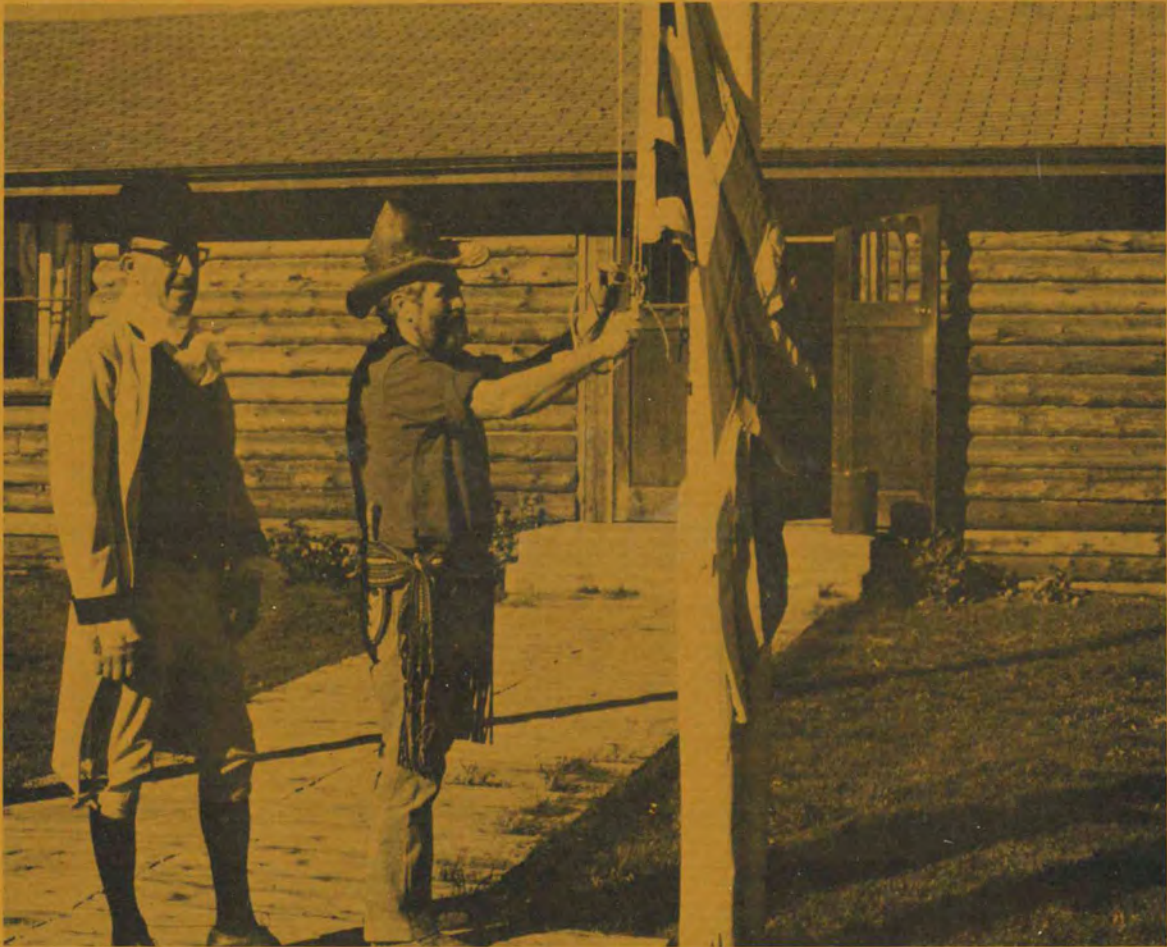


DAWSON AND HIND

FALL 1977

VOL.6 NO.4



FORT DAUPHIN MUSEUM

a quarterly publication of the association of manitoba museums

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Volume 6, Number 4

Dawson and Hind is published quarterly for the Association of Manitoba Museums by the Museums Advisory Service, with the co-operation of the Historic Resources Branch, Dept. of Tourism, Recreation and Cultural Affairs, Province of Manitoba.

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Unsolicited articles are welcome. Address all correspondence to:

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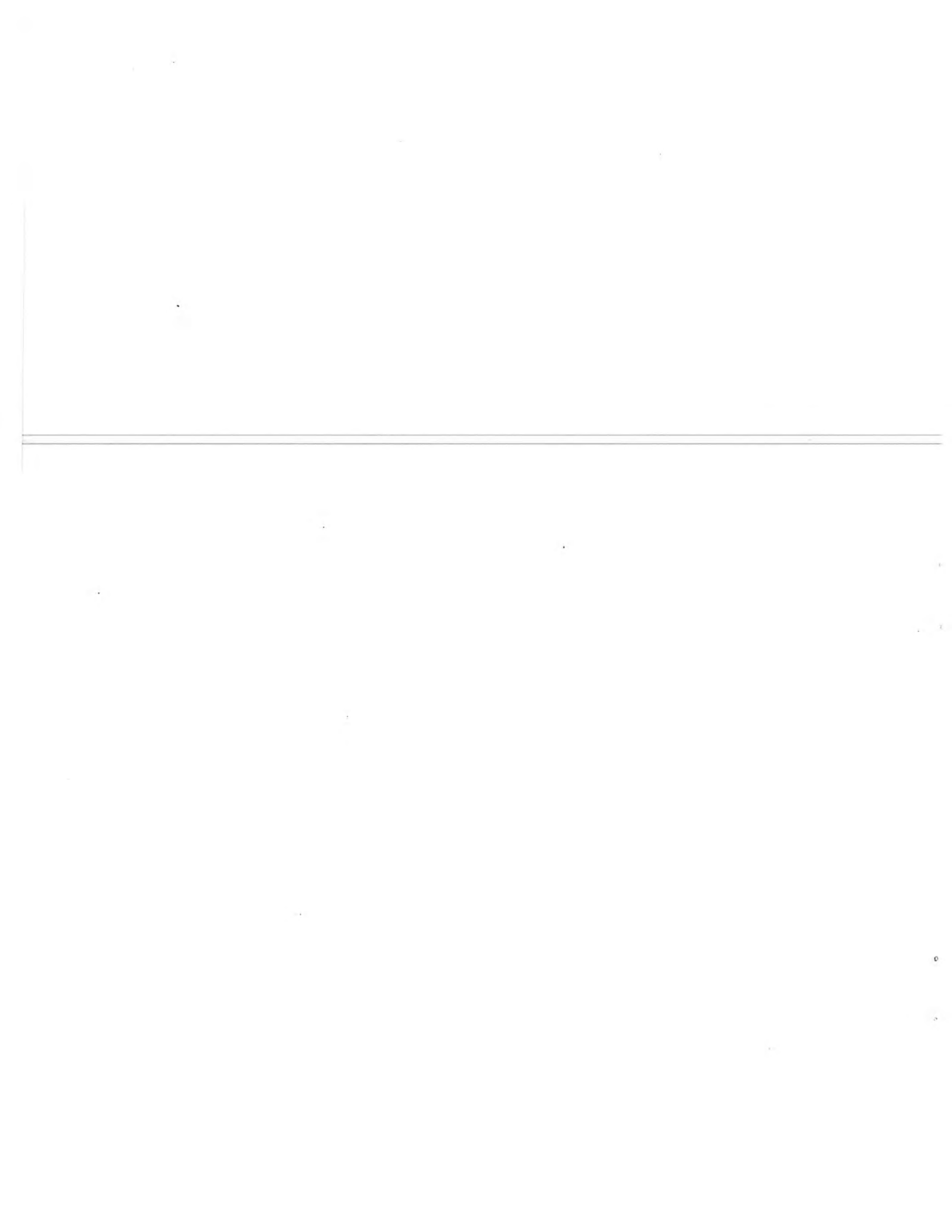
Editor B. Diane Skalenda
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David McInnes
Tim Worth

Simon James Dawson was appointed by the Canadian Government in 1857 to explore the country from Lake Superior westward to the Saskatchewan. His report was among the first to attract attention to the possibilities of the North West as a home for settlers. He was later to build the Dawson Route from Lake-of-the-Woods to Winnipeg, Manitoba.

William George Richardson Hind accompanied his brother, Henry Youle Hind, as official artist, when the latter was in command of the Assiniboine and Saskatchewan exploration expedition of 1858. W. Hind revisited the North West in 1863-64 and painted numerous paintings of the people and general scenes.

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Cover Photo Credit: *David McInnes*



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- b) aiding in the improvement of museums in their role as educational institutions
- c) acting as a clearing-house for information of special interest to museums
- d) promoting the exchange of exhibition material and the arrangement of exhibitions
- e) co-operating with other associations with similar aims
- f) other methods as may from time to time be deemed appropriate

Invitation to Membership

You are invited to join the Association of Manitoba Museum so as to take part in its activities and provide support for its projects.

Activities and Projects

A number of activities and projects are planned to help the AMM achieve its objectives. These include:

- a) the publication of a regular newsletter and/or quarterly to discuss the activities of the museums, provide information on exhibits, and to distribute technical and curatorial information
- b) a regularly updated list of museums in the Province, including their main fields of interest and a list of personnel
- c) conducting training seminars aimed at discussing problems of organization, financing, managing and exhibitions at an introductory level
- d) organizing travelling exhibits to tour Manitoba
- e) the completion of a provincial inventory to assist in preserving our cultural heritage

MEMBERSHIP CLASSIFICATIONS

Individual Membership - open to any resident of Manitoba who wishes to promote the aims of the Association, whether or not he or she is connected with a museum. Annual fee - \$3.00

Associate Membership - this includes institutions and individuals outside the Province of Manitoba who wish to promote the aims of the Association, whether or not such member is connected with a museum. Annual fee - \$3.00

Institutional Membership - this is restricted to museums located within the Province of Manitoba. Annual membership fee is based on the museum's annual budget as follows:

Annual Budget	Membership Fee
100 - 1,000	\$10.
1,001 - 20,000	15.
20,001 - 40,000	20.
40,001 - 80,000	25.
80,001 - 160,000	30.
160,001 - 320,000	35.
320,000+	40.

AIMS OF THE ASSOCIATION

Object

The advancement of museum services in Manitoba by:

- a) promoting the protection and preservation of objects, specimens, records and sites significant to the natural and human history of Manitoba

Further information may be obtained by writing to the Secretary-Treasurer, Association of Manitoba Museums, 190 Rupert Avenue, Winnipeg, Manitoba R3B 0N2.

Editor's Forum

DIANE SKALENDA
Museums Advisory Service
Manitoba Museum of Man and Nature

The fur trade played a monumental role in the pre-Confederation history of Manitoba. This history is depicted in museums throughout the province—from the Fort la Reine Museum at Portage la Prairie to Prince of Wales Fort at Churchill. We have dedicated the majority of this issue to the fur trade and we hope our readers enjoy it.

The 1977 Annual Fall Seminar and General Meeting was a resounding success. Close to seventy delegates attended the Conference which was held once again at Canadian Forces Base Shilo. The Annual Meeting brought about some changes in the Council. John Dubreuil of the Swan Valley Museum concluded two years as the Association's President. Our thanks go to Mr. Dubreuil and the Council for a job well done. Congratulations are also extended to Chief Warrant Officer Peter Winter of the Royal Artillery Museum at Shilo who assumed the role of President. At this stage in the Association's history, when it is maturing and truly becoming the voice for the community museums in the province, Mr. Winter's term of office promises to be both time consuming and challenging. He will definitely need support and encouragement from all our members.

There is a very distinct possibility you will be receiving this issue of **Dawson and Hind** during a January deep freeze. However, look on the bright side—spring is only three months away! It is not too early to start thinking about the Regional Mini Seminars. If your museum would like to host one for your region this spring, or you have a particular topic you would like to see discussed, contact the Museums Advisory Service, 190 Rupert Avenue, Winnipeg, Manitoba R3B 0N2.

UPDATE:

North American Fur Trade Conference 1978

A conference on the fur trade will be held in Winnipeg, Manitoba on May 4th, 5th and 6th, 1978. The scope of the conference is broad and will include papers of interest to students, laymen, historians, geographers, anthropologists, archaeologists, and economists. Speakers from Canada, the United States and Europe will be in attendance.

The conference will include papers on the impact of the fur trade on Indian culture; fur trade mapping; fur trade economics; fur trade personalities; fur trade on the Pacific coast; and fur trade social and labour history.

The conference is sponsored by the University of Manitoba, Winnipeg and Brandon; the Historical and Scientific Society of Manitoba; the Manitoba Museum of Man and Nature; Parks Canada, and the Hudson's Bay Company.

The Final programme and information on registration, accommodation, and planned activities may be obtained by contacting: Fur Trade Conference 1978, P.O. Box 835, Winnipeg, Manitoba.

CMA Annual Conference—1978

The dates of the next CMA Annual Conference have been set from Sunday, June 4th to Thursday, June 8th, 1978, in Fredericton, New Brunswick, with the last day being a full one of optional meetings centered on the New Brunswick Museum in Saint John. The sessions of the Conference covering professional and academic discipline matters,

B.D.S.

will revolve around the general theme of "Doing more with less" and recognize the job that we have to do in museums at a time when financial and human resources are inevitably going to be restrained. The tradition of opening with the Fellows Lecture will be carried on; there will be a special visit to Kings Landing Historical Settlement and participants will be royally entertained at a special New Brunswick night. Meetings will take place at the University of New Brunswick where accommodations will also be available.

The Discovery Train

Work has begun on the redesign and renovation of the U.S. Bicentennial Train purchased by the Federal Government to become a Discovery Train in Canada. The National Museums is responsible for the creation of the exhibits and operation of the train which will depict the national, social and cultural elements of our Canadian heritage. The train will be the largest travelling exhibit in the world with more than 10,000 square feet of exhibition space. It is expected that the train will be ready sometime in 1978 and will begin a five-year tour of the country.

National Heritage Travel Contest

The Department of the Secretary of State will spend an extra \$13.6 million in the next 18 months on a series of cultural projects designed to tell Canadians more about Canada. The National Museums of Canada, which already received \$44.5 million, will get an extra \$1.75 million for a National Heritage Travel Contest, a travelling exhibition on great Canadians, museum kits to schools, a travelling exhibition on bilingualism and publications.

Historic Clothing Collection

A unique and comprehensive collection of historic clothing is offered for sale. The collection comprises mainly women's clothing but does include some children's garments. There are over 500 individual items ranging in date from 1861 to 1931. The collection is unique in that it covers most of the important fashion changes within the period indicated and is comprised of complete outfits including shoes, hats, purses, and gloves. Please reply to Box 1767, Victoria, British Columbia. A detailed inventory and photographs are available.

The Canadian Museums Association offers to individuals in the museum field professional development grants* for the purposes of:

- o **Travel.** Regional travel aid is available to a maximum of fifty dollars to attend a training event.
- o **Short-Term Study.** Group Study or Workshop activities outside of the home region which are of intermediate or advanced level lasting less than one month are eligible for assistance to a maximum of \$500. and travel allowance if necessary.
- o **Study Tours.** Projects directed towards detailed study of a particular aspect of museology or museography through travel to other museum locations can qualify for assistance to a maximum of \$750. for one month.
- o **Short Term Internship.** Assistance is available to individuals who wish to engage in advanced professional development activities in a specific area of museology or museography. Maximum assistance available is \$500. per month for a period not exceeding two months duration, and travel allowance, if necessary.

Applications for Travel Grants, Short Term Study Grants, or Study Tour Grants will be received by the C.M.A. throughout the year.

Applications for Short Term Internship Grants will be adjudicated twice yearly. Closing dates are August 31, 1977 and January 31, 1978.

For detailed application information and/or application forms, direct request to:

Canadian Museums Association
Bursary Programme
331 Cooper Street, Suite 400
Ottawa, Ontario
K2P 0G5

** These grants are directed towards individual professional development projects only. Requests for funds to carry out institutional public programmes or related research will not be accepted.*

Funding for this programme has been provided by the Training Assistance Programme, National Museum Policy, National Museums of Canada.

Fort Dauphin Museum

RUTH McDORMAND
Fort Dauphin Museum
Dauphin, Manitoba

IN THE BEGINNING it was written that the purpose of the Fort Dauphin Museum shall be:

-to provide care, custody, and display facilities for the artifacts, maps and other properties of the Manitoba Archaeological Society;

-to assist the Dauphin Historical Society and the Dauphin Pioneers' Association to revive the past in realistic and authentic fashion, by the display of antiques and exhibits, and by informed discussion;

-to provide an authentic reconstruction of a North West Company trading post, modelled on Fort Dauphin;

-to assist the educators of Dauphin and vicinity of both regular and adult classes; and

-to provide an attractive place to visit and to take visitors.

AND AFTER 18 MONTHS there is a view from the observation tower inside the southwest corner of the palisade which includes not only the environs of the Town of Dauphin and the flowing Vermillion River, but also a growing museum complex, of log construction, on a landscaped lot. The central building, 60 feet by 30 feet, houses the museum proper, near which is a smaller structure for a blacksmith shop and trading room. A fur trade canoe establishes the feeling of history already suggested by the log construction and by the blockhouse at mid-point of the south wall of the palisade. Through this entrance the Fort Dauphin Honour Guard, in authentic buckskins and colourful voyageur sashes, escorts visiting dignitaries on ceremonial occasions.

HISTORY OF FORT DAUPHIN

By the selection of the name "Fort Dauphin", the founders of the museum established an explicit link with the operation of the fur trade. The name was originally bestowed by LaVerendrye about 1741 in honour of the Dauphin of France. The lake took its name from the trading posts. Their exact location has been a matter of speculation, although it was known that the North West Company and the Hudson's Bay Company each had a Fort Dauphin near the mouth of the Valley River. After the two companies merged in 1821, the Hudson's Bay Company moved into the North West Company building.

Local interest was heightened by a series of articles in the "Dauphin Herald" entitled "Fort Dauphin Story". This series was written by Jim Parker who is a recognized authority on the history of the area. Mr. Parker is an Associate Curator of the Manitoba Museum of Man and Nature and a member for the Champlain Society. His studies of the history of Fort Dauphin continue in an effort to determine the historical facts, and his comment to an inquirer who asks, "Where is it?" is a quizzical "Which Fort Dauphin do you mean?".

Mr. Parker's later research took place in the archives of the Hudson's Bay Company after these were moved to Winnipeg. The reports and journals of Peter Fidler (1769-1822) assumed increasing importance in determining the historical facts about Fort Dauphin. Peter Fidler was also the subject of a biography by James G. MacGregor, who called him one of Canada's greatest exploratory surveyors.

Peter Fidler travelled more than 48,000 miles in the northwest as a geographer and fur trader for the Hudson's Bay Company from 1788 until his death at Fort Dauphin in 1822. He took charge of Fort Dauphin in 1819 and was one of the few surveyors who laid the framework for all maps of western Canada. As "Master of the Dauphin District", he kept the Fort Dauphin Journals and prepared a report on the "Manitoba District" in 1820, which contained a map showing Fort Dauphin and the Fort Dauphin Lake. All these documents are now in the Hudson's Bay Company archives in Winnipeg. After a summer visit to Norway House in 1821, where plans were made for adjusting to the system of operation to the union of the two big companies, Peter Fidler retired to Fort Dauphin, where he was given the nominal post of clerk although his old salary of £100. a year was still paid. His health slowly worsened and in the "Cumberland House Journal", dated January 23rd, 1823, there is this entry: "We also learn that Mr. Peter Fidler departed this life at Fort Dauphin on the 17th of last month.". Mr. Parker's articles conclude with the simple but moving statement that "somewhere south of Valley River mouth and about 200 yards from the shore of the lake there is an historic grave."

Peter Fidler's grave is unmarked, though it is one of the most important historic sites in Canada. Fort Dauphin Museum board, aided by James Parker and the Dauphin Chapter of the Archaeological Society of Manitoba, are engaged in a serious and determined effort to correct this wrong. Future plans include the construction of a cairn in his honour.

THE MUSEUM

After the Letters Patent were granted in September 1973, efforts were begun to obtain a suitable site for the complex. Eventually a lot was acquired on a ten-year lease from the Town of Dauphin for one dollar per year, located on a curve of the Vermillion River near the Buckwold Bridge.

The first building was 30 feet by 60 feet and of log construction. As a result, some 3,400 lineal feet of logs were secured in the Duck Mountain Provincial Forest near the Shell River. This area was of great importance in the history of the Fort Dauphin Trading Post. The logs were slabbed on two sides and moved to the building site where workers peeled and sorted them in preparation for construction. An official sod turning ceremony was conducted on July 6th, 1974, and excavation of the

basement and pouring of the concrete were completed by mid-July. Early in September a work bee shingled the roof and by the end of October the basement floor was completed. The following month the floor was insulated and the building closed in for the winter.

In the area outside the museum building, a palisade wall eight feet high and 150 feet square was added. A blockhouse was built to serve as a main entrance, and a gravel walk put in from the blockhouse to the front door. A flag pole was then put in place. In addition, a roof shelter was built to protect the Centennial canoe from the weather. The small log cabin was moved inside the palisade and is being used as a store house.

In the corner of the palisade a bell tower of logs was constructed with stairs leading up to the observation platform. The bell was placed on the platform and was covered by a roof. The Lions Club of Dauphin donated the necessary funds to construct a Blacksmith Shop and Store.

Arrangements have been made to clean up the land near the museum along the river. Future plans include making it into a park, with a path leading along the river around the duck pond, and returning to the palisade.

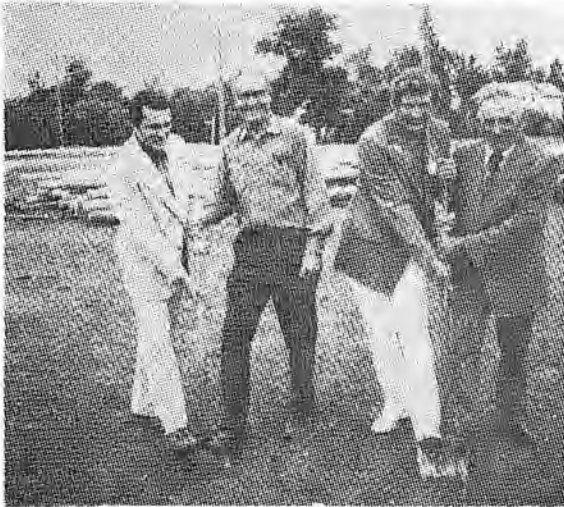
Displays and Exhibits

When it was decided to open the Museum doors on June 27th, 1976, there was little time to set up displays as interior construction had continued into late Spring and only a few items had been collected. However, residents of Dauphin and district responded to the call for materials and soon there was a sufficient quantity to set up displays. The Advisory Service of the Manitoba Museum of Man and Nature were then contacted and their assistance was solicited. David McInnes provided invaluable assistance and encouragement. He prepared a display model to best utilize space and make the displays more meaningful to the viewers.

The following exhibits were assembled:

Prehistoric Period - these displays commence on the main floor, with the prehistoric period. Local collectors and the Dauphin Chapter of the Manitoba Archaeological Society provided an ample variety of materials. These were arranged with maps of the district, and some diagrams showing the ages of the various types of projectile points.

The building of Fort Dauphin—1974

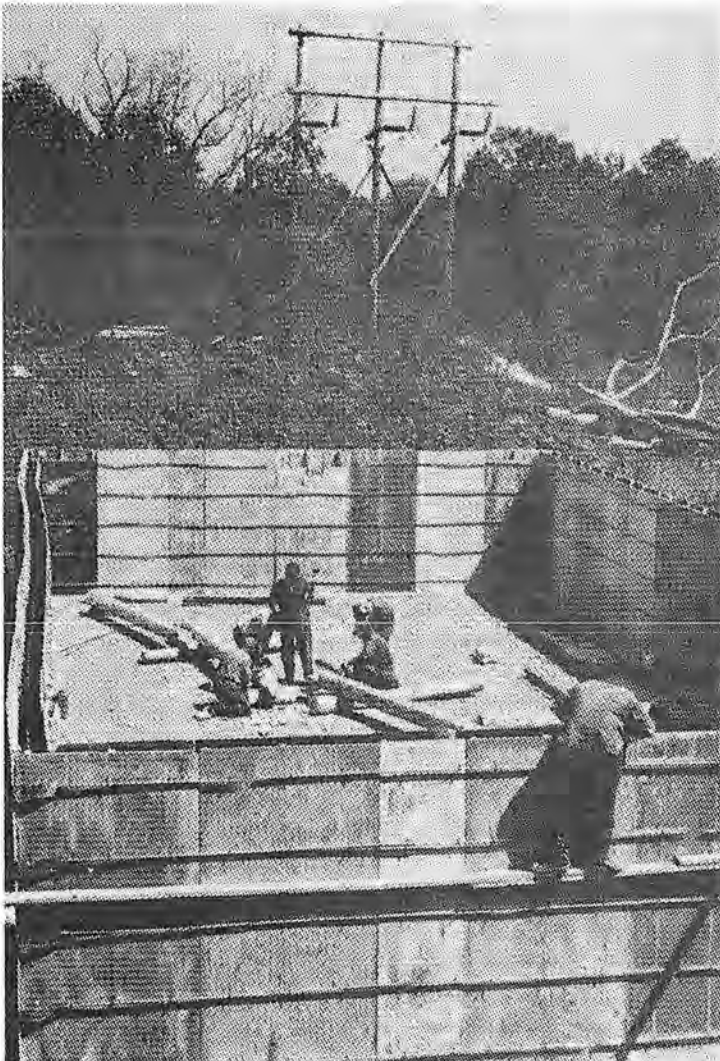


Sod turning July 6, 1974 — Councillor Ernie Ryz, Fort Dauphin President Joe Robertson, Kinsmen President Conrad Artibise and Reeve John Potoski wield shovels.

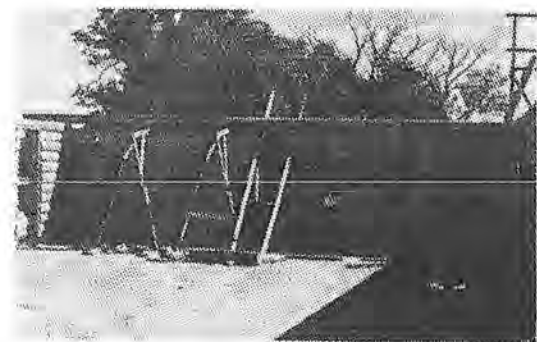
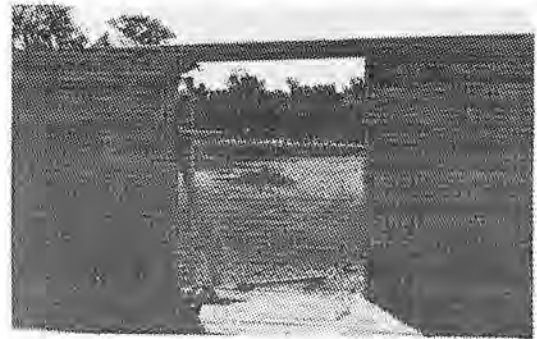


A \$7,500 boost for the fort — Conrad Artibise, on behalf of the Kinsmen Club of Dauphin, left, presents a cheque from his club to Joe Robertson, museum board president. The presentation was made in April, 1974.

Three views of the “growing” fort



On the way up — This was the scene at the Fort Dauphin site last July 22. After many setbacks, the museum was finally underway.





A view of the fort in mid-August, 1974 showing the structure "ten logs high".



Now up goes row 11. STEP student workers and members of the Fort Dauphin Museum construction crew push ahead with the big job.

This is how the museum structure looked as winter closed in around it. The snowshoer is Matt Huska.



There is an excellent collection of bone artifacts from the Duck River site, and a particularly fine carved antler of some religious significance unknown today. There is also a good display of bead, silk and porcupine work on tanned hides.

The Indian Pottery Display contains various types of potsherds obtained locally and from other parts of the province. This display is enhanced by the donation of one large and one small pot, made and donated by Doug Tottle of the Manitoba Archaeological Society. The pots demonstrate for the viewers the size and shape of prehistoric pots. Also on display is a large painting of a prehistoric camp site which was painted by Marlene Jacobs, an artist from the Dauphin area.

Early Fur Trade Period - the Museum was grateful to receive on loan from Joe Kostuchuk and Victor Barber their collections of fur trade material. A Hudson's Bay Company fur press and some hides, as well as a cannon made for the Museum by Joe Kostuchuk, compliment these excellent private collections.

Metis Display - the Metis people, who contributed so much to the early Historic Period in Manitoba, are depicted in an exhibit featuring Metis-type dress and artifacts.

Fort Dauphin - a number of artifacts recovered from one of the Fort Dauphin sites near the mouth of the Valley River, and a beautiful chair made from the timbers of the Fort and donated to the Museum by the I.O.D.E., are exhibited in this section of the Museum.

Early Pioneers - four mannequins depicting early pioneer life are dressed in turn-of-the-century costumes. Two of these mannequins are clothed in Ukrainian dress. Pictures of early pioneers, as well as a variety of utensils and tools used by these people, are featured in this display.

Displays in the Lower Level - the basement of the Fort Dauphin Museum houses a number of displays. The Forestry Division of the Department of Renewable Resources donated a scale model of the Duck Mountains, as well as a variety of photographs of early logging and lumbering in the area. In addition, the Wildlife Division of the Department of Renewable Resources loaned the museum a beautiful display of furs for the museum's opening season. Both of these displays were of immeasurable assistance during our first year.

The Fort Dauphin Canoe Club made up and

donated a display featuring York Factory. This exhibit features some very interesting artifacts, photographs and label copy.

Voyageur Canoe - outside the Museum, but within the walls of the palisade, a large Voyageur Canoe is on display. This canoe is on loan from the Manitoba Museum of Man and Nature. There is also a painted tipi which is erected for special occasions.

New Exhibits - new material has been added to the group of artifacts recovered from the early Fort Dauphin site, and continuing assistance from the Manitoba Museum of Man and Nature is evident in several of our new exhibits. Many treasured heirlooms have been received and the pioneer displays especially are becoming more and more interesting. Additional material has also been received for the display which honours a Dauphin-born flying ace of World War I, William G. Barker, V.C., D.S.O. with bar, M.C. with two bars, Croix de Guerre, and two Italian decorations.

Special Programmes

Beginning in 1975, two new Annual Events were added to the Dauphin calendar. In January, the Annual Fur Trade Ball seeks to recapture these gala events of the past with costume, foods and entertainment to match. In May, the Annual Canoe-athon covers the 25 mile route from Mossey River to Lake Winnipegosis, and shows that the old north-west spirit still lives.

Another "revival" was the institution of Honourary Fur Trade titles, awarded to donors who made contributions of \$25. or more.

The year 1976 was probably unique as the Museum held two official openings. The first one was on June 27th, and was quite informal, with a good display of pioneer activities in the building and around the grounds. This event was marked by the distribution of our first published brochure, "Fort Dauphin Museum", which had been prepared for the occasion. Over 300 people attended the Informal Opening. By the date of the Official Formal Opening on September 19th, 1976, the number of visitors increased to 1,366.

The Official Opening

On Sunday, September 19th, 1976, the Museum was opened with a formal ceremony to present a general over-view of what the Museum project intended to accomplish. Participation at many levels, including the weather, created a

**FORT
DAUPHIN
MUSEUM**

DAUPHIN, MAN.

**Museum
greet
many at**



Official Opening

SEPTEMBER 19, 1976



Jim Stewart, chopping thong



Honor party marches into fort

FORT DAUPHIN MUSEUM

Special historical activities



Making snowshoes



Pipers playing



**Indian
children
dancing**



**Skinning
beaver**



**Target
practice**

colourful pageant which was concentrated on the Museum and its role in the preservation of the past.

Dignitaries in formal period costume drove up to the blockhouse at the main entrance to the Fort in horse-drawn surreys and vintage automobiles. They were welcomed by a cannon salute and the skirl of the bagpipes. The flag was unfurled and the guests were escorted to the platform by the Fort Dauphin Honour Guard and two Royal Canadian Mounted Police constables in the scarlet uniforms of the early days of the Force.

Following brief addresses by the dignitaries, and the cutting of the ceremonial thong, a lively programme was presented by the Dauphin Legion Pipe Band and Highland Dancers and by the

Mackay Student Residence Dancers.

Spotted around the grounds and in the Museum were activities reminiscent of pioneer and fur trade times.

The opening was enjoyable, picturesque, and educational as more than 1,500 persons viewed the exhibits and displays. Many entered into the spirit of the occasion by wearing colourful costumes. Women were dressed in lovely gowns, men in leather clothing of hunters with bright Metis sashes, and the Fort Dauphin Honour Guard looked as though they were about to leave for the annual Fall buffalo hunt. There was excitement and gaiety as the Fort Dauphin Museum took its rightful place in the community.

The Changing Fortunes of the Fur Trade

CORNELL WYNNOBEL
Curator of Conservation and Collections
Lower Fort Garry National Historic Park

Editor's Note: The following article first appeared in Locus, Volume 3, Number 2, March 1977.

Between 1560 and 1670, Europeans became global men for the first time, reaching out far beyond their shores with improved maritime technology. In this period European ships were sailing to all corners of the globe in a frenzied search for goods and raw materials.

Manitoba, the region as we know it today, was not to remain untouched by European influence for very long. One could, with accuracy, pinpoint the first day that a European set foot on Manitoba soil and availed himself of her natural resources. On August 27th, 1612, Sir Thomas Button's party aboard the English ships *Discovery* and *Resolution*, put into the estuary of the Nelson River and claimed the territory for England. Here they wintered and sustained themselves on the dwindling ship's stores and partridges caught along the shoreline.

In the wake of the *Discovery* and *Resolution* came other explorers, who, like Button, were in search of the elusive Northwest Passage to the spice-rich Orient. Seafarers by the names of Jens Munk, Luke Foxe and Thomas James all put into the secluded coves and rich estuaries of the Hudson Bay lowland in search of water and provisions. Their effect upon the development of Manitoba's resources were slight, other than the fact that they increased the knowledge about the "inland sea" and set the stage for more far-reaching penetration by Europeans within the region. They were mainly explorers with less than a fleeting interest in the abundant resources of the region. Only the Danish seafarer, Jens Munk, saw any evidence of human habitation and contemplated a modicum of trade. He failed to establish any contact during his winter at the mouth of the Churchill River in 1619.

Manitoba was destined to be left untouched until the 1660's when the enterprise and insight of Pierre-Esprit Radisson and his brother-in-law, Groseillers, influenced an English syndicate to explore



Indian Trading Furs, 1785

the feasibility of developing a lucrative fur trade in the northern reaches of central Canada. While interest in the Northwest Passage had waned in Europe during the Thirty Year's War in the first half of the seventeenth century, after 1650 interest had been revived. The rise of English mercantilism and a growing demand for North American fur, turned European eyes towards the northern regions of the New World. The promise of economic gain and the possibility of a navigable passage to the regions west of Hudson Bay, stimulated the formation of the Company of Adventurers Trading into Hudson Bay, in 1670. By the first half of the 1880's both the French and English fur traders were established on the Hayes-Nelson estuary. Resource development had begun, and in the ensuing centuries revolutionary changes were to alter the land and the native peoples forever.

The skins of fur-bearing mammals were the first resources to be systematically culled from the forests of western Canada by Europeans. The vision of Radisson and Groseillers and the subsequent voyage of the *Nonsuch* in 1668 revealed that the fur trade in the northwest could be highly profitable. In time, the fur trade became exceedingly lucrative and proved to be the most penetrating force affecting the economic, political and social development of Manitoba's early period.

It stimulated increased European exploration and far-reaching expansion into the lands west of Hudson Bay. More importantly, it introduced an artificial social and economic system which had a disastrous effect upon the traditional life of the Indian. The ultimate contact of the two cultures engendered by the fur trade destroyed the Indian culture and only a mere remnant of what had existed was carried into the twentieth century.

By the late 1600's, the Hudson's Bay Company, which had in 1670, through a Royal charter, been granted dominion over all territories draining into Hudson Bay, had firmly established the fur trade along the Maritime coast of Manitoba. For a number of years, York Factory and Fort Churchill enjoyed a brisk trade with little interference from the French fur traders. The Indians of the western interior travelled vast distances to bring their furs to the posts on the Bay, and the Company, with its direct sea-route to English markets, could guarantee itself a handsome return on trade goods. Within a very short time, the dependence of woodlands Indians upon basic European goods such as rifles, ammunition, tobacco, woolens, files, axes, copper kettles and other hardware, had assured that the furs would keep flowing along the river systems to the posts along the Bay.

The tranquility and peaceful competition between the French and English was not to last and in

1690 broke into open hostilities. A general war in Europe between France and England signalled the beginning of a fierce struggle for control of the western fur trade. By 1697, York Factory and Fort Churchill had surrendered to a French naval force under d'Iberville and the fur trade of the west was governed by the French until the Treaty of Utrecht in 1713. When the English returned to their posts, the logistics of the trade in Manitoba had altered. While the French traders were moving



The York Boat

among the Indians, the English clung to their faltering technique of forcing the Indians to come to them. Slowly, the supply of furs reaching the post had slowed and the quality was dropping almost as fast. A new group of Indian "middlemen" had been created in forest regions. They traded with distant tribes and brought the furs to the Bay or to the French, depending upon who was giving a better price or had a supply of goods that was greatly in demand. If the French were giving a better price for prime pelts, the best furs came their way and the poorer quality "made" beaver went to the Bay. The English realized that the only way to counteract competition and effect of the "middlemen" was to establish posts within the interior. They resisted this expansion until developments during the 1730's forced them to establish posts inland.

In the 1730's, Sieur de La Verendrye and his sons explored the Winnipeg River region and extended the string of French forts from Montreal. In one move La Verendrye had achieved the extension of the French fur trade into Winnipeg basin, and as the century wore on succeeded in tapping furs intended for the English on the Bay.

In 1741, the English established their first inland post, Henley House, 150 miles up the Albany River, and in the western region sent more men into the interior to encourage distant tribes to trade at the Bay. Meanwhile, the French built Fort Mau-



The Portage

repas on the Red River and Fort la Reine on the Assiniboine River south of Lake Manitoba. Both locations were along the canoe routes heading north to Hudson Bay. In the same period under La Verendrye, the French built the depot known as Fort Rouge. In rapid succession the French moved deeper into the fur country and established Fort Dauphin, Fort Bourbon on the shores of Cedar Lake and Fort Paskoyac at the Pas. A great semicircle of French forts and depots was now isolating the English on the Bay and the resistance on the part of the Hudson's Bay Company to move inland was crumbling.

By 1750, the French were dominant in Manitoba. They had control of the greater portion of the fur trade of the interior. Through them, French blood and traditions were introduced into this region and the presence of the "Voyageurs" on Manitoba's waterways became commonplace. In spite of the long supply routes to the fur market of Montreal, the French were making vast profits and building a fur empire in the west. The English, due to the efficiency of their supply route, were holding their own along the maritime coast, but events in Europe were to be their salvation from the fierce competition.

A decade later, the Seven Year's War in Europe and on the North American continent caused the disruption of trade in the French posts. In 1763, The Treaty of Paris gave the French territories in North America to the English, and English capital marched into the vacuum left by the French traders. The Hudson's Bay Company embarked upon a vigorous programme of expansion, establishing Cumberland House, Fort Garry, Norway House, Oxford House and other forts and depots along the major waterways in Manitoba. The Hudson's Bay Company now extended itself into the former trading area of the French only to be confronted by a new source of competition—the free traders from Montreal and New York, and, after 1804, the Northwest Company whose Montreal-based fur empire extended to the Columbia River.

Manitoba became dotted with forts and depots of both companies. Their activities employed countless numbers of people and set the stage for many settlements that have survived until today. The fur trade developed a highly efficient transportation system from Red River to Montreal and northward to the shores of Hudson Bay.

The Hudson's Bay Company still had the advantage over the Northwest Company and possessed the more efficient and shorter supply route. The increase of competition fostered a more efficient use of waterways to the Bay. While the Northwest Company developed a great trunk canoe route to the east, the Hudson's Bay Company considered the construction of a winter road from Norway House to York Factory and developed the York Boat for use on the rivers and lakes. The use of the York Boat increased the tonnage that could be transported by river and necessitated the hiring of many Orkney boatmen.

Both companies strove for a semblance of agricultural self-sufficiency to curb the cost of import-



The Hudson's Bay Company post at Fort Garry, at the junction of the Red and Assiniboine Rivers

ing supplies. This attempt can be seen as one of the facts which lessened the role that the fur trade would play in the future and marked the shape of things to come. In 1812, the first party of Selkirk Settlers set foot on Manitoba to begin an agricultural community in the Red River valley to supply provisions and eventually men to the fur trade. The need for food and this agricultural self-sufficiency had forced the tending of many gardens around the trading posts. Potatoes and corn were planted at Netley Creek and there were gardens at Oxford House, Whitemud River, Fort Alexander and Norway House. The produce was, in many cases, cultivated by the Indians and sold to traders during the period of heated competition before 1820. The development of agriculture was an indication that the fur trade economy in the western interior was becoming somewhat unstable. The companies were trying to cut costs and in many cases the Indian was turning to small scale agriculture because of the need for feed. The need for food in the early 1800's directly spawned a symbiotic economy within the overall fur trade as well as social and natural crises.

The Metis buffalo hunters were providing the fur trade with its staples; pemmican and buffalo hides. The incursion of legitimate agriculture in 1812 was seen by them as a threat to their existence and livelihood. The Northwest Company, which was waging an all-out trade war with the Hudson's Bay Co., used the Metis to strike at their own employers and pillage the small agricultural colony at Red River. The massacre at Seven Oaks was symptomatic of the economic ills of the whole western fur trade.

After the amalgamation of the two rivaling companies in 1821, the Hudson's Bay Company again regained monopoly control over the region. While the problem of trade rivalry was overcome, the food shortage was compounded by the disappearance of the vast numbers of fur-bearers. This depletion of animals, which had been caused, to a great degree, by the period of ruthless rivalry, prompted the Hudson's Bay Company to implement conscientious conservation programs in trapped out regions. Traders were directed to barter fewer pelts in certain regions in the hope that the numbers of animals would increase. However, with curbing of trade in certain areas and the depletion of animals, the food problem of many Indian tribes became acute, and the number of animals dwindled further when they were used for food primarily, and furs secondarily.

By the mid-1800's, the harvest of the Hudson's Bay Company reached its zenith, with a record number of pelts shipped to European markets. In spite of this record year, the power and economic stability of the company was weakening rapidly.

The importance of beaver declined to dwindling numbers and a declining demand for its fur in Europe. The agricultural nature of the Red River settlement was on the upswing and the company was experiencing increased competition from American free traders to the south.

The importance of the posts on the Bay was gradually being reduced, and by 1860 the trade route to St. Paul was being used a great deal to ship furs and to bring in trade goods. A great number of furs were being syphoned out of the Hudson's Bay Company territories and smuggled to buyers in the St. Paul area. Governor Simpson had curbed the growth of this practise and the Metis threat to the Company's power in the region by convincing the British government that the Americans had territorial designs on the region and that a detachment



"The Little Emperor" — Sir George Simpson

of Royal Canadian Rifles should be stationed at Red River. By using the "bogie" of American "Manifest Destiny", Simpson had staved off the erosion of the Company's mandate over the region.

The mainstay of the fur trade had receded into Manitoba's northland and many posts in the southern portion of the province were closed. The buffalo herds and the mainstay of the Metis hunters were gradually disappearing and the hunts had to be conducted at great distances from the Red River valley. In 1859, the hunts were extended as far west as Cypress Hills and even then resulted in complete failure. The price of pemmican soared. With the buffalo disappearing, the fur trade dropping rapidly and the introduction of improved communication from the south leading to a reduction in the use of the cart brigades, the livelihood of the Metis was severely threatened.

The promise of fertile land brought in thousands of settlers from the northern United States. Agriculture was assuming a greater role within the

economic picture of the province than it had assumed within the fur trade. The new agricultural community and the Indians and Metis began to question the Hudson's Bay Company's right and the legitimacy of each other's claims over the region. The region was slowly heading toward rebellion caused by the dawning of the new economic system based primarily upon commerce and agriculture.

Winnipeg was a growing commercial entity a short distance from the gates of Upper Fort Garry. The establishment of a great number of commercial enterprises, geared to provision the influx of settlers, added to the disintegration of the fur trade empire. There were factions in Winnipeg that wished to unite the territory with the new federation of British North American colonies, and this necessitated the end of the Hudson's Bay Company rule over the region. In 1869, the government of Canada and the Company reached agreement on the terms of annexation of the western interior. The result was an uprising by the Metis under Louis Riel over unsettled land claims and concessions followed by the establishment of the military order under Wolseley. In 1870, Manitoba was taken into Confederation. After a healthy settlement, the fur empire of the northwest came to an end.

While the empire of the Hudson's Bay Company was finished as a political entity, it remained as a commercial enterprise. The volume of trade was dropping off rapidly until the advent of the twentieth century, but the brigades of York Boats still plied northern waters and trade continued at northern posts and depots. In the 1880's, Upper Fort Garry closed its gates and was pulled down to

provide masonry for the construction of buildings in the growing city of Winnipeg, and in 1911 Lower Fort Garry became deserted, only to reopen in 1913 as the headquarters for the Motor Country Club of Winnipeg.

The fur trade, after over 200 years of continuous operation in the western interior, was superseded by the advent of agriculture and growing populations of settlers. The world demand for fur was reduced drastically and coincided with the alarming drop in animal populations. The conservation programs instituted by the Hudson's Bay Company were ruined by the advent of a rush of free traders who were harvesting as many animals as possible. The company's operation slowly receded northward to the regions where the trade began.

Over the years thousands of people had been employed in the trapping, trading and transporting of the fur resources. The patterns and customs of the indigenous peoples had been altered and oriented to the rhythms of the fur trade. Patterns of settlement and transportation had been developed and oriented around the fur trade, and while being altered over the years retained some of the basic patterns of subsequent settlement.

During the nineteenth century the commercial power of the fur trade company was eroded by the growing commercial dominance of the City of Winnipeg. By the time the twentieth century arrived, the Hudson's Bay Company was just a commercial enterprise within a commercial city which ruled a vast hinterland that the fur trade had opened to European development.

Fur Trade of the Swan River Area

GWEN PALMER
Swan Valley Museum
Swan River, Manitoba

The history of the Swan River area from about 1700 to the beginning of settlement has been closely bound to the fur trade. The courageous, hardy fur traders and their native helpers created the first industries. They established trails or roads of commerce, experimented with agriculture, and made it necessary to establish schools and churches, long before the recognized settlement date of 1897-98.

Speaking of the Swan River area today means something quite different from that of the fur trade era. Then, it encompassed a block of land with the actual Swan Valley more or less at the centre, beginning at Lake Winnipegosis on the East, and extending West well into Saskatchewan. North boundaries were at or near present day The Pas and South taking in most of the land along the Assiniboine River as far as Brandon House. Boundaries were not strictly confined but generally speaking this was the area involved.

With the beginning of trade from the Bay and the eventual struggle among the companies, a steady procession of white traders and explorers visited this area from 1690 onward, the first being Henry Kelsey. A marker on Highway 10 just north of the town of Swan River states that Kelsey passed through the Valley. His actual journey to the Prairies is sketchy from his records, but certainly indicates he passed through the area as defined by the fur trader. He travelled in a south-west direction from Deerings Point (The Pas). His task as set out by the Hudson Bay Company was to journey inland "to discover and bring to commerce the Naywataime Poites". Up to this time the Indians had journeyed to York Factory on James Bay to trade, but already interception by the French had begun in the interior.

La Verendrye in his travels, explored the west side of the Interlake Region as far as present-day The Pas where the French established a fort in 1750. Anthony Hendy, Alexander McKenzie and



Henry Kelsey Sees The Buffalo, August, 1691
(From the painting by Charles W. Jeffreys)

Hudson's Bay Company Collection

David Thompson were others who travelled and explored the area, reporting back to their superiors the possibilities envisioned. The establishment of Fort Dauphin in 1739 and Fort Bourbon on Cedar Lake in 1741 increased the competition and it is written that the coureurs de bois had already been active at Cedar Lake for some years previous to this. In time there were three companies in the area vying for trade; the XY Co. (New North West), the

North West Company, and the Hudson Bay Company. All three companies operated forts along the Swan River and in the surrounding area at some time. One finds it difficult to sort them out. Names are used in journals and records, leaving the reader to guess if it is a new fort or a variation of the name of an old one. Some forts were abandoned, new ones built on another location, but given the same name. Smaller "outposts" were built and perhaps not given a name at all. A list of some of the major forts over the years, situated in the area, is as follows:

Swan River Fort – 1787 – N.W.Co.
Swan River House – 1790 – H.B.Co.
Marlboro House – 1793 – H.B.Co.
Somerset House – 1794 – N.W.Co.
Fort Alexandria – 1795 – N.W.Co.
Albany House I* – 1795 – H.B.Co.
Elbow Lake Post – 1795 – N.W.Co.
Carlton House I* – 1795 – H.B.Co.
Snake Creek Post – 1797 – ?
Albany House II* – 1799 – H.B.Co.
Bird Mt. House – 1800 – N.W.Co.
Fort Hibernia I* – 1807 – H.B.Co.
Fort Pelly I – 1824 – H.B.Co.
Fort Pelly II – 1856 – H.B.Co.

*** Moved or rebuilt at new locations.**

The above list includes only those forts which were situated on the Swan River and the Upper Assiniboine River.

We have reason to ask "Why so many Forts concentrated in such a small area? Why was this region so important?"

The Cree Indians were the middlemen in the very early years before trade inland became the order of the times. Crees in this area traded with the tribes to the West and South and then took the furs to the Bay for trade. Products of forest and grassland were to be had in this parkland and within the area the Plains and Woodland Indian territories overlapped and became a common meeting place and winter shelter.

An abundance of furs and other big game were found in these wooded regions, while close by the plains haboured vast herds of buffalo. Indian and voyageur depended on buffalo for food and much of their clothing. David Thompson on his travels up the Swan River in 1797 spoke of the beaver: "These sagacious animals are in full possession of the Country. Their destruction has already begun. The relentless activities of the large companies' competing posts on the Swan and Red Deer Rivers have now greatly reduced the beaver population." The many streams from the Duck and Porcupine Mountains and an abundance of trees made it an

ideal spot for beaver. In spite of the wealth of animal life we note a number of instances where the men at the forts were in a condition of near starvation. At Bird Mt. House, February 7th, 1802, Harmon writes: "During the last three days we subsist on tallow and dried cherries, but this evening two of my men returned from Alexandria with their sledges loaded with buffalo meat.....we must readily acknowledge such inestimable blessings. Had the last been withheld only a few days longer we must have ended our days dying a miserable death." Weather conditions, migratory habits and animal diseases could account for these lean times.

The Swan River provided a short cut from the northern posts to the Assiniboine River country. About one days' march at the end of the Swan brought the voyageur to the headwaters of the Assiniboine River saving the long journey down the Interlakes to Red River and the Assiniboine.

Besides furs, an abundance of natural resources were to be found in the region. The fur trade nourished other industries. Harmon and Archibald N. McLeod as early as 1800, speak of salt and sugar being made and shipped to other forts. In "Resolution 33, from minutes of Temporary Council, York Factory", dated July 1, 1824 regarding Fort Pelly states "That 3 boats containing 150 pieces and manned by 19 men constitute the current outfit; that Mr. McDonell be directed to build 4 new boats of 27 ft. keel and that any of his indebted freemen be employed to furnish about 20 kegs of salt and as much sugar as they can supply." Peter Fidler in 1820 reports the natives started making sugar the first week in April. It took three gallons of sap to make $\frac{3}{4}$ lbs. of sugar. It was packed in birch bark "rogans" holding 20-30 lbs. A place along the Bell River known as "Smokey Tent" by the Indians was a favourite place in spring for sugar making. One can only guess why the name was adopted. Salt was found in at least 15 places along Lake Winnipegosis, Swan River and Red Deer River. The salt works of Joseph Monkman on the Red Deer, Salt Point on Lake Winnipegosis, and those of a Mr. Brass were the better-known around 1858. Birch bark and gum from evergreen trees were gathered in this wooded area and sent north where canoes were built and repaired for the fur trade. Timbers for larger boats were also cut here. Wooden kegs were made from available timber, filled with rendered animal fat and shipped elsewhere. "Tareaux" the skin bags used for pemmican were made by Indian women. The berries found in abundance in our parkland area, were an important ingredient in pemmican traded to the forts for the sustenance of voyageurs. Madge Lake, Whitefish and the Qu' Apelle Lakes were important fishing places.

The construction and materials used for the forts in this area were pretty much the same as those in other parts of Canada. Logs were cut locally for walls of the barns, storage sheds, store, houses and other buildings of the fort complex. These were surrounded by an upright log stockade about 12 feet high to control the natives that gravitated to the premises. Keen competition among the companies put the natives in a good bargaining position, making them extremely demanding causing the fort personnel much anxiety and distress. Moss and clay filled the cracks between the log chimneys and fireplaces were made of clay and stone or a wooden frame clayed inside and out. Later forts, such as Fort Pelly II were more comfortable with glass windows, iron stoves, a good supply of books, more or less regular mail deliveries, gardens and livestock.

Experiments in agriculture were taking place as early as 1800 in the Swan River area, no doubt born of necessity for diet variation and health. Joseph Cook, a Hudson Bay Company employee at Swan River House in 1818 tells about their agricultural venture: "Gardens at this place have produced very little this summer of potatoes, nearly one half of the cultivated ground made no returns and the other one half produced about 90 bushels. Barley less productive than usual but much trampled down by the NW cattle who forced entry into the garden and done much damage—40 bushels the produce. A trial of wheat has been made this year, early frost blighted it—one bushel unripe grain the whole proceeds." When Chief Factor Colin Robertson passed old Fort Swan River in 1831, he mentioned a Co. man was stationed there temporarily to plant potatoes and a garden. Harmon in his journal, around 1800, mentions horses raised here for other Forts. John Palliser, surveyor, in his Government Report to Eastern Canada mentions Fort Pelly having a fine breed of domestic horned cattle. He passed this way in 1858.

Much work and many hardships were the lot of the company people. Loneliness, isolation, lack of food, weather, illness, and quarrelsome natives were experiences to endure and overcome. As Harmon stood gazing on an abandoned cemetery of the Hudson Bay Fort a short distance from Swan River Fort (1801) we feel the near despair in his recording for that day (April 10th), "After examining for some time where the Fort stood, but now most of the Houses are fallen to the ground, I could not help reflecting on the short duration of everything....I then went to visit a piece of ground where a number of their people had been interred far from their Native country, their Friends and Relations! And while lamenting their sad fate.....my blood chilled....what had happened to them might in all probability befall me also!....I am following the same path and leading the same life they were!

But my earnest prayers ever be our merciful God will in due time restore me to my Friends and Relations in good health and unblemished character."

At the time of amalgamation of the two large Companies in 1821, Fort Pelly became the headquarters of the Swan River area. This Fort takes its name from Sir John Pelly, a Governor of the Company. Swan River House near the mouth of the River with easy access to the lakes and large rivers flowing north, seemed to be a loading depot for goods to be transported in spring and summer by brigades of larger boats to Norway House and York Factory. Numerous trips throughout the months before were made from the forts farther inland to this depot with loads or "pieces" (furs, country produce). The return brigade would be carrying items used in life and trade at the forts. A brigade arriving from the north or Red River might be carrying the following items: all sizes of copper and tin kettles, gun powder, beads, tobacco, guns, gun worms, gun flint, cloth, brandy, rum, molasses, blankets, chisels, bells, fire steels and flint. One returning to this depot (Swan River House) might have on board furs, buffalo robes, leather, tereaux of pemmican, salted buffalo tongues, kegs of grease, dried fish, pack cords made of long buffalo hair, birch bark, sugar, salt, boat timbers, and spruce gum. Furs and provisions had to be packed, loaded and transported by canoe, ox cart, pack horse or dog sled. An 1864 brigade is reported as getting stuck at Thunderhill Creek due to exhaustion of the oxen. Wood had to be cut for fuel and lumber, new buildings erected, old buildings repaired, food secured by hunting and fishing, boats built and repaired, and domestic animals cared for. Work for all! In spite of all this, Harmon complains in his 1804 journal that "leisure moments" accounted for "nearly nine tenths of our time." No doubt, the fur trade, as most occupations do, had their periods of slack times during the season. Around 1856 Fort Pelly began manufacturing some of its own trade items. Raw materials (iron, etc.) must have been easier to transport as ballast in ships, rather than the manufactured articles. Fish spears, rat spears, nails, axes, buckles, hinges, traps, harness bits, powder horns, gun repairs, and pins all came forth from the blacksmith shop.

The employees were usually of Scottish, English or French ancestry. In time many were of mixed blood. The names Spence, Larocque, Brass, McKay, Poitras, Monkman, Fidler, Linklater, McKenzie and Genai are all names found in company records and are still common Indian names on the reserves of the area. Pierre Falcon, a trader of mixed ancestry was born at Swan River in 1793 and became a famous composer of ballads or "chansons". He was known as the "bard of the North-West".

In 1869, Canada took over Rupert's Land from

the Hudson Bay Company. A railway was proposed to link British Columbia to the rest of the Dominion. The possibility of settlement and the uneasiness of the Metis and Indian people created the necessity for law and order. Several troops of the newly-formed North West Mounted Police were stationed at the freshly-constructed Fort Livingstone (Swan River Barracks) near Fort Pelly. Here a telegraph repeating station was located along the proposed railway line. Though the route was later changed and settlement delayed for about another 20 years, Fort Pelly and the other Forts left in the area became less and less important.

Fort Pelly and Fort Ellice (near St. Lazare), where much activity took place and where many a weary traveller took comfort, were two of the last forts left in the area. In 1912, Fort Pelly, Headquarters of the Swan River Area was abandoned, its furnishings and contents left to the elements after 88 years of service. It was the last active fort in the area.

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Hind and Dawson Expeditions—1857-58

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Editor's Note: *The following article is reprinted from the Winter 1958 edition of The Beaver, and appears with the permission of both the editor and the author.*

The Red River Exploring Expedition of 1857, and the Assiniboine and Saskatchewan Exploring Expedition of 1858, sometimes referred to as the Hind and Dawson Expeditions, constitute an important episode in Canadian contacts with Rupert's Land in the pre-Confederation period. Viewed in relation to the government-sponsored scientific inquiries of our own day, this venture by the colonial government was a highly successful pioneer effort. Its significance has been obscured by the fact that it was conducted at the same time as the British Palliser Expedition; the latter possessed the prestige of sponsorship by the Imperial Government and the Royal Geographical Society, and, continuing its investigations for a third year (1859), penetrated to the heart of the Rockies.

Of the two men whose names are associated with the Canadian-organized explorations, Henry Youle Hind is better known by virtue of his handsomely illustrated two volume work, which was published in London in 1860. This was a slightly expanded version of his official reports, which were printed as Canadian government documents. His name, too, is commonly coupled with the famous Palliser in the epic story of Canadian plains exploration. Dawson's observations, on the other hand, have only been read by those few who have the fortitude to peruse government "blue books"—an ordeal which even some historians have avoided. Consequently it is commonly assumed that Dawson was concerned only with discovering a transportation route from Lake Superior to the Red River, and that his activities and his report supplement or complement Hind—an impression which that self-assured young professor of chemistry and geology

in no wise dispels. The truth, however, is that the two men received similar instructions, covered much of the same territory, commented on many of the same facts, and finally produced separate and, in some important respects, conflicting reports. Moreover, an examination of their main points of disagreement reveals that wisdom seems to be on the side of the lesser-known Dawson.

Another figure connected with these explorations has almost disappeared from the pages of history, and with reason, since his contribution was of passing importance. But if we are to understand the origin and initial organization of the expeditions, George Gladman cannot be overlooked.

Canadian interest in Rupert's Land, stirred by several years of agitation by journalists and ambitious entrepreneurs, had reached a peak in 1857 and found expression in four directions at the provincial capital. In February, the government dispatched Chief Justice William Draper to London to represent Canadian interests in the Parliamentary investigation of the affairs of the Hudson's Bay Company (*Beaver*, Summer 1957); in April, the Crown Land Department prepared an elaborate 35-page printed memorandum setting out the territorial claims of the province in opposition to those of the Company; in May, the Legislative Assembly established a Select Committee to collect information on the rights of the Hudson's Bay Company and on the climate, soil, and settlement potentialities of the Northwest; lastly, in July, the government appointed an expedition to explore the country between the head of Lake Superior and the Red River Settlement.

This last measure was affected in several significant respects by the preceding events. Great importance was attached to the question of discovering the best route to the Settlement, this being a prominent feature of the evidence collected by the Select Committee; moreover, in the arrangements



Henry Youle Hind, from the "*Illustrated London News*", Oct. 1858
(*The Beaver*)



Simon James Dawson

(Public Archives of Canada)

for the expedition there were no consultations with the Hudson's Bay Company, the Crown Land Department's memorandum having hopefully declared that the Company possessed no territorial rights in the area to be investigated, including the Red River Settlement; finally, the government selected as the director of the expedition George Gladman of Port Hope, the most knowledgeable of the three witnesses who had appeared before the Select Committee.

Gladman, then 57, was a native of Rupert's Land and had served the Hudson's Bay Company at various posts for thirty-one years, retiring as a Chief Trader in 1845. Possibly not the least of his qualifications was the fact that he favoured free trade and settlement in the Northwest—in short, an end to Company rule. W.H.E. Napier, a civil engineer, was appointed with special responsibility for examining the obstructions on the route and advising on means of improvement with a view to later construction of "a good commissariat road through British territory, suited to the great amount of trade that may reasonably be calculated on between Lake Superior and the Red River district, and the immense region of cultivable territory beyond it." Hind, of Trinity College, Toronto, was to be responsible for observations on geology and natural history, and generally "all leading features of topography, vegetation and soil" along the route. These three members of the expedition were appointed

and instructed by the Provincial Secretary's Department; the fourth, Simon James Dawson of Three Rivers, also a civil engineer, was appointed by the Crown Land Department as a surveyor and map maker, but his instructions also called for a report which would in many respects duplicate Hind's. There were twelve technical assistants and these, together with fifteen canoemen, including twelve Iroquois from Caughnawaga, made up the party which left Collingwood on Georgian Bay by steamer on July 24th.

The next few months were to reveal that Gladman was unable to co-ordinate the activities of the various smaller parties which were formed to undertake special investigations and which became widely separated along the waterways west of Lake Superior. Perhaps confidence in him was weakened when it was discovered almost immediately upon arrival at Fort William that essential travel assistance could only be secured with the co-operation of the officers of the Hudson's Bay Company—a co-operation which was readily extended, but not because of any influence of Gladman's. Also there were unexpected complications which disrupted concerted progress—Hind and Dawson were stopped from trying to discover a route due west from the Lake of the Woods to Red River by the Saulteaux Indians, an intelligent and independent group, who demanded an explanation of the expedition's purposes. Before this difficulty could

be resolved Dawson fell seriously ill and had to be left at the Anglican mission at Islington, on the Winnipeg River, where, civilized remedies failing, he was only restored some weeks later by the ministrations of an Indian medicine-man.

Gladman, arriving at Fort Garry early in September, arranged for Napier and Dawson to winter in the Settlement, their work being to determine the best cross-country route from Red River to the Lake of the Woods. He then hastened back to Toronto, where he reported that communication between Lake Superior and Red River could be developed by building roads at the eastern and western extremities with some improvements on the intervening waterways and portages. In the succeeding weeks he urged the negotiation of a treaty with the Lake of the Woods Indians, the survey for immediate settlement of land in the Fort William area, the establishment of a monthly mail service to the Red River, and an early start on road construction, which he offered to superintend. But the government was not ready to commit itself in these directions, and after some hesitation decided in April 1858 to continue the explorations for another year under Hind's and Dawson's direction, without Gladman's services.

Hind had not accompanied Gladman on his return trip, but remained in the Settlement for a month of feverish activity, ranging up and down the Red and the Assiniboine (as far as Portage la Prairie) like an intellectual conquistador. "Every succeeding hour's experience," he wrote to the Provincial Secretary, "shows the necessity of relying on personal observation alone in all that relates to the physical aspect of the country and its immense capabilities."

After collecting much varied information, he hurried back to Canada via St. Paul and submitted a long report to the government, in February 1858. This contained, in addition to much sound and useful geographical and geological information, a number of superficial judgments concerning the character and position of the Indians and half-breeds. Many of the latter, he wrote, "are fast subsiding into the primitive Indian state; naturally improvident, and perhaps indolent, they prefer the wild life of the prairies to the tamer duties of a settled home; this is the character of the majority, and belongs more to those of French descent than of Scotch or English origin." All this, he believed, could be greatly changed by "the establishment of a Savings Bank." Imprisoned within a 19th century Englishman's conception of civilization, Hind's references to Indian and half-breed ways lacked both scientific objectivity and sympathetic understanding.

Dawson, wintering in the Red River Settlement, had more time and opportunity to arrive at

reasonable conclusions on such matters. To him it was remarkable that the half-breeds, "when it is considered...that their fathers either lived by the chase or led a life of roving and adventure...have settled down so quietly, and evince such a tendency to exchange the wild freedom of Indian life for the dulness of a settled home and the quiet humanities of civilization." He noted too that "they are proud, exceedingly sensitive, and ready to take offence. They will do anything to oblige," he wrote, "and fly to anticipate one's want, but an order sternly given excites hostility at once." If, ten years later, Macdonald and his colleagues had reviewed and digested Dawson's report, and (forming part of it) the remarkable letter from Bishop Tache on the position and prospects of the French-speaking population of Assiniboia, the course of Canadian history would have been different.

After examining the country between Red River and the Lake of the Woods, Dawson spent most of May and June 1858 in explorations of the lake region of present-day Manitoba. He travelled, mostly by canoe, through Lakes Manitoba and Winnipegosis to Grand Rapids on the Saskatchewan, then up the Swan River to Fort Pelly and down the Assiniboine to Fort Garry? One of his assistants returned from Fairford via the Dauphin River, Lake Winnipeg, and the Red. The party then left for the Rainy Lake-Fort William area, where their final topographical investigations were to take place.

Back in Toronto, Hind had been organizing his party for the second year's exploration. He selected assistants from members of the 1857 expedition, and added Humphrey Lloyd Hime, who was to be the first photographer of the Canadian prairies. Exhibiting a strong publicity sense, Hind also arranged for pictorial articles in the *Illustrated London News*, which duly appeared in October 1858. Wisely, he also induced the Provincial Secretary to request letters of introduction from Sir George Simpson, who as a skilled diplomatist doubtless enjoyed this unexpected opportunity of assuring the minister that the Company would "forward the objects of the exploring expedition with the same cordiality with which they are ever anxious to co-operate with the Government of this Province."

Hind's explorations west of Red River in 1858 occupied six months, from June to December, during which time he and members of his party travelled either by canoe or on horseback over 4,000 miles. Most of the chief geographic features were examined in the vast rectangle bounded by the eastern shore of Lake Winnipeg, the South Saskatchewan, the 49th parallel, and the Saskatchewan River. Part of Hind's effort involved an unnecessary duplication of Dawson's explorations, exhibit-

ing a pedantic distrust of any "personal observation" save his own, but even so it was a notable achievement, involving as it did copious and detailed measurements and observations.

The party consisted of Hind and his three assistants and eleven men from the Settlement who served as drivers, guides, and canoemen. They were equipped for both overland and river travel, having fifteen horses, six Red River carts, "a wagon of American manufacture," and two 18-foot birch-bark canoes. After exploring the valley of the Assiniboine and the Souris as far as the international boundary, they travelled north across the open prairie to Fort Ellice, encountering on the way vast hordes of grasshoppers which darkened the sky and devastated many parts of the prairies that year. On July 12 they took the trail west to Fort Ellice, arriving at the Anglican mission at present-day Fort Qu'Appelle six days later.

Hind was tremendously impressed by the Qu'Appelle Valley, and to ensure a thorough examination of it divided his forces at this point. J.A. Dickinson, surveyor and engineer, was directed to return by canoe to Fort Ellice, while Hime was sent to examine Long (Last Mountain) Lake. Hind and John Fleming, the assistant surveyor, traced the Qu'Appelle to the Elbow of the South Saskatchewan, where they launched their canoe and went downstream to Fort a la Corne. Here they separated, Fleming continuing down the river through Lake Winnipeg to the Red. Hind proceeded overland to the Carlton trail, which he then followed eastward to Fort Ellice, meeting Dickinson and Hime who in the meantime had explored the upper Assiniboine-Riding Mountain area. He then spent the latter part of September and October with Fleming in an exploration of the lakes region which Dawson had examined in the spring. The others inspected some of the terrain east and west of the Red. On November 30th their labours finished, the four men left for Toronto.

An examination of Hind's and Dawson's reports reveals significant differences in their estimate of the fertility of the Northwest and in their view regarding the great problem of communications. Hind wholeheartedly endorsed the concept of the Great American Desert and, in effect, argued that it extended into the Northwest in a great triangle comprising much of southern Saskatchewan. Had there been no "Palliser Triangle", no doubt

the same area would be known today by the name of Hind. He estimated that, in what is now Manitoba and that part of Saskatchewan east of the South Branch and south of the main river, there were only some eleven million acres of arable land, with another area of equal extent "fit for grazing purposes." Dawson, on the other hand, estimated that in the same region there were 64 million acres "in general fit for cultivation." Since nearly ten million acres are cropped today in Manitoba alone, it will be seen that Dawson's figure, though optimistic, was a better estimate. Hind was always on firmer ground when dealing with his own specialty, geology, and in this respect his observations made an important contribution to scientific knowledge.

In the matter of communications, Dawson was to prove the better guide and prophet. Hind argued that west of Lake Superior the Pigeon River route to Rainy Lake was the best; but Dawson's route (via Lac des Mille Lacs) was the one selected when the "Dawson Road" was developed in the early seventies. Farther west, Dawson recommended the use of Lake Winnipeg and the Saskatchewan River; roads and trails, he predicted, would be used by settlers in the south until railroads were built, for which the country was "admirably adapted". But Hind thought the North Saskatchewan unsuitable for navigation, and conceived the notion of diverting the South Saskatchewan into the Qu'Appelle by a dam near the Elbow, providing "at a very small cost, when compared with a railroad," steamboat communication from Fort Garry "to near the foot of the Rocky Mountains". Dawson ridiculed this idea, and a vigorous skirmish is carried on in the footnotes of the two reports.

These interesting and diverting contrasts in the views of the two explorers can be overstressed; on the main issue—the value and potentialities of the Northwest—they were in complete agreement, and in complete agreement too in their desire to see the country developed as British territory. And it should not be forgotten that they both paid warm tribute to the Hudson's Bay Company for facilitating their investigations. Their reports, particularly Hind's, were influential in both stimulating and satisfying the interest which Canadians had in that exciting land beyond their western horizon. In a very real sense, therefore, Hind and Dawson are the fathers of that larger confederation which was achieved in 1870.

Fort de la Reine

VICTOR C.H. STUART
Manager
Fort la Reine Museum

Writing an article on the original Fort la Reine and its connection with the present day museum of the same name near Portage la Prairie is not a simple task!

Although much wiser as to the origin of the name of our Museum, the writer is also much sadder for what the superficial research revealed about official local history and historians. It does not take long to discover that records are somewhat vague, and that there is significant conflict in interpretation of what does exist. From a casual on-looker's point of view, there is need for improvement.

Despite this development, amongst that which we found in common we were able to pin down sufficient fact to provide a "reasonably" reliable discourse, albeit short, in keeping with the theme of this issue of **Dawson and Hind**. If we stir some people to work, our effort will have been doubly successful. Certainly our research has pointed clearly to certain important gaps in our portrayal of local heritage requiring attention.

Several hundreds of years ago, perhaps further back, this part of our land was criss-crossed with well-established Indian "walking trails". The course of these trails was influenced by many factors: the then large, very wet and impassable areas of land resulting from the evolutionary consequences of Lake Agassiz and the glacier days; the trade between friendly Indian tribes; the need for passage around the areas of the more war-like; and the seasonal migration of food sources. As the white man appeared from the Hudson Bay in the 1600's, and his interest in the rich fur trade became known, particularly for buffalo and beaver skins, new trails, water routes, and portages developed for the purpose of bringing skins to the white trading posts.

It was on just such a route that Pierre Gaultier de Varennes de La Verendrye and his sons set up

what was to become one of the chief French trading posts until cession to the English in 1756.

La Verendrye was not the first to explore this part of the continent; but he has become accredited with being the first to establish the base upon which grew the present City of Portage la Prairie. Deriving its name from the French term "prairie portage" or "carrying place", there is some conflict between expert opinion as to whether the prairie portage originated with La Verendrye, or with his French predecessors, Radisson and Groseilliers. There is no doubt, however, as to who originated the name Fort la Reine (Fort de la Reine).



Stockade of the Fort La Reine Museum under construction. Trading Post shown is original Wenham home which was located approximately two miles from the site of the original Fort la Reine

According to one authority, La Verendrye, under orders from Maurepas to seek the Missouri which was believed to lead to the western sea, arrived at the forks of what are today and Red and Assiniboine Rivers on the 24th of September 1738. He remained here for two days, determined to push further west up the Assiniboine. A week to ten days later saw him choosing a site for a new post in an area where the local Indians traded with the Mandans, thought to be on the Missouri River. In

retrospect, it would appear that La Verendrye not only had this in mind, but was also mindful of the approaching hard winter and the nearby rich fur trading area. Here, however, was the start of what has become an almost legendary debate.

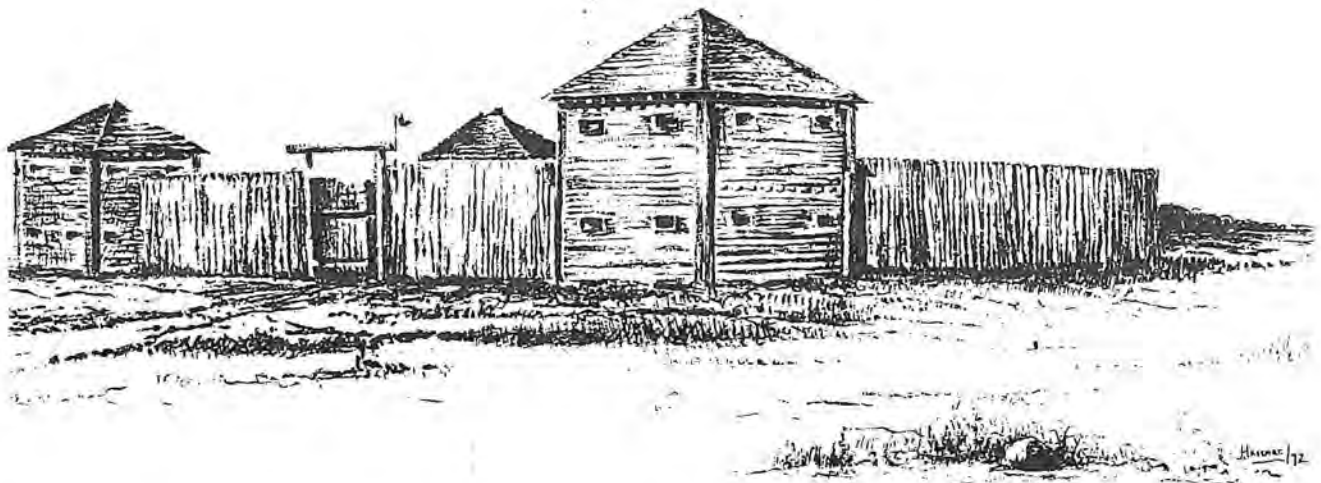
Remains examined in 1938 suggest that an 1808 river survey by Fidler, a Hudson Bay surveyor, placing the fort of 1738 two miles southeast of the CPR Poplar Point station and about 21 miles east of today's Portage la Prairie, is correct. The nature of construction, shacks without chimney heaps or cellars and with a rough palisade, convinced researchers that it was a temporary structure and not "the strong fort, with palisades and bastions to be called Fort de la Reine in honour of the Queen of France" as recorded in LaVerendrye's Journals. Although the location was approximately 12 miles from the north end of the "prairie portage" between the Assiniboine and Lake Manitoba, the Poplar Point location was some miles from the south entrance and could be hardly considered in a position astride the route of the Assiniboine's trade route to the English in the north, which La Verendrye wished to intercept. Other facts add to the justification of the consensus that this was the first of two forts built by La Verendrye in the area (he is purported to have built eight forts in all during his exploration west to seek the western sea).

Reference material available to the writer generally supports the conclusion that Fort de la Reine, as conceived by La Verendrye, was built at the junction of the Assiniboine and the "entrance to the prairie portage" to Lake Manitoba, during the year following his arrival in the Poplar Point area—1739. Some authorities put the date at 1743-44, some five to six years later but the temporary nature of the original structure would make this doubtful.

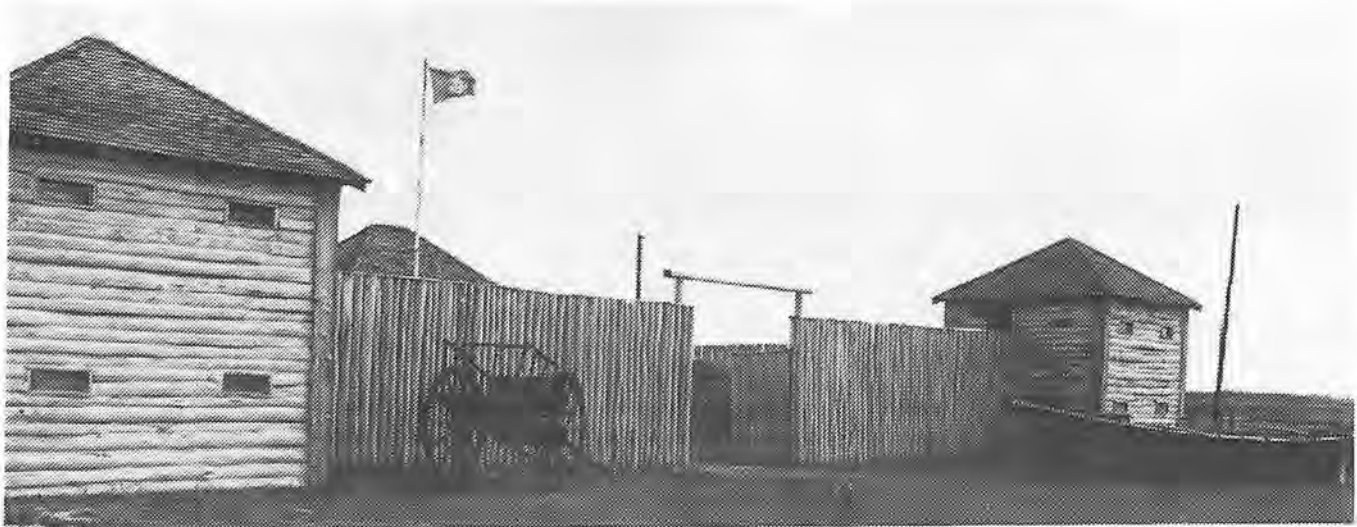
Thus we have to conclude that Fort la Reine, as it was more commonly known, was built in 1739 by La Verendrye with the same considerations in mind regarding contact with the Mandans, intercept of the English fur trade, and easier access to the rich fur trade potential to the north and northwest of the Assiniboine. Again we run into conflicting facts; not only is there considerable question as to the exact location of the Fort itself, there is doubt as to the whereabouts of the Assiniboine entrance to the "carrying place" or "portage" to which Portage la Prairie owes its name.

It seems reasonable to accept the word of a local authority that the "portage" entrance was through a "slough" the remains of which is located just west of the present city's water tower and the road named "Yellowquill Trail". Accepting the principle that one would build a fort on high ground for a more commanding view, reasons of defence, and to be above environmental problems created by flooding, the proposition that the fort was located on the high ground to the west of the "portage" entrance also appears reasonable. We presume, therefore, that it was from this position La Verendrye's Fort la Reine played its great role in the opening of the Central Plains, and more locally the development of what is today the City of Portage la Prairie. It is worth noting here that the city is still known for its unique position in the nation's transportation system in the west, being astride the Trans-Canada Highway, both trans-continental railroads, and the main rail and road route to the major centres in northwest Manitoba.

The Fort and those associated with it over the years might well be described as indefatigable and indestructible. It was burned twice by the Indians, once in 1750, rebuilt in 1752; burned again that



Sketch of today's Trading Post Fort by Jack Hassard well-known Manitoba artist and supporter of the Arts



Trading Post Fort as it is today. Outside the gate are replicas of the Red River cart and the York Boat - both mainstays in the transportation system of the early days.

year, it was rebuilt in 1753-54, only to be abandoned in 1756 when the French withdrew to the east in cession to the English.

At this juncture, it is perhaps worth noting some more of the "conflicting evidence". According to Voorhis in 1932, this Fort was originally named Maurepas? Yet Morton's *History of the Canadian West* puts Maurepas on the Red River, approximately "two days travel" above the junction of the Red and Assiniboine rivers. Further, Voorhis records that the Assiniboine was originally called St. Charles and then "la riviere des Assiniboels", both presumably before La Verendrye's time. As Radisson and Groseilliers are known to have explored through this region between 1658 and 1690, it is possible that such names originated with them. In fact, one might well include the name "prairie portage", the derivation of Portage la Prairie, according to at least one authority, as having existed prior to La Verendrye, as did the name "Assiniboine" River.

Cession, according to Voorhis, saw the Fort remain abandoned until 1767 when it housed its first English traders. Again subject to discrepancies in "expert" dates, this was the start of a new era. Before long, the Hudson's Bay Company, long the prime agent of English interest in the west through Hudson Bay, allegedly occupied Fort la Reine as a major trading post until 1776, at which time a new post was built on or near the site of the old French Fort. This coincided with the arrival of the North West Company on the other side of the river, and presumably was to improve the Bay's competitive position. These two companies amalgamated in 1821, and occupied the fort until 1856. At this time a trading post was built on the Saskatchewan Trail (now Saskatchewan Avenue) and what is today 18th Street, West. Records indicate that the

"old fort" was used as a warehouse for many years, being the receiving point for river traffic, including paddlewheelers such as the *Marquette*. What is not clear is whether the old fort was the original or that built by the Hudson's Bay Company. The latter seems more likely, particularly when one notes the date on the "old fort" sketch included in this article.

Its demise appears to start with the development of Pratts Landing as a major receiving and shipping point for river transportation. The arrival of the CPR in 1881, however, seems to have been the clincher, for it replaced the great ox-cart trains and the river boats in no time. Little is mentioned of the old Fort from here on. The Hudson's Bay Company remained in Portage until 1913 when its buildings burned, never to be replaced. It left its mark, however, not only in its connection with the historical Fort la Reine and the use of the site as a trading post for many years, but also in its influence which initially divided the development of Portage la Prairie into an east and west section.

A cairn, in commemoration of La Verendrye and Fort la Reine, stands in the shelter of the present day water tower, adjacent to what remains of the slough purportedly the gateway to the "carrying place" to Portage Creek. However, a perhaps more significant and living recognition of Fort la Reine was originated in 1965 when the Rural Municipality of Portage la Prairie commenced planning for the Canada Centennial of 1967. A well-known historian and collector of memorabilia, Mr. Fred Thomson, who had an eye to the day when people would recognize the need to preserve and display their considerable local heritage, offered to donate his collection to the Municipality if a suitable repository could be located. In the course of the next two years, the construction of a "Centennial

Museum" became a major project for the 1967 celebrations. It was also at this time that the first suggestion of a "trading post fort" originated with the Canadian Forces Base to the south of Portage la Prairie. The latter, however, did not get past the "thinking and sketch" stage for the 1967 Centennial but the thought never died.

In March, 1968 the committee put forward to the Rural Council a recommendation that the Museum be formally named Fort la Reine Museum. It was approved without question.

Some would argue the association of this historic name and the location of the present Museum to the east of Portage la Prairie. Whereas the museum, and stockade-to-be in particular, are not constructed on the natural site of the original Fort, nor that of its replacement, it is fact that it fronts on the old Saskatchewan Trail famous for its 1,000 oxcart freight convoys, and as a major route west. Further, the "prairie portage" in its run from the slough by Fort la Reine to Portage Creek must have passed within two to three miles west of the present site. Giving addition historical meaning, the CPR line passes within a half mile of the grounds. Three such historically significant features, all related to the founding and ultimate demise of Fort la Reine, should be sufficient to calm the purist.

One further step remained—the stockade—and this was again raised by the CFB Portage la Prairie. This time, the Base came forward with a concrete proposal, including a model, and costing, for a Trading Post Fort as a major project for the Manitoba Centennial of 1970. Not to be mistaken as a replica of Fort la Reine, it would, nevertheless, be a composite which would approximate the original Fort and the subsequent Trading Post that it became. Here was a structure symbolic of La Verendrye's Fort la Reine and its place in the very foundation of Portage la Prairie and its surrounding Rural Municipality, and a highly appropriate means for displaying related local heritage. In short order, it became a major joint Centennial Project of the Base, Rural Municipality, and Chamber of Commerce. Fort la Reine Museum's gates opened for the official hand-over in late 1970. Since that time, it has been developed into a display facility for native, North West Mounted Police, Royal Canadian Mounted Police, military and trading post history. It has been exposed to thousands of Manitoban, Canadian, American, and overseas visitors.

What now? If the work of researching (albeit a short period of time) and the problem of writing a meaningful article on Fort la Reine has done nothing more, it has pointed very clearly to several inadequacies in the recording of the heritage of this area which should perhaps become a subject of official study. There is also need to document more

significantly the place held by the 600 mile long Assiniboine River in the development of the Central Plains and this country's north-west; current emphasis appearing to be more oriented to the Red River.

Certainly it is now very clear to the writer that Fort la Reine Museum must pay more attention to these realizations, and perhaps as significant, to the appropriateness of a more comprehensive recording and display of the part played by not only La Verendrye but also the Hudson's Bay Company and its competitive North West Company, in the settlement and growth of Portage la Prairie and its surrounding Municipality to what it is today.

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The original building constructed in 1967 to house the Thomson Collection. Named "The Fort la Reine Museum" in commemoration of La Verendrye and his Fort on the Assiniboine River, near the present-day city of Portage la Prairie.

The Red Dress

HENRI LETOURNEAU
Curator
Musée de St.-Boniface

A long, long time ago, when I was a little girl (the lady who is telling this story is 92 years old), my mother told me a story about a loup-garou or werewolf.

This happened in the early days, when the peoples of La Prairie du Cheval Blanc *the White Horse Plain* used to pick saskatoons at the Grand Coteau which is north of present-day Marquette. Usually most of the women of the settlement, their children and a few of the men would go on this berry-picking expedition; travelling by cart to the Grand Coteau which is also about 12 miles north-west of St. Francois-Xavier.

Mother said that in the days of Cayoche *long ago* the saskatoon berries meant a lot to the Metis. They could be used in the making of pemmican, and by letting them stand overnight in lukewarm water, the next day, by adding sugar, they could be made into a tasty confiture *jam*.

Mother said this had happened when she was a very young girl. She did not remember the year, but that spring, late in the month of May, the hunters had reported that this would be a good year for saskatoons and that they should be ripe by the second week of July. At the time, mother said that they had a young couple as neighbors. She would not tell the family's name, but the name of the man was Modeste and his wife's name was Euphrosine which were common given names in those days. On the day agreed upon for the berry-picking expedition, Modeste was not ready, but he said that he would leave later and follow the others. When ready, Modeste loaded the cart with buckets, pails, and baskets to hold the berries and a cassette *chest* filled with the awapou *food* for their lunch. Modeste hitched their horse, Bichon, to the cart. Euphrosine and their two children, aged 8 and 10, climbed into the cart and they were on their way.

Euphrosine, born in the district, came from a well-known family, but Modeste was a stranger who had come to the White Horse Plain about 12 years before. He had no relatives in the district. In fact, nobody knew anything about him or his family. He was well-liked by everybody and, something very important, he was a good shot. As a sub-captain of the hunt, he was in charge of 15 hunters. He was quite a fiddler; had a fine voice and some people said that in other places where he had been in the past, he had been known as a *Dure a Cuire a tough, a man who did not run away from a fight*. But Modeste never volunteered any information about himself. He was a good worker and provided well for his small family, but he was prone to moodiness and when he felt that way, he was not too sociable.

Usually when Modeste travelled with his family, he would sing the old voyageur songs and Euphrosine and the children would sing along with him. But that particular morning Modeste was silent and when the children started to sing he frowned and told them to be quiet. Euphrosine noticed that once in a while he would look at her with a strange expression on his face. Finally, not being able to stand it any more, she asked him if he was sick. He replied that he was not. Then pointing to the red calico dress that she was wearing, she said, "I worked many evenings sewing this dress. This morning I am wearing it for the first time. I did not say anything, I wanted you to notice it. I wanted to surprise you. You did not say anything. Maybe you do not like the dress?". Modeste replied that he was sorry, that he liked the dress, that it was very nice.

Just then they came to a very large bush. They were about half-way to the Grand Coteau. Modeste stopped the horse and as he climbed down from the cart he said to his wife, "Keep on going and I probably will catch up with you before you reach

the Coteau. I am going to walk through this bush to see if I can find enough willows to make some pickets to repair the pasture fence. We would need about a hundred. See you at the Coteau." She snapped the lines on the horse's back and he started at a trot. She looked back and could see Modeste disappearing into the bush.

She had not gone very far when the horse broke into a gallop. She had to pull on the line with all her strength to slow him down. Something was scaring him. Then she saw what she thought to be a very large black dog running alongside the cart. He was trying to reach her in the cart, snapping at her, foaming at the mouth. She could see the long white fangs. He managed to bite at her dress and tore it. The children, frightened, were huddled amongst the buckets and pails.

Just then they came to the berry pickers' camp and the dog disappeared. Euphrosine's friends in the camp wanted to know what had happened, why her dress was torn, the horse was covered with froth, and where Modeste was. Euphrosine did her best to explain everything, and one elderly woman said that the description of the beast fitted a wolf more than a dog!

Helped by her children, Euphrosine started to pick the saskatoons. Her thoughts were in a turmoil. Was Modeste a loup-garou? Just then Modeste arrived, out of breath and dripping with perspiration. When Euphrosine questioned him about this, he replied that in that thick bush, it was hard going, and that it was very hot, but that there were enough willows for all the pickets they needed.

That afternoon, on the way home, Modeste was very happy. All the containers were full of the luscious saskatoons, and he burst into song. The children joined him, but Euphrosine did not sing. When her husband asked her why, she replied, "Too tired, maybe."

At supper, Modeste was happy as could be, teasing Euphrosine and the children. He was sitting across the table from her, and she noticed that there was something stuck between his upper front teeth. It seemed to be reddish in colour. She mentioned this to him and he asked her to please remove it. She used a pin to remove what she recognized as a tiny piece of red calico! When he asked what it was, she said she did not know, that it was nothing.

They went to bed early, but Euphrosine could not sleep. Her husband must be a loup-garou! She remembered the many times that she had awakened during the night to find that Modeste was not beside her. When he came in he always had a plausible explanation: he had been awakened by a

noise coming from the barn; a cow had put a leg over her tie rope; a calf was loose; a horse was caught in the manger; a fox had been trying to get into the chicken house. Such incidents are commonplace on a farm. But she was a light sleeper and had never heard any noises! How many of these were true?

A few days later, she had been alone all afternoon. Modeste was out in the bush cutting pickets for the pasture fence and the children had gone to her mother's, the children's cocoume *grandmother*. At five o'clock Euphrosine decided to fetch the milk cows from the pasture. This chore was usually done by the children. When she opened the pasture gate, she saw a stick leaning against the fence. She had never noticed this stick before and something seemed to be urging her to pick it up. She did. It was a fine oak stick, the length of an ordinary walking cane, but heavy, a sturdy stick, just what she needed to get the cows home.

The cows were at the far end of the pasture. She started them on their way home. They were following a path close to the bank of a small creek called la Coulee des Trois Chenes¹ when suddenly Euphrosine heard a strange sound. It was as if a large animal was climbing the creek's steep bank, which was covered thickly with hazelnut bushes. Then the animal came into the open. It was—you guessed it—the black wolf. It came at Euphrosine. She raised her stick. When the wolf was about ten feet away from her, it sprang in the air, leaping for her throat. But Euphrosine brought her stick down with all her might, striking the wolf on the nose. It let out a howl of pain and rolled on the ground and down the bank of the creek. Euphrosine could hear moans coming from the creek. She walked closer to the bank and then noticed that the moans were human, but she could not see on account of the dense brush. She went down and heard the moans coming from a clump of pembina *tallbush cranberry*. There she saw Modeste lying on his back with blood running from his nose.

Removing her apron, she went to the creek and soaked it well in a little pool of water from the nearly-dry creek bed. Then she wrung her apron, letting water run on her husband's face. With her apron she wiped the blood from his nose and the bleeding stopped. Modeste opened his eyes, and looking at her he smiled and said, "Thank you, Euphrosine. You have saved me. Last week on the road, I was hoping that you would strike me on the nose with the whip and cause it to bleed, but you did not. Then I had an idea. I found a good solid oak stick and left it near the gate, hoping that one day you would use it on me and deliver me from ever being a loup-garou again!"

And hand in hand they walked home.

¹ La Coulee des Trois Chenes is a small creek situated near St. Francois-Xavier. In the spring it drains the snow water from the Coteau des Festins which is a small ridge north of the village where the Indians held dog feasts a long time ago. The creek is dry most of the year.

Editor's Note: Werewolf legends are common to a variety of cultures. Some of these may have arisen because of encounters with rabid animals. There has never been an authenticated report of an unprovoked attack by wolves on people.

Author's Note: "Loup-garou" — The Metis probably heard of the loup-garou from his French-Canadian father. A man became a loup-garou if he did not go to church for seven consecutive years. To deliver him a person had to strike him on the nose hard enough to cause a nosebleed. This had to be done at a time when the loup-garou had the shape of a wolf.



Lower Fort Garry

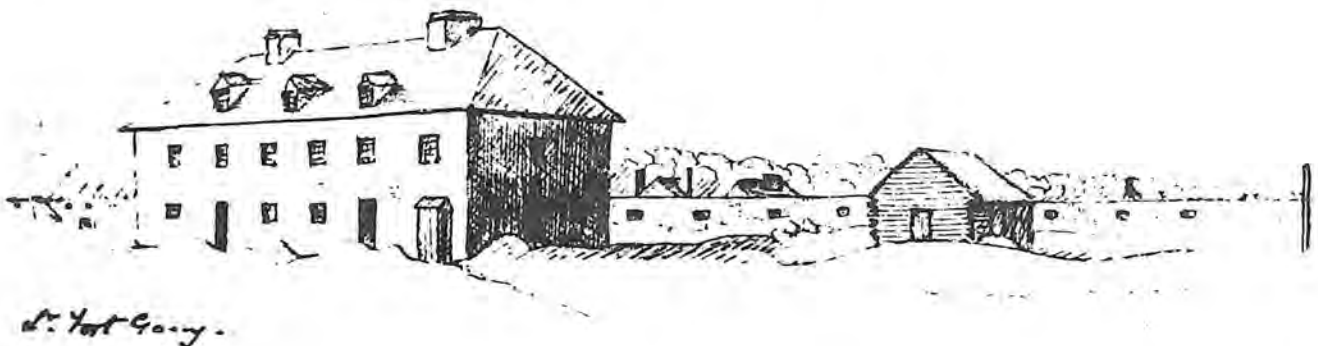
ROBERT GILLESPIE
Historical Interpretive Specialist
Parks Canada, Prairie Region

"Good afternoon. Welcome to Lower Fort Garry. Have you been here before? No? If you like, I can give you some general background on the Fort's history...."

Last year close to 131,000 visitors were welcomed in a similar fashion to Lower Fort Garry National Historic Park. Most spent a pleasant time strolling about the various restored buildings and experiencing the Park's interpretive programmes. These programmes provide the visitor with an understanding of the role the Hudson's Bay Company and fur trade society played in the development of western Canada. In some ways the easy grace which envelops people as they wander through the Fort is misleading. It would be a mistake to assume, that because of the pleasant atmosphere which permeates the entire park, a minimal amount of work is involved in its upkeep. The exact opposite is true. The work involved in restoring the Fort was enormous and the effort needed to maintain the buildings and interpretive programmes to an acceptable standard is equally demanding. The Fort bustles today almost as much as it did during the hectic

days of the 19th century fur trade.

Lower Fort Garry's history is long and diversified. Numerous historians have pondered the question as to why George Simpson established this massive stone structure some twenty miles downstream from the principal settlement located at the forks of the Red and Assiniboine Rivers. The answers have been almost as prolific. Some have suggested he wished to establish a new trading and administrative area free from the threat of flooding which plagued the area around the Forks. Furthermore, it was below the St. Andrew's rapids which in dryer years effectively prevented navigation from reaching the Upper Settlement. Others examining Simpson's private life feel that part of the reason for the Fort's establishment was the Governor's desire to protect his new bride, Frances, from "the baser elements" at the Forks, the centre of Red River society. This was related to the fact that Frances Simpson was afraid that at the Settlement she would some day be forced to confront one of her husband's children from his country marriages. These arrangements were a common practise among



This sketch was drawn by George Findlay in 1847 during the period in which it was used as a barracks by the 6th Regiment of Foot. This earliest extant illustration of the saleshop shows a sentry box in front of the building (Glenbow-Alberta Institute)



George Findlay sketched the South West Bastion in 1847 when it served as a wash- and cookhouse for the troops of the 6th Regiment of Foot
(Glenbow-Alberta Institute)

the fur traders and mixed blood women in the early decades of the 19th century but were looked upon with a disapproving eye by the English clergymen arriving in Rupert's Land after 1830. Frances, having been raised in the Anglican Church, was understandably shocked at such a situation. Another reason for situating the Fort near St. Andrew's was the possibility of establishing an agricultural complex to supply the northern fur trade posts with staples they could not eke from the land and to feed the hungry York boat brigades which transported goods and supplies throughout Rupert's Land. The Red River Settlement was to have performed this function but failed to produce the needed surplus. All these factors influenced Simpson's decision, but whether or not his reasoning was sound is of little consequence. Within five years the enterprise had failed.

The inhabitants of the Settlement simply refused to comply with Simpson's wishes to relocate the centre of trade. Why travel the twenty miles over rough prairie trails to trade the produce grown on their river lot farms when Andrew McDermot's store was much more conveniently located? Simpson succumbed to the pressure from the settlers and the Governor of Assiniboia, who preferred to administer the colony from the Upper Settlement, and in 1836 ordered the construction of Upper Fort Garry at the Forks.

With the change in administrative headquarters, Lower Fort Garry assumed a new role in the Company's operation. It became a provisioning spot for the Lower Settlement, a retreat for prominent visitors, and perhaps most importantly a transshipment depot for the northern fur trade. Each spring a brigade of York boats set out from the Fort for

Methye Portage where the brigade met its northern counterpart carrying the winter's take from the fur-rich Mackenzie and Athabasca regions. The tripmen travelled from the Fort to Norway House, where they received the outfit for the Mackenzie district. Making the exchange at Methye, they carried the furs to York Factory where the bundles would be shipped to England. The brigade would pickup a portion of the goods bound for Red River and then race for the Settlement before freeze-up.

It was a harsh demanding life, and one which held a great many risks. The Hayes River alone had thirty-five portages and the strength and determination required to transport a York boat even over one was considerable. It is little wonder that hernias were the major injuries reported en route. It was a long, physically exhausting journey and the boatmen, usually selected from the local country-born population, rarely lasted more than four or five trips before they were so crippled by injury they could no longer undertake the job. Yet in the early years, before the Company's social structure solidified and resentment began to build up among the French Metis and English country-born, to be a tripman was a source of pride. One was truly a man if he could outfit with one of the famous brigade leaders and make "the trip". It was a chance to gain both capital and status in a society where legal opportunities for gaining either were slowly decreasing.

By the 1840's, it had become extremely difficult for a person of mixed blood parentage to obtain a position with the Company which provided an opportunity for advancement. True, some had succeeded, but these were a minority when compared to the large numbers of country-born and

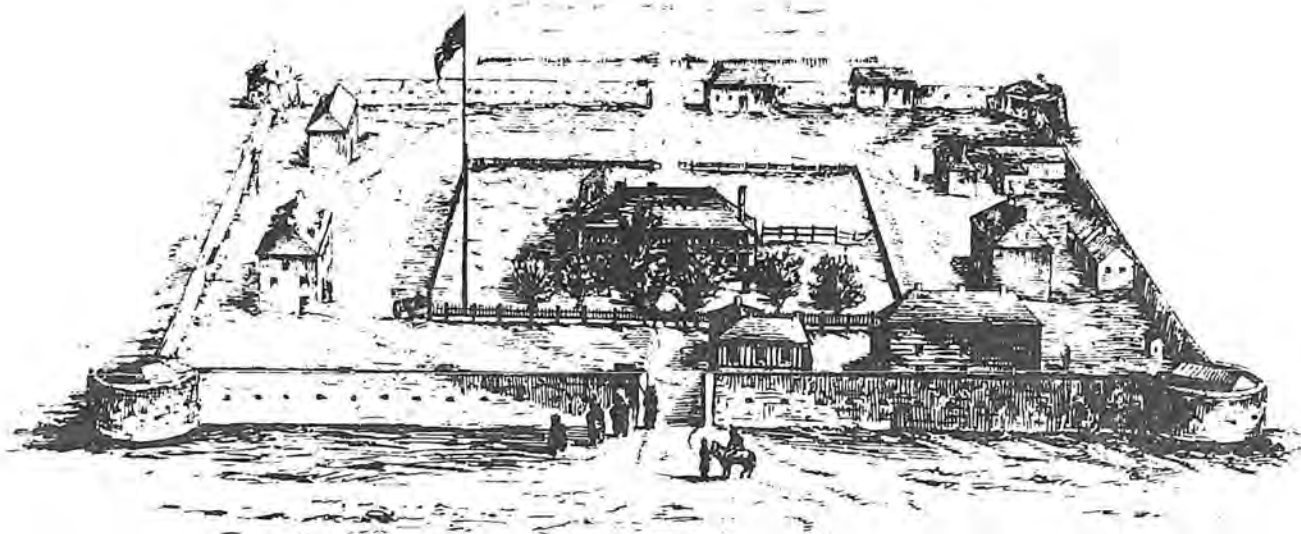
Metis who were hired as labourers on a daily, monthly, or seasonal basis. The resulting frustration forced many to evade the Company monopoly and they began to trade illegally with the Americans at Pembina and St. Paul. This trade was so blatant that Simpson became alarmed. Using the Oregon crisis as an excuse, the Imperial Government was persuaded to dispatch the Sixth Regiment of Foot to Red River in 1846 to discourage any American intentions in Rupert's Land. They were quartered at Lower Fort Garry. The free trade movement was temporarily impeded, more through the regiment's power of purchase than by any show of military force. They remained for two years. Essentially the Company's efforts were in vain. A year after the troops' departure, the Metis forced the Company to accept the reality of free trade. The Hudson Bay Company monopoly had come to an end in Red River.

Eden Colville was sent out as Assistant Governor in 1849 to ease the growing tension in the Settlement. He made a valiant attempt to appease English mixed blood and French Metis, Hudson Bay and non-Company individuals, European and country-born, and Catholics, Anglicans, and Presbyterians. Colville and his wife resided in the Big House at Lower Fort Garry. The sophistication and grace

which Colville and his wife brought with them succeeded in reducing these animosities for a brief period, but the couple only stayed until 1852. The undercurrent of hostility remained, emerging in the late 1850's as a strong drive for recognition as a Crown Colony and in 1869-70 as a demand for provincial status within the Dominion of Canada.

Lower Fort Garry took on its most important function during the 1850's and 60's as a massive industrial farm. This resulted from the inability of the local farmers to meet the agricultural demands of the northern fur trade. Over the years a number of facilities were found to be necessary to meet the needs of the Fort and to some degree the Lower Settlement. A blacksmith shop, lime kiln, grist mill, brewery, and boat building yard had developed into a complex south of the walls along the small creek which flowed into the Red River. With the addition of the farm in 1857, Lower Fort Garry became a dominant economic force in the St. Andrew's area. The farm manager was Alexander Lillie who, using labour from the local area, made the farm the most successful agricultural enterprise in Red River's history.

Work began in February when vast quantities of hardtack were baked for the brigades and the in-



LE PETIT FORT GARRY.

VOLONTAIRE.

Harper's magazine published this somewhat inaccurate sketch of Lower Fort Garry as seen from the south in 1861

land posts. It continued in the early spring as the York boats were caulked with oakum to prepare them for their long journey into the interior. The actual work on the land began in April. Using horses and oxen, the ground was prepared for seed. In May the planting was started and everyone in the Fort was conscripted to assist until June when the York boats had to be provisioned for their trip. If the conditions had proved favourable and grasshoppers, drought, or summer storms had not taken too heavy a toll, July and August were taken up with harvesting. The slaughter of cattle, sheep and pigs for winter consumption was done in September, while the fall saw men heading for the winter fisheries or taking the cattle to their winter grazing area. Anyone left idle would be put to work cutting wood for the winter.

Most of the labour required to work the farm came from the country-born population of the area. They were hired on a contractual basis to perform the numerous activities needed to ensure the farm's successful operation. The number of permanent employees at Lower Fort Garry was never as great as was the case at most Company posts throughout Rupert's Land. This resulted in a close relationship between the people of the Lower Settlement and the Fort, which in some cases continues to this very day.

The entry of Manitoba into Confederation in 1870 signaled the end of the Red River Settlement and the Hudson's Bay Company's control of Rupert's Land. Lower Fort Garry continued as a Company residence until 1911, but was also used as a location for the signing of Treaty No. 1 in 1871; as a training ground for the recruits of the North West Mounted Police in the winter of 1873; as a provincial penitentiary, and temporarily as a lunatic asylum in 1885-86. In 1911 the sales shop closed its doors and the grounds were leased to the Manitoba Motor Country Club. This ensured the survival and maintenance of the original buildings

until the title passed from the Hudson's Bay Company to the Crown in 1951.

It was during this period that Lower Fort Garry began to be prepared for its role as a National Historic Park. Research was undertaken to determine whether or not the Fort could be returned to its historical appearance, and repairs and renovations were begun to replace any rotten wood or crumbling masonry. These were only the preparatory stages in the development plans which were to be implemented at the Old Stone Fort.

After the Motor Country Club lease expired in 1962, plans for restoration and reconstruction began to take place. Detailed historical, architectural, and archaeological programmes were established to supply the necessary information before any parts of the project could proceed. It was decided that the first priority would be the reconstruction of the old wooden store which had been built in 1873. This was necessary to house the administrative and interpretive staff; as well as a place to store the Hudson Bay Collection, and display exhibits on the native culture and the history of Lower Fort Garry. Development proceeded slowly but steadily, a necessary part of historical restoration. Five buildings have been restored to the fur trade period.

The Frazer Cottage is reminiscent of the numerous river lot farms which bordered the edges of the Red River and was moved on site and restored to reflect this aspect of the Settlement's society. The Big House has been restored to the country elegance it acquired during the brief stay of Eden Colville and his wife in the early 1800's. The Fur Loft and Sales Shop building has been restored and refurnished to the 1865 period. The Engineer's Cottage reflects the industrial component of the Fort and the growing American influence of the 1870's in the Red River Settlement.



Fraser Cottage was moved to the site of Lower Fort Garry. It is reminiscent of the houses which were located on Red River farm lots and reflects this aspect of the Settlement's society
(Lower Fort Garry National Historic Park)



The Fur Loft and Sales Shop which has been restored and re-furnished to the 1865 period
(Lower Fort Garry National Historic Park)



The "Big House" which has been restored to the country elegance it acquired during the stay of Eden Colville and his wife
(Lower Fort Garry National Historic Park)

Restoration continued at Lower Fort Garry. The Men's House has been restored and will be re-furnished to represent the lives of the Company's servant class. As well, the large agricultural warehouse by the north wall is to be restored to its 1865 appearance. Since the Fort's history spans more than a century, the story is an intricate one. A visitor orientation centre has been planned to present this story. An exhibit hall and theatre will be used to help the visitor understand the various facets of the Fort's history which are no longer visible today.

The preparation of the buildings is only the beginning of an interpretation programme. Lower Fort Garry has a large staff of interpretive guides and costumed animators, whose principal job is to make the visitor aware what life must have been like at the Fort and throughout Rupert's Land. This requires an extremely imaginative and enthusiastic interpretive staff. They come from wide and varied backgrounds. Local farmers and university students work together within the programme. Before they even begin their job they must be thoroughly familiar with the interpretive manual and take part in training sessions with historians, interpretive specialists, interpretive curators, and visitor services people acting as resource personnel. Their training is an on-going process. Throughout the summer most do a great deal of reading and preparatory work on their own. It is a demanding job, especially when it involves meeting the public, however appreciative, for eight hours a day. It can be exhausting, but every season people return, sometimes for the third or fourth year, to work at the Fort.

Although the response to Lower Fort Garry has been overwhelming, research and planning must continue. As the programmes expand so must the information base upon which they are develop-

ed. Most of the demands for more information come from the animators on site. They wish to have as much information as they can about Eden Colville, Roderick Campbell, Nancy Fidler, or William Lane in order to give the visiting public the most effective presentation possible. Most visitors will not be disappointed. This past summer York boat crews were recruited and on a number of days boats from Norway House or the Upper Settlement could be seen landing and unloading at the Fort. A tea party and lively game of croquet were initiated at the Big House and while no visitors fainted from excitement, these activities did help capture the flavour of the Colville era. The blacksmith could be seen working at his forge and the Big House kitchen was always busy. In a more exciting vein, one of the most notorious characters in Rupert's Land was apprehended at the Fort by order of Sheriff Inkster and held for several hours until it was realized he was actually in fact an interpretive supervisor. One wonders what the staff will dream up next summer.

For the past few years the Fort has offered a winter interpretive programme for school children which has proved to be a resounding success. The programme is booked solidly from late fall until March. The students, through a number of skill activities, become involved in the lifestyle of a fur trading post and the adjacent Red River Settlement of the mid 1800's. Using a steel pen and ledger, they scratch away making entries much as a Company clerk must have done during the long winter days at the Fort. They also participate in snowshoeing, simulated trapping, cooking and period crafts. These activities are further supplemented by films and slide presentations. If the positive response from the students and teachers is any indication of the programme's success, it will be a permanent part of Lower Fort Garry's interpretation for years to come.

Christmas Greenery

DIANNE BEAVEN
Secretary-Treasurer
Manitoba Forestry Association Inc.

Before the arrival of the Christmas tree we know, it was a general custom to bring into the house small potted cherry or hawthorn trees, or branches water-potted, so that they might bud at New Year or Christmas. One Victorian pleasure of the tree is quite lost to us: the sweetmeats and fruits with which it was hung remained there until the dismantling after Twelfth Night. Only then could they be eaten, so that once again the day of dismantling, so sad for present-day children, was the joyful climax of Christmastide and an occasion to look forward to.

Candles came to the tree later than the fruits, and since then have led a chequered history. In the very frozen north, when the first Christmas trees were presented by missionaries to Eskimos, the candles thereon happened to be made of deer tallow and were accepted with some gusto as an edible windfall. In the torrid opposite of Australia, candles bent themselves double in the benign heat of the sun, and became a formidable fire risk. In Victorian times in Europe and America, muslin dresses and long hair made many a macabre blaze; and fire brigades knew the Christmas tree to be one of the most dangerous fire hazards at a time when candles were in any case the most prevalent cause of fires—particularly, official records show, the candle used to look under the bed for burglar or chamberpot. It was thus an extremely busy time for the brigades: the Christmas burglar was a seasonable visitor; too much wassail sent the hand searching far more often for the other bowl; and there was the Christmas tree alive with the flaming tongues of dozens more dangerous candles.

Pine and Poplar

When the Holy Family was pursued by Herod's soldiers, many plants offered them shelter, among them, the pine. As they entered a wood to seek the protection of trees, the poplars drew their

branches up and began to quake: for their refusal, they must go on quivering forever. But an old pine, hollowed by the years, invited them to rest within its trunk, then closed its branches to conceal them while soldiers passed by. In leaving, the Christ Child blessed the pine, and the imprint of his little hand may still be seen if a pine cone is cut lengthwise.

Long ago, there lived high in the Hartz Mountains a poor widow and her children who gathered cones of the great pine trees to burn for warmth. The day before Christmas, while searching for cones, they were startled by the voice of a little old man, a gay figure who doffed his red cap, sweeping it to the ground. Smiling at the frightened peasants, he said in a merry tone, "Take the cones from under this tree; these are the best". Then with a wave of his cap, he vanished.

They piled the cones in their basket, but when they tried to lift it, it was so heavy, they had to drag it home. That night when they reached into the basket for fuel, they discovered the cones had turned to silver.

The Fir

This beautiful tree with its aspiring tip was once considered sacred, and sometimes called the Tree of Life. According to legend, it bore blossoms and fruits until Mother Eve picked them. Thereafter the tree grew needles only, but on the night that Christ was born, it bloomed again.

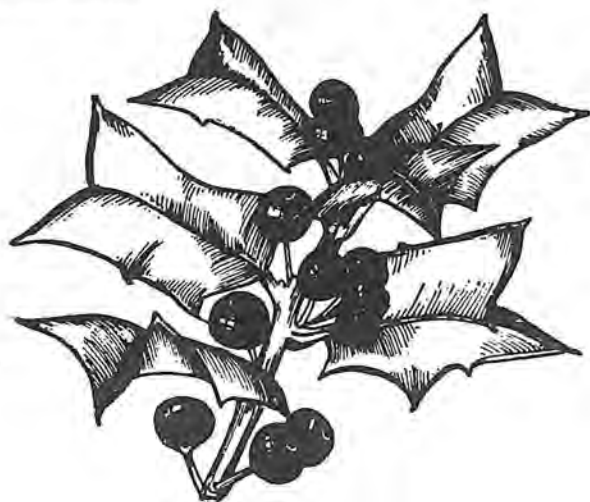
According to a Viking tale, when Christianity came to northern Europe, Faith, Hope and Charity were sent from heaven to find and light a tree that was as high as Hope, as great as Love, as sweet as Charity, and one that had the sign of the cross on every bough. Their search ended when they found the fir. They lighted it from the radiance of the stars, and it became the first Christmas tree.

Also from the Hartz Mountains comes an account of an ancient ceremony in which girls danced in a circle around a fir tree while they sang songs, their purpose to imprison an elf who lived in the branches guarding something precious. If he refused to yield his treasure, he would be imprisoned for another year. The tree was richly decorated and also lighted, hence our tree decoration and carol, for translated the song means "to dance in a ring".

Many superstitions cling to the fir. For example, if you wish to know the length of your life, the fir will tell you; when it is lighted on Christmas Eve, your shadow will be cast on the wall, and if your life is to end that year, your shadow will be without a head. A stick of fir, not burned all through, will ward off lightning. It is bad luck to cut down a fir; in northern countries, woodchoppers so venerated it they often refused to cut it down. In old Russia, when a tree was felled by a storm, it was considered an act of God and the wood was given to the church.

Holly and Mistletoe

Apparently the name *holly*, does not come from *HOLY* but from *HOLIN*, a name given by early writers. Considered anathema to witches, holly was hung over doorways, in windows, and next to the chimney, lest a witch enter through these openings. The Druids, who venerated the sun, held holly sacred since the sun never deserted its ever-green leaves.



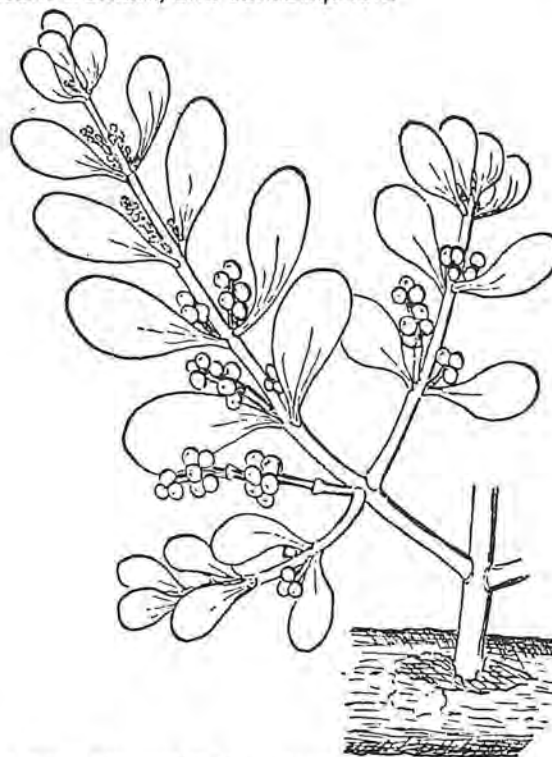
Holly: *Ilex cornuta*

According to Pliny the Elder, it was a plant of many virtues—growing near a house it afforded protection from lightning and witchcraft; it repelled poison. The flowers caused water to freeze, the wood thrown at an animal compelled it to lie down beside the stick. Whoever first brought holly into the house, husband or wife, ruled for the year.

At first considered a pagan plant inappropriate to Christian homes and churches, holly was later thought to have sprung up under the footsteps of Christ. Its thorny leaves and red berries represented his sufferings. Supposedly the crown-of-thorns was made from holly, and the white berries turned red with Christ's blood.

The word *mistletoe* comes from the Saxon meaning "different twig", referring to the plant's habit of growing on wood other than its own. Originally, it is said mistletoe was a tree, but when its wood was used for the cross of Christ, it shrank to its present form and was doomed to live on the strength of others.

The companion of holly, mistletoe has the curious history of being both a killer and curer. In the old Baldr myth its wood was used to make the dart Loki threw to kill the beautiful god, but mistletoe was revered by the Druids who taught that mistletoe, too, was holy. Growing in and principally out of the air, it sought the Sacred Oak for support. The cutting of the mistletoe was an elaborate ceremony. Priests dressed in fine white robes and carrying the golden sickle with which the mistletoe must be cut, marched in solemn procession to the Sacred Oak. Beneath it, they spread a white cloth to catch the plants, which must never touch the ground. Two garlanded bulls were then slain under the tree from which the plants were gathered, and their blood fertilized the oak. Pieces of the parasite were distributed among the people to hang over doorways and use as charms to avert fits, epilepsy, poison, tremors, and consumption.



Mistletoe: *Phoradendron flavescens*

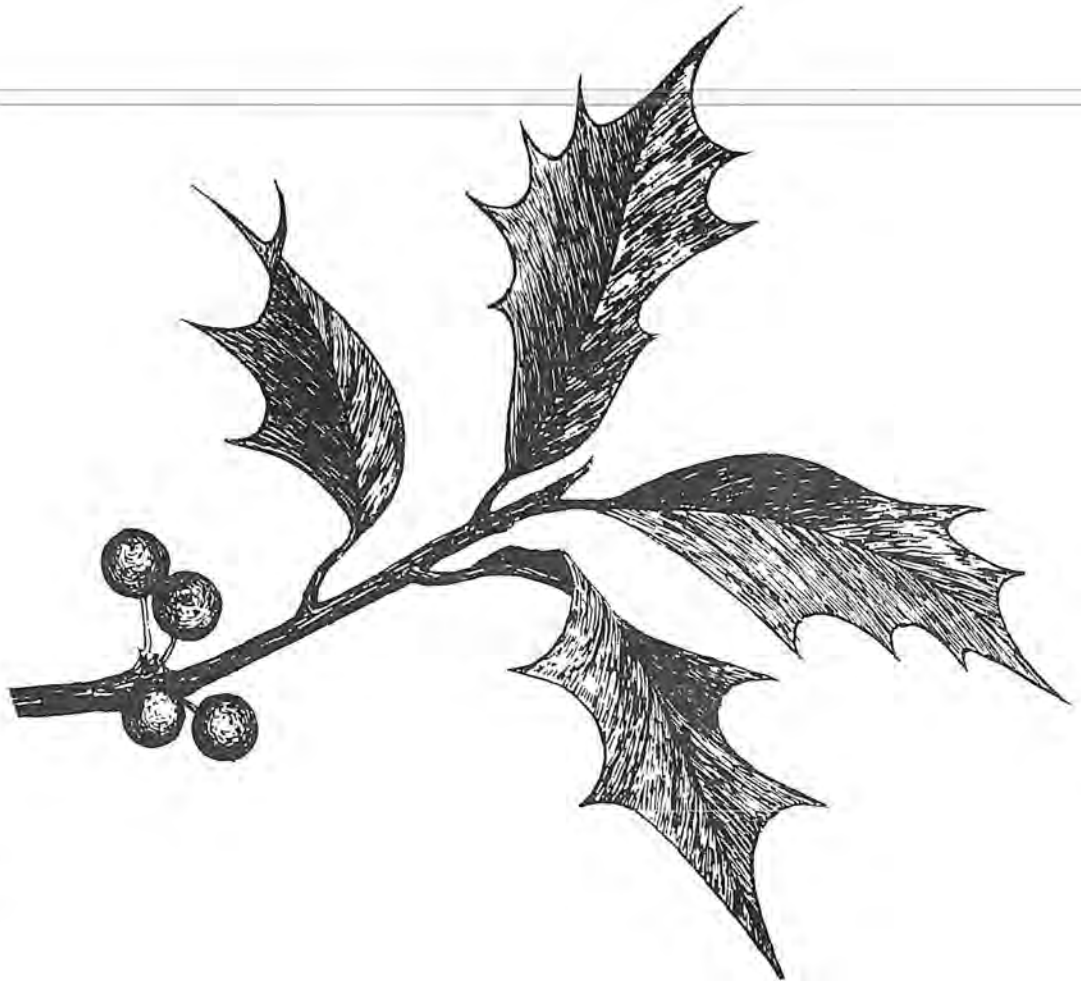
The white berries are sometimes called Frigga's tears for the Norse goddess who grieved so bitterly over the death of her son, killed by an arrow made from the magic mistletoe, that the gods took pity upon her and restored her mischievous son to life. Thereafter mistletoe would be a plant of peace, she decreed, and those who passed beneath it should exchange a kiss.

The Hawthorn

The most famous hawthorn, the Glastonbury thorn, was supposedly taken into England by Joseph of Arimathaea who journeyed there to bring Christianity to the ancient Britons. When he paused

to rest at "Wearyall Hill", he thrust his staff into the ground. There it took root, put out leaves, and blossomed on the birthday of Christ. On this spot the famous Abbey of Glastonbury was built, and here pilgrims came for many years to seek the blessing of the thorn. A scion of this thorn tree was brought to the National Cathedral in Washington, D.C. and now flourishes in the Bishop's Garden.

In another legend, the hawthorn is associated with Christ, who rested in a woodland before his crucifixion. There branches of hawthorn concealed him from the soldiers. For this act of love and kindness, the tree was blessed and became one of the holy plants of Christmas.



Holly: *Ilex sp.*

Annual General Meeting and Seminar

JAN MORIER
On-Job Trainee
Manitoba Museum of Man and Nature

Once again the Canadian Forces Base at Shilo was the intelligence headquarters for the manoeuvres of the Association of Manitoba Museums in their Sixth Annual Fall Seminar and General Meeting. Various ranks of museum personnel rallied together in their never-ending battle towards productive institutions. Almost half of the museums in Manitoba were represented, not to mention ambassadors from Alberta, Saskatchewan and Ontario, bringing the total attendance to 76.

Registration and key allotment began at 7 p.m. on Wednesday, October 12th, 1977 in the Base Country Club. As the troops filtered in, and the liquid refreshments started pouring, a series of educational slide shows were previewed. Due to a slight defect in the projector, the scheduled film had to be cancelled. As a result, the balance of the evening was spent in socializing and nibbling from the assorted trays of cold cuts.

Reveille sounded the following morning, and a hearty breakfast was served between 8:30 and 9:30 a.m. We proceeded upstairs to listen to a talk and slide show by Cornell Wynnobel of Lower Fort Garry. Cornell's subject was *Collection Storage* and he proved that with good organization and house-keeping, plus a little imagination, a suitable environment for artifacts could be maintained. He stressed that humidity control was essential, and then went on to describe how shelving units and racks could be constructed inexpensively. I am sure that many curators benefited from Cornell's suggestions.

At 11:00 a.m., after coffee, the troops marched over to Barracks D5 where simultaneous workshops got underway. The choices were (a) *CMA Programmes* with guest speaker Robin Inglis from Ottawa, who discussed the continuing development of community museums, (b) *The Carberry Sandhills* by Dr. Bill Preston of the Manitoba Museum of Man and Nature, who gave an excellent visual and narrative insight into life forms in Manitoba's

"desert", and (c) *Education Programmes* with coordinators Merrill Shwaid of the Museum of Man and Nature and Johanna Smith of the Winnipeg Art Gallery. Their talk covered Public Relations, and involvement with students in the various activities of their institutions.

After lunch at the Country Club it was time for the Annual Meeting. Last year's President, John Dubreuil, proceeded to report on the year's events. He requested members to attend the training programmes offered by the Museums Advisory Service.



Robin Inglis, Executive Director, Canadian Museums Association

The Board election presentations then took place, with a large turnover in members who, owing to a change in by-laws, will hold their positions for the next two years. It is felt that this term will provide for better orientation into the workings of the Association, and result in more knowledgeable leadership. Our congratulations and well-wishes to those dedicated people. Members delved into a long debate regarding some of the issues they faced over the past year. These problems and probable



Lynn Ogden, Prairie Regional Director of the Canadian Conservation Institute, conducting a workshop on "Paper Conservation"

solutions have been recorded in the published Minutes of the meeting.

Following adjournment and a much-needed cup of coffee, the participants had their choice of activities. Many interested folk embarked on the bus tour of Shilo to observe past and present artillery tactics, the Base camp being the headquarters of a three-week training programme for German troops. We had a knowledgeable guide for this tour and on behalf of the group may I say 'many tanks'. Meanwhile, back at D5, the Museums Advisory Service held a *Problem Solving Session* where various situations and solutions were discussed. The recommendations of Mr. Ian Paterson, Alberta Museums Advisor and Lynn Ogden, Canadian Conservation Institute, contributed greatly, and participants came away with some novel ideas.

That evening at the Country Club we enjoyed a magnificent banquet. Those who had room to spare wandered up to the buffet table for seconds.

The guest speaker at the banquet was Ian Paterson, and his subject was *Museums—Fertile or Sterile?* He warned us that he would be treading on many toes, but nevertheless went on to describe "the 25 steps in a museum's life cycle".



Col. C.R. Simonds and John McFarland at the Annual Banquet

There were gasps throughout the crowd as the idiosyncrasies and problems of various groups were exposed! But Mr. Paterson seriously advised us to "throw away the Pill which is bringing self-inflicted sterility upon museums", to "create in order to promote co-operation and participation in society". His blunt and amusing manner was both entertaining and informative, and covered enough aspects to ensure everybody's attention. He concluded by suggesting that more curators take advantage of the excellent resources offered by David McInnes, Warren Clearwater and Diane Skalenda, and praised this Advisory Service as one of the finest in Canada.

After the rousing applause, Mr. John Dubreuil took the floor to make presentations of Honorary Life Memberships for the first time in the history of the Association. The first worthy recipients of this honour are Watson Crossley of Grandview for his dedication to the Association, and David Ross, former Museum Advisor, and now Director of the New Brunswick Museum.



Watson Crossley accepting his Honorary Life Membership



Auctioneers Tom Nickle and Cornell Wynnobel

The chairs were then rearranged in preparation for *The Auction* which was once again presided over by Tom Nickle and Cornell Wynnobel. They were ably assisted by our guest auctioneer, Ian Paterson. The mood of hilarity was immediately set when the first item was declared *Sold* to a gentleman who chose an unfortunate moment to scratch his head. People discovered that personal belongings which had gone missing from their rooms were up for the bidding! Blackmail seemed



Guest Auctioneer, Ian Paterson

to be the order and there were several cases of near assault! The sale of all manner of objects was fast and frantic for several hours until the exhausted auctioneers declared that they had reached the end of the treasures. Amidst the clouds of stone-ground flour, David McInnes proudly announced that we had raised the staggering amount of \$381.35. It was a truly profitable evening.

On the final morning of the seminar, D5 housed simultaneous workshops. *Museum Souvenirs* featured Ed Krahn of the Estevan National Exhibition Centre. Ed showed us how to set up and run a gift shop, advising us to concentrate on the sale of local or Canadian-made crafts.

In the neighbouring classroom, participants were locked into the subject of *Museum Security*, heeding the booming voice of Capt. Cannons, Intelligence Security Officer at Shilo.

In another room, Mrs. Elza Snikeris of the Manitoba Museum of Man and Nature presented a series of slides describing the Ethnic cultures of Manitoba, and discussed the crafts programmes available for children and adults at the Manitoba Museum of Man and Nature. Her creative method of education will ensure that our forebears' talents will not be forgotten.

Coffee and doughnuts were served before we marched back to the Country Club to hear Lynn Ogden of the C.C.I. speak on the subject of *Paper Conservation*. Lynn demonstrated the various materials used in cleaning and repairing ancient documents and bookbindings. He advised us where these cleaners could be obtained and circulated a useful bibliography.

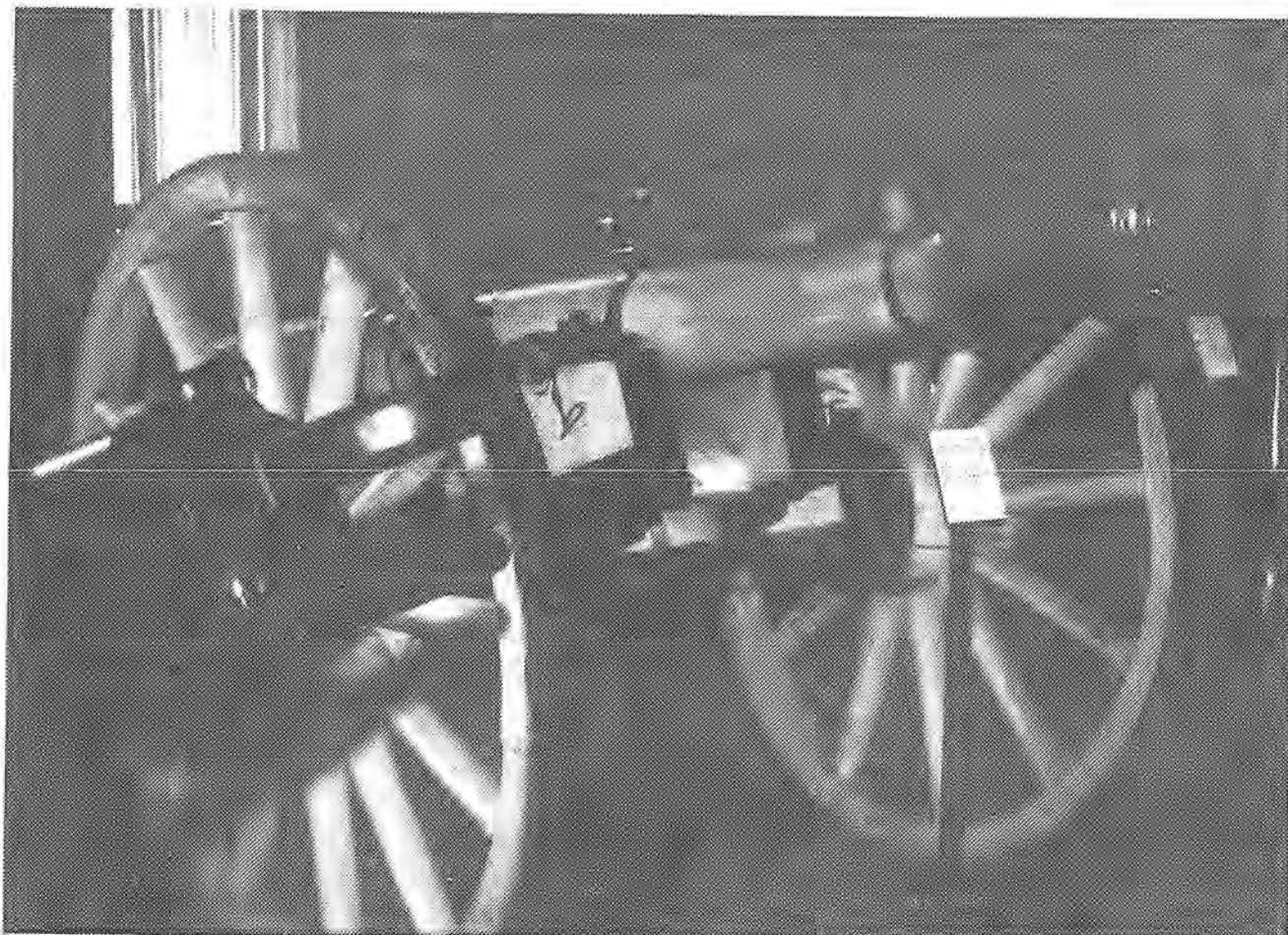
The afternoon's itinerary commenced with a review of the Manitoba Museum of Man and Nature's Extension Services presented by Barry Hillman and Brenda Birks. Showing slides, Barry explained the format of travelling exhibits and demonstrated how community museums could set up similar portable displays. Brenda gave us an insight into the diverse tasks and accomplishments of the Extension Services, and concluded by advising us of the many kits and programmes they have to offer the community museums and schools.

The participants then had their choice of two workshops. The *Care of Paintings* was presented by Carl Noonan, Chief Preparator of the Winnipeg Art Gallery, who discussed how best to move and hang a painting as well as environmental concerns with this art form. Down the hall we heard Martin Kavanagh, the noted author and historian, who had dedicated many years to intense research on LaVerendrye. We saw a documented slide programme which Mr. Kavanagh hopes to make avail-

able to schools and museums, it being a synopsis of the western travels of the first Canadian-born explorer. A beautiful love affair with history was apparent in his presentation.

The wish to preserve and convey our heritage was observed in many individuals during the three days of the seminar. Members' questions and problems surfaced, and often-times were solved on the spot. An atmosphere of motivation, education and accomplishment surrounded us, and we managed to have a lot of fun in the bargain! The members of the A.M.M. have a brilliant rapport and thanks must be given to those in attendance for their cooperation and support. Appreciation is sincerely conveyed to the organizers at Canadian Forces Base Shilo—Col. C.R. Simonds, C.D., Capt. A. Cooney,

Chief Warrant Officer Peter Winter, and the members of the staff of the Country Club for the warm hospitality shown during our second seminar there. A special thanks to our guests—Mr. Ian Paterson, Museums Advisor for the Province of Alberta; Mr. Robin Inglis, Executive Director of the Canadian Museums Association; and Mr. Lynn Ogden, Prairie Regional Director of the Canadian Conservation Institute. Their advice and expertise has proved invaluable to this year's meeting. Credit is due to the Museums Advisory Service, Warren Clearwater, David McInnes and Diane Skalenda; to the many instructors for their time and knowledge; and our fearless auctioneers Tom Nickle, Cornell Wynnobel and Ian Paterson. Once again, a pat on the back for you, the participants, for helping to make the Sixth Annual Meeting of the A.M.M. a huge success.



**MINUTES OF THE SIXTH ANNUAL MEETING
OF THE ASSOCIATION OF MANITOBA MUS-
EUMS, HELD AT CANADIAN FORCES BASE,
SHILO, MANITOBA, 13 OCTOBER 1977.**

The 1977 Annual General Meeting of the Association of Manitoba Museums was called to order at 1:30 p.m., by the President, John Dubreuil. Attendance was approximately 65-70 persons, with 80 registrants at the seminar.

Highlights of the 1976 Annual Meeting were read by the President, for the benefit of those who had not read the printed copy included in the seminar kit.

Moved by G. Lammers, seconded by Mr. Prince that the minutes of the last meeting be adopted as printed.

MOTION CARRIED

There was no business arising from the minutes of the 1976 Annual General Meeting.

President's Report

During the year, four Council Meetings and one Executive Meeting were held. The latter concerned a presentation to the Provincial Government, from which we received an Operational Grant of \$2,000. under the Museums and Miscellaneous Grants Act. The President informed the gathering that John McFarland proposed a number of items for the museum community in his fall budget.

The Association sponsored three regional mini-seminars during the year—Red River East in Steinbach, Northern in Roblin, and South-west Region in Killarney, Manitoba.

The President reported to the meeting that the Museums Advisory Service has an IBM Electronic Composer typesetting machine on a trial basis. In exchange for the use of the machine, the Association assumes the cost of ribbons and photomaster paper. In addition to improving the quality of the **Dawson and Hind**, this machine can be used to provide a number of services for the community museums. At this time, it would be well to note that, for a nominal three dollar annual membership fee, members are provided with forty dollars in publications with the assistance of Provincial and Federal aid.

Professionalism and ethics for museums were discussed throughout the year and we may find that this discussion will continue for some time.

The Executive has proposed that the AMM set up an office in Winnipeg to act as a clearing house for information. We hope to have more detail on this at a later date.

The President informed the assembly that he will be representing the Association at a Training Meeting, sponsored by the CMA and the National Museums, at the Winnipeg Art Gallery on October 28th, 1977.

Adoption of the President's Report was moved by John Dubreuil, seconded by D. Skalenda

MOTION CARRIED

Treasurer's Report

Due to forthcoming municipal elections, treasurer M. Johnson was unable to attend the Annual General Meeting. A report was prepared, from the records, by the Museums Advisory Service. The balance of 11 October 1977 does not include current seminar expenses, which would bring our balance closer to \$3,400.

T. Nickle moved the report be adopted, seconded by E. Snikeris.

MOTION CARRIED

Proposed Changes to By-Laws

a. **Proposed by K. Williams (read in his absence by D. McInnes), and seconded by W. Crossley**, that by-law number 10 be amended as follows: "....The officers of the Association shall be elected at the Annual General meeting and shall hold office for a period of two years. The councillors shall be elected at the Annual General Meeting and shall hold office for a period of two years. The immediate Past President shall automatically retain his seat on the Council for two years.....".

MOTION CARRIED

b. **Proposed by T. Worth, seconded by T. Nickle** that by-law number 28 be amended as follows: ".....The fiscal year of the Association shall end on the thirty-first day of December.....". The reason for this proposal is that grant applications run on a December to December fiscal year, and this would facilitate our applications. Considerable discussion followed, regarding its effect on meetings, and delay in ratification of the audited reports by the membership, etc.

Unexpired Terms:

Red River East

Jean Dupont

Red River West

Father A. Krivanek

Councillor-at-large

Borys Gengalo

David McInnes

Ken Williams

The position of Councillor for the South-west Region is vacant at the time of writing and will be filled in the near future.

MOTION DEFEATED

Tom Nickle, Business Administrator of the Manitoba Museum of Man and Nature, volunteered to audit the books, free of charge, as required. It was proposed by D. Skalenda that we accept the above offer by Mr. Nickle and this proposal was unanimously supported.

Presentation of Resolutions

a. **Watson Crossley Community Museum, represented by President Mike Skomorowski, moved the following resolution:** "Be it resolved that this Association request the officials of the Manitoba Telephone System to apply the 'household' rate rather than the 'commercial' rate to museums which are open on a seasonal basis only." **Seconded by B. Gengalo.** Discussion followed on all utility rates for museums.

MOTION DEFEATED

Moved by T. Nickle, seconded by R. Craik, that the A.M.M. recommend Council investigate the possibility of reducing the utility rates to all museums in the province.

MOTION CARRIED

b. **Maurice Prince, Administrator of the St. Boniface Museum, moved** ".....that the A.M.M. recommend to the Manitoba Government, the City of Winnipeg, Heritage Canada, and the Great West Life Assurance Company (the owners of the Empire Hotel) that this landmark (Empire Hotel) be preserved for posterity as it is the finest example of cast-iron architecture in Canada, and is one of four such buildings known to exist in Canada today." **Motion seconded by Cornell Wynnobel.**

MOTION CARRIED

c. **Moved by B. Gengalo, seconded by T. Nickle** that the contents of next year's general meeting emphasize the problems and development of the AMM, and be conducted in a seminar fashion.

MOTION CARRIED

d. **Moved by G. Lammers, seconded by T. Nickle,** that B. Gengalo be considered Program Chairman

Location of 1978 Annual General Meeting

On behalf of a number of Winnipeg museums, the Winnipeg Art Gallery, and the University of Winnipeg, **George Lammers** invited the Association to hold the 1978 Annual General Meeting and Seminar in Winnipeg. **Seconded by B. Gengalo.**

Discussion of this invitation, plus a suggested change in date, resulted in no clear decision.

Election of Officers

As the Nominating Committee was composed of the full council, a list of nominees was read by the President. Nominations were also accepted from the floor.

The Council for 1978 is as follows:

President	Peter Winter
1st Vice President	Tim Worth
2nd Vice President	Ruth Craik
Treasurer	Cornell Wynnobel
Secretary	Terry Patterson

Councillors:

Northern Region	Hugh Fox
Midwest Region	Ruth Stewart
Councillor-at-large	Claire Simpson

and/or Co-ordinator for next year's seminar.

MOTION CARRIED

Discussion on the motion brought out the fact that we, as an Association, have sat back and allowed the Museums Advisors to carry the workload of the Association, instead of being advisors only. If we wish to keep the best Advisory Service in the country, we should allow them to do their job, while we share the duties of running the Association of Manitoba Museums.

Other Business

a. Council had requested Tim Worth to investigate the costs of slide training kits, which could be held at the Museums Advisory office, available for use of the Association members upon payment of shipping charges. A list of topics and costs was read. Discussion of usage, quality, subject matter, plus the availability of similar kits from the CMA on that basis. No decision was reached.

b. **Moved by T. Worth, seconded by D. McInnes,** that the AMM set aside \$300. to pay expenses for one representative from a community museum to attend the CMA Annual Conference, with nominations made from the general membership and approved by Council. Discussion followed on the need for representation, better relations and communications with the CMA, present expenses paid by the CMA for the Presidents and the CMA Council members, varying costs each year, plus uncertain finances of the AMM.

Motion amended as follows: "That the AMM set aside a sum of money to pay expenses of a person or persons from a community museum to attend the CMA Annual Meeting, to be best of AMM financial capabilities, with application to be made from the general membership and approved by the Council. **Accepted by T. Worth, seconded M. Prince.**

MOTION CARRIED

c. **Proposed by T. Worth, seconded by M. Prince,** that we send a letter or card to P. Winter, wishing him a speedy recovery.

MOTION CARRIED

d. Suggested by D. Skalenda that we propose a vote of thanks to the staff at CFB Shilo, and that the President write a letter to that effect.

e. Past President John Dubreuil thanked everyone for their co-operation during the past year.

f. B. Gengalo thanked John Dubreuil on behalf of the Association for the time he has spent travelling over the province to meetings, and the good representation he has given the Association.

g. **Moved by B. Gengalo, seconded by D. McInnes** that the meeting be adjourned.

MOTION CARRIED

Meeting adjourned at 3:45 p.m.

ASSOCIATION OF MANITOBA MUSEUMS

Statement of Revenue and Expenses (unaudited)
January 1st, 1977 to October 11th, 1977

Revenue

Membership Fees	1,232.
Provincial Grant	2,000.
Seminar Registrations	1,592.

TOTAL REVENUE

\$4,824.

Expenses

Postage and Stationery	097.
Dawson and Hind (typesetting and covers)	456.
Mileage	168.

TOTAL EXPENSES

721.

Surplus for the period January 1st, 1977 to October 11th, 1977 \$4,103.

Bank Balance as of January 1st, 1977 1,082.

*TOTAL SURPLUS AS OF OCTOBER 11TH, 1977 \$5,185.

**This does not take into account an estimated \$1,800. in seminar expenses? The true total surplus would be closer to \$3,385.*

Statement presented to the Annual General Meeting - October 13th, 1977.

A.M.M. Council Highlights — 1976-77

TERRY PATTERSON

Secretary

Association of Manitoba Museums

Following the 1976 Annual Meeting at Shilo, a short council meeting was held, finalizing business from the seminar. Committees were planned, and a council meeting proposed for January.

During the year, council held five more meetings, two in Winnipeg, and one each in Virden, Dauphin, and Shilo with an average attendance of eight council members.

Highlights of the year include:

Museums Grants Advisory Committee—Museum Rating System

During the 1975-76 council year, a proposal was presented to the Minister of Tourism, Recreation and Cultural Affairs, regarding formation of a Museums Advisory Committee, and classification of museums. However, with a change of Ministers, the brief has been set aside. Reverend Frank Armstrong requested that the original be rewritten by council, whereupon he, Borys Gengalo, and Dave McInnes would present this to the new minister, conveying our sense of urgency.

Discussion on the various duties and responsibilities in these areas helped the committee formalize the new brief, which was submitted in the spring to Minister Ben Hanuschak. B. Gengalo, D. McInnes and F. Armstrong then met with Mr. Hanuschak in April, with no official reaction. A follow-up letter from F. Armstrong also brought no response. D. McInnes then contacted John McFarland, Chief, Historic Resources Branch, to ask for information on the progress of this brief. John McFarland informed us that the following proposals would be put in his budget estimates for Cabinet approval:

- an increase in grants under the Museums and Miscellaneous Grants Act from \$2,000. to \$2,500.
- a subsidy for curator's salaries, including an allowance for materials and supplies. Following the Provincial election, the committee should be prepared to pursue this further.

Incorporation

A new lawyer in the law firm handling A.M.M. legal affairs, contacted the secretary early in the year, regarding payment of Incorporation fees. At this time, he stated that the A.M.M. had not been properly incorporated. A special council meeting was called to discuss the matter with some of the original members. Later correspondence and phone calls revealed that our file had lain dormant for several years, with other unfinished business. The incorporation papers had been duly filed with the government, but the final copies had not been signed by the original members and executive. The secretary received the files to acquire missing signatures. This has presented a number of problems in contacting people concerned, however, it should be solved by the end of the year. When completed, this will officially document our incorporation.

Operation Grant

Tim Worth, 2nd Vice President, made an application on behalf of the A.M.M. for an operating grant under the Museums and Miscellaneous Grants Act. In order to complete the required forms, we needed an audit as of year-end 1976. An annual report, to correspond with that fiscal year, was compiled. In order to facilitate further applications, plus tax purposes, a proposal will be made

to amend the by-laws accordingly. A grant of \$2,000. was received in the spring, and will be applied towards the cost of operating the A.M.M. Proposals for resource kits and a library will be brought to the Annual Meeting.

Institutional Membership

A revised institutional membership fee scale, plus issuance of membership certificates, was approved at the Annual Meeting. A letter outlining the needs for change was compiled, and sent to each institutional member as dues became payable. Membership certificates have been printed, and will be forthcoming soon after the Annual Meeting. Each will carry a dated seal, showing the years the institution has been a member of the A.M.M.

Regional Mini-Seminars

At the CMA Presidents' Meeting in Ottawa in December, our President's continuing enthusiasm for the mini-seminars brought many inquiries from other provinces. In May, Museums Advisors in Saskatchewan and Ontario asked for cooperative mini-seminars near our borders. Councillors are requested to bear this in mind for next year's plans. Three regional mini-seminars were held during the spring: Northern Region at Roblin (25-30 people); Eastern Regional at Steinbach (30 people); and Southwest Region at Killarney (25-30 people). Though attendance was low, the training received, and the exchange of ideas and problems was felt to be beneficial to all concerned.

Honorary Life Members

A suitable style and wording of "Honorary Life Member" plaques was chosen after discussion by the Council. Peter Winter offered to have them made up at C.F.B. Shilo. The first presentation of the Honorary Life Memberships were awarded at the Annual Meeting.

Professionalism and Ethics in Museums

There were major topics of discussion through the year, based on the CMA papers. Papers on professionalism and ethics were printed in the **Dawson and Hind**, for study by A.M.M. members. The Code of Ethics was passed at the Annual Meeting of the Canadian Museums Association in May and "Professional" was left for further study. Our current representative to the CMA is George Lammers.

Annual Meeting Plans

A planning committee of E. Krahn, D. McInnes and P. Winter was chosen, with powers of delegation. Both Shilo and Steinbach were offered as sites, with Shilo being chosen.

CMA Annual Meeting Representatives

Costs of attending these meetings were discussed, and compared with the value received. Notice of motion for the Annual Meeting was proposed, requesting a sum of money to be set aside yearly, to send a representative from the A.M.M. to the CMA Annual Meetings. Nominations will be requested from the general membership, with final selection to be made by council. A number of proposals were made, in the hopes of increasing representation from community museums. Financial assistance was deemed the most necessary.

Hydro Rates

A petition for reduction of hydro rates for museums has been outlined by the councillor for the Northern Region, Alice Filuk, and the president, and submitted to the Minister in charge of Manitoba Hydro.

In conclusion, this year has been both productive and interesting. We have fortunately received an operating grant which, along with the profit from last year's Annual Meeting, helped keep us financially solvent. We are looking forward to the coming year as a challenge and an opportunity to be of greater assistance to the museum community of Manitoba.

COUNCIL MEETINGS

22 October 1976 Following Annual Meeting
15 minutes

Present:
Ruth Craik, Watson Crossley, John Dubreuil, Borys Gengalo, Ed Krahn, David McInnes, Terry Patterson, Ken Williams, Peter Winter, Tim Worth.

8 December 1976 Winnipeg
2 hours

Present:
John Dubreuil, Frank Armstrong, Mildred Johnson, David McInnes, Terry Patterson.

21 January 1977

Winnipeg
3 hours

Present:

Frank Armstrong, Ruth Craik, John Dubreuil, Alice Filuk, Borys Gengalo, Ed Krahn, A. Krivanek, David McInnes, Peter Winter, Tim Worth.

4 June 1977

Viridien
3¼ hours

Present:

Ruth Craik, Watson Crossley, John Dubreuil, Mildred Johnson, David McInnes, Terry Patterson.

27 August 1977

Dauphin
2¾ hours

Present:

John Dubreuil, Watson Crossley, Alice Filuk, Terry Patterson, Peter Winter, Tim Worth.

12 October 1977

Shilo
2½ hours

Present:

Ruth Craik, Watson Crossley, John Dubreuil, Borys Gengalo, David McInnes, Terry Patterson, and Tim Worth.



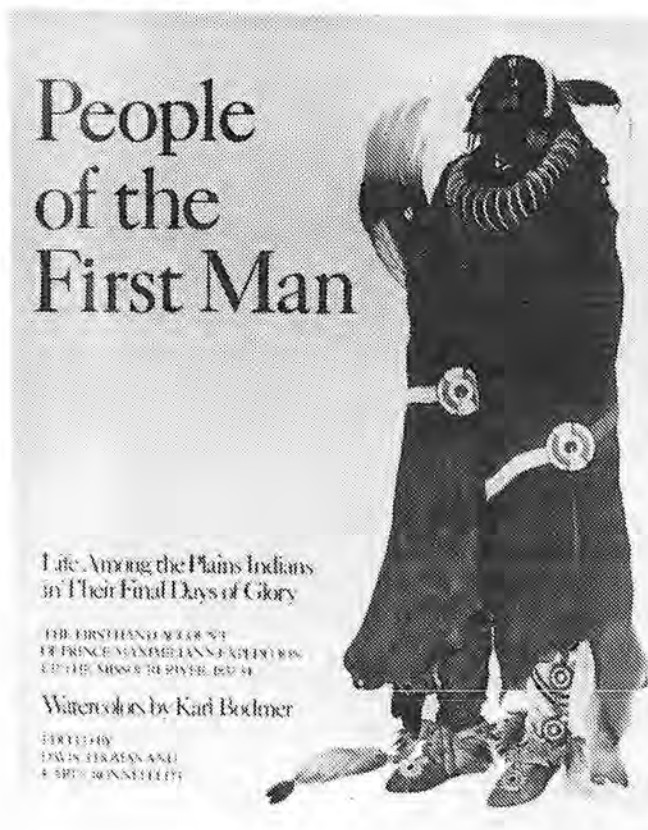
Photo credit—Warren Clearwater

President John Dubreuil presiding over the Annual General Meeting

Ex Libris

KATHERINE PETTIPAS
Curator of Native Ethnology
Manitoba Museum of Man and Nature

PEOPLE OF THE FIRST MAN, edited by David Thomas and Karin Ronnefeldt. E.P. Dutton & Co., 1977, 256 pp. illus., \$29.95.



The period 1800-1850 on the American and Canadian plains has been well documented by several artists and gentleman explorers. Among those works published for a general audience are the journals and art work of George Catlin, who provided us with extensive evidence of Native cultures from 1830-1836. The subjects of Catlin's studies extend in area from the Upper Missouri and the

headwaters of the Mississippi River to Mexico. From 1845-1848, another artist, Paul Kane, travelled in the Great Lakes region, across the Canadian plains, into the Oregon area, and along the Pacific Northwest coast. In addition to extensive notes on the daily routines of these expeditions, Native life and customs were exhaustively documented. Portraits of notable Native peoples encountered on the journey, and study paintings and sketches of tribal ceremonies, warfare, encampments, and hunting expeditions, fill the pages of both Catlin's and Kane's published works. Although varied in the accuracy of their ethnographic documentation, these major studies are invaluable to the cultural and historic reconstruction of Plains Native peoples prior to the deleterious effects of White contacts. Recently, a third work portraying the Plains Indians in the early 1800's has been published in a highly attractive volume.

During the period 1833-34, Prince Alexander Phillip Maximilian of Prussia undertook an expedition to North America to chronicle the natural and human history of the high plains. For the 50 year-old Maximilian, this was his second expedition overseas since the Napoleonic wars. His previous trip along the Brazilian coast resulted in the publication *Reise nach Brasilien in de Jahren 1815-1817*, which won him a reputation as explorer, naturalist, and ethnographer. While this publication was illustrated with the Prince's own field sketches, he chose to hire a professional artist for his expedition to North America. His choice was the gifted Swiss artist, Karl Bodmer, and these two men, accompanied by Maximilian's retainer, arrived in Boston in the summer of 1832. The following spring, travelling under the auspices of the American Fur Company, the three men began their journey up the Missouri from St. Louis to Fort McKenzie (near Great Falls, Montana) on a steamboat loaded with supplies for the company's posts.

Notes to Contributors

We invite you to submit articles for publication in the **Dawson and Hind**. We would appreciate if you would bear in mind the following guidelines:

1. We would prefer all articles to be **typewritten** and **double-spaced**. We realize this is not always possible; and under such circumstances we will accept handwritten articles only if they are legible and double-spaced.
2. As a rule of thumb, articles should be a **minimum** of four double-spaced pages; or a **maximum** of 20 double-spaced pages.
3. If possible and appropriate, we welcome photographs to complement articles. Black and white photographs are the most suitable for reproducing although colour photos can be used.
4. Please **do not cut or crop** photographs.
5. All photographs must be identified.
6. Photographs will not be returned unless requested, in writing, by the contributor.
7. Should an article include a bibliography, please list author, title, publisher, location and date of publication (as well as name of journal, if applicable).



S.J. Dawson and W.G.R. Hind

Please address all articles and correspondence to:

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Winnipeg, Manitoba R3B 0N2

