered the Red. La Vérendrye took account of the new region he had entered in the first reference to the strategic position of the site of Winnipeg. He planned to shift the post to the 'great fork in the Red River' in order to facilitate trade and navigation. This is the beginning of the modern history of the Red and Assiniboine Junction.

Canadian National Railway Yard presently occupies the historical junction. The railway itself is a potential tourist attraction, if and when some interpretive programs of the railway development in Western Canada can be organized in the future. The significance of the

junction calls for some sort of a national monument on the spot, with

well-planned restoration and landscaping. One can go back to the beginning of the modern Manitoba history by visiting Upper Fort Garry gate. The original gate still stands in a pleasant little park on Main Street.

The Route follows Main Street, to the junction of Portage Avenue. Portage and Main is the most famous intersection in Western Canada. Here, one can go underground in Winnipeg's first all-weather downtown shopping concourse and look up to the tallest building in the city: Lombard Place and the Richardson Building. There are also a number of historical buildings and modern office buildings close by, such as the Bank of Montreal and others. Within a short distance, one can also visit Provencher Park, La Vérendrye Monument and Louis Riel's Grave in St. Boniface Basilica Churchyard. A few blocks north on Main Street a cluster of modern buildings, including the City Hall, Centennial Concert Hall, and Museum of Man and Nature, are easily accessible.

The proposed Route then turns west, along Portage Avenue, through Winnipeg. The first part of the avenue is lined with various shops and stores. Since shopping is a popular recreation activity, it adds a colourful ingredient to the Route.

A side trip at Memorial Boulevard will lead the visitors to Manitoba's Legislative Building, built of Manitoba tyndal stone and Italian marble. The Golden Boy, perched atop the 240 foot dome of the Legislative Building, is one of the best known symbols of Manitoba.

The Memorial Park in front of the Legislative Building and the Winnipeg Art Gallery are also accessible from the Route. Nearby, there is the new Winnipeg Convention Centre opened in 1974.

Along Portage Avenue, there are numerous spots suitable for sightseeing. For example, University of Winnipeg is located downtown at 515 Portage Avenue. Assiniboine Park, the largest city park in Winnipeg, can be reached from Portage Avenue, although its main body and zoo are located on the south side of the Assiniboine River. For the action seekers, there is the Winnipeg sports complex arena and stadium, north of the Polo Park Shopping Center. In St.

James Assiniboine, there is a reconstruction of an old mill on Sturgeon Creek by Métis leader Cuthbert Grant in 1829. The St. James Assiniboia Historical Museum and the St. James Prairie I.B.P. Site are within short excursions from Portage Avenue. Assiniboia Downs, on the other side of the Perimeter Highway is the site of Manitoba's major thoroughbred and standardbred horse racing.

The Route turns south, briefly on Perimeter Highway, then on to a scenic drive along Provincial Highway 241. Along this route, many scenic overlooks and interest points are accessible. This Route is located on the south bank of the meandering Assiniboine River. At several points the River can be seen from the road. The existing road may require improvement in some sections for use by increasing traffic volumes. Just outside the Perimeter Highway, there is a concentration of archaeological sites along the banks of the Assiniboine River. These sites range in age from 3000 B.C. Prehistoric campgrounds, burial sites and historic settlements are the main types within this group.

A side trip can be made across the River to Headingley. In 1851, Headingley was established as a Church of England Missionary Settlement by the Reverend Griffith Owen Corbett and named after his former parish; Headingley, Leeds, Yorkshire, England.

Headingley has Holy Trinity Anglican Church, John Taylor house and implement shed in town, as well as the Dominion Land Survey Monument two miles west of the town where the Principal Meridian crosses the Tran-Canada Highway. The land survey of all of Western Canada began here, making the site of national significance. In addition, there is a canoe launching site owned by the City of Winnipeg.

Next, the Route reaches the newly created Beaudry Provincial Natural Park. The two I.B.P. sites are overlooking the park from the north banks of the Assiniboine River. This park is to be used for natural history interpretation. In addition, the park will provide a portion of a green belt around Winnipeg for environmental qualities. In the park, there are large areas designated as ecological reserves for their outstanding natural features. Opposite Beaudry is

the wildlife pond, an excellent spot for viewing and photographing.

Beyond the Provincial Park, the Route travels along the river, with Camp Assiniboia on the north of the road, until it reaches the junction of Trans-Canada Highway. Here, the proposed Assiniboine Route forks into northern and southern routes. At this junction, Jellystone Park and the Kiwanis Club provide stopping and entertainment spots. Between here and Norquay Beach further upstream, there are good fishing sites along the river where accessible.

The main route (North) turns east along the Trans-Canada Highway for a short distance, to the junction of Highway 26 and Trans-Canada Highway. Here a Whitehorse statue has been erected to commemorate a romantic Aboriginal Legend which goes something as follow:

A beautiful Indian maiden and her bridegroom are pursued by her rejected suitors and although the couple's white horse has speed, it also proved to be a good target and finally Sioux arrows killed them both. The white horse escaped and roamed the plains for years. The Indians believed the soul of the girl has passed into its body and the ghostly white horse would haunt the plain forever.

On the south side, near the junction, there is a small private park called Summerland.

Portage la Prairie Node

Highway 26 between this point and Portage la Prairie follows the "Great Highway" which is a part of the Fort Ellice Trail. A few miles along Highway 26 is St. François Xavier, located on the north side of the Route.

St. François Xavier is a relatively important small town in terms of its position in Manitoba history. Métis culture can be witnessed here. St. François Xavier Parish Church was built in 1900.

St. François Xavier has many very pleasant country views. A good example of the agricultural development is presented here. South of St. François Xavier, on the Assiniboine River bank, the Province is proposing a human history interpretation area, with farmer's market, food services, historic village reconstruction, picnicking, hiking, cross-country skiing as well as fish-stocking in the oxbow. A few miles to the north, Grants Lake is currently a wildlife management area.

Between here and Poplar Point, preliminary recreation plans call for canoe-in campgrounds, waysides, trails and river accesses along the Assiniboine River. Baie St. Paul Cemetery dating back to 1874 may interest some people. Lands around the Highway 248 Bridge on the Assiniboine are local fishing sites. The dyke is used as an access point; there are also plans for land acquisition to provide recreation to residents.

Poplar Point has six historical buildings; the oldest one is Ste. Anne of the Poplar Anglican Church, dating back to 1859. This church is the earliest building in the study area. It is visible from the proposed Route, just outside Poplar Point.

As an alternate route, the southern Route departs at the junction of Trans-Canada Highway. It follows Provincial Highway 241 until it joins the northern Route at Poplar Point. This portion of the route may require road improvement in some sections, for use by increased traffic volume.

Along the route, three scenic oxbows may be viewed. One of the oxbows is on a field under cultivation and the rim of its periphery can be perfectly defined from the highway. This would serve as an excellent area for interpretation for school children.

Four Hutterite Colonies, located on oxbows, contribute an important cultural aspect to this southerly alternative route as well.

The Province is currently evaluating the recreational potentials along the proposed scenic drive. The plans include a regional campground, car wayside parks, river access sites, boat-in camping and picnic areas, and bicycle routes.

From Baie St. Paul to Poplar Point, the Assiniboine River dyke, built 60 years ago, has a potential for a variety of winter recreation activities such as snowshoeing, cross-country skiing and snowmobiling, as well as a hiking route in the summer. This portion of the route has been designated by Resource Projects as having from moderate to good potential for recreation use.

Norquay Beach, located 6 miles east of Portage la Prairie, provides camping, picnicking, swimming and playground facilities for an overnight stop, or rest stop enroute. Expansion plans

for this area are also on the drawing board. There are also some Crown land holdings along both sides of the river for public use.

The historical forts in and around Portage la Prairie include Adhemar's Fort, Fort la Reine, Portage la Prairie (Fort) and Fort des Trembles. Among them, Fort la Reine is most important.

The proposed route joins Trans-Canada Highway 2 miles east of Portage la Prairie. Entering the city, on the north side of the Highway there is Fort la Reine Museum and Pioneer Village. The Historic Sites and Monuments Board of Canada in 1928 commemorated Fort la Reine with a plaque. The display includes Aboriginal relics, pioneer articles from the pioneer way of life in a village and fort setting. The museum is a joint venture of the City of Portage la Prairie, the service clubs and the Chamber of Commerce.

Portage la Prairie is a pleasant small city to visit. There are numerous historical buildings within two principal city blocks. A side trip leads to Island Park which is a popular recreation spot for the residents of Portage la Prairie. There is a golf course, fair grounds and race track in the park, and many other features, such as picnic tables, and playgrounds. Crescent Lake is an excellent spot for canoeing and boating. A wildlife sanctuary is located within the park. The City of Portage la Prairie is interested in acquiring more land for this park when available. South of Crescent Lake, along the Assiniboine River, the banks are used by local residents for fishing.

The route continues westward along the north bank of Crescent Lake, passing the Fort la Reine cairn and plaque, and the Portage Diversion Reservoir.

The Portage Reservoir is operated primarily as a storage reservoir for flood control and also as a water supply for the City of Portage la Prairie. Recreation can fit a multiple resource use pattern by using the river and certain non-productive lands. The main recreational use of the area would be of an extensive nature, since many of the ecosystems are considered fragile in terms of withstanding recreational intensive development. A proposal in 1973 suggests that

some of the stronger ecosystems would be used for more intensive use such as a 50 unit, fully serviced, campground and an intensive day-use area around the water control structures at the head of the diversion and just downstream from the diversion. This is an excellent spot for fishermen.

At this point, the historical Yellowquill Trail starts; it extends all the way down to the southwest corner of the Province. Between here and Highway 34, the proposed route follows the trail as much as possible. Along the existing roads southwest of the Fort la Reine cairn and east of Highway 4, there are two sections of the trails undisturbed by modern road construction. They are immediately accessible from the road and are ideal locations to provide trail systems with interpretive facilities.

Poplar Fort is located on the Assiniboine River, very close to the Yellowquill Trail. Across from the fort site, there is an extensive area generally called Portage Sand Hills. Sixteen hundred acres of land has been acquired for recreation development.

There are many potential recreation lands adjacent to Portage la Prairie. South of Portage Sand Hills, a land inventory at St. Claude Marshes has been completed, pending further acquisition action. North of the city, 108,000 acres of land at Delta Marsh has been acquired. The Province has ambitious plans for more land acquisition in this area, which is one of the best bird sanctuaries in the country. There is also a good canoe route from Portage la Prairie to Spruce Woods Provincial Park.

The route passes through Dakota Plains Indian Reserve and Long Plain Indian Reserve to Lavenham. Around Lavenham area, there are several archaeological sites. These include campsites and burial mounds, which range in age from 8000 B.C. to the early historic period.

A number of spots along Highway 461 and 350 in this area also intersect the Yellowquill Trail and have potential for accessing the original trails.

Spruce Woods Node

At the junction of Highways 350 and 34, the proposed route turns south on Highway 34,

all the way to Holland. Nevertheless, outdoor-oriented visitors can choose to go straight along Highway 350 for another two miles. A parking lot is proposed here, from which an extensive hiking trail will penetrate Spruce Woods Provincial Park and Forest, ending at Treesbank. Trails are already in existence in this area, although many parts need to be improved and marked. They closely follow the Assiniboine River, passing through Pine Fort excavation, Bald Head Hills, and many other interest points in the park. At numerous locations, riverside campgrounds could be provided in the future. The Assiniboine River in the park is a canoe route.

Highway 34 Bridge on the Assiniboine River is an ideal location for a canoe pick-up site. Close by, there are hints of a prehistoric campsite of undetermined age.

At the junction of Highway 34 and the Assiniboine River, there is a proposal for ski slopes by Holland Town Council. There are also snowmobile trails in the area. There is a private development at the junction of Highways 34 and 350, with snowmobile trails and horseback riding trails. The Cypress River mouth is a fishing area; the location is recommended by R.M. of Victoria for a dam site, for the purpose of providing recreation opportunities for the residents.

East of Highway 34 on the Assiniboine River is Smarts Landing. A historic fort across the River is also identified.

The proposed route follows Highway 34 to Holland, where it joins Highway 2 and westward. Here, the Pembina Hills are in sight. Between Holland and Glenboro, the route follows Highway 2 with relatively few interest points planned along it. There are small towns like Cypress River and Glenboro, each with some historical buildings, dating back to 1895. There is a museum in Cypress River.

A side trip to Spruce Woods Provincial Park is designed from Glenboro, along Highway 258. In Spruce Woods, the Kiche Manitou Campground will provide services for visitors. Within the park, visitors may follow the trails of Ernest Thompson Seton – naturalist author of *The Trail of Sandhill Stag*. There are hiking trails and horseback riding, including three different

interpretive trails.

Bald Head Hills is a unique area featuring sand dunes. Isputinaw (Rising Ground) Interpretive Trail has many interesting plants, including boggy wetland plants, like marsh marigold and scouring rush, and some drier land plants like bur oak.

Oxbow Lake Trail introduces a commonly found natural feature along the Assiniboine River, the oxbow, a relic of the previous river course. The interpretive trail features the natural history of the oxbow, its animal and plant life. Also in the Park, is the Pine Fort excavation and two more archaeological sites further upstream. Adjacent to Pine Fort is an early campsite that was occupied by Aborigines who traded at the Fort. The sites located upstream are prehistoric campgrounds that were occupied between the time of Christ and the coming of the white man.

There are also two I.B.P. sites and an area of many punch bowls in the Provincial Forest. The Mixed Grass Prairie I.B.P. site is located on the left bank of the Assiniboine River. The proposed trail system throughout the Park will reach the site. Chichadee I.B.P. site is located on the south bank of the river. It is easily accessible by road. At the present time, a wildlife refuge is also planned by Resources for Tomorrow. As well, this study group has designated a recreational land use development from Spruce Woods to Brandon. A series of primitive campsites are being planned to complement use of the Assiniboine River as a canoe route.

The country road one mile north of Highway 2 is scenic and pleasant. Resources for Tomorrow is currently negotiating many parcels in their land acquisition program on both sides of the Assiniboine River.

At Stockton, one can make a side trip to see the Stockton ferry and a couple of archaeological sites in the vicinity. Across the ferry are numerous trails in the Provincial Forest.

The route to Treesbank is equally fascinating. A section of it parallels the C.P. line. As one passes Chaucer, there is a historic site on the north side of the road, close to Souris River Railroad Bridge.

Brandon Node

Treesbank is a very small community close to the junction of the Souris and Assiniboine River. Along the Assiniboine River, there is a cluster of fur trade forts called “Souris Mouth group”. They include Assiniboine House, Fort Souris (X.Y. Company), Rivière la Souris (North West Company), Brandon House I, Brandon House II and Brandon House III. Also in the area, there is a ferry (one of four operating ferries in Manitoba) and the old Criddle House and estate. East of the ferry is the historical Souris Mouth Townsite. Due to the heavy concentration of historical sites in this area, as well as the possible union with the proposed Pembina Route, Treesbank may become an ideal location for a travel services center.

Between Treesbank and Stockton Ferry, lands are currently being negotiated for acquisition, including the Milford historical townsite. Within the Souris Mouth group, Fort Assiniboine Historical Site, the Brandon House site and the Criddle House site have all been acquired by the Province for future development.

At the Treesbank ferry site (Steel’s Ferry), the proposed Assiniboine route again forks into two routes. The main route follows Highway 344 to Brandon. The alternate route heads north along Highway 340, passing Shilo Military Reserve, onto Highway 457 to Brandon.

Between Brandon House and Fort Assiniboine Historical Site, there is a bridge on the Assiniboine River proposed in an initial stage by the Manitoba Department of Highways. It may prove to be a meaningful development for travel in the area.

Southwest of Shilo there is another I.B.P. site located on private land between Charleston Ford and Taylor Ford.

At Shilo, the Royal Regiment of Canadian Artillery Museum at the Canadian Forces Base encompasses items of artillery history from 1790.

Between the two proposed routes, but not easily accessible, is another cluster of archaeological sites. These are all prehistoric and include a Buffalo Jump, two petroforms, a burial mound and several campsites. Curry’s Landing is believed to be located in the general

area.

Approaching Brandon, there is an observation point of the old Assiniboine Queen boat. The railroad is abandoned. There is also Willow Creek running into the Assiniboine River at this point, with archaeological sites. East of Brandon is the Grand Valley Townsite Cairn marking the pioneer town (1879-1885). It is inscripted:

Erected in memory of pioneers who came by ox carts and steamboats to settle in this area and built the town of Grand Valley. Population: 410. The town's future was doomed by the railroad's choice of Brandon and two disastrous river floods in 1881 and 1882. Dedicated July 18, 1968".

Brandon is an important city today as well as in a historical sense. There are at least 74 historical buildings in town; the earliest ones dating to 1882. The Western Manitoba Auditorium, the Keystone Center, the University of Brandon and the B.J. Hales Museum of Natural History are all of provincial significance.

Curran Park provides camping and picnic sites. The West Bran Activity Project for recreational development of the Assiniboine Valley has extensive plans north of the city which include the development of campgrounds, rock-trips, canoe launches, tennis courts, marinas and intensive recreation use areas.

There are 2,000 acres of land in the Brandon Hills acquired by the Province for recreation use. More land is under negotiation for further acquisition.

Grand Valley Campground, located 6 miles west of Brandon on P.R. 459, offers an ideal resting stop before entering the scenic Grand Valley-Minnedosa River Valley-Assiniboine River Valley drive. This campground has modern facilities.

Only 8 miles from Brandon is the Mount Glenorkey Ski Resort, with a vertical lift of 196 ft. There are seven slopes and 2 ski tows and a poma lift. As well, cross-country skiing and snowmobile trails are maintained.

Close to Grand Valley, there is an important archaeological site. It is a combined Buffalo Jump-Burial Mound-Aboriginal Campground, situated along the rim and slope of the

Assiniboine. These deposits date anywhere from 800 to 1700 A.D.

Within the Valley, there are a few interest points. A wildlife sanctuary has been dedicated to the memory of William John (Jack) Sibback (1899-1960).

Plans have been developed for the construction of a hiking trail from Minnedosa to Elphinstone along the Minnedosa River. It would not be unrealistic to extend the hiking trail from Minnedosa to the junction of the Minnedosa and Assiniboine Rivers along the Minnedosa River.

Along the Minnedosa River is Kirkham's Crossing, where good fishing is provided. South of the Assiniboine River, subdivision and housing developments are already underway. In the middle of the Assiniboine Valley there is a Hutterite colony.

Alexander Marsh, located south of the Assiniboine River, is good for duck hunting. There is a day use area with picnic site in existence on the Old Island.

The route passes the Oak River Indian Reserve, where a downhill ski area is located. Archaeological sites exist close by, one of which is a petroform, located in an oxbow along the Assiniboine River. The proposed route then follows Highway 463. Near the road is a place called Eternal Springs where plans call for construction of two dams for fishing, both proposed by the Virden Game and Fish Association. There is a day-use area currently in existence.

The route continues to Highways 254 and 259 and turns north before reaching Virden. In this general area, there has been local interest expressed in recreation development. Many interest points exist such as the Old Trans-Canada Highway, the Virden Ski Area and the Fort la Bosse cairn and plaque. The Rural Municipality of Woodworth has plans for restoration of an old school. In addition, the Virden recreation community operates canoe lessons on the Assiniboine River route.

South of the proposed route, land surrounding Fort Montague à la Bosse is under negotiation for acquisition by the Province. A major wildlife management area is proposed at Oak Lake. At Virden, the Pioneer Home Museum recreates life as it was lived in the 1880 era.

The proposed route continues along the Assiniboine River to end at the Qu'Appelle Valley in Saskatchewan.

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APPENDICES

Introduction to the Archaeological – Historical Component

Scholars dealing with the study of man's past in Western Canada traditionally divide the full time spectrum into two sequential parts – prehistoric and historic. The prehistoric phase takes in that period of time beginning with the colonization of the area by Native peoples as far back as 12,000 years ago and, for some authorities, as early as 60,000 years ago, until the coming of the Europeans. The historic period relates to the time of initial White contact to the present. Strictly speaking, the historic phase began with the arrival of a written tradition, and since the Native peoples of Western Canada did not possess a written tradition of their own, "History" did not begin in this region until the coming of the Whites, whose cultural inventory did include a form of writing.

Persons interested in the interpretation and reconstruction of man's presence in a province such as Manitoba have recourse to three distinct bodies of information and three equally distinct methods for securing the relevant information. The data comprises archaeological deposits, historic documents such as traders' and missionaries' journals, and structures (i.e., buildings) which are still standing. All three of these forms of data do not apply to both prehistory and history. Depending on the nature of a historic site, all three forms of data may be available. That is, documents, structures and archaeological deposits may all be exploited to derive the fullest possible "story line" for a historic site. Indeed, such was precisely the case at Lower Fort Garry, which has undergone development by the Department of Indian and Northern Affairs. The methods used in studying these forms of data are archaeology, documentary research and restoration architecture.

In dealing with the prehistoric record, however, neither documents nor standing structures are available. Consequently, buried deposits and archaeological field and laboratory techniques form the basic preview of the prehistory.

The historical-archaeological component of this study, as the terminology suggests, comprises two distinguishable parts. The historic segment is based entirely on documentary

research and architectural survey, and does not take into account archaeological data. Nor is it addressed to prehistoric sites. The archaeological section, on the other hand, includes both prehistoric and historic sites, but, with regard to the latter, only those which have been investigated archaeologically are included.

Appendix 1

Archaeological Component

The archaeological component of the Assiniboine River Study comprises 10 localities, each of which is made up of either a cluster of sites or a single site in isolation, (Figure 1).

FIGURE 1

TEN ARCHAEOLOGICAL LOCALITIES ALONG THE ASSINIBOINE RIVER OF MANITOBA

Locality 1

This cluster is situated along the Assiniboine River adjacent to the perimeter highway.

1) Kuypers Site (C3-CH-1, WS-33)

This site was discovered in 1968. Below is a description by Mr. G. Dickson.

W.S. 33...is a large campsite containing numerous artifact concentrations on and between a series of natural levees of the Assiniboine River. The area is a fifty acre market garden owned by Mr. J. Kuypers of Lot 1, Headingley, on the south bank of the Assiniboine River. A series of small fields have been created by leaving rows of trees and placing roadways through the area. All the fields have produced some material. There is some indication that the site may continue west into the adjoining field, but crop prevented an extensive survey of this area.

Mr. Kuypers granted permission to excavate provided the excavations did not hinder the normal garden work. The area along the trees was investigated and three spots were chosen for pits.

Excavation was begun using a shovel and a screen. Screening proved to be almost impossible due to the natural cohesiveness of the heavy clay soil and continual wet weather. After a few attempts to screen the soil, this technique was abandoned and the excavation proceeded using a trowel only. At this time, all three pits were opened and one individual excavated each pit. Arbitrary six inch levels were employed.

Pit one was located on the top of a levee which had yielded a large quantity of material. It was in the corner of the field near a row of trees and according to the owner the only disturbance in this area had been caused by the clearing of trees; no cultivation had been done here. The pit was excavated to a depth of 24 inches below the surface with no definable stratigraphy. The top consisted of dark clay, which gave way to a mottled dark and light clay-sand mixture and finally to a light brown clay. This appears to be the result of leaching and attests to the relatively undisturbed nature of the soil. The total artifactual debris recovered from the test consisted of one small chert biface at 15.5 inches below the surface, one worked flake from near the surface, seven unworked flakes, two round nails, one fragment of glass and a few hundred bone fragments. The identifiable bone material has been classified as cow.

Pit two was located between two levees on the edge of the trees in the largest and most productive field. The area was undisturbed except for some minor clearing. The profile bore this out as the upper horizon was formed of humus from the decaying vegetation. The humus graded into a mottled humus and dark clay horizon and finally to solid dark clay at 15 inches. This is a result of leaching processes in the soil. This unit yielded the only excavated point from the site at a depth of 6 inches, two worked flakes, 18 unworked flakes and numerous fragments of charred bone, none of which were identifiable. Excavation was halted at 15 inches below the surface when the clay (B horizon?) was reached in the entire pit as it had been sterile to this point.

Pit three was the only pit which was placed in a cultivated area. It was in a recently cleared and cultivated area on the edge of the main field. It was the closest pit to the river. The soil was greatly disturbed, but it was generally similar to test Pit one. Four bone fragments, three from near the surface, comprised the total artifactual material recovered. None were identifiable fragments.

In addition to the field work described above, laboratory studies were carried out on the Kuypers' material. The large surface of these studies have been summarized in Table 1, which presents the quantity of material collected.

Table 1 - Artefactual material recovered from W.S. 33

Item	No.	Wt. (grams)	
A. Prehistoric - Surface			
Projectile Points	39		
Bifaces	42	732.5	
End Scrapers	32	199.5	
Side Scrapers	12	133.0	
Drills	1	1.0	
Spokeshave	1	5.0	
Retouched Flakes	122	1305.5	
Cores	18	2164.5	
Unworked Flakes	985	5336.5	
Hammer Stones	3		
Ground Stones	1		
Pottery Sherds (Body)	12		
Bone and Shell		9178.0	
B. Historic – Surface			
Knives (Butcher)	2		
Square Nails	1		
Dinky Toy	1		
Marble	1		
Glass Fragments	2		
Metal Object	1		
Porcelain	31		
Crockery	14		
Coal	3		
C. Excavated Material			
Test Pit	Level (Inches)	Item	No.
Pit 1	1	Side Scraper	1
Pit 1	1	Retouched Flake	1
Pit 1	1	Unworked Flakes	2
Pit 1	1	Bone Fragments	80
Pit 1	1	Round Nails	2
Pit 1	1	Glass Fragments	1
Pit 1	2	Unworked Flakes	2
Pit 1	2	Bone Fragments	81
Pit 1	3	Bifaces	1
Pit 1	3	Unworked Flakes	3
Pit 1	3	Bone and Teeth Fragments	135
Pit 1	4	Bone Fragments	4
Pit 2	1	Projectile Point	1
Pit 2	1	Unworked Flakes	4
Pit 2	1	Bone Fragments	17
Pit 2	2	Retouched Flakes	1
Pit 2	2	Unworked Flakes	9
Pit 2	2	Bone Fragments	52
Pit 2	3	Worked Flakes	1
Pit 2	3	Unworked Flakes	5
Pit 2	3	Bone Fragments	19

Pit 3	1	Sterile	
Pit 3	2	Sterile	
Pit 3	3	Bone Fragments	1
Pit 3	4	Sterile	

As part of a thesis project, Mr. Les Leonoff conducted an analysis of the raw material in a portion of the surface collection. This sample and a sample from another site within his Assiniboine Drainage zone provided the following results:

Selkirk Chert	40%
Swan River Chert	20%
Knife River Flint	20%
Other	20%

Mr. Leonoff suggests that this distribution of raw materials from these archaeological sites represents a zone of transition in the types of material used by prehistoric cultures. A zone of transition is defined as an area in which three or four raw materials are used and each represents about 20% of the material used. A zone which contains 50% or more of one material is considered to be dominated by this material. The relatively high percentage of Selkirk chert (40%) present in this sample indicates that there is a tendency toward dominance of it but this may be explained by the relative accessibility of it. Selkirk chert can be found in outcrops along the banks of the Red River near Winnipeg while Knife River Flint, which is a much better material for knapping, would have to be imported from North Dakota (Leonoff, 1970: 49-50).

Finally, Mr. Dan Hilderman briefly analyzed the faunal remains from W.S. 33. As near as could be determined from the small sample, all the faunal remains could be attributed to domesticated animals such as the cow, the pig and the sheep (personal communication). This conclusion is consistent with the facts. Mr. Kuypers reported that there were very few bones on the fields until recent years. During the last few years, he has begun to import fertilizer which he feels contained the faunal remains of butchered animals. Indeed many of the remains illustrate marks made by a saw.

In conclusion, a number of points may be summarized: (1) most of the artifacts recovered occurred on the surface – one biface and one point came from the excavations; (2) most of the identifiable points fall within the Middle Prehistoric period as it was set forth in Table 2; (3) the faunal remains are intrusive to the site; and (4) the site in general is very disturbed

due to cultivation and tree clearing.

Table 2

Period	Wpg. Region	Foci (Macneish)	Foci (Mayer-Oakes)	Activities	Time
Late	Selkirk Blackduck	Selkirk Manitoba	Selkirk Blackduck	Semi- sedentary pottery making bands	1738 A.D.
	Besant Laurel	Nutimik Anderson	Laurel		
Middle	Pelican Lake McKean- Duncan-Hanna	Larter Whiteshell	Archaic	Nomadic hunting and fishing bands	500 B.C.
	Oxbow				
					5000 B.C.
Early	Not present	Not present	Paleo-Indian	Nomadic, big game hunting bands	8000 B.C.

W.S. 33 is a large campsite dating to the Middle Prehistoric period with some indication of limited use in the Late Prehistoric period (11 pottery sherds). The site is currently a productive-market garden and further excavations would be difficult and most likely unprofitable.

2) WS-36 (C3-AS-7)

This site is located at 97° 22' 15" W Longitude, 49° 51' 55" N Latitude on the north bank of the Assiniboine River. In 1968, surface collecting over the cultivated field yielded 26 potsherds, projectile points, blades and scrapers of stone.

3) WS-37 (C3-AS-8)

This site is historic (i.e. post-European contact). It is located in a cultivated field on the north bank of the Assiniboine River west of the perimeter highway at 97° 22' 45" W Longitude, 49° 52' 05" N Latitude. Material collected at the time of discovery in 1968 comprised 2 square nails, 1 stone flake (probably of Aboriginal origin), purple glass and china. The site area has

been bulldozed.

4) WS-49 (C3-CH-2)

Also a historic site, it is located on the south side of the river on Xavier Drive, 97° 19' 5-10" W Longitude, 49° 52' 25" N Latitude. Square nails were reported when the site was found in 1968.

5) WS-53 (C3-AS-10)

This is a mixed, prehistoric and historic site located on the north bank of the Assiniboine River, ca. ¾ of a mile west of the perimeter highway on the south side of the highest terrace. The land is undergoing continual cultivation. Co-ordinates are 97° 20' 30" W Longitude, 49° 52' N Latitude.

6) WS-54 (C3-AS-11)

This is another mixed prehistoric-historic site. It is located at 97° 20' 45" W Longitude, 49° 52' N Latitude, on the north bank of the Assiniboine River (highest terrace). The materials here found in a 200 x 200 yard area, all on the surface (the land is undergoing heavy cultivation).

7) WS-55 (C3-AS-12)

WS-55 is a mixed prehistoric-historic site situated at the juncture of a small creek and the Assiniboine River (north bank), 97° 21' W Longitude, 49° 52' N Latitude. A surface site, the historic component lies to the north end, the prehistoric to the south extremity of a 75 x 175 yard area. The site is experiencing continued and heavy cultivation.

8) WS-56 (C3-AS-13)

Located at 97° 22' 10" W Longitude, 49° 52' 15" N Latitude, this is a historic site exposed along a trail in the Metro golf course. The trail runs north of and parallel to the Assiniboine River west from the club house. Note is made of the fact that the site has been bulldozed.

9) WS-57 (C3-AS-14)

In 1914, human burials were found at the St. Charles Convent 97° 21' 10" W Longitude,

49° 52' 45" N Latitude and initially housed here. It is possible that they were subsequently reburied in an unmarked grave at the Convent.

10) WS-58 (C3-AS-15)

This mixed historic and prehistoric site is located on both sides of Gowler's Creek between the golf course club house parking lot and Hwy. #1, 97° 21' 40" W Longitude, 49° 52' 45" W Latitude. A surface site, it has undergone continual cultivation.

Locality 2

1) Forts in Portage la Prairie District (See Appendix 2, Historical Component).

Locality 3

1) James Hird Site

This site is located in a sandy, wind-eroded area near the south edge of the Assiniboine Delta, close to the Campbell Strandline of Glacial Lake Agassiz, in the NE¼ of Section 6, Twp. 9, Rge. 9 WPM, 99° 40' W Longitude, 49° 41' N Latitude. The site has been intensively surface collected by local enthusiasts over a long period of time, and the materials recovered indicate that it was visited by people of several cultures since 3000 B.C. Bone was found eroding from a buried soil layer. The site is experiencing continued cultivation.

2) Treherne Site

Located in the NW¼ of Section 33, Twp. 8, Rge. 10, 98° 46' 15" W Longitude, 49° 42' 30" N Latitude, this site yielded a projectile point estimated to be 10,000 to 6,000 years old. This is apparently the only specimen found at this location, which is heavily cultivated.

3) CS-SN-9

This site is situated two miles south of Lavenham in the NW¼ of Section 23, Twp. 9, Rge. 10 WPM. No data are available regarding materials found or the condition of the site.

4) Lavenham Site

A “Hammerstone” found on the SW¼ of Section 30, Twp. 9, Rge. 9 WPM constitutes the sole recovery from this site. The area is undergoing continual cultivation as well as wind and water erosion.

5) Unnamed Sites (2)

These are located in the N½ of Section 33, Twp. 9, Rge. 9 WPM and the NW¼ on Section 34, Twp. 9, Rge. 9 WPM. The former yielded 11 projectile points, 6 scrapers, 1 core and 5 flakes. The projectile points are of the McKean, Pelican Lake and Besant types, which collectively represent a time span of roughly 3000 B.C. – 1000 A.D. The latter site produced a single stone hide scraper. Both locales are heavily cultivated.

6) Fisher Mound Site (DkLp-1)

This is a burial ground located 1 mile south of the Unnamed Sites referred to in the foregoing paragraph. It stands 1 foot in elevation above the surrounding land surface, but has been totally destroyed by cultivation. The surface of the site produced projectile points and a (ceramic ?) pipe. The mound is attributed to the Woodland tradition of 500-1700 A.D.

7) DkLq-1 (M-36)

This is a surface site located on the SE¼ of Section 31, Twp. 9, Rge. 9 WPM. All the materials recovered - projectile points, blades and a “plummet” – were made of stone. Cultivation and wind erosion have disturbed the site and there is little opportunity for fruitful excavation.

8) DkLq-4 (LAS-300/36; “MEFFEN”)

This location SE¼ of Section 27, Twp. 9, Rge. 10 WPM produced two projectile points of undetermined type. Information on the locale is meagre.

Locality 4

1) C3-V1; C3-V1-4

Although catalogued as two sites, it is probably more appropriate to designate this area

as a single site. V1-3 is located on the NW¼ of Section 29, Twp. 8, Rge. 11 WPM, while V1-4 is situated immediately to the east (across Hwy. #34) in the NE¼ of Section 28, Twp. 8, Rge. 11 WPM. V1-3 produced lithic and bone debris in a heavily cultivated area; no data is available regarding the finds on V1-4. All recoveries were by surface collecting.

Locality 5

- 1) Pine Fort (See Appendix 2, Historical Component).
- 2) Snart Site

The Snart Site is apparently an Aboriginal campground associated with Pine Fort. It was excavated in 1948 by Mr. C. Vickers, who reports:

The Snart Site is the most important discovery made during the reconnaissance north of the Assiniboine River. It is located on the north bank of the river, on the S.W. Section 36, Twp. 8, Rge. 14, W 1. It is located about three fourths of a mile, south west up the river, from the site of Pine Fort; on land owned by J.C. Snart. The site was named in honour of Mr. Snart who was king and helpful while we worked on the site, (See Hilderman's report *The Snart Site*).

Pine Fort was located on the N.E. Section 36, Twp. 8, Rge. 14, W 1, (Morton, N.D. p. 340 and Stewart, 1930, p. 38). Today, there is scant evidence of the old fort site, most of it has fallen into the river along a rapidly eroding bank. The North West bastion still remains, and the site can be accurately located if proper use is made of Tyrrell's excellent topographical description, (Stewart, 1930, p. 38). Both Morton and Stewart used the Tyrrell notes of 1890 in locating the wrong quarter section. Stewart's location, with his "Mindy's Stream", (Stewart, 1930, p. 8) is actually the site of the Snart Indian Village, (See Mackie's report *Preliminary Report - Pine Fort 1972*).

Pine Fort was occupied from 1768 to 1794, (Morton, 1937, pp. 87-100; and Morton, N.D. p. 433). There is some evidence that it was reoccupied in 1807, (Stewart, 1930, pp. 22-23) and again in 1821, (Voorts, 1936). These occupations, if they occurred, were of a very temporary nature and had little bearing on either trade or Aboriginal occupancy on the adjacent village site.

The men who occupied Pine Fort are faint shadows in our early history. Forrest Oakes was the founder and its principal occupant during the first 10 years, (Morton, 1937, pp. 87-100). During the last ten years, Robert Grant was perhaps the dominant figure, (Morton, N.D. p. 340).

The Snart Site occupies two level terraces that are 50 and 66 feet above the river level, (August 8, 1948). The most northerly and largest portion of the site is under cultivation. Our excavations were conducted on the gentle slope that connects the two terraces, (Test Pit #1) and along the southerly edge of the second terrace, (Test Pits #2, 3 & 4). Test Pit 1 yielded a limited amount of material. Pits 2, 3 and 4 proved to be hearth sites and were selected because the surface carried slightly richer vegetation. Pit 1 was excavated to a depth of 12 inches, the hearth sites in Pits 2, 3 and 4 to a depth of 33 inches.

The results of the excavation are set forth in Table 2. A detailed examination of Table 2 will illustrate the impact of western civilization on the material culture of the Aborigines. An analysis of the material recorded indicated that 79.6% is white contact, and likely obtained from the traders at Pine Fort; 17.5% is work in bone, antler, shell or birch bark and mainly items made and used by women. Only 2.9% is work in stone, a material so strikingly plentiful on ceramic and pre-ceramic sites in Manitoba.

The site is historic; there is every indication that the site was occupied during lifetime of the Fort, 1768 to 1794; no indication in the excavation that it was occupied before or after the trading period. It is probably safe to go a step further and name its tribal occupants. The Souris-mouth forts, including Pine Fort, were maintained by the traders for the purpose of securing meat supplies for their far western posts. The area was the historic home of the Assiniboine Aborigines, who were hunters of meat (bison), rather than trappers of fur bearing animals. Gunn records that in 1793 after the founding of Brandon House, that Donald McKay "...traded with the Assiniboines...", (Gunn and Tuttle, 1880, p. 88). The younger Henry states in July 1806 that the North West Company maintained "An Assiniboine interpreter" at Fort la Souris, (Coues, 1897). John Macdonell, who arrived at Pine Fort on September 21, 1793,

records in his Journal that on September 26, 1793 there came to Pine Fort, "...nine lodges of Assinibouans well loaded with pieces (of) meat", (Macdonell, 1933). The evidence strongly suggests that the Assiniboine Aboriginals were the principal occupants of the Snart Site.

Table 3		
Trade Goods		
	Glass beads, green, white & Black	184
	Glass inset for ring or ornament	1
	Clay pipes	3
	Clay pipe stems	14
	Cone shaped copper ornaments	6
	Flat, trapezoidal copper objects likely used to make above listed cones	5
	Iron Arrow point	1
	Lead bullet	1
	Iron harpoon for fish	1
	Fish hooks made from hand made square nails	2
	Green cord, perhaps a fish line	1
	Metal spoon	1
	Metal knife	1
	Metal awls	2
	Metal needle	1
	Metal buckle	1
	Metal button	1
	Silver button	1
	Square hand made nails	21
	Fire steel	1
	Unidentified metal objects	12
	Fragments of liquor bottles	28
	Fragments of mirrors	7
		285
Native Material, Bone, Antler, Shell & Birch Bark		
	Bone arrow point	1
	Bone awls	9
	Bone tanning tool	1
	Bone beads	42
	Bone tube	1
	Antler flaking tool	1
	Clam shell scrapers	2
	Tubular shell bead	1
	Fragments of birch bark containers	5
		63
Native Material, Stone		
	Knife, chert	1
	End scraper, Knife River Flint	1
	Pebble hammer stone	1
	Groover hammer	1
	Drilled fragment of grey stone	1
	Flakes of chert	5
		10
	Total:	358

The Snart Site Burial Grounds

About one half mile north east of the Snart Site, and on the N.W. Section 36, Twp. 8, Rge. 14, W 1, there are five circles of stones. These circles of stones, or boulder outlines, vary in size from 4 to 9 feet in diameter. There is little doubt that these boulder outlines mark a native burial ground. They have been slightly disturbed. Mr. Snart informs me that W.H. Rand of the Manitoba Museum did some digging there many years ago, without conclusive results. My own impression, after examination of the site, is that the former digging did not go deep enough to produce results. I plan to excavate some of these outlines next year.

South west of the Snart Site, on the S.W. Section 35, Twp. 8, Rge. 14, W 1, I located a single circle of stones. It was small, 24 inches in diameter, and the stones appeared to have been transported a considerable distance, as there is not any visible stone in the immediate vicinity. This outline was carefully excavated. At a depth of 12 inches below the surface there was the right femur bone of a large animal, placed in an upright position, perhaps as a marker. After the removal of this femur, I found it had been placed upright on the skull of a horse, plus 14 other leg and rib bones of what is presumed to be the same horse. Careful excavation of a six foot square to a depth of 36 inches did not reveal any further indication of burial activity. It appears to have been the deliberately marked bundle burial of a horse.

The burial is assumed to be Aboriginal, but, to me, is something new in the cultural background of the Indian. Denig, referring mainly to the Assiniboine, states, "The dying request of a chief or warrior, if he makes any, is that his favourite horse, or sometimes two or three horses, shall be killed at this grave", (Denig, 1930, p. 479). Further he reports that "...an Indian who died at Fort Union desired his best running horse to be shot on the spot where he was to be buried...", Denig as executor of the will carried out this request, (Denig, 1930, p. 479). He also records that horses were sometimes sacrificed as "...an offering to the Great Mystery...", (Denig, 1930, p. 491). Perhaps this strange burial is a variant of these customs reported by Denig. There is little doubt it formed part of the ceremonial life of historic Aboriginals in the

area, perhaps of some occupant of the Snart Site. Its meaning and significance, however, remain a mystery.”

3) C3-SY-3

This is a possible bison kill–butchering site combination located to either side of Hwy. #258 as it climbs out of the Assiniboine Valley in the SW¼ of Section 16, Twp. 8, Rge. 14 WPM. Lithic and bone detritus were found eroding from a cut-bank. There is a chance that highway construction heavily disturbed this site. Historic (i.e. post-white contact) evidence, in the form of a piece of metal, was found. All materials were recovered by surface collecting.

4) Stockton Ferry Site

This site is located one mile north of Stockton on the NE¼ of Section 28, Twp. 7, Rge. 15 WPM. Materials recovered comprised a broken stone blade, a small projectile point, and one smooth rim sherd of Aboriginal pottery. The site may have been disturbed by road construction.

5) C3-SY-6

Surface collecting on the S½ of Section 33, Twp. 7, Rge. 15 WPM produced a projectile point, chipping detritus, utilized flakes of stone, a stone end-scraper and a blade. The site is being destroyed by continual cultivation and gravel pit excavation.

Locality 6

1) Ft. Souris, N.W. Co.

This is an historic site located on the south bank of the Assiniboine River in the S ½ of Section 19, Twp. 8, Rge. 16 WPM. In 1947, Fred Thomson of Portage la Prairie collected Aboriginal and European articles at the locale, including 2 hammerstones, a scraper, and a “Plains Triangular” projectile point of native manufacture, and buttons, a gunflint, and 2 trade pipe fragments. An earlier (prehistoric) projectile point of the “McKean” type was included in the collection of this site. The site has been undergoing continuous cultivation for sometime. For

further information regarding this site, see p. 37.

2) C3-SY-1

This is a cemetery of the historic period (possibly 1793-1805), that was excavated by Stuart Criddle at an unknown date. It is situated in the NE¼ of Section 19, Twp. 8, Rge. 16 WPM just northwest of Fort Assiniboine. Criddle is reported to have disinterred 4 burials. No other information is available.

3) Rounthwaite

The Rounthwaite Site is located in the NE¼ of Section 28, Twp. 9, Rge. 17 WPM. A sizable collection of stone materials have been found, including Avonlea, Besant, and side-notched points, bifaces, scrapers, many small waste flakes of Knife River Flint, ground and pecked mauls or hammerstones, and a historic-period ceramic plate. The time depth extends as far back as the time of Christ. Faunal remains included charred bone, rodent and other small bone, and shell fragments. The site is undergoing continual cultivation.

NOTE: This locality contains several historic fur trade posts that have not been examined archaeologically, (See Appendix 2).

5) DkLv-2 (M-88)

This is the so-called "Criddle Site", located on Section 6, Twp. 9, Rge. 16 WPM. The materials were collected from sandy blowouts, and included "Paleo-Indian" (Plainview, Eden, and Agate Basin) points, "Archaic", and "Woodland" materials. Non-diagnostic materials comprised blades and scrapers. The immediate area featured several deep potholes. Bison bone was also present, suggesting either a habitation area or a bison kill. Wind erosion and cultivation have caused considerable disturbance of artifactual material, which dates from 8000 B.C. to historic time. Despite the obvious disturbance, it is suggested that this site would be well worth professional attention.

6) C3-CO-7

This is a poorly documented site located on the E½ NE¼ of Section 10/3, Twp. 9, Rge.

17 WPM. It is said to extend roughly $\frac{3}{4}$ of a mile in a north-south direction, and is undergoing heavy cultivation. No other data is available.

Locality 7

1) Harris Site #1

This is alleged to be a buffalo run, situated in the NE $\frac{1}{4}$ of Section 20, Twp. 9, Rge. 7 WPM. It has yielded "McKean" type points dated elsewhere at 3000-500 B.C. The site is dominated by 4 rock piles and a hearth, and is threatened by continual cultivation and gravel pit operations. A detailed description of this site is available. (Hlady, W., *The Harris Bison Runs*, 1970).

2) Harris Site #2

This site is located on a river terrace 25' below Harris #1, on the banks of the Assiniboine River, and in the same quarter-section as Harris #1. The artifactual materials recovered from excavations included a side-notched projectile point. The area of occupation is estimated at 25 x 60'; and a C14 date of 1740 \pm 50 A.D. was run on material from the cultural level. Human burials were noted 2000 meters to the northwest. The site is threatened by river bank erosion and gravel pit operations. (See Hlady, W., *The Harris Bison Runs*, 1970).

3) Harris Site #3

The land location for this site is given as 99° 45' W Longitude, 49° 46' W Latitude. Its age is estimated at ca. 1500-1750 A.D. based on side-notched points and mauls found at the site. Gravel pit operations threaten the site. (See Hlady, W., *The Harris Bison Runs*, 1970).

4) Harris Site #4

The last of the Harris Site series is found on the NW $\frac{1}{4}$ of Section 15, Twp. 9, Rge. 17 WPM, on a cultivated terrace about 300 yards south of the section road. The artifactual inventory – a side-notched point, several ringed mauls, and a potsherd – bear out a "Woodland" cultural affiliation. This site is estimated to cover 5 acres, is situated on a knoll, and is subjected

to heavy cultivation.

5) C3-CO-5

This site is located on the top terrace of the Assiniboine River in the NE ¼ (?) of Section 16, Twp. 9, Rge. 17 WPM. Surface collecting yielded chipping hammers, chipping detritus, and a broken biface blade of knife. Cultivation is heavy.

6) C3-CO-6

This is one of the few petroform sites known for the Assiniboine River. It is situated in the NE¼ of Section 16, Twp. 9, Rge. 17 WPM, and is described as a semi-circle of large boulders open in the centre and along the west site. Excavations in the centre in 1967 produced “inconclusive” results.

7) Charleston Site

Also a petroform, this feature is situated in Section 22, Twp. 9, Rge. 17 WPM. It is described as a “stone, round circle with 5 or 6 rocks coming from the S.E.”. The area is undergoing continual cultivation.

8) Robinson

Surface collecting in the E¼ of Section 28, Twp. 9, Rge. 17 WPM yielded numerous flakes, cores and an awl. The field in which the site is located is being subjected to continual and heavy cultivation.

9) Dunseith Site

The Dunseith Site, situated in the SE¼ of the SW¼ of Section 25, Twp. 9, Rge. 18 WPM, yielded several grooved mauls. This is a surface site that has experienced heavy cultivation.

10) Semeniuk Site

Several mauls, 2 scrapers, and a flake are reported from this site located in the SE¼ of Section 36, Twp. 9, Rge. 18 WPM on the floodplain of the Assiniboine River to the west of stone foundations above some rapids. A “Buffalo Mound” (?) is reported to be 1¾ miles away,

“somewhere in this area”. This is a surface site and is faced with heavy cultivation.

11) Maggach Mound

This is a burial mound that has been excavated or vandalized by persons unknown during the 1920s or 1930s. It is located in the NW¼ of Section 14, Twp. 9, Rge. 17 WPM. Its dimensions are: 6' in height, 25' wide, 40' long. The area is now under cultivation.

Locality 8

1) Willow Creek Site

Located in Section 22, Twp. 10, Rge. 18, no other data is available beyond the fact that a site is located at this spot.

2) Stott Site

This is probably the most important site in the entire inventory in terms of potential benefits to be derived from excavation. The site was worked this past summer (1975) by the University of Brandon Archaeological Field School. A detailed account of activity at the locale prior to the 1975 season is available (MacNeish, 1954).

3) Durnin Site

One “Besant or Avonlea projectile point” was found at this site, which has witnessed considerable disturbance due to gravel pit operations. It is located in Section 32, Twp. 10, Rge. 19 WPM.

4) C3-WD-4

A very low artifact yield – 1 scraper, 1 flake – were recovered from this site NW ¼ or SE¼ of Section 21, Twp. 10, Rge. 20 WPM. They were found on the cultivated surface along with bone fragments.

Locality 9

1) Lone Mound Site (D1Mb-1; M-106)

This is a burial mound with several historic grave sites and prehistoric campgrounds in the immediate vicinity. The following is a description of the area as provided by K. Capes:

“Lone Mound (Figure 2)

North of Alexander, on the summit of the most conspicuous headland overlooking the Assiniboine on its north side (Plate 16, fig. 1); in the NW¼ of the NW¼ Sec. 9, Tp. 11-21, just east of the Alexander road, was the only mound found in this region (see map, Figure 28). It was a little mound, 30 feet in diameter and 1 foot high (Plate 6, fig. 2).

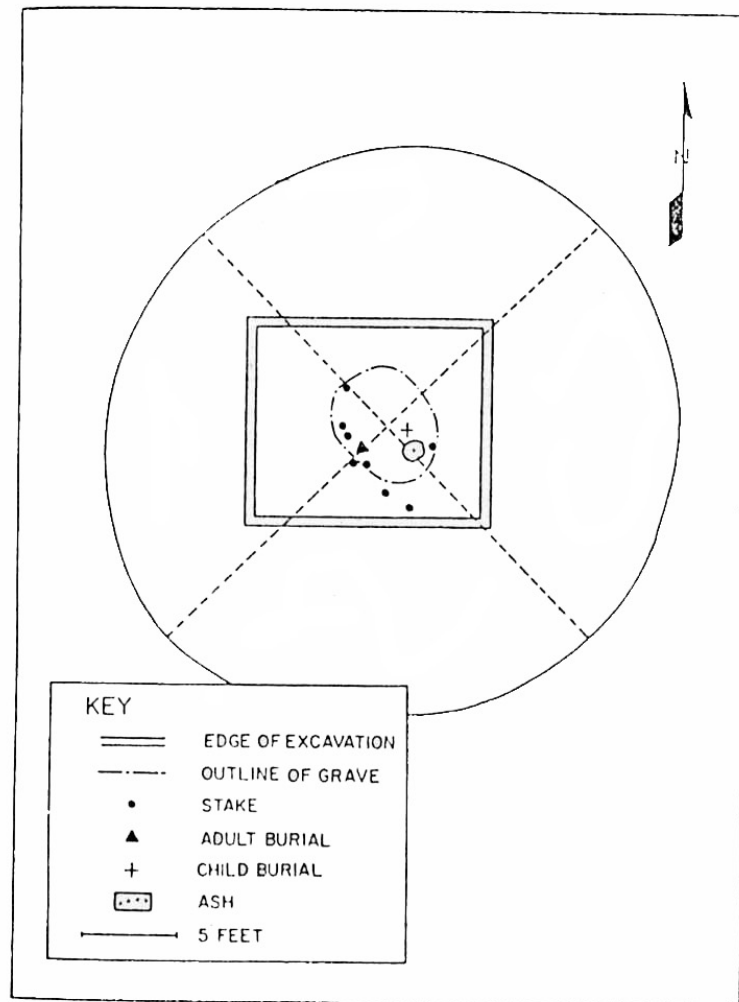
As the work of excavation progressed, it became evident, although there had been much subsequent shifting of the bones, that originally an adult skeleton had been seated close to the southwest side of a bowl-shaped grave, measuring 5 feet northeast by 6 feet 3 inches southwest, which was lined with bark that had decayed. The grave had been dug in the sand to a depth of but 1 foot 7 inches below the sod line. Along the southwest side of the grave, stakes (running northwest to southeast)

· Note: Plate and figure references pertain to illustrations in the original Capes document.

were lined up (Plate 16, fig. 3). Some of them apparently were put up only after the burial had been made; perhaps all were placed after the body had fallen. Samples of the wood were retained. None of the stakes had been sharpened. Evidently when the body collapsed it fell towards the east; the bones were since disturbed (Plate 17, fig. 1).

Close about the most northern stake were nine small arrow points (Plate 4, fig. 4, 12-18). Six of these were embedded in wood decay, probably the remains of some slender shafts such as a bow and a container or quiver, apparently once suspended from the stake, together with a food offering, indicated by bones found nearby. Southeast of here, four other small points (Plate 4, fig. 5, 7, and 11) were scattered. One hundred and sixty-two small shells (Plate 6, fig. 1) (Probably *Anculosa praerosa*, or *Marginella Oliva* or *Cyprea*), with one side ground off to facilitate stringing, and six large shell beads or pendants (Plate 5, fig. 1-6), made from columella of a conch, were in about the centre of the bottom of the grave. An arrow tip was found on the southwest side of the grave, embedded in the old sod under the mound. Beside one of the centre stakes at a depth of 11 inches, were a small arrow point, a tooth, and a very small chip from a pipe of catlinite.

Above the grave burial, at the centre of the mound, fragmentary long bones of an infant were found at a depth of 15 inches. It is probable that two pieces of sheet copper (Plate 6, fig. 10), pierced about the edges with holes like tack holes, found at a depth of 7 and 3 inches respectively, were associated with this upper burial. Probably also connected with the infant burial was a small ash bed, to the southeast of the centre, at a depth of 3 inches, just under the tough sod covering the mound.



LONE MOUND

FIGURE 2

Associated food bones included animal bone fragments about the northernmost stake, some bones 2 feet east of centre at a depth of 7 inches, and bird bones, including a hawk's beak and duck bones, just northwest of centre at a depth of 7 inches.

Examination of the much disarranged bones of the adult skeleton showed all the long bones disintegrating at the ends; the right femur was represented by but a part of the middle of the shaft; the humeri presented no perforation of the olecranon fossa; there was some injury to one of the terminal phalanges of one of the toes. The bones were all rather slender. Dentition showed that the incisor teeth in the lower jaw were crowded out of alignment, and the third molars had all erupted. The subject was a male, about six feet tall, of probably not more than thirty years.

It was apparent that this burial place was visited once or twice at appreciable intervals after the first interment was made. In the first interval, the body had been permitted to fall apart, and the offerings which hung on the post were not molested but had fallen into the grave. The mound was then built, and some of the other stakes set up. The burial of the child may have taken place at this time or at a later period.

Graves

On the hill immediately east of the Lone Mound seven or eight graves were found occupying the south-western slope of the middle summit (Plate 17, fig. 2). The graves had all been entered by relic hunters, and the bleaching bones of five or six subjects, babies and youths, had been scattered over the hilltop, together with pieces of boards from the coffins. These evidences of vandalism were re-interred, and then the least damaged grave was examined.

The graves were arranged about two feet in a row running south-west to northeast oriented 50 degrees west of north (magnetic). Traces of fire could be seen

at the sides of two of the graves. In the one examined, the coffin rested on four cross-poles, and over it lengthwise were six or seven poplar poles charred at the ends or cut as if with an axe. The pole-covering had been at about the surface level, but with time it had decayed and fallen on the coffin, crushing it in. The coffin measured 4 feet 10 inches long, 8½ inches high, and 15 inches wide at the head or southeast end, and 13 inches at the northwest end. The top of the coffin had decayed and fallen in, and the skeleton had shifted partly into the southeast end. The skeleton, that of a child 9 or 10 years old, lay on the left side, in place, at the southeast end, and near it were nine beads of amber-coloured glass and two beads of blue china, a spool of wood, and a piece of glass, probably a fragment of a mirror. Near the northwest end of the coffin were two squared pieces of pine shingle, well preserved; a piece of silk goods showing a hemmed edge; three squared chipped black flints, probably gun flints; a tin box containing pumpkin seeds wrapped in newspaper, the box having been wrapped in some woollen textile that had decayed; and a smaller tin box, rusted shut and contents unknown. Some of the bones of the skeleton were missing, probably disturbed in the earlier digging on this site; they were the left femur, right humerus, right radius, both scapulae, one clavicle, and some ribs.

Samples of the poles showing sharpening were retained to compare with sharpened sticks found in some of the mounds. The coffin was made of sawn lumber, probably poplar, nailed with machine-made nails. The top of the coffin was at a depth of 1 foot 8 inches below the general level of the hill surface, which had been levelled off but not rounded like a mound.

Scarcely could there have been a greater contrast between the burial at Lone Mound, where nothing indicated contact with the white man, and this grave, where nothing of native make was found. Yet, in the pole-covering over the coffin there

may be a survival of the older pit burial, and in the skull of this child there was the complete obliteration of the frontal suture, as in skulls from the mounds.

Probably these graves were not over 40 years old (1915). No historical data bearing on the habitation of this spot were obtained, but it is possible some could be found at Qu'Appelle. The Oak River Sioux reservation is a few miles west.

Camp-Sites

Small scattered camp-sites were found at the south base of Lone Mound Hill and at the base of the hill of the Aboriginal graves. Here small creeks issue from deep hollows between the hills, and it is probable that people who have passed through the valley have always camped near these springs. Such transients were probably responsible for Lone Mound. No pottery was found and very few chips of stone, and the usual food bones were not numerous. From the base of the grave hill site came two pitted hammerstones, a gouge-shaped bone, and part of a point.

In the valley of the Little Saskatchewan there were slight traces of former habitation. Some food bones were found widely scattered over the high plain south of Pendennis Bridge, in the south half of Sections 17 and 18, Townships 11-20, where a few chips of stone were exposed in a highway grading near the river at Pendennis Bridge. The most likely spots in this region, the elevated points overlooking miles of this beautiful valley, were without a trace of a camp-site or burial. Even on the plain where the two valleys converged at the angle of the hills, a point commanding a view of both valleys for many miles, there was no trace.

In this whole region, the stone maul and hammer were unknown to the farmer. None has ever been found in the fields in the valley of the Little Saskatchewan, as they were always found where there was mounds. There seem to be no mounds in the whole length of the Little Saskatchewan Valley".

Locality 10

1) C3-SI-18 ("Indian Wall" Site)

This site is located on the NE¼ of Section 32/33, Twp. 9, Rge. 23 WPM. It is surmised that it functioned as a bison (?) kill site, although the only acknowledged finds are waste flakes of stone.

2) C3-WW-2

This is a historic burial site that was excavated by Mr. C. Vickers in 1946. His description reads as follow:

"A Modern Grave at Oak Lake

Included in our work in the Oak Lake area was the examination of an Indian Burial Ground located on the N.W. Section 2, Twp. 10, Rge. 24, W. The owners of the property, Mr. and Mrs. Charles E. Wilson, rendered every possible assistance. The cemetery is located on a high hill on the north edge of the Assiniboine Valley and affords a splendid view of a horse shoe bend in the river to the south. There appears to be twelve graves, they occupy a rectangular plot 110 by 125 feet, oriented north-west by south-west. Only one of the graves has been disturbed, this apparently by a burrowing animal. At the invitation of Mrs. Wilson, we excavated the disturbed grave with the following results tabulated in Table 4.

Table 4	
Dentalia Shell Beads	74
Dentalia Shell Beads, broken	27
Porcelain Beads	405
Porcelain Beads, broken	27
Copper or Brass beads	28
Buttons	3
Plum Stone	1
Leg of China Doll	1
Small Modern Kettle, Copper	1
Kitchen Spoon	1
Cup from set of Dolls Dishes	1
Fragment of Studded Belt	1
Metal Buckle from Belt	1

Moccasin Soles	2
Fragments of Cloth	3
Nickles dated 1888	31
Total:	607

The burial was in a very rough lumber box held together with square nails. There was not any trace of a lid. The box was four feet long, 13 inches wide and 10 inches deep. The burial was very shallow, the bottom of the box being 21 inches below the natural surface of the surrounding ground. The burial was of a young person of about 10 years of age, and judging by the grave contents, female. The thirty one nickels, all dated 1888, were all pierced for suspension as a necklace and date the burial in that year or later. Nickerson had described a similar burial ground east of Oak Lake a few miles north of the Village of Alexander. Local investigation failed to reveal any knowledge of its use, but there is a strong probability that it is the work of the Sioux from the Griswold Reservation. The quantity of material found with this burial suggests the deceased was a person of some importance. Like Paul Kane's dancing partner she appears to have sported enough beads round her neck to have made a pedlar's fortune", (Figure 2).

3) Petroform Site (See Figure 3, "Continuation Sheet" Diagram).

This is a boulder mosaic located in the SW $\frac{1}{4}$ of the NE $\frac{1}{4}$ of the NW $\frac{1}{4}$ of Section 33, Twp. 9, Rge. 23 WPM, on the north slope of the Assiniboine River Valley. No artifacts were found in association with the feature, although an informant advises that other possible petroforms, as well as a wooden fence used in a buffalo run, may exist in the vicinity. It has been recommended that future research be done here.

4) Mac Gomp Site (C3-WW-3)

Surface collections from this site, located in the NW $\frac{1}{4}$ of Section 4, Twp. 10, Rge. 23 WPM, include Avonlea projectile points, utilized flakes, chipping detritus, side-notched points, and blades. Bone, probably that of bison, is numerous. Although this site has been partially disturbed, re-examination of it is recommended.

FIGURE 3

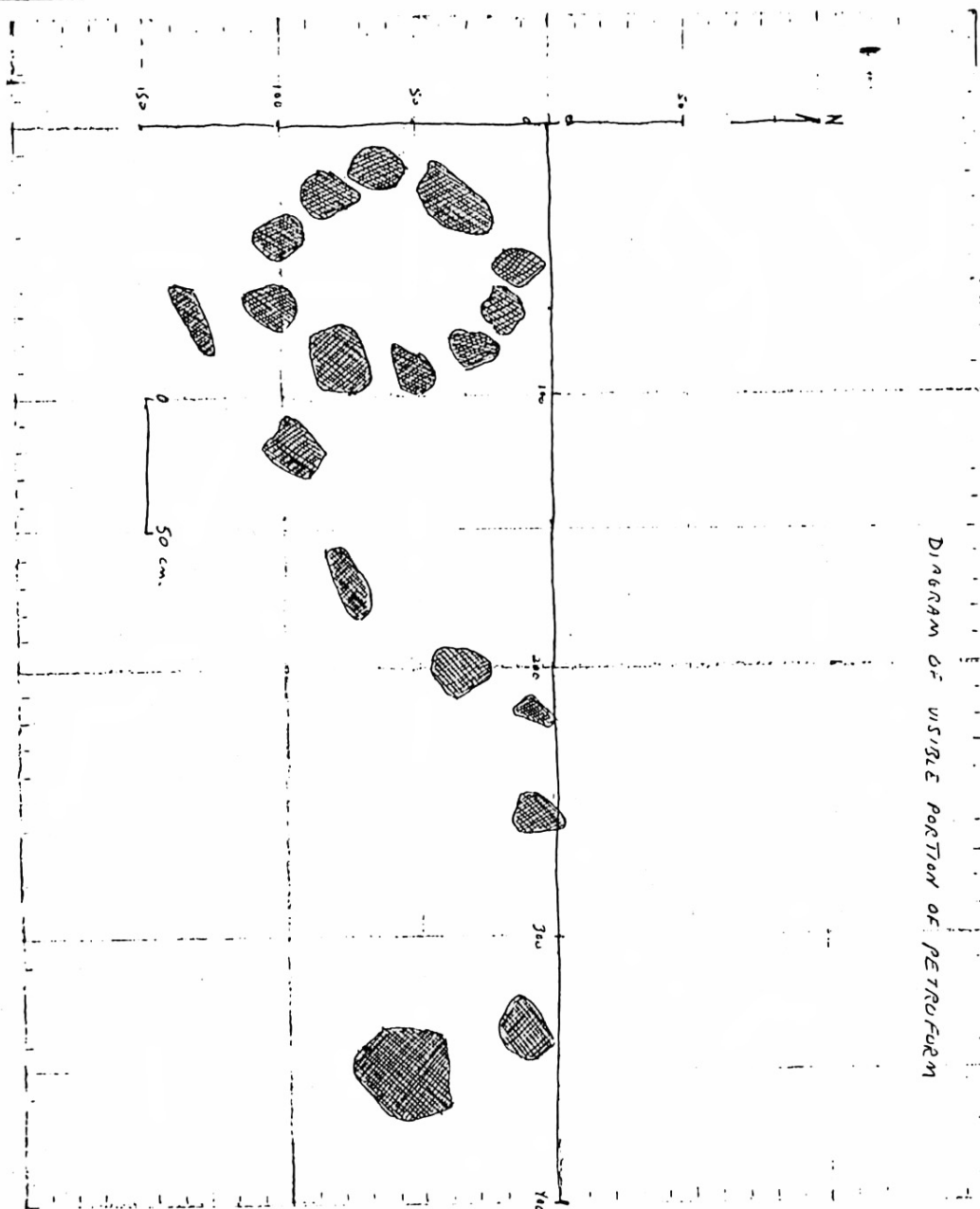


DIAGRAM OF VISIBLE PORTION OF PETROFORM

RECORDER:

S. Harg

DATE: 25 June 1974

SHEET 2 OF 3 SHEETS.

Appendix 2

Historical Component

In Manitoba's modern history, "The King of England, Charles II, granted the vast territory in Western Canada called Rupert's Land to the overlordship of the Hudson's Bay Company in 1670. While the English were thus penetrating Rupert's Land from Hudson Bay, the French, impelled by a spirit of adventure and a desire for furs, were pushing up the St. Lawrence Valley and the Great Lakes", (Stanley, pp. 3-4).

At the same time, in this area there

were thousands of Aborigines, or Indians, as they had been miscalled by Columbus. It is almost impossible to compute their numbers at this period, but it is possible that the native inhabitants of Rupert's Land at the beginning of the nineteenth century numbered about 50,000. These Indians were made up of three great linguistic groups, the Algonkin, the Athapascan and the Siouan. Each group was split up into tribes. The Algonkin included the Crees, Ojibways, Saulteaux, Blackfeet, Bloods and Piegans: the Athapascan included the Siouan, predominantly American in habitat. These tribes were again divided into sub-tribes or bands, and even into families, often dispersed over a wide extent of wilderness.

"Accompanied by his sons, La Vérendrye discovered the Red River of the North and built Fort Rouge on the site of the present City of Winnipeg", (Stanley, p.4). This is the beginning of the historical settlement at the junction of the Red and Assiniboine Rivers. Although, Fort la Reine at the present-day Portage la Prairie was actually built earlier.

The settlement of the Hudson's Bay Company employees in the area brought forth prevailing marriages between white men and Indian women. From this intermingling of natives and Europeans developed a race of people known as half-breeds, Métis, or bois brulés, (Stanley, p.6).

The early history of the Red and Assiniboine Rivers was played by the Aborigines, Métis, as well as the English and French settlers. At a later date, other groups of various ethnic backgrounds entered the stage in Central Canada, and played important roles in shaping the rich culture now present in Manitoba. A particularly significant cultural group, which settled along the Assiniboine River, are the Hutterites. The Hutterite colonies lie between Winnipeg and Portage la Prairie, south of the Assiniboine River.

In the 1870s, the river lots were included in 24 parishes organized by the French and English settlers. Along the Assiniboine River, the French parishes were Baie St. Paul, St. François Xavier (West, St. François Xavier (East), St. Charles and St. Boniface (West); the English parishes consisted of Portage la Prairie, High Bluff, Poplar Point, Headingley and St. James.

With the passage of the *Manitoba Act*, the number of Ontario immigrants rapidly increased.

Meantime, the weight of numbers passed steadily from the French to the English, from the old settlers to the new, as the newcomers in search of homesteads followed the surveyors out along the trails the buffalo hunters and freighters had traced.

In 1871, the Red River settlement spread from Netley Creek to the Assiniboine in a solid line along the west bank. On the east bank, numbers were fewer. South of Winnipeg, the Métis were settled along the Red at St. Vital, St. Norbert and Ste. Agathe. Up the Assiniboine, quiet English settlements at St. James and Headingley took shape. Beyond lay the English and Métis who settled at St. François Xavier.

The Métis, who outnumbered other colonists, were persuaded in 1823 to leave Pembina and re-settle at St. Boniface and White Horse Plains. Eventually, the river settlements of the Métis would run in a triangle from Pembina to St. Boniface and west up the Assiniboine, and form “a buffer between the colony and the Sioux and regarded by the Métis as the corporate possession of their race”.

During the conflict between the Métis and the Canadian immigrants, Portage la Prairie was a stronghold of the Canadian Party.

The Canadian Party, with their predilection for trouble, were at work again, this time in Portage la Prairie. The settlement at the Portage was situated on the banks of the Assiniboine, about sixty miles from Fort Garry, and was thus beyond the jurisdiction of the Government of Red River. It had been settled largely by immigrants from Ontario and was, therefore, English by tongue and Canadian by sympathy. It was natural that Portage should become the haven of refuge for the Canadian Party after the outbreak of the insurrection, (Stanley, p. 100).

Land Transportation of Yesterday

The transportation system played the most significant role in the development of Western Canada. Canoe routes, trails and railroads along the Assiniboine River provide scenic and historical interest points for sightseeing and recreation.

Railroads

Railroads are important because the livestock and grain, the primary products of Western Canada, can be marketed only at great distances. The expanding prairie communities could only be sustained by maintaining a viable balance of trade with Eastern Canada. Such a favourable commercial balance hinged, in the mind of the Manitoban, upon cheap and efficient railway transportation.

Encouraged by developments in the transcontinental railway system, local communities such as Winnipeg, Portage la Prairie, Brandon and Selkirk were prone to charter feeder routes of their own to tie into the transcontinentals. Securing financial backing in Eastern Canada and in the United States, Manitobans built several lines, such as the Manitoba South Western Colonization Railway. A number of American transcontinental lines were also thrust northward into the farming region of Manitoba. These were by and large limited schemes which were absorbed into one or another of the Canadian transcontinental systems at a relatively early date.

Canadian historians, among others, have long stressed the importance of the C.P.R. as Canada's first true transcontinental transportation system. The C.P.R. made Winnipeg the pivot point, the Gateway City linking East and West in a truly continental union. The C.P.R. main line passes through the study area, linking the major cities of Winnipeg, Portage la Prairie and Brandon.

William MacKenzie and Donald Mann founded the germ of the future Canadian Northern in 1896 when they began acquiring a number of railway charters and previously constructed local roads within the Province of Manitoba. The importance of the CNR East Yard located at

the junction of Red and Assiniboine Rivers cannot be overemphasized.

Winnipeg is a major railroad center with C.P.R. and C.N.R. lines passing through the City. Before the other railroad companies were incorporated into the two giants, there were the Midland Railway Company of Manitoba, Pembina Branch, Manitoba and Southeastern railway, Winnipeg and Northern Railway Company using Winnipeg as a terminal.

Portage la Prairie and Brandon are probably the best examples in Manitoba of communities created and developed by the coming of the first transcontinental railroad.

Portage la Prairie had, besides the major lines, Manitoba Great Northern, and Manitoba and Northwestern Railway Company of Canada, as well as Portage and Northwestern Railway.

On the other hand, Brandon is served by the C.P.R. and C.N.R. Historically speaking, it used to have a company called Brandon, Saskatchewan and Hudson Bay Railway.

Other than the major railroads, there are some special railroads, such as Winnipeg Street Railway and the Prairie Dog Central Railway.

The combined Winnipeg Electric Street Railway – Suburban Rapid Transit Railway represents the most extensive operation of its kind undertaken in Manitoba. No visible traces remain of street car operation in Winnipeg and its suburbs. No facilities have been preserved nor equipment.

Prairie Dog Special with its vintage locomotive and train symbolizes the rich lore in Manitoba's railroad history. The Vintage Locomotive Society came into being in 1967. The focal point of this endeavour was the attempt to resurrect Winnipeg Hydro #3. This locomotive had been built back in 1882 in Glasgow, Scotland. She was used on Pointe du Bois Railway until 1963, and was brought to Winnipeg in 1967. The locomotive and train, owned by the City of Winnipeg, were retained by the Society on weekends for operation on the CN's abandoned Harte subdivision, between Charleswood and Headingley. Future plans for the Vintage Locomotive Society and the Prairie Dog Central Railway are plagued with uncertainty, (From Manitoba's Railways).

Although railroads do not serve a significant function nowadays in term of passenger transportation, they are still indispensable for shipping the vast amounts of grain to the market. Due to their glorious past, railroads will continue to be excellent sightseeing items for the tourists. Old tracks, special stations and locomotives can be made interesting to the visitors.

Trails

Before the railway systems came into being, the Aborigines and early explorers used many trails to cross the prairie. Figure 1 shows the trail system in Western Manitoba. Between Winnipeg and Brandon, along the Assiniboine River, Fort Ellice and Yellowquill Trails are of special importance. The Great Highway (a part of Fort Ellice Trail) links Winnipeg and Portage la Prairie on the north bank of the Assiniboine River. The present-day Highway 26 follows its route.

Passing Portage la Prairie, Fort Ellice Trail forks into North and South routes. Further south, Yellowquill Trail extends all the way to the southwest corner of Manitoba, where it joins the Boundary Commission Trail. The section between Portage la Prairie and Souris River mouth is very much parallel to the Assiniboine River, and is of special interest to the present study.

Fort Ellice Trail

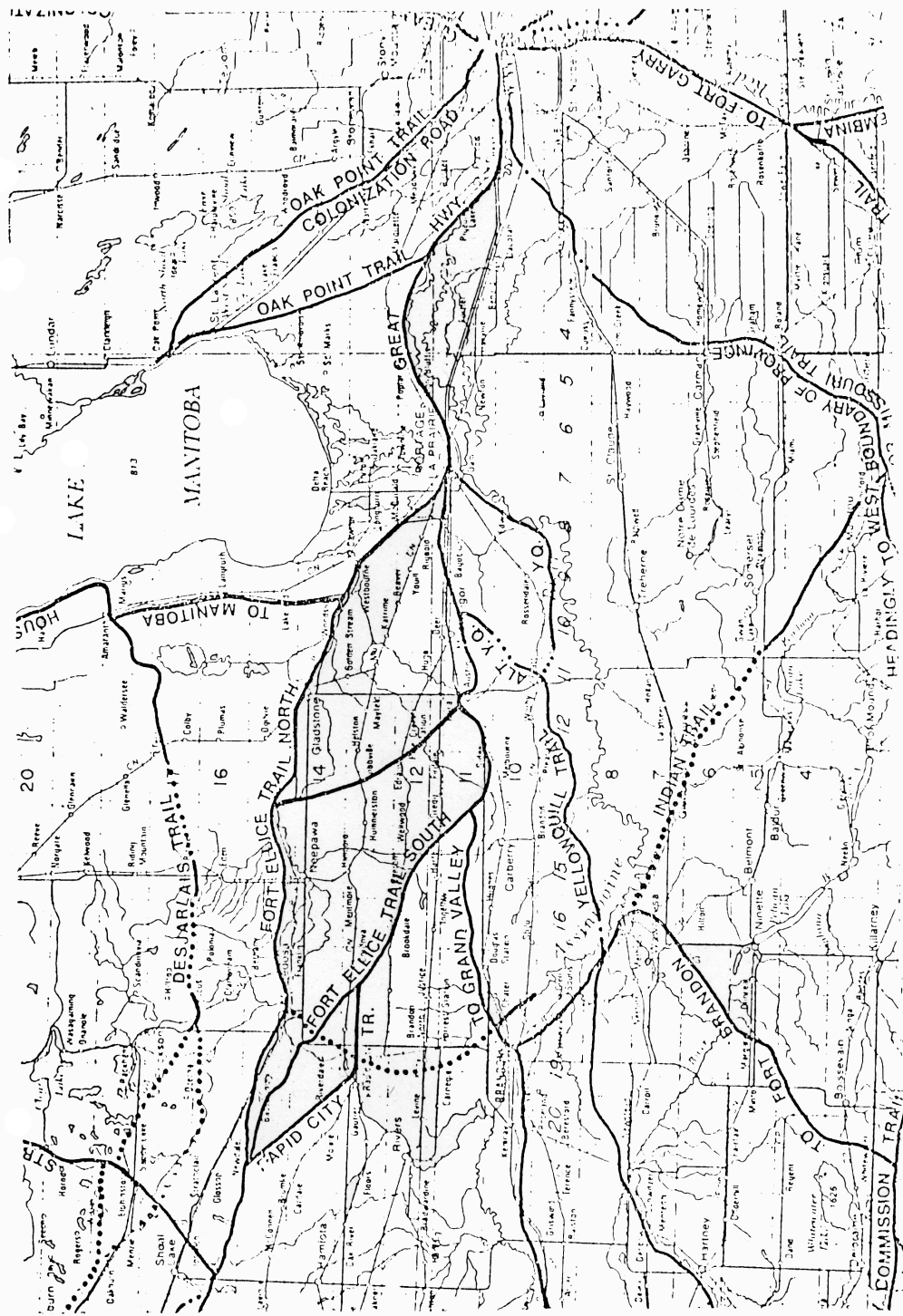
This historic trail which ran from Fort Garry to Edmonton has several names. In Manitoba it is known as the Fort Ellice Trail, or the Saskatchewan Trail; further west as the Carlton Trail or Battleford Trail, and still further westward as the Edmonton Trail.

When the Hudson Bay Company established Fort Pelly as the headquarters of the Swan River District in 1824-25, the route went northward from the junction of the Qu'Appelle and Assiniboine Rivers to Pelly and thence westward over the Touchwood Hills to Carlton House. After the time Fort Ellice was established in 1831, the more direct route westward from that point became more popular.

Like the other historic trails, this trail no doubt had its origin in the distant past, but it was

not fully established until the white buffalo hunters, explorers, missionaries and fur traders arrived. The Hudson Bay Company used this route regularly from about 1860, transporting goods westward and furs eastward by Red River carts, until railways took over transportation in the 1880s. This route may truly be called a one time Trans-Canada Highway, supplementing the still earlier water route by Lake Winnipeg and the Saskatchewan River.

The Fort Ellice trail in Manitoba had two main routes, one north and another south. Going west from Fort Garry, the main trail kept north of the Assiniboine River to Portage la Prairie, approximately on the location of modern Highway #26, formerly #1. After passing through Portage la Prairie on what is now Saskatchewan Avenue, it branched. The north branch and the south branch united at a point a few miles south of modern Newdale.



TRAILS IN SOUTHERN MANITOBA

The Yellowquill Trail

The Yellowquill Trail left the main Fort Ellice Trail at Portage la Prairie and went south-westerly on the north side of the Assiniboine River to its crossing at the site of the fur trade posts where there were fords a few miles above the mouth of the Souris River. From there it passed on the south slope of Brandon Hills, thence along the left bank of the Souris, joining the Boundary Commission Trail west of modern Coulter. Another limb of this trail left the south branch of the Fort Ellice Trail at a point about 3 miles east and a little south of modern MacGregor, joining the other branch near the village of Pratt, where it continued westward as a single main trail through the Spruce Woods Provincial Forest. The trail probably originated as a trail used by Red River buffalo hunters going to the Missouri River.

The trail gets its name from the Saulteaux Chief Yellowquill, who was one of the Aborigines who signed Indian Treaty #1 in 1871. This treaty established the Long Plains Reserve and another area near Swan Lake named Yellowquill I.R. There are several explanations for the origin of the name Yellowquill. The most likely is that it refers to the yellowish quills and long guard hairs of the southern sub-species of the porcupine, which is known to occur in the area. Another suggestion is that it refers to the feathers of a bird, and still another that it refers to the hollow stems and yellowish heads of one of the tall prairie grasses.

See: - Map of Pioneer Trails, by Parks Branch, 1974.
- List of suggested locations for trail markers.
- List of 1:50,000 scale maps on which the trail location is marked, and also these maps, on file in Parks Branch.

Yellowquill Trail – Main Branch

1. Junction of Saskatchewan Avenue and 20th Street in Portage la Prairie.
2. Highway marker on Portage detour, heading to site of old Fort La Reine.
3. Crossing of P.R. 305 in Long Plains Saulteaux 1 R. #6 in Section 26-10-8.
4. Crossing of P.R. 242, opposite Arbroath Cemetery on Section 29-9-9 where old trail is visible on west side of highway.

5. Crossing of P.T.H. 34, one mile south of C.N.R. line at Pratt.
6. Crossing of P.R. 258, south of Epinette Creek about seven-tenths mile on Section 9-9-14.
7. Crossing of P.R. 340, north of Treesbank on Section 29-8-16 where the trail went west to cross the Assiniboine at a ford near a number of old fur trade posts. The trail crosses #340 about one-tenth mile north of the southwest corner of Section 29.
8. Crossing of P.T.H. 10 on south slope of Brandon Hills at northeast corner of Section 27-8-9.
9. In Souris wayside, south side of P.T.H. 3, on east edge of town in Section 34-7-21.
10. Crossing P.T.H. 21, north of Souris River in Section 20-6-23, one-tenth mile south of northeast corner of this section. From here the old trail went along the left bank of the river past a number of fur trade posts.
11. Crossing of P.T.H. 83, north of Melita in Section 1-4-27 at east line of this section.
12. Junction of Yellowquill and Boundary Commission trail on Gainsborough Creek in Section 3-2-28 near dam.

Yellowquill – West Branch

1. This branch of the Yellowquill Trail left the south branch of the Fort Ellice Trail at a point about four miles east and a little south of MacGregor near the northeast corner of Section 25-11-10.
2. Crossing of P.R. #350 about two-tenths mile south of the north boundary of Section 4-11-10 W.
3. This branch trail joined the main Yellowquill Trail from Portage la Prairie east of Pratt and west of Ladysmith station on the C.N.R. line discontinued.

River Transportation

Both the Red and the Assiniboine were major water routes in Manitoba. Without these two navigable rivers, there would have been no fur trade. Without fur trades during the early days, settlement and exploration would probably have been delayed some years.

The explorers and fur traders used the river corridors extensively. Along the rivers,

many forts were erected, which served as headquarters for Hudson Bay Company, and later, the Northwest Company and XY Company. With a few exceptions, most of these forts have deteriorated and disappeared. Some of them are even disputable regarding their true locations. However, these historical forts possess significance in the development of Manitoba.

Many forts or fort sites along the Assiniboine River that deserve some attention are listed under two categories. The first category consists of forts located at the junction of the Red and Assiniboine Rivers. The second category consists of other forts along the Assiniboine River, with emphasis on the Souris River mouth cluster. Figure 2 shows the approximate locations of forts in Winnipeg.

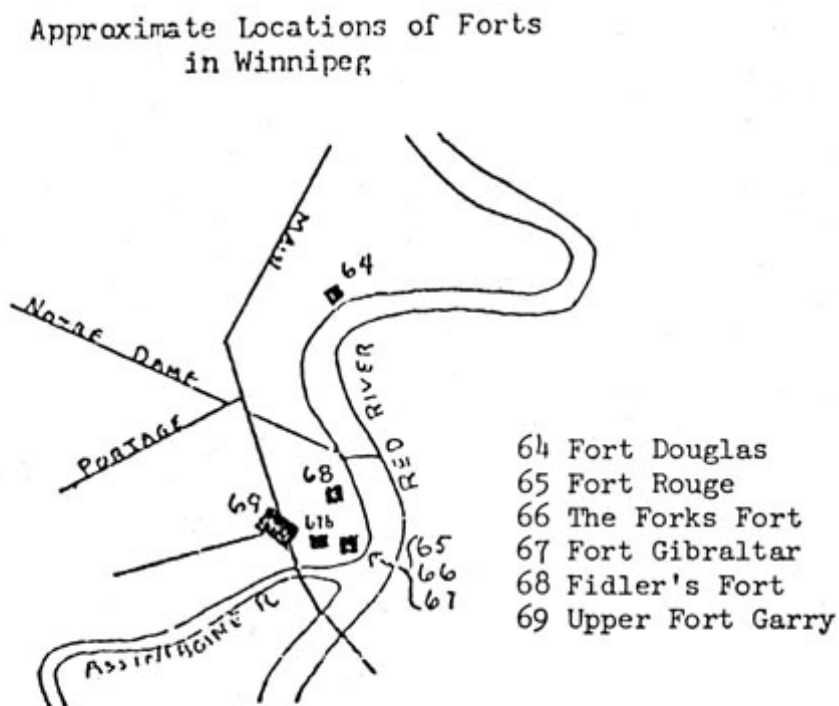


FIGURE 2

Fort Douglas (64)

Location: Point Douglas, left bank of Red River, now in Winnipeg.

Dates: 1812-26

Founder: Miles Macdonell, for Hudson's Bay Company and Selkirk Settlement.

Function: Headquarters for Governor of Selkirk Settlement.

Nearest Community: Winnipeg

Background:

Fort Douglas is actually more intimately connected with the Red River Settlement than the fur trade itself. Built by Miles Macdonell in 1812, it was rebuilt by Colin Robertson in 1815 after the first dispersal of the Selkirk Settlers. When Governor Semple destroyed the North West Company's Fort Gibraltar (q.v.), some of the material from the latter post was used to fortify Fort Douglas, which became the refuge of the settlers. Following the "massacre" at Seven Oaks, Cuthbert Grant's Métis seized the fort for the Nor'Westers, but Selkirk's de Meurons subsequently regained it for the Hudson's Bay Company.

Fort Douglas was abandoned after the flood of 1826. The site today is within the City of Winnipeg, at the river end of George Street.

Fort Rouge (65)

Location: Forks of Red and Assiniboine Rivers, now in Winnipeg.

Dates: 1738-39

Founder: Charles Nolan, Sieur de la Marque

Function: Trading post for Red River Aborigines

Nearest Community: Winnipeg

Background:

Usually counted among the posts built by La Vérendrye, Fort Rouge is first mentioned (though not by name) in La Vérendrye's Journal for 1738-39. By 1749, Fort Rouge was abandoned, and the reason given that it was too close to Fort la Reine (q.v.); this would suggest

that the post existed for a season only.

The Forks Fort (66)

Location: Forks of Red and Assiniboine, in Winnipeg.
Dates: 1803-04
Founder: Alexander Henry (or Louis Dorion) for North West Company
Function: Wintering post
Nearest Community: Winnipeg
Background:

The North West Company post was used in 1803-04. The returns of the post for the season were a respectable fourteen packs, but the post was not re-opened the next season. The North West Company do not appear to have re-established a post at the forks until 1807.

Fort Gibraltar (67)

Location: Forks of Red and Assiniboine Rivers, in Winnipeg.
Dates: 1807-1826
Founder: John McDonald of Garth, for North West Company
Function: Pemmican Post
Nearest Community: Winnipeg
Background:

The first really permanent post at the forks was established by John McDonald of Garth in 1807, and called by him Fort Gibraltar. By 1812, it was a major pemmican post, under the charge of Alexander Macdonell, the cousin of Miles Macdonell. In 1816, in the course of the “Pemmican War” the Hudson’s Bay Company seized and eventually destroyed Fort Gibraltar. The fort was almost immediately re-built, and was still in existence at the time of Union, when it was taken over and re-built by the Hudson’s Bay Company, and named Fort Garry. In 1830, it was decided to replace this post with a new one further down the river (Lower Fort Garry); but by 1835 it was decided to re-build at the Forks. The original Fort Gibraltar – Fort Garry

buildings still stood until 1852.

Fidler's Fort (68)

Location: Forks of Red and Assiniboine Rivers, north of Fort Gibraltar (q.v.)

Dates: c. 1817-1826

Founder: Peter Fidler, for Hudson's Bay Company

Function: Trading post?

Nearest Community: Winnipeg

Background:

This post's existence is known only from the testimony (in 1887) of Donald Murray, who had come to Red River as a boy in 1815. Although the records generally give Fort Douglas as the only Hudson's Bay post at the Forks during the final stage of company warfare, Murray recalled that:

The Hudson's Bay Company...had a fort which stood close to where Notre Dame Street, East, is now...This fort was built by Peter Fidler about 1817-18...it probably stood until the flood of 1826, and was then swept away,...

Upper Fort Garry (69)

Location: Forks of Red and Assiniboine Rivers, in Winnipeg

Dates: 1835-1882

Founder: Governor Alexander Christie, for Hudson's Bay Company

Function: Administrative headquarters for Rupert's Land

Nearest Community: Winnipeg

Background:

The first post to be known as Fort Garry was the former North West Company Fort Gibraltar (q.v.). In 1831, Simpson decided to replace this post with a new one at the foot of St. Andrew's Rapids (Lower Fort Garry, q.v.). By 1835, however, it had become apparent that the Company headquarters should be at the Forks, and Governor Alexander Christie began construction of the new Upper Fort Garry. After serving 35 years as administrative capital for

Rupert's Land, Upper Fort Garry became the seat of the Métis Provisional Government during the Red River Rising, and subsequently housed the first capital of Manitoba. In 1882, the Fort was demolished, leaving only the north gate, part of the 1850s construction to mark the site.

Fort Garry was as an important setting during the Red River Rebellion. According to Stanley,

The half-breed movement, which had begun as a riotous assembly, assumed the serious proportions of an insurrection when, on November 2nd, Louis Riel, accompanied by some hundred or more of his followers, entered Fort Garry and informed Dr. Cowan, the Company officer in charge, that they had come to guard the Fort from an impending danger. It was not without difficulty that Riel persuaded his followers to carry out this daring act, but the move was decisive. Situated at the junction of the Red and Assiniboine Rivers, about a mile from the village of Winnipeg, provisioned with stores of food and munitions, and defended by high stone walls and cannons, Fort Garry was the geographical and strategical centre of the Red River Settlement", (Stanley, pp. 70-71).

Commemorations at the Forks

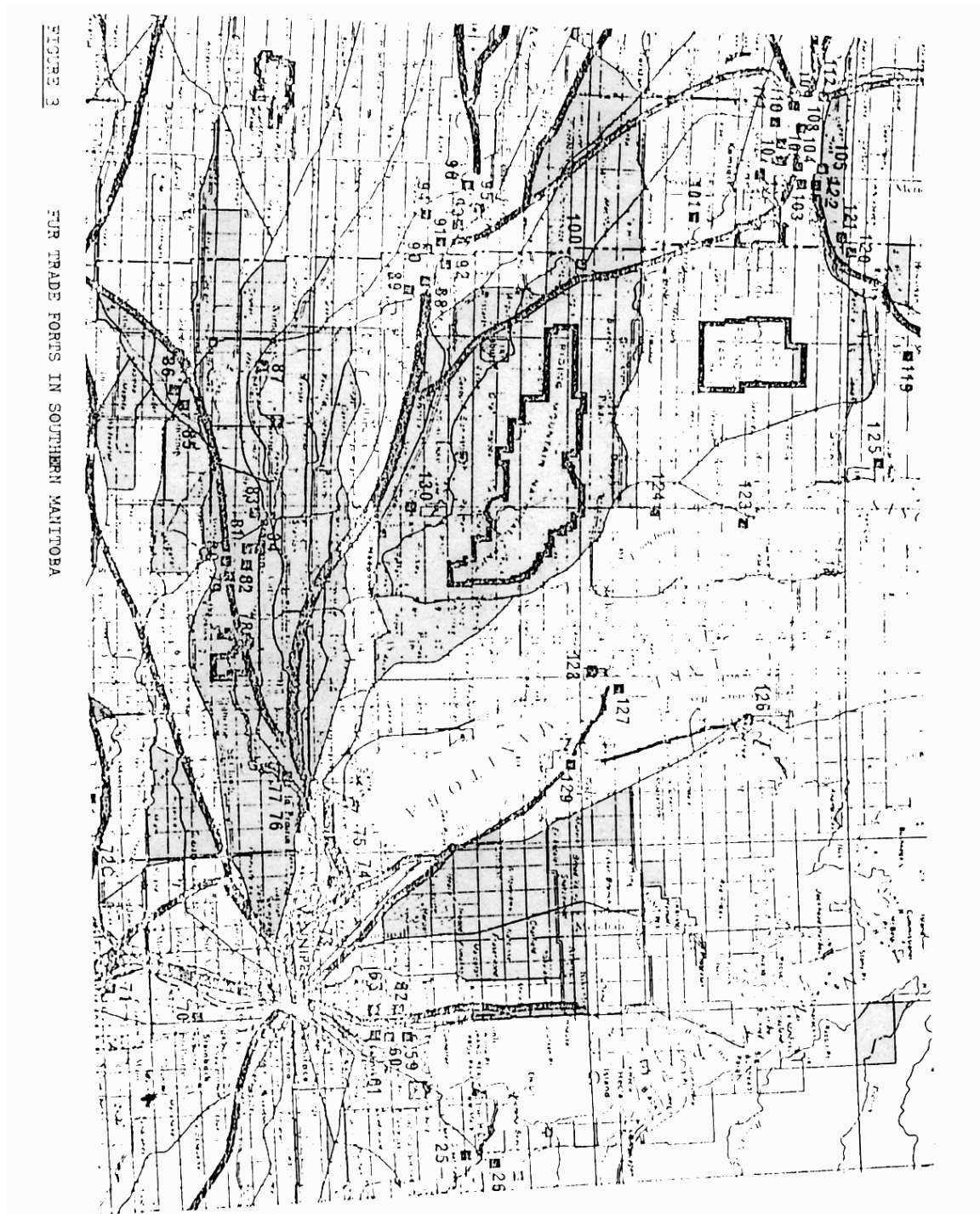
The north Gate of Upper Fort Garry is all that remains of any of the forts in what is now Winnipeg. On the Gate the Historic Sites and Monuments Board of Canada erected a plaque with the following inscription:

Forts Rouge, Garry and Gibraltar

Near this site stood the following forts: Fort Rouge, under La Vérendrye, 1738; Fort Gibraltar, of the North West Company, 1810, became Fort Garry of the Hudson's Bay Company, 1822; replaced by Upper Fort Garry, of stone, begun 1835, extended in 1850's when this gateway was erected, demolished, 1882.

(The same inscription appears in French).

Figure 3 shows the second category of fur trade forts along the Assiniboine River. The forts are numbered, with their approximate locations marked on the map. No. 79 through No. 77 are a few forts near Portage la Prairie. No. 79 through No. 83 are the famous Souris-mouth group.



Adhémar's Fort (74)

Location: North bank of Assiniboine River, just below Portage la Prairie.

Dates: Probably 1760s

Founder: (Jacques?) Adhémar, Canadian trader

Function: Trading post

Nearest Community: Poplar Point, Manitoba

Background:

Among the “vestiges of many commercial settlements, several of which claim an ancient date” noted by John McDonnell along the lower Assiniboine in the 1790s was Adhémar's Fort. This, according to McDonnell, was a day's journey by water below Portage la Prairie, but only six miles overland. The post is undated, but probably is from the 1760s. Morton identifies him as Jean-Baptiste Adhémar, licensed to trade to “Michilimackinax and beyond” in 1769.

Fort la Reine (75)

Location: North bank of Assiniboine River, near Poplar Point

Dates: 1738

Founder: La Vérendrye, père

Function: Trading post; staging point for Mandan expeditions

Nearest Community: Poplar Point, Manitoba

Background:

On October 2, 1738, La Vérendrye, enroute to the Mandan country, stopped at the southern end of the portage between the Assiniboine and Lake Manitoba (le Lac des prairies). Being informed by the Aborigines with him that further travel along the river would be hazardous, he decided “that the best thing to do was to stay there, as there were good facilities for building”. The post was probably moved up to the neighbourhood of the present Portage la Prairie during the following summer. The traditional site of Fort la Reine is given as near the present Portage la Prairie.

La Vérendrye used Fort la Reine (wherever it was at the time) as a base of operations from 1738-42. La Vérendrye's son, Pierre, was at la Reine as late as 1745, and returned in 1747 to repair the fort, which was then in ruins. A memorandum of 1749 states that Fort la Reine was then abandoned. In 1751, Legardeur de Saint Pierre left. In 1752, however, he received word that the Aborigines had burnt the post, forcing him to winter at the Forks. Bougainville's list puts the post on the right bank of the river, which may indicate a new fort built between 1753 and 1756.

The Historic Sites and Monuments Board of Canada in 1928 commemorated Fort la Reine with a plaque at Portage la Prairie, Manitoba. The inscription (which also appears in French) reads:

Fort la Reine

Here, where the Indians portaged from Assiniboine River to Lake Manitoba on their way to York Factory, Pierre Gaultier de Varennes, the French-Canadian explorer and discoverer of the Canadian West, built in October, 1738, Fort la Reine. It became his headquarters from which he or his sons carried on explorations northward to the Saskatchewan River, southwest to the Mandan country, and to the foothills of the Rocky Mountains.

Portage la Prairie (76)

Location: North bank of Assiniboine River, near present town of Portage la Prairie.

Dates: c. 1767-1870

Founders: William McKay, for North West Company; William Linklater, for Hudson's Bay Company

Function: Pemmican post; portage post; trading post

Nearest Community: Portage la Prairie, Manitoba

Background:

As the point where the southern plains Aborigines crossed from the Assiniboine to Lake Manitoba, and thence, via Lake Winnipeg and the Nelson to York Factory, the prairie portage was always important to the fur trade. As early as 1738, La Vérendrye had built Fort la Reine

near here to intercept the English trade, and after the conquest of Canada the site seems to have been among the first to be re-occupied by British traders from Montréal.

In 1767, William Tomison of the Hudson's Bay Company was told of three Canadian posts on the Assiniboine above the forks, which A.S. Morton suggests were Portage la Prairie (perhaps still called Fort la Reine), Poplar Fort (q.v.) and Pine Fort (q.v.). During the period 1800-07, when Alexander Henry the younger was in charge of Lower Red River, the North West Company maintained a post at Portage la Prairie.

As a provision post in the middle of what became the Selkirk grant, Portage la Prairie was involved in the company strife after 1811. It was taken over by the Hudson's Bay Company in 1821 and operated until 1870.

Fort des Trembles (77)

Location: On Assiniboine River above Portage la Prairie, probably in Section 6,
Twp. 11, Rge. 7, W 1

Dates: c. 1767-1781

Founder: Thomas Corry, Canadian trader (?)

Function: Trading post

Nearest Community: Portage la Prairie, Manitoba

Background:

Donald MacKay, "le malin", passing up the Assiniboine in 1793 to Brandon House noted "Passed Mr. Currie's old Fort made in 1767", somewhere above Portage la Prairie, but apparently not in reference to Pine Fort (q.v.). A.S. Morton says that Corry's fort was the one later known as Fort du Milieu (that is, the one between Portage and Pine Fort). It may, then, be the site later known as Fort des Trembles, or Poplar Fort, which was the only one generally remarked between Pine Fort and the Portage.

Pine Fort (78)

Location: North bank of the Assiniboine River, (in Spruce Woods Forest Reserve)

Dates: 1768-1794
Founder: Unknown Canadian traders
Function: Trading and pemmican post
Nearest Community: Glenboro, Manitoba
Background:

On September 12, 1796, James Sutherland of Brandon House wrote that he was told Pine Fort had then “stood for 28 years”. This makes it one of the Canadian forts on the Assiniboine mentioned by Tomison in 1769-70.

Henry, in 1805 noted that “Here we had an establishment for several years, but from the scarcity of wood, provisions and other circumstances, it was abandoned, and built higher up river, where the settlement is now, at Rivière la Souris”. Pine Fort appears to have been re-established briefly in 1807 by François-Antoine Larocque, who was in charge at Fort la Souris.

In 1890, while working for the Geological Survey of Canada, J.B. Tyrrell located the remains of Pine Fort in N.E.¼, Section 36, Twp. 8, Rge. 14, W 1. His description gives a good idea of the type of remains to be found in this country:

This site of the fort is...on a level plain 20 feet above the river and covered with grassy sod...The site of the fort is now largely washed away. What is left of the line of the old fortifications or stockade can be clearly followed, and from old pieces of wood still remaining in it, is seen to have been constructed of spruce posts about 4 inches in diameter driven into the ground. Their decay has left a shallow trench. Beginning at the top of the bank of the river, at the S.W. corner of what remains of the site of the fort, the line of the stockade runs N. 13W...

Pine Fort was also known as Fort Epinette and Fort des Epinettes.

Assiniboine House (79)

Location: North bank of Assiniboine River, above mouth of Souris.
Dates: 1793-1804 or 1805
Founder: Augé, for Cuthbert Grant, senior, of North West Company
Function: Provision post

Nearest Community: Wawanesa, Manitoba

Background:

Until 1793, the principal North West Company post on this part of the river had been Pine Fort. In that year, however, the free trader, Peter Grant, planted a post near the mouth of the Souris, and Cuthbert Grant at Fort Espérance sent one Augé to oppose him. The next year, the North West operations were moved from Pine Fort to Assiniboine House (also known as Stone Indian River House, and Fort Assiniboine). The trade with the Mandans was mostly for provisions, rather than pelts.

David Thompson visited Assiniboine House in 1797, and called it “the House of Mr. John McDonnell”. In 1804 or 1805, probably when news of the amalgamation with the X.Y. Company reached the region, Assiniboine House was abandoned for a site on the south bank of the river. The new fort was usually called Rivière la Souris.

In 1890, Tyrrell located the remains of Assiniboine House in N.E.¼ Section 19, Twp. 8, Rge. 16, W 1. He described it as being on a clearing surrounded by poplars atop a ridge on the north bank. The remains consisted of a number of cellar pits and chimney mounds. D.A. Stewart visited the site about 1927, and reported that the remains were still visible. There is no indication whether they are still there forty years later.

Fort Souris (X.Y. Company) (80)

Location: South bank of Assiniboine River, above mouth of Souris, in N.E.¼
Section 19, Twp. 8, Rge. 16, W 1.

Dates: 1793-1805

Founder: Peter Grant, for X.Y. Company

Function: Provision post

Nearest Community: Wawanesa, Manitoba

Background:

Opposition to the Montréal agents of the North West Company after 1790 coalesced

around the figure of Sir Alexander Mackenzie and the firm of Forsythe, Richardson and Company, and eventually took the name of the X.Y. Company. Prominent in this opposition concern in the Assiniboine region were the traders David and Peter Grant. In 1793, Peter Grant established a post just above the mouth of Souris, and placed Ranald Cameron in charge. This X.Y. post, generally known as Fort Souris (although the North West post was also occasionally given a similar designation) was the first of the Souris-mouth posts. Its presence soon led to the establishment of the North West Company's Assiniboine House, and the Hudson's Bay's Brandon House in the same region. The X.Y. post was still operating when Harmon was there in May, 1805, but must have been closed shortly thereafter, when the new North West Company (incorporating the X.Y. Co.) built Rivière la Souris on the same site.

Rivière la Souris (North West Company) (81)

Location: South bank of Assiniboine, above mouth of Souris, in N.E.¼ Section 19,
Twp. 18, Rge. 16, W 1.

Dates: c. 1805-1821

Founder: John McDonnell, for North West Company

Function: Pemmican post

Nearest Community: Wawanesa, Manitoba

Background:

After the amalgamation of the X.Y. and North West Companies in 1804, it became superfluous for the new concern to operate both Assiniboine House and Fort Souris. The two posts were still separate when Harmon was there in May 1805, but sometime in the following year the North West Company moved its post across the river to the former X.Y. site. George Bryce located the remains of this post in 1886, and Tyrrell did a more careful survey of them in 1890.

Brandon House I (82)

Location: North bank of the Assiniboine River, above the mouth of the Souris, in N.E.¼, Section 35, Twp. 8, Rge. 17, W 1.

Dates: 1793 - c. 1816 (or 1818)

Founder: Donald MacKay, "le malin", for Hudson's Bay Company

Function: Pemmican post

Nearest Community: Wawanesa, Manitoba

Background:

In the early 1790s, the Hudson's Bay Company began to push into the North West Company's provision area around Red River. The moving spirit was Donald "Mad" MacKay, who in the fall of 1793 established the first Brandon House, opposite, and just above Peter Grants Fort Souris. James Sutherland was the first master of Brandon House, and he reports that in 1794 the post was attacked by the Mandans. In the early period, when there were at least three rival houses in the vicinity, the traders were on friendly enough terms.

After 1811, however, "Pemmican War" put an end to friendly interaction between the companies. In 1814, North West Company pemmican was seized and stored at Brandon House. In 1816, Cuthbert Grant's Métis attacked and looted Brandon House. Fidler reported three years later that "Brandon House is in a ruinous state". A year later, there was a fire which completed the ruin of Brandon House I.

Brandon House II (83)

Location: South bank of Assiniboine River, six miles above mouth of Souris, in Section 35, Twp. 8, Rge. 17, W 1.

Dates: 1818-21 (?)

Founder: Peter Fidler, for Hudson's Bay Company

Function: Pemmican post

Background:

The Métis raid of 1816, and the fire of 1817, had left Brandon House I, on the north

bank, in “a ruinous state”. In 1818, Fidler left his post at the Forks (Fidler’s Fort, q.v.), and moved to Brandon House, which he apparently decided to rebuild across the river, directly opposite from the original site. In his report of 1819, Fidler writes of “Brandon House 6 miles above the Souris River on the south side...”

In 1823, the Council of the Northern Department resolved

that James Bird be instructed to establish a Post in some central situation, between Brandon House and Qui appelle, in which case, the Posts of Qui appelle and Brandon House to be abandoned,...

The new post was, in fact, Fort Pelly (q.v.), and Brandon House was closed in the spring of 1824.

Brandon House III (84)

Location: North bank of Assiniboine, about 10 miles below town of Brandon, in N.W.¼ Section 29, Twp. 9, Rge. 17, W 1.

Dates: 1828-32

Founder: Francis Heron, for Hudson’s Bay Company

Function: Wintering post

Nearest Community: Brandon, Manitoba

Background:

From 1824-1828, the Hudson’s Bay Company left the stretch of the Assiniboine below the Elbow virtually unoccupied, as uneconomic. In 1828, however, Simpson later reported that “it was considered expedient to re-occupy the post of Brandon House during the winter, as a means of protecting the trade, otherwise the Indians would have taken their hunts to the nearest market”. Accordingly, in the fall of 1828, Chief Trader Francis Heron was sent to re-establish the post, the only one to be opened in Upper Red River that season. Heron wrote “The place selected for the post is situated about twelve miles above the Old Brandon House”. The trade of the third Brandon House was minimal, and in 1832, it was decided to close the post in favour of the re-established Fort Ellice (q.v.).

Remains were still visible in 1928 when the Brandon Rotary Club erected a commemorative marker at this site.

Commemoration of the Souris-Mouth Group

In 1928, the Historic Sites and Monuments Board of Canada erected a plaque at Wawanesa, Manitoba, bearing the following inscription:

Early Trade Assiniboine-Souris-Missouri

Near this place, on the Assiniboine River, the North West, Hudson's Bay, and X.Y. Companies, rivals in the fur trade, built between 1785 and 1828 at least seven forts.

From here ran the trade route to the Mandan country on the Missouri: by this way David Thompson, trader, explorer, and geographer, passed and re-passed; and here he remains for a time in 1797-98.

In recent years, the cairn started to slip into the river, and the plaque was removed. The Board took the inscription under consideration for revision, but to date no action has been taken, and the Souris-mouth group of posts is at present unmarked.

Historical Buildings

A brief literature review reveals that there are numerous historical buildings in existence in the study area. The Architectural and Historical Survey of 1964-1970 and the Historic Resources Branch of the Department of Tourism, Recreation and Cultural Affairs indicate that Brandon has at least 74 buildings and Portage la Prairie has 35 buildings that deserve some kind of attention. Smaller communities also have some early buildings of special architectural and historical values. The earliest building in the area is Ste. Anne of the Poplar Anglican Church at Poplar Point. Many of these would be of interest to tourists, and one way or another preservation measures should be taken.

Architectural and Historical Survey 1964-1970

Alexander

Alexander School – 1912
St. Paul's Anglican Church – 1900

Austin

Christ Church Anglican – 1901
St. Augustine Roman Catholic Church – 1901
Former Methodist Church – c. 1900-05
Austin Public School #154 – 1905
Austin Agricultural Museum

Baie St. Paul

St. Germain House – c. 1860-65

Brandon

Brandon Jail – 1883-84
Brandon City Hall – 1890
Royal Bank of Canada – c. 1895
Nation and Shewan Chambers – c. 1885
Former Dominion Bank Chambers – c. 1900
A.E. McKenzie Building – 1910
Former Merchants Bank – 1890
Former Post Office – 1889-90
Former Merchants Bank – 1906
Bank of Montréal – 1906
Toronto Dominion Bank – 1906
Cecil Hotel – 1910
Brandon Hotel – c. 1903
Beaubier Hotel – 1882
Prince Edward Hotel – 1911
CNR Station Depot – 1911
Aagaard's Lunch Counter – c. 1900
Hanbury Manufacturing Company – c. 1895-1900
CPR Station – 1911
CPR Round House – 1903
Central Fire Station – 1911-12
Summer Fair Display Building – c. 1907
Wheat City Arena – c. 1908
Former YMCA Building – 1904-06
Federal Building, Post Office – 1930
Court House – 1908
Armoury – 1907-09
Brandon Mental Hospital Administration Building – 1912
Brandon Mental Hospital East Building – 1924
Brandon Mental Hospital Nurses' Residence – 1920s
Former Grand View Hotel – 1882
Massey Harris Building – 1913
Former Empire Brewing Company Building – c. 1905
First Street Building – 1908-09

Eight Street Bridge –
Grandstand – c. 1912-13
First United Church – 1899
First Presbyterian Church – 1928
Congregation B'nai Israel – 1924
St. Augustine Roman Catholic Church – 1903
Ukrainian Catholic Parish Church – c. 1930?
St. Andrew's Presbyterian Church – c. 1900?
Ukrainian Greek Orthodox Church of the Holy Ghost – 1924
First Baptist Church – 1903-04
Christian Reform Church – 1910
St. Matthew's Anglican Church – 1912
St. Paul's United Church – 1901
St. Mary the Virgin Anglican Church – 1908

John Hanbury House, "Lorne View" – c. 1900
Harry M. Patterson House – c. 1895
John E. Smith House – c. 1905
Pioneer Sod Hut – 1967
Dr. Alexander Fleming House, "Villa Louise" – 1888
Sir Clifford Sifton House – 1892
T. Mayne Daly House; "The Maples" – c. 1890
George Patterson House – 1913

Central School – 1892
Park School – 1904-05
Alexander School – 1906-07
Brandon Collegiate Institute – 1906-07
St. Michael's Roman Catholic Academy – 1909-10
Fleming School – 1914
McLaren School – 1926
Earl Haig School – 1928
Earl Oxford School – 1928
Indian Residential School – 1929
Former Normal School – 1913
First School in Brandon – 1882
Former Administration Building – 1900
Brandon University – 1900
Clark Hall – 1906
Science Building – 1922

Brandon Hills United Church – c. 1900?
Brandon Hills School #138 – c. 1920?

Carberry

Knox Presbyterian Church – 1909
St. Agnes Anglican Church – 1902-03
United Church – 1903-04
Former Western Hotel – 1882
Nelson Hotel – 1909
James White's Sash & Door Factory and Planing Mill – c. 1900

Bank of Montreal – c. 1900
CPR Station – c. 1915
Water Tower – 1929
Mayor A.R. Calvert House – 1895
James White House – c. 1900-03
Robert F. Lyons House – c. 1900
Sear's Hardware – c. 1890
Liquor Store – 1917
Alex Robertson Block – c. 1883
Remains of Public School – 1895
CNR Station – c. 1910
Brick House – c. 1890?
Archibald McLaren Farm House – 1907

Cypress River

Cypress River School – 1895
Anglican Church of the Ascension – c. 1895
Cypress River United Church – 1921
Cypress River Streets –
House –

Douglas Station

World War I Memorial

Glenboro

Glenboro United Church – 1895
Oddfellows Hall – c. 1895
St. Stephen's Anglican Church – c. 1905
Glenboro Lutheran Church – c. 1900
Glenboro Streets –

Headingley

Holy Trinity Anglican Church – 1885
Telephone Building – c. 1915
John Taylor House – 1913
Taylor Implement Shed – c. 1880
House – c. 1895-1900
James Tate House – c. 1890
Duffy House – c. 1900

Holland

Holland School – 1913

Kemnay

First Post Office – 1887
Kemnay United Church – 1892

Lavenham

Ken Hudson Log House – c. 1910
Ken Hudson Milk House – c. 1910
Concrete Pig Pen – c. 1900-15

Pullman Log House – c. 1912

MacGregor

Old School – 1903
Milton Ward House – 1909-10
Water Tower – 1885
CPR Station – 1900-05
Hospital – 1889
William Cairns Plastered Log House – c. 1884-85
T.R. Vardin House – c. 1885
H. Borton's Red and White Store – c. 1890
William Cairns House – 1918
St. Paul's Anglican Church – 1899
Barber Pole –

Poplar Point

Henry Gowler Ice House – c. 1880?
McKinstry House – c. 1875-80
Oscar Newman Granary – c. 1870-75
First Setter House – c. 1880
Lee (Setter) House – c. 1910
St. Anne of the Poplar Anglican Church – 1859-62

Rathwell

St. Paul's Anglican Church – 1892
Calvin United Church – 1895

Rounthwaite

St. John's Anglican Church – 1882
United Church – 1891

St. Claude

St. Peter's – St. Paul's Greek Orthodox Church – c. 1920

St. François Xavier

St. François Xavier Parish Church – 1900

Shilo District

Treesbank Ferry
Criddle House – c. 1900

Sidney

Sidney School – 1906
Sidney United Church – 1891
Business Building – 1900

Treesbank

Concrete Bridge – 1921

Treherne

Bethel Church – 1891

Olive Church – 1899
Matchettville School – c. 1906
Roy Morgan Cabin – c. 1890
Trehern School – c. 1890

Wawanesa

Main Street
Storey Block – 1898
Oddfellows' Lodge – 1924
St. George's Anglican Church – 1900
Dr. C.M. Vanstone's Drug Store – c. 1895
First Wawanesa Mutual Insurance Co. Building – 1901
Wawanesa Mutual Insurance Co. Head Office – 1930
A. West House – 1900

Portage la Prairie Historical Buildings

J. Gilroy House – 210 Portage Avenue

Pratt's Terrace – 29 to 39 5th Ave. S.E.

Rev. WM. Haistead House – 103 2nd St. N.E.

Rt. Hon. Arthur Meighen – Office and Residence,

The McLenaghan Block, Sask. Ave.

Rt. Hon. Arthur Meighen – First House, 127 Royal Rd.

Rt. Hon. Arthur Meighen – Second House, 131 Dufferin Ave. W.

Senator Robert Watson House – 139 Dufferin Ave. W.

Harry Stephens House – 149 4th St. S.E.

Juctise F.G. Taylor House – 102 1st St. S.W.

Hon. Hugh Armstrong House – 106 Crescent Rd. W.

Modest Family House – Sixth St., North from Sask. Ave.

Side-by-Side-Duplex – 35 and 37 First St. S.W.

Middle-Class Family House – S.E. Dufferin at Tupper St.

St. Mary's La Prairie Anglican Church (original church)

St. Mary's La Prairie Anglican Church – 2nd St. S.W.

Trinity United Church – Tupper St. S.

Church of Christ – 31 2nd St. S.W.

St. John's Roman Catholic Church – 107 Duke St.

First Presbyterian Church – Royal Rd. S.W. (behind City Hall)

Ukrainian Greek Catholic Church of the Assumption of the Blessed Virgin Mary – 2nd St. & 6th Ave. N.W.

Court House – 3rd St. S.E.

Land Titles Office – 103 3rd St. N.E.

City Hall – S.W. Saskatchewan Ave. at Royal Road

Newman Block – 112 Saskatchewan Ave. E.

St. John Block – 116 Saskatchewan Ave. E.

Portage Hotel – 125 Saskatchewan Ave. E.

Bank of Montreal – 115 Saskatchewan Ave. E.

Hill's Drug Store – 200 Saskatchewan Ave. E.

Millar Block – 154 Saskatchewan Ave. E.

Bailey Block – 2 Saskatchewan Ave. W.

Canadian Pacific Railway Station – CPR tracks near 3rd St.

Building on 3rd St, S.E.

First Log School – 210 Portage Ave. (present location)

Lansdowne College – 105 4th St. S.W.

Kenneth McKenzie Homestead – 35-11-8W
8 miles west of Portage on Highway #1,
And 1 mile north on Highway #4

Appendix 3

Natural and Recreational Resources

A. Existing Parks and Recreational Areas

- I. Provincial Parks
- II. City Parks
- III. Provincial Recreation Areas
- IV. Museums
- V. Biophysical Sites
- VI. Interest Points
 1. Trails
 2. Waterways Routes (Canoe Routes)
 3. Wildlife Management Areas
 4. Golf Courses
 5. Private Resorts, Recreational Areas and Wayside Parks
- VII. Tourist Information Centres
 1. Portage la Prairie Chamber of Commerce
 2. Virden Chamber of Commerce
 3. Souris Chamber of Commerce
 4. Brandon Chamber of Commerce
 5. Kirkella Information Plaza

A. Existing Parks and Recreational Areas

I. Provincial Parks

Beaudry Provincial Natural Park

The Beaudry Provincial Natural Park is a natural segment of the Assiniboine River. The park consists of 1,600 acres, part of which is the Sair River Bottom Forest. Included in the park boundary is a Wildlife Pond and two (2) International Biological Sites. The park is intended to be used primarily for natural history interpretation. The location and the history of the park can link up and compliment the Assiniboine River Corridor Route. Resources for Tomorrow are making further negotiations with a private owner to purchase two (2) additional parcels of land adjacent to the present Beaudry Park.

Spruce Woods Provincial Natural Park

Spruce Woods Provincial Natural Park has been designed to the family seeking a secluded holiday.

The park, lying mostly in the valley of the Assiniboine River combines the facilities of modern campgrounds and picnic areas with the great beauty of the deep river valley. The Kiche Manitou Campground and the Marsh Lake Wayside Park (Marsh Lake Wayside is 7 miles north of Glenboro) can provide resting spots for the Assiniboine River Corridor Route travellers.

Part of the 59,000 acres is located on shifting sand dunes, while much of the area is comprised of aspen and spruce trees which are found in the Spruce Woods Provincial Forest of which the park is the eastern segment. Wildlife thrives in the park and it contains a profusion of wild flowers.

Naturalists may follow the trails of Ernest Thompson Seton – naturalist – author of *The Trail of Sandhill Stag*, while there are other trails for hiking and horseback riding. The park has the following Interpretive Trails:

1. Bald Head Hills Interpretive Trail
2. Isputinaw Interpretive Trail

3. Oxbow Lake – Marsh Lake Interpretive Trail

There are two winter recreation snowmobile trails, one 32 miles on the south side of the Assiniboine River and the other 8 miles on the north side. A warming hut is provided at the point of intersection of the two trails.

This beauty spot is reached by good all-weather road from Glenboro on Highway 2 or through Carberry off Trans-Canada Highway in the north.

II. City Parks

Assiniboine Park

The Assiniboine 397-acre park on the Assiniboine River is a short excursion from the Portage Avenue route over the St. James Bridge or by a foot-bridge from Portage Avenue.

The park is operated by the City of Winnipeg Recreation Department and has many fine attractions including playgrounds, picnic sites, a miniature railway, a duck pond, an English garden, a new conservatory, a refreshment pavilion and a zoo rated as one of the finest in Canada.

The conservatory contains many exotic plants and features special displays throughout the year.

The zoo's excellent animal collection, good breeding record, superb landscaping and fine animal accommodation blend to produce Canada's leading zoo and its most popular institution with an annual attendance of 1½ million. Over 1,000 animals are exhibited, many of which are endangered or extinct in the wild. For the young there is a wide variety of baby animals in Aunt Sally's Farm.

Winter recreation includes tobogganing and skating on the duck pond.

Island Park

Is a popular scenic park and driveway in a horse-shoe lake setting. There is a deer and waterfowl sanctuary, and a wading pool. The Crescent Lake which forms the Oxbow of Island

Park is designated for canoeing.

Picnic sites, resting spots, a snack bar, boating in the Crescent Lake, and a fairground are also provided in the park.

City of Brandon Recreation Area

The City of Brandon Parkland is a recent development. The park extends from first street to Curran Park in Brandon, on the Assiniboine River. The City of Brandon Park has been initiated as a work training project (known as Westbran Activity Project). The following are the existing recreational facilities.

1. Day-use Area – picnic sites
2. Nature Trail
3. Hiking Trail
4. Tennis Court
5. Ball Diamond

III. Provincial Recreation Areas

Norquay Provincial Recreation Area and Wayside Park

This recreation area on Trans-Canada Highway (6 miles east of Portage) is a composite of campgrounds, picnic sites, beaches (swimming), a playground and kitchen.

With 100 unserviced camping sites, 24 electrical sites and a trailer sewage dump, the park can serve as a stopping place for the Assiniboine River Corridor Route travellers between the junction of Highway #1 and P.R. 241 and Portage la Prairie.

Grand Valley Provincial Recreation Area

This campground on P.R. 489 (6 miles west of Brandon) can serve as a stopping area before entering the Grand Valley-Assiniboine River Corridor Route.

Camping facilities include 64 unserviced sites and 8 electrical sites and a large overflow area for peak seasons. Other facilities include showers, restrooms, shelters and a trailer

sewage dump station.

Kiche Manitou Provincial Campground

This campground is located in the Spruce Woods Provincial Park, surrounded by a pleasant Oxbow. There are a total of 121 campsites, of which 76 sites are unserviced and 45 sites are equipped with electrical plugs. The campground is also served with a large open area accommodating over capacity condition.

Within the campground, there is an amphitheatre which provides a functional spot for interpretive programs. There is also a change room and a swimming beach. The campground is equipped with showers and restrooms.

IV. Museums

1. St. James Assiniboia Historical Museum

This museum contains largely a variety of artifacts of pioneers of the Winnipeg region.

2. Portage la Prairie – Fort la Reine Museum and Pioneer Village

Displays Aboriginal relics and pioneer articles in the pioneer way of life in an authentic village fort setting.

3. Cypress River Museum

Contains Pioneer Artifacts of the era.

4. Austin – Manitoba Agricultural Museum and Homesteaders' Village

Canada's Historical Centre of Agricultural Progress.

One of the largest collections of steam engines in Canada, as well as a large collection of gasoline tractors and farm equipment.

Aboriginal artifacts and antiques on exhibit.

Homesteaders' Village set in natural surroundings, includes three log buildings, church, post office, livery barn, blacksmith shop and grist mill.

5. Shilo – Royal Regiment of Canadian Artillery Museum

At Canadian Forces Base. Museum encompasses items of artillery history from 1790. Displays consist of ordnance equipment and instruments, accoutrements, a library containing 1,500 books on artillery and associated weapons.

6. Brandon – Brandon Allied Arts Council

Art Exhibits.

B.J. Hales Museum of Natural History.

Flora and Fauna of the prairies, wildlife exhibits, Aboriginal Artifacts.

7. Virden – Pioneer Home Museum

Recreates life as it was lived in the 1880 era.

V. Biophysical

1. International Biological Sites

- a) St. James Prairie I.B.P. Site.
- b) Sair River Bottom I.B.P. Site.
 - 1) CANADA REGION, #4
 - 2) CANADA REGION, #63
- c) Chickadee Prairie I.B.P. Site.
- d) Mixed Grass Prairie I.B.P. Site.

VI. Interest Points

1. Trails

- a) Spruce Woods Provincial Park
 - 1) Bald Head Hills
 - 2) Isputinaw (Rising Ground) Interpretive Trail
 - 3) Oxbow Lake Trail

The Bald Head Hills Trail

The Bald Head Hills Trail guides the visitor across a unique portion of Manitoba's landscape. Supporting a wide variety of flora, including some found only in desert situations, this sensitive sand dune area portrays a fascinating display of Manitoba's natural heritage.

Isputinaw Interpretive Trail

This trail has flora of the boggy wetland plants like the Marsh Marigold and the Scouring Rush, and some drier land plants like bur oak.

Oxbow Lake Interpretive Trail

This trail introduces a commonly found natural feature along the Assiniboine River – Oxbow – a relic of the previous river. It features the natural history of the Oxbow, its flora and fauna.

2. Waterways and Canoe Routes.

- a) City of Winnipeg Canoe Launch (P.R. 241)
- b) Island Park Canoe Area
- c) Virden Recreation Community Canoe Lessons

City of Winnipeg Canoe Launch

The City of Winnipeg has provided a canoe ramp on P.R. 241 past the junction of P.R. 241 and the highway into Headingley. Canoe enthusiasts can use the launch as a starting point from the launch area and paddle on the Assiniboine River to Charleswood, or a starting point can be made at Poplar Point and the ramp used as a destination point.

Island Park

Crescent Lake which forms the Oxbow of Island Park is designated as a canoe route.

Virden Recreation Community Canoe Route

The town of Virden has designated a portion of the Assiniboine River for canoe lessons.

3. Wildlife Management Areas

- a) Grant's Lake Wildlife Management Area.
- b) St. Claude's Marshes Wildlife Management Area.
- c) Oak Plum Lake Wildlife Management.
- d) Grand Valley Wildlife Sanctuary Areas.

The above Wildlife Management Areas have been designated and there are further plans for expansion of Grant's Lake and St. Claude by Resources for Tomorrow.

The Grand Valley Wildlife Sanctuary has been dedicated to the memory of William. John (Jache) Sibbard (1899-1960).

4. Golf Courses

- a) Winnipeg
 - 1) Charleswood Golf Course
 - 2) Glendale Country Club
 - 3) John Blumberg Golf Club
 - 4) Breezy Bend Country Club
- b) Portage
 - 1) Portage la Prairie Golf Club
- c) Glenboro
 - 1) Glenboro Golf and Country Club

5. Private Resorts, Recreation Areas, and Wayside Parks

- 1. Camp Assiniboia
- 2. Sunny Harbour Resort
- 3. Jellystone Camp Resort
- 4. Westwinds Camping Resort
- 5. Bambi Gardens Resort
- 6. Belle Isle Resort
- 7. Holland Recreation Grounds

8. Wawanesa Wayside Park (Provincial)
9. Nomad's Oasis
10. Log Cabin Wayside Park
11. Curran Park
12. Meadowlark Park
13. Mount Glenorkey Ski Resort
14. Lion's Tourist Park (Virden Lion's Club)

Camp Assiniboia

This is a private resort on the Assiniboine River provided for the lower-aged groups of school age children. A variety of activities include swimming, camping and tenting and a playground.

Sunny Harbour Resort

This private resort is only 7½ miles west of the Perimeter Highway and can provide a resting spot for the Assiniboine River Corridor travellers. Facilities include a grocery store, showers, swimming pool, playground and a sewage dump station.

Winter recreation includes skating, tobogganing and snowmobiling. Currently, there are 100 unserviced camping sites, 50 electrical sites and 35 fully serviced sites.

Jellystone Camp Resort

This private resort is much the same as Sunny Harbour, except that the facilities include 300 campsites.

Westwinds Camping Resort

This private resort is 5 miles east of Portage la Prairie and can serve as a resting spot for travellers who wish to stop prior to Portage.

The facilities include 50 unserviced camping sites, and 24 electrical and water sites.

Bambi Gardens Resort

This privately owned resort is located on the bank of Assiniboine River, 4 miles west, 7

miles north of St. Claude. There is a camping area with 40 unserviced sites, and 22 electrical sites. Facilities include a grocery store, snack bar, swimming and wadding pools, horseshoe pitch, ball diamond, and hiking trails.

Belle Isle Resort

This is a private resort on the Assiniboine River located 4 miles west of Bambi Resort and 6 miles north of Rathwell.

Holland Recreation Grounds

This recreation area is 5 miles east of Portage la Prairie. The facilities include a store, modern service building, heated swimming pool. There are 50 unserviced camping sites, 23 electrical site and water sites.

Wawanesa Wayside Park

This park-picnic site is located in the town of Wawanesa. The facilities of the park are provided by the Parks Branch.

Nomad's Oasis

This private resort is located 10 miles west of Glenboro. The facilities include a grocery store, showers and laundry facilities. Camping facilities include 10 unserviced sites and 30 fully serviced sites. There is also a sewage dumping station.

Log Cabin Wayside Park

Junction of Highway 10 and 2. Facilities include picnic site.

Curran Park

This private recreation area is located on the west side of the City of Brandon. Camping facilities include 60 trailer sites with electricity and dozens of tenting sites.

Meadowlark Campground

This private recreational area is located at Highway 10. Camping facilities include 20 unserviced sites and 33 fully serviced sites.

Mount Glenorkey Ski Resort

This winter recreation area (8 miles from Brandon on P.R. 459) has a vertical lift of 196 feet.

There are seven slopes and trails, two rope tows and a poma lift. Also in the area are cross-country ski trails and snowmobile trails.

The resort has a chalet with snack bar, equipment rentals and certified ski instructions. All tows are open 7 days a week. The hill is equipped with floodlights and there are night skiing every Monday, Wednesday and Friday.

Lion's Tourist Park

This recreational area is provided by the Virden Lion's Club on Trans-Canada Highway #1, 1 mile west of Virden.

Camping facilities include 70 unserviced sites and 28 electrical sites and sewage disposal station.

VII. Tourist Information Centres

Portage la Prairie Chamber of Commerce

Located on Trans-Canada Highway #1A ½ mile east of the City Limits.

Virden Chamber of Commerce

Located on Highway #1.

Souris Chamber of Commerce

Located on Highway #2.

Brandon Chamber of Commerce

Located at 907 Princess Avenue.

Kirkella Information Plaza

Near Manitoba-Saskatchewan border.

B. Proposed Recreational Facilities

I. Major Recreational Areas (parks, campgrounds)

II. Trails and Water Routes

1) Hiking

2) Snowmobile Trails

3) Canoe Routes

4) Ski Slopes

III. Sports Activities (fishing)

I. Major Recreational Areas

1. Intensive Recreational Area from Baie St. Paul to Beaudry Provincial Natural Park

This proposal is being made by Resource Projects in a Recreational Land Use Study, 1975.

2. Norquay Provincial Recreation Area Expansion

The Department of Tourism, Recreation and Cultural Affairs is planning on expanding this recreational facility.

3. Portage Diversion Park

This recreational facility has been proposed by the Portage la Prairie and District Game and Fish Association.

4. Portage Sand Hills

Resources for Tomorrow has acquired 1,600 acres for development for recreational purposes.

5. Portage Campground

The Portage Chamber of Commerce has proposed a campground on the south side of the Assiniboine River.

6. Shilo to Spruce Woods

Resources for Tomorrow is currently negotiating for acquisition of land in the Bald Head Hills for recreational purposes.

7. Between Treesbank and Stockton Ferry

Resources for Tomorrow is negotiating for acquisition of land for recreational purposes.

8. Spruce Woods to Brandon Recreational Area

Resource Projects has proposed a Recreational Development Plan for the Assiniboine River Valley from Spruce Woods to Brandon. The plan calls for primitive recreational campsites. The following is an outline of the plan:

1) Proposed Primitive Recreation Campsites Focus Nodes:

- a) Picnic sites
- b) Nature trails
- c) Cross-country ski trails and snowshoe trails
- d) Natural environment study area
- e) Equestrian trails
- f) Snowmobile trails (South side)

2) Area Between Focus Nodes:

- a) Hiking
- b) Nature Interpretive/Observation
- c) Picnic sites
- d) Camping (Tents only)
- e) Ecological reserves (IBP sites)

3) Water Based Activities:

- a) Canoeing
- b) Rafting
- c) Fishing

9. City of Brandon Recreation Area

The City of Brandon has done a Land Use Study and has plans for the development of the following facilities under Western Activity Project:

- a) Recreational Park
- b) Arboretum
- c) Boat Lagoon
- d) Refreshment Buildings
- e) Regional Information Centre
- f) Day-Use Area

10. Brandon Hills Recreation Area

Resources for Tomorrow have acquired 2,000 acres and are negotiating for further acquisition. The major plans for this area are recreation for the City of Brandon.

Resources for Tomorrow are also considering acquisition of the North Brandon Hills for recreational purposes.

11. Virden Recreation Area

The town of Virden is currently interested in developing a recreational facility on the Assiniboine River at Virden.

II. Trails and Waterways

1. Hiking Trails

The Department of Tourism, Recreation and Cultural Affairs recommend that the Yellowquill Trail be designated as a hiking trail. The Department suggests that where there are traces of the trail, and where it is not a designated motor route, the trail can be used for hiking purposes. One such example is a portion of the Yellowquill Trail near the Long Plains Indian Reserve near the junction of Highway #4 and the Assiniboine River. Another portion is from the junction of highway #34 and the Assiniboine River. It is suggested that the Yellowquill Trail be followed, or where other trails exist, that these be followed into Spruce Woods Provincial Park. From here the trails could be linked up with the trails proposed by Resource Projects in their development are:

- a) In the Campground and Day-use Area
- b) From Steel's Ferry Overlook to Picnic Grounds
- c) Along Epinette Creek
- d) Along Assiniboine River

Minnedosa Hiking Trail Extension

A plan for the Minnedosa Hiking Trail between Minnedosa and Elphinstone was proposed in 1974. The Minnedosa Valley west of Brandon possesses high aesthetic values. It is possible that an extension of the trail be made from Minnedosa, through Rapid City, Rivers to Brandon. However, considerable amount of research and field work has to be made preceding any solid recommendation.

2. Snowmobile Trails

a) St. Eustache to Winnipeg Snowmobile Trail

This snowmobile trail has been proposed by Resource Projects in a Recreational Land Use Study. The trail is expected to follow the dykes of the Assiniboine River where the dykes exist. The trail has yet to be designated.

b) Portage Floodway to Delta Marsh Snowmobile Trail

Resources for Tomorrow have suggested that the 25 miles of Floodway dykes could be used for snowmobiling. The Floodway is owned by the City of Portage.

c) Belle Isle and Bambi Gardens Snowmobile Trails

These two private resorts are planning to have winter recreation activities. They are proposing to have snowmobile trails open throughout the season.

d) Spruce Woods to Brandon

Resource Projects have proposed a snowmobile trail on the south side of the Assiniboine River in their study area.

3. Canoe Routes

The Assiniboine River has been studied for possibilities of the river as a canoe route by two STEP groups. One STEP group has proposed the river from Brandon to Portage as a canoe route. The other STEP group has proposed the river from Portage to Winnipeg as a canoe route. The Portage to Winnipeg STEP group has also proposed the Portage Diversion as a canoe route.

Motorboat Waterway

Although the Assiniboine River has not been designated as a motorboat waterway, the portion from the junction of the Assiniboine River and Red to Maryland Bridge is currently being used for motor boating. If a launching ramp were facilitated at the junction of the Assiniboine River and Red River, the Assiniboine River may become an important motorboat cruising route.

The junction of the Assiniboine River and Red River motorboat launching ramp would tie in well with the historical aspect (covered in the historical section of this report) and therefore would be a tourist attraction as well as serve those interested in motor boating within the City limits.

The Assiniboine River and Red River junction would also provide as a launching area for motorboat cruising excursions from this junction south and north along the Red River.

4. Ski Slopes

a) Holland Ski Slopes

The Holland Council has proposed a ski slope at the junction of Highway 34 and the Assiniboine River.

b) Virden Ski Area

The town of Virden has proposed a ski slope on the Assiniboine River at Virden.

III. Sports Activities

a) Resource Projects have recommended a number of fishing sites along the Assiniboine River.

- 1) Near Beaudry Provincial Park
- 2) At Baie St. Paul
- 3) Near Norquay Provincial Recreation Area
- 4) At the Portage Reservoir
- 5) At the mouth of the Cypress River (recommended by the R.M. of Victoria)
- 6) At Kirkham's Crossing

7) At Eternal Springs (recommended by the Virden Game and Fish Association)

Appendix 4

Visit Predictions of Selected Areas

The proposed Assiniboine Route, if and when materialized, is expected to bring more tourists to the province, and stimulate local interest in appreciating the natural, archaeological and historical resources in the area. This preliminary study does not intend to measure socio-economic benefits to the people of Manitoba and Canada at the present stage. It is also difficult to predict the use by recreationists through a linear corridor such as a Parkway, rather than a destination park. Nevertheless, the following sections review the present use of some existing provincial parks and recreation areas along the Assiniboine River. In addition, some day-use visit predictions of selected areas are made to provide some hints to the extent of the use of the proposed Assiniboine Route.

The three provincial parks and recreation areas are: (1) Spruce Wood Provincial Park (90.1 sq. mi.); (2) Norquay Beach Recreation Area (107 acres); and (3) Grand Valley Recreation Area (72.7 acres).

In 1974, the day-use area at Spruce Woods Provincial Park had a traffic count of 19,091 cars between May and September. During the same period, traffic counts at Norquay Beach and Grand Valley were 36,128 and 11,173 cars respectively. Unlike Spruce Woods, these two areas did not separate the camper traffic from the day-use traffic. Considering 3.3 persons per car Spruce Woods had 63,000 day-users; Grand Valley had a total of 36,870 users; and Norquay Beach had a total of 119,222 users.

Kiche Manitou Campground in Spruce Woods sold 4,632 camping permits in 1974. Due to a wet spring, the camping capacity was not fully utilized in May and June, resulting in a decline of 1,300 camping permits from 1973. This campground has 121 campsites. Considering each party consists of 3.5 campers, and the length of stay is 1.9 nights, each

camping permit represents 6.65 camper-nights. Kiche Manitou had 30,800 camper-nights in 1974.

Norquay Beach, having 124 campsites and an overflow area of 65, sold 7,223 camping permits or 48,033 camper-nights in 1974. This figure is down from 1973's 9,107 camping permits.

Grand Valley has 47 campsites. Camping permits sold in 1974 were 4,325, an equivalent of 28,760 camper-nights, which remained fairly constant from the previous three years.

Two prediction models were designed in "The Economic and Social Benefits and Cost of the Red and Assiniboine Rivers Tourism and Recreation Plan", (Wang, 1975). One is a day-use prediction model and another is a camping prediction model. These models can be used to predict future use in selected areas along the Assiniboine Route.

The day-use model utilizes empirical data from 10 Manitoba Provincial parks and recreation areas between 1968 to 1971. Three parks were chosen as model parks: Whiteshell as a Level 5 park; St. Malo as a Level 3 park; St. Ambrose as a Level 1 park. When the location and the park level of a proposed park is determined, its future use can be predicted in terms of visit-days.

The three areas along the Assiniboine River chosen are: Portage Sand Hills, Spruce Woods and Grand Valley.

Table 1 shows that day-use predictions for Portage Sand Hills in 1970. It shows that an average park (Level 3) at Portage Sand Hills may expect 36,613 visit-days per annum in the year of 1970. Among them, 17,355 visit-days would come from Metro Winnipeg; 8,037 visit-days would come from Portage la Prairie, which is the closest community to the park site. For a Level 1 park, the total expected annual visit-days are 11,330. For a Level 5 park, the expected annual visit-days are 132,442. The 1975 figures would be 50 to 60 per cent higher than the predictions in 1970.

Table 2 and 3 show the day-use predictions for Spruce Woods and Grand Valley. Note that the traffic counts in Spruce Woods show 63,000 day-users to its day use area in 1974. The Level 4 predictions for 1970 show 37,363 day-users. If a 12 per cent annual increase is assumed, the prediction for 1974 would be 56,000 day-users in that year. A Level 4 park is considered to be something less than a Whiteshell, and more than St. Malo.

Table 4 shows total day-use predictions for the three parks.

The data of the camping prediction model was based on actual camping permit counts in 46 provincial campgrounds in 1970. The 5 levels used in Tables 5, 6 and 7 have the following connotations:

Level	Mean Attractiveness (Logarithm)	
1	1.22459	A superior campground like Falcon Lake, Grand Beach, etc.
2	0.33949	An above-average campground like Betula, Nutimik Lake, etc.
3	0.00000	An average campground
4	-0.48425	A below-average campground like Manipogo, St. Ambroise, etc.
5	-1.46286	A least popular campground, like Lundar Beach, Watchorn Bay, etc.

Table 8 is a grand total for the three campgrounds.

In Table 5, an average campground at Portage Sand Hills would expect 26,577 camper-nights in 1970. 13,934 camper-nights would come from Metro Winnipeg; 1,323 camper-nights would come from Portage la Prairie, and 1,060 camper-nights would be expected from the R.M. of Corwallis (Brandon). A superior campground may expect over 90,000 camper-nights, and a least popular campground may expect 6,000 camper-nights.

In the camping use prediction, an average campground in Spruce Woods may expect 22,661 camper-nights in 1970. Empirical data show that annual increase of camping participation in Manitoba has been an average of 17% during the past few years. The actual camping use at Kiche Manitou Campground in Spruce Woods was 30,800 camper-nights in

1974.

At the same time, predictions at Grand Valley call for 18,529 camper-nights in 1970.

The actual figure in 1974 at this campground was 28,760 campers.

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*****  
** EXPECTED MANITOBA DAY USE VISITS  
** TO PORTAGE SANDHILL 1970:  
** SELECT REPORT 3  
*****
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DEST. # = 48	RATCH = 01	MILES/5 =	25 A =	0.0	0.0	0.0	0.0	0.0	0.0
1 OF 3	MIN DIST = 1.25	MIN DIST =	20 C =	0.29	0.29	0.29	0.29	0.29	0.29
			K =	10.44045	11.00000	11.48175	12.00000	12.58517	
#	ORIGIN	MILES	PDP 1971*	EMIT	1	2	3	4	5
15	CORNWALLIS	80	36717	2.63768	279.9	566.7	917.4	1540.4	3387.2
17	GAUPEMIN	133	12057	2.60500	29.6	60.0	98.5	165.5	377.1
33	HANOVER	102	11434	1.06420	50.6	103.2	167.1	280.6	622.5
60	ORSTAGE I PRAIR.	20	20464	2.43288	2547.3	4264.4	8037.0	13496.8	28114.9
71	ST ANDREWS	83	16105	1.28252	113.7	230.4	373.1	626.4	1377.4
87	STANLEY	74	10594	0.98563	97.2	196.2	317.6	533.3	1167.0
109	CANBY	35	11718	1.08520	2.9	6.2	10.0	16.8	39.4
112	MYSTERY LAKE	500	21933	3.75705	2.5	5.3	8.6	14.4	34.3
122	METRO WINNIPEG	171	540262	5.15135	5314.0	10720.2	17354.9	29140.4	63677.1
SUBTOTAL IN VISITOR DAYS			681284		8437.7	16853.5	27284.2	45812.6	98785.9
SUBTOTAL OF MILES < OR = 120			3775		463.7	903.7	1462.9	2456.4	5117.7
SUBTOTAL OF MILES < OR = 50			28645		1219.8	2406.0	3805.0	6540.0	13870.6
SUBTOTAL OF MILES < OR = 100			95442		865.8	1746.9	2828.2	4740.1	10379.8
SUBTOTAL OF MILES < OR = 999			145332		344.2	1705.8	1142.9	1019.1	4290.6
TOTAL IN VISITOR DAYS			954428		11330.0	22615.7	36613.0	61477.0	132441.8

 * EXPECTED MANITOWA DRY USE VISITS *
 * TO *
 * SPRING WOODS 1970 *
 * SELECT REPORT 3 *

DEST. # = 49	BATCH = 02	MILES/% =	25 A =	0.0	-2.36341	-2.36341	0.0	0.0	0.0
2 OF 3	DIST MULT = 1.25	MIN DIST =	20 C =	0.29	0.29	0.29	0.29	0.29	0.29
			K =	10.4065	11.00000	11.48175	12.00000	12.54517	
#	ORIGIN	MILES	POP 1971	EMIT	1	2	3	4	5
15	CONWALLIS	35	36717	2.63768	1637.5	3236.2	5230.0	8706.8	18684.2
17	CAUPHIN	130	12057	2.60931	30.9	62.6	102.9	172.9	387.3
33	MANOVER	140	11434	1.06420	25.0	51.4	83.3	139.8	314.4
60	PORTAGE 1 PRAPR.	162	20464	2.43288	271.9	546.4	884.5	1485.1	3227.0
71	ST ANDREWS	133	16105	1.28252	30.6	81.3	131.6	221.0	495.7
87	STANLEY	90	18105	0.98563	80.6	163.1	264.1	443.4	973.6
108	CONSEL	362	11718	1.08520	2.8	6.0	9.7	16.3	38.3
112	MYSTERY LAKE	527	21933	3.75705	2.2	4.7	7.6	12.8	30.4
122	METRO WINNIPEG	118	540262	5.15135	1749.3	3580.7	5706.8	9733.3	21718.1
SUMTOTAL IN VISITOR DAYS									
			681284		3839.9	7733.4	12519.5	21021.3	45860.0
SUMTOTAL OF MILES < 50 =									
		20	6360		701.7	1542.9	2497.8	4194.1	8737.9
SUMTOTAL OF MILES < 75 =									
		50	26434		1092.9	2160.4	3697.6	5872.8	12475.8
SUMTOTAL OF MILES < 100 =									
		100	75563		785.2	1580.4	2558.2	4296.0	8361.9
SUMTOTAL OF MILES < 125 =									
		125	164807		354.2	777.9	1179.0	1979.1	4436.7
TOTAL IN VISITOR DAYS									
			954288		6862.6	13744.8	22251.8	37363.1	80882.7

TABLE 3

 * EXPECTED MANITOBA DAY USE VISITS *
 * TO GRAND VALLEY 1970 *
 * SELECT REPORT 3 *

DEST. # = 50	PATCH = 01	MILES/\$ =	25 A =	0.0	0.0	0.0	0.0	0.0	0.0
3 OF 3	DIST MULT = 1.25	MIN DIST =	20 C =	0.29	0.29	0.29	0.29	0.29	0.29
			K =	10.44045	11.00000	11.48175	12.00000	12.58517	
#	ORIGIN	MILES	POP 1971	EMIT	1	2	3	4	5
15	CORNWALLIS	27	36717	2.63768	2588.0	502.9	8228.7	13816.8	20095.1
17	GRUBBIN	110	12057	2.60091	45.2	92.3	140.4	250.9	559.3
33	HANOVER	202	11434	1.06420	10.8	22.5	36.5	61.2	139.8
60	PORTAGE LA PRATP.	117	20464	2.43288	67.5	138.1	223.6	375.5	837.5
71	ST ANDREWS	187	16105	1.28252	18.2	37.7	61.1	102.6	233.5
87	STANLEY	139	10594	0.98563	23.5	48.3	78.2	131.3	295.0
108	CONSON	334	11718	1.08529	3.4	7.3	11.7	19.7	46.0
112	MYSTERY LAKE	525	21033	3.75705	2.2	4.7	7.7	12.0	30.7
122	METON MINNIOFG	176	540267	5.15135	696.5	1444.5	2338.5	3926.6	8914.3
SUBTOTAL IN VISITOR DAYS			681284		3455.3	6878.3	11135.4	18697.5	40150.2
SUBTOTAL OF MILES < OR = 20			5132		638.8	1245.1	2015.5	3384.3	7050.7
SUBTOTAL OF MILES < OR = 50			25567		1123.9	2216.8	3589.0	6026.0	12765.4
SUBTOTAL OF MILES < OR = 100			67525		771.9	1552.0	2512.7	4218.0	9177.3
SUBTOTAL OF MILES < OR = 9999			174920		268.8	554.1	896.3	1505.9	3394.2
TOTAL IN VISITOR DAYS			954428		6258.5	12446.1	20148.7	33832.5	72535.9

TABLE 4

 * EXPECTED MANITOBA DAY USE VISITS *
 * TO ALL DESTINATIONS TOTALS *
 * SELECT REPORT 3 *

#	ORIGIN	MILES	POP 1971*	EMIT	1	2	3	4	5
15	COBURNALLIS	0	36717	2.63760	4505.4	8885.8	14385.1	24154.0	51161.5
17	DAUPHIN	0	12057	2.67091	105.7	216.8	350.8	599.2	1316.7
33	HANOVER	0	11434	1.06420	86.4	177.1	286.2	481.6	1076.7
60	PORTAGE I PRALP.	0	20464	2.43289	2886.7	5648.9	9145.1	15355.4	32179.4
71	ST ANGELES	0	16105	1.28252	171.5	343.4	565.8	950.0	2106.6
87	STANLEY	0	10594	0.93563	201.3	407.6	659.9	1109.0	2435.6
108	CONSON	0	11719	1.08520	9.1	10.5	31.4	57.8	123.7
112	MYSTERY LAKE	0	21933	3.75705	6.9	14.7	23.9	40.1	95.4
122	WESTON WINNIPEG	0	540262	5.15135	7759.8	15745.4	25400.2	42800.3	94302.4
SUBTOTAL IN VISITOR DAYS			681284		15731.8	31465.2	50039.1	85531.3	194804.9
SUBTOTAL OF MILES < OR = 20		20	0		1904.2	3601.7	5976.2	10034.8	20906.3
SUBTOTAL OF MILES < OR = 50		50	0		3435.6	6783.2	10991.6	18438.8	39115.8
SUBTOTAL OF MILES < OR = 100		100	0		2422.9	4879.3	7893.1	13264.1	28919.9
SUBTOTAL OF MILES < OR = 9999		9999	0		967.2	1987.8	3218.1	5404.1	12121.4
TOTAL IN VISITOR DAYS			0		24451.7	48807.1	70013.9	132672.9	285867.2

TABLE 5

EXPECTED MANITOBA CAMPING VISITS
TO PORTAGE SAUNDHILL 1970
SELECT REPORT 3

CEST. # = 48	RATCH = 01	MILES/S =	25 A =	1.22459	0.33949	0.0	-0.48425	-1.46286	
			B =	-0.00709	-0.00709	-0.00709	-0.00709	-0.00709	
1 CF 3	DIST MULT = 1.25	MIN DIST =	20 C =	1.15	1.15	1.15	1.15	1.15	
			K =	3.20584	3.20584	3.20584	3.20584	3.20584	
#	CRIGIN	MILES	PCP 1971	EMIT	1	2	3	4	5
15	CCPAWALLIS	80	36717	2.63768	3.006.6	1488.3	1059.9	653.1	245.4
17	CAUPHIN	133	12057	2.60991	2411.7	995.3	708.8	436.7	164.1
33	MANCVER	102	11434	1.06420	638.6	263.5	187.7	115.6	43.5
60	PORTAGE L PAIR.	20	20464	2.43288	4402.0	1857.9	1323.1	815.2	306.4
71	ST ANDREWS	83	16105	1.28252	911.6	376.2	267.9	165.1	62.0
87	STANLEY	74	10594	0.98563	723.8	298.7	212.7	131.1	49.3
108	CCNSCL	357	11718	1.08529	107.1	44.2	31.5	19.4	7.3
112	MYSTERY LAKE	500	21933	3.75705	563.4	232.5	165.6	102.0	38.3
122	MYSTERY WINNIPEG	71	540262	5.15135	47.15.0	19566.9	13934.3	8585.7	3226.8
SUBTOTAL IN VISITOR DAYS					60879.8	25123.5	17891.5	11023.9	4143.1
SUBTOTAL CF MILES < OR = 20					716.5	295.7	210.6	129.7	48.8
SUBTOTAL CF MILES < OR = 50					4963.6	2048.2	1458.4	898.7	337.9
SUBTOTAL CF MILES < OR = 100					10436.4	4306.9	3067.1	1890.1	710.3
SUBTOTAL CF MILES < OR = 9999					13437.2	5545.6	3949.1	2433.2	914.8
TOTAL IN VISITOR DAYS					90432.9	37319.7	26576.5	16375.4	6154.7

TABLE 6

EXPECTED MANITOBA CAMPING VISITS TO SPRUCE WOODS 1970 SELECT REPORT 3											
DEST. #	BATCH	MILES	MILES/S	25 A	1.22459	0.33949	0.0	-0.48425	-1.46286		
2 CF 3	DIST MULT	1.25	MIN DIST	20 C	-0.00709	-0.00709	-0.00709	-0.00709	-0.00709		
				K	1.15	1.15	1.15	1.15	1.15		
					3.20584	3.20584	3.20584	3.20584	3.20584		
#	CPIGIN	MILES	PCP 1971	EMIT	1	2	3	4	5		
15	CCRAWALLIS	35	36717	2.63768	4982.9	2056.3	1464.4	902.3	339.1		
17	CAUPHIN	130	12057	2.60991	2456.0	1013.5	721.8	444.7	167.1		
33	PANCVER	140	11434	1.06420	489.2	201.9	143.8	88.6	33.3		
60	PORTAGE L PRAIR.	62	20464	2.43288	3340.9	1378.7	981.8	605.0	227.4		
71	ST ANDREWS	133	16105	1.28252	639.5	263.9	187.9	115.8	43.5		
87	STANLEY	80	10594	0.98563	690.8	285.1	203.0	125.1	47.0		
108	CCASCL	362	11718	1.08529	103.7	42.8	30.5	18.8	7.1		
112	MYSTERY LAKE	527	21933	3.75705	464.4	191.6	136.5	84.1	31.6		
122	METRO WINNIPEG	118	540262	5.15135	3.121.8	14081.2	10027.7	6178.6	2322.1		
SUBTOTAL IN VISITOR DAYS			681284		47289.2	19515.0	13897.4	8563.0	3218.2		
SUBTOTAL CF MILES < OR = 20		20	6360		3059.1	1262.4	899.0	553.0	208.1		
SUBTOTAL CF MILES < OR = 50		50	26434		3402.6	1404.3	999.9	616.0	231.5		
SUBTOTAL OF MILES < OR = 100		100	75543		10347.4	4269.9	3040.8	1873.9	704.4		
SUBTOTAL OF MILES < OR = 9999		9999	164807		11012.9	5369.9	3824.2	2356.3	885.3		
TOTAL IN VISITOR DAYS			554428		77109.6	31821.3	22661.1	13962.9	5247.4		

TABLE 7

EXPECTED MINITOSA CAMPING VISITS
TO
GRAND VALLEY 1970
SELECT REPORT 3

DEST. #	BATCH	MILES	PCP 1971	EMIT	1	2	3	4	5
3 CF 3	DIST MULT = 1.25	MIN DIST =	25 A = 1.22459	0.33949	0.0	-0.00709	-0.00709	-0.48425	-1.46286
			A = -0.00709	-0.00709	-0.00709	-0.00709	-0.00709	-0.00709	-0.00709
			20 C =	1.15	1.15	1.15	1.15	1.15	1.15
			K =	3.20584	3.20584	3.20584	3.20584	3.20584	3.20584
#	CRIGIN	MILES	PCP 1971	EMIT	1	2	3	4	5
15	CCRAWALLIS	27	36717	2.63768	5246.5	2165.1	1541.8	950.0	357.1
17	CAUPHIN	110	12037	2.60991	2831.9	1188.6	832.2	512.8	192.7
33	MACVIER	202	11434	1.06420	316.1	130.5	92.9	57.2	21.5
60	PORTAGE L PRAIR.	117	20464	2.43789	2266.6	935.4	666.1	410.4	154.3
71	ST ANDREWS	187	16105	1.28252	436.7	180.2	128.3	79.1	29.7
87	STANLEY	139	10594	0.98363	454.8	187.7	133.7	82.4	31.0
108	CCNSOL	334	11718	1.08329	126.6	52.3	37.2	22.9	8.6
112	MYSTERY LAKE	525	21933	3.75705	471.8	194.7	138.7	85.4	32.1
122	METRO WINNIPEG	176	54022	5.15135	22531.3	9298.1	6621.5	4079.9	1533.4
SUBTOTAL IN VISITOR DAYS			681284		34682.3	14312.6	10192.4	6250.1	2360.4
SUBTOTAL OF MILES < OR = 20		20	5132		1042.8	430.3	306.5	188.8	70.9
SUBTOTAL OF MILES < OR = 50		50	25567		4404.2	1817.5	1294.3	797.3	299.8
SUBTOTAL OF MILES < OR = 100		100	67525		10304.7	4252.2	3028.2	1966.0	701.4
SUBTOTAL OF MILES < OR = 9999		9999	174920		12615.9	5206.4	3707.5	2284.7	858.9
TOTAL IN VISITOR DAYS			554428		63049.8	26018.8	18528.7	11416.7	4291.4

Appendix 5

Commercial Accommodation

	<u>Room Units</u>
1. Trans-Canada Highway #1 West	
Mesco Motel	12
Headingley Motor Hotel	12
Elie Hotel	7
Star Buck	4
St. Ambroise	9
2. Portage la Prairie	213
3. St. Claude	
Commercial Hotel	8
St. Claude Motor Hotel	6
4. Treherne	
Birch Motel	12
Central Hotel	12
5. Holland	19
6. Cypress River	4
7. Glenboro	
Spruce Woods Motel	13
Glenboro Hotel	15
8. Carberry	
4 Way Motel	14
Nelson Hotel-Motel	31
9. Brandon	Major
10. Oak Lake	
Oakland Hotel	8
Sportshaven Motel	9

Room Units

11. Virden

Alexandra Hotel	16
Countryside Inn	26
Kitty Corner Kabins	5
Virden Motel	26
Virden Central Motor Hotel	15

12. Minnedosa

Gateway Motel	15
New Minnedosa Inn	12
Valley Motor Hotel	17

13. Oak River 9

14. St. Lazare

Fort Ellice Hotel	8
Fort Ellice Motel	14

15. Elphinstone

Valley View Hotel	4
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16. Miniota 6

17. Birtle

Birtle Riverside Motel	18
Birtle Hotel	8
Villa Motor Inn	6