

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 Bay Company, which had been granted a charter to the country had been held in everything they could do. The richness of the soil was too good a stake for them, they held on as long as they could.

When Lord Selkirk planted his colonists in the west, the traders held sway. With the outbreak of the Reil Rebellion by the Indians, a new order of things came in to its long-remembered gateway of travel and trade into, an

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