

BRITISH ASSOCIATION FOR THE
ADVANCEMENT OF SCIENCE

Winnipeg Meeting

1909

WITH MAPS AND
ILLUSTRATIONS

Issued by the Publications Committee of the Winnipeg Local Executive Committee of the
British Association for the Advancement of Science

WINNIPEG
1908

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The Publications Committee desire to thank the Railway Companies and the Board of the Winnipeg Development and Industrial Bureau, who have rendered valuable assistance in the preparation of this preliminary handbook of information.

British Association for the Advancement of Science

WINNIPEG MEETING, 1909

THE LOCAL EXECUTIVE COMMITTEE

Honorary President:

His Honor Sir Daniel H. McMillan, K.C.M.G.,
Lieutenant-Governor of Manitoba.

Honorary Vice-Presidents:

Hon. R. P. Roblin, Premier of Manitoba.
Hon. Chief Justice Dubuc, LL.D.

Hon. Chief Justice Howell.
Rev. George Bryce, LL.D.

Chairman:

His Worship the Mayor of Winnipeg.

Vice-Chairman:

D. W. McDermid.

Honorary Secretaries:

C. N. Bell. W. Sanford Evans.
Professor M. A. Parker. Professor Swale Vincent.

Honorary Treasurer:

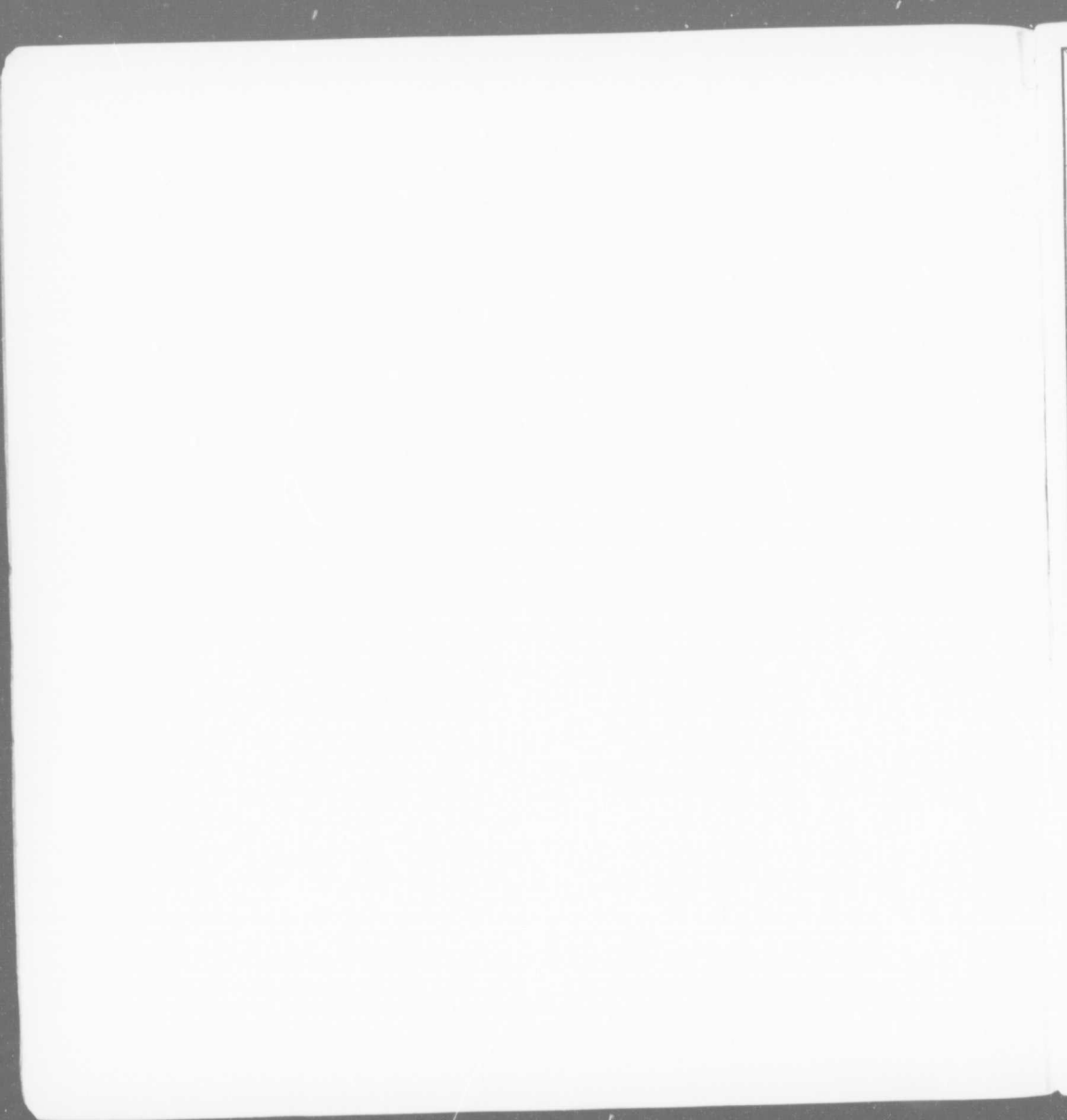
John Aird, Canadian Bank of Commerce.

Hon. J. H. Agnew.
J. A. M. Aikins, K. C.
Professor F. Allen.
Professor A. H. R. Buller.
Hon. Colin H. Campbell.

C. C. Chipman.
Professor R. R. Cochrane.
Alderman F. J. C. Cox.
Hon. T. M. Daly.
Dr. Devine.

E. L. Drewry.
Colonel T. D. B. Evans.
James Fisher, K.C.
G. F. Galt.
W. J. McLean.

Mrs. M. A. Parker.
Rev. Dr. Patrick.
I. Pitblado.
A. H. Pulford.
Mrs. W. H. Thompson.



The Winnipeg Meeting of the British Association in 1909

The next meeting of the British Association for the Advancement of Science will take place in 1909 in the City of Winnipeg, Manitoba, Canada.

It is expected that the meeting will be held from the 25th of August to the 1st of September.

The invitation from the City of Winnipeg to the British Association has been most cordially supported by the Dominion, Provincial and Civic Authorities, and no effort will be spared to make the visit profitable and agreeable to the members of the Association.

To the Geologist, especially, a visit to the Dominion presents features of extraordinary interest; while the

Biologist, the Economist, the Anthropologist, and the Engineer may each find ample material for study and investigation.

WEATHER CONDITIONS.

The weather during the latter part of August and the beginning of September is generally delightful in the Western Provinces of Canada. It is usually warm, though not oppressively so, during the day; while it is almost invariably cool at night.

The following table may be of interest in this connection:—

Extract of Meteorological Observations taken at St. John's College, Winnipeg
for the last week in August for 11 years, 1897-1907

DATE	* Barometer		Thermometer				Wind		Rain-fall Inches	REMARKS
	Highest (Inches)	Lowest (Inches)	High. Max. (°Fahr)	Low. Max. (°Fahr)	High Min.	Low Min.	Miles per hr. High. Vlcity	Low. Vlcity		
25th to 31st August, 1897	30.08	29.42	79.2	62.1	56.3	36.5	35	4	.26	Fine.
do do 1898	30.10	28.98	82.0	60.8	58.6	43.0	32	6	.02	Fair, partly cloudy.
do do 1899	30.24	29.47	82.6	57.1	63.5	31.5	34	Calm	Trace	Fine.
do do 1900	30.22	29.57	86.3	59.2	60.9	45.0	33	3	1.58	Cloudy and wet.
do do 1901	30.31	29.66	85.0	62.0	61.9	40.5	20	4	1.02	Mostly fine and clear.
do do 1902	30.19	29.70	89.3	66.4	64.6	42.0	29	Calm	.06	Mostly fine and clear.
do do 1903	30.22	29.79	83.0	60.2	58.4	42.0	24	Calm	.04	Partly cloudy every day.
do do 1904	30.33	29.76	84.0	49.4	58.0	35.5	30	Calm	.23	Three or four clear days.
do do 1905	30.17	29.73	82.1	56.7	63.0	43.5	30	Calm	.24	Mostly clear.
do do 1906	30.17	29.62	79.0	51.0	56.0	31.8	28	2	.10	Cloudy.
do do 1907	30.07	29.68	77.7	59.0	67.7	40.8	22	Calm	.86	Cloudy.

*Winnipeg is situated 760 feet above sea level.

RECEPTION ROOMS AND SECTIONAL MEETING ROOMS.

As will be seen from the accompanying map of the City of Winnipeg, the reception rooms and meeting rooms of the sections will be conveniently situated.

HANDBOOK.

The Publications Committee of the Local Executive have in preparation a Handbook of Manitoba and the City of Winnipeg. This will contain articles on the History of Manitoba, Winnipeg, Industries of Manitoba, Indians of Western Canada, Geology and

Geography of Western Canada, Flora and Fauna of Manitoba, Meteorology, Agriculture, Sport, Transportation.

PROPOSED PROGRAMME OF EXCURSIONS AND VISITS TO WORKS.

The Local Executive Committee have under consideration a series of excursions which the visiting members of the Association may enjoy during and after the meeting in Winnipeg. The following tentative programme will indicate the more important of these:

St. Andrew's Rapids, Lower Fort Garry and Selkirk.

Winnipeg Beach and Gimli (Lake Winnipeg).
Stony Mountain.

The Lake of the Woods.
Manitoba Agricultural College.

Wheat Fields of Manitoba—Portage la Prairie.
St. Norbert.

Electric Power Station on the Winnipeg River.
City of Winnipeg High Pressure Plant.
Western Canada Flour Company's and Ogilvie's Flour Mills.

Canadian Pacific Railway's Yards and Shops.
An Excursion to the Pacific Coast (10 days).

Tentative Itinerary for Western Excursion.

Leave Winnipeg at 24.05 o'clock on Friday (midnight on Thursday), September 2nd, by C.P.R. Special.

Sept. 3rd (Friday)—Arrive Regina 10 a.m. Drive 10-12 a.m. Lunch 12 noon. Reception 1-3 p.m.

Arrive Moose Jaw 4 p.m. Drive 4.30-6 p.m.
Dinner 7 p.m. Reception 8-10 p.m.
Leave Moose Jaw 10.30 p.m.

Sept. 4th (Saturday)—Arrive Calgary, 4 p.m. Drive 4-5.30 p.m. Dinner 7 p.m. Reception 8-10 p.m.

Sunday in the Rockies.

Sept. 5th (Sunday)—Leave Calgary.
Arrive Banff at 8 a.m. Optional to stop off at Banff or go on to reach Laggan at 9 a.m.
Left train leaves Banff at 6 p.m.
Train again reaches Laggan at 8 p.m.

Sept. 6th (Monday)—Leave Laggan 5 a.m.
Arrive Glacier 9 a.m. 5 hours at Glacier.
Leave Glacier 2 p.m.

Sept. 7th (Tuesday)—Reach Ashcroft 1 a.m.
Reach Vancouver 10 a.m. Drive 10-12 a.m.
Leave Vancouver by steamer at 1 p.m.
Arrive Victoria at 6 p.m. Drive at 10 a.m.
Reception 2 p.m. Dinner 7 p.m.

Sept. 8th (Wednesday)—Victoria.

Sept. 9th (Thursday)—Leave Victoria at 1 a.m. by steamer.

Arrive Vancouver 8 a.m.
Vancouver. Lunch 1 p.m. Reception 2-4 p.m.
Leave Vancouver 5 p.m. en route East.
Pass through Calgary northward.

Sept. 11th (Saturday)—Arrive Edmonton 10 a.m.
Drive 10 a.m. Lunch 1 p.m. Reception 3-5 p.m.

Leave Edmonton by C.N.R. Special at 7 p.m.

Sept. 13th (Monday)—Arrive Winnipeg 6 a.m.

It is probable that a limited number of members of the Association who are qualified to do so, will be invited to take part in a mountaineering excursion, organized by the Canadian Alpine Club, in the Rocky Mountains. Members of the Association who are members of Alpine Clubs are requested to communicate with A. O. Wheeler, F.R.G.S., President of the Canadian Alpine Club, P.O. Box 167, Calgary, Alta.

Any member of the Association who contemplates a more than usually extensive journey for exploring or other scientific purpose, or for fishing or hunting, is invited to communicate with the Local Secretaries. The utmost assistance and experienced advice will be given to any group of members who contemplate availing themselves of such opportunities of adding to the knowledge of the country as the visit of the Association will afford them.

PROVISIONAL CALCULATION OF COST OF JOURNEY.

The following estimate of the expenses that must be incurred may be useful to the intending visitor. It is based upon a return journey occupying about six

weeks from Liverpool. Much will depend upon the extent of the excursions that may be taken.

The normal first-class passenger rate in Canada is 3 cents (1½d.) per mile, with an addition of from \$2 to \$4 per day for sleeping berths on night journeys and parlor cars during the day.

Ocean fare, Liverpool to Montreal (return)\$90 to \$180 (according to steamer)
Expenses during ocean voyages \$ 15
Railway fare from Montreal to Winnipeg (return) \$ 60
Extra travelling expenses, railway fares, etc., for, say, 12 days, at \$10 per day	\$120
Board and lodging and hotel expenses during stay in Canada, \$3 to \$5 per day for 4 weeks\$84 to \$140
Sundries \$ 15

The above calculation does not take into account any concession in rates which may be made by steamship and railway companies to members of the Association.

It is almost certain that on the railways in Canada return journeys may be made for single fare. Efforts are being made to secure concessions also from the steamship companies.

The "Folders" of the Canadian Pacific, Grand Trunk, Canadian Northern and other railways may be obtained from their agents in the larger cities in the United Kingdom.

OCEAN ROUTES.

The distance from Great Britain to Canada need not now be regarded as a serious obstacle.

While it would be possible to reach Winnipeg in time for the meeting by sailing from England ten days prior to the 25th of August, intending visitors would do well to leave ample time for the journey. By doing so they will be able to take advantage of some of the numerous excursions which may be enjoyed in the Eastern Provinces of the Dominion during the weeks preceding the meeting, while the early part of September may be pleasantly spent in a Western excursion.

The main routes to Winnipeg are by Liverpool or Glasgow via Quebec and Montreal; and by Liverpool,

Glasgow, Southampton or London via New York or Boston.

The Canadian lines of steamers sailing from Liverpool or Glasgow to Quebec and Montreal possess the great advantage of having an ocean voyage of only four or five days from land to land, while three or four days additional are occupied in traversing the land-locked waters of the Gulf of St. Lawrence. Moreover, the steamers of the Canadian Pacific Railway, the Allan and the Dominion Lines are equal in point of comfort and speed to the finest vessels on the New York route, and are not generally so crowded with passengers as the latter.

After the short ocean voyage the land first sighted is the coast of Newfoundland; and shortly afterwards the vessel passes through the Straits of Belle Isle into the Gulf of St. Lawrence.

The River St. Lawrence is alike of historical, scientific and picturesque interest. The river formed the highway by means of which voyageurs and missionaries penetrated to the interior long before the English settlements were made along the Atlantic Coast. The geology of the St. Lawrence Valley is one of its most interesting features.

In the Province of Quebec the dialects and customs of rural France in the seventeenth century have been transmitted with surprisingly little change through successive generations of French peasants. From many points of view therefore this Province abounds in most interesting material for study.

About half-way between the mouth of the St. Lawrence and Quebec is Rimouski, where a pilot is taken on board, and where, if they choose, passengers may leave the steamer and visit the Maritime Provinces—New Brunswick, Nova Scotia and Prince Edward Island.

The city of Quebec, which was founded three hundred years ago by Champlain, is one of the most picturesque cities in North America, and forms a convenient centre for numerous short excursions of great interest.

Montreal, which lies 168 miles further up the St. Lawrence, was visited by the British Association in 1884, under the presidency of Lord Rayleigh.

The Canadian Pacific Railway

C.P.R. ROUTES BETWEEN QUEBEC AND MONTREAL AND WINNIPEG.

The Canadian Pacific Railway has three different routes between Quebec and Montreal and Winnipeg, by any of which the traveller is enabled to see a great



Quebec and Chateau Frontenac

portion of the Eastern half of Canada. The routes are by the main transcontinental line, by Toronto and Sudbury and thence by the transcontinental line, and by the Upper Lakes.

The run between Quebec and Montreal is along the North bank of the majestic St. Lawrence, through the rich pastoral lands of the Province of Quebec, where may be had glimpses of a people living, in places, in all the primitiveness of past centuries.

From Montreal the main transcontinental line lies through the fruitful orchards of the island of Montreal, and crosses two of the five mouths of the Ottawa River at St. Anne de Bellevue, which was immortalized by the Irish bard, Tom Moore, in his undying Canadian Boat Song, and at Vaudreuil; the Ottawa valley, with the Laurentian Mountains—the oldest of the world's hills—on the right, is followed to the

political capital of the Dominion, Ottawa, which occupies a commanding situation. The Rideau and Gatineau Rivers here join their waters with those of the Ottawa, after the latter have hurled themselves over the Chaudiere Falls into a seething cauldron below. The chief attractions, however, are the national buildings, the corner stone of which was laid by H.R.H. the Prince of Wales, now King Edward VII., in 1860, and which are included amongst the finest specimens of architecture of the age. Rideau Hall, the home of the Governor-General, is here, and there are many interesting points, not the least attractive of which are the immense timber slides. The train continues up the Ottawa Valley, passing many thriving towns and villages. Sudbury, the centre of the greatest nickel deposits in the world, is passed and the road rounds the picturesque north shore of Lake Superior—largest of fresh water bodies—following its sinuous coast line for 200 miles to Port Arthur and Fort William, where immense grain elevators, standing sentinels against want, indicate the boundless resources



Place Viger Hotel, Montreal

of the great wheat growing countries beyond. The scenery of the Lake Superior region is remarkably fine, with the broad expanse of water on the one hand and the huge rocks and great forests on the other. Beyond Fort William is a great tangle of rock and wood and water—the New Ontario which is rich in mineral—and through the most picturesque part the path lies.

Through woodland scenery, with hill and valley enough to relieve the monotony, the railway winds its way. But there is more than beauty in this labyrinth, for the rocks are rich in minerals, the forests in valuable lumber and the water stretches in fish. Of all the winsome lakes that beautify this region, the Lake of the Woods is the largest—a vast stretch of clear blue water densely studded with wooded islands, whose numbers have never been ascertained—and its entrancing charm finds few counterparts among the beauty spots of the world. Crossing the twin branches of the Winnipeg River, which carry the waters of the network of lakes to Hudson Bay, the train speeds towards the prairie country, which is reached just before the crossing of the Red River of the North, on the western bank of which is Winnipeg, the capital of Manitoba—a frontier trading post thirty years ago; now a thriving city of over a 100,000 people.

A second route is from Montreal to Toronto and thence through the wilds of Muskoka to Sudbury, where connection is made with the main line. The Montreal-Toronto line runs through a rich agricultural country, in which are thriving towns like Perth, Smith's Falls, Peterboro, etc., and at Toronto the visitor will find a magnificent city of 225,000 people. Toronto, on Lake Ontario, is the capital city of the Province of Ontario, a great educational and literary centre, and pre-eminently a city of homes. The great cataract of Niagara is across the lake and can be visited within a day. It is a delightful ride through the Muskoka and Parry Sound region, through which this new branch of the Canadian Pacific has just been completed. Nearly the whole length of the trip, with the exception of the rich farming country for about fifty miles from Toronto, is through an almost virgin forest, in which are countless lakes and splendid streams. Parry Sound and Bing Inlet are lumbering centres, but

elsewhere, generally speaking, the route lies through the forest primeval. From Romford (seven miles east of Sudbury) the main line is followed.

A third and perhaps the most interesting route during the summer months is by the Upper Lakes, by which one practically enjoys an ocean voyage on placid inland waters. The route from Montreal is by way of Toronto, and thence to Owen Sound, on Georgian Bay—a part of Lake Huron—from which the fleet of the Canadian Pacific, consisting of five staunch Clyde-built steamships, speedy, commodious and elegantly appointed, sail to Fort William. Passing through Georgian Bay and Lake Huron, the lovely St. Mary's River, the entire length of whose intricate channel is a glorious panorama of forested hills on either hand, is entered. At Sault Ste. Marie, whose name has been commonly abbreviated into "The Soo," the turbulent rapids over which the sparkling waters of Lake Superior pour on their way to the sea, are overcome by the passage of one of the great canals which have been constructed on either side the river here separating Canada from the United States. The lifting of the vessel through these rocks is an interesting sight in itself, and on every side there are scenes of hustling activity, for the yearly business of the Soo far exceeds that of



Western Canada Farm Scene

the Suez. The detention in "locking" through the canal is but a brief one, and the steamer enters upon the pellucid and unruffled waters of Lake Superior, whose great length is traversed during the afternoon and night. Sailing over this great inland sea towards the setting sun the traveller is entranced with the pleasures of the voyage, which are intensified on passing Thunder Cape, on which lies prone the "Sleeping Giant" (around which the aborigines have woven a romantic legend) guarding the entrance to Thunder Bay, whose beauty is not unlike that which gives fame

WINNIPEG TO THE PACIFIC COAST.

There may be some who, having seen the Half-way House of Canada, desire to cross the continent and continue the journey to the Pacific Coast. The fast expresses of the Canadian Pacific will take them swiftly through leagues of billowy plains, scattered with the prosperous and substantial farmsteads of industrious settlers who are engaged in rapidly converting the virgin prairie into great fields of choicest wheat land. Town after town, vil-



Field of Wheat, Western Canada

to the Bay of Naples. Crossing the Bay, the vessel steams up the Kaministiquia River to Fort William, once the chief rendezvous of the officials and employees of the great fur-trading companies, but now the entrepot of the vast country beyond.

From Fort William the route is as already described.

Members of the Association will have the choice of routes going and coming, and those going by one route and returning by another will be enabled to see different sections of the country in different latitudes.

Attached to the trains of the C.P.Ry. are palatial sleeping and dining cars.

lage after village is passed, the railroad sidings at each being lined with towering elevators stored with bright grain and speaking with a mute eloquence of the productivity of the soil and the industry of the thousands of husbandmen who have made homesteads in the wilds where lately roamed the buffalo, the antelope and the coyote. Marvelling at the wondrous changes which the touch of civilization and the energy of progress have wrought in the solitary wilderness, the traveller speeds onwards from the wheat belt into the ranching country. As he nears the foothills of the mountains he finds a new and vivid appreciation of the Psalmist's simile of the "cattle upon a thousand hills." Great herds of sleek kine



Buffalo at Banff

room over the verdant hillocks or seek shelter in deep ravines, through which flow crystal springs or brawling rivulets. In the old buffalo wallows fat oxen crop the nutritious herbage on which the vanished monarchs of the plains used to browse, converting the prairie grass no longer into pemmican for the Indian's lodge and the trapper's pack, but making rich and juicy beef for the hungry mouths of a great empire.

At Calgary large irrigation works, which are transforming "the dry belt" into grain producing lands, will be another reminder of the development of the country, and the knowledge that 200 miles north is the capital of the province of Alberta and 100 miles south another railway piercing the mountains, will give an idea of the extent of the cultivable area. As the train leaves the foothill country and winds its way along the valley of the Bow into the recesses of the mountain ranges which now begin to frown upon him, the traveller marvels still more at the constructive ability of the men who projected and engineered the beginning of this great transcontinental highway. The obstacles to con-

struction which have been encountered and surmounted in carrying the road along the narrow passes and over the great canyons of the rugged eminences provoke both wonder and admiration. Through devious and dizzy passes, along which in the not-distant yesterday the pack horse or mule train dare scarce have ventured, the massive train on which he is travelling, propelled by huge Mogul engines, tears its swift passage in absolute safety. As he passes the coal mines at Canmore and Bankhead, he recognizes another great service the Canadian Pacific Railway has rendered to Canada and humanity, in making these inexhaustible supplies of fuel accessible to the use of the thousands of settlers who are transforming the treeless plains. But soon his contemplation of the economic wonders wrought by the C.P.R. is lost in his admiration for the scenic wonders which it has brought within the reach of the tourist. The valley of the beautiful Bow, and Banff, are a revelation of scenic grandeur. As the train dashes down the pass of Kicking Horse, or climbs the summit of the Selkirks, or wends its way through the gorges of the Fraser, he is lost in wonder



Glacier House, Glacier, B.C.

at the Titanic majesty of the scenery. Peak towers above peak, piercing the clouds with their snow-capped crests. Cataracts dash down into the valleys with irresistible power and bewildering tumult. Huge precipices rear in mighty grandeur; beneath yawn gloomy canyons, glowing with picturesque coloring in their cavernous depths. Nowhere else on earth does Nature show herself in more majestic or more inspiring beauty. The wondrous panorama seems unending. Each hour reveals some new and more bewildering aspect of this chaos of sublimity.

At length the train leaves the empyrean heights it has climbed and descends to the lower lands of the Pacific slope. The fertile valleys of British Columbia blossom as a garden. Orchards thrive with wonderful luxuriance. Amid the huge firs of tremendous girth which abound on the lands not already subdued to cultivation, the lumberman is busy. Elsewhere the miner is extracting the golden treasures of river bed or quartz ledge. On



Empress Hotel, Victoria, B.C.—Canadian Pacific Railway System



Vancouver Harbor

every hand are marvellous evidences of the richness and productive capacity of the province once known as a "sea of mountains."

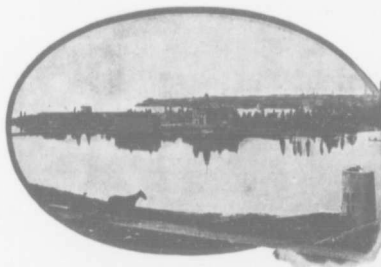
At length Vancouver is reached—the splendid seaport which arose when the magic touch of the C.P.R. was laid upon the desolate shores of the Pacific. Its commerce has grown, and is growing, by gigantic strides. Its harbor is thronged with shipping; it is the great depot for the interchange of trade between Orient and Occident. Though here is the terminus of the C.P.R.'s tracks, Vancouver does not represent the terminus of the C.P.R.'s energy and enterprise.

Across the Straits of Georgia—four hours pleasant sail—is Victoria, most English of all Canadian cities, the capital of the province and a delightful place to visit.

There is an alternative route through the mountains by the Crows Nest Pass road, which includes steamer trips on the Kootenay and Arrow Lakes, and gives an opportunity of visiting the great gold, copper and silver-lead mines which have made Southern British Columbia famous.

The Grand Trunk Railway System

The special features offered by the admirable service of the Grand Trunk Railway system between the different Atlantic seaboard points for transatlantic passengers to Winnipeg and the West, will appeal to those who wish to traverse Canada and see the more populated districts and industrial centres that are found in the provinces of Quebec and Ontario, as well as giving them an opportunity of reaching their objective

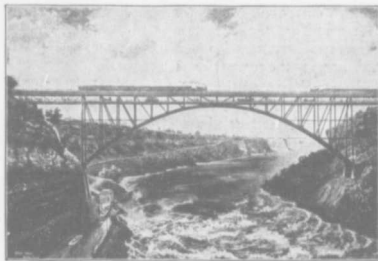


St. John, N.B.

point in the West via Toronto, Niagara Falls, and through the best part of Ontario, the more settled portion of the Dominion. It will also give travellers an opportunity of making side trips from Toronto to the famous summer resort districts in the "Highlands of Ontario," such as Muskoka, the Lake of Bays, Maganetawan River, Algonquin National Park, and Temagami. Tickets are also valid for passage through Ottawa, Canada's picturesque capital, without extra charge.

Another route that offers a most attractive tour is by the Grand Trunk via Toronto to Sarnia on Lake Huron, thence the Grand Trunk line of magnificent passenger steamships across the Great Lakes to Fort William, and from there to Winnipeg via the Canadian Northern Railway. This breaks the rail journey and gives one an opportunity of seeing the magnificent scenery found on the great inland seas, Lake Huron and Lake Superior, with the maximum amount of comfort on both rail and lake.

The Grand Trunk offers not only the finest roadbed in the Dominion, but the additional advantage of travelling over the longest double-track railway in the world under one management, and practically the only double-track road in Canada. Passengers have the advantage of not only seeing the parts worth seeing in the Dominion, including Niagara Falls, but can, if desired, travel through some of the principal towns and cities of the United States, the line running through the states of Michigan, Indiana and a portion of Illinois,



Suspension Bridge over the Gorge, at Niagara Falls

giving the traveller an opportunity of seeing Chicago, the wonderful metropolis of the West, and St. Paul and Minneapolis.

The premier train in Canada is the Grand Trunk "International Limited," leaving Montreal every day in the year at 9 o'clock in the morning, and which is known throughout the country as one of America's foremost trains. It is the finest and fastest train in

Canada, and in making use of this service to the West is a pleasure to the traveller.

Prospective visitors will consult their own interest by inquiring for information of the Grand Trunk Office, 20 Water Street, Liverpool; 44, 45, 46 Leadenhall Street, London, E.C.; 75 Union Street, Glasgow; or 7 Haymarket, Sheffield.

The Canadian Northern Railway

The Canadian Northern Quebec Railway joins Quebec with Montreal, and Montreal with Ottawa, passing through the most picturesque section of French Canada, scenically and socially. The route crosses the valleys that penetrate the Laurentian Mountains, where the rivers issuing from them run their most turbulent and delightful courses. The Shawngigan Falls, the Maskinonge Falls, and innumerable lakes, set like silver jewels in the midst of sylvan landscape, are the commonplaces of this route, which is served by first-class parlor and dining cars. The run up to Ottawa from Montreal and back will be worth while, and then to reach Toronto by a steamer trip up through the Thousand Islands and across Lake Ontario, is ideal traveling for the summer time.

From Toronto the Canadian Northern Ontario Railway will take you to the Muskoka Lakes—most characteristic, most delightful of Canadian summer resorts, a thousand feet above sea-level. One of the two wharfside stations is on an island. The Muskokas have been called "Toronto-in-the-Highlands," because they are the refuge from summer heat of many Toronto people, who love boating and fishing and the splendid freedom of living on picturesque islands or close to the edge of illimitable woods.

From Parry Sound to Port Arthur there is a Canadian Northern boat service, and from Port Arthur,

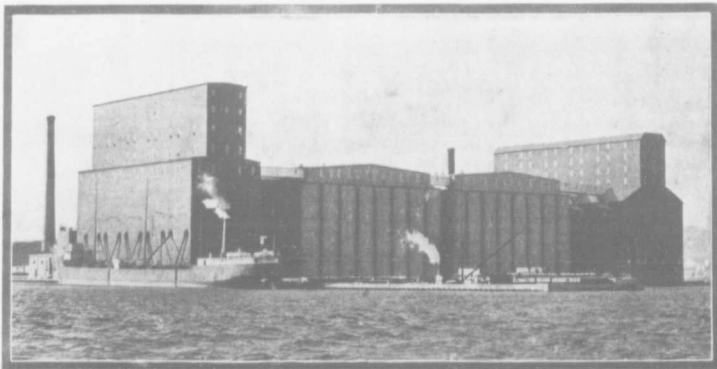
which, from being a sort of restless backwater of Fort William, has become, since the advent of the Canadian Northern, a city of 15,000 people, there is the best road to Winnipeg through the Superior Divide, approximately along the old Dawson route, which the early French voyagers discovered, and by which the fur-traders, the earliest settlers of the West, and finally Sir Garnet Wolseley's Red River Expedition of 1870, reached the Great Lone Land of which Butler wrote.

An hour's ride from Port Arthur are passed the Kakabeka Falls, which are deeper than Niagara, and furnish Fort William with power and light. Five hours later one crosses the wonderful Atikokan range of iron ore, which has just been opened up, and which has begun to make Port Arthur a great manufacturing centre for the West. Presently, after a series of water and woodland panoramas, the train reaches Rainy Lake, with its ten thousand islands, in the valley of the Rainy River—an unkind corruption of "La Reine," the Queen of rivers. When, after nearly three thousand miles of journeying through rugged, tree-dowered, abundantly watered country, one strikes the smooth prairie and begins to look for Winnipeg across its magnificent space, one is ready for the discovery of the newest Empire of the Plains.

West of Winnipeg lie the thousand miles of prairie on which the latter-day prosperity of Canada is chiefly

based, and of which the Saskatchewan Valley is the most conspicuous stretch of unbroken fertility. It is only about four years since the main line of the Canadian Northern penetrated this region. Edmonton, the capital of Alberta, is on the Saskatchewan, five hundred miles above Prince Albert, a short distance from the confluence of the two branches of the "Mississippi of the North." Edmonton is 827 miles from Winnipeg, and was entered by the railway in November, 1905. The journey from Winnipeg to Edmonton, in

world when, as yet, they were hundreds of miles from any railway. The Canadian Pacific was originally surveyed for this identical route, through what was even then called the Fertile Belt; and the location was moved southward, to keep the alien builder out. Battleford, the capital of the Northwest Territories, was founded in 1876, and was expected to be on the C.P.R. But Battleford waited thirty years for a train service, and meantime went through the stress of the Riel rebellion of 1885. It is now a rare, engaging



Canadian Northern Grain Elevator at Port Arthur. Capacity 3,500,000 Bushels.

splendidly equipped trains, with wide berths, spacious corridors and unsurpassed dining service, is the most distinctive and illuminating piece of newly-arranged travel in the Empire. Solitude has been superseded by busy farming, and towns and elevators tell their own stories of exports and imports and the growth of a country within a country.

For many miles the railway keeps company with the telegraph line which was built to give Battleford and Edmonton contact with the outside

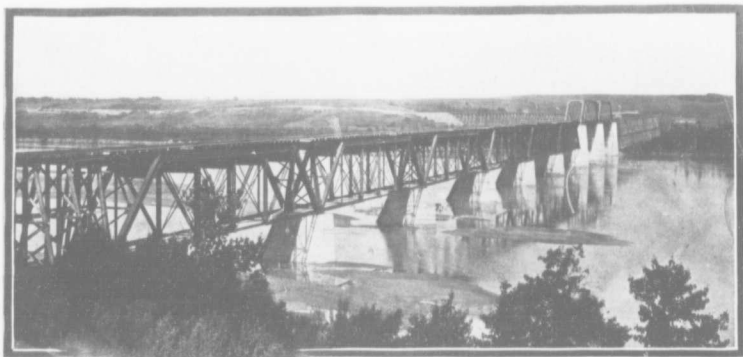
compound of Indian, pioneer, and strictly up-to-date characteristics.

On the opposite bank of the river is North Battleford, the divisional town created by the railway. Eighty miles west is Lloydminster, fruit of an all-British emigration, that, before it found itself, passed through unending situations of hardship, humor, and the most doleful kind of heroism.

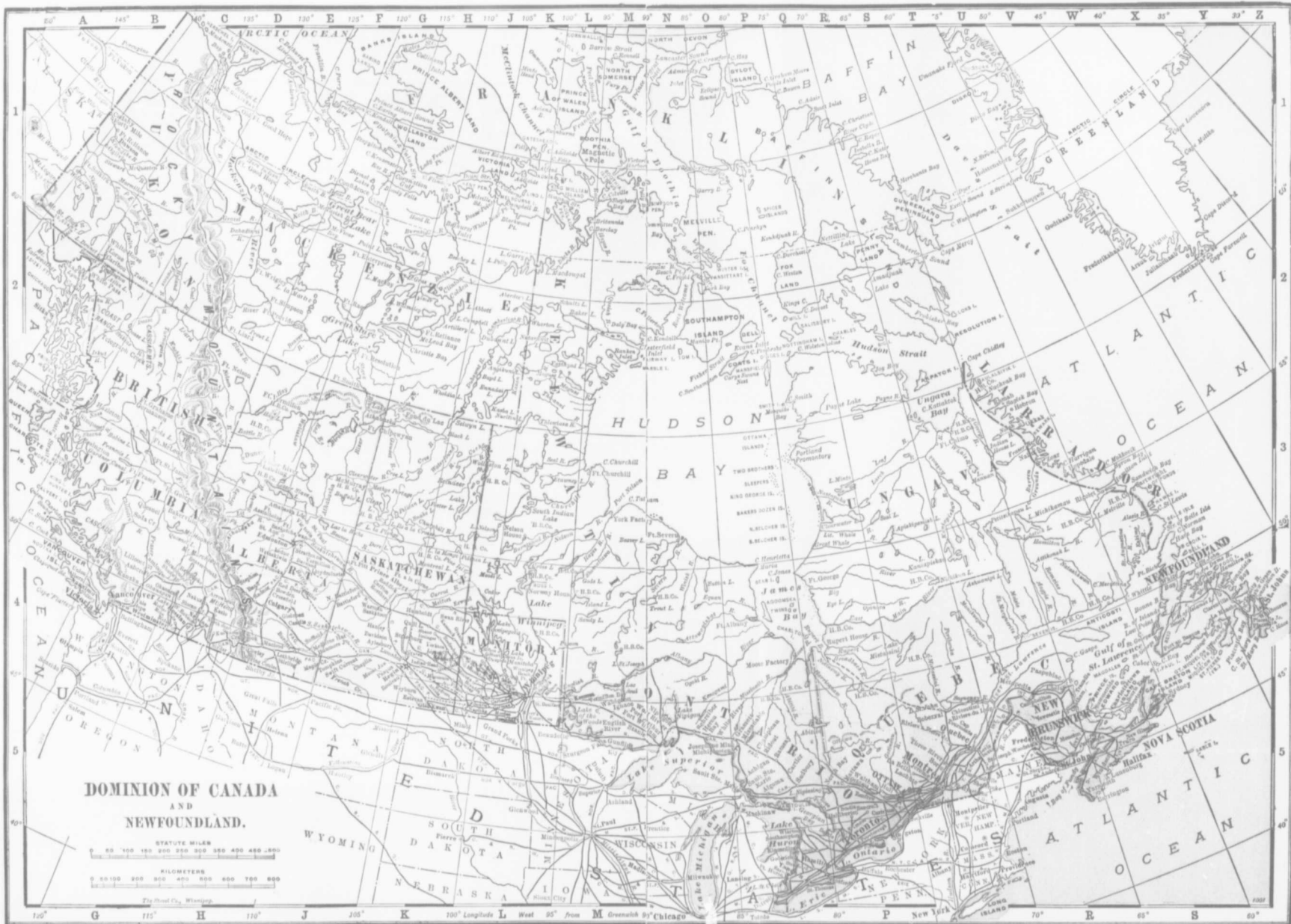
Four magnificent bridges cross the Saskatchewan, the last, seventeen miles from Edmonton. As the

railway exemplifies the speed and thoroughness with which new country can acquire the seven-leagued boots of civilization, so Edmonton is unique in its relationship to the latest methods of civilization, and to the strange, fascinating conditions that surround the trade between the Athabasca and the Arctic Ocean, mainly carried on by "the Company of Gentlemen Adventurers trading into Hudson Bay," whose charter was granted by Charles the Second in 1670. "The Company's" fine department store carries the superscription, "Established 1670." The fur-trade is visible at Edmonton

as it is nowhere else in Canada. Voyagers into the unmeasured lands beyond, come and go, scarcely noticed by the old-timer, but objects of interest to the visitor, who feels for the first time that he is in the New West and the Old West, and wonders what sort of a face the country will wear thirty years hence. It will be as different from what it is to-day as to-day's appearance is from that of thirty years ago, when the nearest railway station on British soil was nearly two thousand miles away.



Canadian Northern Railway Bridge over South Branch of Saskatchewan River, near Prince Albert





WITHOUT exaggeration, it may be said that Winnipeg is a truly remarkable city. The last official census, taken in April, 1907, puts the population at 111,717 souls within the city limits. In 1870, Winnipeg had a population of 215, and was a frontier trading post of the Hudson's Bay Company. Thus, in 37 years the place has grown at a rate that was perhaps never surpassed by any city of such substantial character as is a marked feature of the Gateway City of the Canadian Northwest.

Mining camps there have been that grew up in a few days or weeks, and cities that have been marked by mushroom development have lapsed into stagnation and business decay. On the contrary, Winnipeg stands at the very opening of its career, and remarkable as has been its progress and growth from the tiny trading post to the full grown and well equipped city, yet greater things lay before it and show clearly on the near horizon of Winnipeg's future.

The reason for this lies in the fact that the wonderful Winnipeg which has grown up on the Manitoba prairie has for the basis of its growth, the solid foundation of agricultural resources beyond the dreams of agricultural avarice. Millions of acres of wheat land, which produce the highest average crop of any in the world, and of quality unsurpassed; other millions of acres of excellent grazing land, to which are added, in the case of nearby Ontario and the more distant British Columbia, other sources of trade and wealth in minerals, timber and fruit-producing lands, make the trade and manufacturing possibilities of Winnipeg things not possible to be computed by cold calculation separated from the quality of the seer of things to come, but which can no more fail of being great than can the seed time and harvest fail of being.

Upon the sure foundation of these substantial elements has the present City of Winnipeg been built and the traveller who visits the city for the first time sees not only the "substance of things hoped for," but also "the evidence of things not seen."



WINNIPEG

Population, April 1st
(1885), 19,574.



Population, April 1st,
(1902), 48,411.



Population, April 1st,
(1904), 67,262.



Population, April 1st,
(1907), 111,717.



Population, Dec. 31st,
(1907), 118,000.



Total assessable prop-
erty (1902), \$28,615,810.

CANADIAN PACIFIC TRAIN SHEDS

Having made the trip to Winnipeg, naturally the first thing that a very large proportion of the newly arrived people in Winnipeg see of the city is the Canadian Pacific Railroad Station, into which thousands of travellers and immigrants come each year from all parts of the world and crowd the train-shed platform as shown in this picture. Architecturally beautiful, and finely equipped for the convenience and comfort of the people who gather here, this structure is one of the great centres in a vastly interesting city. Day or night, winter, summer, spring or fall, there are always crowds of men, women and children in the waiting rooms of the Canadian Pacific Railway station in Winnipeg; and here one may see the millionaire and the poor man, the lady in richest garb and the peasant woman wrapped in her shawl and carrying her worldly goods on her back.

WINNIPEG

Total assessable prop-
erty (1904), \$48,214,950.



Total assessable prop-
erty (1906), \$80,511,725.



Total assessable prop-
erty (1907), \$106,188,883.



Has an Executive Board
of Control.



Has rate of taxation
(1907), (16 mills).



WINNIPEG

Owens its own public parks.



Has 170 miles of water mains.



Has 94 policemen on roll.



Has 132 firemen enlisted.



Has 9 fire-hall stations.



Has 36 fire-fighting outfits.

OUTSIDE VIEW OF C.P.R. DEPOT

Entering through the doors leading into the big waiting room from Higgins Avenue side, a stream of hurrying, bustling humanity is met by the new-comer passing out of the station. Looking backward at the station, he sees a colonnaded entrance and facade of dignified appearance and artistic finish. A broad circular drive permits carriages and automobiles to approach the station entrance, and here are waiting the carriages and cabs that convey passengers to the various hotels of the city, which are plentiful in number and excellent in their appointments. Here the traveller begins to realize for the first time, if he be one of the very many who come to Winnipeg with but the faintest idea of what a city is here, that he has come to no frontier town, but to a modern, up-to-date city with all the characteristics of

WINNIPEG

Has a high pressure water system (300 lbs. pressure).



Has 160 miles of sewers.



Has 347 miles of sidewalks.



Has 291 miles paved and graded streets.



Has 675 electric street arc-lights.



Has 1,140 fire hydrants,



WINNIPEG

Has 146 profitably operating factories.



Has 29 miles street railway tracks.



Owens its own asphalt plant.



Owens its own city quarries.



Owens its waterworks plant.



Owens its street lighting system.

THEIR FIRST MEAL IN WINNIPEG

True enough, he sees some things to remind him that he is in a new land of refuge for the industrious and frugal from any land and from all lands. By the side of the walk along which he passes he sees the group of peasant women and children from what part of the world he may not be able to tell, but of whom their appearance, and the act they are engaged in, tells him that they are not at all of the conventional American type, and that they come from some of the European countries. Here they sit amid their baggage, and eat their first meal on Winnipeg soil, while the husbands and fathers are away to spy out the promised land—to inquire and be informed where and by what method they can obtain, free of cost, the farm of 160 acres, to secure which they have crossed land and sea, or to secure work in the busy city into which they have come after weeks of travel.

WINNIPEG

Has an area of 18,990 acres.



Added 18 new industries in 1907.



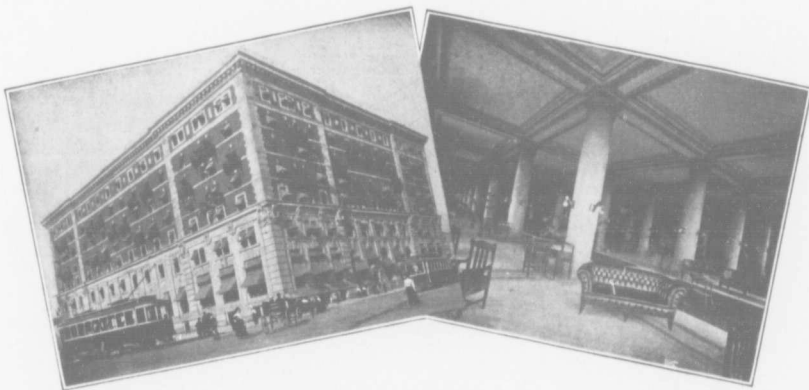
Output in manufactures, 1900, \$8,616,248.



Output in manufactures in 1905, \$18,923,248.00.



Manufacturers' Association third in membership in Canada.



WINNIPEG

Offers surplus electric power to manufacturers.



Has largest undisputed mercantile territory in the world.



Is the labor centre of Western Canada.



Rolled its first bar-iron (June) 1907.



Shipping facilities best in Western Canada.

ROYAL ALEXANDRA HOTEL

In sharp contrast to this group of poor but cheerful and contented people, just across the street stands one of the many fine hotels erected and carried on by the big C. P. R. Company for the accommodation of guests that travel over their road, or for any others who choose to patronize the best hotel in the place. This is the Royal Alexandra Hotel, a magnificent new structure, containing 400 rooms, 275 of which have private baths and furnishings of the most sumptuous kind throughout, one suite of rooms being especially fitted up for the entertainment of guests of unusual importance, and called the vice-regal suite because the representatives of the British Crown are among those who occupy this suite when business or pleasure calls them to Winnipeg. The Royal Alexandra Hotel is conducted on the European plan, and the particularly fine rotunda here shown has the largest floor space of any hotel on the continent.

WINNIPEG

Has large variety natural raw materials tributary to.



Has wholesale production of electricity.



Printing employees number over 1,200.



Has four large abattoirs, doubled capacity last three years.



Has milling capacity tributary to of 35,000 barrels.



WINNIPEG

(Opportunities)

Exports all raw hides,
imports all leather
products.



Farmers waste all flax
straw, imports all
cordage and linens.



Exports large quantities
of wool, imports all
woollen goods.



Imports all its stoves
and ranges, yet leads
as scrap-iron centre.

MAIN STREET, WINNIPEG

Passing along Higgins Avenue to the west end of the Royal Alexandra Hotel, the traveller comes upon the principal thoroughfare of Winnipeg, Main Street, and the very sight of this magnificent thoroughfare thrills his heart and clinches the conviction that here is a city of manifest destiny. Of this street, a writer thus impressed, recently set forth his impression as follows: "Main Street, Winnipeg! Is there in all the world another street like it? There are longer streets in Chicago; streets more crowded by vehicles and pedestrians in London; straighter streets in Philadelphia; and streets more beautiful in Edinburgh; the streets of New York have taller buildings, and many an old world city street take the palm from Winnipeg's broad thoroughfare for quaintness, but where is there another street so new, so magnificently wide, so cosmopolitan in the character of the people who daily pass to and fro over its pavements, so strikingly characteristic of the spirit of modern progress.

Here the peoples of the earth assemble; here they pass to and fro and from here they disperse to cover the broad prairie, to people this new world in city, town or open plain, and to make a new nation the beginning and foundation of which can be seen any day or any evening on this broad pathway of the capital city of Northwest Canada."

WINNIPEG

(Opportunities)

Farmers destroy wheat
straw, imports all
strawboard.



District grows high
grade sugar beets.



Imports a million dol-
lars of sugar annually.



Farmers grow 300 bush-
els of potatoes per
acre.



And Western Canada
imports all starches.



CITY HALL SQUARE

WINNIPEG

(Opportunities)

Wants furniture and manufacturers of footwear.



Wants 25 additional "Made in the West" lines.



Western Canada wants first-class tannery.



Wants capital to build cheap rentable homes.



Offers genuine investors many opportunities.

On the right of Main Street, going South from the C. P. R. Station, and sitting back from the street, is to be seen the City Hall of Winnipeg, built in 1885. The city has grown so fast since that time that there is not nearly enough office room now to accommodate the needs of the several departments that it has been necessary to install from year to year. Public sentiment in Winnipeg is strongly in favor of Municipal ownership of public utilities, and the city already owns, besides the water resources, a civic plant for putting down asphalt pavements, another for granolithic walks and a city stone quarry; work is also in progress for the building of a Municipal electric power plant, which will furnish when completed 40,000 h.p. to consumers at a very low cost.

Passing the City Hall, we enter Winnipeg's banking district. The building on the left in this picture shows the first of the eighteen bank buildings that are included in the short distance along Main Street. These eighteen banks have 40 branches throughout the city, and the total number of branch banks in Western Canada number 472.

It is the pride of the Winnipeg bankers that they have never yet failed to perform successfully the task of financing the great wheat crop of the country, and the failure of a bank in Winnipeg is a thing unknown.

WINNIPEG

(Opportunities)

Offers available factory sites with trackage (cheap).



Is the City for Home or Business.



Has largest undisputed mercantile territory in the world.

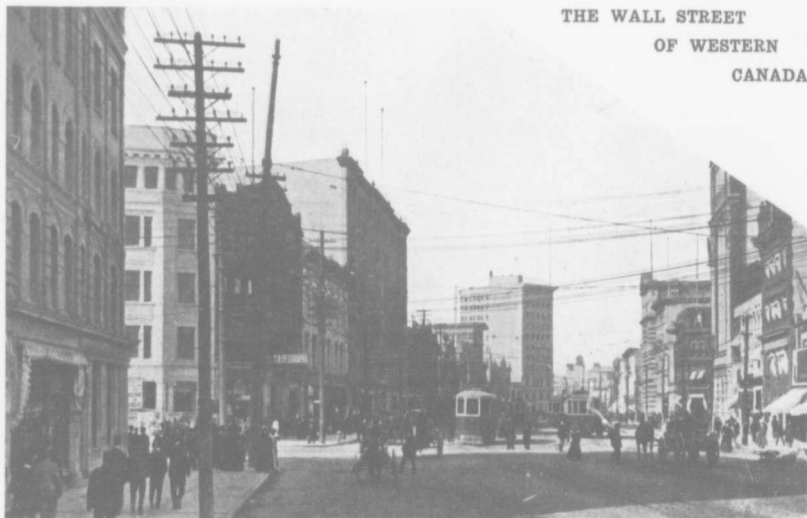


Home of Northwest Commercial Travellers' Association.



Home of 1,600 Commercial Travellers.

THE WALL STREET
OF WESTERN
CANADA



WINNIPEG

Post Office paid money orders (1906), \$2,736,171.00.

Custom collections, 1907, amounted to \$4,429,337.

Increase in five years manufactured output 120 per cent.

Inland revenue collections, 1907, \$1,362,709.65.

Handles the 100 million grain crop of Western Canada.

MAIN STREET AT PORTAGE AVENUE

This view shows Main Street at the corner of Portage Avenue at a quiet time of the day. Here is an important transfer point of the Electric Street Railway system, passengers going west taking the cars here for all points along Portage Avenue, St. James, St. Charles and Headingly, the latter the western terminus of the road and some twenty miles distant. At this corner are the offices of the Canadian Pacific road for the sale of tickets uptown; the Canadian Northern building containing many of the offices of the road; the Canada Life Assurance block and the new Nanton block. Main Street here and all along the five miles of its length is over 100 feet wide between the curbstones with walks 18 feet wide. For the greater part of its length, Main Street is asphalted and the wooden block pavement which covers the rest of the distance will be replaced by asphalt within the next year.

WINNIPEG

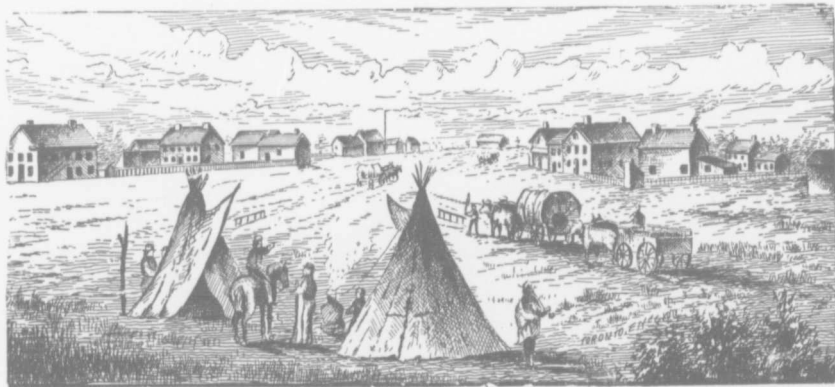
Has eighteen chartered banks doing business.

Banks have forty suburban branches in city.

Banks have 472 branches in Western Canada.

Bank clearings in 1902 totalled \$188,370,003.00.

Bank clearings in 1907, totalled \$599,667,576.



WINNIPEG

Bank clearings increase
1901 to 1906, 371 per
cent.

Is a city of Schools and
Colleges.

In 1900 had 16 schools,
with school population
of 7,500.

In 1907 has 28 schools,
with school population
of 18,940.

Is the home of the Pro-
vincial Institute.

SAME MAIN STREET IN 1870

Look at the same picture of the same place, taken in 1870, only 37 years ago. This is Main Street looking north, as was the case with the last picture. The white streak at the back where the rig stands is what there was of Portage Avenue and Main Street, which were then no more than prairie paths, where those who drove over these impromptu roads were liable to be cast away in a sea of mud, whenever rail fell in anything more than the usual quantity. The principal traffic over what are now two of the finest streets in the world, was the coming and going of trappers, half-breeds and Indians, which took place chiefly in the spring and fall when the few people of the country brought in the spoils of their season's work among the fur-bearing animals, or went, outfitted on credit at the Hudson's Bay trading post, to make another season in the woods, and along the streams where the beaver, mink, otter and other fur-bearing animals were.

WINNIPEG

Is the home of Mani-
toba's Agricultural
College.

Has a free public library
costing \$100,000.00.

Is the political capital of
Manitoba.

Is the educational centre
of Western Canada.

Publishes three live
daily newspapers—
combined daily circula-
tion exceeds 80,000.



A
NEW
MODERN
MERCANTILE
THOROUGHFARE

WINNIPEG

Wholesale Hardware
Houses most extensive
in Canada.



Wholesale Grocery cover
largest territory in
Canada.



Handles hundred million
dollar grain crop an-
nually.



Wholesale turn-over ex-
ceeds \$90,000,000 an-
nually.

PORTAGE AVENUE

Turning west from Main Street, along Portage Avenue, next Main Street the principal business street of the city, the sightseer in Winnipeg finds himself on a magnificent thoroughfare. Asphalted across the entire width of more than one hundred feet of roadway, Portage Avenue is flanked on either side by broad granolithic walks faced on their inner side by fine stores and business blocks. This street follows the route of the old Indian trail that led from Fort Garry to the West, but it bears little semblance now to the narrow pathway along which the Red Man dragged his laden tepee poles or walked, if his business made it necessary, in single file after the fashion of his kind. Where the Indian ponies loped along, swift electric cars, swifter automobiles and carriages of all sorts, both private and public, make their rapid way, the level, smooth pavement affording the best of surfaces for speedy and easy locomotion.

WINNIPEG

Inspected 73,097,950
bushels of wheat in
1906.



Is the greatest grain
market in the British
Empire.



Had largest cattle ex-
porter in the world in
1906.



New buildings erected
in past four years,
\$39,544,150.



WINNIPEG

Publishes (42) weekly and monthly publications.

Publishes Industrial Bulletin (free information); write for it.

Has 115 churches—many denominations.

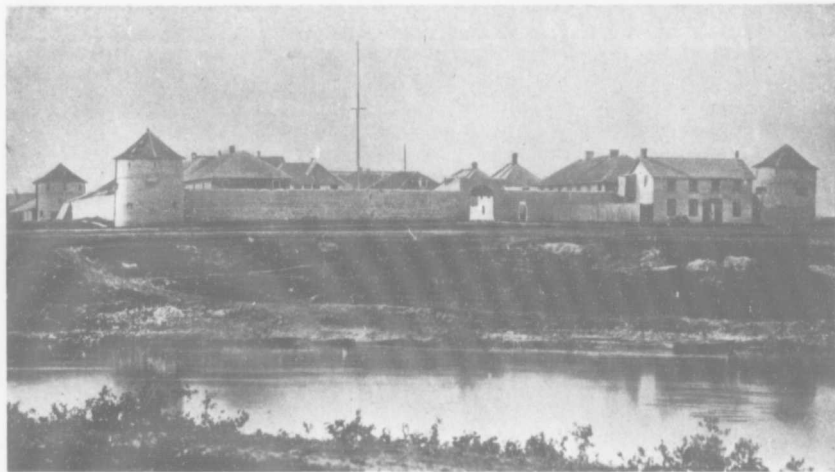
BROADWAY

Not all of the streets of Winnipeg are given up to business, however. There are many miles of residential streets, where, along asphalt pavements in the middle are stretched long reaches of boulevards, long rows of trees that are delightfully cool and refreshing to look upon in summer time, when they are clothed in foliage that no soil save that of the tropics produces in such luxuriance as does the soil of Manitoba. One of the most beautiful of these thoroughfares is Broadway, well and truly named, with double tracks for the electric cars, trees and grass on each side of the car tracks, a double roadway for wagons and carriages, and yet other strips of grass and rows of trees before the granolithic walks that front the limit of private property that lies along this truly magnificent street.

WINNIPEG

Religious census based as per 100,000 population gives:—

- 18% Presbyterian.
- 17% Church of England.
- 15% Roman Catholic.
- 13½% Methodist.
- 5% Baptist.
- 5% Hebrew.
- 7% Evangelical Lutheran.
- 3¼% Congregational.
- 1% Salvation Army.
- 7¼% Other denominations.
- 8% No preference.



WINNIPEG

Has lake resorts North, East and South.



Has five theatres; seating capacity, 5,086 people.



Holds Western Canada Industrial Exhibition.



Has "Happyland" a carnival of fun daily.

OLD FORT GARRY

Here is what the City of Winnipeg sprung from: A stone and mortar fort and trading post on the Red River. This shows the fort in 1872; walls loop-holed for rifle fire and bastions at the corners, from which a good view of all the country around could be seen and where cannons were mounted in the early days when it was necessary to provide defence against the Indians. Those days were not so early, either, and this part called Old, or Upper Fort Garry, is not more than sixty or seventy years old. When it was built by the Hudson's Bay Company, there was need of defensive measures—twice within 38 years there have been rebellions of the half-breeds in Manitoba—but now the Assiniboine River flows peacefully past the fort, hearing nothing more hostile than canoeists in search of pleasure.

WINNIPEG

Holds annually its—society—"Horse Show."



Has 316 acres park play grounds.



Has two river rowing courses.



Has 82 miles boulevard streets.



OPINIONS OF

EMINENT MEN

Rudyard Kipling, before the Canadian Club, Oct. 4, 1907, said:

"I went away for fifteen years, which in the life of a nation is equivalent to about fifteen minutes in the life of a man. I came back, and I find the Winnipeg of to-day a metropolis. (Cheers.) This morning I have been over, perhaps, more than sixteen or twenty-

ELM PARK ON A HOLIDAY

On a peninsula, formed by the sharp windings of the Red River, is Elm Park, one of the chief beauty spots of Winnipeg's environs. Elm trees are not very common in this country, but in this natural tree growth that makes up Elm Park, there are some magnificent specimens of the elm. The whole peninsula is covered with a purely natural growth of tree and bush, which makes it a delightful spot for a summer outing, and as such Elm Park is used by thousands of people in the summer. A pontoon bridge spanning the river affords communication to Elm Park, and a summer Saturday afternoon or Sunday at this beautiful natural park is a thing not to be lightly estimated. Many of the wild flowers indigenous to the soil are found at Elm Park in their season, and hundreds of birds build their nests in its trees and shrubs.

OPINIONS OF

EMINENT MEN

two miles of asphalt, looking at some small part of the principal portions of your most marvellous city. I have seen all the buildings that you have created for your convenience, for your trade, for your necessities, for your justifiable pride and your luxury, and above all, for the education of your children.

"The visions that your old men saw fifteen



OPINIONS OF
EMINENT MEN

years ago I saw translated to-day into stone, brick and concrete. The dreams that your young men dreamed I saw accepted as the ordinary facts of everyday life, and they will, in turn, give place to vaster and more far-reaching imaginations. Gentlemen, this record of unsurpassed achievement, and my admiration for it is as keen as my envy."

WELLINGTON CRESCENT

Taking warning from the failure of other cities to pay sufficient attention to the esthetic in laying out of streets and avenues, Winnipeg has made far greater progress toward the city beautiful than have many of the older cities which have been deterred by the necessity of tearing up old things to make way for a new and better order. By the laying out of such streets as this—called Wellington Crescent—Winnipeg has saved itself a deal of future trouble and has earned the hearty thanks of all who appreciate the value of beauty in everyday life. Laid out in graceful curves and bordered by estates wherein the owners have striven to preserve and enhance the beauties of natural surroundings, rather than to destroy them in favor of the finely artificial, Wellington Crescent is a beauty spot in summer and does not lose its attractiveness in winter.

OPINIONS OF
EMINENT MEN

Edward E. Higgins,
President "Success"
Magazine, New York

"It is the story of an opportunity—the last of its kind on the American continent, if not in the world—an opportunity so exceptional, so remarkable, so fraught with the promise of honestly gained wealth to the humblest worker with the spark of ambition in his breast—that



OPINIONS OF EMINENT MEN

it would be almost a crime not to spread the knowledge of it broadcast throughout the land. In the great Dominion of Canada, stretching 3,000 miles east and west, and covering an area of 3,750 square miles, there lies a bottle-shaped tract of the richest wheat-growing virgin prairie, bounded on the south by our wheat-growing states of

IN A WINNIPEG PARK

Neither is the country about Winnipeg the treeless waste so often pictured in the minds of those who do not know it. Long stretches there are without trees and flat to the point of monotony to those who fail to see the dignity that attaches to all things large and apparently boundless—like the ocean, the prairie and mountains—but here there are stretches of wooded country, too, and rolling bits that, clothed with "bush," as all woods and timber are called here, make charmingly cool and shady spots for summer outings. A particular instance of this sort of place near Winnipeg is Elm Park, located on a peninsula formed by the winding course of the Red River. Here are lofty elm trees and a beautifully wooded spot of many acres in extent, which forms an ideal place for a park and one highly appreciated by the people of Winnipeg, as may be gathered from the picture showing groups of Winnipeegers who have sought Elm Park for an outing.

OPINIONS OF EMINENT MEN

Montana and Dakota, on the west by the foothills of the Rocky Mountains, on the north by the vast, dark forests of the old Hudson's Bay trappers, and on the east at the neck of the bottle by Winnipeg.

"Into this rich 'promised land' westward through the Winnipeg gateway from Eastern Canada and Europe, and northward over the bor-



OPINIONS OF EMINENT MEN

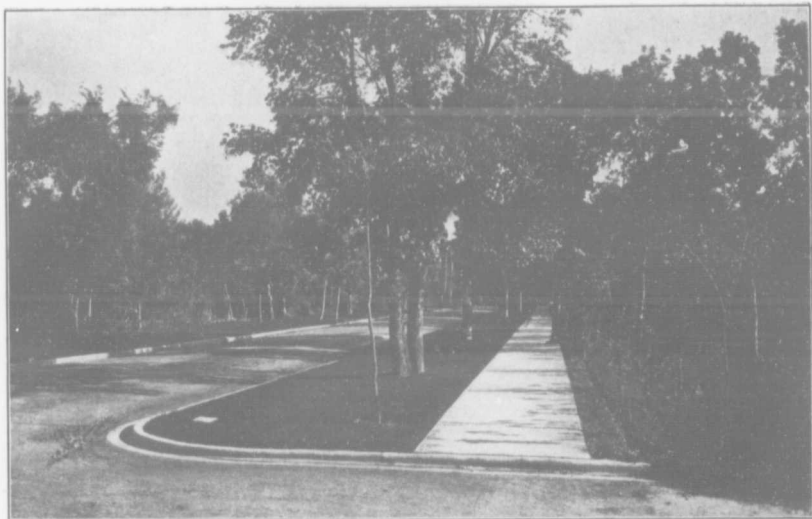
der lines from 'The States,' are already pouring thousands upon thousands of sturdy, bright-faced, well-clad Americans, Canadians and Englishmen, with other thousands of the Continental immigrants who have been wont, hitherto, to regard the United States as their final home. Out of this land, eastward through Winnipeg to the Great

A NEW STREET, FORT ROUGE

Winnipeg has grown faster than the proverbial weed during the last few years, but let us say there is nothing else like the weed about the city except its wonderful growing qualities. The great push of people into the Gateway City of the Canadian Northwest has caused Winnipeg to grow and to expand so that there are miles of streets leading through just such places as are to be seen in the picture. Following close upon the course of other streets that were new and unfinished only a year or two ago, and are now lined along both sides with unbroken rows of fine houses. This street will soon be built up and instead of the rounded dirt that is here now, there will be smooth asphalted pavement flanked along either side by rows of beautiful trees and grass boulevards.

OPINIONS OF EMINENT MEN

Lakes, is rushing, as constantly increasing, a torrent of rich, golden grain as the railroads, already overwhelmed with their sudden prosperity, can transport. Into it, again, still through the ever necessary Winnipeg, the return freight cars are hurrying rails, ties, ballasting materials, and laborers for the thousands of miles of railroad



OPINIONS OF EMINENT MEN

main lines and branches which are to open up still farther the new country, doubling and trebling, so it is believed, the land values of to-day. All of a sudden—in barely three years past—has this great surge of settlement come, invited and promoted by as perfect, as far reaching, and as wonderful an international organization of

A STREET IN THE MAKING

During the time that elapses between the time of its being as it is now and as it shall be in the future, there may be a time when that street in the rough will come to look like this; that is, it may have asphalt pavement, granolithic walks and shade trees, and there may be very few houses on it for a short time. Money has been made so rapidly in Winnipeg during the past fifteen or twenty years that many of the people who have been in business here during that period are in circumstances that make it possible for them to have grounds surrounding their homes that are extensive and parklike in their nature; as a result of this there are many estates where spacious lawns and land given up to trees and shrubbery surround the houses and skirt the streets with grounds that are too attractive to become sacrificed to the demand for smaller holdings of real estate.

OPINIONS OF EMINENT MEN

education as was ever created by government and railroads in co-operation."

Rev. Neil Herman, before a Halifax audience:

"When you take everything into account, when you study all the conditions that naturally increase and decrease population, business and progress of every sort,



OPINIONS OF EMINENT MEN

Winnipeg presents to us a miracle of growth without a parallel on the continent of America, and that great city is the thermometer that is registering the temperature of a country that is bound to be one of the greatest national assets of the entire British Empire."

SHELLS ON THE RED

This picture shows some of the four-oared shells out for practise spins on the Red. Crews from this club have distinguished themselves very highly in rowing regattas. In 1900 a four-oared crew from the Winnipeg Rowing Club, competing in that premier event of its class in the world, the English Henley, finished a good second to the best that England could produce, and afterwards toured the country winning at the London Rowing Club regatta, the Thames Rowing Club and that of the Irish Rowing Club meeting, in these events, the next best crews of all Great Britain. At Minnetonka last year the Winnipeg eight-oared seniors won their race from the clubs that compete in this United States' event and also won in the four-oared 130 pound class. There are many fine single scull oarsmen in the club as well, but the highest ambition of the club is to win the great Henley event, a feat which they modestly say they hope and intend to accomplish.

OPINIONS OF EMINENT MEN

J. A. Sandbrook (Western Mail), Cardiff:

"Canadians may boast of their grain harvests and their Manitoba No. 1 hard wheat; but Winnipeg is far and away the most wonderful thing ever yet grown on the prairie. Its population is smaller than Cardiff's, but the bustle and business of its streets are as big as Birmingham's. It has the largest train-



OPINIONS OF EMINENT MEN

yard in the world, with 110 miles of siding.

"It goes without saying that the manufacturer first in the field will have a big advantage."

Hamilton Fyfe to London Daily Mail:

"No city anywhere is growing as fast as Winnipeg at present. Within the last few years it has spent over four millions sterling upon new buildings. Its population increased from 90,000 in June, 1906, to 111,000, according to the

NORWOOD BRIDGE

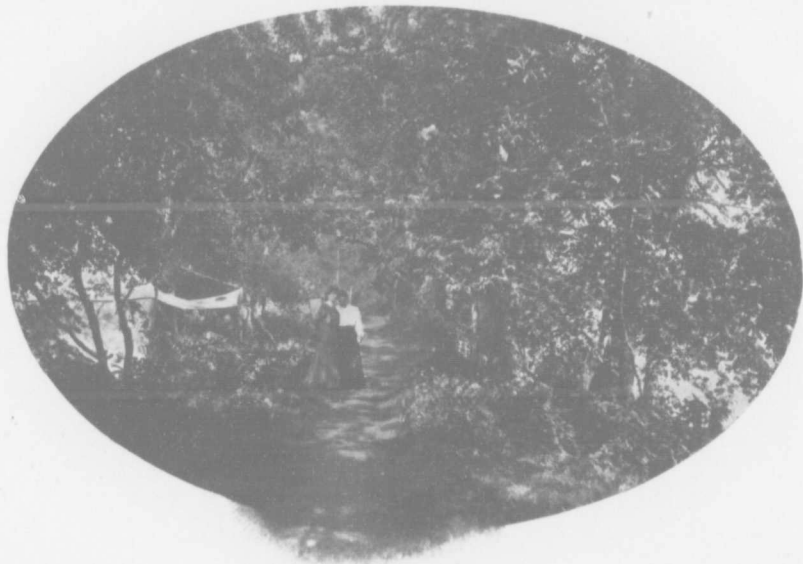
When the old Fort was in the hey-day of youth, those who had occasion to cross the river had to make their way over in canoes, and when the river was swollen by spring floods this was often no easy task. Now there are ferries run by gasoline engines, and in some places by the very current that was then so obstructive of travel. These are beyond the city limits, where travel is not frequent to warrant the building of a bridge, but in Winnipeg, where the travel demands it, there are bridges both wide and substantial, like Norwood, shown above. The picture shows a customary gathering on the bridge in the spring, when "the ice goes out." The river at this season of the year, choked with floating ice and swollen by the spring freshets, is a wonderful, and often awesome, sight, and to look upon it thousands of people gather while the flood time lasts, seldom more than a few days and often not more than a few hours.

OPINIONS OF EMINENT MEN

official estimate in April, 1907. It swallows up more and more of the prairie every month."

James J. Hill:

"There is one place we cannot get away from, and do not want to get away from, and could not if we would—and that is Winnipeg. Every railroad from the east to the west has to pass through this gate; if it did not it would not serve the country; and if it did not serve the country it would not be a good investment."



**AS OTHERS
SEE US**

Agnes Deans Cameron,
Metropolitan Maga-
zine, June, 1907:

"Never was a frontier
conquered so noiselessly,
and never in the world
was history made and
geography changed
so rapidly. Atlases of
Western Canada of the
vintage of any previous
year are useless and sta-
tistics a month old are
stale.

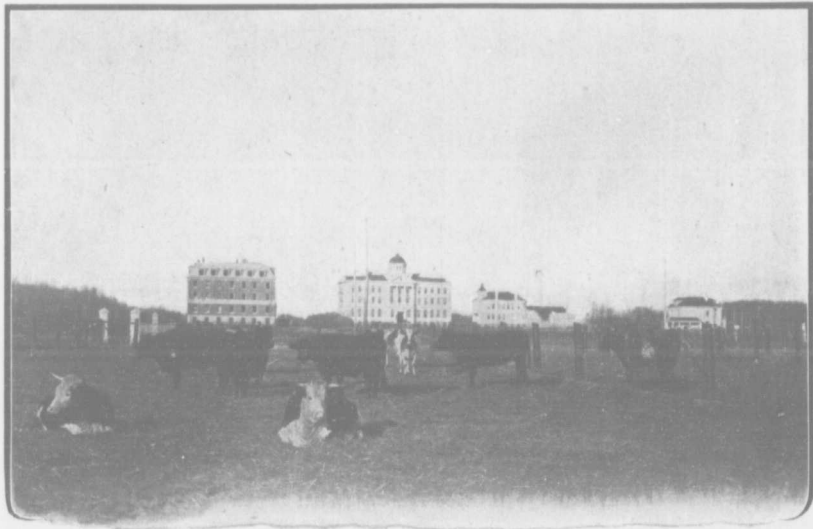
"And yet statistics
when compiled with

ON THE RIVER BANK

On the River bank on the outskirts of the city are beauty spots where the people go in summer to live in cottages or tents, or to spend their leisure hours in walking about the fields and woods that are here. In these environs of Winnipeg are found wild flowers in great profusion and of magnificent growth, owing to the richness of the soil and the alternating showers and sunshine that mark the spring season and produce wonderfully luxuriant vegetable growth. Birds, too, of many kinds and in remarkable variety are here in the nesting season, many of them birds that winter in the far South, and are seldom or never seen by the people who live in the country that lies between the winter and summer homes of these songsters.

**AS OTHERS
SEE US**

ordinary care tell best
the story of develop-
ment. Take, for in-
stance, the one city of
Winnipeg as a type of
Canada's western towns.
What has hard wheat
done for Winnipeg? It
has given her a building
expansion in 1906 great-
er than that of any
other city of her popula-
tion in America. Win-
nipeg has a population
of 100,000. She took out
during the year 2,508



**AS OTHERS
SEE US**

building permits, representing \$12,700,000 worth of construction. The Government for the same period credits Minneapolis with a building growth of \$4,800,000, and Minneapolis is twice as large as Winnipeg and considers that she is not slow. Denver, with a population one and one-half times that of Winnipeg, expended \$4,300,000 on new buildings, and In-

**THE MANITOBA AGRICULTURAL COLLEGE,
WINNIPEG**

The history of this young institution reveals advancement not equalled by any similar institution in the world. So great was the success of efforts put forth that it was found necessary to add to the original buildings the new building on the left for the accommodation of the 135 farmers' sons who now form the various classes in the work of education of a higher standard of this most important industry to the province. The new residence to the South-west of the administration building is named "Roblin Hall."

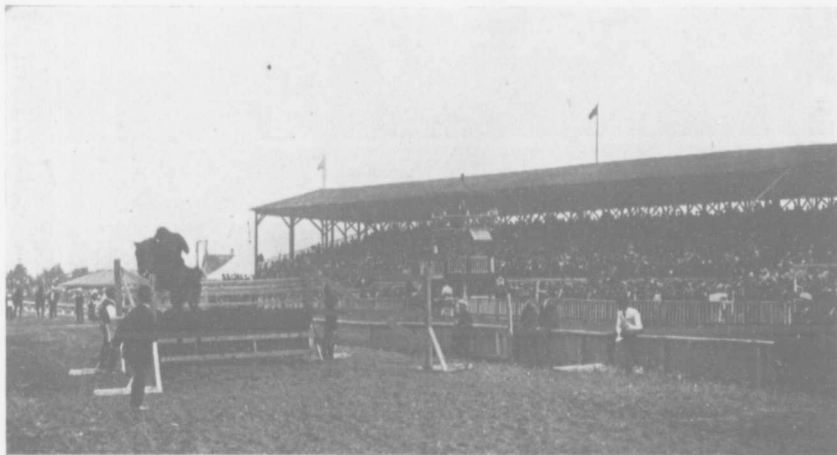
Two years ago, when the college began operations on the farm, only ten acres were cleared. The farm has now a total of 117 acres.

So productive is the soil about Winnipeg that last season ten acres of registered Banner oats yielded eight hundred and thirty-eight bushels. Other crops gave similar returns. The present staff hold the confidence of all the students and parents, and have thus laid the foundation of the Manitoba Agricultural College that will in a few years be numbered among the most powerful forces in Canadian Agriculture.

**AS OTHERS
SEE US**

dianapolis, St. Paul, Columbus, Ohio, and Providence, R.I., each spent less than four millions.

"Winnipeg's bank clearings tell an interesting tale. In 1901 the total volume for the year was \$134,000,000, and in 1906 it was \$504,000,000, practically for the past five years an increase of \$100,000,000 a year. Is there a city anywhere with a richer hinterland."



**AS OTHERS
SEE US**

Edward G. Lowry, in
*Evening Post, New
York:*

"Here is a city now made rich by wheat in fulfilment of that old prophecy. It is the largest city between Ottawa and the Rocky Mountains. The principal business streets are broad and lined with modern brick mercantile and office buildings. The homes of its people are

"MYOPIA" DOING HIGH JUMP RECORD, 7 ft. 6½ in.

Fair time in Winnipeg is Western Canada's holiday. Having the advantage of such complete transportation service, the Winnipeg Industrial Exhibition can offer a most varied and complete programme of attractions annually.

It draws to Winnipeg multitudes of exhibitors and multitudes of spectators, and in the bringing together of these two classes, there originates an enormous amount of business, and in this way the Exhibition is playing an important part, not only from an immigration standpoint, but also assists in the industrial and commercial upbuilding of a vast country whose possibilities could not be better exploited than at this great annual event.

The Fair is held in July of each year, and continues for eight days; to those who are interested, information may be had freely by addressing A. W. Bell, Manager, Winnipeg, Canada.

**AS OTHERS
SEE US**

large, clean and attractive; their lawns are well kept. An adequate street railway system, with large modern cars, gridirons the city. The new Canadian Pacific Railway's hotel, the Royal Alexandra, is comparable with any in New York, except three or four of the finest and newest. The city has not got over its youth or the self-confidence inseparable from that desirable stage.



**AS OTHERS
SEE US**

“Winnipeg is the clearing house through which must pass the east and westbound traffic for its rich tributary country—that is, Manitoba.”

**The Commercial West,
Minneapolis, April 6:**

“Take the three-and-a-half limit from the Post Office, and we see that Winnipeg is intersected by eleven fully con-

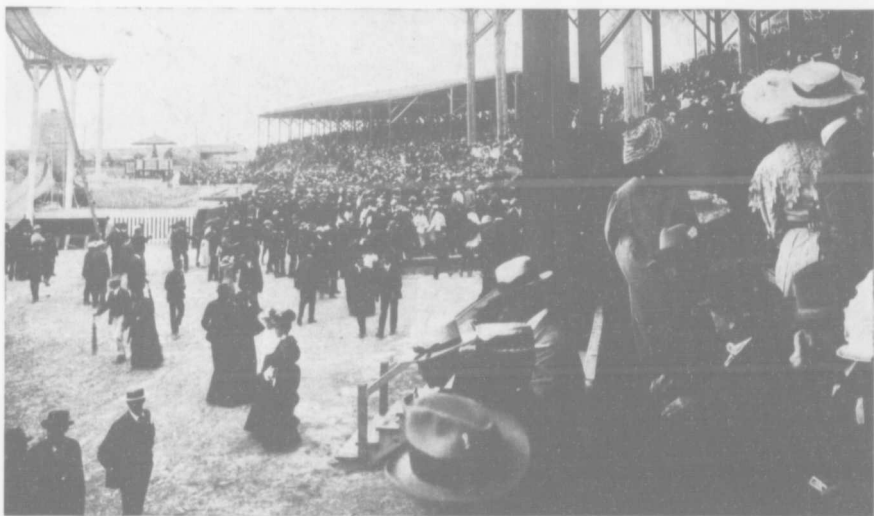
**STOCK PARADE, WINNIPEG INDUSTRIAL
EXHIBITION**

For sixteen years, under the guidance of men of broad views and optimistic foresight, the live stock exhibits at the Fair have grown to that extent that Winnipeg is now classed as the Red Ribbon Fair for high bred stock.

The Exhibition is the annual market place of a great purchasing element not only of live stock, but the machinery and manufacturing halls are crowded with people from opening until closing dates watching with keen interest any improvements in labor-saving farm machinery that is so necessary in the cultivation of such large and productive farms as are general throughout Western Canada.

**AS OTHERS
SEE US**

structed lines, and two others under construction. Take the work of the City Council, which has spent in local improvements \$1,300,000 in 1904, \$2,140,000 in 1905, and \$2,500,000 in 1906. Then take the cost of new buildings, than which no better evidence of expansion can be found. Genuine activity in all classes of building commenced in



**AS OTHERS
SEE US**

1903, the total of that year aggregating \$5,600,000, or more than a million pounds, over double the total of the preceding year. In 1904 the sum spent was \$9,650,000, in 1905 \$10,800,000, and last year very close to thirteen millions. There is nearly 100 miles of paved streets, and something over 140

GRAND STAND, WINNIPEG INDUSTRIAL EXHIBITION

The Grand Stand, as shown above, holds over 12,000 people, facing the home stretch of a half mile track, where some of the finest speeding contests in Canada have taken place.

The best attractions that can be presented before such a large course of people, are drawn from all parts of the continent.

Opposite the grand stand and on the side of the track is situated the special attractions platform, filled with every appliance for the display of acrobatic feats and band competing events.

Every train coming into Winnipeg during this great eight-day affair brings thousands of people to the city from all parts of the Western Provinces and Northwestern States.

**AS OTHERS
SEE US**

miles of sewers, and the population, which was scarcely over 30,000 in 1896, now is over 100,000. The tremendous expansion in Bank Clearing House returns is demonstrated by the fact that in 1902 the total was something under \$189,000,000 and last year within a fraction of \$600,000,000."



AS OTHERS
SEE US

Canada West Magazine, May:

"Standing at the gateway of Western Canada, with an unlimited market before her, Winnipeg has demonstrated the fact that there is no such point of vantage in the Dominion of Canada, nor perhaps in the entire North American continent, in which capital can be invested judiciously. Therefore,

WINNIPEG COURT HOUSE

On Kennedy street is the Court House, where the Court of Assizes and the Court of Appeals hold their sessions. The Assizes Court corresponds very closely to the Court of Common Pleas of the United States Court system, and the Court of Appeals takes the place of the Supreme Court of the judiciary of some of the States. The Winnipeg home of the judiciary is in two sections, the old and the new, and the newer portion—that on the left of the picture—is a building of fine architectural effect. The Law Court buildings are set in the midst of a well kept plot of land with a fine lawn and shrubbery that adds very greatly to the general effect of buildings and grounds located on Broadway and Kennedy streets.

AS OTHERS
SEE US

with the eyes of the entire civilized world centred upon the great grain growing sections of Canada that lie at her very door, it is little wonder that this wonderful city, that already numbers over 100,000 population, with its unsurpassed railway facilities and the best labor market in all Canada, is at present attracting more capital than any



**AS OTHERS
SEE US**

▶

other place in the Western hemisphere; in fact, by all the rules of geographical advantage and the conditions governing the most strategic point in one of the richest and most productive countries upon which the sun ever shone, Winnipeg's claim to precedence as a base of operations and distributing point for industrial products cannot be gainsaid."

WINNIPEG POST OFFICE

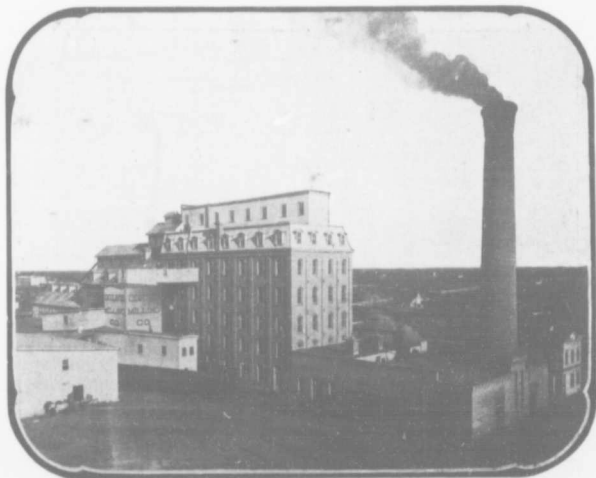
Passing through Kennedy Street and down Portage Avenue, we shall see on the right, going East, the fine new Post Office building. This structure is in every way calculated to supply the needs of the city for postal facilities adequate to a place as large as Winnipeg, and one wherein there is a constant inflow and outgoing of mail matter far greater in proportion to the size of the place than is the case of older communities and less busy ones. The business transactions of a city so busy and active as Winnipeg call for the transmission of immense quantities of mail matter, and to this is added the presence of thousands of strangers, between whom and their former homes their pass letters and other mail matter in volume to tax the best service that can possibly be had. The mail service of Winnipeg is excellent in all parts of the city, having two daily deliveries, and the business portion four.

**AS OTHERS
SEE US**

▶

**Colliers, September,
1907:**

"South of parallel 49 the story has been told. Great harvests have been reaped. Immigrations numbering millions came to do the task. They fell back into the towns and did their part to make Chicago, St. Louis, Kansas City and Omaha. On the great plains of Canada's west this great drama is be-



**AS OTHERS
SEE US**

ing enacted anew. The wheat fields of Manitoba are making a world-important metropolis of Winnipeg."

**Canadian Courier,
Toronto, May 25:**

"Winnipeg's broad boulevards, and long, paved, and well-lighted streets, bordered by an ever-increasing array of fine buildings, make it

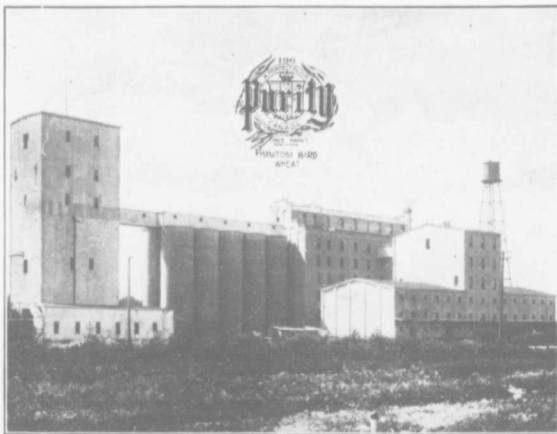
OGILVIE'S BIG FLOUR MILL

In all the list of varied manufactures which have grown up in Winnipeg—and there are so many that their output for 1907 has been estimated by competent authorities at \$25,000,000.00, none is so great in point of money invested and value of product as the manufacture of wheat and other grain into food. The Ogilvie Flour Mills have a daily capacity of 3,500 barrels of flour. Of course it is a perfectly natural thing for this sort of mill to be established and to grow larger and larger in a country where 200,000,000 bushels of wheat, oats, barley and flax are grown in a year, and where the resources of the rich prairie land have scarcely been touched as yet. Manitoba has the largest average crop of wheat per acre of any country in the world where the grain is grown on a large scale, and as a consequence of this, it has, too, the biggest flour mills in the world.

**AS OTHERS
SEE US**

look more like a city a century old.

"The city is now fairly throbbing with life and energy in its efforts to keep pace with the marvellous growth of the West. Manufacturers are coming in, wholesale firms are adding storey after storey to their warehouses, business blocks of great dimensions are now in course of construction.



**AS OTHERS
SEE US**

and the residential portion of the city is spreading out at a pace unprecedented in the annals of any other city of the size on the continent.

"During last year the total cost of new buildings constructed amounted to \$12,760,450. These figures, added to those of 1902-3-4-5 give a total of \$42,500,000 spent in new buildings in the last five years.

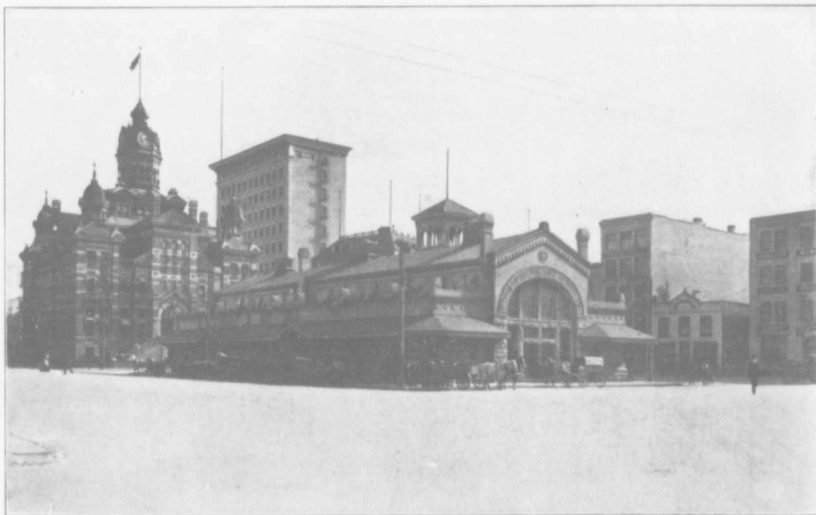
WESTERN CANADA FLOUR MILLS

Another big flour mill of Winnipeg is the Western Canada Flour Mills. This company has an immense mill and elevator. The daily capacity of the Western Canada Flour Mills' Winnipeg plant is 4,000 bbls., and flour made in Winnipeg goes in great quantity to Great Britain, besides supplying the home market, which is no small matter, the demand of Winnipeg and the surrounding country being one made up of strong, hearty men, women and children, who are for the most part engaged in the work that calls for hearty food and plenty of it. To supply this demand, the products of the Winnipeg flouring and rolled oats mills do a great deal, and this one industry alone contributed to the value of manufactured products of Manitoba for the year 1906 no less than \$8,809,833.00, and paid in wages to employees the substantial sum of \$428,158.00 on a capital invested of \$6,551,-433.00. It is not so many years ago that men yet alive can recall the time when the only mills in Manitoba for grinding wheat were small affairs that were worked by hand, and produced only a very small quantity after the expenditure of a deal of time and much hard labor.

**AS OTHERS
SEE US**

The realty values of the city in 1900 amounted to \$26,974,650. Compare these figures with those of 1907—for it was only a few days ago when the assessment commissioner handed out the approximate valuation at \$95,000,000.

"With each year's growth of the Canadian North-West, Winnipeg advances in proportion, and some idea of the



**AS OTHERS
SEE US**

close connection between the two may be formed when it is known that as a financial centre Winnipeg is classed at the head in bank clearings increased percentages. The past increase over 1905 was 36.42, and since 1902, bank clearings, which then totalled \$188,370,003, have increased to \$504,585,914. It sounds big to those who are not familiar

WINNIPEG MARKET

Just in the centre of the city, directly at the back of the City Hall, is the public market place of Winnipeg. Here, inside the market building, are the stalls of dealers in meat and provisions, and outside, drawn up along the curb or backed up to it, stand the wagons or sleighs of farmers and dealers in all sorts of agricultural products, and in the winter in fish of all the kinds that are caught in the great fresh water lakes. It is a unique sight to pass along the sides of this market building in the winter and see the sleds piled high with fish that are frozen so hard that they are stacked up like sticks of wood, with jack-fish two or three feet long stuck along the sides of the sled, like stakes to keep the other fish from falling out. Whole pigs, beef in quarters, and all sorts of garden vegetables are brought here, and for two or three weeks before Christmas a portion of the wide street space that surrounds the market is given up to the storing of Christmas trees for sale, the trade in these amounting to as much as \$5,000.

**AS OTHERS
SEE US**

with the fact that in Winnipeg there are the largest individual railway yards in any one city in the world. Yet this is a fact, and the railway facilities are only in the making. The 'Hill system' have recently purchased a right of way into the city at a cost exceeding \$2,225,000. The new Grand Trunk Pacific has only recently broken ground



**AS OTHERS
SEE US**

on their new shops, outside the limits, which will mean, when completed, an outlay of at least a million dollars. The Canadian Pacific people are this spring spending over \$500,000 in additions to their present large shops, where they now employ over 2,800 men."

SUBWAY—NORTH SIDE

Beyond the railroad tracks Main Street extends North for some two miles, the same dignified, broad thoroughfare, and asphalted across its centre breadth of 100 feet or more. There are not so many big buildings here, but the city grows Northward as well as South, and here the street car line extends to Selkirk, 24 miles North of Winnipeg, and the place which was at first selected for the sight of Winnipeg by the early settlers. The Selkirk line of road is being equipped with electricity, as a change from the steam road from Winnipeg city limits, and cars will shortly be run by electric power, supplied from the street railway power plant on the Winnipeg River, sixty miles from the city, where the company develops some 20,000 horse power from falls in the river. At Point du Bois, the city of Winnipeg is building an electric power plant that will develop 50,000 horse power when finished, and will supply not only power for city lighting and heating, but will furnish cheap power under municipal ownership.

**AS OTHERS
SEE US**

The Toronto News of
May 1st:

"It is interesting to note the statistical progress of this really wonderful city, a progress which has astonished even the people of the United States. The realty value of Winnipeg has increased from \$27,000,000 in 1900 to nearly \$85,000,000 in 1906; the population has increased from 48,000 to 101,000 in



AS OTHERS SEE US.

the last five years, the increase in 1906 alone being over 21,000 people, equal to fifty-seven new residents for every day in the past year.

"In the same period—five years—the bank clearings have increased from \$188,000,000 to \$504,000,000, the increase in 1906 alone having been 36 per cent. over 1905. The customs returns have increased in

A PLACE OF REFUGE

The Winnipeg park system includes some 316 acres of land devoted to parks, large and small, and a prominent feature of the system is the number of small parks that have been established in various parts of the city. Made bright with flower beds and blooming shrubs, and beautiful with alternating trees and stretches of green turf, these parks are ideal retreats for women and children during the heat of midsummer days and afford cool and quiet resting places for men returned from work in shop or office. To add to the restfulness and charm of summer evenings spent in these city parks of Winnipeg, the civic authorities provide free music, given in band concerts, the plan being to have the band that furnished music visit the small parks that are located in different sections of the city, in turn, so that as many of the people may be benefitted as possible. This plan has been found to work well, and the free band concerts are well attended.

AS OTHERS SEE US.

just about the same proportion, and Winnipeg is now third among Canadian cities in the volume of its customs imports, the duties collected in 1906 amounting to more than \$3,600,000. Even these figures, however, do not give a proper indication of the imports of Winnipeg houses, as a large proportion of goods are brought in through east-



**AS OTHERS
SEE US**

ern customs ports and the entry is made there. "The construction of the Grand Trunk Pacific Railway will lend a tremendous impetus to Winnipeg, an impetus which is already being felt in the increase of outlying real estate values in connection with the proposed works of the company, as well as those in the centre of the city. The market of

THE PARTING OF THE WAYS

Far from being, in itself, a place of trees and forest, the soil about Winnipeg responds so generously to any effort to make it produce vegetable growth of any sort at all suited to the climate, that the trees and shrubs, natural and artificial, that are fostered by the care of the Park Board of Winnipeg, grow with gratifying luxuriance. Most of the trees are not tall, and in winter they look very small, and somewhat stunted, to the eye accustomed to look upon a land of forests and big trees, but nothing could be more surprising to one who first sees the trees of Winnipeg in the winter than to view them in their summer dress. One week they are bare and stretch slender branches towards the sky, and the next they are dressed in splendid green and make deeply shady the very ground upon which only a few days before their naked twigs and limbs made only fine tracery of black lines.

**AS OTHERS
SEE US**

a country which is increasing in population at the rate of 200,000 a year is well worth looking after, and when one considers that the wholesale turnover of Winnipeg in 1906 was approximately \$80,000,000, it is clear that there are vast opportunities for the manufacturers and investors of Eastern Canada in such a field. Railway enterprises of



**AS OTHERS
SEE US**

great magnitude are going on, and large amounts of money will be spent for several years to come, with Winnipeg as the chief distributing point.

"And Winnipeg is prepared to take advantage of its future. The city has a fine system of public parks and a free public library which cost \$100,000. It owns its own waterworks, street light-

**NOON-DAY, PASSING A CANDY AND BISCUIT
FACTORY**

This picture illustrates what can be accomplished by enterprise and money at Winnipeg. Starting operations four years ago with a staff of less than sixty hands, this factory, along with the wholesale warehouses operated in connection, employed over 300 hands in 1907.

As a manufacturing city, Winnipeg is now fourth in the whole Dominion. Eighteen new industries started operations in the past year (1907). 146 factories are now located in the city, and they employ a total of 12,650 hands. The output of Winnipeg factories in 1906 was valued at \$18,983,290, an increase of 125% over that of 1901, when the total reached \$8,616,248.

Employees find Winnipeg a most desirable city to live in. So far as desirable climate, material wealth and comfortable conditions of life and living go, the people of Manitoba and its capital, the city of Winnipeg, have been among the most fortunate.

**AS OTHERS
SEE US**

ing system of asphalt plant, and has displayed enterprise and judgment in the handling of its municipal franchise. Nature having placed Winnipeg at the outlet of the greatest wheat country in the world, evidently considered that it had done enough for one place, and left it to be improved by the devices of man. The government of the city



**AS OTHERS
SEE US.**

has been well conducted and has been splendidly backed up by the enterprise of its people. Religion, literature, art and education have been encouraged by the building of many fine churches, the establishment of a really excellent system of public schools, the organization of several colleges, conservatories,

CITY HALL FLOWER BEDS

Some of the most beautiful of the public flower beds in Winnipeg are those about the City Hall. Planted with tulips and other hardy bulbs for Spring flowering, these beds are radiant with color as soon as Spring has fairly come, and after the early Spring blossoms are gone the later blooming plants follow, and the beds are thus made beautiful and attractive the whole Summer and until late in the Fall, the quality of frost in these parts being of a sort to require a much lower degree for killing plant life than is the case where more moisture is present in the atmosphere than is the case in Winnipeg and North-western Canada generally.

**AS OTHERS
SEE US.**

and other institutions of culture and refinement. The returning visitor sees each time many new signs of improvement in these and other respects which indicate that Winnipeg, in addition to being a community of great prosperity, is also one which enjoys the utmost luxuries and comforts of life."

IN THE WHOLESALE DISTRICT

A street in the wholesale district of Winnipeg. This is a city of trade, of business, and for the accommodation of this trade and business there have grown up here large blocks and stores wherein there is carried on trade that each year grows larger, each year reaches out to take in new fields of activity. Only thirty-five years ago the trade of Winnipeg was carried on by barter with the Indian, and dog trains in winter, and the famous Red River carts in the summer, served as the only means of transportation of goods to and fro, and served very well, being helped out to some extent by men who carried huge packs of furs on their backs and toted their camp dunnage in the same way. Now all the trains of four great railroad systems: The Canadian Pacific, the Canadian Northern, the Grand Trunk Pacific and the Great Northern, are not sufficient to carry the goods that make up the commerce of Winnipeg, and new firms are establishing themselves here every year to take part in the immense trade which has grown up in and about Winnipeg, and which constitutes an annual turnover of not less than \$90,000,000.



"BEACH," LAKE WINNIPEG

Few people realize that within forty miles of the City of Winnipeg we have a lake that ranks fifth in superficial area among the lakes of North America. Lake Winnipeg is 2,150 square miles larger than Lake Ontario. The magnificent Red River, which flows through the city down to the lake, will, by the completion of St. Andrew's locks in 1908, be open to navigation, thus adding an important new avenue to Winnipeg's already excellent transportation facilities. An excellent train service permits business men and others to make "The Beach" their camping grounds throughout the summer months.

The Lake of the Woods will ever be the choice of many Winnipeg campers. The islands in the bays are mostly owned and occupied by prominent Winnipeggers, and the cottages and boathouses that dot the shores are comfortably built and of the most artistic architecture.



WINNIPEG

- ▼
- Has 18 pairs railway tracks radiating from city.
- ▼
- Has the largest individual railway yard in the world.
- ▼
- Has Canadian Pacific Railway extensive shops.
- ▼
- Has Canadian Northern Railway great shops.
- ▼
- Has under construction Grand Trunk Pacific Railway shops.

ALONG SHADY PATHS

Along the shady paths of these city parks, mothers wheel their babies at that season of the year when cool and shade means much to both mothers and children. Here the older children play their games, and all the space available for such things is taken up in the long summer evenings by young men and young women playing at tennis, a game deservedly popular among the young people of Winnipeg. Here, too, gather the old and the weary of the city's people to sit and be glad for a place so pleasant and surroundings so beautiful in which to pass their leisure time or hours of needed rest. A city superintendent of parks and a corps of skilled workmen are employed in keeping things in trim about the parks, and everything looks neat and presentable at all times. Not the least beautiful of things about the parks of Winnipeg are the long, smooth roadways that have been made in some of the parks. Along these roads automobiles slip smoothly, and some of the finest private equipages in the world are driven.

WINNIPEG

- ▼
- Has 120 miles switch siding facilities for manufacturers.
- ▼
- Has 3,600 railway employees on pay rolls.
- ▼
- Has the finest joint terminal station (under construction) in Canada.
- ▼
- Freight tonnage receipts highest proportional increase in Canada.
- ▼
- Electric railway carried 3,000,000 people (1900) —17¼ million (1907).

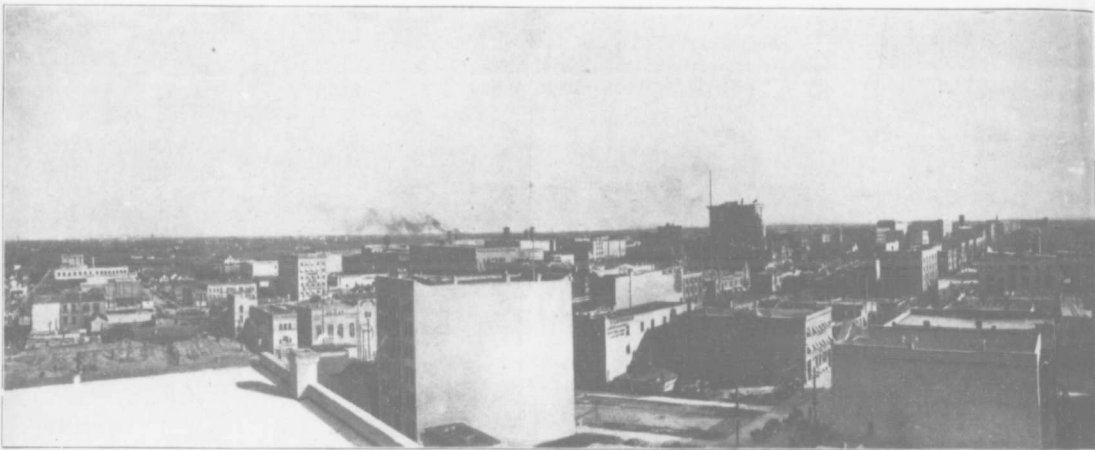


FORT GARRY UNION STATION

Showing New Terminals of the Canadian Northern Railway and Grand Trunk Pacific Railway under construction (1908) at Winnipeg.

With nothing superior in the way of railway terminals in the Dominion, Winnipeg's new union depot now under construction is one of the most up-to-date railway stations on the continent. This magnificent structure, with a frontage of 353 feet on Main Street and extending back 140 feet, four storeys high, and surrounded by an immense dome 112 feet above the main lobby floor, will be the clearing house of two great railway systems. Above the main floor, which is given up entirely to large and commodious waiting rooms, restaurant, lunch, baggage, checking rooms, etc., the entire three floors above are laid out into offices for the handling of the immense increased business of two great corporations that

are taking a leading part in the development of a vast and wonderful country—a country that is showing a trade development greater than that of any other section on the globe. There is one thing about the Fort Garry Union Station—it has all the advantage of situation that can be found in the city of Winnipeg. The traveller emerges from the new depot to face the splendid open thoroughfare of Broadway, with its wide streets, its double car lines, its beautiful rows of trees, its smooth, well-kept, green boulevards. It is not too much to say that the impression gained on first stepping out into a bright, clean, well-kept street like that of Broadway is worth much to the city of Winnipeg as a whole.



A FAREWELL LOOK

Let us take one more look over the city from the top of its tallest building before we say good-bye to it. Near at hand are the huge business blocks and big stores, Main Street, with all its magnificent breadth and length, and thronged with thousands of busy people, fine carriages, heavy teams, electric cars, and all the varied traffic of a great thoroughfare, lies at our feet. Only a short distance away, the rivers flow past and the smoke of rushing engines rises to lose itself in the clear air. Far out from the busy centre of the city the streets reach their long arms to embrace the country in wide and comprehensive clasp. Close your eyes for a moment and fancy that you see all of this mighty city so sure to stand where Winnipeg now is, and then look back for one brief moment and, blotting from your sight the great beginnings already made of that metropolis of the near future, see the land as it was only thirty-five years ago, a fort and trading post on the river. A few horsemen riding to and from the post now and again. Red Indians slowly wending their way across the plain, and far away in the distance a herd of buffalo grazing. Open your eyes and look at what has happened during these thirty-five years and see, as all see who view this scene with the eye of understanding, the wonderful future that is in store for Winnipeg, the Gateway City of Western Canada.

INCREASES

- ▼
Western Canada increases for past five years were as follows:
- ▼
In Life Assurance Co.'s investments, 395 per cent.
- ▼
In premium receipt, Life Co.'s, 190 per cent
- ▼
Exports to foreign countries, 329 per cent.
- ▼
In Alberta and Saskatchewan imports, 146 per cent.
- ▼
In population of larger cities and towns, 130 per cent.

INCREASES

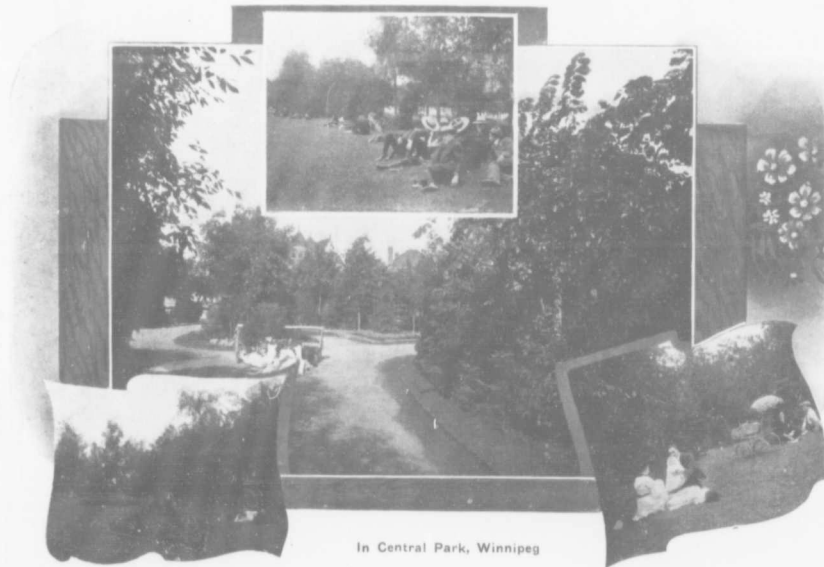
- ▼
In rateable assessment, 286 per cent.
- ▼
In fire insurance premiums, 140 per cent.
- ▼
In head of horned cattle, 123 per cent. throughout Western Canada.
- ▼
In total foreign trade of the West, 166 per cent.
- ▼
In Winnipeg's bank clearings in 5 years, 371 per cent.
- ▼
In land values, 85 per cent.



WINNIPEG PARKS

Another visit to the Parks of Winnipeg before we bid farewell to this young, but wonderfully strong and intensely interesting City of the last West. Well and wisely the civic authorities of Winnipeg have chosen to devote a deal of time and money to a public park system, and the result is that there are no less than twelve parks of various sizes about the city, the public land devoted to this purpose

comprising some 316 acres. A considerable part of the public park system of Winnipeg is made up of small parks in the thickly settled parts of the city, where these open spaces have been laid out with much attention to landscape gardening effects and to the making of beauty spots and recreation grounds for the gathering of the people of the city, old and young, in the summer season.



In Central Park, Winnipeg

COMPARISON OF THE TOTAL MONTHLY CLEARINGS FOR THE LAST SIX YEARS AT WINNIPEG

	1902	1903	1904	1905	1906	1907
January	\$14,263.381	\$19,045.633	\$21,484.939	\$26,276.193	\$35,506.258	\$44,626.387
February	10,067.621	13,308.306	19,096.637	20,452.960	26,272.877	35,177.890
March	10,706.959	16,305.287	19,524.990	23,404.817	31,261.634	41,089.493
April	13,199.815	17,290.498	18,884.506	22,646.778	33,959.258	45,613.128
May	13,912.219	20,689.973	22,844.525	26,790.247	39,026.206	54,520.545
June	13,034.547	20,470.943	23,029.350	26,674.587	37,813.102	48,935.638
July	15,663.739	20,400.874	24,824.509	31,900.509	42,262.170	54,339.389
August	13,750.885	17,034.252	23,678.441	30,303.842	38,778.304	48,827.934
September	15,663.297	18,560.258	20,415.666	28,733.399	42,557.446	44,274.318
October	21,550.466	26,425.898	28,295.908	41,974.976	57,087.988	56,368.302
November	23,813.297	29,227.956	36,641.451	48,522.178	63,667.080	66,718.424
December	22,643.767	27,349.028	35,910.315	42,227.883	56,383.591	59,182.117
	\$188,370.003	\$246,108.006	\$294,601.427	\$369,865.179	\$504,585.914	\$599,667.576

1907 Aggregate Clearings of all cities in Canada showed an increase of 6.09 per cent. as compared with 1906. Winnipeg shows an increase of 18.86 per cent.

WESTERN CANADA

AS IT WAS AS IT IS
AND — (See next page)

AREA OF LAND AND WATER—WESTERN CANADA

	Land Acres	Water Acres	Total Acres
Manitoba	41,169,698	6,019,200	47,188,258
Saskatchewan	155,092,480	5,323,520	160,416,000
Alberta	160,795,200	1,510,400	162,265,600

POPULATION OF MANITOBA, SASKATCHEWAN, ALBERTA—1871 to 1907

1871	42,228
1881	101,014
1891	419,512
1906	808,863
1907 (estimated)	1,150,000

POPULATION BY FAMILIES, AND SEXES AND RACE 1906

Families		180,312
Males	466,257	
Females	342,606	180,312
British and American born	658,666	
Born in other foreign countries	150,197	808,863

NUMBER OF FARMS IN WESTERN CANADA—1906

Manitoba	36,141
Saskatchewan	55,971
Alberta	30,286

WESTERN CANADA MANUFACTURES

COMPARATIVE VALUE OF FACTORY PRODUCTS

Province	1900	1906	Increase
Manitoba	\$12,927,439	\$27,857,386	\$14,929,957
Alberta and Saskatchewan	\$ 1,964,957	\$ 7,423,733	\$ 5,458,746
City of Winnipeg	\$ 8,616,248	\$18,983,290	\$10,367,042

COMPARATIVE INCREASE PER CENT. IN THE CAPITAL INVESTED AND VALUE OUTPUT IN MANUFACTURES, 1900 TO 1906

City	Increase Capital Invested	Increase Value Output
Winnipeg, Man.	330	120
Peterborough, Ont.	289	205
Hamilton, Ont.	109	41
Vancouver, B.C.	89	102
Montreal, Que.	65	40
London, Ont.	60	55
Halifax, N.S.	45	18
Toronto, Ont.	28	47
Quebec, Que.	24	*11
Ottawa, Ont.	23	39

* Decrease.

IMPORTS INTO WESTERN CANADA

1902	11,156,265
1903	16,419,347
1904	19,126,333
1905	19,518,834
1906	25,222,943



Carlton School, Winnipeg



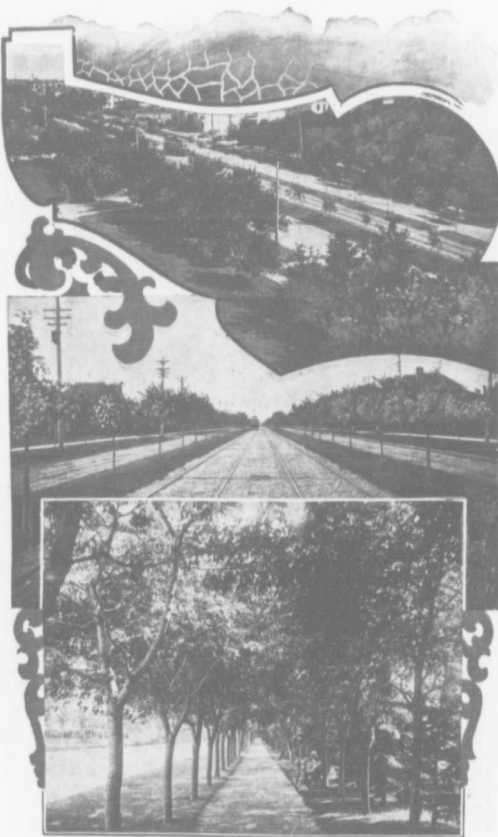
Dufferin School, Winnipeg

AN OPTIMISTIC FORECAST

Great as has been the progress made by the Canadian Northwest during the past twenty-five years, the progress of the future bids fair to be far greater, and not only will Winnipeg develop into a mighty city of the size and importance of Chicago and New York, but other cities must grow out of the trade and commerce which will follow the putting under cultivation of the almost illimitable stretches of prairie land that still lies untouched by the plow, untraversed by the reaper and binder.

In the three Provinces of Manitoba, Saskatchewan and Alberta, there are 357,016,778 acres of land and of this land at least one-half, or 178,508,389 acres, is good for farming. Of all this vast quantity of productive soil the comparatively insignificant area of 8,327,970 acres, or less than one-twentieth, has been brought under cultivation; an amount so comparatively small beside that which remains for the work of the farmer to convert into broad fields of growing grain and pastures where herds of cattle and sheep shall outline and make rich the country in which they live, that a diagram showing the cultivated land of these three provinces of Western Canada, in comparison with that which is spread invitingly before the newly arrived settler, makes the area already under cultivation look absurdly small, and so will the Canada of to-day look absurdly small beside the vast empire of rich farms, thriving towns, big cities and the population of many millions that will live and prosper where but 1,150,000 are now kept busy in trying to meet the sharp and insistent demands made upon them for work, and more work, and yet more, as the people flock into the country, railroads spread their arms abroad in a thus far vain, though mighty effort, to keep up with the transportation needs of the country with agricultural, industrial and trade riches as yet but scratched upon the surface and the possibilities of which stretch into incredible figures.

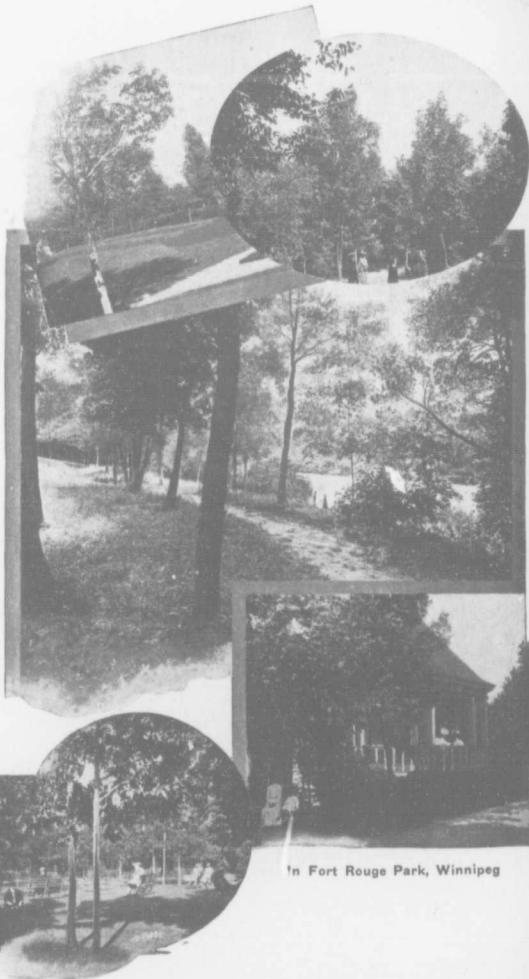
Immigration into Western Canada has advanced by leaps and bounds. In 1902, 67,379 persons came into the Western Provinces from all sources. The next year 128,364 came, and in 1907, 252,038 immigrants betook themselves from other countries of the earth to the Canadian Northwest with the avowed intention of taking up their residence here. Taking the average of increase in the population of the three



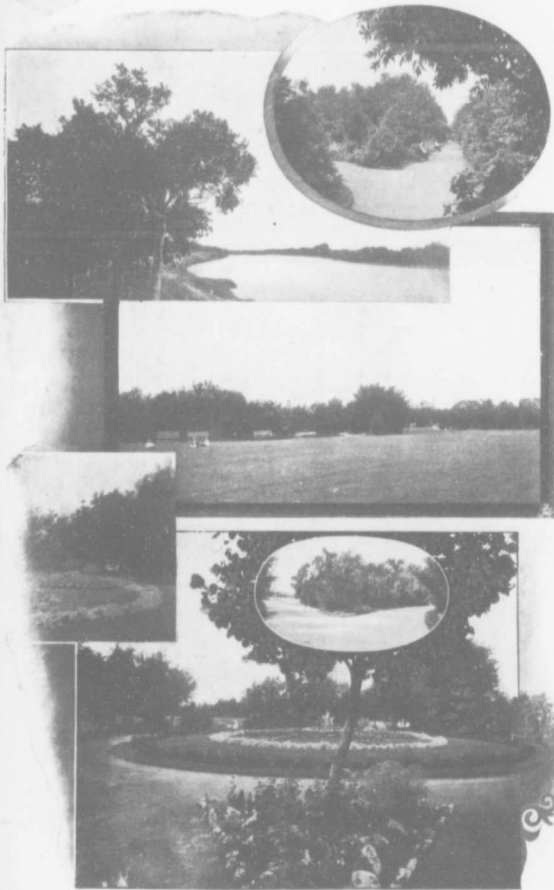
Driveways and Boulevards of Winnipeg

Provinces, from immigration and all other sources, for the period of five years just preceding this year of 1908, as a working basis, the resultant figures show that in ten years, in 1918, the same country that now has less than two millions of population will have more than 30,000,000 people, by that time figuring from the average increase in land under cultivation for the past seven years, there will be as much as 50,000,000 acres cultivated of that great block of land which extends for 1,000 miles east and west between the Rocky Mountains and the Great Lakes, and north 400 miles from the United States boundary.

The present grain crop from the land already under cultivation, gives a reasonably accurate line of expectations from the crop of that time when the land under cultivation shall be increased to 50,000,000 acres or less than one-third of the available farming land of this country and the needs of the farmers in the way of tools and labor can also be arrived at with accuracy. Fifteen bushels of wheat to the acre is considerably less than the average crop produced by the rich prairie soil of this Western Canadian country, and oats and barley produce enormous crops with flax, reliable reasonably productive. Figured upon the basis of wheat alone, the product of 50,000,000 acres of land would be the vast amount of 750,000,000 bushels of wheat. To harvest this crop, absolutely certain to be raised on the wheat fields of Western Canada within the next twenty years at the outside, will take no less than 625,000 harvest hands, whose pay for the gathering of one crop will count up the tidy sum of \$31,000,000. 312,000 self-binding machines and 36,000 threshing separators, with the same number of engines, will be required to deliver the crop to elevators, nearly all of which must be built for the reception of this future wheat crop of Western Canada. 18,750 trains of 40 cars each, (the average wheat train has thirty cars), will be required to move the crop, and if it were possible to ship the whole crop at once with Winnipeg as the central shipping point, the cars that would be required to convey the wheat crop would fill every foot of track of the main lines of the Canadian Pacific and Grand Trunk Pacific between Winnipeg and Montreal, and Winnipeg and Moncton on the East, and the main lines of the same systems from Winnipeg to Vancouver and Prince Rupert on the Pacific Coast, or in other words, 5,682 miles of solid grain train would be necessary. At an average selling price of 60c per bushel, this crop will



In Fort Rouge Park, Winnipeg



In St. John's Park, Winnipeg

make a return to the country from which it comes of \$450,000,000.00.

Much of the lands classed as not good for farming will be excellent grazing land, and while the taking up of land for wheat growing is going on there is sure to be a great deal of cattle raising in progress. But one steer fattened each year to every 40 acres' portion of the available land would make a total of 1,250,000 fat cattle worth at least \$37,500,000 to the trade each year, and allotting 20 head to each car, 15,500 trains of 40 cars each would be required, and this would mean no less than 53 trains loaded with cattle each working day of the year.

30,000,000 acres of Western Canadian land, at least, are suitable for sheep and hogs. One sheep and two hogs to each ten acres of this land would give the stupendous total of 9,000,000 head of sheep and hogs which when loaded in double-decked cars would fill 2,000 trains of 30 cars each to be handled annually by the transportation companies.

The possibilities, the absolute certainties of manufacture and trade which must follow in the track of such partial development of the resources of the last and the greatest West are too manifold and too marvellous to be even approximated by calculations made now. Certain it is, though, that many towns and cities must be made, Hundreds of factories and shops spring up and flourish, miles upon miles of railroads built, and the whole land made populous with millions of busy and prosperous people when less than a third of the wheat-growing resources of Western Canada shall have been turned to account, and of this wonderful country, Winnipeg is the gateway through which practically all of the great traffic will pass and from which, as is now the case, the greater part of the trade of the country radiates, and will, in the very nature of things, continue to centre and reach forth over all the wide expanse of fertile and as yet comparatively fresh and undeveloped Western Canada.

If you are interested and want further specific information, it will be furnished freely by

CHAS. F. ROLAND
 Commissioner

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