

2.0 NATIVE LAND USE - HISTORICAL PERIOD

The first French explorers arrived in the Red River valley during the early 1730s. Their travels and encounters with the aboriginal populations were recorded in diaries and plotted on maps, and with that, recorded history began for the region known now as the Lake Winnipeg and Red River basins.

Native Movements

Pierre Gaultier de Varennes et de La Vérendrye records that there were three distinct groups present in this region during the 1730s and 1740s: the Cree, the Assiniboine, and the Sioux. The Cree were largely occupying the boreal forest areas of what is now northern and central Manitoba. The Assiniboine were living and hunting along the parkland transitional zone, particularly the 'lower' Red River and Assiniboine River valleys. The Sioux lived on the open plains in the region of the upper Red River valley, and west of the Red River in upper reaches of the Mississippi water system.

Approximately 75 years later, when the first contingent of Selkirk Settlers arrived in 1812, the Assiniboine had completely vacated eastern Manitoba and moved off to the west and southwest, allowing the Ojibwa, or Saulteaux, to move in from the Lake of the Woods and Lake Superior regions. Farther to the south in the United States, the Ojibwa or Chippewa also had migrated westward, and had settled in the Red Lake region of what is now north central Minnesota. By this time some of the Sioux had given up the wooded eastern portions of their territory and dwelt exclusively on the open prairie west of the Red and south of the Pembina River.

Native Lifestyles

The lifestyle of the Native peoples who lived along the prairie-parkland transitional zone was likely quite similar, regardless of whether they were Assiniboine, Cree or Ojibwa. People lived and moved with the seasons. Scattered bands of 10-20 families followed a fairly regular seasonal cycle that often brought them into contact with one another. This was especially true in the winter when both bison and people sought shelter in wooded valleys and where firewood was readily at hand. In spring, after the river ice had melted, the people dispersed to set their fishing weirs along local waterways. At the same time, raiding parties were sent against traditional enemy groups in order to define and protect the boundaries of their territory.

Sites

Due to the mobility of the local Native populations, they left no standing buildings or structures. Neither the "tipi" nor the "lodge" was designed to be permanent edifices, and the materials of which they were made were perishable. The "foundations" of the tipis, (circles of rocks that held down the edges) were easily disturbed and scattered by later cultivation practices. The Native imprint on the cultural heritage landscape of the Crow Wing Study Region is manifested by subsurface archaeological sites and the oral tradition and the spiritual connection with sites of special significance. There are at least three such sites that can be identified in the study region. These include:

1. The Roseau Rapids Habitation and Spiritual Site
2. The Roseau River Canoe Route and Sioux 'War Road'
3. The Wounded Warrior spiritual site



2.0.1 Above: Ojibwa Lodge

Photo of a lodge framework located at the Roseau Rapids site. This structure, constructed in the traditional manner, is used annually by the Roseau River First Nation for Midewiwin spiritual rites and ceremonies. (Photo: Sherry Dangeield)



2.0.2 Above: Native Territories

Map of the northern Great Plains region as it was perceived around 1820, including the territories occupied at the time by the various Native populations. One hundred years earlier all of these tribes occupied territories more to the east, but by the 1820s had been forced westward out of their traditional lands by the expanding European presence in the eastern regions of the continent. Most of the region is fairly accurately portrayed in this map, except for Lake "Manitow Boh" (Manitoba) which is but a fraction of its true size. (Map Title: Map showing the Kildonan Settlement and Surrounding Region, c1820. Source: Historical Atlas of Manitoba, pg. 403. HRB Map #026.)

2.1 The Roseau Rapids Habitation and Spiritual Site

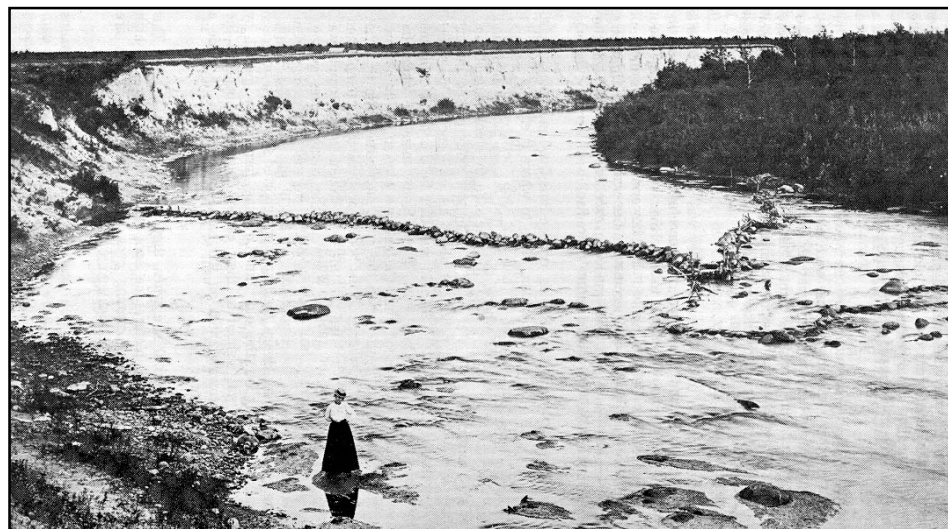
At the time of the establishment of the Red River colony in 1812, the great Ojibwa Chief Peguis and his band occupied the northern part of the study region, while the southern half was the domain of the Roseau River Ojibwa. The Roseau River band is apparently associated more with the large Ojibwa (Chippewa) community that settled around Red Lake, Minnesota. The traditional homeland of this group was the area located south of Lake Superior, while the traditional land of Chief Peguis' band was north of Lake Superior. Thus, although related by language and custom, the two are of different geographic bloodlines.

During the early 1800s, the Roseau River band apparently had been living near the forks of the Red and the Pembina rivers, but when game became scarce due to the construction of several trading posts at the site, they moved to the more secluded banks of the Joe River, a few kilometres north and on the east side of the Red. From here, they soon discovered the rich fishing and hunting grounds along the banks of the Roseau River or "River of Willows", only recently abandoned by the Assiniboine. The move to the Roseau River valley occurred about the time of the arrival of the first Selkirk Settlers in 1812. From then on this district, particularly the Roseau Rapids site, was highly coveted by the Ojibwa. The area was also dangerous as it was located on one of the traditional Sioux war roads to the Lake of the Woods region.

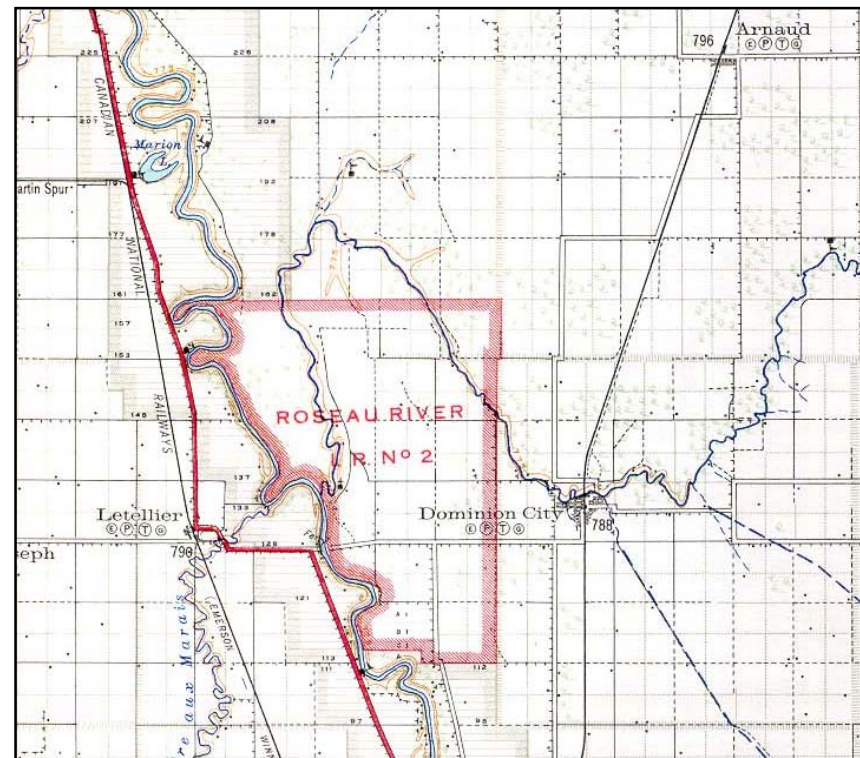
Most of the band settled at The Rapids, or 'See-bos-qui-tan' as it was known to the Ojibwa. Others settled at the junction of the Roseau and Red. A third major campsite was near the junction of Jordan Creek and Roseau River, halfway between the Rapids and Roseau River camps. At the time of the first European settlement of the area, around 1870, there were an estimated 600 Ojibwa living at various points along Roseau River. The Roseau Rapids site was a beautiful natural spot where the river exited the rolling wooded 'uplands' and entered the open prairie of the Red River Valley. It had long been a significant campsite for the aboriginal population of the region. The shallow waters had been the location of a centuries-old fish weir or 'dam' where sturgeon, jackfish, goldeye, and catfish were easily corralled and caught. The freshwater sturgeon in particular favoured clear water for spawning and the Roseau was a major spawning river. It was claimed that when the sturgeon ran in early June, they were so plentiful one could almost walk across the river on their backs. It was also reported that natives from as far west as Bismarck N.D. congregated every year to catch and smoke fish at the site.

In 1903 a colossal 4.5 metre, 182 kilogram (15 foot, 400 pound) sturgeon estimated to be 150 years old, was caught in the river east of Dominion City. This was said to have been the biggest fish ever caught in Manitoba waters and a photograph of it appeared in newspapers throughout North America. It was also likely one of the last freshwater sturgeon caught in the Roseau River, for after construction of the dam and locks near Selkirk in 1907-1910, the species disappeared from the upper reaches of the Red River, being unable to pass through the small fish ladder constructed at Lockport.

The Roseau Rapids site was so important to the Ojibwa that they surrendered a large section of their original Reserve at the junction of the Roseau and the Red rivers, in return for a much smaller parcel at the rapids site. Still considered sacred, this site is the location of Midewiwin spiritual rites and ceremonies, as well as a source of medicinal plants.

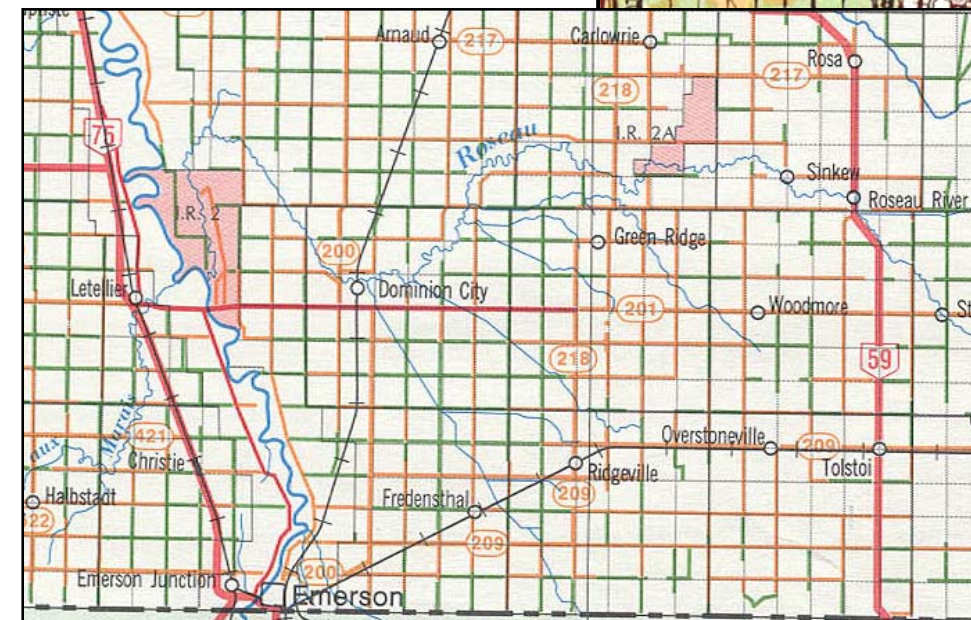
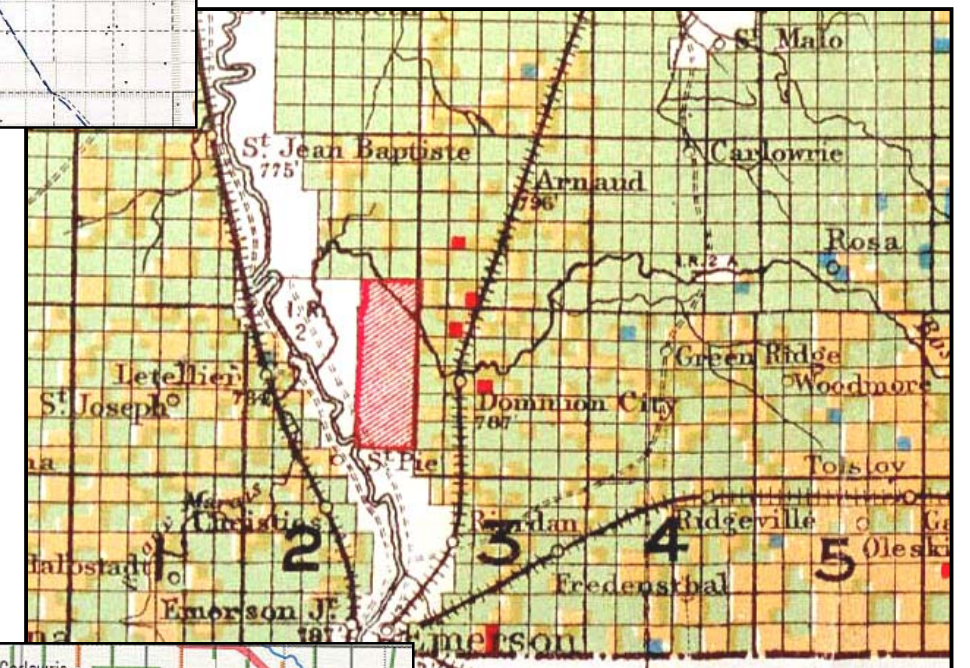


2.1.1 Left: Roseau Rapids
Remains of ancient native fish trap at Roseau Rapids photographed in 1900. (Photo from: *Dominion City - Facts, Fiction and Hyperbole*, by James M. Wadell, 1970 page 14.)



2.1.2 Left: Original Roseau River I.R.
Detail from an early Topographic Map showing the original configuration for the Roseau River Reserve. It covered about 20 sections or 1,300 hectares (3,200 acres) of land. Also portrayed on this map are township and river lot surveys, railways, drainage canals, and roads as they existed during the early 1920s. (Map Title: *Sectional Map Sheet No. 23*. Source, 1922 series. Source: *Manitoba Maps and Surveys Branch archival collection. HRB Map #035.*)

2.1.3 Right: Roseau River Reserve Surrender
Detail of a 1911 map showing the surrender of 12 sections of land in the Roseau River I.R. which was done in return for two additional sections at the Roseau Rapids I.R. 2A site. (Map Title: *Map of Manitoba, Special Edition Showing Disposition of Lands, Dept of Interior, January 1, 1911*. PAM #: H7 614.2 gbbd 1911. HRB Map #024.)

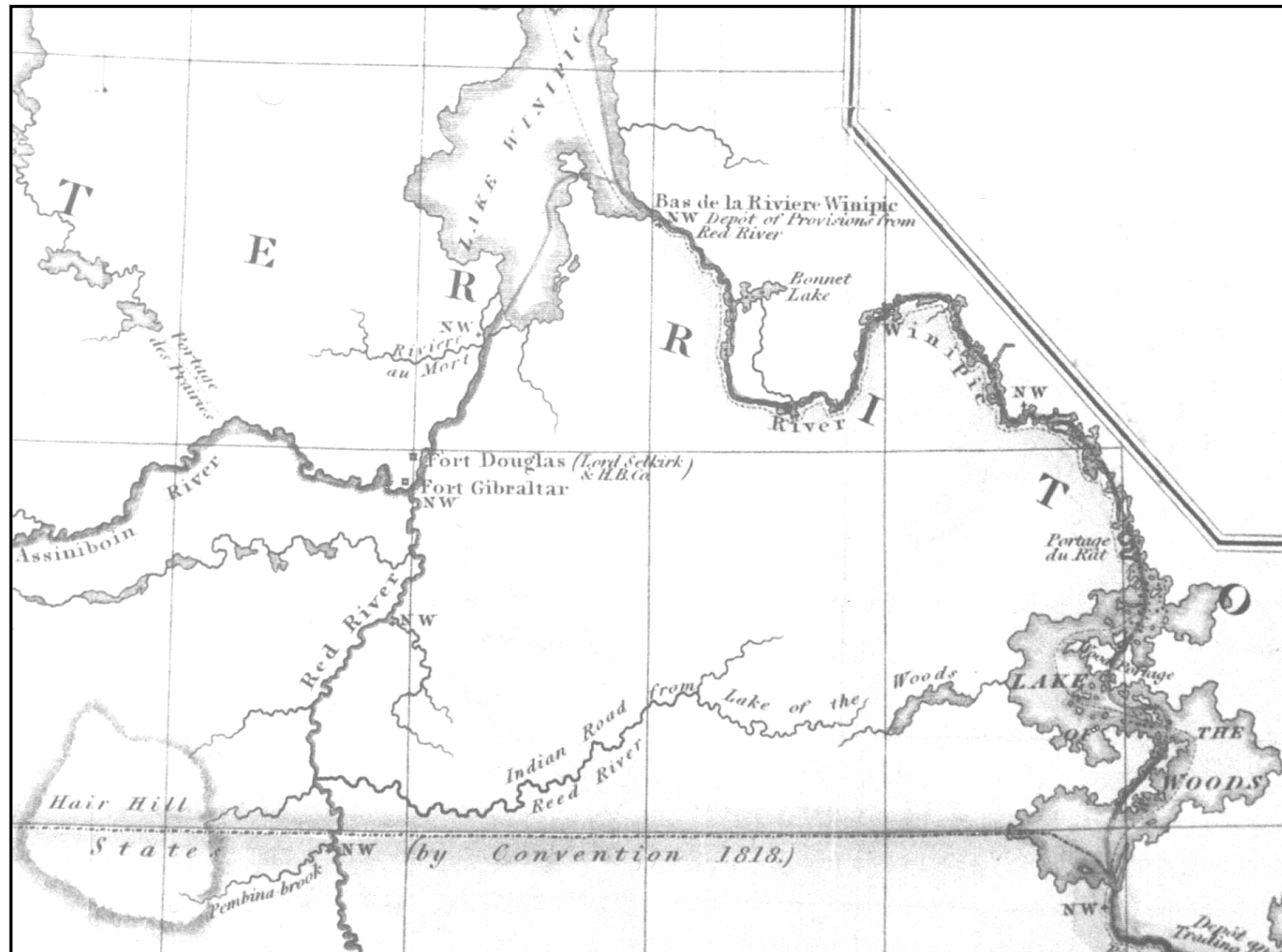


2.1.4. Left: Roseau River and Roseau Rapids I.R.
Detail of a 1977 provincial roads map showing the current configuration of the Roseau River I.R. No.2, and Roseau Rapids I.R.2a. Also depicted are all the provincial and municipal roadways, railways, community locations, and waterways. Note that the addition to the Roseau Rapids I.R. does not include land adjacent to the Roseau River. (Map Title: *Manitoba Roadways Map, 1:500,000 scale, Special Edition, 1977*. Manitoba Maps & Surveys Branch, HRB Map #061.)

2.0 Native Land Use

2.2 Roseau River Canoe Route and Sioux War Road

The Ojibwa were traditionally forest dwellers and, before the coming of the European fur-traders, inhabited the region north and south of Lake Superior. During the 1700s, the westward movement of groups, such as the Algonquin and Cree, pushed the Ojibwa westward into lands traditionally inhabited by the Assiniboine and Sioux. The Assiniboine were a Siouan group and relations between them were relatively peaceful. However, the Ojibwa and Sioux were mortal enemies. When the Ojibwa appeared in the Lake of the Woods and Red Lake areas in the early 1700s, the two began sending war parties into each other's territories. The Sioux used the "Reed" or Roseau River as a 'war road' to the Lake of the Woods until the 1850s. In 1736, in one of the best known incidents, a Sioux raiding party encountered a French and Ojibwa canoe brigade, killing 20 men including a Jesuit priest, Father Aulneau, and La Vérendrye's son, Jean-Baptiste. The site is now known as Massacre Island, Minnesota. Over time, raids to the Lake of the Woods became less frequent, as the Sioux retrenched to defend the open plains areas.



2.2.1 Above: Roseau River War Road

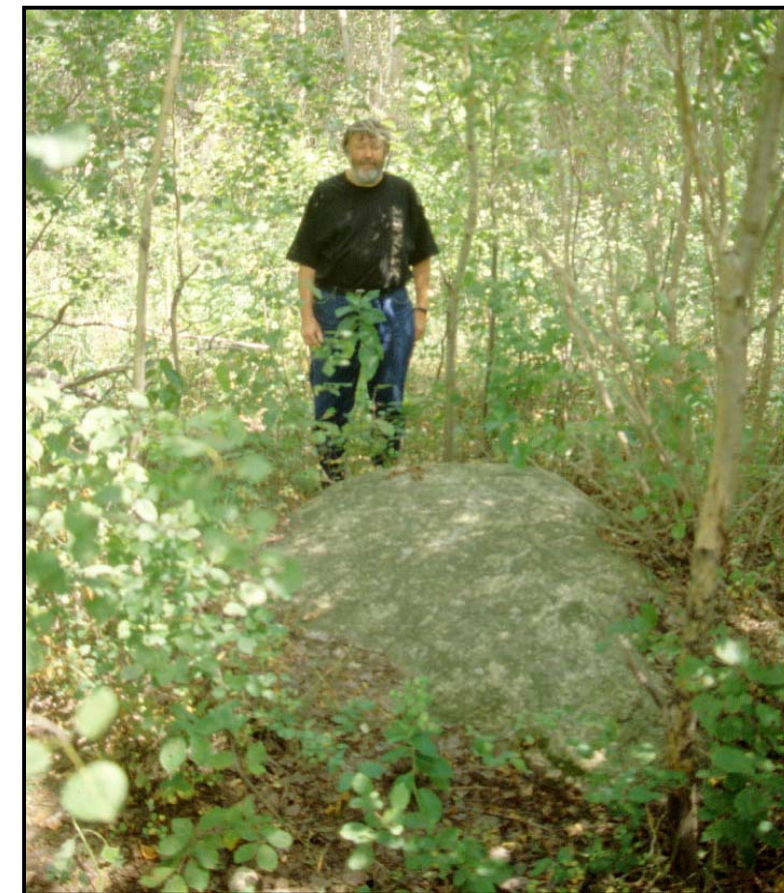
Detail of a Map dated 1816 showing the locations of North West Company posts in the region of what is now southern Manitoba. Note that Roseau River or "Reed River" as it was known at the time, was still regarded as an important canoe route and was labeled "Indian Road from Lake of the Woods." It was used by the Sioux, Ojibwa, and for a time, by a number of fur traders as an alternate route to the lower Red River valley. (Map Title: A Map of Part of the Indian Territories in North America Exhibiting the Route of the Indian Fur Traders from Fort William to the Red River and to the other Trading Stations of the North West Company, 19 June 1816. Source: PAM #: H3 614.2 gmd 1909 Sheet 1. HRB Map #018.)

2.3 Wounded Warrior Site

During the late 1700s and early 1800s, encounters between the Ojibwa and the Sioux in the study area were undoubtedly frequent. At See-bos-qui-tan (Roseau Rapids) there was said to have been two large 'rifle pits' dug by the Ojibwa as a defense against Sioux raiding parties. One was close to the Crow Wing Trail at the lower crossing on the south side of the river; the other was on the north side of the river on the high banks east of the upper crossing. At least one site, the Wounded Warrior Site in the R.M. of Franklin, is recognized by both the Sioux of North Dakota and the Roseau River Ojibwa as a sacred spiritual site, commemorating a particular encounter between the Sioux and the Ojibwa, in which an Ojibwa brave distinguished himself by his bravery.

According to the legend, a party of Sioux had been pursuing a group of Ojibwa who were attempting to reach the relative safety of their campsite at the Rapids. One of the Ojibwa men, who had been wounded in the initial encounter, urged his companions to leave him behind to delay the Sioux and make good their escape. From the relative protection of a huge boulder, the wounded warrior was able to delay the Sioux long enough to allow his companions to escape. Upon returning with reinforcements, his companions found that the man had been killed by the Sioux. However, the Sioux had been so impressed by the bravery of the wounded warrior that they resolved that, from then on, the boulder would mark the northern boundary of the Sioux territory. To this day, both the Sioux and Ojibwa regard this as a spiritual site, making offerings of tobacco and sweetgrass in commemoration of the bravery of the wounded warrior.

During the dust bowl conditions of the 1930s, much of the boulder was covered by drifting soils. However, the top few feet are still exposed. During 1990s road construction Historic Resource Branch staff pointed out the site to provincial work crews. In order to preserve the site, the work area was slightly realigned to avoid damaging or drawing attention to it. Due to its spiritual significance, the location of the Wounded Warrior Site is not marked, but it is known to the members of the Roseau River band, provincial and municipal officials, and a small number of local residents.



2.3.1 Above: Wounded Warrior Site

Historic Resources Branch staff member Gary Dickson photographed at the Wounded Warrior boulder in the RM of Franklin. (Photo: Historic Resources Branch.)

3.0 THE FUR TRADE

The Red River region in general was not a particularly lucrative trading territory for the fur traders. It was a flat, grassy region with shallow, meandering streams which yielded relatively few low quality beaver pelts each season. The French recorded that furs and game were initially plentiful, but the small population of the valuable fur-bearing animals was fairly quickly 'trapped-out'. The region's major value was its close proximity to the buffalo ranges to the west and south. Buffalo meat was the main ingredient for pemmican, the staple of the inland canoe brigades. Only a few, short lived, minor posts were built along the banks of the Red River on the western edge of the study region. Several more significant posts, including Fort Garry and several at the mouth of the Pembina River, were situated just outside the study area, but were a major presence in the region, and therefore important to the history and development of the study region itself. Despite rather dismal earnings in terms of furs traded, the study area did play a fairly significant role in the fur trade in terms of two major transportation routes, which passed through the region. The Roseau River Route was the first route used by the French explorers to gain access to the Red River and Lake Winnipeg basins, during the early 1730s, and for a short time was the preferred route into the Red River valley. One hundred years later, the Crow Wing Trail, which connected Fort Garry with St. Paul, Minnesota, was for several decades the preferred route of the Hudson's Bay Company ox-cart brigades, ferrying furs out, and goods into, the lower Red River valley and was a very actively used route.

As with the native sites and land use, visual remnants of the fur trade are non-existent upon the landscape today. However, their former presence is as significant as that of the native sites to the history of the region and its cultural heritage landscape.

Sites and routes relating to fur trade activities in the region include:

- 1 The Roseau River Canoe Route
- 2 La Fourche des Roseaux
- 3 NWCo Rat River House
- 4 NWCo Roseau River House
- 5 Scratching River Posts
- 6 HBC Fort North Pembina
- 7 Pembina River Posts.
- 8 Crow Wing Trail

3.0.1 Right: Interior view of a typical Hudson's Bay Company trading post

Native trappers negotiating a business transaction inside a HBC post. Note the bundle of trade furs on the floor in the foreground, and the North West Mounted Police wearing the early "pill-box" style of headgear. (Source: Hudson's Bay Company Archives)

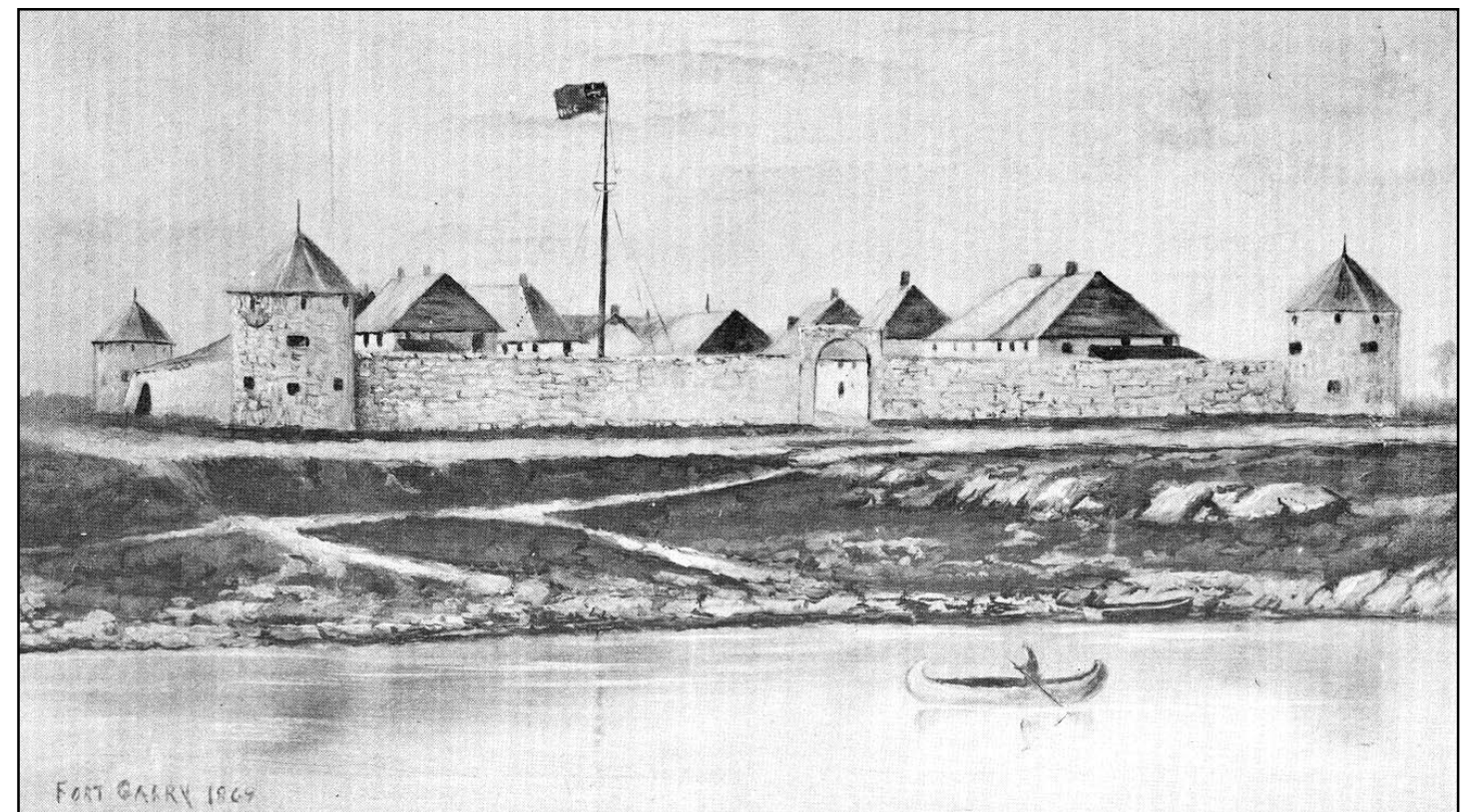


3.0.2 Left: Métis Freighters

The Métis in Manitoba were best known for their involvement in the great Red River Cart brigades which transported furs and trade goods to and from posts located throughout the western plains, from the 1840s to the 1880s. (Source: Hudson's Bay Company Archives)

3.0.3 Right: Fort Garry

Upper Fort Garry, pictured here as it appeared in 1864, was the inland headquarters for the Hudson's Bay Company and the centre of much of the political and economic activity in what was then the British Northwest Territories. (Source: Hudson's Bay Company Archives)



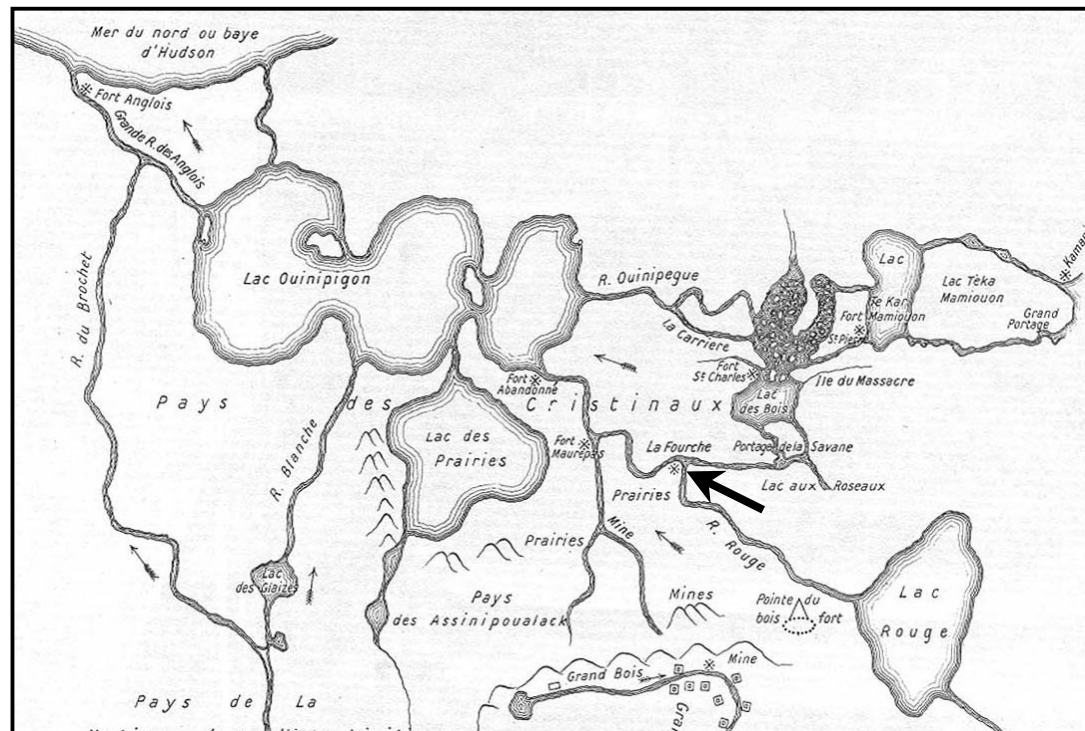
3.0 The Fur Trade

3.1 The Roseau River Canoe Route

The Roseau River was the first route used by the La Vérendrye explorations of the 1730s to gain access to Red River and Lake Winnipeg basins. In 1732, Pierre Gaultier de Varennes et de La Vérendrye, instructed his nephew, Christophe Dufrost de La Jemeraye, to erect a post near the shores of Lake Winnipeg, the location of which had been described to him by the native population living in the Lake of the Woods area. Dufrost first attempted to travel down the Winnipeg River, but was turned back by the many dangerous rapids on the river. He then successfully tried the Roseau River route, which was a route the Sioux raiding parties often used to access the Lake of the Woods region to wage war on the Ojibwa. From the mouth of the Roseau, he traveled down the Red River to Lake Winnipeg, and at the first appropriate site upstream from the mouth of the Red constructed Fort Maurepas, which was to serve as the headquarters for the subsequent explorations and trading post construction in the Lake Winnipeg and Red River basins.

In 1740, Fort Maurepas was moved to a new location on Traverse Bay, near the mouth of the Winnipeg River and soon, despite its many dangers, the Winnipeg River became the preferred route to the Red River region from Fort St. Charles on Lake of the Woods. Although easier and safer, the Roseau River was considered too small and shallow to handle the big trader canoes, except during the spring high water season. Also, there was a 13 km (8 mile) long "Portage de la Savane" across the large marsh situated between the headwaters of Roseau River and Red River which flowed into Lake of the Woods at Buffalo Bay. The name "Portage de la Savane" refers to the 'wooden marsh' area and the method of pulling the canoes along the marsh edge with a long rope or by portaging.

After 1740, the Roseau River route continued to be used occasionally by the Native population and a few explorers and travelers, but only as a travel route rather than a supply route. After the fall of New France in 1759 and the collapse of the French fur trade, the route fell into disuse and soon was known to only a few natives and old voyageurs. The route was used again in 1817 by the Des Meurons Regiment, sent by Lord Selkirk to protect the Red River Settlement after the massacre of Seven Oaks. John Tanner (the younger), explorer and fur trader, who guided the expedition, knew of the route through his association with the native populations of the area. A provincial plaque commemorating the Roseau Route has been erected near the mouth of the Roseau River in the community of Letellier.



3.1.1 Above: French Explorations

Map of the discoveries made by the La Vérendrye explorations showing the Portage de la Savane, and "La Fourche des Roseaux" with a symbol indicating the location of a post and/or the burial site of La Jemeraye.

(Map title: "Carte Contenant Les Nouvelles decouvertes de l'ouest En Canada, Mers, Rivières, Lacs, et nations qui y habitent en L'annee, 1737" Source: Journals and Letters of Pierre Gaultier de Varennes de La Vérendrye and His Sons, 1968, Edited by L.J. Burpee, page 116. HRB Map # 020.)

3.2 La Fourche des Roseaux

On his 1732 expedition to the Red River region, which concluded with the construction of Fort Maurepas, Christophe Dufrost de La Jemeraye is said to have constructed a small post near the junction of the Roseau and Red rivers. While there is some debate as to when it was constructed and how long it might have existed, there is evidence a Fort Roseau was constructed in the area of the mouth of the Roseau. During its short lifespan, it is likely that this structure was used primarily as a halfway house on the route connecting Fort St. Charles on Lake of the Woods and Fort Maurepas I. The post is more importantly remembered as the site where Christophe Dufrost de La Jemeraye died on May 10, 1736 on a trip between Fort Maurepas and Fort St. Charles. He was buried somewhere opposite the mouth of the Roseau on the west bank of the Red River. His is the first recorded burial site of a European on the Canadian prairies.

On February 8, 1737 Pierre La Vérendrye left Fort St. Charles on snowshoes and followed the Roseau through to the Red and stopped at Fort Roseau. From Fort Roseau, the party trekked down the Red River to the mouth of the Assiniboine, where they looked over the site of the future Fort Rouge and continued their journey via the Red River on to Fort Maurepas. The trip took 18 days. Pierre reported hundreds of kindly Indians living along the rivers. Big game was said to be plentiful and they shot several moose and deer. Pierre stayed at Fort Maurepas for about three months and then headed back to Fort St. Charles. Stopping again at Fort Roseau, they located the grave of La Jemeraye. A priest, who accompanied the party, blessed the grave and they were all able to pay homage and last respects. Christophe Dufrost de La Jemeraye was a friend to the natives and European explorers alike, and he was the first European to die and be buried in western Canada. The village of Dufrost, established in the area many years later, commemorates his memory.



3.2.1 Above: Fort Rouge

A sketch and watercolour depiction of Fort Rouge at the Forks of the Red and Assiniboine, painted around 1740. It was constructed at roughly the same time and by the same people as Fort Roseau. Note the fort consists of a single structure enclosed by a simple log palisade. It is likely that most of the La Vérendrye-era posts established in the Red and Lake Winnipeg regions possessed the same simple form, except perhaps for the more strategically located Fort Maurepas and Fort La Reine. Other interesting details depicted include the location of the post at the very tip of the south point, the deep pathway cut into the riverbank, the Native campsite behind the post, the approaching canoe, and the presence of fairly well-established woodland vegetation in the area just back from the banks of the river. (Photo: Fort Rouge. Source: Provincial Archives of Manitoba.)

3.3 NWCo Rat River House

Rat River House was constructed at the junction of the Rat and Red rivers in 1796 by Charles Chaboillé for the North West Company. It functioned as a wintering post and remained in operation for only one season. The site was mentioned in the journal of the famous explorer, David Thompson, who stopped at the site on March 10, 1798, and recorded its location as follows: "At the old House of Mons. Chaboillé -- Rat River about 1/5 of a mile south of its junction with the Red River." In 1800 Alexander Henry (the younger) passed by the mouth of the Rat River and remarked: "Rat River empties at this place. A few years ago beaver were plentiful on the upper part of these forks, but now they are nearly destroyed. At the entrance of the Rat we observed the remains of some old buildings where Chaboillé wintered in 1796-97."

3.4 NWCo Roseau River House

In 1800 Alexander Henry (the younger), wintering partner for the North West Company in the lower Red River district, established his own house at the mouth of the Park River, now in the United States. En route upriver, he left Michel Langois to establish a wintering house on the north bank of the Reed (Roseau) River. This was the only other post listed in the returns for the lower Red River for that year. It was not reopened the next year.



3.3.1 Below: Rat River House

View of the Rat River near its junction with the Red. Archaeological evidence places Charles Chaboillé's NWCo Rat River House in this area, a short distance back from the left (North) riverbank. (Photo: Historic Resources Branch)



3.4.1 Left: North West Company Posts

Detail of a map printed in 1816 showing North West Company trading post locations in the lower Red and Assiniboine River basins. Thirteen NWCo sites are noted in the region depicted, plus Fort Douglas belonging to "Lord Selkirk & HBC". (Map Title: A Map of Part of the Indian Territories in North America Exhibiting the Route of the Indian Fur Traders from Fort William to the Red River and to the other Trading stations of the North West Company, 19 June 1816. Source: PAM #: H3 614.2 gmd 1909 Sheet 1. HRB Map #018.)

3.5 Scratching River Posts

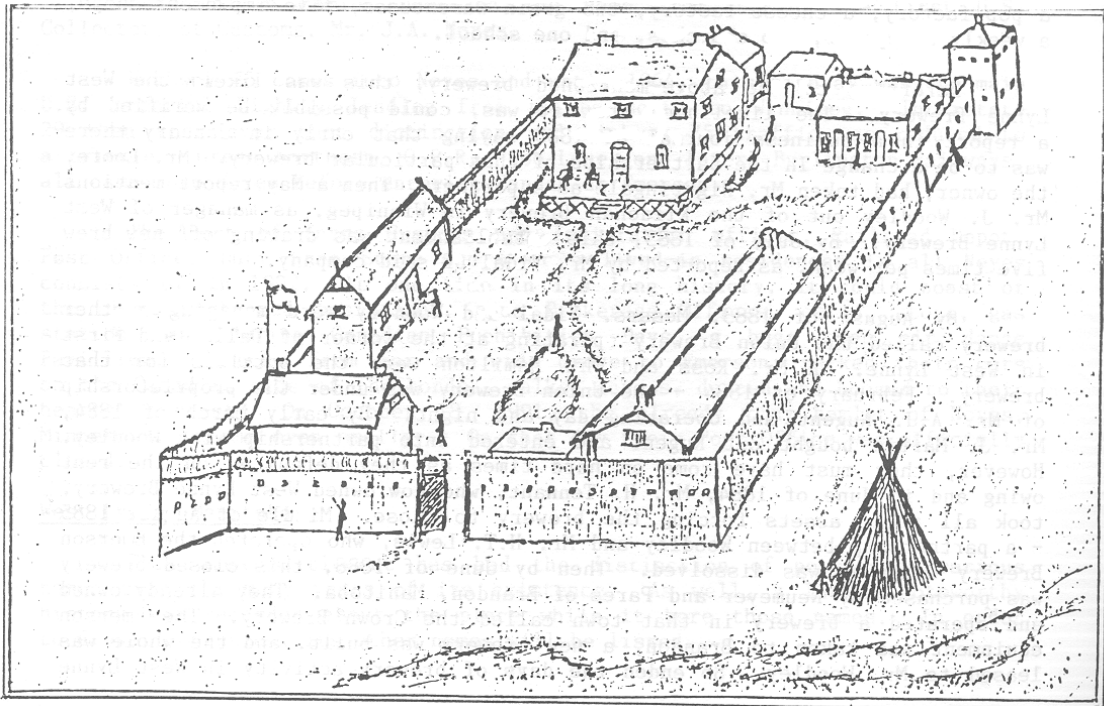
In 1801, during the peak of the commercial rivalry between the Hudson's Bay, North West, and XY fur trade companies, all operated trading posts at the mouth of the Pembina River. Because of the threat of Sioux attacks, these main posts were fairly substantial structures with sturdy blockades, ramparts and guard towers. In order to gain more control of the fairly limited amount of furs being traded, each of the companies set up additional smaller outposts at several other nearby sites. In September 1801, J. Duford, of the XY Company, built such a post near the mouth of the Scratching (Morris) River. Not to be outdone, Alexander Henry (the younger) instructed his interpreter, J.B. Desmarais, and five other men to take sufficient supplies and trade goods from the NWCo post at Pembina and build a competing outpost at the Scratching River or "Rivière aux Gratias", as it was known at the time.

Although no description of the building was ever recorded, it probably resembled the post built at the same time at Hair Hills. That post was a small, five-metre-square hut which served as a dwelling, storehouse, and shop. The hut would have been plastered with mud and clay for insulation and covered with a roof made of wood or sod and twigs. The fireplace and chimney in fur posts were usually built of river stones mortared with clay. Wooden floors were common in most houses, but likely would not have been installed at Scratching River. The NWCo's Scratching River post proved to be a commercial failure, taking in only 130 beaver skins, 7 bags of pemmican and 3 1/2 packs of furs during the winter of 1801-02. Both it, and the XY Company post, was abandoned after one season. In 1804, the XY merged with the North West Company.

3.0 The Fur Trade

3.6 HBC Fort North Pembina

In 1850, the HBC abandoned its long-standing post at the mouth of the Pembina River and constructed a stockaded post (which it called Fort North Pembina) just north of the International boundary on the west side of the Red River. At the time, the Sioux were still a serious threat and the post required a stockade for protection from attack. With the demise of the fur trade in the early 1870s, the post operated primarily as a store and post office. The postal district name was later changed to West Lynn because of the frequent confusion with Pembina, North Dakota. In 1871, the fort was captured briefly by a group of Irish Fenians from the United States. The fort was largely demolished during the mid 1870s, except for the main store building, which continued to operate until the mid 1880s.



3.6.1 Above and right: North Fort Pembina

Two views of the Hudson's Bay Company's North Fort Pembina. The watercolor version was produced by Frank Lynn, an artist and journalist who stopped at the fort on his way to Fort Garry and the Red River Settlement in 1872. His is likely the more accurate of the two portrayals, judging from contemporary descriptions, and the fact that he actually visited the site. The pen and ink sketch was produced by local historian Elmer McClelland in 1999. Although the main two-storey structure appears to be fairly accurately drawn, as photographs exist of this structure, some artistic liberty appears to have been taken in drawing the size of the stockade and ancillary buildings. (Watercolor from article entitled "Washington Frank Lynn: Artist and Journalist" by Virginia Berry in *The Beaver*, Spring 1978, page 27. Ink sketch from Elmer D. McClelland, in *A History of Emerson Customs and General Area*, 1992, page 46.)

3.7 Pembina River Posts

The mouth of the Pembina River was a strategic and well-known site, and several posts and forts were constructed in the area during the fur-trade era. While located just beyond the boundaries of the study region, it was nevertheless significant to the history and development of the region, and is worth noting in the resource inventory. The mouth of the Pembina was first the site of "Fort Pambian" built by Charles Baptiste Chaboillé in 1797 for the North West Fur Company. In 1801, Alexander Henry (the younger) built another, larger, fur-trade post for the North West Company, on the north side for the Pembina River. Opposition posts operated by the Hudson's Bay and XY companies also were located in the vicinity. Fort Daer was built on the site by the Selkirk Settlers in 1812 and used as a wintering site for several seasons. A temporary United States military post was built by Major E.A. Hatch on the north side of the Pembina in 1863. Finally, the Fort Pembina, military post was re-established and occupied from 1870 to 1895 on the west bank of the Red River, about 2 km (1.2 miles) south of the Pembina mouth. This Fort is shown on the map shown below.



3.7.1 Above: Pembina Mouth Area

Detail of Map Sheet No.4 prepared by the Boundary Commission survey team showing the area in the vicinity of the Red River and the International boundary, c1869. Depicted at the mouth of the Pembina River are the US cavalry's Fort Pembina and the fledgling village of Pembina, North Dakota. By this time all visible traces of the former fur trade posts at the site had disappeared. North of the boundary the HBC's North Fort Pembina and Fort Dufferin, established as the headquarters for the Boundary Commission survey crews are depicted. Note also the many trails traversing the area and the cluster of small farmsteads located just north of the Joe River. At the time of the boundary survey, neither the town of Emerson nor West Lynn had been established. However, within in a few short years the area just north of the boundary would blossom into a major frontier settlement.

(Map Title: Plate No.5, Pembina Region, Joint Maps of the Northern Boundary of the United States prepared by the Boundary Commission, c1872. Source: PAM # A3 602.2 fab (187?). HRB Map # 001.)

3.0 The Fur Trade

3.8 Crow Wing Trail

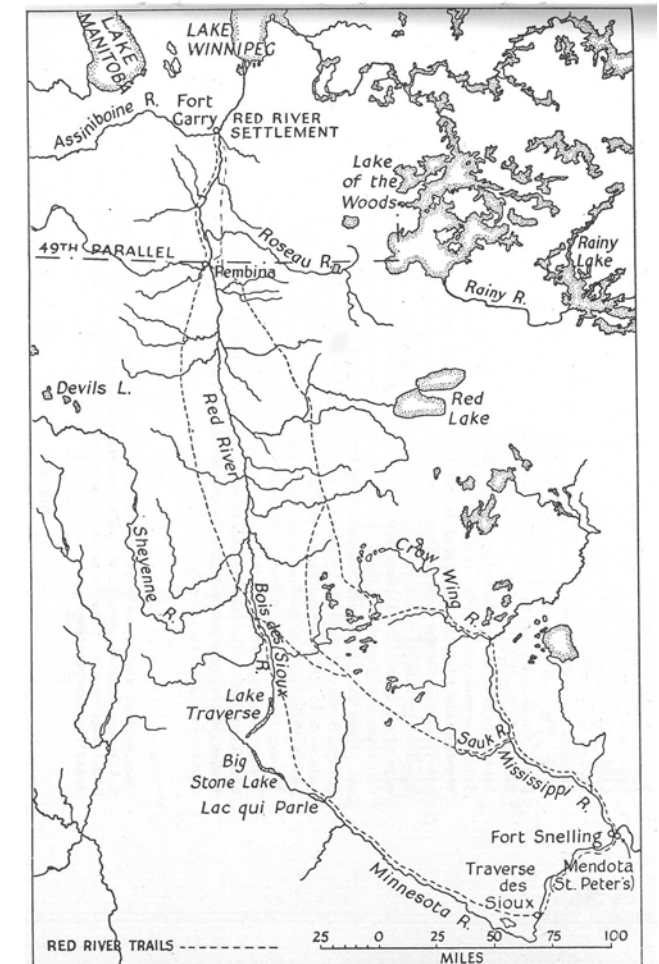
The most notable legacy that the Hudson's Bay Company had on the heritage landscape of the study region was that of the Crow Wing Trail, after which the study area was named. The Crow Wing Trail, as Manitobans know it, was the most northerly 150 kilometres of a trail, or more accurately, a series of trails and cut offs, which connected Fort Garry and the Red River Settlement to the steamboat, and later railroad connections, at St. Paul Minnesota. In 1857, the HBC determined that it was more efficient and cheaper to transport goods and supplies into its main centre at Fort Garry, and furs out to Britain via oxcart to St. Paul, rather than by Yorkboat to York Factory on the shores of Hudson Bay and then on to Britain. The Pembina Trail, which skirted the west bank of the Red River, was the main route in and out of Fort Garry. However, the Crow Wing Trail was the preferred route during the later years of the fur trade, particularly during the late 1850s and early 1860s when the Sioux nation rose up in defense of their territories, and travel on the open prairie became extremely dangerous. The Crow Wing route skirted the prairie forest transition line for much of the northern half of the route, thereby offering quick protection in event of attack, and shelter and wood for camping. In the Manitoba section, it appears that in many places the trail veered onto short side tracks, to avoid local wet spots, or to climb onto the more wooded but dryer ridge during very wet years. The exact route of the trail often changed, within a corridor several miles wide. The freighters, who were hired to drive the ox-cart brigades plying back and forth along the trail, were mostly French-speaking Métis, and a number of them lived or later retired to homes built near the trail. Two such homes survive and have been recently protected as municipal heritage sites.

With Manitoba's entry into Confederation in 1870, the Crow Wing Trail, north of the International border, was formally surveyed and its administration transferred to the new Manitoba government. It continued to be used by local traffic. During the 1890s, the trail was closed bit by bit, as the Dominion Survey 'section road allowances' were increasingly developed. Currently, portions of PTH #59 near St. Pierre-Jolys and St. Malo, and St. Mary's Road from St. Adolphe to Winnipeg, overlap the exact route or the trail.



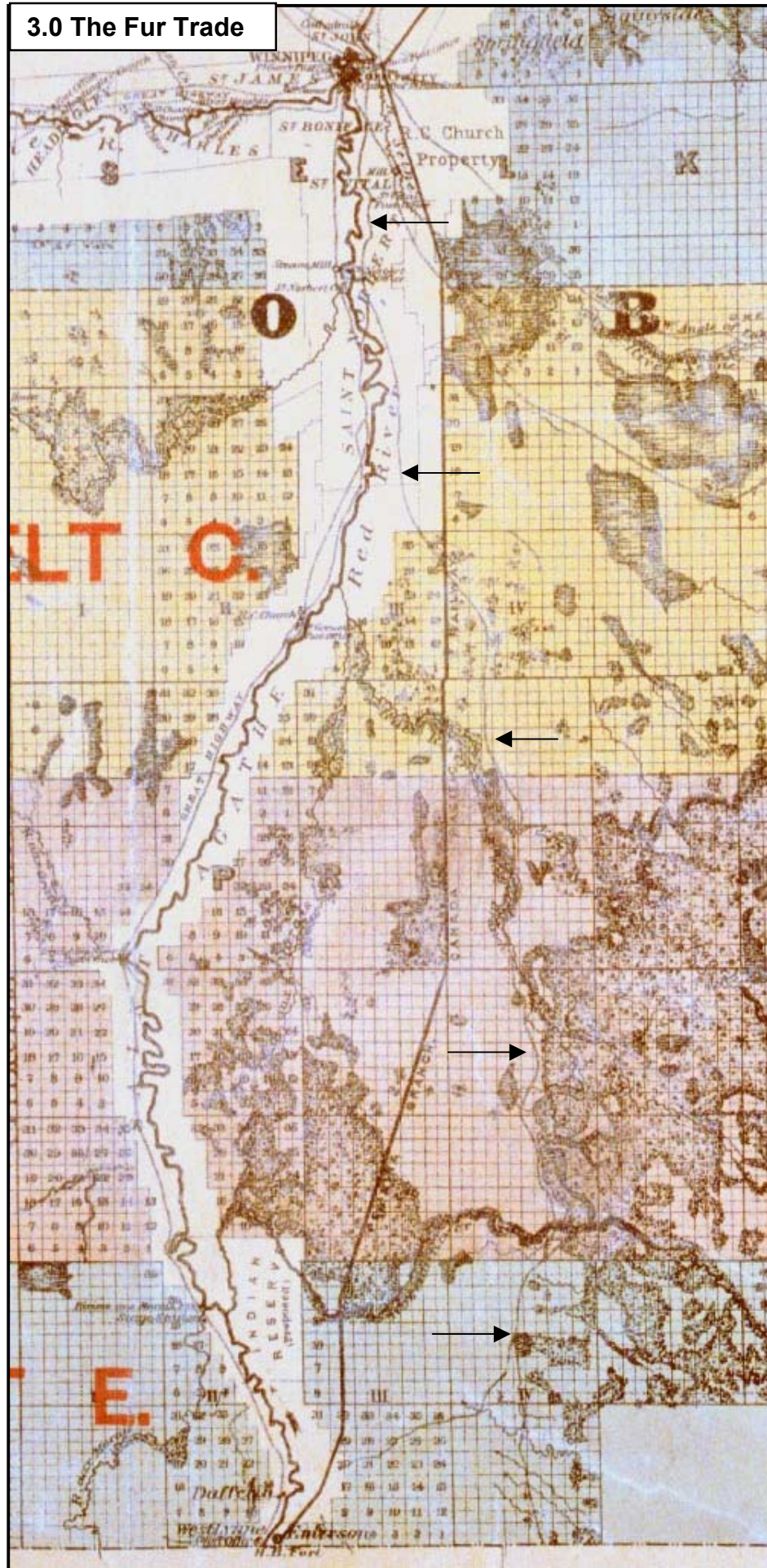
3.8.1 Above: Crow Wing Trail

Detail of a map showing the major trails in the lower Red River valley during the 1850s. The route of the Crow Wing Trail, though unnamed, is clearly shown to the east of the Red River. For most of its length, it followed the treeline, which marked the eastern edge of the Great Plains. Map Title: Plan of Route followed by Red River Expeditionary Force From Lake Superior to Fort Garry during the summer of 1870. PAM #: 619.3 atc 1870w N2C1. HRB Map #017.)



3.8.2 Above: Red River Valley Trails during the 1850s & 1860s (Source: A River Runs North, by Krenz and Leitch 1993, page 25. HRB Map #086.)

3.0 The Fur Trade



3.8.3 Left: Crow Wing Trail in Manitoba

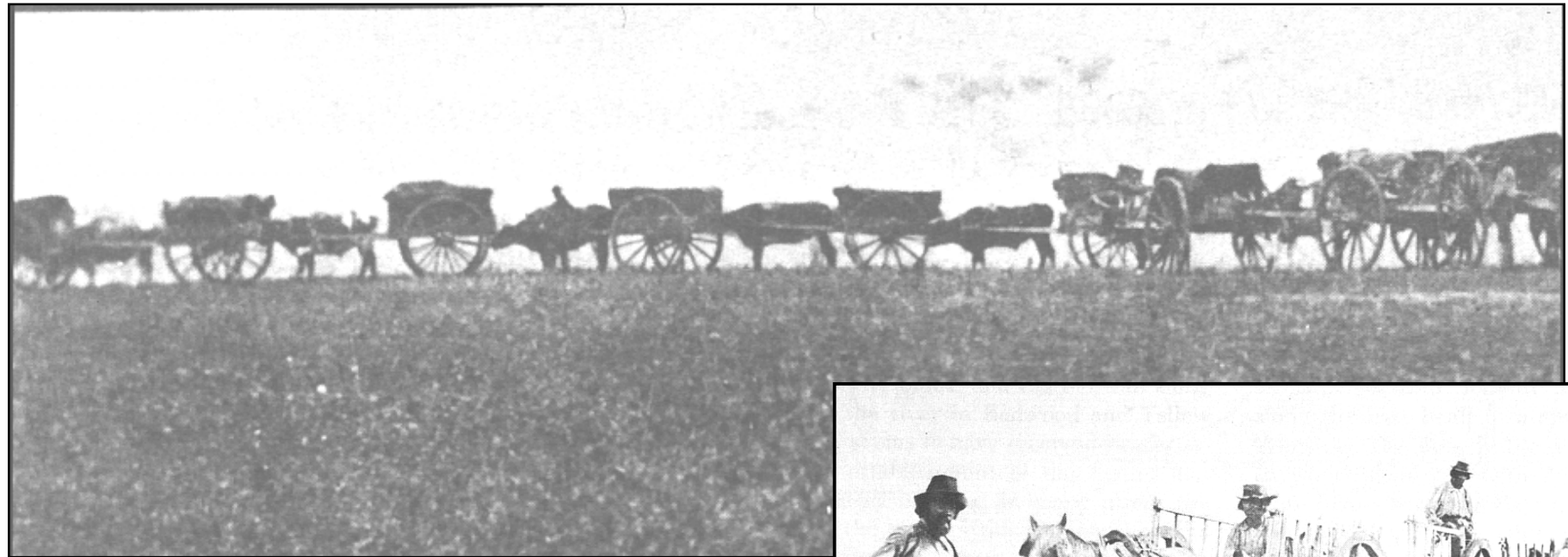
Detail of a map printed in 1879, illustrating the Red River valley, and including much of the study region. The Pembina Trail, paralleling the west bank of the Red River is clearly noted, as is the Crow Wing Trail east of the Red. Note how the Crow Wing closely follows the tree line in the southern portion of the study area. At a site later known as Kirkpatrick Swamp, 14 km (9 miles) north of the border, the trail branched to the southwest to the Red River and Emerson, West Lynn and Dufferin. Note that the HBC Fort North Pembina is noted as still being in existence in 1879.

(Map Title: *Map of Part of Manitoba and the North West Territory Published to Illustrate the Regulations for the Disposal of Certain Dominion Lands for the Purpose of the Canadian Pacific Railway, July 9, 1879, Source: PAM #H3 614.1 gbbd 1879 C.1. HRB Map #003.*)

3.8.4 Right: Crow Wing Trail Cairn

Cairn located on the grounds of the former St. Pierre-Jolys convent, and adjacent to rue Joubert, which is a surviving section of the original Crow Wing Trail in the community of St. Pierre-Jolys. The inscription reads as follows:

THE CROW WING TRAIL CROSSED THE AREA KNOWN AS SAINT-PIERRE-JOLYS. THE OX-CART TRAIL CONNECTED THE RED RIVER SETTLEMENT TO ST. PAUL, MINNESOTA. IN 1844 ADDITIONAL SEGMENTS OF THE TRAIL WERE OPENED BY PETER GARRIOCH, MAKING IT AN OFFICIAL SUPPLY ROUTE BETWEEN ST. PAUL AND THE RED RIVER SETTLEMENT. KNOWN AS THE CROW WING TRAIL, IT WAS LOCALLY KNOWN AS "CHEMIN SAINT-PAUL" OR "LA ROUTE DE L'AILE DE CORBEAU". IT PLAYED AN IMPORTANT ROLE IN THE DEVELOPMENT OF SAINT-PIERRE-JOLYS AND THE SURROUNDING DISTRICT BETWEEN SAINT-PAUL, MINNESOTA AND THE RED RIVER SETTLEMENT. LE MUSÉE DE SAINT-PIERRE-JOLY INC.



3.8.5 Above and right: Red River Cart Brigades

Scenes such as these were commonplace on both the Crow Wing and Pembina trails. At times several hundred carts were strung out in a single long line which stretched for several kilometres. The cart axles could not be greased, as they would become plugged with dust and cause the wheels to cease. The constant screeching sound, made by the wooden axles rubbing against the wooden hubs, could be heard for miles away and was a well-known characteristic of the oxcart brigades. (Photos: Provincial Archives of Manitoba.)

4.0 LAND SURVEYS

The Crow Wing Study Region and its adjacent areas are rich in elements related to the Land Survey, likely more so than any other region on the Canadian Prairies, particularly for its overall scope and variety.

The Parish River-lot Survey System

The first system used to demark and describe land parcels in what is now Manitoba was proposed by Lord Selkirk for use by the Selkirk Settlers, and was based on the Québec long-lot system. Two-mile long, (3.2 km) narrow lots, fronting on the Red River, came to be the standard type of land parcel in the Red River Colony. Divided into 'parishes' with a centrally located church, the system was retained when the Dominion 'section' Survey commenced in 1869, and was even expanded up the Assiniboine River as far as Portage la Prairie, and up the Red River as far south as the American border. In 1874, a number of the older parishes in the Winnipeg area were enlarged, by extending the original two-mile deep lots a further two miles. This was done to accommodate claims to 'hay-lands', which the settlers of the Red River Colony had used and informally held for two generations.

The Principal Meridian and the Start of the Survey

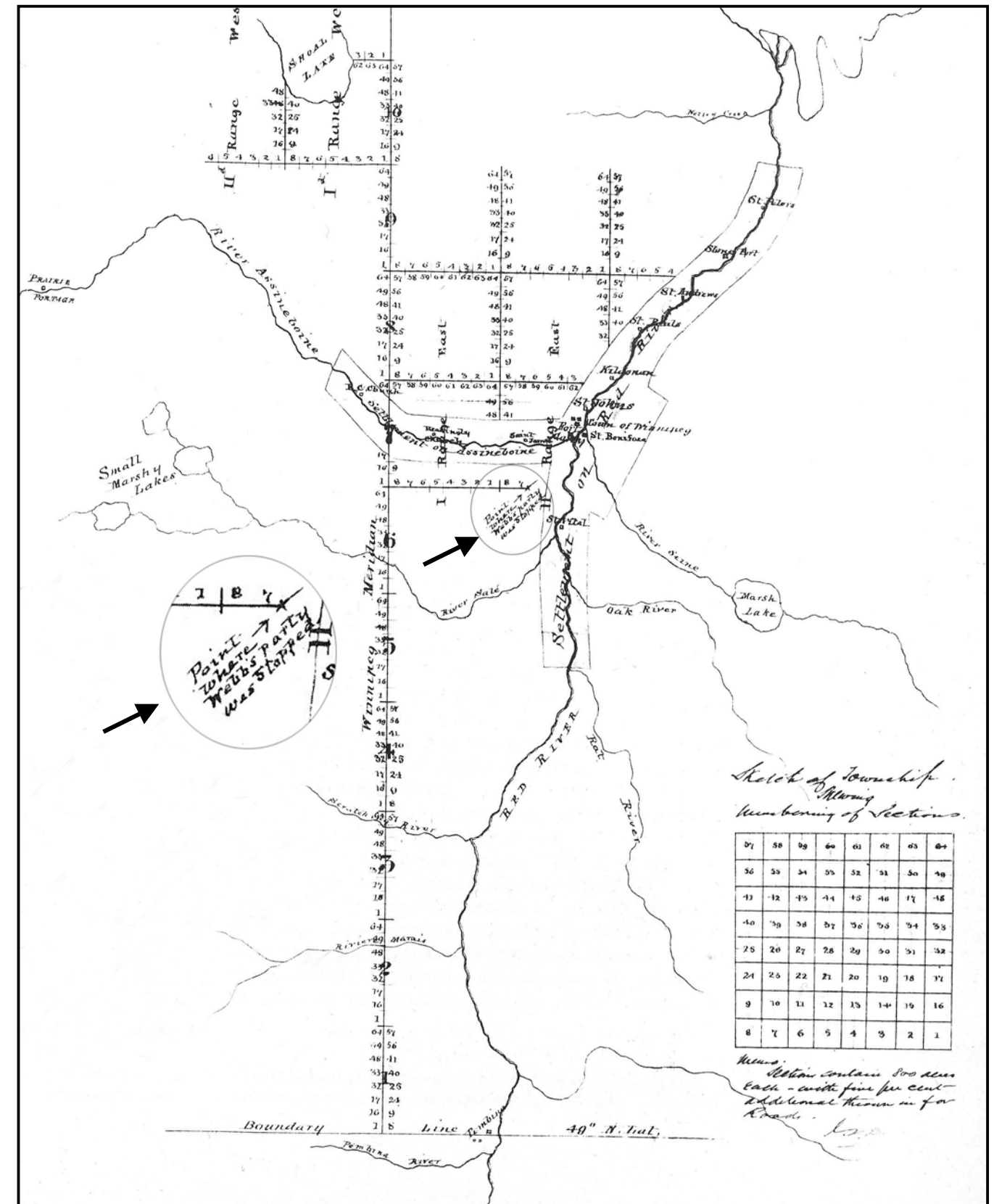
The Dominion Survey in western Canada began in the spring of 1869, in preparation for the transfer of the territory from the Hudson's Bay Company to the Dominion of Canada. The first line to be staked out was the Winnipeg, or Principal Meridian, which runs in a straight line north and south from a point selected somewhat arbitrarily by the survey team, some 23 kilometres (14 miles) west of the community at Fort Garry. It is the baseline from which all of western Canada was subsequently 'sectioned-off' into square 'townships'; each comprised of 36 one-mile square 'sections'. The townships were numbered according to their position north of the United States border and east or west of the Principal Meridian. Each section was divided further into 'quarter sections' of 160 acres each. The standard 'homestead claim' consisted of a quarter section - which could be obtained for a ten-dollar administration fee and meeting residency and land improvement requirements.

The Township Grid

The Dominion Survey system, with its 'Section, Township and Range' coordinates, was quite different from the 'County' and 'Long Lot' systems used in Ontario and Québec. The Dominion Government wanted a quick and effective system for partitioning and administering the land, thus facilitating the rapid settlement and development of the Canadian Prairies, and with the revenues created help to pay for the construction of the CPR. The Township system ultimately used was based on the system the Americans incorporated in the settlement of the US Mid West, with some minor adjustments, particularly the inclusion of a 99-foot road allowance around each section. At first, it was intended that each township would consist of 64 square-mile sections, so that they would be large enough to serve as local government units. This 'large' township survey was used during the first summer of surveying, in 1869, (Figure 4.0.1). Before long, however, the decision was made to use instead the smaller, American-style, 36-section-sized townships. Other variations on the township plan were also initially considered, including: 1. larger 800-acre sections, rather than 640 acres; 2. long-lot quarter sections, with quarter-sections 1/8 by 1 mile in size, rather than 1/2 by 1/2 mile square; and 3. various patterns and widths of road allowances within each township. Several railway and government officials also suggested several rather imaginative township plans, which were never implemented.

The Red River Resistance

The running of the Principal Meridian survey line and the first east-west offshoots set in motion a series of events which led to the Red River Resistance and, ultimately, the creation of the new Province of Manitoba. The well-known 'stopping of the survey' by Louis Riel and his Métis companions during the autumn of 1869 - the first major event in the Red River Resistance - occurred outside the study region, in the present Whyte Ridge area in southwest Winnipeg. However, a lesser-known, similar standoff, occurred only a short time earlier within the study region, in the Métis community of Ste. Anne des Chênes - and led to dramatic actions by Riel. Local history records that while laying down base lines in Ste. Anne des Chênes, the surveyors and their largely White/Anglo-Saxon/Protestant work crews falsely informed the Métis residents of the area that they were to be dispossessed of their land. They also underpaid the Métis workers for their labours and over-charged for goods sold to them, and generally taunted and ill-treated the Métis residents of the area, leading ultimately to a little-known first confrontation, and 'stopping of the survey'. The Red River Settlement at this time was essentially without a local government, with the Hudson's Bay Company in the process of giving up its authority and the Canadian government representatives not yet present in the region. The deteriorating situation made the Métis believe they had no choice but to try to safeguard their lands and traditions by rising up and establishing a, legal, provisional government. With these events unfolding, the Dominion Survey was abruptly curtailed. It did not start up again until 1871 after the passage of the Manitoba Act and the creation of a Manitoba provincial government, with its guarantees of French language and Métis land rights.



4.0.1 The Principal Meridian and the Start of the Dominion Survey
 This map, dated February 12, 1870, shows the surveys completed by Lt. Col. J.S. Dennis and his survey crews in 1869, before Rupert's Land was transferred to Canada. Among several noteworthy elements portrayed are: The north-south Winnipeg or Principal Meridian base line; the 64 section-sized townships; the existing Parish Settlements along the Red and Assiniboine rivers; and most interesting, the "Point where Webb's Party was stopped" by Louis Riel and his men, in the St. Vital Parish. Enlarged inset detail provided. (Map Title: Rough Diagram based on Hind's Map, intended to illustrate Report of this date on Township Surveys - Red River Territory, Ottawa, February 12th, 1870, J. Stoughton Dennis, P.L.S." Source: Manitoba Historical Atlas, page 246. HRB Map

4.0 Land Surveys

The Survey Resumes

When surveying resumed in 1871, the smaller sized townships and sections were used, because they would allow for more homesteads on the same amount of land, and thus were better for business. A proposal to have fewer road allowances, which would have similar advantages, was considered but rejected, as was the use of the long-lot quarter sections. This final, last minute decision, to retain the square quarter-section over the long-lot quarter, had immense future implications in terms of dispersed farmstead locations, the pattern and cost for the construction of roadways, and the provision of utilities and services. The cultural landscape of all of western Canada would have been radically different, had the long-lot quarter section been adopted. Development patterns would have been linear and 'fishbone', rather than dispersed and 'checkerboard'. So, starting from the Principal Meridian once again, the Dominion surveyors laid down the now familiar 36-section township, with 99-foot road allowances around each section, westward right across the Canadian prairies, with only a few exceptions and variations.

French River-lot Settlements

In addition to the areas surveyed under the parish survey system along the Red River, the Crow Wing Study Region also possesses six unusual, and smaller, river-lot 'settlements', established for and settled by French-speaking settlers from Québec, and ex-patriots from New England, where such land holdings were common and preferred. During the 1870s and 1880s the Roman Catholic Diocese of St. Boniface was very active in promoting French settlement in Manitoba, particularly southeastern Manitoba, and was able to arrange for the creation of a series of 'satellite' or 'outer' river-lot parishes at several locations along the Seine and Rat rivers. These special survey settlements included the Ste. Anne des Chênes Settlement; Lorette; Rat River Settlement; St. Malo Settlement; Ile des Chênes Settlement, and Grande Pointe Settlement. The lots were roughly two miles deep and fronted along a section of a riverbank. The Ile des Chênes (Oak Island) settlement is quite unusual in that the section of river channel used as the base line for the lots is only 5 km (3 miles) long, and exists as the Oak River on only a few maps. It is otherwise an un-defined watercourse and contains flowing water only during times of high water or unusually wet years. The Grande Pointe Settlement is also noteworthy for a simple, but critical error that caused the lots to overlap those of the outer two miles of the St. Norbert Parish, resulting in an administrative nightmare, and several highly unusual lot configurations.

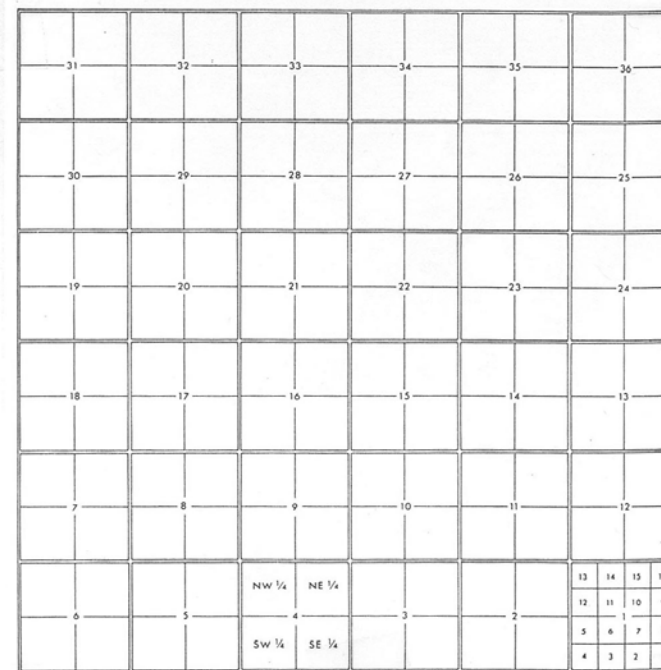
In all of the outer parish river-lot settlements, the combination of the long-lot parcels, running perpendicular to the local watercourses, and meandering trails, running roughly parallel to the riverbanks in these communities, gives these settlements an unusual and characteristic linear look about them. The French river-lot settlements are described and illustrated in more detail in the following chapter.

Effects and Signs of the Survey History on the Landscape

The study region possesses a rich background in terms of its survey history. While survey lines are, in truth, invisible lines marked only by small metal pins at the corners of land parcels, they nevertheless had a major influence upon the development and look of the physical landscape in the region. During the early decades, roadways, fencelines, and trebelts delineated the presence of the survey. This clear presence lessened over time as adjoining parcels were purchased and consolidated into larger-sized and more efficiently farmed fields; eliminating many of the early fence and treelines. In other cases, river lots were sub-divided into numerous smaller parcels for rural residential development. The addition of new access roads and additional lot lines created by these subdivisions, further masked the original rural river lot landscape.

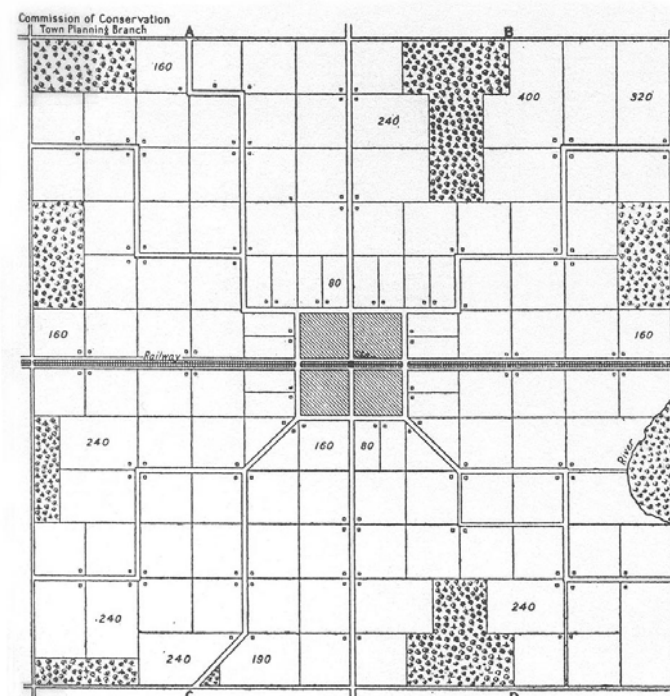
Currently, the unusual mix of survey types and their resulting development patterns is best seen from the air. From ground level, the surveys are manifested primarily by occasional, unusual road configurations not seen in most other areas of Manitoba. Overall, landscape elements relating to the study region's survey history are not obvious to the untrained eye, and the effect and variety of different survey systems in the region are not well interpreted through the use of signs, cairns, or printed materials. Some of the existing landscape elements noteworthy for their portrayal of land survey features in the study region include:

1. The roadways paralleling the watercourses in all the long-lot parish surveys
2. The instances of unusual road configurations found along the outer edges of the parish settlements
3. The series of 'T-junctions' and right-hand 'jogs' occurring along the First And Second Correction Lines
4. The unusual lot lines and road allowances resulting from the Grande Pointe Settlement survey error.



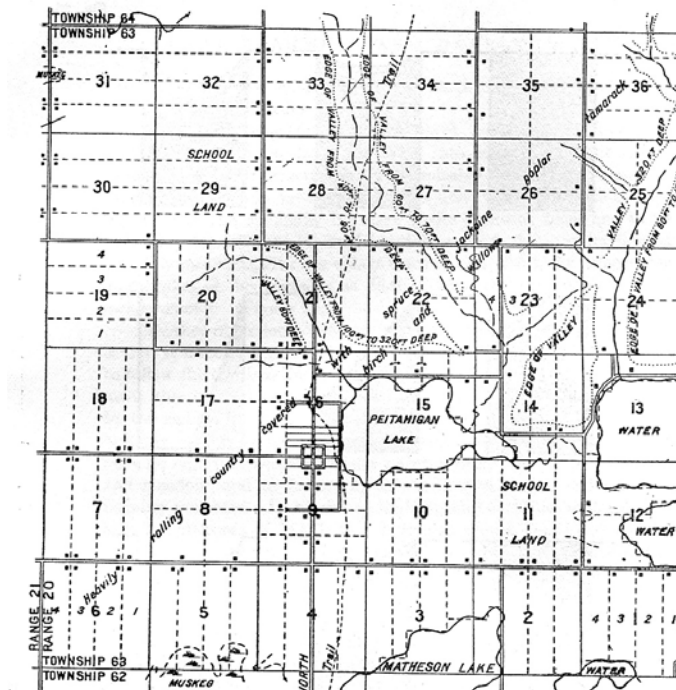
4.0.2 Standard Township Plan

Sketch showing the standard township plan adopted for use in the surveying of most of western Canada. This version consisted of 36 one-mile square sections with 99-foot road allowances separating each section. (Map Title: Standard Township Plan. Source: Historic Resources Branch, HRB Map #049.)



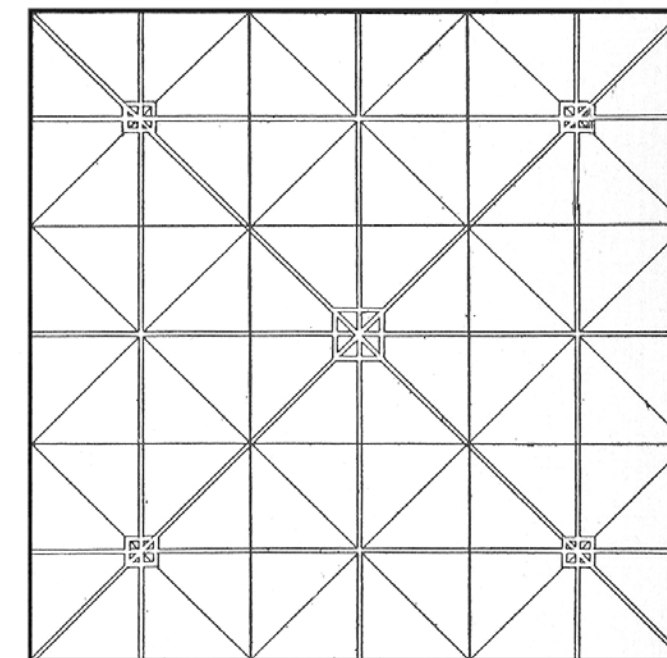
4.0.4 Proposed Township-1

This plan for dividing a Township of 36 square miles proposed by Thomas Adams, Canadian Commission of Conservation, includes a centrally located village, wood lots, and four options for road configurations, as shown in each of the township quadrants. (Map Title: Plan for Agricultural Settlement, by Thomas Adams, from Rural Planning and Development, Canadian Commission of Conservation, 1917. Source: Historical Atlas of Manitoba, page 346. HRB Map #047.)



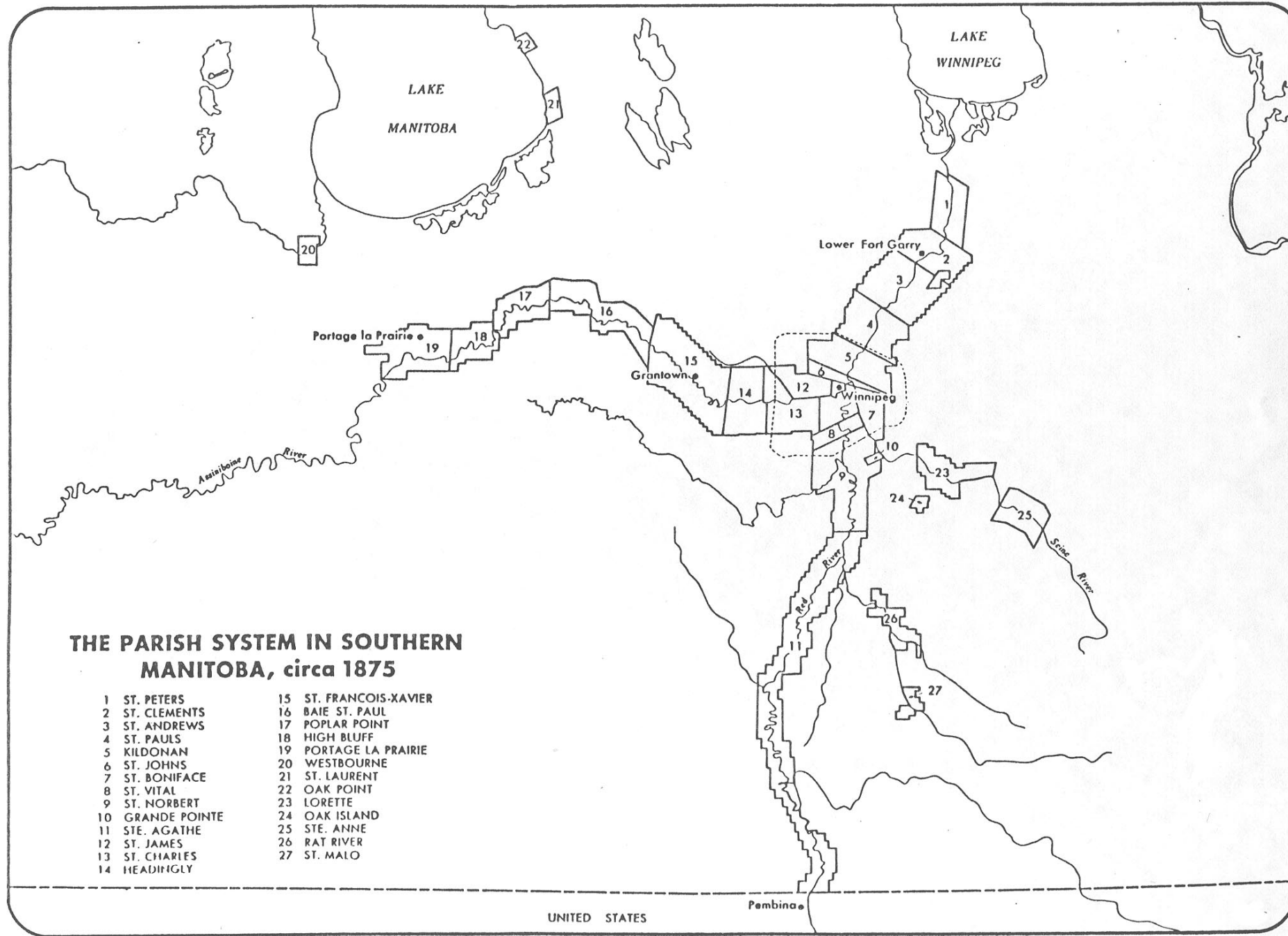
4.0.3 Proposed 'long-lot' Township Plan

Sketch plan showing how the long-lot quarter sections could have been adapted to 'fit' heavily rolling country, and to reduce the number of road allowances needed to provide access to each parcel within a standard township plan. Despite its merits, the long-lot township plan was never implemented. (Map Title: Township Settlement Plan, by W.A. Begg, from Rural Planning and Development, Canadian Commission of Conservation, 1917.)



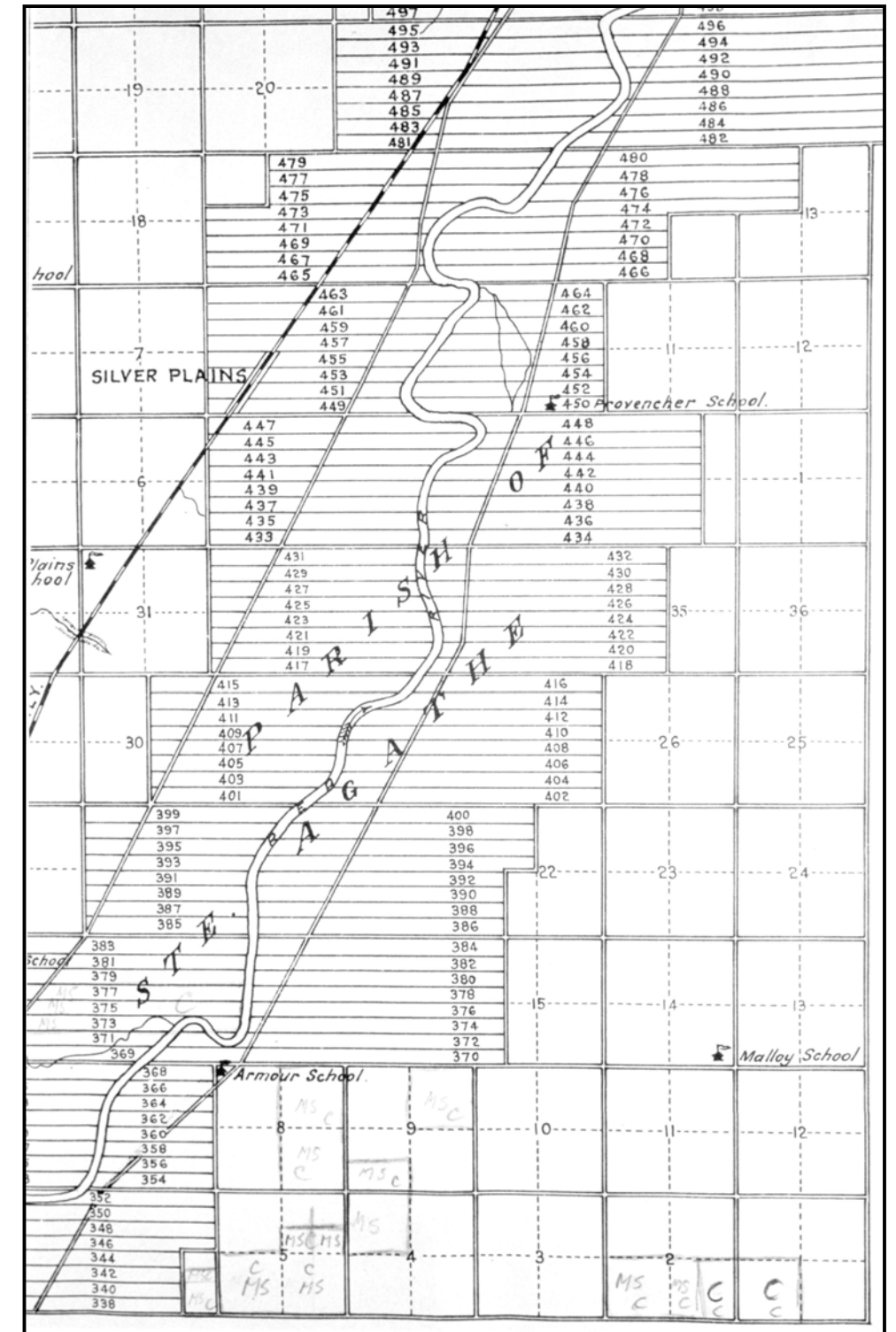
4.0.5 Proposed Township-2

This plan for dividing a Township of 36 square miles was proposed by Sir William Van Horne, President of the CPR. It includes a centrally located service centre; four crossroad hamlets; and direct roadway connections between the communities, while still providing access to all the land parcels. (Map Title: Scheme for dividing a Township of 36 Square Miles as proposed by the late Sir William Van Horne, President of the Canadian Pacific Railway Co. Source: Historical Atlas of Manitoba, page 346. HRB Map #048.)



4.1.1 Parish System in Southern Manitoba

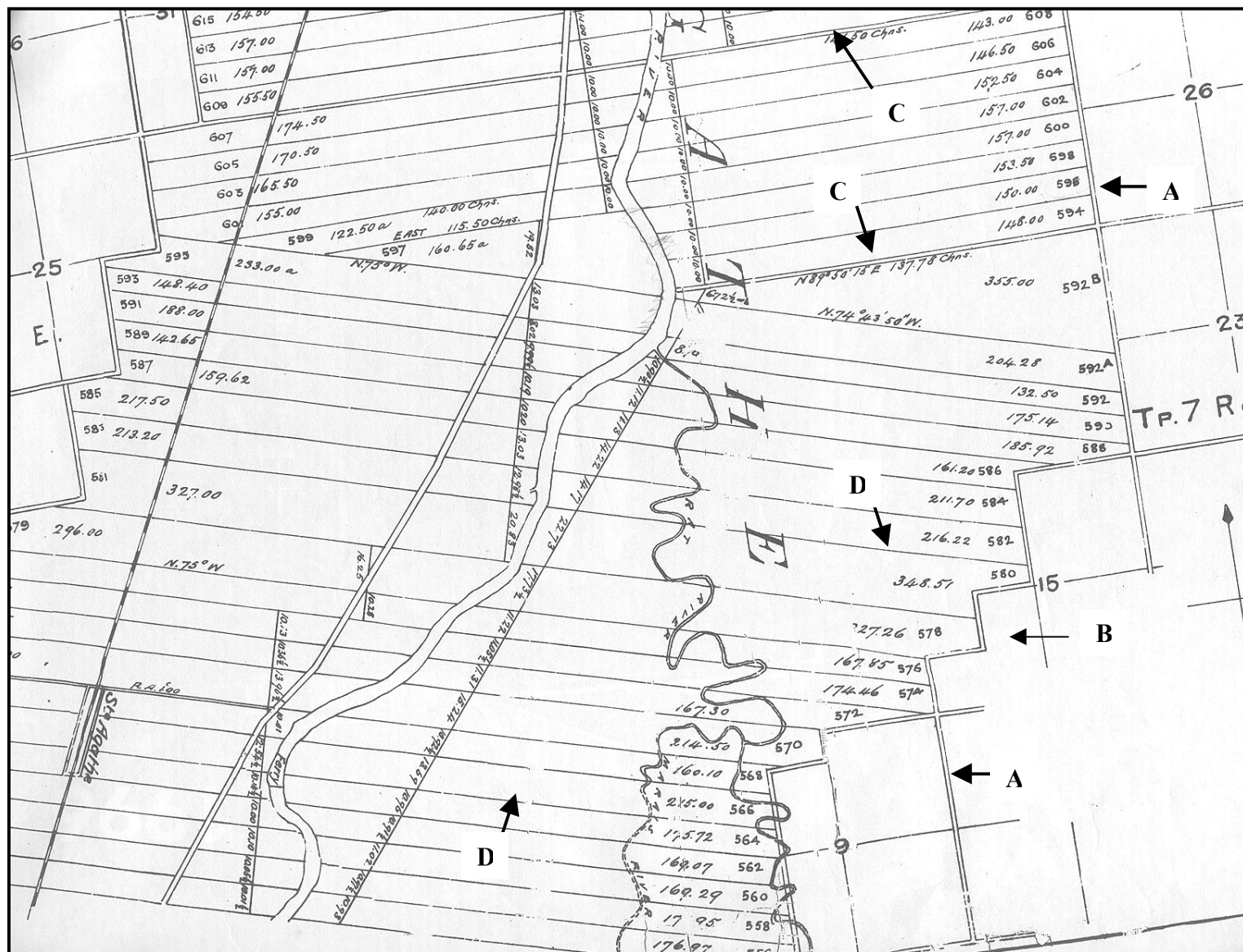
Map showing the parish river-lot surveys located along the Red and Assiniboine rivers, and the smaller long-lot 'Settlements' located northwest and southeast of the major parish surveys. A total of twenty-seven such 'parish surveys' were established prior to 1880 in southern Manitoba, all of which fronted waterways or lakeshores. These proved to be quite popular and several similar surveys were established in later years on an experimental basis, including along the Icelandic River near Riverton in the Interlake Region, and along the Whitemouth River near East Braintree in the Eastman Region. Road configurations within and along the outer edges of these parish surveys often resulted in unusual roadway configurations, as compared to the uniform 'checkerboard' roadways of the dominant township surveyed areas. (Map Title: Parish System in Southern Manitoba, circa 1875. Source: Provincial Archives of Manitoba. HRB Map #083.)



4.1.2 Road Patterns in the Parish Long-lot Survey.

Portion of a municipal map showing the combination of long-lot and township surveys in the area north of Morris along the Red River. Note the twin roadways paralleling the river way, and the stepped nature of the road allowances along the transition line between the two survey systems. The riverside roadways are a characteristic component of all the long-lot surveys and resulted in a linear pattern of rural residential development. This pattern stands out in stark contrast to the dispersed pattern, which occurred in the township-surveyed areas. (Map Title: Map of Morris Municipality. Source: Department of Highways. HRB Map #006.)

4.0 Land Surveys



4.1.3 Left: Property and roadway patterns in the Ste. Agathe area

This detail of an 1894 map shows the long-lot and township survey parcel configurations in the Ste. Agathe area. This particular area provides the best example in the study region of a 'stepped' parish outer boundary. Such roadway steps are quite rare in the study region, as compared to their more frequent occurrence in the parishes of St. Andrews and St. Clements north of the City of Winnipeg. There, the north-east/south-west orientation of the Red River is less in line with the north-south/east-west township grid, resulting in a less adaptable 'fit' between the angled river lots and the township sections. The outer boundary of the Lorette settlement possesses several instances of stepped lot lines. However, these are not visible on the landscape since roadways were not constructed along the outer boundary in these areas, as they were in the Ste. Agathe area. Comparing the parcel boundaries on this map sheet with the current roadway system, as shown on a contemporary map sheet of the same area, reveals a number of interesting roadway alignments.

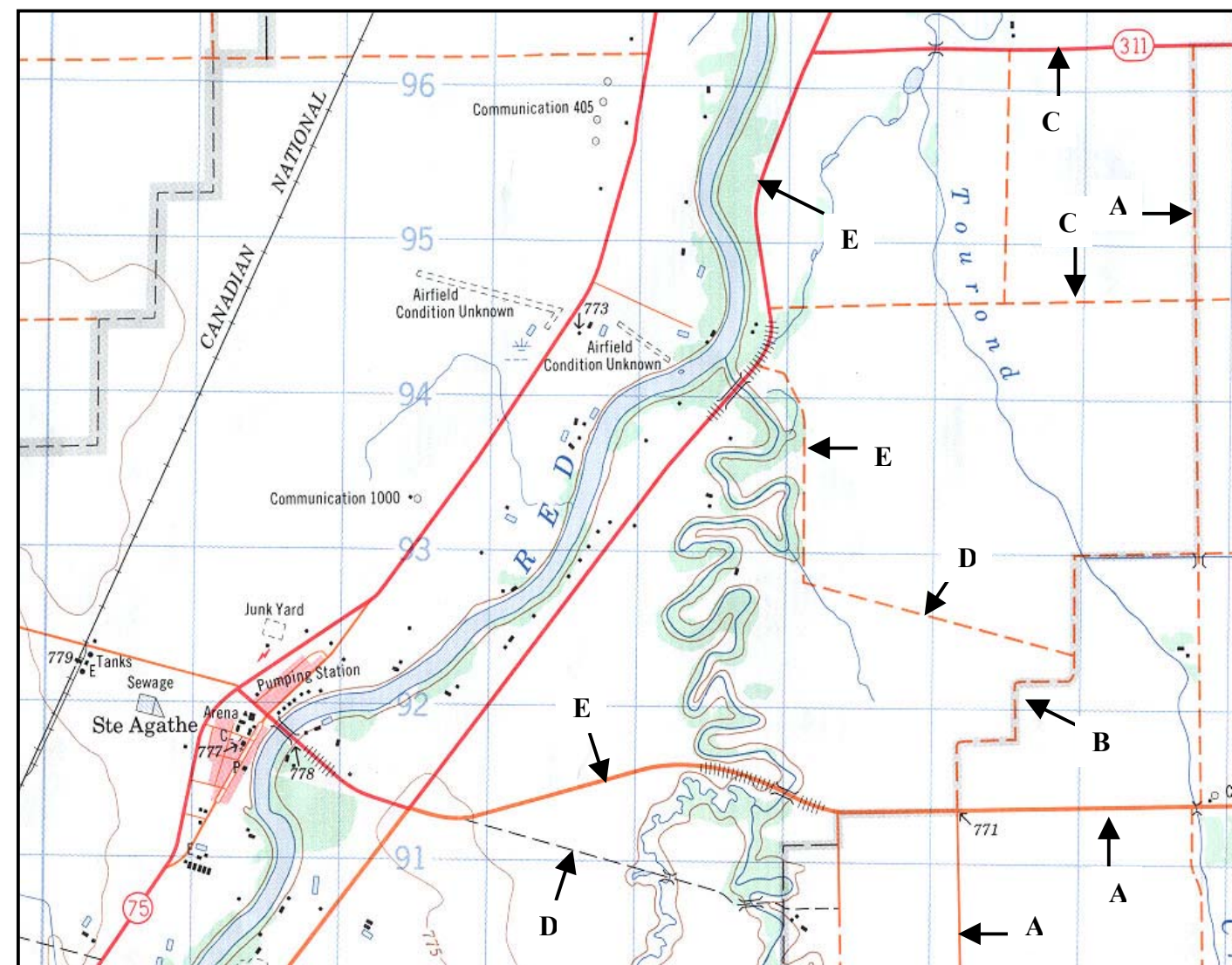
(Map Title: Plan Showing The Parish Lot Surveys in the Province of Manitoba- Sheet No.3, St. Norbert and Part of Ste. Agathe 1894 Source. Historic Resources Branch files. HRB Map #088.)

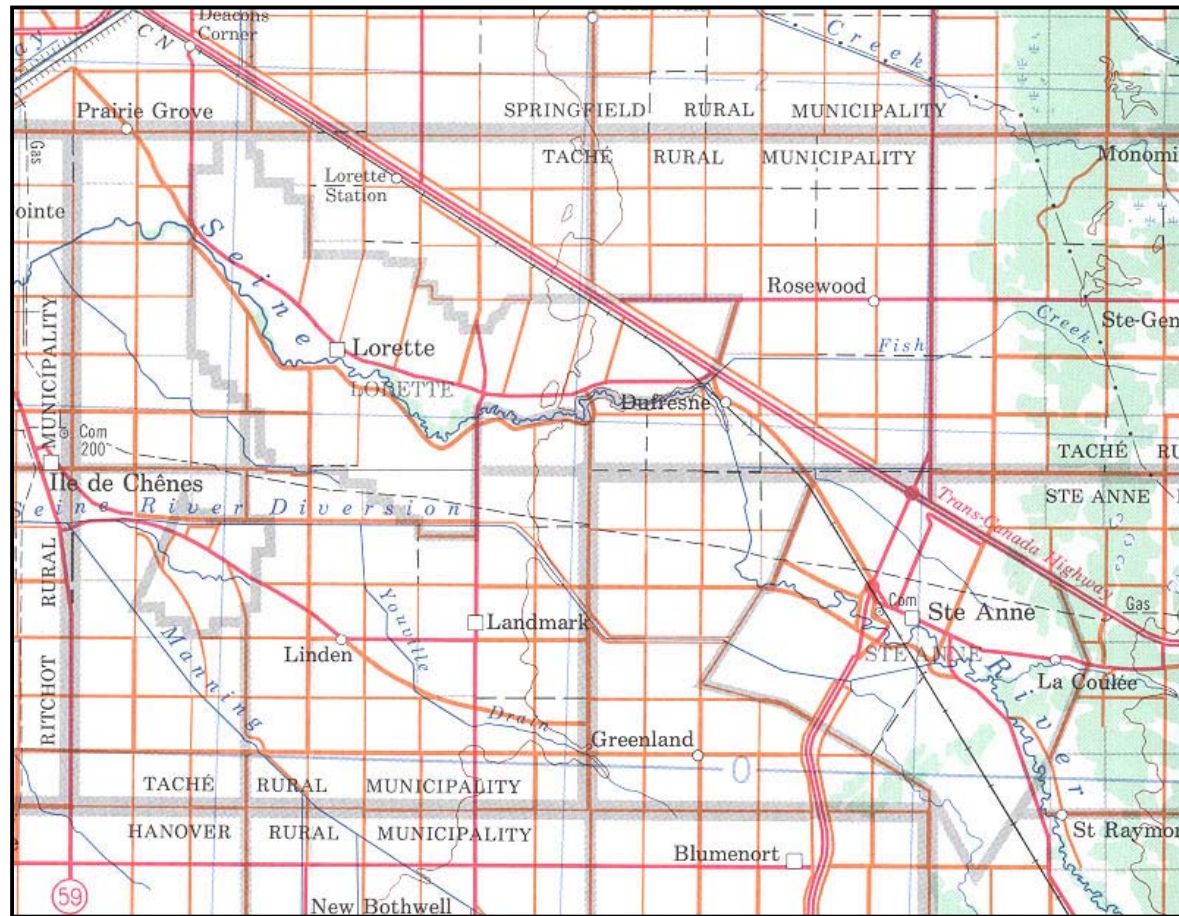
4.1.4 Right: Ste. Agathe Roadway Configurations

Portion of a 1984 topographic map showing the existing roadway configuration in the Ste. Agathe area. The unusual variety of roadway configurations resulted from the combination of section grid, parish outer boundary lines, and the routes of watercourses in the area.

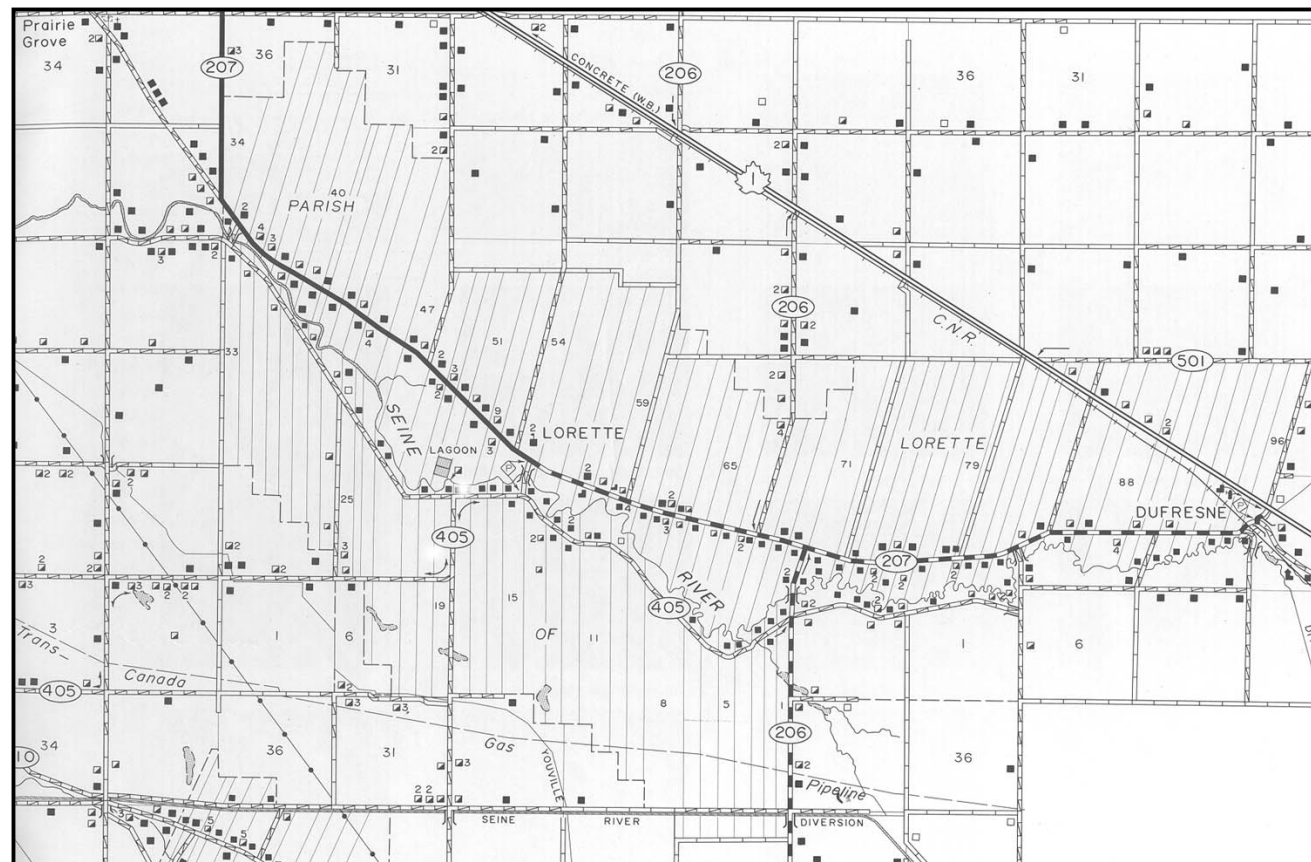
- Roads marked 'A' were constructed along section road allowances.
- Roads marked 'B' were constructed along road allowances located along the parish outer boundaries, where they 'butt-up' to the section survey.
- Roads marked 'C' were constructed on road allowances between long lots.
- Roads marked 'D' were located along long-lot boundaries, which did not possess road allowances.
- Roadways marked 'E' possess free-form routes, which were aligned to either cross or follow a waterway.

This area provides the best example in the study region of the physical manifestation of the various survey systems on roadway development patterns. (Map title: 1:50,000 scale topographic map, 2 H/11 - St ADOLPHE sheet, 1984 series. HRB Map #022).

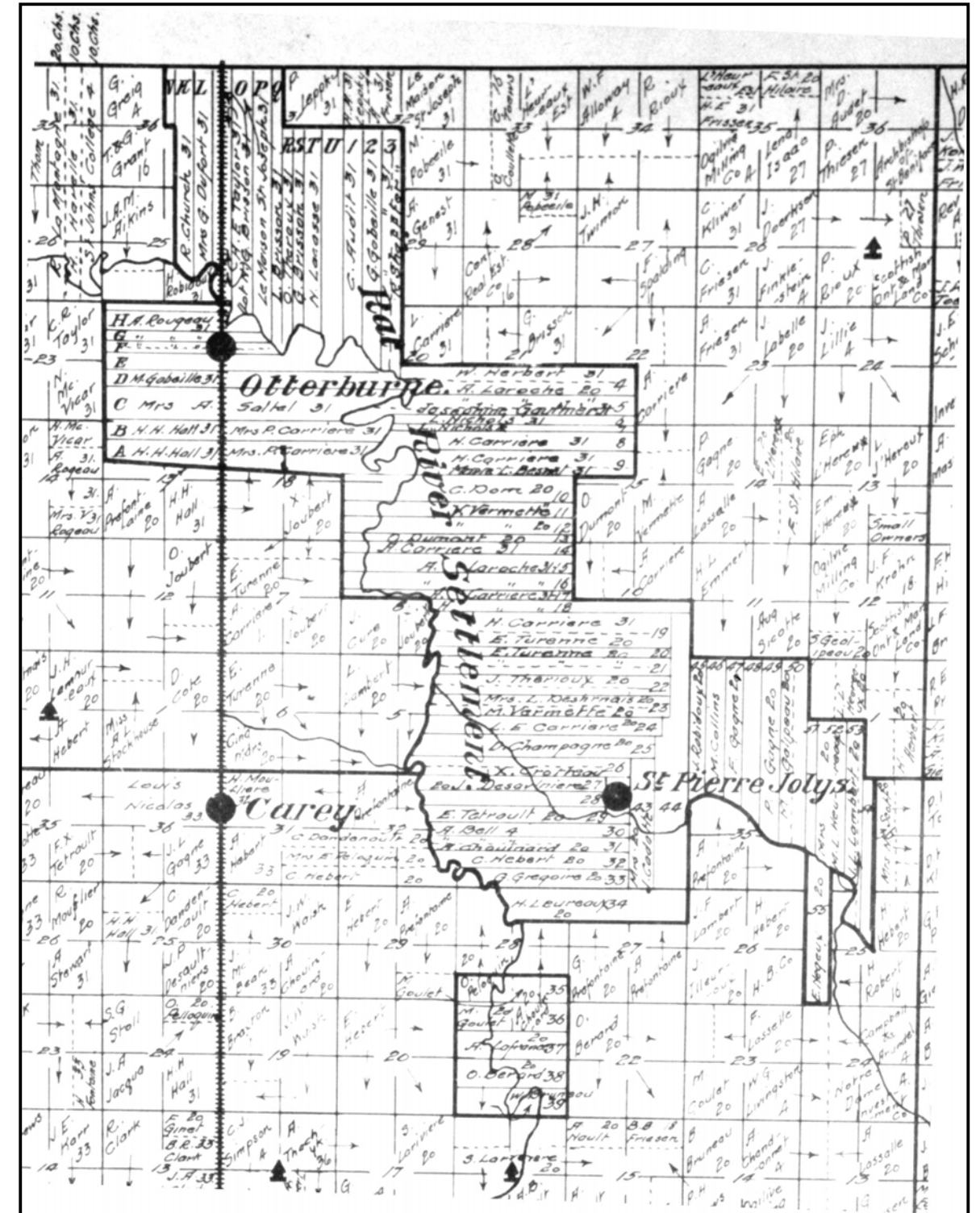




4.2.0 Left: The Outer Parishes
 Portion of a map showing the Lorette, Ste. Anne, and Ile des Chênes 'outer parish' survey settlements. Note the outer boundary of the Ste. Anne Settlement survey is largely defined by municipal roadways, while the outer boundaries of the Lorette and Ile des Chênes parishes are not defined at all by roadways - likely because of the highly irregular nature of the outer boundary.
 (Map Title: 62 H - WINNIPEG map sheet, 1:250,000 scale, 1994 Series, Canada Centre for Mapping, Department of Energy, Mines and Resources. Source: Manitoba Conservation, Maps & Surveys Branch. HBR Map # 090.)



4.2.1. Left: The Outer Parishes
 The Lorette Settlement, being the largest of the six 'satellite' river-lot settlements in the study region, provides the most obvious and clear example of the type of linear yardstead development that this type of survey system engendered. The unusual road configurations within and along the outer boundaries of the settlement are also characteristic of this type of special survey. As with the other river-lot settlements, the unusual physical nature of the Lorette Settlement is not currently noted or interpreted with 'historic' or 'point-of-interest' signs or cairns of any type. (Map Title: General Highway Map, RM of Tache, Province of Manitoba. Source: Department of Highways, Planning & Design Office, Winnipeg 1979, Map Sheet #104.)



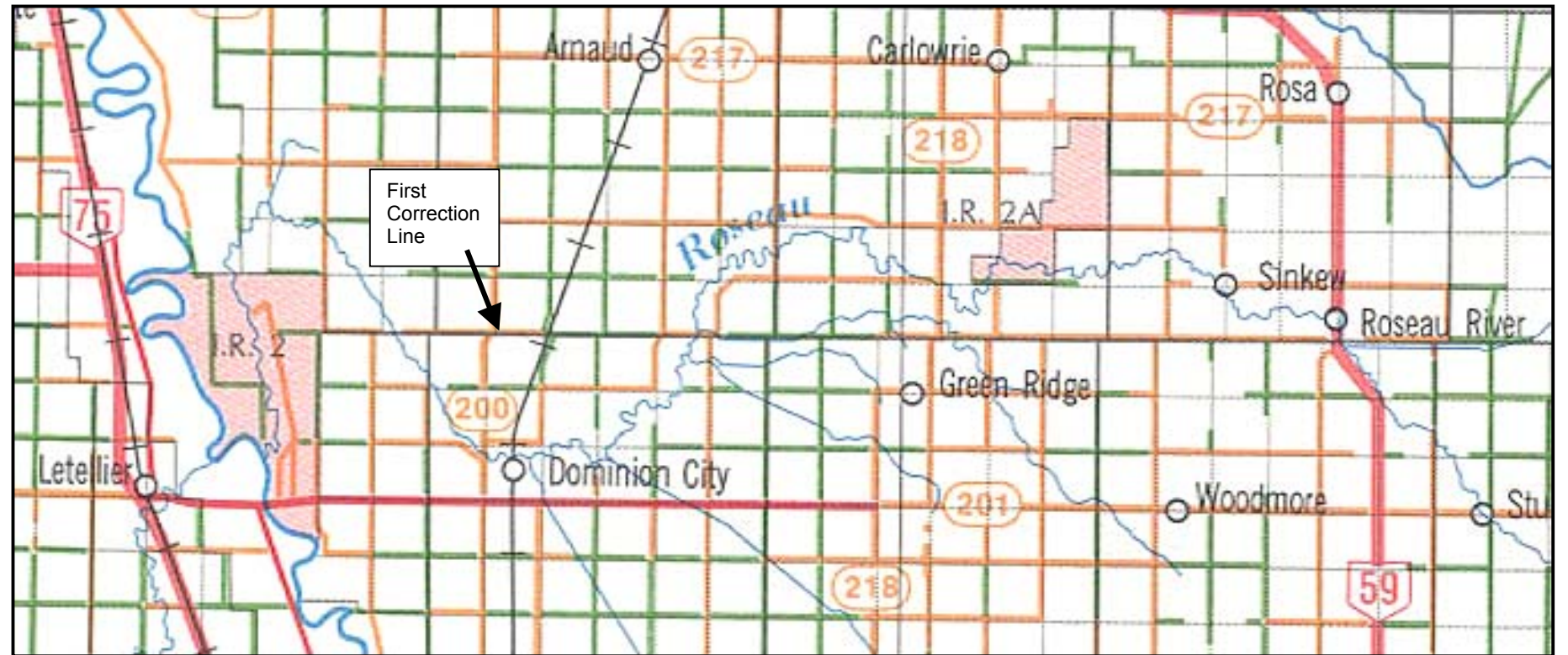
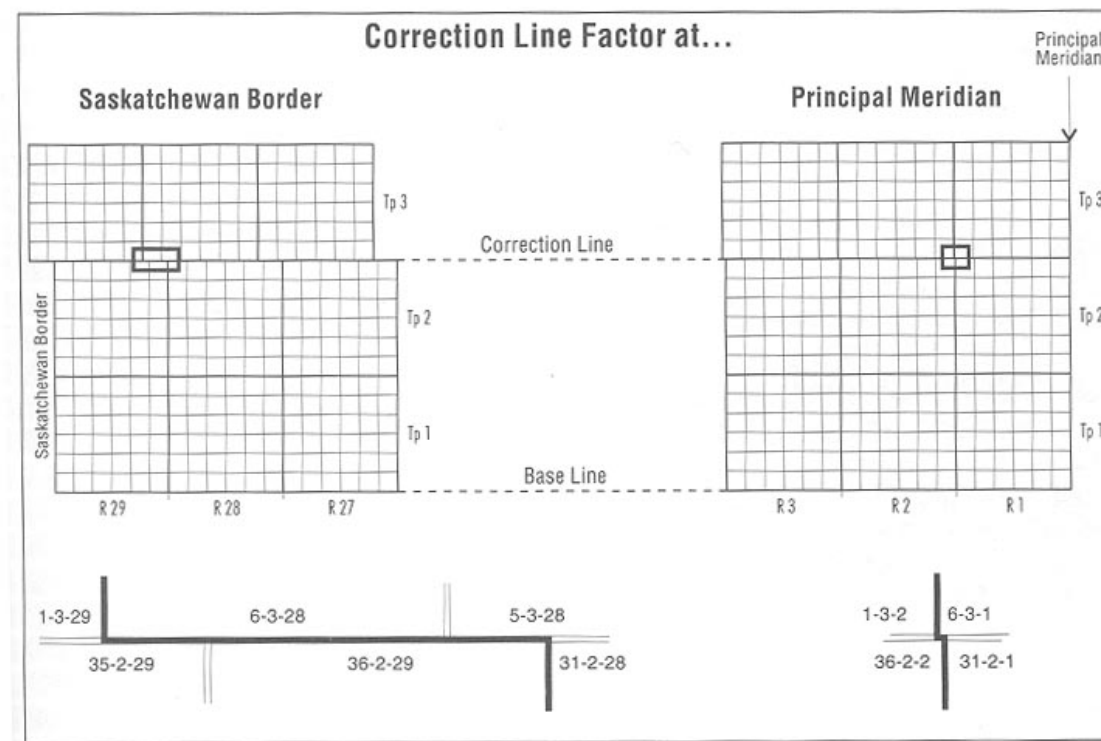
4.2.2. Above: The Outer Parishes - The Rat River Settlement
 Detail of a 1918 land ownership map showing the lot configuration in the Rat River Settlement. Note the various widths and lengths of the lots, and that lots 35 through 39 are not connected to the main body of the survey.
 (Map Title: Cummins Manitoba Land Map Series Showing Names, Locations & Addresses of Owners, 1918, Sheet 1. PAM #H5 614.3 gbbd Series 4 1918. MRG Map #008.)

4.0 Land Surveys

4.3.0 Below: Township Survey Correction Lines

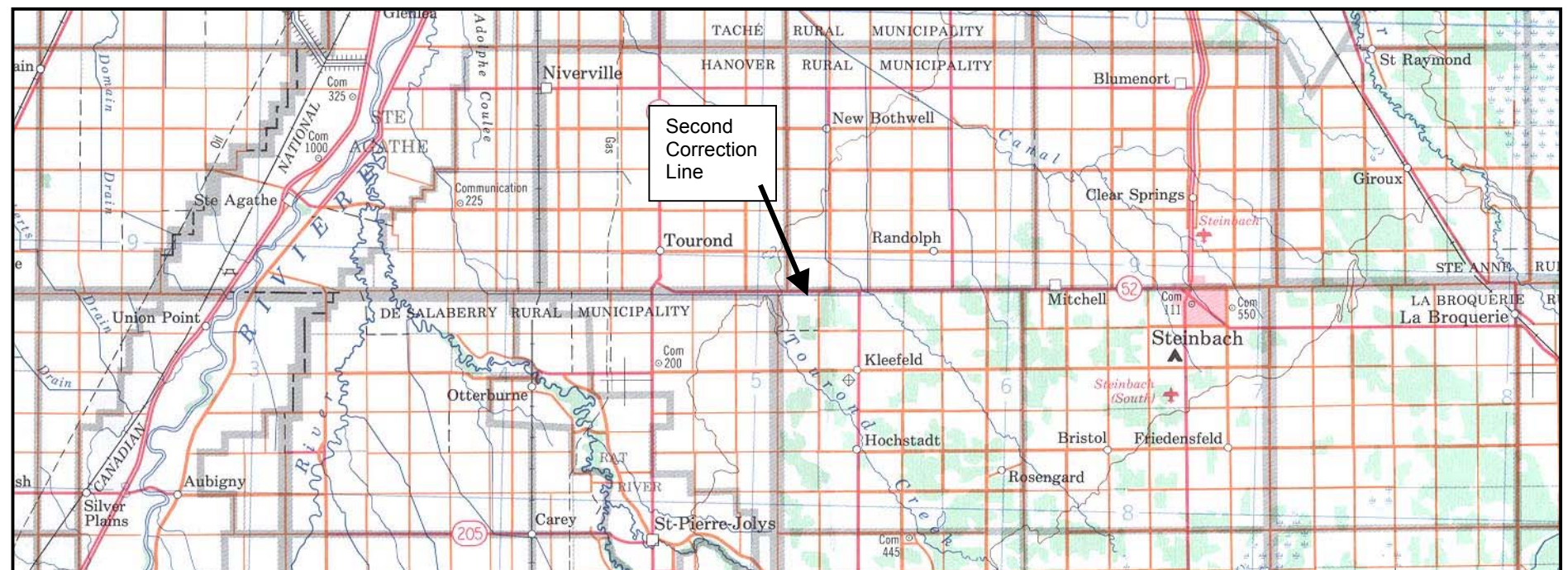
This illustration shows the effect of the Correction Lines on the landscape of southern Manitoba. Correction lines were an important component of the Township survey system, needed to help fit a 'square' survey system onto a 'round' earth. All the north-south meridians on either edge of the township are meant to point true north and south, and therefore converge slightly. Making the northern edge of each township 61 feet shorter than its southern boundary solved part of the problem. To further compensate for the convergence of the meridian lines, new base lines were established every fourth township north, (except for the First Correction Line, which is only two townships north of the US border). Townships located along the Correction Lines 'jog' to the right, east of the Principal Meridian, and to the left in areas west of the Principal Meridian, which is the only perfectly straight north/south meridian in Manitoba. As the illustration below shows, the greater the distance from the Principal Meridian, the greater the 'jog' in the alignment. At the Saskatchewan boundary, the left-handed jog is over 1 1/2 miles (2.4 km) wide. In some areas of the province further adjustments were required and resulted in townships less than 36 sections in size, and sections less than 1-mile square.

(Illustration Title: *The Effect of Correction Lines on the Landscape of Southern Manitoba*. Source: *The Geography of Manitoba - Its land and Its People*, by John Welsted, John Everitt and Christopher Stadel, 1996, page 103. HRB Map # 073.)



4.3.1 First Correction Line

Detail from a Manitoba road map showing the right-handed jog in P.R. #200 just north of Dominion City caused by the presence of the first Correction Line. Although other similar examples of highway 'jogs' are to be found in the study region, this particular site is the clearest and most obvious example. As with other roadway configurations resulting from the presence of correction lines, this site is not interpreted or noted in any fashion. (Map title: *Manitoba Roadways Map*. Source: *Manitoba Maps & Surveys Branch*, 1977 1:500,000 Edition. HRB Map # 061).



4.3.2 Second Correction Line T-junctions along PTH 52

Portion of a Manitoba road map showing the right-handed jogs and T-junctions along PTH. #52. Because of its role as a Provincial Trunk Highway, this particular section of the Second Correction Line is highly visible and therefore superior to the examples found along the First Correction Line in the study region.

(Map Title: *62 H - WINNIPEG map sheet*, 1:250,000 scale, 1994 Series, Canada Centre for Mapping, Department of Energy, Mines and Resources. Source: *Manitoba Conservation, Maps & Surveys Branch*. HRB Map # 090.)

4.4.0 The Grande Pointe Settlement Survey Error

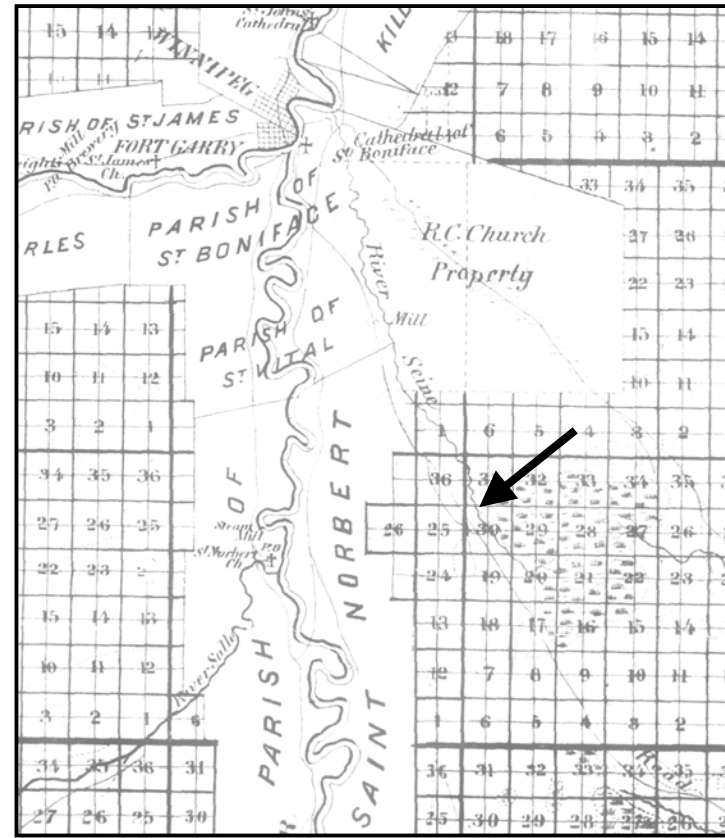
When the Dominion Survey crews resurveyed the old parish lots of the Red River Settlement in the early 1870s, only the first two miles back from the river were surveyed and the section survey abutted against the two-mile line. In 1874 the decision was made by the government of Canada to add the 'outer two miles' of land to the appropriate river lots, wherever this was possible. In the older 'Kildonan' river lots, the outer two-mile zone was semi-public hay land, used by the settlers of the inner settlement, so there were many claims to land in the outer two miles. This special survey was completed in 1877, moving the quarter section survey four miles back from the rivers.

In most cases, the inner lots were simply extended a further two miles at their existing width. At the junction of the two survey systems, the lot ends often formed a 'saw-tooth' edge along the outer two-mile boundary. In some cases the original saw-tooth edge of the inner two miles was retained on the landscape in the form of road allowances, while in other cases the township road allowances were not retained when the river lots were extended. The river lots in the new parishes of Ste. Agathe, Poplar Point, and Portage la Prairie were not extended. Only those in the older parishes of St. Norbert, St. James, St. Andrews, and St. Clements were extended. Complications often arose during the time interval between surveying of the inner and outer two miles. In a number of places, land included in the section survey were taken up prior to the new outer two-mile survey, and these claims had to be honoured by the government. Thus, there are a few instances where a quarter section farmstead was inserted in the midst of the long lots.

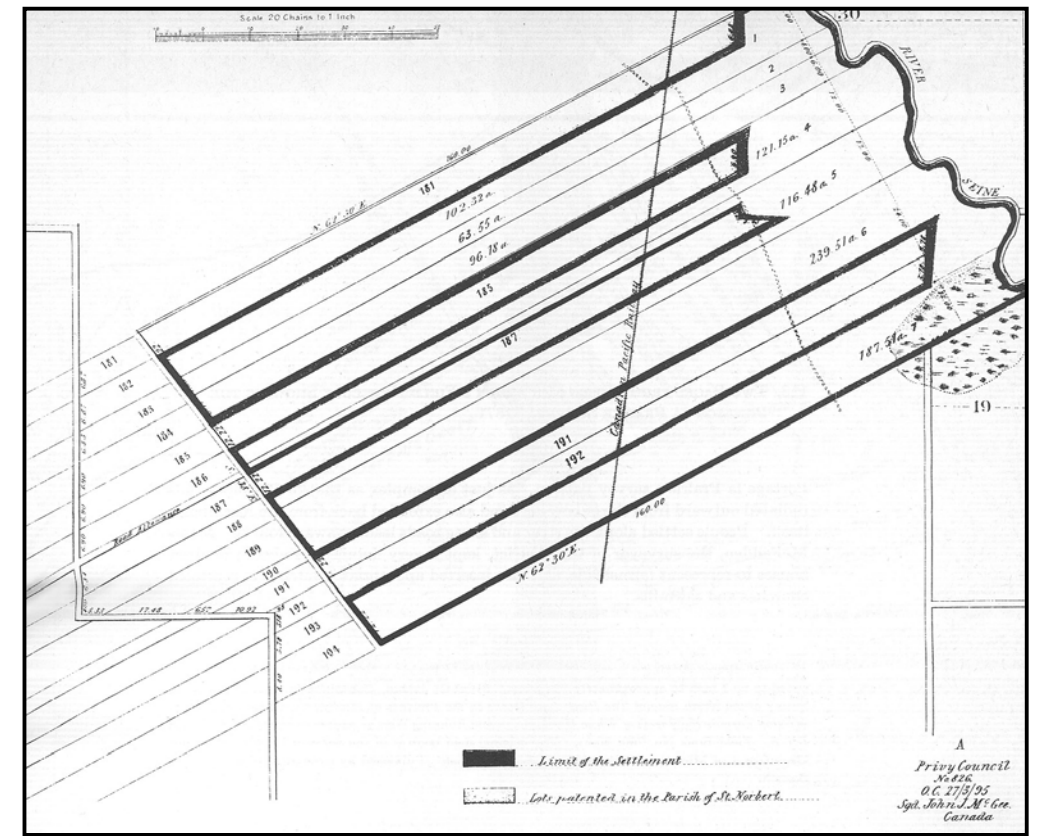
A complication of enormous proportion occurred in the Grande Pointe Settlement. The Grande Pointe Settlement was the third of the special 'French river-lot settlement' surveys to be incorporated into the township grid along the banks of the Seine River. It consists of seven two-mile deep lots, and is located approximately 8 km (5 miles) downstream from the Lorette Settlement.

It appears that the surveyors quite simply staked out the wrong side of the river, and ran the lots back from the west bank. These were subsequently overlapped by part of the 'outer two miles' of the Parish of Saint Norbert when its outer two miles were added. Simply running the Grande Pointe lots back from the east bank would have prevented the legal tangle which resulted. Since the error was not recognized for some years, until the settlers 'proved up' their homesteads and began to apply for 'patent' or ownership papers, the error could not be easily corrected. Much legal wrangling followed, and eventually it was decided that the families who received patent first would retain ownership of their two-mile strip. After the situation was finally resolved, five of the 14 St. Norbert survey lots remained intact. On the Grande Pointe side, all seven of the lots retained that portion of their river lot located beyond the new St. Norbert survey four-mile line. Lots 2, 3, and 7 survived completely intact, while the remainder were either truncated by the N/S – E/W lines of the Dominion Survey, or were sliced up lengthwise by the surviving St. Norbert lots, which were narrower than the Grande Pointe lots and thus did not correspond to any of the Grande Pointe lot lines.

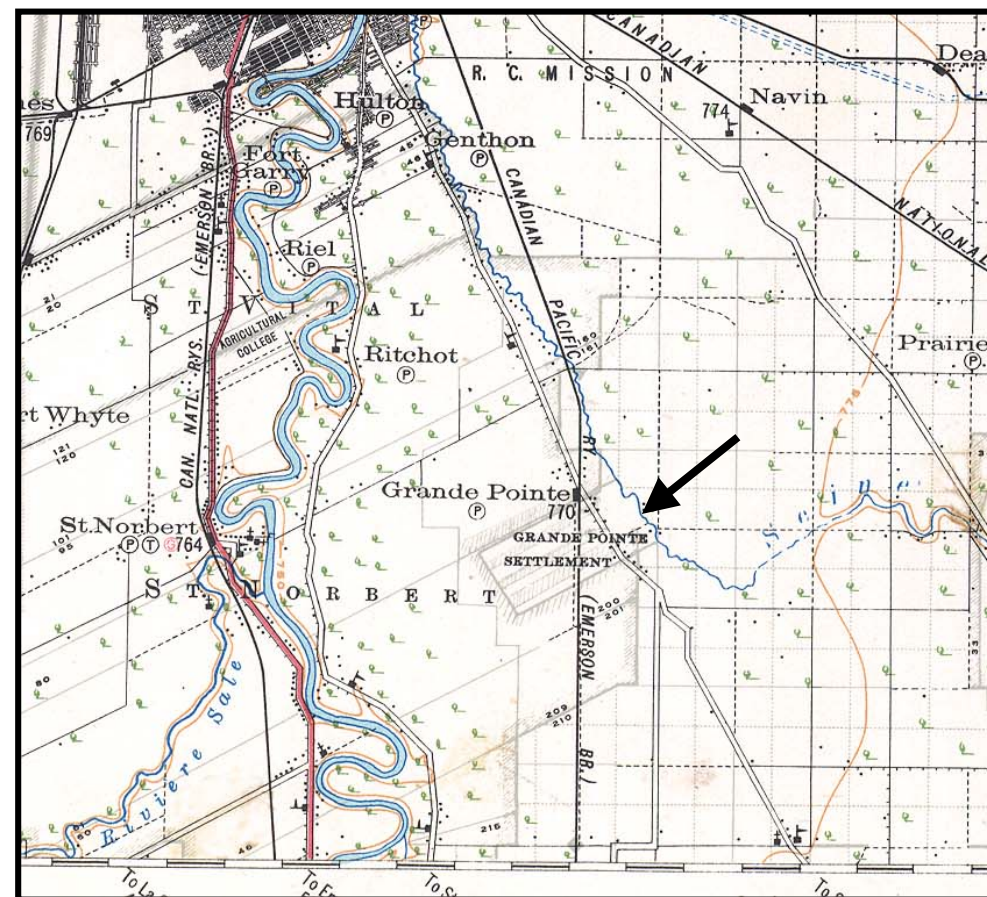
With recent residential development, the survey debacle is not as evident upon the landscape as it is on some maps, nor as it was upon the lives of the early residents of the area. However, several of the roads in the area owe their origin to the surveying error. The orientation and widths of many of the current residential lots in the area, similarly, have been influenced by the error.



4.4.1 Above: Original St. Norbert Parish Survey
Detail of a map showing the original two-mile wide St. Norbert Parish. (Map Title: Map of the Province of Manitoba Showing Surveys Effected in 1871 and 1872. (Source: PAM # H7 614.1 bj 1871 State 1. HRB Map #019)



4.4.2 Above: Grande Pointe Settlement
Plan of the Grande Pointe Settlement showing inter-fingering of long lots resulting from the survey error. (Map Title: Plan of the Settlement of Grande-Pointe in the Parish of St. Norbert, Province of Manitoba. 1885. /by M.J. Charbonneau D.L.S., Canada Department of the Interior. Source: The Historical Atlas of Manitoba by Warkentin and Ruggles, for The Manitoba Historical Society 1970, page 260. HRB Map #075)



4.4.3 Right: Grande Pointe Settlement
Detail of a map showing the location of the Grand Pointe Settlement on the south side of the Seine River overlapping the outer two miles of the St. Norbert Parish. The original two-mile boundary is also indicated on this map. (Map Title: Sectional Map Sheet No. 23, Emerson 1922 Edition. Source: Manitoba Conservation, Maps & Surveys Branch files. HRB Map #019)