

resources of Lakes Winnipeg, Manitoba and Winnipegosis; it possessed to the further north unlimited and still unmeasured riches of soil and water reaching to and around the shores of Hudson's Bay. Through the centre of the future capital lay the Portage Avenue which, in its splendid modern buildings and wide thoroughfare, forms part of what was once the trail of the Plain Hunters stretching in an unbroken line westward to the mighty ranges of the Pacific coast.

Through many historic vicissitudes the settlement passed until in 1869-70 it was the centre of the first Riel rebellion. Discoverers and explorers and wanderers, *coureurs-de-bois* and missionaries, hunters and trappers and soldiers, Indian warriors and medicine men, pioneer priests and clergy, Hudson's Bay factors and officials and men, and all the romantic, moving, panoramic life of the Plains had come and gone. They were now to be replaced by the King's Government, by politicians and Commissioners, by the men of modern commerce and finance, by builders, and workmen, and speculators. Up to this time the village had nestled at the foot of Fort Garry and was, indeed, often known by that name. It had been, in the main, a post of the Hudson's Bay Company and as such bore an important part in the administrative record of an organization which at one time or another extended its sway to the Arctic waters in the north, swept over the prairies and mountains to the Pacific, ran its authority to the far land of the Yukon and its sway into the southern regions now known as Washington and Oregon. Occasionally the Company's rule was aided by the British authority which lay behind the grants and charters of Charles the Second. In 1846 Colonel J. F. Crofton with 383 troops was sent out for this purpose and remained two years; in 1867, 100 men of the Royal Canadian Regiment were sent *via* York Factory and Hudson's Bay; and in 1869-70 Colonel Wolseley led his expedition from Ontario and Quebec and restored peace to the disintegrated settlement which Riel had tried to rule.

This was the modern and practical foundation of Winnipeg. The village, in 1870, consisted of about 30 log-houses with a population in the neighbourhood of 150 persons; in 1874 when it was incorporated the population was over 1,800. In these years and up to 1879, when its people numbered 8,000, the progress was slow. Transportation obstacles were very great and the isolation from the life of Canada, as a whole, was very marked. Supplies had to be brought through the United States and down the Red River in steamboats, while high prices for necessary articles of food, together with the cost of removing from the East, were obvious checks upon expansion. Westward the prairie remained almost unknown and unbroken. With the opening of Railway communication between Winnipeg and the international boundary in 1879, however, came a change; while the ensuing construction of the Canadian Pacific Railway and its final completion to the