

### Winnipeg.

Written for Sunshine by  
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In immigration literature the Londer or the Scottish ploughman reads to-day of the chief city of the Canadian West, rising from the mere hamlet of 216 souls in 1870 to be in 1904 an attractive city of 67,000 people.

It seems to the reader a story of Arabian Nights entertainments. To the writer it is no dream but a reality. The huts and log houses of a generation ago are replaced by bank buildings, one ten stories high, another seven; by departmental stores and great blocks, where stood frontier shops frequented by squalid Indians, or a miserable hostelry which dealt out scanty meals to hungry newcomers. The mud street has given way to the asphalt pavement, and the logs covered by saponaceous mud to the broad stone walks of Main street.

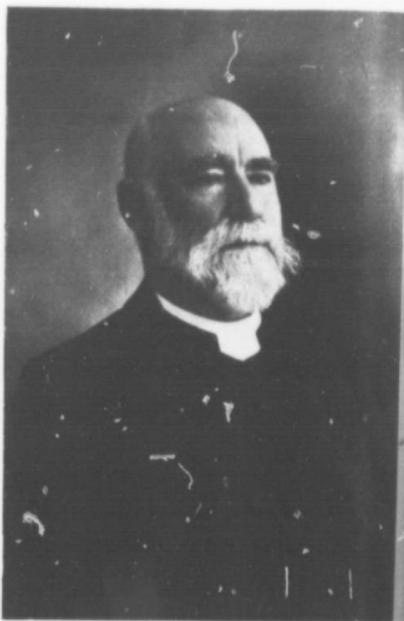
The city with its twelve miles of asphalt pavements, and its thirty miles of macadam, with forty-four miles of boulevards maintained at public expense, and twenty miles of trees where stood the bare prairie so noticeable and beautiful, that it is proposed to change the name "Prairie City" to the "Elm City" of the West. All this is an evidence of what well directed and persistent effort can do in half a generation.

The parks of Winnipeg, ten in number, well tended and cultivated, are so distributed that they are breathing places and things of beauty.

In the face of many difficulties, sixty or seventy churches, eighteen public schools, with an attendance of 9,500 pupils, thirteen banks—many of them architecturally deserving, and mercantile establishments, like the Hudson's Bay Company stores, the McIntyre Block in which the Sun Life of Canada finds itself, the Fort Garry Court of numberless suites of residential rooms, all have been

erected by Canadian brain and brawn, and speak of greater triumphs yet to be.

The city is a busy hive of industry. It is the great wholesale and jobbing centre of the West. From it go out no less than fourteen railway lines and branches to all parts of the Province and Territories, and it is looking forward by the overcoming of two rapids to water communication by river and lake up the



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Saskatchewan, even to the foot of the Rocky Mountains. The city is also the central point of the Grand Trunk Pacific enterprise.

Winnipeg of to-day is the largest wheat exporting city on the continent of America. Its export of wheat eastward, in 1903, was fifty-one millions of bushels, as against forty-two million from Duluth and thirty-seven million from Chicago. The completion of water and electric power now in course