

first aroused the slumbering community, and it soon brought in its train all the stimulating influences of commerce. The first railway arrived not long after the Confederation, a section of the Canada Pacific, extending east and west from Selkirk, a town some twenty miles north of Winnipeg, but this remained for some time with its ends in the air. Real railway communication came in 1878, when the Pembina branch of the Canada Pacific was built south from Selkirk through Winnipeg to Emerson, on the international boundary, to connect with the St. Paul, Minneapolis & Manitoba and the whole American railway system. This was an era in the commercial history of Manitoba; and another came last year, when the same Canadian and American capitalists, whose foresight conceived, and whose skill and energy executed the reorganization of the old St. Paul & Pacific Railway, became, through the bargain of the Dominion government with the syndicate, the projectors and constructors of the Canadian Pacific. The last three years have been full of eras for Manitoba. The Northwest has been dashed along a swift and tumultuous current of development and prosperity, rivaling the rapids of its own rivers.

Winnipeg, as I saw it upon my arrival there in July, 1881, bore upon its municipal countenance obvious marks of the wonderful changes of the last ten years. Indeed the first signs of the great awakening are seen immediately upon entering the Province. Emerson, the first station across the boundary, from a mere customs point, has grown to a prosperous town of regular streets, stores, churches and public buildings, whose importance is apparent even from the railroad crossing on the other side of the river. Between Emerson and Winnipeg there is little evidence of growth and settlement. Along the railroad on the east side of the Red River nearly all the land has been assigned by the Dominion government to the half-breeds of the Fort Garry post. These are ready enough to sell, though they show no disposition to improve their property, but the land is too uniformly low and wet to invite settlement. On the west side of the Red River the land is higher and better, and several important towns are springing up which will shortly be connected with Winnipeg by the Manitoba & Southwestern Railway. Winnipeg, like all the Red River towns in Manitoba, is on the west side of the river