

WINNIPEG — PAST AND PRESENT

WINNIPEG is a city made with hands, but hands that have been much busier than is usually the case in such instances as that of Winnipeg. No other city in history, certainly, has made the growth—in quantity and quality—that Winnipeg has made in so short a time. It is no exaggeration to say that this growth has been wonderful, marvelous—in fact, these overworked and often misapplied adjectives are bald and inadequate terms when applied to what Winnipeg has done in less than forty years.

From a Hudson Bay trading post in 1870, and incorporation in 1874, Winnipeg has grown to the size and finish of a first-class city of 175,000 people, with wide streets, asphalted pavements, public parks, fine buildings, an excellent street car system and, in short, all that goes to make up the modern city beautiful and city practical. This is not to say, of course, that Winnipeg has arrived at the top notch of perfection—far from that. Much has been done and much has to be done, but there are few examples of municipal development carried on along lines so generally good as those laid down and followed by men who have brought Winnipeg to the point the city occupies to-day.

In 1870, the Hudson's Bay Company, which had been holding the monopoly of the fur trade in the West since 1670, granted a charter to the Dominion of Manitoba. The Dominion of Manitoba was too good a stake for the Hudson's Bay Company, and they held on as long as they could.

The Hudson's Bay Company planted his colonists in the West. The Hudson's Bay Company's colonists made very little of the land. The Hudson's Bay Company's traders held sway. With the outbreak of the Reil Rebellion by the Hudson's Bay Company, a new order of things came in to its long-continued reign. The Hudson's Bay Company's gateway of travel and trade into, and out of, the West.

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