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Photo: "Boating with Cleo" by Rick McGregor

Lac du Bonnet

*One
Community*

Swimming, boating, water skiing, fishing, baseball and slow-pitch are popular summer activities.

Winter activities include curling, bowling, hockey, skating, snowmobiling, cross-country skiing and ice fishing.

Walking and cycling trails are located in the area, as is the Old Pinawa Dam Provincial Heritage Park.

In and around Lac du Bonnet there are many parks to enjoy.

The beach has beautiful sand and play structures while families can watch from the grassed hillside.

Our town dock is also home to Manitoba's best rural Canada Day weekend fireworks display.

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Come Explore



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Welcome to Lac du Bonnet Living

Welcome all local and international readers to the 10th issue of Lac du Bonnet Living.

Tourism is an important component of Lac du Bonnet's economy. To compliment that, we at Clipper Publishing Corp – publishers of the Lac du Bonnet Clipper newspaper – annually take the opportunity to print a full-colour tourism guide focussing on the **four-season playground** that encompasses Lac du Bonnet while highlighting places of interest, recreational opportunities, events, culture and local history.

We would like to give special thanks to all those individuals who volunteered their time, supplied photos and articles, and shared their knowledge and professional experience to shape this publication.

Enjoy.

Mark T. Buss, Marlene Hrysio and Candace Kekish

Cover Photo: "Jakob & Stephanie in Kayaks" by Rick McGregor

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Welcome to the Town of Lac du Bonnet

On behalf of the council and residents of the Town of Lac du Bonnet, we welcome you to our home and community.

Our community on the Winnipeg River is a short one hour drive from Winnipeg located in a four-season recreational playground. Lac du Bonnet is a centre of social, economic, and recreational activity as well as a hub of arts and events that will inspire you and bring you back time and again, or perhaps to join and stay forever.

The Lac du Bonnet Beach and recently refurbished Town Dock provide safe swimming and fun in a beautiful location in the heart of town. You will have the experience of in town convenience and amenities with quick access to nature. The restaurants provide great fare after all the fun!

The Fire and Water Music Festival, Canada Day Weekend activities and the best fireworks show in Manitoba are calling. The Lac du Bonnet Farmer's Market provides produce, arts and crafts on Saturdays from late spring to fall.

I can attest to the great multi species fishing on the Winnipeg River and Lac du Bonnet. Come and experience the beauty of our waterways and trails for hiking and exploring nature.

For activities in the winter, you can go ice fishing in town! The annual Lac du Bonnet Ice Fishing Derby is at the Town Dock. The Lac du Bonnet Arena is a hub of activity with skating, youth and rec hockey. Go to the Lac du Bonnet Curling Club and Bowling Lanes and you won't lack for things to do. The snowmobile trails are accessible and second to none. Cross country skiing and snowshoeing trails are nearby.



Aviation, mining, forestry and farming have over 100 years of history here and formed the backbone of commerce in our community. The Lac du Bonnet Airport is very popular with private pilots and commercial aviation.

Come and enjoy. We are an age friendly community and promote the values and foundations of family living. We are proud of our community and all it has to offer to everyone that enjoys a good quality of life.

Mayor Ken Lodge
Town of Lac du Bonnet

Welcome to the Rural Municipality of Lac du Bonnet

On behalf of council and staff, it is my pleasure to welcome you to the Rural Municipality of Lac du Bonnet.

Lac du Bonnet is situated a short scenic drive northeast of Winnipeg and we take great pride in our region being recognized as a "Four Seasons Playground."

In the summer, you can boat the Winnipeg River, Lake Lac du Bonnet, Lee River and Pinawa Channel, enjoying our countless kilometres of scenic waterways.

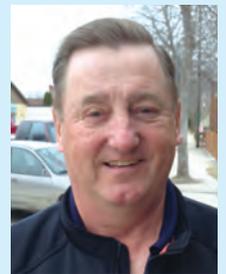
If golfing is your sport, you can tee off at our region's many first-class golf courses.

If fishing is your passion, you can book a fly-in trip or try your luck in our local waters, which play host to professional tournaments.

If you enjoy nature, come walk a section of the Trans Canada Trail and view the abundant wildlife or camp at one of our many campgrounds for some quality family time.

If you enjoy history, you can get a glimpse by stopping at our regional Lac du Bonnet District Museum or the Old Pinawa Historical Provincial Park.

In the winter, you can snowmobile our vast network of the best-groomed trails, snowshoe and cross-country ski our region's wilderness trails, or enjoy a session of ice fishing at the Lac du Bonnet Wildlife Association's trout ponds.



Visit our website at www.rmoflacdubonnet.com to plan a day or weekend trip for you and your family or friends! Check out the RM of Lac du Bonnet's website's recreation tab for activities and programs that appeal to you!

The Rural Municipality of Lac du Bonnet has experienced exceptional residential growth during the past two years, but it's not the recreational opportunities — but rather the overall quality of life and friendly people — that make it home. So please make us a preferred destination in the coming months, as many folks have indeed come for a visit but ended up staying for a lifetime.

On behalf of council and our committed municipal staff, I extend everyone a warm Lac du Bonnet welcome.

Reeve Loren Schinkel
RM of Lac du Bonnet

Village/Town of Lac du Bonnet Celebrates 75 Years

by Jennifer Strassel
Lac du Bonnet & District
Historical Society

The Lac du Bonnet village council held their first meeting on Jan. 6, 1948, though the village had existed for 46 years.

On June 30, 1902, the Lac du Bonnet Mining, Developing and Manufacturing Company surveyed the rough workmen's community adjacent to the brick plant and sawmill. The Land Titles registry consisted of just four streets, First through Fourth.

The Rural Municipality of Lac du Bonnet was formed in 1917. On Nov. 14, 1922, most people within the village petitioned the RM to create an unincorporated village containing the land south of the CPR station and west of the Winnipeg River.

This unincorporated village had a committee that operated under RM direction, which meant all village business, including any financial expenditures, had to be put before the RM council for approval.

By 1930, ratepayers and homeowners within the village were considering officially incorporating it. Many believed the village "should have complete control over its administration." With some opposition to the idea and no direct reason to incorporate, the discussions continued for many years.

In 1946, the incorporation question was brought forward again. The issue at the forefront was the need for a



Lac du Bonnet 1931
photo credit: MB Electrical Museum

consolidated village sewer and water system. The village citizens petitioned the RM, and after all the necessary paperwork and government approvals, the Village of Lac du Bonnet was officially separated from the RM on Dec. 31, 1947. It was the "furthest east incorporated village in Manitoba."

The 1948 inaugural village council members were well-known in the community, with previous experience on the village committee and local school board.

The first mayor of Lac du Bonnet was Joe Sparman, a businessman who operated Sparman's Garage (an automotive repair shop), owned the Ford



Joe Sparman
photo credit: Town of LdB - LdBHS



Albert Arsenault
photo credit: Town of LdB - LdBHS

dealership, partnered in the Pioneer General Store and helped establish Lac du Bonnet's first curling rink in 1933.

Coun. Albert Arsenault was a carpenter and steam engineer who worked for the Winnipeg Electric Company.

Coun. M. Frank Brown was a bush pilot who led airborne squadrons overseas during the Second World War and owned the Red and White general store from 1945.

Coun. Mike Mikliechuk operated Northern Motors, an automotive repair shop and Mercury Lincoln dealership.

Coun. Vic Rowe was an electrician who did repairs and sold General Electric appliances, radios and record players at his shop on Third Street, Rowe Radio-Electric.

This council served for three years, establishing Lac du Bonnet as a community that would continue to prosper for the next 75 years and counting...

Community Milestones

Lac du Bonnet Fire Department

The Lac du Bonnet Volunteer Fire Department was formed on Dec. 13, 1949, with four men: Fire Chief Joe Sparman (mayor), Vic Rowe, Albert Arsenault, and Mike Mikliechuk (councillors). Sparman and Arsenault built their first fire truck from a 1945 Ford with an 800-gallon tank mounted on the back. A small building on Second Street, near

Park Avenue, served as the first fire hall. Throughout the 1950s, the volunteer fire brigade had a fire chief, deputy fire chief and eight firefighters.

In 1962, the Lac du Bonnet Fire Department built a new fire hall on McArthur Avenue (present community centre site) to house its two new fire trucks. That same year, the RM requested fire protection and financial arrangements were made.

The present fire hall on Minnewawa Street opened in 1996.



Mike Mikliechuk
photo credit: Town of LdB - LdBHS



Vic Rowe
photo credit: Town of LdB - LdBHS



M. Frank Brown
photo credit: Town of LdB - LdBHS



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Manitoba's First Female Mayor

Edythe Brown was declared mayor of Lac du Bonnet on Dec. 29, 1952, becoming the first woman in Manitoba to hold such a position. After her five-year term, Lac du Bonnet had a complete sewer system, partially paid for by Manitoba Hydro due to flooding from the construction of McArthur Falls, vapour streetlights, concrete sidewalks and a dial telephone system.

1957 – street paving begins

July 1st Celebrations

Lac du Bonnet has celebrated July 1 for at least 100 years. The first documented Dominion Day events were held in 1922. This municipal picnic included a parade, baseball games, tug-of-war contests and horse races. The festivities remain essentially unchanged to this day. Fireworks were first shot off the town dock in 1962, though they didn't become an annual feature until 1987.

Winter Fishing Derby

Lac du Bonnet has hosted a winter fishing derby in February or March for nearly five decades. From 1966 to 1969, the Manitoba Game and Fish Association held their annual event in Lac du Bonnet. The 1966 event drew a large crowd and RM snowplows cleared the ice from the boat launch to the dock, and 600 people participated. By late afternoon, under the weight of the cars and people, the ice sank upwards of one foot into the water. Participants were wet but went home happy.

Between 1980-1988, the Lac du Bonnet Wildlife Association sponsored the event.

Ernie's Bait and Tackle (a Winnipeg fishing supply store) hosted the derby

from 1996 until 2005. In 2007, the Lac du Bonnet Chamber of Commerce took over the event and has continued the tradition ever since.

1970 – First indoor hockey arena built

1974 – Lac du Bonnet District Health Centre opened

1980 – *Logs and Lines from the Winnipeg River: A History of the Lac du Bonnet Area* book published

1985 – Lac du Bonnet Personal Care Home opened

1985 – Second and Third Streets designated one way, creating additional parking

1987 – Village Office moved to 84 Second Street (present location)

Initially, the village council shared space with the RM before relocating the village office to a section of the

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Paving Park Ave 1957. Photo credit: Florence Brincheski LdBHS.

pharmacy building (the greeting card corner), then to 72 Second Street (former Lloyd's Barber-shop, now the expanded Deals for Dollars)

1988 – Lac du Bonnet and District Historical Society formed

1989 – First year for the Lac du Bonnet Farmer's Market

1991 – Lac du Bonnet Regional Library opened on Third Street

Walleye Fishing Derby

Lac du Bonnet was part of the Keystone Classic catch and release walleye derby in 1992.

The Lac du Bonnet In-

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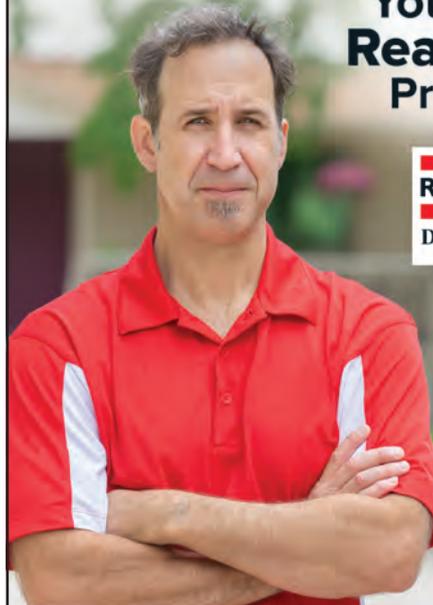
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ditional Walleye Classic was established in 2008.

The Central Walleye Trail began in 2014 and continues each June.

Becomes a Town

On October 25, 1997, Lac du Bonnet was upgraded from a village to a town based on population size.

1995 – Department of Natural Resources Eastern Regional headquarters opens in Lac du Bonnet

1999 – Lac du Bonnet Community Centre was built, with bowling lanes and a curling rink

2003 – The new water treatment plant was completed

2007 – First annual Fire and Water Music Festival



July 1st parade Park Avenue late 1950s. Photo credit: Walter Zarecki family LdBHS.

2007 – First annual Winnipeg Blue Bombers “Fish for a Cure” derby

2010 – Lac du Bonnet and District Museum opens

THE SUN IS SETTING ON AN ERA

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Lac du Bonnet Dock Renos Complete

Historic structure's steel & concrete upgrade will extend life another century



The Lac du Bonnet dock is a popular summer destination offering residents beach access as well as programs like swimming lessons.

Remediation of the Town of Lac du Bonnet's dock has significantly extended the local landmark's life-span.

The bulk of the work was finished slightly ahead of schedule before the end of June last year as well as on-budget at a cost of about \$1.6 million. Although there was no official unveiling ceremony, residents were able to enjoy the finished product in perfect time for summer weather.

The popular summer destination offers residents beach access as well as programs like swimming lessons. The project's objective was to develop a low-cost, low-maintenance replacement wharf that can be used for tourism, water vessel access and recreational use.

The original dock, constructed at the end of Third Street during the winter of 1920-21, played a role in Lac du Bonnet's growth and history. Bush pilots flew the province's first official airmail service out of Lac du Bonnet on Oct. 4, 1927.

Over the decades, erosion along the waterline deteriorated the aging wooden structure, which eventually fell into disrepair.

Originally the property of the federal government, the dock was turned over to the town for reconstruction. The process involved public engagements to help steer the final design. Funding and grant programs from both the federal and provincial governments offset the \$1.6 million price tag.

Construction got underway earlier in 2022 and throughout the duration of the work the beach was used as a staging area. The project to replace and refurbish the old wharf involved installing a new wrap at the base that features steel structural support beams and significantly extend the dock's life-span with a concrete deck and improved lighting.

Officials say the upgraded dock's useful life-span had been extended by 100 years.



Angela Das and her children Emery and Penelope check out the new dock and amenities in Lac du Bonnet.

The historical Vickers Vedette aircraft sculpture was relocated from the boat launch site to its new base at the dock.

Additionally, a new floating dock and ramp were included in the upgraded design and installed shortly after the main project was completed before the July long weekend.

Fixing up the beach area was also included in the project plans, which included bringing in more sand and replacing dated playground equipment with a modernized play structure and swing set.

The lifeguard shack was upgraded and an asphalt path from the street down to the dock was also completed.

And the historical Vickers Vedette aircraft sculpture, built in large part from the contributions of Gord Emberley and dedicated local historians at the Lac du Bonnet Municipal Heritage Advisory Committee, was relocated from the boat launch site to its new base at the dock next to the flags.






Lac du Bonnet & District Historical Society

Operates the Lac du Bonnet & District Museum and St. John's Heritage Church & Arts Centre
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f Lac du Bonnet District Museum

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Get Out & Enjoy a Trail Near You



LdB Trails Association volunteers lunch at Blueberry Rock after cleaning up the picnic area and stacking firewood.

The Trans Canada Trail is Canada's national trail and is the longest network of recreational multi-use trails in the world. From a dream that started in 1992 to the country-wide connection in 2017, the vision of a trail that connects Canadians to each other and to nature coast to coast to coast is being realized.

This national legacy stretches 28,000 kilometres across every province and territory connecting the Atlantic, Pacific and Arctic Oceans. The TCT incorporates trails that existed previously and trails that were built specifically to be used for the core activities of hiking, biking, horseback riding, cross-country skiing, and snowshoe-

ing. The trail includes land and water routes that were historically created and used by Indigenous peoples as seasonal travel and trade routes, as well as snowmobile routes where trails groups have formed partnerships.

In this area, the Bluewater South section of Trans Canada Trail spans 40 kilometres from Pinawa Dam to Great Falls Dam. From the ruins of the first year round operating hydroelectric generating station in Manitoba, the trail heads west, then turns north to meander through the Lee River Wildlife Management Area. This 10-kilometre section of trail is mainly boreal forest and granite rock outcroppings and offers wildlife viewing

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and bird watching. This is the home of deer, bears and wolves so trail users should not be surprised to get a fleeting glimpse of them on the trail.

Some municipal roads are used as connecting links between trail sections, and Old Pointe Road serves this function from the north end of the Lee River Trail to the Winnipeg River Bridge. The trail crosses the river at the bridge, and continues west before making a turn north onto Blueberry Rock Drive, another municipal road. The road leads to the parking lot at Blueberry Rock Hiking Trail, an outdoor recreation area with trails, a lookout tower, picnic tables and fire pits. This popular location is visited by outdoor enthusiasts in all seasons to enjoy hiking, biking, snowshoeing, berry picking and a cookout around the fire pit.

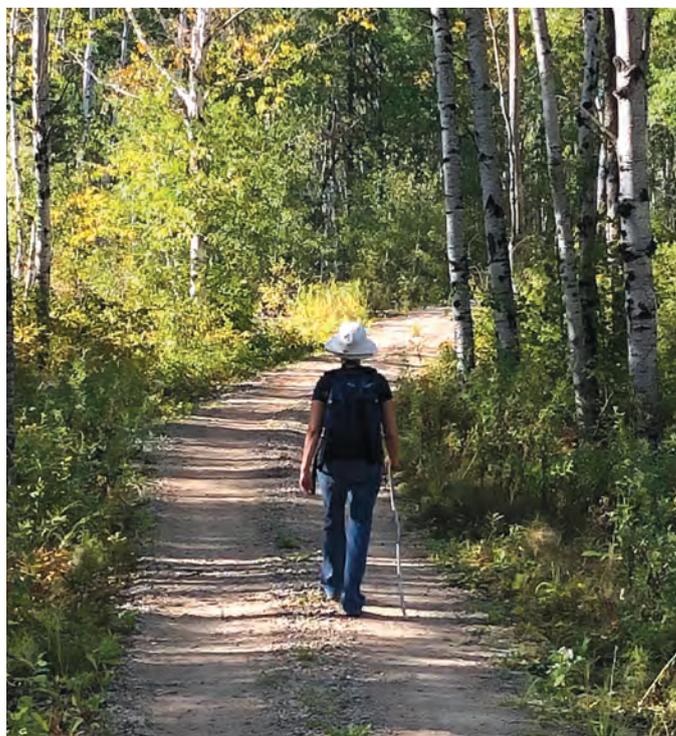
Heading north on Mackenzie Point Road, the trail continues to the south end of the Manitoba Hydro dyke along the Winnipeg River. This five-kilometre stretch of dyke is perfect for hiking or bike riding and is adjacent to the habitat of geese, ducks, and eagles. The view of the Winnipeg River from the dyke is spectacular, with the outline of McArthur Falls Gener-



LdB Trails Association volunteers install a bench on the Bluewater South trail.

ating Station in the distance.

The trail crosses Hwy 11 at Crescent Bay Road and continues north along a hydro corridor before crossing the highway back to the dyke for another six kilometres, ending in the parking lot at the Great Falls dam. This junction is the north end of Bluewater South Trail and



Great trail hike.



Great trail biking by the dike.

the northeast boundary of Red River North Trail.

The work that goes into trail development, maintenance and promotion is a collaborative effort amongst local trails associations, provincial trail bodies, the national Trans Canada Trail organization, and various local partnerships in each region. Volunteers are the heart and soul of these groups, and without their efforts there would be no Trans Canada Trail.

The Lac du Bonnet Trails Association is the local group that is dedicated to developing, maintaining, marketing and promoting non-motorized recreational trails in the Town and RM of Lac du Bonnet, including the Bluewater South Trail. Volunteers write grant applications, supervise maintenance work, pick up debris and garbage, stain the tower and tables at Blueberry Rock, organize special activities on the trail, install signage, develop maps of the trail, and act as liaison with provincial and national organizations. Their reward for all this volunteer work is knowing that people appreciate the trails in our area and use them respectfully by leaving no trace. Get out and enjoy a trail near you!

For more information about the Trans Canada Trail and to use the interactive map, go to www.tctrail.ca

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Vogel Traverses Trans Canada Trail

International adventurer challenged by frigid North Eastman weather



Melanie Vogel said she has experienced the warm hospitality of Canadians and the inhospitable prairie winter after entering Manitoba in January 2019.

An adventurous hiker on a cross-country tour of the Trans Canada Trail has completed her solo walk for the ages recently going from coast to coast... to coast.

Originally from Kamenz, Germany, Melanie Vogel set out on an enormous adventure in the summer of 2017 with a goal to hike Canada's entire Great Trail from the Atlantic to the Arctic to the Pacific Oceans.

It took more than five years – including a stoppage during the Covid outbreak – and over 24,000 kilometres, but Vogel completed the trek recently, dipping her toes into the salt water off of Victoria, B.C. in front of hundreds of well wishers.

"I was so touched, I started to cry," Vogel said.

Vogel moved to Canada in 2008 and was granted permanent residency in 2011.

After reading an article about the Trans Canada Trail – the longest recreational, multi-use trail network in

the world – she decided to attempt the walk by herself, camping along the way. Having hiked in 32 countries, she wanted to set a goal to traverse Canada in its entirety, making the adventure by far the most challenging of her hiking career.

Vogel set off from Cape Spear, N.L. in the summer of 2017 with a 60-pound pack on her back. She documented her experiences on her *Between Sunsets* website and social media accounts.

"Since I started I have received so much hospitality from kind Canadians," Vogel told *The Clipper* after crossing the Ontario/Manitoba border in January 2019. "In addition to seeing the beauty and connecting to the land, the trail makes you understand how good people are."

In Eastman, Vogel faced some serious challenges pulling a 140-pound sled of winter supplies through over five inches of powdered snow.

In an online blog that documents her journey, Vogel talked about the difficulties she faced and said the sled was robbing her of energy. She left the trail to find a more accommodating route on Hwy 44. When she reached Caddy Lake, rather than setting up in a sheltered area in the campground she chose not to do so.

“Another option was a beautiful site right on the edge of the campground overlooking the wideness of the frozen Caddy Lake, but with the wind blowing from the lake I knew I wouldn’t do myself any favours,” she stated.

Instead she picked a spot surrounded by trees, packed down the snow with her snowshoes, set up her tent, crawled in and ate noodles and a few pieces of elk salami provided by generous Canucks at an elk farm in LaVallee.

The extreme cold temperatures of Manitoba forced a temporary delay in plans. Seeking refuge at the Rennie Hotel, she found warmth and comfort as she waited out the vicious cold snap that blanketed the region.

Vogel said that although she has experienced winter camping at temperatures hitting the -20 C mark, the prospect of tenting at -40 C for the first time in secluded wilderness was a chance she wasn’t sure she was prepared to take.

“Challenge is good and this moment in my journey is (kind of) annoying, but also good as I will have to be honest with and responsible for myself,” she stated. “I want to be one of those explorers I so admire – tough,

fearless, skilled and strong, but for this I need to be reasonable and responsible in acknowledging where I am in that moment.”

Eventually getting back on the trail, she made her way through Pinawa, Lac du Bonnet, Alexander, Powerview-Pine Falls and Stead before heading west to Saskatchewan.

“Now that I’m on this journey I realize that walking a country and connecting to the land, the people and nature there is no other form of travel that provides that opportunity.”

It was also in North Eastman, halfway across the country, that Vogel’s spirits were at their lowest as she struggled to move forward. It was here a feral dog started following her along the trail, who she eventually adopted and named Malo. The pooch joined her on the rest of her journey and they remain together today.

“Watching him walking in front of me with his tail wagging... it just made all the days so much better,” Vogel said in a TV interview.



Vogel and her dog Malo, a feral dog she adopted in North Eastman & travelled with her to the Pacific Ocean.

Heading across the Prairies and turning north towards the Arctic Ocean, Vogel, Malo and Covid

reached the Yukon at about the same time. With non-essential travel banned for a year and a half, she became a resident and employee of Eagle Plains Hotel before embarking on their final leg to the West Coast.

“I have learned that it is not about the time frame. It’s all about the journey.”



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Canoeing & Kayaking in North Eastman

by Donna Besel

From tranquil lakes to turbulent white waters, North Eastman contains many perfect places for canoeing and kayaking. Paddlers can choose between flat water with a few short portages, faster currents with longer portages or isolation with big rapids and long distances. These settings provide opportunities for scenic views, outdoor adventures and chances to observe the region's diverse wildlife and plants.

Winnipeg River

This historic fur trade route flows from Ontario's Lake of the Woods into Lake Winnipeg. After it enters Manitoba at Eaglenest Lake, it provides a boundary line between Whiteshell and Nopiming Provincial Parks. In the North Whiteshell, several smaller rivers connect with the Winnipeg River and offer choices for trips of varying lengths and difficulty. Although its massive

volumes of water have been harnessed by Manitoba Hydro dams at Pointe du Bois, Slave Falls, Seven Sisters, MacArthur Falls, Great Falls and Powerview, canoeists love the challenge of this mighty river's demanding rapids and diverse waterways.

One smaller tributary, Maskwa River, is located a few kilometres southeast of Powerview dam. Canoeists can put in at St-Georges boat ramp or Broadlands Road Bridge, travel upstream to Maskwa Project, and continue on by crossing over portages for a scenic day trip.

Pinawa Channel

Another delightful day trip, the river connects to Winnipeg River in two places. Paddlers can put in at Pinawa Diversion Dam, travel downstream through small rapids and dramatic rock faces to a suspension bridge, head downstream through marsh flora and fauna, with one small portage and then explore the unique wonders of

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Rainbow Falls Whiteshell River.

Pinawa Dam Provincial Park. Portaging over the old dam's ruins is long and tricky, and canoeists may opt to end their trip there.

If paddlers chose to continue, they can exit at Lee River Bridge on PR 313, or keep going to Poplar Bay on Lac du Bonnet (lake), which eventually joins up with Winnipeg River. The Lee River section is full of cottages and can be busy with motorized watercraft, especially on weekends.

Whiteshell Provincial Park

In this large park, visitors will find plenty of accessible canoe routes, clear lakes, developed campsites, sandy beaches and picnic areas. It's a four-season playground, full of opportunities for experiences as civilized, or as wild, as you choose. The park's name is related to the small, white seashell known as "megis." Indigenous people believe it was through this shell that the Creator breathed life into first humans.

Whiteshell River

Located in the southern section of the park, this river flows north from West Hawk Lake, winding through wilderness and cottage areas to Nutimik Lake, where it joins the Winnipeg River. If paddlers want a three day



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trip, passing through many scenic lakes, they can put in at Caddy Lake campground boat launch and head north to Jessica Lake. Once they reach Jessica's northern end, they can exit before the falls, where the river flows under highway 307.

Caddy Lake

The first part of Whiteshell River also provides a popular day trip. After canoeists reach Caddy Lake's north end, the river enters a tunnel blasted through the rock when Canadian Pacific Railroad was built. The cool darkness provides a unique experience, especially on a hot summer day. About five kilometres downstream, another tunnel is located at South Cross Lake's northern end, where Canadian National Railway crosses over the river. If water levels are high, the tunnels are not passable, and this means a long hike up and over railway tracks.

Frances Lake

This meandering creek leads to a medium-sized lake. Located east of Rennie on Hwy 44, its launch point is located next to Hanson Creek waterfall. In late May or June, water levels are usually higher, so it's often the best time for navigating the creek. It has limited por-



Canoeing on Manigotagan River.

tages, but lots of beaver dams, which mean hopping out and dragging the canoe over muck and branches. On Frances Lake, canoeists will find designated campsites with fire pits and great views. If you have a free weekend, this in-and-out trip with no fast currents or big waves is ideal for beginners.

Nopiming Provincial Park

In the Anishinabe language, "nopiming" means "entrance to the wilderness." Located north of the

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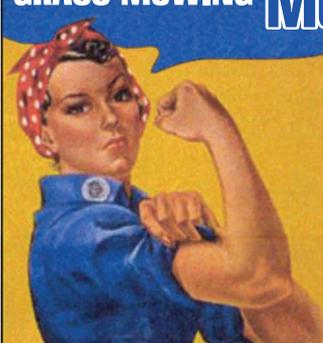
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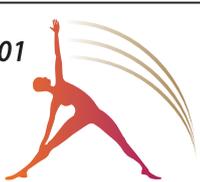
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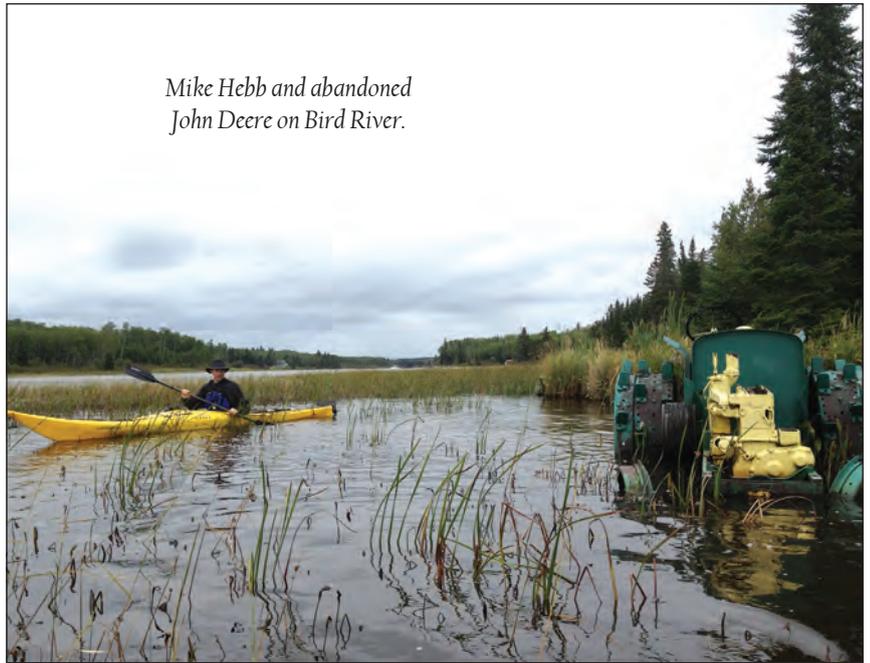
Whiteshell, this park encompasses hundreds of square kilometres of granite ridges, vast swamps, mixed forests and scenic waterways. Despite its simple campgrounds and lack of services, visitors are willing to drive long distances on washboard gravel to enjoy its rugged, wild beauty.

Manigotogan River

This route provides accessible whitewater paddling and flows from Nopiming Provincial Park into Lake Winnipeg. The Manigotogan River Park corridor was created to protect the river from resource extraction. It's a popular route with plenty of challenging rapids, mixed with dramatic waterfalls and stunning scenery. Take the switchback road to Caribou Landing on Quesnel Lake and start a four-day trip, or drive to Long Lake and put in there for a six-day trip.

Black River

There are several options for starting a Black River ca-



Mike Hebb and abandoned John Deere on Bird River.

noe trip, all accessed from PR 314: Rabbit River parking lot; Black River culvert; Black Lake Provincial camp-ground. The route takes about four days and ends up in Lake Winnipeg. With many whitewater challenges and steep drops, it's advisable to paddle the river in periods of high water.

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Bird River

Another popular canoe route, it can be accessed on Bird Lake, or above Tulabi Falls. A popular campground sits next to the falls with a lookout site that offers spectacular views of the surrounding wilderness. From this spot, canoeists can travel upriver to Elbow, McGregor and Snowshoe Lakes, and into Ontario. Other well-loved routes in Nopiming Park include Rabbit River and Seagrim Lake.

Atikaki Provincial Park

Located north of Nopiming, it has no direct road access, but it's possible to get there via various canoe routes. Also, chartered aircraft can be hired to transport canoe, food and gear into this magnificent example of boreal shield. Visitors to Atikaki should be familiar with backwoods travel and be prepared for a lengthy trip. Whether on your own or guided by an outfitter, lifetime adventures await in the vast, undisturbed wilderness. Highlights include ancient rock paintings and woodland caribou sightings.

OTHERS

Brokenhead River

Another zigzagging river, it flows north from Brokenhead swamp in Sandilands Provincial Forest to Lake Winnipeg. Navigable for much of its length, it travels through swamps, farmlands and Brokenhead Ojibway Nation, with several places where canoes and kayaks can be launched. In spring, narrower upper levels can be fast and challenging. As paddlers approach the big lake, they may get confused by the river's web of deltas.

Whitemouth River

Best travelled in times of high water, it originates at Whitemouth Lake in Manitoba's southeastern corner, runs north through Sandilands Provincial Forest's wetlands and merges with Winnipeg River below Seven Sisters dam. After it crosses under Trans-Canada Highway, it passes through the farmlands of Hadashville, Elma and Whitemouth. Several challenging rapids attract whitewater canoeists and kayakers. The falls at Whitemouth River Provincial Park provide a dramatic, but not navigable, end to this river's long journey.



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Lac du Bonnet Curling Club: Sweeping through History



LdBCC official opening of new rink 1950. CC pres William Zikman, Andy Markusson and Mayor J. Sparman.

by Brian Choptain

For almost 90 years, the Lac du Bonnet Curling Club has continued to provide community members with excellent entertainment and stories; from the old Turner Cup events and the North Eastern Bonspiel to local curling star John Usackis and annual bonspiels. Over the history of the local community institution, the curling club has gradually changed and adapted throughout the decades.

The Turner Cup

To promote the sport of curling in the North Eastern region, John M. Turner, MP for Springfield, donated the Turner Trophy to the Lac du Bonnet Curling Club. This saw one team from each club come together and compete in sportsmanship for the trophy.

The two sheets of natural ice in Lac du Bonnet played host to the first Turner Cup in 1937. Four clubs took part in the event, with the Pointe du Bois Club claiming the honour of being the first winner of the trophy

defeating a Beausejour team by a score of 9-7.

Lac du Bonnet hosted the Turner Cup again on March 4, 1938. The trophy was awarded to the team who scored the most points the team from Pointe du Bois, however, “in order to stimulate competition they waived the right to take home the handsome Turner Trophy.”



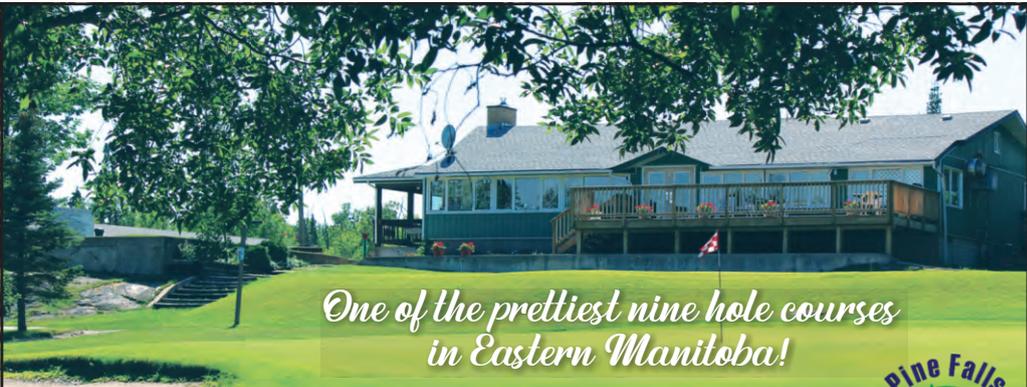
Donated by MP John M. Turner, the Turner Trophy was first presented in 1937.

In 1940, Pinawa joined the annual event playing against Beausejour, Pointe du Bois, Lac du Bonnet and Pine Falls. The Pine Falls foursome came out on top winning the final against Pointe du Bois by a score of 12-9.

The Turner Cup was not played for during the war years from 1941-45.

The trophy was turned over to the executive of the North Eastern Bonspiel in 1953 and it became one of the events, the Turner Trophy Competition. For 1954, the Turner Trophy was played on a total points basis as part of the North Eastern Bonspiel. To win the trophy, the scoring was to be the highest total points for the first three games played by each rink.

In 1959, the North Eastern Bonspiel had 44 teams take part in the 25th Anniversary of the Lac du Bonnet Curling Club. The size of the event resulted in using the ice at Great Falls and Seven Sisters. The year ushered in a name that become synonymous with Lac du Bonnet curling. A young team with an average age of 18 was skipped by G. Butchart with third J. Usackis, second M. Smith and lead L. Fournier. They won the Turner Cup with a total of 40 points. It was the first time since its presentation for competition in 1937 that the Turner Trophy was won by a Lac du Bonnet Team.



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John Usackis

There were many articles written about the now legendary curler Johnny Usackis, who played in his first provincial curling championship in 1962. In his Hall of Fame career, Usackis won the Manitoba Men's Provincial Championship in 1977 and 1989 as third under Ken Grove and Orest Meleschuk. Then in 2002, Usackis won the National Canadian Masters Championship with Grove filling in at the Nationals for an ailing Meleschuk. According to the Manitoba Curling Hall of Fame, he ranks second in most games played at the provincial championships.

When going up against Usackis, you can often hear teams talking about not getting drawn into his game plan. Often they talk about trying to get Usackis to hit instead of drawing, then afterwards shaking their heads after the game, wondering how they lost. Although Usackis' curling skills have declined over



John Usackis at the 1977 Brier in Montreal

the years, his great sense of humour and having fun on the ice has not changed. It was during the finals of a mixed bonspiel when he was looking at making a hit to score two in the seventh end. Looking up at the opposing team, he said, "I guess I could hit my own rock and punch it over there. Do you know anyone who can

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The advertisement features a vibrant scene of children in blue and yellow life jackets playing on large, colorful inflatable structures in a lake. The structures are yellow and green, with some having blue handprints on them. The background shows a clear blue sky and a line of trees. The text is overlaid on the right side of the image.

throw it that hard?" to smiles and laughs. Needless to say, Usackis chucked the rock and made the shot. Left with a draw to the back button in the extra end, he drew around his own skinny guard in the 12 foot to the back four foot. The cold draw resulted in Usackis stealing in the extra end and winning the 2023 Lac du Bonnet Mixed Bonspiel. Local curler Blair Dodd commented afterwards, "You never leave Johnny a draw to the button."

Growth

In 1950, the curling club on the west side of McArthur Avenue grew from two sheets to three.

In the 1990s, the curling club decided to build a new facility. With help from other community volunteers, it was decided to build a new community centre, a four lane bowling alley and an expansion to four sheets of curling ice. With grants from the federal and provincial governments, and the RM and Town of Lac du

Bonnet, the new curling facility became a reality in 1998.

Over the next 20 years, further improvements saw the club buy a new ice scraper and a nipper to save wear on the curling rocks. A reverse osmosis water system was put in the plant room to improve the ice. A bar was also built for curling members and room rentals.

Following the boom years of the 1960s to 1980s, the number of teams in bonspiels and league play has declined. One bonspiel still has a trophy presentation each year for winning the event, and that is the Ladies Bonspiel. Connie Dancyt donated the trophy to the curling club in 1998 and it has been hosted by teams skipped by Bridette Budgell, Connie Dancyt, Terri McCaldur and even Canadian champion Shannon Birchard, who won the local event on two occasions.

The Lac du Bonnet Curling Club continues to be an important piece of the social fabric of the community.

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Reynolds Takes Sportscaster Skills Online

Lac du Bonnet sports journalist joins Ken Wiebe for Kenny & Renny podcast

The COVID-19 pandemic brought unique challenges for journalists like Lac du Bonnet native Sean Reynolds, but it also provided him with an opportunity he's thoroughly enjoying.

When he is not updating a national audience on Sportsnet out of Winnipeg, Reynolds is one half of Kenny and Renny, a podcast he hosts with fellow journalist Ken Wiebe. The pair discuss pressing sports issues with a lineup of guests and a live audience.

Reynolds said that a sports journalist's job was upended during much of the recent pandemic. Gone was the dressing room access and even live sporting events for a while. Like most everyone else, he quickly adjusted to doing his job online.

"I went from working out of dressing rooms to working out of my basement," Reynolds said. "You had to figure out a way to keep in contact with the fans."

That desire to engage with sports fans, along with some extra time on his hands, laid the foundation for Kenny and Renny. Reynolds and Wiebe worked together at Sportsnet, and without that link, they may not have collaborated. But Reynolds is glad they did and said they fit together perfectly.

Reynolds said the idea was to engage with the fans and speak with them directly. The podcasting software allows listeners to post messages and opens the door to a deeper connection for Reynolds.

Kenny and Renny is available wherever you get your podcasts, but Reynolds said if you want the whole

experience, find them on YouTube. That is where viewers can listen live and post messages and even provide content suggestions for the show.

Reynolds said some of the best episodes have been immediately after a Jets game or when news breaks.

"As a journalist, you must have your finger on the pulse of what the audience wants," Reynolds said. "If you are good at getting your audience to talk, you'll have success."

He likened the experience to one of those "choose your

adventure" children's books, which has challenged Reynolds as a journalist in a good way. He's forced to defend his opinions and explain why he asked a specific question or took a particular stance. It's an opportunity to show fans how journalists do their job.

"We love this show's ability to bring authoritative voices from around NHL on-air and give Jets fans access to those voices."

Reynolds said he'd learned some lessons about how to create a fans-first atmosphere. That included weeding out some disrespectful listeners while building a community based on positivity and respect.

"We wanted this podcast to feel like you went out to a bar and talked hockey around a table with a group of fans," Reynolds said. "No one wants to be at the table and hear rude and mean things. When you create that culture, they mostly police themselves."

"We're proud of Kenny and Renny. It treats people with kindness and positivity."



Viewers can listen live, post messages and even provide content suggestions for the Kenny and Renny show found on YouTube. - Kenny & Renny

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Ulrich Keeping His Music in Motion

Lac du Bonnet songwriter releases new album, tours with Sheepdogs, Boy Golden

Kris Ulrich's musical journey continue to crescendo. The Lac du Bonnet singer/songwriter released his new single and video for in 2022 as well as the full length album this past March.

He also worked and continues to work with Winnipeg's Boy Golden, who were on the road with Canadian heavyweights and JUNO Award winners, The Sheepdogs.

Thirdly, Ulrich opened the Sheepdogs' Canadian dates by performing his own material and then played with Boy Golden before the shaggy Saskatchewan headliners took the stage.

"Touring with The Sheepdogs has been incredible. They have really gone above and beyond to make this tour as easy and valuable for us," Ulrich said. "They had me

opening, which was a super cool move on their part to add another opener. I got to play some of my favourite rooms in Canada and I can't thank them enough for that."

The single *Friends On the Internet* was released in October. The song was sparked by life experience when Ulrich had moved to Toronto in 2021 and then moved back to Winnipeg this past spring.

"I found myself day dreaming about the kind of life I might have had and what kind of people I would have met if I had stayed," he said. "This song is about that nervous excitement of new possibilities that come with a new crush."

The video features Ulrich and a youth taking turns on an 1970s-era Schwinn bicycle riding around Falcon Lake, which was a family experience.

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“My dad pulled that bike from the dump and we fixed it up together,” Ulrich said. “My nephew was just tall enough to ride it now and a great young actor already so I decided we should make a together.”

The full record *Big In the USA* will be released in March and has 10 cuts including the single, the title track and other memorable numbers including *Never Too Late*, 1994 and *Things Are Changing*.

Ulrich is not stranger to the studio. His album *Pacific Central* was released on all streaming platforms in January 2021. The seven-song album followed the release of the single *Hey Eden* in October 2020. He dropped a six-song album called *Golden Town* in 2018.

Ulrich has also his hand in projects by Manitoba artists Field Guide, Cassidy Mann, Roman Clarke, Fontine, Dweller and more.

Working with Liam Duncan, the man behind guitar-slinging roots act Boy Golden, has been a rewarding experience for Ulrich as well. Boy Golden’s debut album *Church of Better Daze* was nominated for Break Out Artist of the Year for the 2022 Western Canadian Music Awards.

“Liam has a really strong vision and compass for the band and it’s been great seeing his hard work and talent pay off,” he said. “I feel lucky to apart of this project.”

Ulrich said the Boy Golden tour had a run of 56 shows and will put on approximately 30,000 kilometres by the end of last year.

“Everyone in the band are really good friends and it’s



Ulrich’s album *Big In the USA* was released in March.

been amazing seeing so much country with them. We’ve been in some really weird situations like abandoned hotels turned into an Airbnb to incredible desert drives across Arizona and New Mexico.”

Working with The Sheepdogs, Ulrich said he honestly can’t imagine a more generous crew to be on the road with.

“The Sheepdogs have spent a lot of time on the road and they have been showing us all the cool spots along the way,” he said.

Asked what he has next in store, Ulrich jokingly responded, “sleep.”

“In the spring I’m headed on a tour with Field Guide across Canada and the U.S.,” he said.

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Picard Receives Provincial Recreation Award

One of Lac du Bonnet's most respected supporters of community recreation has been honoured for her efforts by the Province of Manitoba.

Kathy Picard was selected as this 2022 recipient of Recreation Manitoba's Pillar Award for Health and Wellbeing at the organization's luncheon and awards ceremony at the Canad Inns Destination Centre in Winnipeg.

"It was quite a surprise" Picard said, "I'm sure there were many deserving nominees and that fact that I was chosen was a great honour."

Recreation Manitoba, Inc. exists to collectively share the passion and spirit of recreation and is dedicated to enhancing the health and wellness of all Manitobans through the development and support of recreation professionals, practitioners and volunteers.

Nominees for the Health and Wellbeing Award demonstrate exceptional efforts to increase wellness through recreation, awareness of initiatives that increase engagement in community

health, advocacy for the field of recreation and its benefits for all and positive community leadership.

After a 26-year career devoted to children's fitness and wellness as a physical education teacher at Centennial School, Picard has focused on community fitness following her retirement in 2010.

Since then, wherever healthy lifestyles initiatives are to be found in the Lac du Bonnet area, it's likely she is connected. Her vision for wellness for seniors has been realized with her weekly adult fitness classes in Lac du Bonnet and Pinawa over the past 12 years. The classes are inclusive to all abilities, and she is constantly making participants feel comfortable with her modifications based on injury or disability.

She has co-managed pickleball in Lac du Bonnet since its inception and facilitates

different skills sessions to ensure everyone gets the support they need.



Kathy Picard (centre) receives the Pillar Award for Health and Wellbeing from Dave Balamatowski (left) of Cimco and Emily George, president of Recreation Manitoba.



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“Part of my purpose in teaching at Centennial School was to teach healthy lifestyles. It is something we have control over... how we live our lives determines outcomes if we live healthy lifestyles,” Picard said. “Being asked to teach some adult education classes has become some of the most rewarding work I have done. We teach functional fitness and we teach people to do things they can as long as they can do them.”

Picard is also the founder and president of the Lac du Bonnet Trails Association. Through her work on developing trails in the area, she has secured funding to groom sections of trail for cross-country skiing. Because of her vision and persistence, the 20-plus year-long dream of the Bluewater spur of the Trans Canada Trail is a reality today.

“The Trans Canada Trail is a perfect example of how healthy lifestyles can be so positive as it connects all across Canada and connects people with nature, which is something I’m very passionate about,” she said.

In the spring of 2021, when still in the thick of the COVID pandemic, Picard volunteered to lead an after school activity for a program called Mindful Hikes. The program was designed to promote positive physical and mental well-being during the pandemic, and had unani-

mous positive feedback from the parents of the children who participated.

In addition to developing trails, writing grants, teaching exercise class and facilitating pickleball, in her spare time, Picard genuinely lives a health and wellness lifestyle. She writes articles for the *Lac du Bonnet Clipper* and magazines to promote recreation and is frequently posting on social media to make sure the public know of various health and recreation opportunities.

She has also been known to carry trail maps in her backpack while hiking so that she can hand them out to new people she meets on the trails.

Nominated secretly by her daughter Riva Karklin, Picard didn’t know anything about the award until she had been notified that she won.

“When I found out about the Recreation Manitoba awards program I called my sister Alyssa right away and we agreed instantly that our Mom should be nominated,” Karklin said. “For so many years we’ve seen the positive impact of her dedication to recreation on our community, and this was the perfect opportunity to publicly recognize and highlight her efforts over the years.”

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“Once we got the nomination package ready to send off, my sister said, ‘well, she’s either going to win or get offered a job,’” Karklin joked.

It was an impressive nomination package with 13 letters of support from individuals and community organizations including Centennial School, the Town of Lac du Bonnet, the Lac du Bonnet Community Centre, Community Futures Winnipeg River, Winnipeg River Recreation, HERO’S Alliance, the Lac du Bonnet Trails Association, the pickleball organizing committee and participants of her exercise classes and informal activity groups.

Asked if she was aware of the impact she was having in the community to garner that much support, she simply laughed and said, “no!”

“I volunteer for a number of things like a lot of people do so the idea these people would willingly gave so much positive feedback is pretty special,” Picard said. “I love Lac du Bonnet and I love living here so if I can have a positive impact in their lives of people I am very thankful for that.”



Picard is always willing to lead school children on hikes through the interpretative trails.



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Lac du Bonnet Author Gets Royal Treatment

Duchess of York reads Jolene Olive's book, Dogs Don't Eat Soup, on YouTube channel

Jolene Olive book *Dogs Don't Eat Soup* has received the royal treatment... in a roundabout way.

The Lac du Bonnet author has had her children's book featured on the YouTube channel of Sarah Ferguson, the Duchess of York, called Storytime with Fergie and Friends.

The former wife of Prince Andrew, Duke of York, Ferguson started the series during lockdown in 2020, reading children's books and interviewing authors. Storytime with Fergie and Friends has garnered over 300,000 views since launching as she ropes in her daughter, royal pals and a wealth of curious onlookers.

"It was really exciting to hear the story read by someone famous who I have known of for most of my life," Olive stated.



Dogs Don't Eat Soup was read by Sarah Ferguson, the Duchess of York, and Laleh Mohmedi on Storytime with Fergie and Friends.

Olive said she found out about Storytime with Fergie and Friends in a social media group for children's book authors.

"I decided to give it a shot and sent the book to her back in December," she said. "I didn't hear anything more about it and kind of forgot about it until the day before the reading was posted on her YouTube channel."

On the episode, the Duchess and

her friend Laleh Mohmedi take turns reading the book penned by Olive and illustrated by Winnipegger Josie Ta, doing voices and acting out some of the scenes. The episode had 18,000 viewers as of press time.

"I liked hearing her make comments about the story and the illustrations," Olive noted.

Dogs Don't Eat Soup is a story Olive wrote a few years ago

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for her daughters Maggie and Annie about a dog who wants to try soup. The story was inspired by their late dog Frank, who had to be advised on nights the family ate soup that the menu item was not for him.

Olive describes her work as a silly book, filled with soup puns, but it's also a metaphor for overcoming stereotypes, getting out of your comfort zone and doing something you've been told you can't.

"It's mostly a story about believing you can do something you've always been told you can't or shouldn't do because of your gender, your ethnicity, your age, or whatnot. It's never too late to try something you've always wanted to try."

Dogs Don't Eat Soup was self-published by Olive last November. It is for sale at several Winnipeg locations including McNally Robinson, Toad Hall Toys, Scout Coffee and Tea, and Aunt Monica's Attic. In North Eastman, books are available at Manitoba Made in Lac du Bonnet and at the Trading Post in Beausejour.

Asked if the royal treatment on Storytime with Fergie and Friends generated more interest in the book, Olive said she was contacted by Chapters Polo Park asking if they could carry the book and a website called Canadian Cookbooks has asked if they can review it.



Jolene Olive said she loved hearing the Duchess make comments about the story and illustrations.

To know more about the book or to make a purchase go to www.joleneolive.com

To see the Duchess of York read the book, go to YouTube and search "Sarah Ferguson reading *Dogs Don't Eat Soup* by Jolene Olive."

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Discover Your Public Libraries

With so many things to see and do in the Winnipeg River area between Pinawa and Victoria Beach, visiting one of the area's public libraries may not be on your to-do list... but it should be.

Libraries are welcoming and comfortable community places all year round, full of stories and knowledge just waiting to be discovered.

Starting at the south end, Pinawa Public Library, located in the town's community centre, has taken the library outdoors by launching Storywalk to introduce literacy into nature. Walk the Ironwood Trail along the Winnipeg River between the pergola and the marina, read a story as you go and try some fun activities at each stop. A new story is posted along the route every two months to keep kids and grown-ups engaged.

Lac du Bonnet Regional Library, located centrally in downtown Lac du Bonnet, is a short walk from the town's outdoor market and many other services. In an outside space adjacent to the library, kids can develop their green thumbs by tending to their summer gardens while learning about growing, harvesting and



Children taking the Pinawa Library Storywalk.

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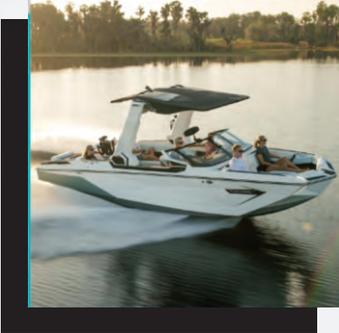
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Bibliothèque Allard Regional Library, located along the highway in St-Georges right next to a Canadian Shield rock outcrop, overlooks Bouvier Park where you'll find walking paths, benches and a pond equipped with a fountain – a kind of secret hideaway behind the library. Summer programming is often outdoors on the library's deck, taking advantage of the beautiful park setting.

At the north end, Allard Library's Victoria Beach branch is in the lower level of the East Beaches Social Scene, a community hub and meeting place for year-round and seasonal residents in the East Beaches region.

All four libraries offer programming and events for a variety of audiences. Summer reading programs for children, author events and crafting programs are common, along with numerous other opportunities to learn something new. Check with each library to discover what is coming up.

If access to technology is what you need, libraries are well-equipped to help. All four libraries have a variety of services available, from free Wi-Fi and public computers with internet access, to printing, scanning and more.

While libraries are community places worth visiting for so many reasons, most libraries are best known for their book collections, which is understandable – books are often the first thing you see when entering the libraries. All have carefully curated selections available, from international best sellers to books written by local authors and everything in between. Not to mention the e-book collections for fans of digital versions. Allard Library also has materials in French. So, if time to relax is what you're seeking – and who doesn't need time to relax – all four libraries are well-stocked

with reading and entertainment material.

For a fun outing with young people, each library has a children's collection with picture books and child-friendly activities. Some have a selection of STEM (science, technology, engineering and math) toys and games, as learning through play can be an effective and fun way to learn. Junior and teen materials are also available.

Support one of the libraries by signing up for a membership. Members can borrow books, magazines and movies. Members can also access e-books and audio books from eLibraries Manitoba using the Libby app on their phones or other devices. For anyone with a temporary or permanent print disability, a library membership opens the door to borrowing materials in non-print formats from the Centre for Equitable Library Access.

Public libraries are funded by the municipalities in which they are located and by municipal partners in regional library agreements, with additional funding from the Manitoba government and other sources. Free memberships are generally for permanent and seasonal property owners in the area. For visitors to the area who would like to borrow materials, all four libraries have affordable non-resident membership options. Member or not, everyone

is welcome to visit.

Whether you call the Winnipeg River area home or you're visiting, discover (or rediscover) one or more of the area's public libraries. Drop in or make a day of it. You'll be happy you did.

For more information:
<https://pinawapubliclibrary.com/>
<https://www.lacdubonnetlibrary.ca/>
<https://allardlibrary.com/>



Jen Kemball (left) and Kylie Fontaine of Library Allard.



Sadie Jenvenne fronts the paper feather wing display made by students at the LdB Library.

Pills, Powders & Potions

A History of Lac du Bonnet's Pharmacies

Jennifer Strassel, Terry & Marlene Tottle, Lac du Bonnet & District Historical Society

29 Park Avenue



Second St. & Park Avenue - credit Helen Ingham, LdB Historical

On the corner of Park Avenue and Second Street, 29 Park Avenue is one of Lac du Bonnet's oldest remaining buildings.

Built in 1904, the first known owners were Nels and Christina Johnson, who operated the "Blue Store" around 1914. In 1916, R.N. Campbell opened Campbell's General Store. His son, John, managed the store in 1945, and R.N.'s wife, Marie, ran the store until it was sold in 1950.

Ambrose Pharmacy 1950-1967

In the summer of 1950, dispensing chemist, Nellie Ambrose, alongside her brother, George, and his wife, Dora, opened a pharmacy in R.N. Campbell's store building to compete with the Shaw brothers. After 18 years, the Ambroses retired in 1967.



Ambrose Pharmacy - LdB Historical

Hood's Pharmacy 1967-1975

On Aug. 1, 1967, pharmacist, Edmund Hood, and his wife, Edna, took over the business. They operated the pharmacy for eight years, until their retirement in 1975.

Carson Pharmacy 1975-1987

In March 1975, druggist, Betty Carson, and her drug salesman husband, Ken, purchased the pharmacy. After 13 years, the Carsons retired in 1987.

Ingham Pharmacy 1987-2020

On Dec. 1, 1987, Helen Ingham, and her husband, Paul, became the pharmacy's new owners. Helen had worked at Carson's since 1983. After 33 years, the Inghams retired in 2020. Helen had been a pharmacist in Lac du Bonnet for 37 years.

Daley Pharmacy 2020-present

On Sept. 1, 2020, Clive Daley, who had worked alongside Helen Ingham since 2007, took over ownership of the pharmacy. Daley made a number of upgrades on the building including doubling the size of the dispensary, new shelving and floor coverings added. Also, he purchased a robot to accurately count pills and speed up the dispensing process.

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*Hood's Ad Springfield Leader
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Carson's Ad Springfield Leader May 13, 1975



Ingham Pharmacy - LdB Historical



Scott Veilleux (left), Sherry Chandler, Shelley Nickel and Clive Daley of Daley Pharmacy - photo by Donna Besel

Allard Building

The Allard Building, constructed around 1915, once stood on the corner of Park Avenue and Third Street.

Lac du Bonnet's first pharmacy was operated in the Allard Building by Dr. Royal H. Taylor. It is unclear when it opened, though the drug store was still in operation in 1921.

In 1922, the Lac du Bonnet Times newspaper listed Mark H. Danzker as the druggist. His shop also sold "stationary and fancy goods."

By 1926, Donald McCulloch, and his sister, Maude, ran the Medicine Shop.



*Allard Block, circa 1921
R.E. Emmett, LdB Historical*

*1926 District Guide
to NE Manitoba
Jack Halliday,
LdB Historical*

The Medicine Shop Lac du Bonnet, Man.
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Shaw's Drugs 1929-1970

In 1929, pharmacist, Rem Shaw, and his older brother, Jack, opened Shaw's Drugs in the Allard Building. For 21 years, it was Lac du Bonnet's only drug store. In February 1952, Jack passed away at the age of 77. Rem continued to run the store, which by this time had become Rexall Drugs.

In 1958, the Manitoba Pharmaceutical Association honoured Rem for being a practicing pharmacist for 50 years and counting. 29 of those years were in Lac du Bonnet. After years of declining health, Rem Shaw passed away in August 1971, at the age of 88. Shaw's drug store had been in operation for 41 years, and Rem Shaw was Lac du Bonnet's longest serving pharmacist.

The Allard Building was demolished in 1974, and is currently a parking lot.



Shaw's Drug Store 1950 - LdB Historical



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Ambassador of Latvia Visits Lac du Bonnet

Lac du Bonnet received a visitor of the highest order Las Ambassador of Latvia to Canada, H.E. Kaspars Ozolins, toured the community and local sites historically connected to immigrant settlers from the Baltic country.

The newly appointed Ambassador flew in from Ottawa to Winnipeg last May. The purpose of his visit was to participate at the send-off ceremony at the Winnipeg airport for troops from CFB Shilo heading to Latvia to replace (on a rotating basis) the current contingent that is part of NATO's Enhanced Forward Presence battle group stationed in Latvia.

The Ambassador expressed great interest in visiting and touring Lac du Bonnet to see the Latvian-connected sites before he had to leave that night.

The Lac du Bonnet and District Historical Society invited representatives of the Town and RM of Lac du Bonnet to welcome the Ambassador as well as planned speeches, gift exchanges and a light lunch of traditional Latvian foods at St. John's Heritage Church Hall.

"I'm thrilled to be here. I was thinking this morning that we might have a conversation with a small group but

now I am energized seeing you all here," Ambassador Ozolins told the gathering at the former church. "Thank you very much for a warm welcome."

Prior to the First World War, Manitoba had the highest concentration of Latvians in Canada. Lettish settlers and immigrants – as they were originally called – first arrived in the late 19th and early 20th Centuries looking for land they could farm and call their own. More arrived after the failed socialist inspired 1905 Revolution, when Latvian factory workers and farmers rose up against the hated Baltic German barons, who controlled much of the countryside and the large city factories where working conditions were abysmal.

Consequently, several thousand Latvians escaped persecution by fleeing to Brazil, the U.S. and Canada where lands of opportunity and free homesteads were available.

MC Susan Karklin said early Latvian immigrants to Manitoba homesteaded in settlements around Lac du Bonnet including Libau, Lettonia, Newcombe, Lee River, Bird River and Sifton from the early 1900s to the 1930s.



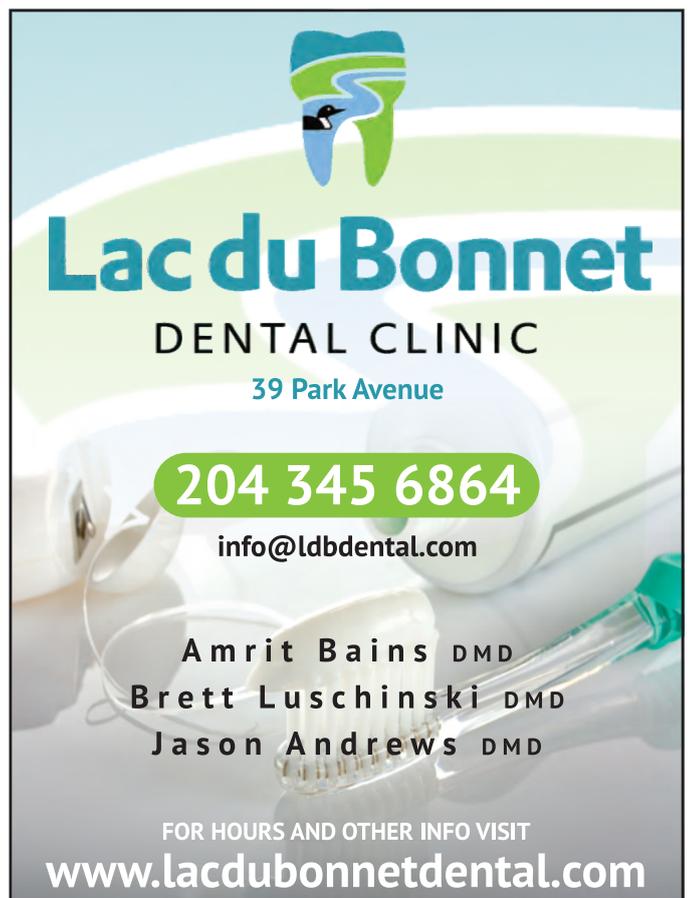
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A third wave arrived in Winnipeg after the Second World War as refugees fled Soviet occupation of their homeland.

Today Manitoba has the largest amount of Latvian descendants west of Toronto with the majority residing in the Lac du Bonnet area.

Ambassador Ozolins said the history of Latvia is eerily similar to what is going on in Ukraine today with Russian occupation displacing millions.

“The Latvians who came to Canada were striving for better democratic rule in our country and that’s why they were prosecuted,” he said. “War was waged against our state... so nothing has changed in our part of the world.”

Following speeches from the Ambassador, Karklin, Lac du Bonnet and District Historical

Society president Terry Tottle, Lac du Bonnet Mayor Gordon Peters and a gift presentation by Gay Kirby, the group also toured the Karklin homestead, the Lac du Bonnet District Museum and the Lettonia Cemetery, where the winds off of Lettonia Bay were blowing the Latvian flag on approach – a proud moment for Latvians in the area.

Tottle stated the Lac du Bonnet and District Historical Society had a small window of opportunity to coordinate the visit and could not have done so without the help of Susan Karklin, Dorothy Gresham, Diane Neal, Gay Kirby, Riva Karklin, Gordon Drawson and Curtis Dancyt.

Ambassador Ozolins noted with Lac du Bonnet being a four-season playground, he has three more seasons to return for.



Ambassador of Latvia to Canada, H.E. Kaspars Ozolins (left), shakes hands with former Lac du Bonnet Mayor Gordon Peters at St. John’s Heritage Church.



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Window On Our Past *The St. Georges Ferry*

by Jennifer Strassel
Lac du Bonnet & District Historical Society

Ferries and barges transported people and freight across the Winnipeg River for decades before bridges and roads improved travel limitations.

The St-Georges Ferry, the longest running transport on the Winnipeg River, provided a lifeline to the people on the east side of the river for 73 years.

The first wooden ferry was built in 1903, the same year the community of St-Georges officially became a parish and 21 years after the arrival of the area's first settlers. It served not only St-Georges, but the communities that would become Pine Falls and Great Falls, along with the surrounding areas.

Crossing between two points of land owned by Ephrem Dupont and Zothique Chevre-fils on the narrowest stretch of river, the ferry was operated by occupants pulling on a rope, and transported people, supplies, crops and livestock to either side of the river.

By 1928, the ferry's piers had moved 800 metres north, to

what is now the base of Chateauguay Road in St-Georges. Operator, Albert Cure, used a motor boat to move the ferry. He was paid by the Allard School District for transporting children across the river to St-Georges.

In 1931, Arthur Clement built a new ferry out of local lumber. The next year, with financial grant assistance from Robert Hoey, the MLA for St. Clements and the Minister of Education, steel cables and a motor were installed on the ferry.

The first year fees were charged was 1932 – five cents one way for a passenger, 15 cents one way for a horse team.

The road between Lac du Bonnet and Pine Falls was gravelled in 1936, creating a reliable transportation route which ended the isolation St-Georges had endured from the beginning. Since there was no bridge over this section of the Winnipeg River, the ferry remained essential to those living on the eastern side of the



The St-Georges Ferry, circa 1946.

waterway. Another new ferry was constructed in 1937 by Elzear Boulet and Edgar Vincent.

In 1946, treated fir lumber was shipped from British



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Columbia for construction of another new ferry that was 40 feet long, 20 feet wide and had a depth of three feet from deck to keel and was equipped with a gasoline-powered engine. The cost of these upgrades was shared between the Dupont and Al-lard School Districts, the Manitoba Paper Company, and the provincial and federal governments.

Rising waters from construction of the Pine Falls Generating Station in 1950 flooded the piers and the ferry was moved back to its original crossing. Fees were increased to 50 cents each way for an average-sized vehicle.

In 1974, after nearly 30 years in operation, the 1946 ferry was retired from service and sold to the St-Georges Historical Society. The Hecla Island Ferry was brought in as a replacement, but its design made it unsuited for hauling agricultural equipment. After one year, the ferry moved back to Lake Winnipeg and the St-Georges Ferry ceased to exist.

Even if the ferry shortened time and distance travelled for some residents on the east side, the bridge across the Pine Falls Generating Station eliminated its need.

The fully-restored 1946 ferry remains a premier exhibit at the Winnipeg River Heritage Museum in St. Georges.

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First Nation Artefacts Continue to be Found Around Lac du Bonnet

by Terry Tottle

Occasionally a stone tool or pottery shard is found along the shores of the Winnipeg River to remind us that First Nations Ancestors have lived on Turtle Island (North America) since time immemorial.

Archaeologists have recorded evidence that on the area encompassing Lac du Bonnet, on Treaty 1 and Treaty 3 Territory, First Nations Ancestors have existed for at least 7,000 to 9,000 years before common era (BCE).

Indigenous peoples migrated to this area after glacial Lake Agassiz retreated. Highly skilled flintknappers flaked long oval spear points referred to as the late Paleo Period.

The next period from 5700-100 BCE archaeologists refer to as the Intensive Diversification Period. During this period projectile points became smaller with detailed corner or side notches. Archaeologists refer to these points by styles: Oxbow, McKean, Duncan, Hanna and

Pelican Lake. Advancements by hunters during this period include the use of atlatls or dart throwers.

A projectile point I found recently at Grausdin Point cottage subdivision belongs to this period.

From archaeological sites excavated along the Winnipeg River system, bone analysis confirms rich animal resources. Large mammals faunal remains include the moose, elk, bison, grizzly bear and caribou. Stone tools were manufactured from local sources rhyolite porphyry, and sources traded include Selkirk chert, Knife River flint (chalcedony), Swan River chert and even Obsidian tools have been recorded.



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Alex Sarna summer student 2020 with Indigenous artifacts at the Lac du Bonnet District Museum.

June and Charlie Shand in front of the Shand Family Collection at the Lac du Bonnet District Museum.



The third period is called the Woodland Period and it existed from 800 BCE to 1680 common era. Clay pottery appears during this period with some elaborately decorated vessels for cooking. Projectile points become smaller in size and the bow and arrow appear.

Amateur hobbyists have collected artefacts along the Winnipeg River shores especially in the Whiteshell for decades. Professional archaeologists have excavated a limited number of sites in the 1940s, sporadically in the 1950s, 1960s and 1980s.

Sites excavated by renowned archaeologist Dr. R.S. MacNeish in the early 1950s included the Tuokko, Anderson, Sturgeon Falls, Cemetery Point, Alexander Point and Waulkinen. The Manitoba Archaeological Society has excavated Whitemouth Falls, Rainbow Falls, Jessica Lake, Basket Falls and Tulabi Falls.



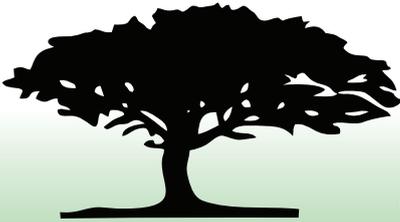
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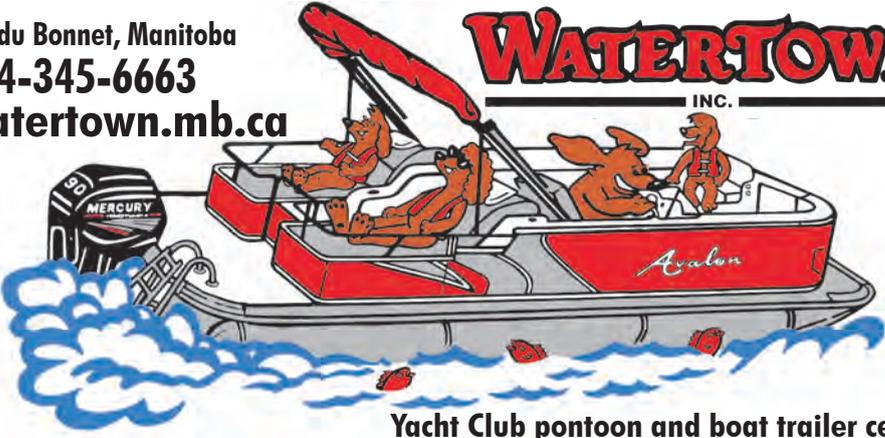
30 Years Experience

One of the most fascinating archaeological discoveries was made in 1928 at the Jansson site near Mud Falls. Erik S. Jansson discovered an extinct bison antiquus cranium and a copper spear point eroding out of the bank of the Winnipeg River after the Great Falls Generating Station had lowered the river water below the dam.

Old copper raw veins in bed rock were discovered 3,000 to 7,000 years ago by First Nations ancestors on the shores of Lake Superior and on Isle Royale. First Nations discovered that by heating the copper by fire and hammering it into shape, it was perfect for spear points, knives and decorative bracelets. Several old copper artefacts have been found along the Winnipeg River System.

– Terry Tottle was a volunteer with the Manitoba Archaeological Society from 1967-71 excavating Whitemouth Falls, Steeprock Lake, Harris Bison Run, Richards Kill site and Rush Bay Road sites. As a summer student worked on the Churchill River Diversion Archaeological survey in 1969-70, excavated Tulabi Falls site and Bird River Survey 1972-73, Eveline Street burial and Pine Fort excavations in 1974. He is president of the Lac du Bonnet and District Historical Society.

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The Timber Trade

by Jennifer Strassel, Whitemouth Municipal Museum, Lac du Bonnet & District Historical Society

In October 1877, Canadian Pacific Railway work crews reached Whitemouth. The line was cleared, bridges and rails would soon follow, opening up the timber frontier of southeastern Manitoba. Railway contractor Joseph Whitehead and his son-in-law David Ross worked on the line until bankruptcy shifted their focus from the railway to lumbering.

In late June 1880, Whitehead and Ross transported their sawmill in pieces from St. Boniface to Whitemouth to capitalize on the timber trade.

Surrounded by miles of impassable muskeg and peat bogs, the Whitemouth Valley had massive stands of tamarack and jack pine. Further to the northeast, white spruce, averaging 20 to 30 inches at the base, and tamarack were abundant in the Whiteshell region. All ideal timber for building railways across Canada.

Within the first year, Ross acquired 120 square miles of timber rights, and Whitehead secured another 61,440 acres, for a combined six townships, all in the Whitemouth Valley.

In 1880, settlers converged on this new railway town, and with them came transient railway workers and lumbermen to occupy Whitemouth's three hotels and utilize their two general stores. By early 1882, newspapers across Canada advertised lots for sale, boasting that Whitemouth was destined to become a "large and populous" trading hub, since it was in the "Heart of Timber Country," at the core of Manitoba's lumber trade, and the "railway centre of Eastern Manitoba." The advertisements neglected to mention the hoards of mosquitoes and horseflies that plagued Whitemouth because of its proximity to swamp lands.

Entering the lumbering industry in Manitoba required little initial expenditure and nothing more than saws and axes to begin logging at bush camps. Eventually, small sawmills began to appear on homesteads, though David Ross' Whitemouth mill remained the largest logging and sawmilling enterprise in the area.

Operations at Ross' steam-powered sawmill were exten-

sive. Logs were harvested in winter and, using spring flood waters, were floated along the Whitemouth River. Ropes and chains, strung across to a small island at a bend in the river, stopped the logs at the mill site, located on the riverbank a half mile east of Whitemouth and just north of the rail line. Trainloads of railway ties were shipped to Winnipeg every evening.

Ross received Whitehead's timber berths in 1883 and over the next decade, employed dozens of men at bush camps and at the sawmill, producing over three million board feet per year. Ross' 1888 newspaper advertisements for Whitemouth Lumber Mills, promised orders would be filled "promptly and correctly, at the lowest possible prices."

In the decade since its establishment, settlement and industry had largely overlooked Whitemouth. Civilization continued to push back the boundaries of the timber frontier, and people came to Whitemouth to discover the natural riches to the north and east. By the late 1890s, 20 miles north of Whitemouth, Lac du Bonnet was carved out of the bush. The founders relied on their Whitemouth neighbours, and believed the community would prosper alongside theirs.

The Lac du Bonnet Mining, Developing and Manufacturing Co. mapped a railway route from

Whitemouth along a level and relatively muskeg-free path, which accessed thousands of acres for timber harvesting and agriculture. While they awaited approval for a rail line, company manager, Walter Wardrop of Whitemouth, hauled in freight and materials for the new townsite, and also established a store. Lumber from David Ross' mill was brought in from Whitemouth for construction of buildings and logs were cut from the surrounding bush for stables. Whitemouth's blacksmith, Charlie Lean, and others joined Wardrop at Lac du Bonnet to create a community, and set up the brick plant.

In 1900, the CPR ultimately chose to build the Lac du Bonnet railway from Molson, and with it came railway contractor and businessman, J.D. McArthur, who would come to dominate Manitoba's lumbering industry.



Horses hauling logs. Photo credit: Winnipeg River Heritage Museum.

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THE TIMBER FRONTIER PART 2: For Capital & Honest Enterprise

by Jennifer Strassel, Whitemouth Municipal Museum, Lac du Bonnet & District Historical Society

At the turn of the century, the boundless natural resources of southeastern Manitoba appealed to the civilized world.

Some came in search of solitude, though most desired the timber, minerals and potential for water power. An April 1899 *Manitoba Free Press* article remarked that “capital and honest enterprise will exhume its buried treasure and establish a prosperous population” along the Winnipeg River. The Lac du Bonnet Mining, Developing and Manufacturing Co. was established for this singular purpose.

During the winter of 1900-01, 40 families from Fort Alexander and a “large force of men” worked in bush camps to cut and haul timber to a small sawmill at Lac du Bonnet. When the railway reached Lac du Bonnet in 1901, one of the contractors, J.D. McArthur, purchased the LdBMDMCo., acquiring their two townships of timber.

McArthur had a small sawmill at Milner Ridge to cut railway ties and expanded operations at Lac du Bonnet. A bush crew, under R.N. Campbell, was sent up river, towards Whitemouth, to cut railway ties.

The J.D. McArthur Co. was quickly becoming the “leading lumber firm” in Manitoba. His Lac du Bonnet sawmill, with a capacity of 75,000 board feet per day, and Milner Ridge at 20,000 bd. ft. daily, kept McArthur’s Winnipeg yards well stocked with lumber, flooring, window sashes and doors. His numerous bush camps, towards the Pinawa Channel and Great Falls, brought logs out using horses and mules. Cordwood permits allowed McArthur to cut fuel wood, used to heat Winnipeg warehouses, buildings and houses, that was shipped daily by the trainload from Lac du Bonnet.

Some 20 miles to the south, in Whitemouth, David Ross utilized a logging road between Seven Sisters to the north and south 48 miles to Whitemouth Lake, near Sprague, to access more timber. He retired from the lumber business

in May 1902, though his sons, Hales and Joseph, continued to operate the sawmill under the name Ross Bros. and Co. By 1905, the brothers sold their stock and transported their entire operation, including the sawmill, to British Columbia to start the Ross-Saskatoon Lumber Co. A small sawmill established by River Hills homesteaders Fred Zink, Sr. and Karl Huettemann, filled the void left by Ross’ departure. Any house or barn built between Seven Sisters and Whitemouth at this time used Zink and Co. lumber. Another sawmill was established north of Whitemouth in fall 1915 by Tom Little. Neither mill could match McArthur’s Lac du Bonnet enterprise. As a community, Whitemouth slowly moved from lumbering to agriculture.

Demand for railway ties was diminishing, though the need switched to lumber. Winters in the Lac du Bonnet, Whitemouth Valley and Whiteshell regions were for

hauling timber. Men and women drove horse or ox teams to the nearest sawmill, where the lumber and cordwood was loaded onto box-cars and shipped to Winnipeg. Large logs, some requiring two oxen to pull just one, were piled alongside the Winnipeg River and in spring



Lac du Bonnet Saw Mill, circa 1915. Photo credit: Lac du Bonnet & District Historical Society.

were floated to Lac du Bonnet.

In October 1914, disaster struck at Lac du Bonnet. A fire started in McArthur’s warehouse, containing oats, hay and 60 sleighs. Bucket brigades battled the flames, but in the strong winds, the fire spread to other buildings in the vicinity, two CPR boxcars and the lumber piles, destroying approximately five million bd. ft. The sawmill caught fire several times, though company manager, R.N. Campbell, and the employees, put it out each time.

McArthur absorbed the loss and turned his attention to new interests. In 1916, McArthur formed the Manitoba Pulpwood Company, Ltd., which would begin his decade long quest to establish Manitoba’s first pulp mill.



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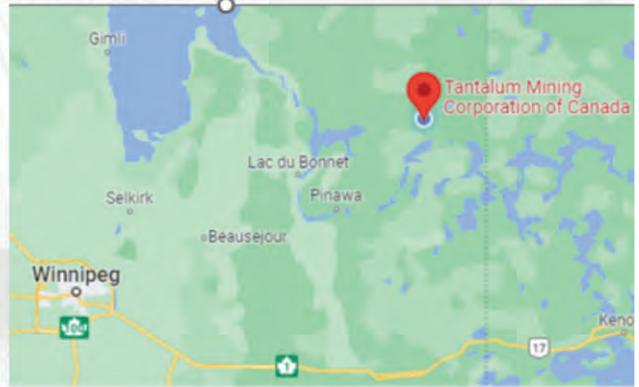


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THE TIMBER FRONTIER PART 3: Pine Falls Pulp & Paper

by Jennifer Strassel, Whitemouth Municipal Museum, Lac du Bonnet & District Historical Society

For 40 years, trainloads of timber shipped daily out of southeastern Manitoba. Railway ties in the 1880s and 1890s, and by the 1900s, cordwood and assorted lumber were bound for Winnipeg's consumer markets. By 1916, timber in the Lac du Bonnet, Whiteshell and Whitemouth Valley areas began to decline.

In 1918, Lac du Bonnet's sawmill was shutdown. By October 1919, McArthur advertised the sale of his Lac du Bonnet holdings: the general store, sawmill, brick plant and 1,700 acres of farm land. No one was interested. McArthur turned instead to the thick spruce forests surrounding the last set of rapids on the Winnipeg River: Pine Falls, with the hope of expanding his lumber empire with Manitoba's first pulp and paper mill.

By 1920, McArthur was fully committed. While the Department of the Interior carefully drafted pulpwood regulations, a multi-year political debate over the mill site location ran through the pages of the *Free Press* and *Tribune*, with each news-

paper on opposing sides. Many people believed Winnipeg was the only place for a paper mill. Selkirk also put in a bid and Lac du Bonnet businessman, William Childe, weighed in, asking why the paper mill couldn't be built

at Lac du Bonnet. The village had a railway, almost year-round road access and was located inside the pulpwood berths, all of which, Childe argued, made Lac du Bonnet the most logical choice.

McArthur persevered, continuing to develop Pine Falls. As president of the Manitoba Pulp and Paper Company, he struggled to find new sources of financial backing, and secure a rail line to the site.

In May 1921, the Manitoba Pulp and Paper Company was granted Pulpwood Berth No. 1. By October 1922, they received a second pulpwood berth and a permit for developing the Pine Falls power site, with the stipulation that the electricity could only be used for the paper mill.

During the winter of 1922-23, the proposed mill site was

partially cleared, docks were built at Fort Alexander for summer transportation and a camp established. The Manitoba Pulp and Paper Company negotiated a 99-year lease on the 520 acre mill site and purchased another 200 acres for the townsite. These 720 acres were taken from Fort Alexander reserve lands.

With each setback, McArthur continually requested, and received, extensions from the federal government. After partnering with Ontario's Spanish River Pulp and Paper Company, McArthur was effectively demoted to figure-head status. A further partnership expansion in late 1926, including Quebec's Abitibi Power and Paper Company, resulted in the newly renamed Manitoba Paper Company. Through these upper management changes, progress was finally made on construction of the paper mill.

After numerous delays, and a route change, the Canadian National Railway branch line from Beaconia arrived in spring 1926. Thousands of tons of steel, shipped in from

Selkirk's rolling mills, formed the bulk of the structure that quickly dominated the landscape.

Some 1,800 men were on site, battling heavy August rains and ankle-deep mud. Whenever a new shipment of rubber boots arrived,

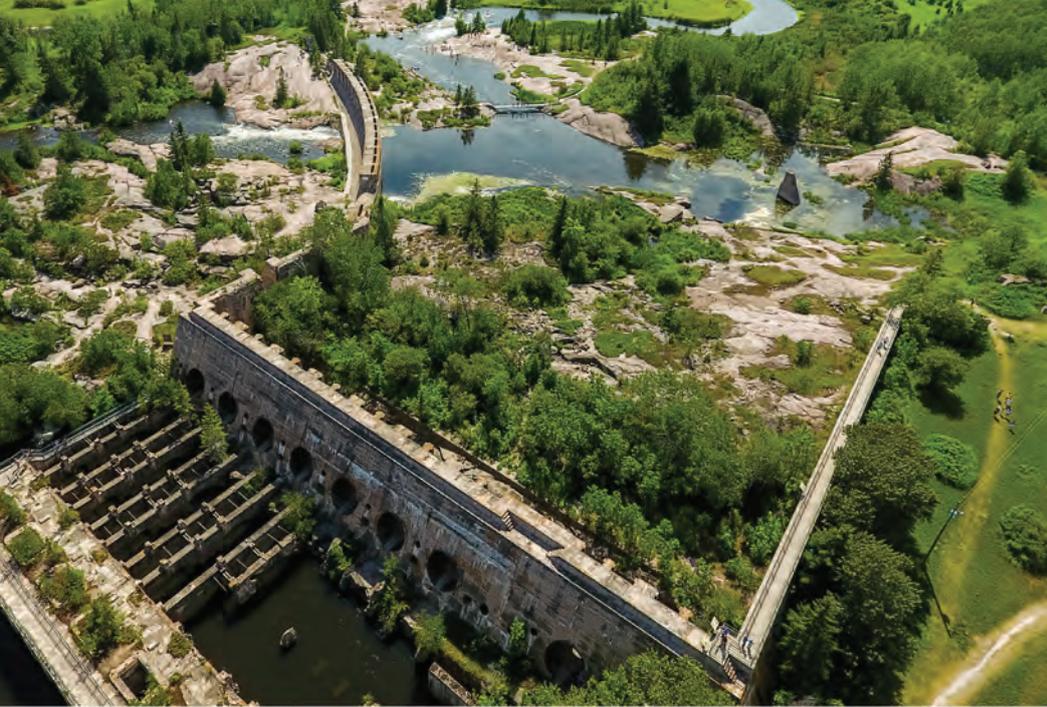
hundreds lined up to purchase a pair. Horses, bogged down in the muck, were replaced by oxen hastily borrowed from local farmers and Indigenous people. As the rain continued, all that kept construction moving was a narrow-gauge railway floated on logs.

A transmission line from Great Falls supplied electricity to the site. Powerful overhead searchlights enabled the night crews to continue working "as if in daylight." The SS Keenora often stopped so passengers could experience the creation of a new company town.

Within days of McArthur's death in January 1927, the Manitoba Paper Company mill produced its first paper. On February 8, 1927, the *Manitoba Free Press* printed its first issue on Manitoba made newsprint, the realization of J.D. McArthur's "long-cherished dream."



Pine Falls Pulp & Paper Mill, circa 1926. Photo credit: Winnipeg River Heritage Museum.



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The Last 40 Years

by Jennifer Strassel, Whitemouth Municipal Museum, Lac du Bonnet & District Historical Society

In 1928, Abitibi became the sole owner of the Manitoba Paper Company mill at Pine Falls. J.D. McArthur's original pulpwood berths remained largely untouched, covering a vast territory with Little Black River in the north, Manigotagan and Bird Lakes to the east, and the Bird River in the south. The Maskwa River, one mile north of St-Georges, was a main tributary for transporting logs to the Winnipeg River. The annual spring log drive brought thousands of cords of pulpwood to the mill. Men with peaveys and long pike poles maneuvered the logs along smaller streams to the main river. These logs drives were miles long and took upwards of 10 days to complete. The steam tug, Phyllis Williams, was used to bring logs in from Lake Winnipeg.

The Manitoba Paper Company had to pay dues on the pulpwood cut on their Crown-granted limits. Between 1926 and 1934, only 196 cords came from these timber limits. The rest of the pulpwood was cut and hauled by the area's residents.

Alex McIntosh, who had taken over McArthur's Lac du Bonnet holdings in 1924, fulfilled some of the mill's early pulpwood contracts. He operated a small sawmill and was a Lac du Bonnet lumber merchant.

Wood was loaded onto boxcars at Whitemouth and Lac du Bonnet for shipment to Pine Falls. The road was completed through to Lac du Bonnet in 1931, and by the early 1940s, pulpwood was no longer accepted by rail. It had to come by truck.

In River Hills, general store owner, George Grubert, leased government land and hired local men, of them 150 were Indigenous, to cut and haul pulpwood. During the Depression, he accepted pulpwood as payment at his store.

Grubert had four small semi-trucks and hauled pulpwood 24 hours a day. From River Hills, a round trip to Pine Falls in winter took from early morning to midnight. Trucks regularly slid off the road at St-Georges, where the road was high and narrow. With so many trucks waiting to get

through, it took no time at all to unload the logs, get the truck back on the road and reloaded.

After 1940, the forest between Whitemouth, Lac du Bonnet and beyond was depleted, affected by drought, fires and over-harvesting. The majority of the pulpwood had to come from the company's berths. Between November 1944 and July 1946, the Manitoba Paper Company utilized German prisoners of war at three wood cutting camps northeast of Pine Falls. The POWs cut over 43,000 cords, approximately 32 per cent of the wood used at Pine Falls.



On a log drive.

Photo credit: Winnipeg River Heritage Museum.

In May 1949, after a year of political debate and negotiations with the federal government to remove their stipulations on the power site, construction began on the Pine Falls hydroelectric generating station. During a March 1950 inspection of the site, Roxy Hamilton, MLA for Rupertsland, asked if the design included a bridge over the Winnipeg River. It did, but there was no timeline for its installation. Hamilton's persistence secured \$150,000 of government funds for the completion of the bridge.

In the 90 miles of Winnipeg River between the Ontario border and Lake Winnipeg, the only bridge was at Lac du Bonnet: a single-lane tramway bridge with planks between the rails for cars to drive across.

The generating station and bridge officially opened in March 1953. The bridge accessed the Broadlands and Chevretils districts on the east side of the Winnipeg River, in addition to Manigotagan and the mining towns around Bissett.

The Manitoba Paper Company also benefited from the bridge. As the cutting areas in the pulpwood berths became further from the rivers, it was more cost effective to haul the logs by truck, directly from the bush to the mill.

The last log drive on the Winnipeg River, and in the province, happened in May 1965, and with it, southeastern Manitoba's lumbering legacy passed into history.

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Rugged Beauty: Along the Waters of Pointe du Bois & Slave Falls

by Jennifer Strassel
Lac du Bonnet & District Historical Society

A remote 35-mile stretch of the Winnipeg River near the Ontario border, along the Whiteshell Provincial Park's northern boundary, contains some of southeastern Manitoba's last true wilderness. Relatively untouched by the ravages of modern development, a journey along the river here is like travelling back in time.

Indigenous peoples moved through the area for generations, following the seasons and wild game. Archaeological sites near Pointe du Bois and Slave Falls, belonging to the Laurel culture that existed before the known tribes, were radiocarbon dated to 500 BCE. The Cree inhabited the region by the 1300s and called the river "Win-nipi" or "murky water."

At the time of La Verendrye's discovery of the river in 1733, the vast Rupert's Land territory had been under Hudson Bay Company (HBC) control for more than sixty years. In early spring, Jean-Baptiste La Verendrye

and his cousin, Christophe Dufrost de La Jemerais, left Lake of the Woods and travelled along the Winnipeg River until stopped by ice at La Barriere aux Esturgeons. In this place, the Cree had barricaded a narrowing of the river to catch sturgeon. They stayed with the Cree for a while before returning to Lake of the Woods.



Aerial Pointe du Bois, late 1920s - Credit MB Electrical Museum - 27798



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The following year, other members of the La Verendrye expedition journeyed down the Winnipeg River to the south basin of Lake Winnipeg and the Red River. The Cree had been trading with the English and were willing to trade with the French, provided they had a steady supply of muskets, tobacco and pots. Fort Maurepas was built at the mouth of the Winnipeg River (and later moved to the Red River) to facilitate trading opportunities.

The canoe brigades of the North West Company (NWC), founded in 1779, frequently travelled the Winnipeg River. An intense rivalry existed between the HBC and the NWC. Competition between the French-Canadian voyageur, Highland Scot and Métis traders resulted in numerous skirmishes, primarily when both companies built trading posts along the Winnipeg River, at Fort Alexander (Sagkeeng), Lac du Bonnet and thirteen miles east of Pointe du Bois at Eaglenest. By the 1780s, the Ojibwe had moved from the Great Lakes, displacing the Cree further north and west.

The journals of fur traders and explorers Alexander Mackenzie and Alexander Henry the Younger were among the first to document the Winnipeg River as they passed through the region in 1789 and 1799, respectively. Their descriptions are limited to navigational details, as their objectives were further inland.



*Engineers Residence, 1909
Credit Manitoba Electrical Museum & Education Centre*

In 1821, to resolve inland conflicts, the HBC and NWC merged, combining the HBC's privileges with the proficiency of the Nor'Westers.

It was clear to both companies that representatives would have to explain the new arrangements to the wintering partners at the posts at Fort William, along the Winnipeg River, and throughout the interior. Nicholas Garry, deputy governor of the HBC, left London, England in March 1821, accompanied by the NWC's Angus Bethune. The party reached the Winnipeg River by August.

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Excavating the Canal, 1909

Credit Manitoba Electrical Museum & Education Centre

In his journal, Nicholas Garry was the first to provide vivid depictions of the river's scenery. The Winnipeg River was described as a chain of lakes connected by narrow channels with rapids. In most sections, the riverbanks were low, often edged with flat rocks, and covered with varied underbrush. High rock ridges, upwards of 1,000 feet, were also common along this section of river.

As a result of the merger, the use of the Winnipeg River as a trade route sharply declined. Explorers on scientific expeditions became the primary users of the river as they passed through to various places. Even Sir

John Franklin, on his second expedition to the Arctic, travelled the Winnipeg and Saskatchewan Rivers to connect with the Mackenzie River. Decades later, the painter, Paul Kane, found the mosquitoes and blackflies "annoying all night," completely depriving him of sleep.

**

The Chute de Jacques (Lamprey Falls), named for a voyageur who perished while attempting to run the rapid, was considered one of the most dangerous on the river, and travellers always approached with "great caution". The river above the falls was shallow with a swift current. A semicircular rock ridge, one mile long, forced the river to turn south. A rock ledge created a violent, "foaming torrent" about twelve feet high, passing over three steps of about four feet each. Nicholas Garry called the falls "one of the grandest he had seen," For a moment, the view outweighed the danger.

In two hours, travellers arrived at Pointe du Bois, where two falls, the Grande and Petit, were "exceedingly beautiful" and produced large amounts of white foam that was carried some distance downstream. The Ojibwe name was Ka-mash-aw-aw-sing, meaning "the Two Carrying Places". Geologist and naturalist Henry Youle Hind considered Pointe du Bois a "romantic break in the river." An American expedition thought the beauty

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was second only to Slave Falls. The expedition's artist, Samuel Seymour, captured the picturesque scene, though he lamented that the rocky shoreline prevented a complete view of both falls.

The two portages, separated by a two-minute paddle, passed through a "fertile oasis sustaining oak, ash" and birch. Hind remarked that the early morning air was filled with the "delicious fragrance" of "a great variety of sweet-scented flowering plants," including rosebushes and honeysuckle. In 1799, Alexander Henry's NWC men overtook 24 canoes along these portages, all heading in opposite directions.

Rocher Brule (Eight-Foot Falls), meaning "burnt rock," was reached after five minutes. Voyageurs portaged over the rugged rock, carrying canoes and packs across their shoulders. Nicholas Garry thought that the small rapid "would be very fine" if it were "surrounded by less interesting



*Pointe du Bois Falls by Samuel Seymour, 1823
Credit Library of Congress*

neighbours."

After half an hour, travellers reached Chute à l'Esclave (Slave Falls), considered the highest and prettiest of the entire Winnipeg River. The Ojibwe name, Awakane Pawetik, (Slave Falls), recalls the story of a Sioux slave (in most versions, a woman) who fled her Ojibwe captors and went down the falls in a canoe, ending her enslavement. High rock ridges forced the river through a narrow slot, creating an upper cascade with rapids below. The longest portage on the Winnipeg River, at about 600 yards, passed through a forested point alongside the falls.

En route to Islington Mission, Bishop David Anderson viewed Slave Falls "from a nearer point, through a tangled wilderness of roses, wild peas, raspberries, and strawberries." He also noted

orange tiger lilies, columbine and other wildflowers along many portage paths.

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Nicholas Garry's party stopped to dine "at the foot of this magnificent fall." He stated: "Our dinner table was a hard rock, no table cloth could be cleaner, and the surrounding plants and beautiful flowers sweeten" the meal. "Before us, the waterfall, wild, romantic, bold." A view with "whirlpools, foam, loud noise and crystal whiteness, beautifully contrasted with the black pine" and "softened by the freshness and rich foliage of the ash, maple, elm, red willow" and occasional oak. A bald eagle hovered over the party, adding to the "wildness of the scene."

**

In 1823, an American scientific expedition, undertaken with the approval of the War Department, was led by Major Stephen Long of the United States Topographical Engineers (a branch of the US Army) and was comprised of, among others, topographers (map makers), an astronomer, zoologist and botanist. William Keating, a geologist, compiled the expedition's journals into two large volumes with numerous scientific appendices.

The expedition left Philadelphia and travelled along the bottom of the Great Lakes to reach Pembina (North Dakota) to establish the location of the 49th parallel. The party then journeyed up the Red River to the Red River Settlement, procuring supplies and guides. They left



Pointe du Bois School, circa 1910

Credit Manitoba Electrical Museum & Education Centre

in mid-August with a party of 29, including an Ojibwe interpreter, a pilot, five French-Canadian and four Métis canoe men, and the Americans' black slave Andrew Allison in three birch bark "canot du nord" (large voyageur canoes) bound for the Winnipeg River. They reached Slave Falls in seven days.

These scientists observed that the most common tree along the banks of the river was the aspen, "distinguished by the silvery white of its bark, and by its leaves lightly quivering at every breath of air." A "dense and almost impenetrable undergrowth" was "interspersed with bushes loaded with plums," chokecherries, bush

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cranberries and raspberries. Juniper, tamarack and birch became more abundant above Jacques Falls (Lamprey). The spruce here produced the best pitch for repairing canoes.

Upon reaching Lake of the Woods, the Americans made powerful observations about the Winnipeg River region. The fur trade had “left the land totally destitute.” On the entire river, the expedition saw minimal “signs of animals.” They heard from their guides that big game, either a “solitary moose, caribou or bear”, was found occasionally and that small animals, beaver, otter and other fur bearers, were “almost hunted out of the country.” The landscape of the upper half of the Winnipeg River was “exceedingly rugged and barren” with limited “means of subsistence.”

Fish were abundant, and were often “observed leaping out of the water.” Eagles and hawks fished near rapids. Wild rice appeared to be an “inexhaustible” resource, though the Ojibwe were “frequently in great want.” The expedition had passed half-starved Ojibwe families fishing from canoes or at the base of rapids and harvesting wild rice.



Slave Falls by William Napier, 1857
Credit Library & Archives Canada

Henry Hind observed “the poles of numerous wigwams” along the shores of “Grand Turn Lake” (a wide bend in the river just beyond Portage de L’Ise (Boundary Falls)), and below Jacques Falls (Lamprey), near the “extensive rice grounds [that] cover many thousand acres and continue for miles on either bank.” Years before, these dwellings had been “visible at a great distance” when the bark coverings reflected the sun.

**

The last canoe brigade to travel the Winnipeg River was the Wolseley military expedition in 1870. The Hudson Bay Company had transferred its Rupert’s Land territory to the British Crown in November 1869, though Louis Riel’s resistance at Red River delayed further proceedings. In an attempt to appease Riel’s provisional government, Manitoba became Canada’s fifth province on May 12, 1870. Colonel Garnet Wolseley was dispatched to Red River.

Canadian railways had only reached the eastern edge of the Great Lakes. The use of American rail lines to North Dakota was denied, and under the command of Colonel Wolseley, 2,000 men, Iroquois guides, voyageurs, workmen, British soldiers and militiamen from Ontario

and Quebec travelled from Toronto to the Red River in three months, hauling all their supplies and weaponry. The transfer of Rupert’s Land to Canada was finalized midway through their journey.

Wolseley stated that “the journey down the Winnipeg River can never be forgotten once made” and that “no length of time, nor any amount of future adventures, can erase from

the writer’s mind his arrival at the Slave Falls.” As he approached the falls in a birch bark canoe for a brief moment, Wolseley feared the Iroquois guides were about to run the rapids and that “everything was over for us in this world,” but the shore was reached without incident.

The expedition had reached Slave Falls in the evening. Captain Huyshe called it “one of the most beautiful bits on the river.” After portaging around a “jutting ledge of rock” above the falls, they camped for the night on a

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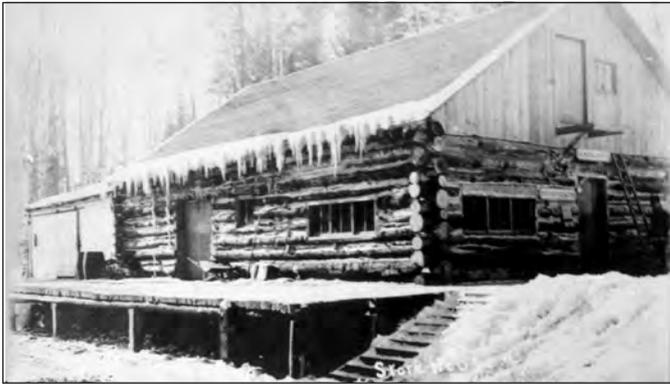
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*Storehouse, Post Office & Engineers Office
Credit Western Canada Pictorial Index (University of Winnipeg)*

“level rocky plateau, almost overlooking the falls, and in the midst of such scenery,” impossible to describe.

**

The Canadian Pacific Railway reached Winnipeg in 1883, with it came new people and an expanding provincial economy. Such progress was powered by electricity. The Winnipeg Electric Railway Company’s generating station on the Pinawa Channel, the first built in Manitoba, was operational in June 1906. At the same time, the City of Winnipeg council established the City Light and Power (City Hydro) public utility. It moved ahead with plans to construct a city-owned generating station. Ald. (Coun.) John Cockburn had reserved the site of Pointe du Bois on the city’s behalf and relinquished the development rights to the city once a consensus was reached.

By February 1906, survey crews travelled through the area, determining the best route between Lac du Bonnet and Pointe du Bois. Two months later, Cecil B. Smith, the city’s engineer, made an initial report to council and considered the two falls of Pointe du Bois, combined with Lamprey Falls, the best of “any falls examined” for power generation.

Between 1907 and 1908, a 26-mile tramway was built between Lac du Bonnet and Pointe. Portions were cleared by crews from Lac du Bonnet. The line passed through the varied country of rock ridges, built around or blasted, creeks and muskeg swamps. The Winnipeg River bridge, near Lac du Bonnet, was finished by May 1908, and a month later, the bridge over the Pinawa Channel (Lee River) was installed. The railway reached Pointe in late September. Engineers had already cleared the generating station site, and construction materials soon arrived from Lac du Bonnet.

Trees were cut down, and the soil was removed to expose solid granite. Steam drills and dynamite cleared a canal, 1,500 feet long, through the once-wooded point to divert water to the site of the generating station. A

derrick (similar to a crane) moved the broken rocks to a steam-powered crusher. Some of the excavated rock was mixed in the concrete for the powerhouse.

Built on solid granite near the base of the second falls to utilize a natural 26-foot drop, the powerhouse was located partially in the water, and, to excavate an additional six feet for the turbines, divers had to custom fit lumber planks to the “irregular bottom” to ensure the coffer dam didn’t leak during construction.

A rock dam was built on either side of an island at the top of the first falls to block the original channel and raise water levels by 15 feet. The high, rocky banks above Pointe limited the spread of the flood, though a seven-square-mile reservoir was formed. Lamprey Falls, as were the thousands of acres of wild rice grounds, was drowned out.

In mid-1909, Winnipeg’s mayor, the Board of Control members, eight aldermen and several prominent citizens travelled to Pointe du Bois to inspect the construction site. Upon arrival at the train terminal, the group was greeted with “the roar” of simultaneous dynamite blasts. Once the noise faded away, all that could be heard was the “rolling of the rapids.”

A crew of 250 men and 17 horse teams worked in shifts during the day and by lantern light at night. Near the worksite, the engineers’ offices were housed in the same log building as the store and post office. The engineers’ house, the only one built of sawn lumber, had an “upper verandah” and a telephone. Workers were accommodated in numerous log buildings, and those with families were provided separate lodgings. A small log school was built for the children.

Construction progressed for two years, stopping only once in July 1911 after a smallpox epidemic broke out at the worksite. Provincial health officers quarantined the workers at Pointe du Bois to prevent the spread, and the CPR was ordered to suspend passenger service for the Lac du Bonnet area.



*Tramway construction, 1907
Credit Jack Halliday Collection, LdB Historical*

In September 1911, as the work drew to a close, the Winnipeg mayor came to inspect the site, accompanied by other officials and members of the British press. Powerhouse construction was finished. “One small ridge of rock” kept water from entering the canal, and water, in excess of two feet, flowed over the spillway. Most equipment was gone. Most of the log buildings had been dismantled, the logs either burned or “floated out into the river.” Any remaining trees around the powerhouse were also gone, victims of a recent “cyclonic storm” that left them in a bent and twisted mess. The visitors had a “most impressive view of the whole river from the powerhouse roof.” Transmission line cables were strung directly below, awaiting power.

Within a month, the city purchased the bunkhouse and store for storage facilities. The school had closed. The remaining log buildings were burned. Permanent buildings for operating staff were under construction, as was a garden. Plans were made for roadways and seeded lawns to “beautify” the area.

Pointe du Bois, the first generating station on the Winnipeg River and the first built by City Hydro delivered its first power to Winnipeg on October 15, 1911. A 77-mile transmission line carried the power past Lac du Bonnet, through Winnipeg’s East Kildonan neighbourhood,

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over the Red River to the Rover Avenue Electric Terminal in Point Douglas. By December, 4,000 Winnipeg homes had been connected to the City Hydro system. Crews were completing an average of 150 hydro hook-ups per day. Throughout the next 15 years, more generators were added to increase Pointe's power capacity.

**

Slave Falls was Winnipeg's reserve site. Preliminary surveys had been completed in 1921, and by May 1923, Manitoba's premier and Winnipeg's mayor had toured their future investment.

They left Pointe in "a half dozen motorboats and canoes" to travel a "fine stretch of river" and "tramped" through an "extraordinarily beautiful" pine-scented forest to reach the future site of the generating station, about one mile downstream from the top of the falls. They left with a "feeling of great enthusiasm", and consideration was even given to moving the Pointe du Bois townsite to Slave Falls, as the area was "more favourable" for a community.

"The river is entering a new and mightier stage," a Tribune reporter remarked. "The French and British explorers have gone; the river has not seen a soldier on active service for over 50 years. In their place have come the surveyor, the engineer, the financier, the industrialist [and] the water power expert."

Work on the Slave Falls generating station progressed slowly. A rough line had been cut for a seven-mile tramway extension from Pointe in 1925. Actual clearing began in late 1927. Frank Waters of Lac du Bonnet constructed the track bed, and local Pointe men completed the rock excavation, grading and ditching work.

Alterations were also made at Eight Foot Falls. Throughout 1927, dynamite was used to create a "rock cut" to "widen and deepen the channel" so water could flow faster. "Rock-filled stop log cribs" were also installed. The work continued through 1928, and in March 1930, high explosives were used to "clear away a small island in the center of the river."

The tramway to Slave Falls was finished in late December 1928, and generating station construction began by mid-1929. Built on either side of a granite island, "most conveniently mid-stream," the generating station was designed to utilize the natural river channels to generate

power rather than rely on reservoirs. The powerhouse was built downstream of the falls so a 30-foot head of water could be acquired. The natural Slave Falls and Eight Foot Falls were flooded over.

By mid-1930, the "roar of stone crushers", "blast of dynamite" and "rattle of hammers" echoed through the "beautiful valley of the Winnipeg River." Roughly 800 men worked seven days a week, day and night, beneath "powerful searchlights." Rough lumber was brought in from Pointe. A planing mill and foundry were set up near the construction site. Additional rock for the concrete mix was excavated from high granite riverbanks just north of the natural falls.

Transmission lines were also cleared, and the timber was either used for corduroy roads or piled and burned. A six-mile transmission line from Pointe enabled both generating stations to supply power to either line, reducing the chance of Winnipeg losing power.



*Tramway Terminal at Pointe, September 1909
Credit Western Canada Pictorial Index (University of Winnipeg)*

By October 1930, a power shortage was looming. City Hydro and the Winnipeg Electric Railway Company urged people across the province to limit their electricity use.

By early 1931, construction of the Slave Falls generating station was reaching the finishing stages. At its peak, the site employed 2,000 men as general labourers, steel workers, lumbermen and bricklayers,

with 1,000 men on the transmission line alone.

On Sept. 1, 1931, Winnipeg's mayor flipped the switch, sending the first power along a nearly 100-mile transmission line past Whitemouth and into Winnipeg's St. Vital area. More generators were added throughout the next 17 years.

**

Pointe du Bois, Manitoba's oldest generating station, still operating after 112 years, endures alongside a townsite being reclaimed by nature. Downstream, the 92-year-old Slave Falls generating station stands alone amongst the wilderness.

Today, in the quiet stillness of early morning, one can sit on the Pointe shoreline and look across the river at a wild, rugged beauty. Unchanged. A witness to the passage of time. In the gentle lap of water, listen for the whisper of the Indigenous canoes and voyageur paddles...

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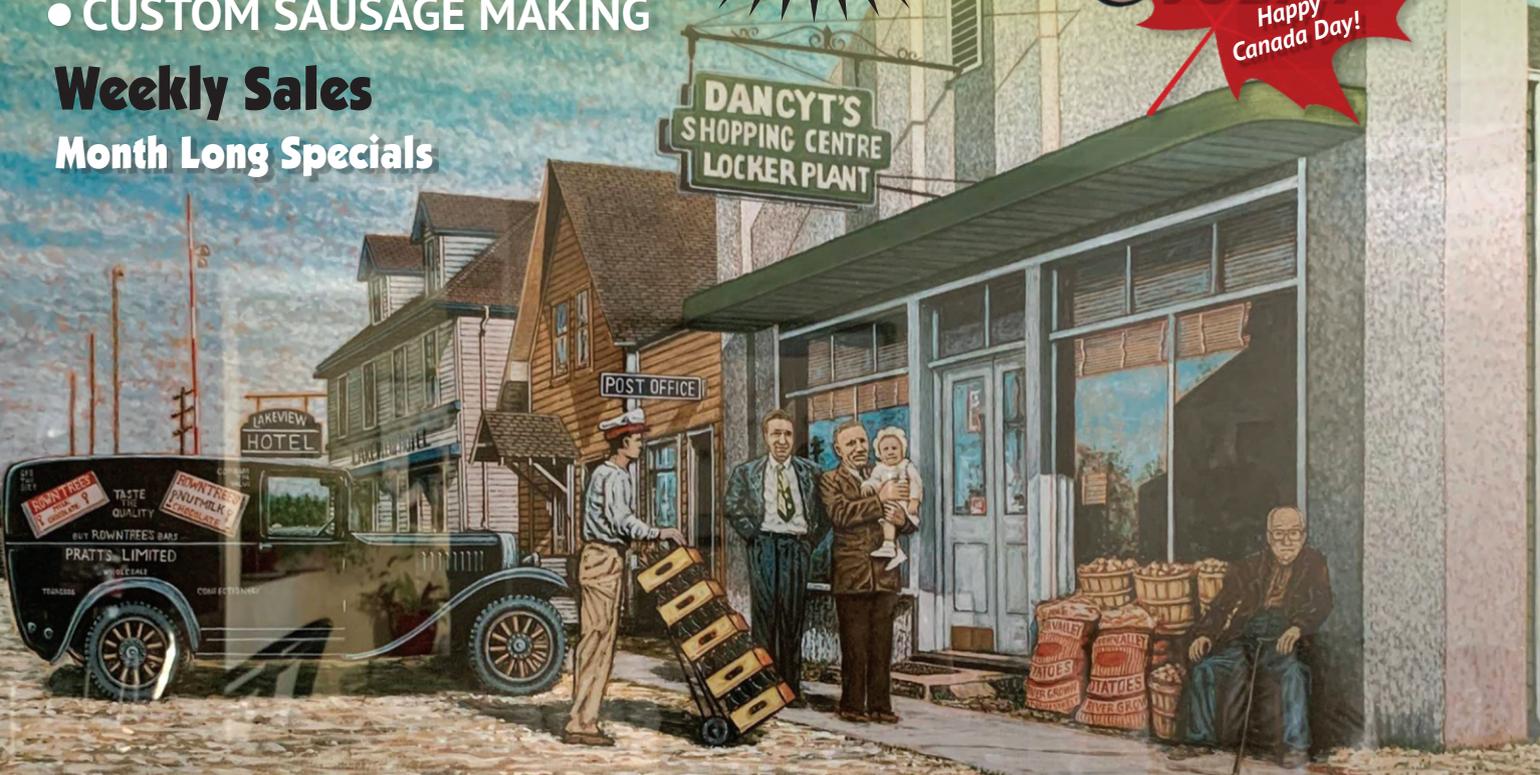
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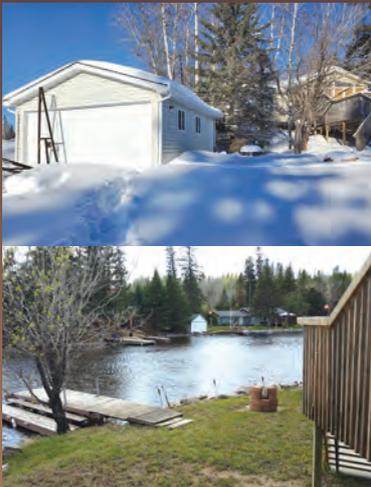
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