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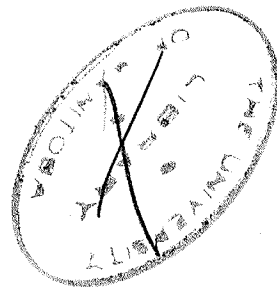
THE AREAL GROWTH AND FUNCTIONAL DEVELOPMENT
OF WINNIPEG FROM 1870 TO 1913



Thesis
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I

ABSTRACT

WITH ITS CENTRAL POSITION ON THE NORTH AMERICAN CONTINENT, AND IN PARTICULAR ITS LOCATION AT THE CONFLUENCE OF THE RED AND ASSINIBOINE RIVERS, WINNIPEG PLAYED THROUGHOUT ITS HISTORY A LEADING ROLE IN THE TRANSPORTATION AND COMMERCIAL DEVELOPMENT OF THE CANADIAN PRAIRIES. THE RIVERS THEMSELVES AND THE INDIAN TRAILS ALONG THEIR BANKS, PROVIDED ACCESS TO THE WEST, SOUTH, AND NORTH; THUS MAKING "THE FORKS" - AS THE CONFLUENCE OF THE TWO RIVERS WAS COMMONLY KNOWN - A PROMINENT MEETING AND CAMPING PLACE FOR INDIANS, TRAPPERS AND FUR-TRADERS. IN THE 19TH CENTURY FUR COMPANIES ERECTED THEIR TRADING POSTS HERE, AND THE NUCLEUS OF A SETTLEMENT SPRANG UP UNDER THE PROTECTIVE SHADOW OF THESE POSTS.

SUPPORTED BY AN ABUNDANCE OF FUR BEARING ANIMALS IN THE PRAIRIES, AND BY AN INCREASING NUMBER OF SETTLERS ALONG THE RED AND ASSINIBOINE RIVERS, THE SMALL COMMUNITY OF TRADERS AT "THE FORKS" GREW RAPIDLY, AND BECAME THE VILLAGE OF WINNIPEG.

WITH THE IMPROVEMENT IN TRANSPORTATION - BY WATER AS WELL AS OVERLAND - WINNIPEG BECAME THE BASE FROM WHICH THE VIRGIN PRAIRIES WERE OPENED UP. WINNIPEG WAS INCORPORATED AS A CITY IN 1873 WITH A POPULATION OF 1,869.

THE URBAN AREA ORIGINALLY STARTED EAST OF AND ALONG PRESENT-DAY MAIN STREET, IMMEDIATELY NORTH OF PORTAGE AVENUE. THE EXPANSION

FIRST WENT NORTHWARD ALONG MAIN STREET FOR ABOUT ONE MILE, FOLLOWING THE MAIN ROUTE OF COMMUNICATION BETWEEN THE SETTLEMENT ALONG THE RED RIVER AND THE TRADING POST AT "THE FORKS".

WITH THE COMING OF THE RAILROAD IN 1881 EXTENSIVE EXPANSION OF THE URBAN AREA TOOK PLACE. LARGE SCALE LAND SPECULATION INFLUENCED THE FIRST PHASES OF URBAN SPREAD, BUT THE BOOMING CITY SOON OVERCAME SUCH GROWING PAINS AND QUICKLY SPREAD IN ALL DIRECTIONS.

WITHIN THIS EXPANSION, HOWEVER, A DEFINITE TREND WAS RECOGNIZABLE AND BECAME EVEN MORE EMPHASIZED IN SUCCEEDING YEARS. IN THE SOUTH AND SOUTH-WESTERN PART OF THE URBAN AREA A DISTINCT FIRST-CLASS RESIDENTIAL DISTRICT HAD DEVELOPED. BETTER URBAN TRANSPORTATION FACILITIES AND BETTER STREETS WERE ADDITIONAL FACTORS WHICH GAVE THIS AREA PREFERENCE FOR THE CONSTRUCTION OF HOMES. THUS A PRONOUNCED WESTERN TREND BECAME APPARENT IN THE OVER-ALL GROWTH OF THE BUILT-UP AREA.

THE SECOND GREAT INFLUX OF PEOPLE OCCURRED IN THE FIRST DECADE OF THE TWENTIETH CENTURY. THE MAIN THOROUGHFARES LEADING FROM THE CITY CENTRE TO THE OUTSKIRTS OF THE URBAN AREA PROVIDED THE MAJOR ARTERIES ALONG WHICH THE INCREASING POPULATION FLOWED INTO THE DISTRICTS LYING ON AND BEYOND THE URBAN FRINGE OF WINNIPEG. BUT AGAIN THERE WAS A PREVAILING WESTERN TENDENCY IN THIS MOVEMENT.

NORTH AND SOUTH OF PORTAGE AVENUE A MASSIVE EXPANSION OF THE URBAN AREA TOOK PLACE AND EXTENDED BEYOND THE WESTERN CITY LIMITS. THIS WESTERN TREND LARGELY CONTRIBUTED TO THE EARLY RISE OF THE WESTERN SUBURB OF ST. JAMES. IN THE EAST AND NORTH ST. BONIFACE

AND WEST KILDONAN RESPECTIVELY ABSORBED ANOTHER LARGE PART OF THE STEADILY INCREASING POPULATION.

WITH THE SPREAD OF THE URBAN AREA ACROSS THE POLITICAL BOUNDARIES OF WINNIPEG AND THE SIMULTANEOUS GROWTH OF ST. BONIFACE EAST OF THE RED RIVER, THE CITY OF WINNIPEG WAS NO LONGER AN ENTITY IN ITSELF, BUT HAD GROWN INTO A CONGLOMERATION OF SEVERAL MUNICIPAL UNITS WITH THE CITY AS ITS CENTRE, NAMELY, GREATER WINNIPEG.

WITH THE URBAN GROWTH OF WINNIPEG, CERTAIN AREAS WITHIN THE CITY ACQUIRED A DISTINCT FUNCTIONAL SIGNIFICANCE. THE VILLAGE OF WINNIPEG HAD BEGUN AS A PREDOMINANTLY COMMERCIAL COMMUNITY AT THE INTERSECTION OF PRESENT-DAY PORTAGE AVENUE AND MAIN STREET. THIS AREA REMAINED THE COMMERCIAL CENTRE OF WINNIPEG THROUGHOUT THE CITY'S ENTIRE HISTORY. THE GROWTH OF THE URBAN AREA AS WELL AS THE OPENING OF THE HINTERLAND AND THE DEMAND FOR INCREASING SERVICES CAUSED AN EXPANSION OF THE BUSINESS DISTRICT AND PROMOTED LATER SUBDIVISIONS INTO RETAIL, WHOLE-SALE, AND FINANCIAL SECTIONS. THE LARGE EXPANSION OF THE RESIDENTIAL AREAS FAVOURED THE GROWTH OF COMMERCIAL ESTABLISHMENTS ALONG THE MAIN THOROUGHFARES AND AT MAJOR INTERSECTIONS FURTHER AWAY FROM THE DOWNTOWN BUSINESS AREA.

A MARKED PATTERN OF INDUSTRIAL LAND USE DID NOT DEVELOP BEFORE THE TURN OF THE CENTURY. IN THE PERIOD PRIOR TO 1900 CERTAIN TENDENCIES AND PREFERENCES IN INDUSTRIAL LOCATION WERE RECOGNIZABLE, BUT FAR FROM MOULDING INTO A DISTINCT AREAL SET-UP.

IN THE PRE-RAILROAD PERIOD (UP TO 1881) THE RIVER AS THE MAIN

IV

ARTERY OF TRANSPORTATION PROVIDED AN ATTRACTION FOR THE MILLING INDUSTRY IN PARTICULAR. MOST OF THE OTHER INDUSTRIES WERE AT THAT TIME MORE OR LESS IN THE HANDICRAFT STAGE AND WERE SCATTERED THROUGHOUT THE CENTRAL COMMERCIAL AREA.

THE GROWTH OF THE URBAN AND RURAL MARKETS CALLED FOR AN EXPANSION OF THE CITY'S INDUSTRIAL STRUCTURE. THE SHIFT FROM WATER TO RAIL TRANSPORTATION AND THE INCREASING CROWDING OF THE URBAN AREA, CAUSED A CENTRIPETAL ^{Subcal} MOVEMENT OF INDUSTRIES, PARTICULARLY OF HEAVY INDUSTRIAL ESTABLISHMENTS TOWARDS MORE SPACIOUS SITES WITH RAILROAD CONNECTIONS. THE AREA IMMEDIATELY SOUTH OF THE C.P.R. MAINLINE AND THE NORTH-EASTERN PART OF ST. BONIFACE BECAME INDUSTRIALIZED.

THE AREA KNOWN AS POINT DOUGLAS, WHERE MOST OF THE CITY'S EARLY HEAVY INDUSTRIAL ESTABLISHMENTS WERE SITUATED, HOWEVER, DID NOT UNDERGO MUCH CHANGE. THE GOOD ACCESS TO THE RIVER AND THE ROUTING OF THE FIRST RAILROAD THROUGH THIS AREA CAUSED SUBSTANTIAL EXPANSION OF THE INDUSTRIES LOCATED HERE. ALTHOUGH LACK OF SUFFICIENT SPACE LIMITED FURTHER EXPANSION AND THE ESTABLISHMENT OF NEW INDUSTRIES, THIS AREA CONTINUED, AND STILL CONTINUES, TO PLAY AN IMPORTANT PART IN THE CITY'S INDUSTRIAL STRUCTURE.

THE LIGHT INDUSTRIES TENDED TO STAY CLOSE TO THE DOWN-TOWN AREA WHERE THEIR MAIN MARKET - THE RETAIL AND WHOLESALE COMPANIES - WAS LOCATED. AS NO PARTICULAR BUILDINGS OR LARGE GROUND SPACE WERE

REQUIRED, THE MARGINS OF THE CENTRAL COMMERCIAL DISTRICT SHOWED A MARKED CONCENTRATION OF THESE INDUSTRIES.

THUS AT THE CLOSE OF THE PERIOD FROM 1902 TO 1913 THE PATTERN OF DEVELOPMENT FOR THE MAJOR FUNCTIONAL AREAS OF THE CITY WAS SET; AND SUBSEQUENT ZONING LAWS, LAND USE AND BUILDING REGULATIONS HAVE TENDED TO CONFORM WITH AND SOLIDIFY THIS PRE-ESTABLISHED PATTERN.

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PREFACE

The outlook and the lives of the Canadian people have been revolutionized in the course of less than a century through the profound changes associated with urbanization. Although the general trend towards increasing urbanization is world-wide, and has been in progress for several centuries, the rapidity of this development is more striking on the North-American continent than elsewhere. While the Old World grew by degrees over a period of many centuries from a town economy into its present cast, Canada started as a wilderness on the outskirts of civilization and took the sudden leap from primitive agriculturism to mature urbanism in less than a single century.

A perfect example of this extraordinary development is the rise of Greater Winnipeg. The history of its emergence and growth from a fur trading post and pioneer settlement to an urban complex of first rank in the Canadian scene provides the basis of this study.

Although Winnipeg's story has been told by many students of many faculties, little research has been done on its urban growth and the development of its functional areas from a purely geographical point of view. This paper is a study of how and why the urban area with its residential, commercial, and industrial districts has grown and spread. This is a study of the growth of Winnipeg from the beginnings in the middle of the nineteenth century to the year of 1913, when the city could be considered a mature urban centre.

The interplay of historical, political, and economic factors dictated the way Winnipeg grew. In what way was the development of the city affected by these forces, and, especially, how were these forces reflected in its areal expansion? Thus the problem is essentially one of appraising the role of these factors in Winnipeg's growth.

The historical, political, and economic factors, therefore, are considered and discussed, but only in so far as they were of causal or explanatory importance in the expansion of Winnipeg's urban area up to 1913. This study terminates in 1913, because this year marked the close of a period in the life cycle of the city, namely, when it had reached its stage of maturity. By the time of the outbreak of World War I, the functional areas of the city were set. Further expansion after this date was a mere elaboration of the existing urban pattern.

Population statistics furnished the basis for selecting four distinct periods in the growth of Winnipeg, each of which is treated in a separate chapter. The discussion of each period is accompanied by maps which illustrate the extent of the geographical area, that is the built-up area of Winnipeg in that particular period.

An index of the streets in urban use which accompanies each map and a present-day city map (in the pocket of the back cover) may serve as references.

Through this study it is hoped that the striking growth of the city from a fur trading post about a century ago to the metropolis of the Canadian West may be better and more fully appreciated.

CHAPTER I

GREATER WINNIPEG TODAY

Introduction

Greater Winnipeg with a population of 354,069 is the fourth largest urban centre in Canada.¹ It is by far the largest urban centre of the Canadian Prairies, its closest competitor being Edmonton with 173,075 people.² Winnipeg is considered the "regional capital" of the Prairie Provinces, a position which it has acquired on account of its undisputed economic dominance over this region resulting from its strategic location.

¹Canada Yearbook 1955, page 139.

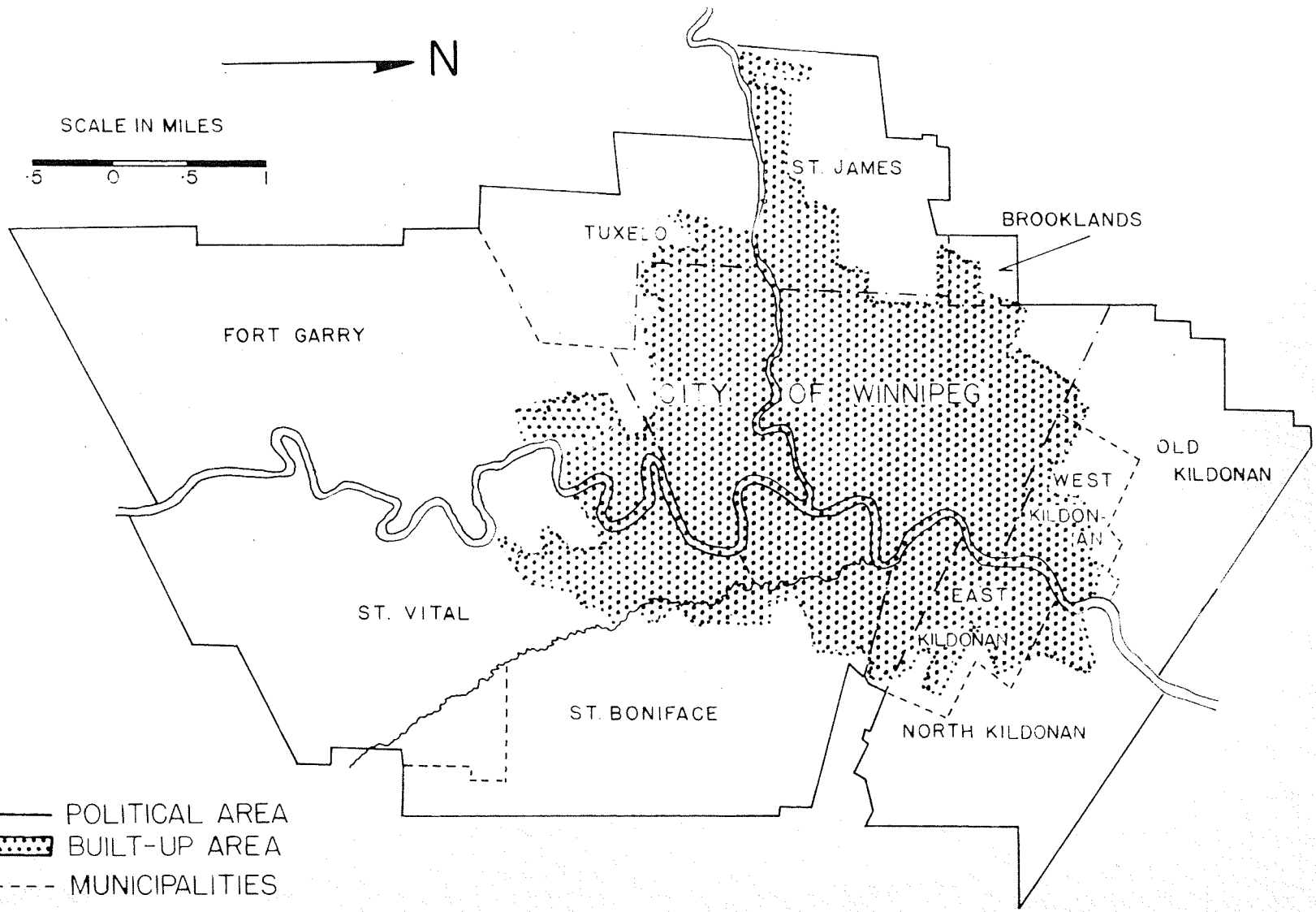
²Ibid, page 139. See also Appendix A , page 193 .

Map 1

GREATER WINNIPEG

For the purposes of this study, the composition of the area of Greater Winnipeg is based on the definition of the Dominion Bureau of Statistics Census for 1941 and 1946, viz: the cities of Winnipeg, St. Boniface, and St. James; the town of Tuxedo; the municipalities of Fort Garry, North Kildonan, West Kildonan, East Kildonan, Old Kildonan, and St. Vital; and the village of Brooklands.

GREATER WINNIPEG



- POLITICAL AREA
- ▒ BUILT-UP AREA
- - - MUNICIPALITIES
- - - CITY OF WINNIPEG

H.A. HOSSÉ, 56

Political Area³

For the purposes of this study, the composition of the political area of Greater Winnipeg is chiefly based on the definition of the Dominion Bureau of Statistics Census for 1941 and 1946, viz: the cities of Winnipeg, St. Boniface, and St. James; the town of Tuxedo; the municipalities of Fort Garry, North Kildonan, West Kildonan, East Kildonan, Old Kildonan, and St. Vital; and the village of Brooklands.

Situation and Site

Winnipeg's situation coincides almost with the geographical centre of Canada, lying about midway between the Atlantic and Pacific coasts. To the east and north-east lies the Canadian Shield, an area of old Precambrian rock. About four hundred miles eastward across the thinly populated shield area are the western shores of Lake Superior. The International Boundary, which artificially divides the Great Plains into Canadian and American sections, runs sixty miles south of Winnipeg. The plains extend as far west as the foothills of the Rocky

³In this thesis, a distinction is made between the political and geographical area of Greater Winnipeg. The geographical area comprises the area built-up continuously from the City of Winnipeg's centre. The political area comprises the entire administrative areas of all those communities which are included in the geographical area. (See Map 1, page 4.)

Mountains, forming the Prairie Region of Canada. At a distance of forty-eight miles to the north of Winnipeg is the southern extremity of Lake Winnipeg, which drains into Hudson Bay via Nelson River.⁴

Winnipeg is situated in the Manitoba Lowlands, a great lacustrine plain between the edge of the Precambrian Shield and the foot of the Manitoba Escarpment. The rich black soil of this area was deposited here by the glacial Lake Agassiz, the ~~modern~~ remains of which still cover the lower parts of the basin; namely, Lake Winnipeg, Lake Winnipegosis, Lake Manitoba, and many smaller lakes. The accumulated clays and silts on the floor of the former Lake Agassiz provide today the fertile soil for the agricultural hinterland of Winnipeg.

Winnipeg lies at the confluence of the Red and Assiniboine Rivers. These rivers form part of a chain of navigable waterways, which extend from Minnesota to the foothills of the Rocky Mountains, and which connect Winnipeg with Lake Winnipeg, Lake of the Woods, and the many streams tributary to them. The junction of the Red and Assiniboine Rivers, formerly referred to as "the forks", was of great significance in the founding

⁴See Map 4 , page 27 .

and early development of Winnipeg.

The elevation of the city is 760 feet above sea level. "The site is not impressive - a wide, featureless, flat plain over which the rivers meander in channels which are very little entrenched below the general level. Such a location is exposed to submergence in spring floods. That of 1950, for instance, created a lake of over 600 square miles along the Red River, engulfing all the lower parts of the city and requiring the evacuation of tens of thousands of people."⁵

The rivers which drain the area are slow and meandering, having many bends and turns, as might be expected in flat prairie land. Within the metropolitan area of Winnipeg, the Red River is several miles longer than the shortest distance between its entrance to and exit from this area. This feature has naturally proved to be a considerable obstacle to urban development. The section of the Assiniboine River within the metropolitan area has always offered a less serious physical barrier, because it is less winding and much narrower than the Red.

The small Seine River originates in southeastern Manitoba, and flows in a north-westerly

⁵Donald F. Putnam, Canadian Regions, page 394.

direction toward the Greater Winnipeg area. It veers gradually northward as it approaches the Red River, so that within the urban area it roughly parallels the Red River, until it reaches the eastward loop of the latter formed by Point Douglas. Thus, the two rivers, the Red and the Seine created a double barrier to eastward development.⁶

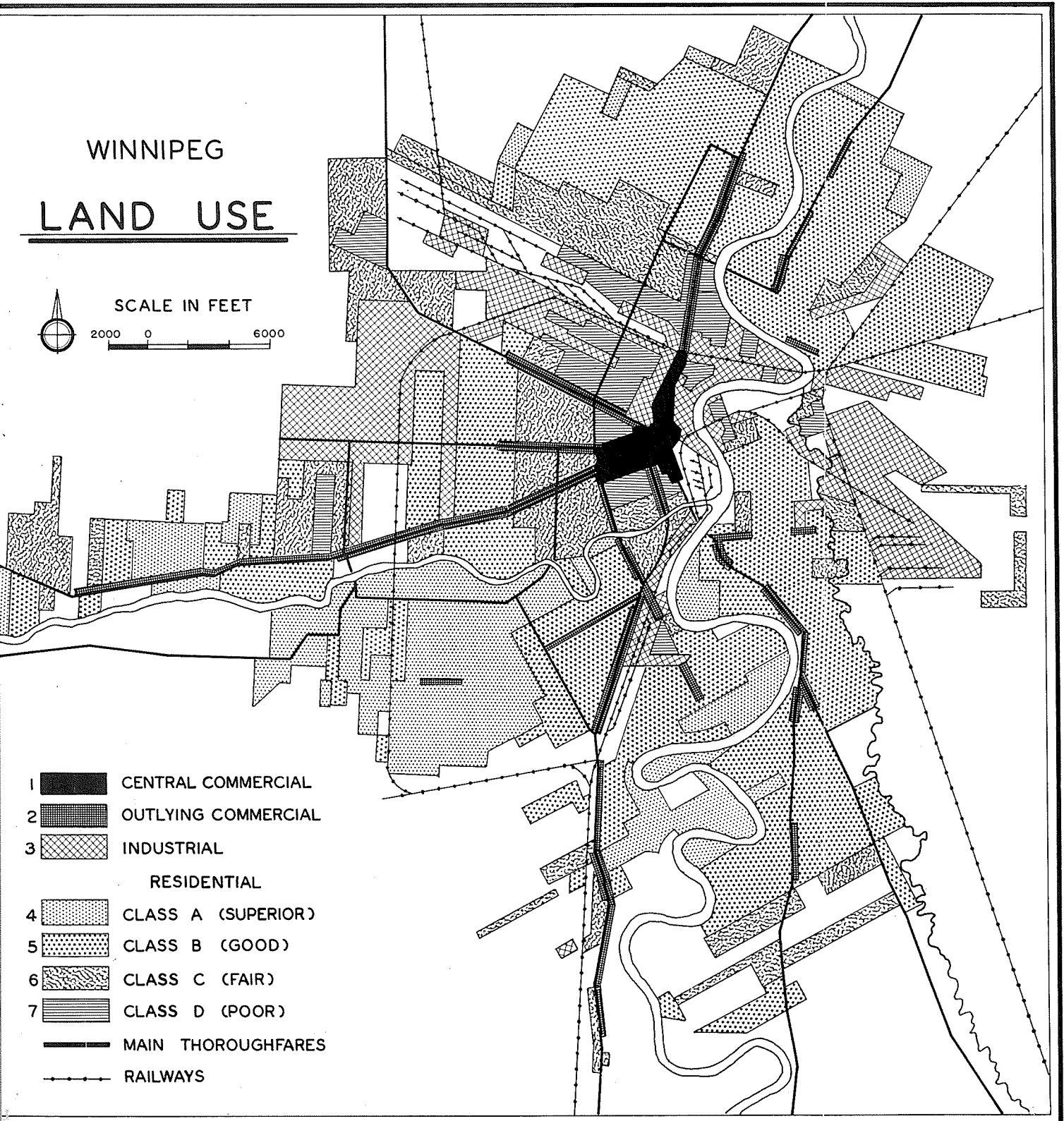
Geographical Area

Extent

The geographical area, defined as the built-up area, of Metropolitan Winnipeg comprises about half of its political area.⁷ The geographical area of the City of Winnipeg itself might be said to correspond almost with its political extent. The city of St. Boniface has its built-up portion mainly concentrated in the western half of its administrative area between the Red and Seine Rivers. The eastern half is only sparsely built on, except for areas around major industrial establishments like the packing plants of Swift Canadian Company Limited or Canada Packers Limited. The most recent City of St. James

⁶See Map 2 , page 9 .

⁷See Map 1 , page 4 ; and Map 2 , page 9 .



Map 2. Land Use of Greater Winnipeg, 1955,

Source: Land Use Maps of Winnipeg, prepared by Prof. T.R. Weir,
Department of Geography, University of Manitoba.

and the Municipalities of East Kildonan and West Kildonan have experienced an intense urban development in the last two decades, so that most of their political area is in urban use today. The remaining municipalities in general may be considered as part of the urban-rural fringe of Greater Winnipeg, although considerable construction is going on there, continuously pushing the fringe further outwards.

The urban development in the suburbs of Winnipeg is greatly influenced by a centripetal ^{fugal} movement of industries and residences from the congested city centre to the large tracts of vacant land in the suburbs. With the improvement in interurban transportation the built-up area of the city was able to expand and to transfer many of its functions to the surrounding suburban communities. Thus, for instance, Tuxedo, St. Vital, East Kildonan, and West Kildonan became predominantly dormitories. St. James provided the site for the airport and sites for some heavy industries. Fort Garry with its large area attracted small and medium industries and provided the site for the University of Manitoba. St. Boniface became very early the centre of French culture, and boasts the biggest clustering of packing plants in the Canadian West.

Commercial Land Use⁸

The intersection of Portage Avenue and Main Street is the core of the Central Business District of Greater Winnipeg, which mainly extends along Portage Avenue as far west as Colony Street, and along Main Street between Broadway Avenue in the south and the subway of the Canadian Pacific Railways in the north.

A distinct subdivision within the Central Business District can be distinguished. The financial section tends to concentrate immediately around the intersection of "Portage and Main". Whereas the retail stores preferably occupy the sites along Portage Avenue and Main Street adjacent to the financial section.

The warehouses along the streets parallel to and branching off Main Street immediately north of Portage Avenue house the wholesale companies. They account for the old wholesale district right adjacent to the Central Business District. There is, however, a tendency for the wholesale establishments to shift from the congested downtown area to spacious sites in the suburbs.

Along the main thoroughfares of the city a

⁸See Map 2 , page 9 .

marked commercial ribbon development has taken place. For example, Ellice, Sargent, and Notre Dame Avenues have become the sites of a multitude of retail stores, which in this way have invaded the residential districts. Besides the ribbon development, commercial nuclei have formed on main intersections outside the down-town area, such as at McGregor and Salter, or River and Osborne. New shopping centres, mainly the result of urban planning, in some of the suburbs account for a considerable centripetal movement of commercial establishments out of the Central Business District, such as in St. James, or the projected shopping centre on the grounds of the former Polo Park.

Industrial Land Use⁹

There is no pronounced tendency of heavy industrial concentration in a single section. We find clusters of heavy industries at the western and eastern fringe of Greater Winnipeg as well as in Point Douglas, very close to the Central Business District, and along the railroad tracks of the main line of the Canadian Pacific Railways. Two major reasons may be held responsible for their

⁹See Map 2 , page 9 .

scattered location: (1) the lack of sufficient and early urban planning; and (2) the fact that "through the inertia of fixed capital as going concerns"¹⁰ they continued to function on their original sites and do not move to sites better suited for their expanding activity.

Medium and light industries are also very dispersed, with two exceptions: (1) the garment industry, which tends to concentrate right in the wholesale district; and (2) the marked clustering of medium and light industries between Erin and Wall Streets, where early urban planning had set aside a strip of land for industrial use,¹¹ and where two spur lines established a connection with the main line of the Canadian Pacific Railways.¹² Generally speaking, medium and particularly light industries occupy the obsolete buildings or warehouses on the borders of, or as near as possible to, the central business area. Only in more recent times have new establishments preferred suburban

¹⁰Robert E. Dickinson, City Region and Regionalism, page 126.

¹¹City of Winnipeg, Survey Department, Plan of Subdivision 1465, May 1909.

¹²This line was called "Great Western Spur" and was constructed in 1911 - 1912. (Information obtained from Department of Right-of-Way, C.P.R., Winnipeg.)

sites in order to avoid traffic congestions and high rents or taxes in down-town districts.

Residential Land Use¹³

The residential districts have spread mainly west of the Red River. Only in the last two or three decades has this tendency changed, and St. Vital, East Kildonan, North Kildonan, and St. Boniface have become the homes for an increasing number of people.

Within the residential areas of Winnipeg a marked differentiation of house classes - from the low-class multiple dwelling to the first-class one family residence - can be distinguished. In general, some of these classes occupy marked districts.

Immediately adjacent to the central business area lies a recognizable belt of lower class multiple dwellings and rooming houses. Along the railroad tracks, which cut through the city, deterioration has taken place to such a degree that the adjacent areas have developed into areas of very low class housing, and almost into "slums".

The better class residences have always tended to occupy the southern part of the city. With the

¹³See Map 2, page 9, and Map 1, page 4.

city's growth the first class residential district moved gradually outward, so that, at present, it is situated on the southern fringe of Winnipeg, in the River Heights District and in Tuxedo. In recent times the suburbs have also provided desirable sites for one-family residences and many an exclusive home.

The major portion of the residential area of Greater Winnipeg is taken up by middle class homes. Whereas in the City of Winnipeg this group includes mostly two-family houses and apartment blocks, it consists predominantly of one-family homes in the suburbs.¹⁴

Population Growth

Winnipeg's population growth was by no means uniform, as indicated by the graph of population. The development from a frontier village of 215 people in 1870 to an urban metropolis of 354,069 in 1951 was marked by alternate periods of rapid and slow increase.¹⁵

Pronounced periods of influx of people have

¹⁴See Map 2, page 9. (The residential areas classified as "good" and "fair" on the Land Use Map, are to be considered as of middle class.)

¹⁵See Appendix B, page 194; and Figure 1, page 16.

Figure 1

POPULATION GROWTH 1870 - 1951

(City of Winnipeg and Greater
Winnipeg)

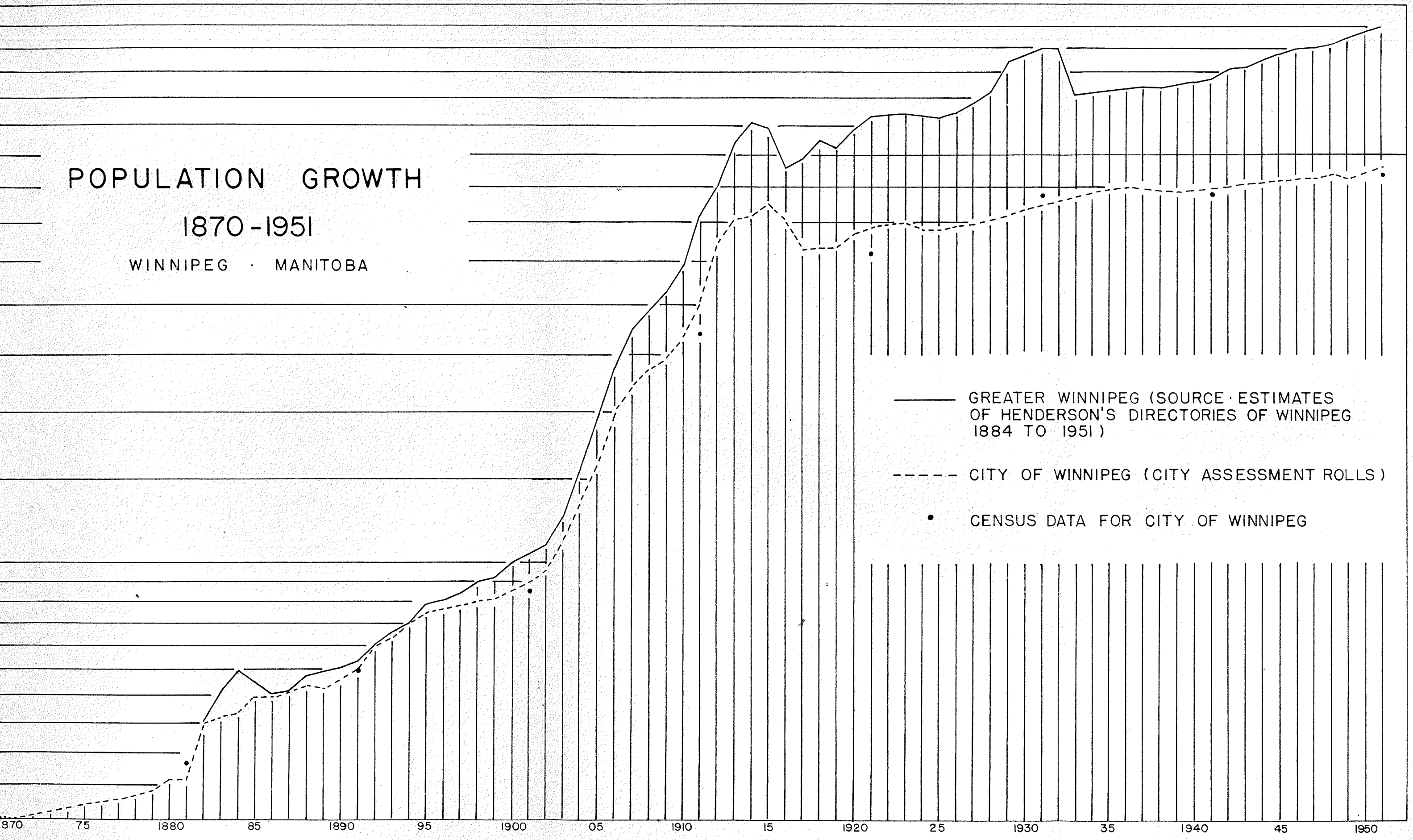
Sources: For Greater Winnipeg - Estimates of Henderson's Directories, 1884-1951.

For City of Winnipeg - Records of the City of Winnipeg Assessment Office.

POPULATION GROWTH

1870-1951

WINNIPEG · MANITOBA



- GREATER WINNIPEG (SOURCE · ESTIMATES OF HENDERSON'S DIRECTORIES OF WINNIPEG 1884 TO 1951)
- - - CITY OF WINNIPEG (CITY ASSESSMENT ROLLS)
- CENSUS DATA FOR CITY OF WINNIPEG

an essential relationship to major economic events in the city's history. Based on the population figures, Winnipeg's growth can be divided into two major periods of increase, which have set a record for the inflow of people into the city area: (1) the real estate boom of 1882 - 1883, and (2) the enormous influx of immigrants from 1901 - 1913. These two periods have set the basic pattern for Winnipeg's growth.

During the real estate boom of 1882 - 1883 and the following year the population more than trebled, and the city achieved its greatest rate of growth. In the period from 1901 to 1913 the second greatest rate of growth and the greatest numerical increase for any decade took place. The population during this period grew from 52,443 to 260,436. In the time from 1913 to the present the population increase of Greater Winnipeg was fairly even, save for a short period of depression during the first World War.

During the years from 1913 to 1951 the political City of Winnipeg grew relatively very little.¹⁶

¹⁶See Appendix .B. . According to the records of the City Assessment Office the population increased from 203,255 to 238,604 in the period of 1914 to 1951.

The suburbs account for the greatest part of the Greater Winnipeg increase, as is apparent from the graphical representation of the population figures.¹⁷ The municipalities of Fort Garry and West Kildonan lead in rate of growth, while Winnipeg, St. Boniface, and St. James lead in numerical increase.¹⁸

The growth of the suburbs is chiefly due to a strong trend in suburban migration, which was only possible through the development of interurban transportation. Thus, the improvements in mass transportation as well as the development of the automobile as a popular means of individual transport may be held directly responsible for the emergence of metropolitan areas like Greater Winnipeg instead of individual cities and towns.

Regional Relations

The functions performed by Winnipeg for its region may be grouped as: (1) administrative, (2) cultural, (3) economic, and (4) transportation. These four characteristics established Winnipeg's leading position in the Canadian Prairies. This position

¹⁷See Figure 1 , page 16 .

¹⁸See Appendix C' , page 197 .

was undisputed till, in recent years, other urban centres of the Prairies, particularly Edmonton in Alberta, have developed to such a degree that they challenge the position of Winnipeg.¹⁹

Administrative

As the political capital of Manitoba, Winnipeg is the seat of the Legislature of the province. Moreover, the Federal Government has located many of its agencies and institutions here to serve not only the Province of Manitoba, but in frequent cases the whole of the region of the Prairie Provinces; such as the General Office of the Prairie Farm Rehabilitation Administration, the Rust Research Institute, or the Army Headquarters of the Prairie Command.

Cultural

Many of the most important cultural activities and institutions have been centred in the city. Winnipeg has the largest Art Gallery and the most successful Symphony Orchestra of the Canadian Prairies. The Manitoba Musical Festival is considered one of the largest of its kind in the British Commonwealth. The Royal Winnipeg Ballet has acquired

¹⁹ See Appendix A , page 193 .

nation-wide fame. Mention should also be made of Winnipeg's radio stations, including the French language station of St. Boniface, which serves an area far beyond the provincial boundaries.²⁰

The University of Manitoba, including its affiliated colleges, the Provincial Normal School, and several private commercial colleges are located in Greater Winnipeg. The Roman Catholics of Western Canada look to the twin-spire Basilica of St. Boniface as the centre of their spiritual life.

Economic

The strategic location of Winnipeg at the geographical centre of Canada and in the narrow corridor between Lake Winnipeg and the International Boundary - summed up in the phrase "Gateway to the West" - has made it ideally suited to serve as distribution and service centre for the Prairies. This key position of Winnipeg has had the greatest influence on the development of the city's trade and industries. It was the decisive factor in inducing large companies to locate their establishments in the Greater Winnipeg Area.²¹

²⁰See Appendix D , page 198 .

²¹The Financial Post, April 14, 1956.

The period since the turn of the century has been characterized by a steady expansion of Winnipeg's economy. Its market has grown to such an extent that it covers practically the entire region of the Prairie Provinces.²²

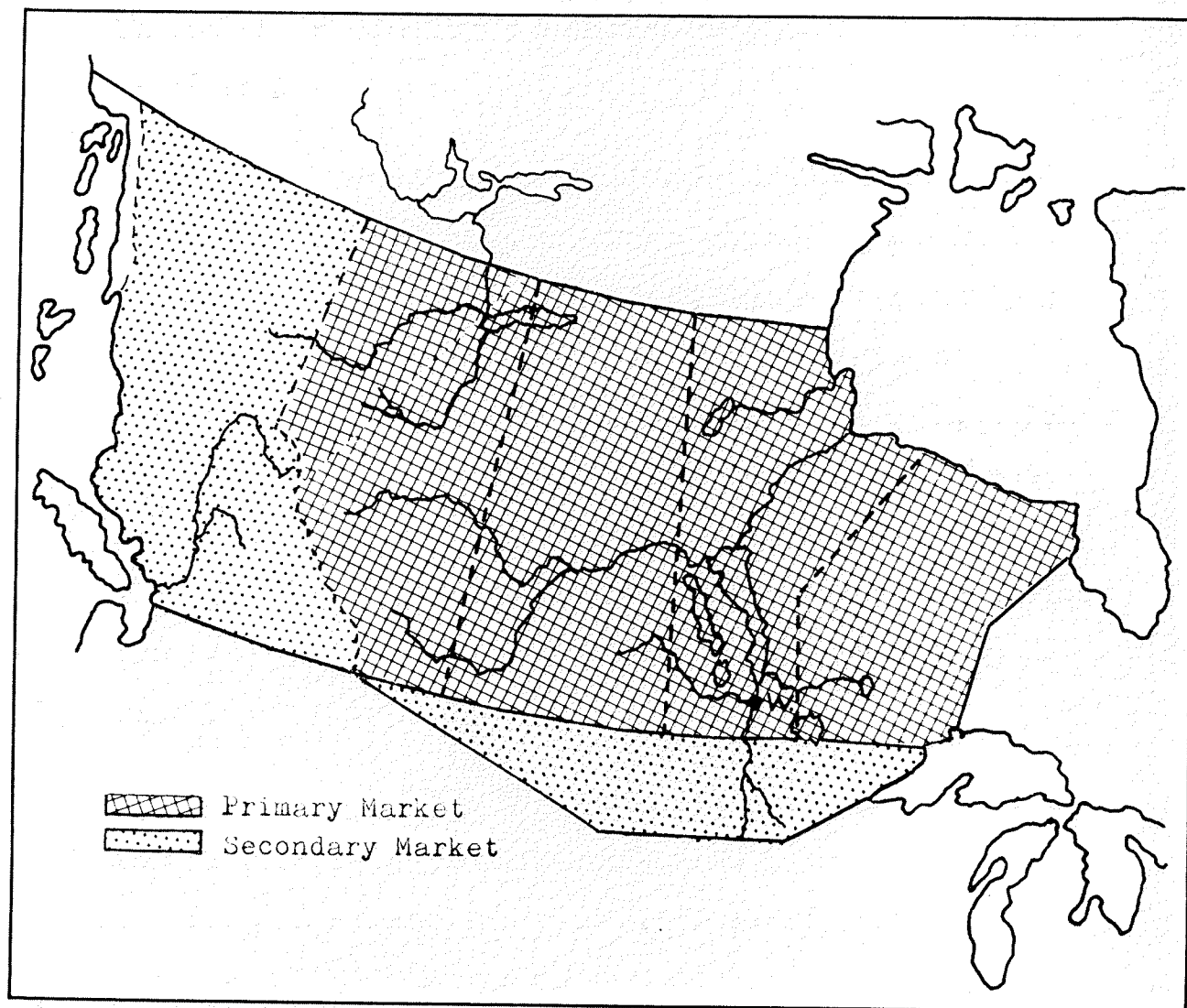
The growing demands of this market have caused the development of an extensive wholesale trade in the city. It is estimated that the 1,200 Greater Winnipeg establishments in the wholesale trade have had a turnover of approximately \$1,854,000,000 in 1951, which is more than 40% of the wholesale sales for all three Prairie Provinces and is over 90% of the volume of wholesale trade for Manitoba.²³ Most of the merchandise absorbed by the Canadian Prairies is either sold by or shipped from Winnipeg firms.

The rapid growth of Winnipeg and its commercial and industrial development has meant a steady increase in demand for loans from banks. Particularly due to the extensive grain trade, the city grew to be the financial centre of Western Canada. The movement of nearly the entire Western Canadian crop is financed by Winnipeg banks.²⁴ A large number of investment dealers,

²²See Map 3 , page 22 .

²³Industrial Survey of Metropolitan Winnipeg, pages 42 - 43.

²⁴Ibid, page 10.



Map #3

Winnipeg's Primary and Secondary Markets.

Source:

"Industrial Resources of Manitoba"; Manitoba
Department of Industry and Commerce, 1954;
page 170.

stock brokers, trust, loan, and mortgage companies have their regional offices for the Prairies in the city. Three large life insurance companies have even their Canadian head offices here.

The dominance of Winnipeg as the Western Canadian financial centre is furthermore indicated by the fact that the value of cheques cashed against individual accounts in Winnipeg exceeds that of Vancouver by \$2,282,029,000 and is more than half that of all such transactions in the Prairie Provinces.²⁵

Fostered by the rapid growth in population of the Prairie Provinces and of Winnipeg itself, highly diversified manufacturing industries sprang up in the city. Their production made the Prairies more and more independent from the Canadian East.

Meat packing, flour milling, railway rolling stock, and all kinds of building supplies became the backbone of Winnipeg's industrial strength of today. In addition many secondary industries, particularly the garment industry, petroleum refining, wood and paper industries, and metal products, have become established and developed to such a degree that they do not

²⁵Industrial Survey of Metropolitan Winnipeg, page 43.

necessarily restrict themselves only to the Western market, but ship their products to both coasts.

Transportation

Its central location has made Winnipeg the focal and pivotal point for all traffic across Canada. Thanks to its geographical situation, the city was always able to recuperate comparatively rapidly from economic depression periods, since transportation, the most vital factor in the economy of the Prairies, was at all times centred in Winnipeg.

The transcontinental lines of both the Canadian Pacific Railways and the Canadian National Railways, pass through the city's area. Recognizing the strategic advantages of Winnipeg's position, both railway companies have established their yards and their engineering works for the Prairie Provinces here. The CPR freight yards of Winnipeg are considered the largest privately owned yards in the world.²⁶ The yards of the two companies have a combined area of over 1,900 acres, and about 14,500 cars can be accommodated on the 537 miles of track; an average of over 7,000 cars a day are handled.²⁷

²⁶See Figure 2 , page 25 .

²⁷Industrial Survey of Metropolitan Winnipeg, page 13.



Figure 2. Air View of the C.P.R. Yards, Winnipeg.
The freight yards of the Canadian Pacific Railway Company in Winnipeg are the largest privately owned yards in the world.
(Courtesy of the C.P.R. Winnipeg)

The major part of the agricultural products of the Prairie Region has to pass through Winnipeg on its way east, and all merchandise from the east for the Prairies goes through the city, thus emphasizing its importance and characteristic as the "Gateway City" of the West. Eleven different railways branch out from it, to serve the Prairie Region to its most distant points.²⁸ A direct line connects Winnipeg with Churchill on the west shore of Hudson Bay, whence a considerable amount of the prairie wheat is shipped abroad.

Although the railway has maintained its unchallenged position as the dominant and most significant means of transport, the highway traffic continually gains in importance. On account of its location Winnipeg became a central junction of interprovincial and transcontinental highways.²⁹ From the Greater Winnipeg area there radiates a network of highways to all sections of the Prairie Region and connecting with major routes of adjoining parts of the country.³⁰

²⁸See Map 4, page 27.

²⁹See Map 4, page 27.

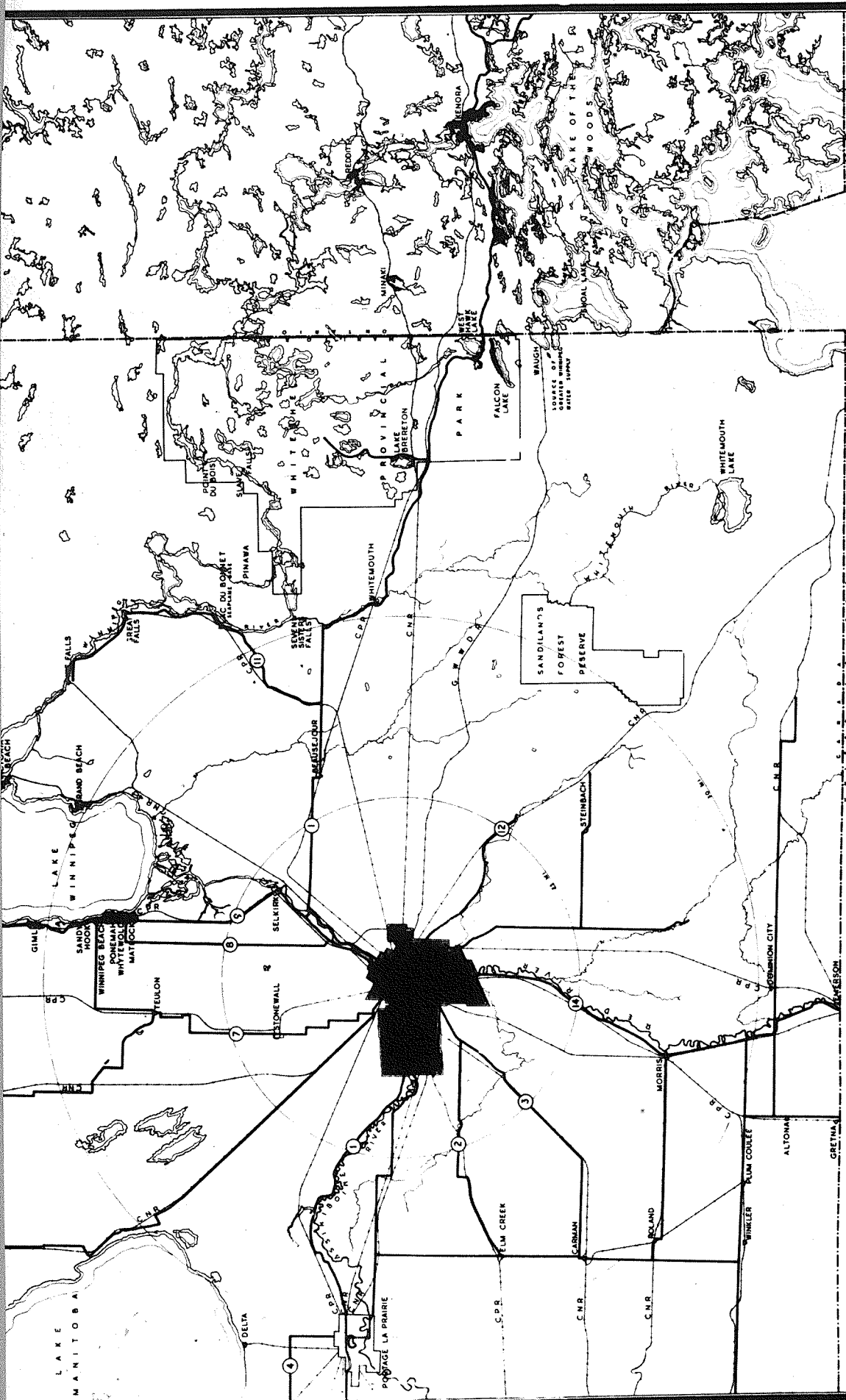
³⁰See Map 4, page 27.

Map 4

MAJOR RAILROADS AND HIGHWAYS
IN SOUTH-EASTERN MANITOBA

Winnipeg is the central junction of interprovincial and transcontinental railway and highway traffic.

(Source: Metropolitan Plan for Greater Winnipeg, Preliminary Report No.1, prepared jointly by Metropolitan Planning Committee and Winnipeg Town Planning Commission, 1946)



LEGEND

- METROPOLITAN AREA OF WINNIPEG
- RESORT AREA
- RAILROAD
- HIGHWAY

SCALE IN MILES

METROPOLITAN WINNIPEG AND THE MAJOR RAILROADS AND HIGHWAYS IN SOUTH-EASTERN MANITOBA

With the development of air transport, Winnipeg's location has attracted major air transport companies to route their lines through the city. The metropolitan airport is the central traffic operating headquarters of the Canadian Pacific Airlines for the Prairies. The Trans-Canadian Airlines have established their overhaul facilities here. Since the development of the Swedish polar air route from Los Angeles to Kopenhagen the importance of the city's airport as a stopping and refilling station for this route has still more gained. It is also the base of some smaller air transport companies, serving the northern parts of Manitoba and the north-western portion of Ontario.

The growth of Winnipeg to an urban centre of first rank in the Canadian scene, and as the capital of the Canadian Prairies was and is closely linked with the development of transportation, and is entirely based on its strategic location.

Figure 3

AIRVIEW OF DOWN-TOWN SECTION OF
WINNIPEG AND AREA BETWEEN NOTRE
DAME AVENUE AND PORTAGE AVENUE.

(Courtesy of Manitoba Government, Department of
Industry and Commerce)



CHAPTER II

SIGNIFICANT LOCATION FACTORS

Introduction

The confluence of the Red and Assiniboine Rivers has been known from the earliest days of exploration and settlement as "the forks". It has throughout remained strategic in the transportation and commercial development of the Western Prairies.

The earliest east-west and north-south routes intersected at "the forks", rendering it a natural meeting and encampment place for both Indian and white voyageurs. Here was the place of rendezvous for the early traders coming from James Bay and also from Lake Superior. Here cargoes were resorted and re-packed for various routes to the north, south,

and west.

The confluence of two major water routes of the West and the intersecting of the early trails attracted traders and settlers, who in turn drew more traders and settlers to this area. Trading posts were set up, and a pioneer settlement came into existence. Thus we find that in addition to the significance of the physical location, economic factors were set into motion, which in turn resulted in the rise and growth of Winnipeg at the site of "the forks".

Indian Trails and Early Overland Roads (till 1870)¹

The first trails intersecting at "the forks" originated with the Indians who mainly followed the course of the rivers when they travelled overland.² The wooded river banks provided the necessary firewood for camping (a rare article on the treeless prairies), and gave protection against the sun and the strong prairie winds.

¹See Map 5 , page 32 .

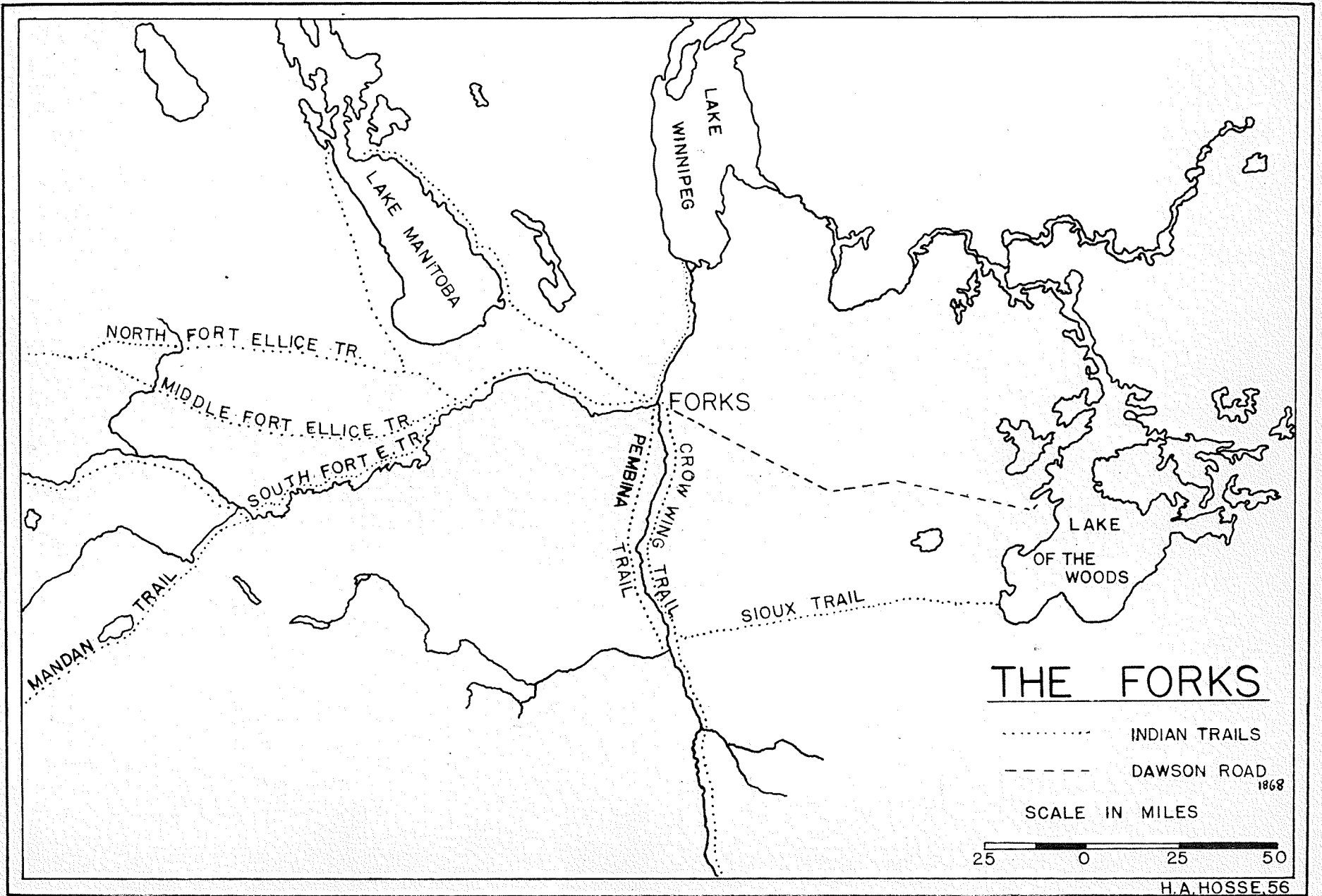
²William John Russell, Geography of Roads West of Lake Winnipeg, Inter-Lake Area, (M.A. Thesis, McGill University, Montreal, Quebec, 1951,) page 95, "Of all the various trails that have been noted on early maps, in surveyor's field books, and in reports of early expeditions, it is rather difficult to separate those trails used by the Indians before the fur-era, and those developed because of the beckoning influence of trading posts."

Map 5

The FORKS
AND THE MAJOR INDIAN TRAILS

The confluence of the Red and Assiniboine Rivers has been known from the earliest days of exploration and settlement as the "forks". Here was the intersection of the main trails of the Prairies. It is rather difficult to separate those trails used by the Indians before the fur-era, and those developed because of the beckoning influence of trading posts in the nineteenth century. In the late sixties the development of the Dawson Road was begun, thereby connecting the "forks" with Fort Charles on the north-western shores of the Lake of the Woods.

(For sources see Appendix E, page 199)



Map 5, page 32

Later the Indian trails were used by the "Bois Brulés" or Metis, and by white trappers and fur traders. In the initial period of settlement many of the trails served the merchants and settlers as cart roads, and some even developed into modern highways.³

The main western trail ran parallel with the Assiniboine River as far as Fort de la Reine, east of present-day Portage la Prairie. From there it branched off into North, Middle, and South Fort Ellice trails.⁴ At the confluence of the Souris and Assiniboine Rivers the Mandan or Missouri trail from the south-west met the South Fort Ellice trails.⁵

Another trail connected "the forks" with the east shore of Lake Manitoba. Leaving the main

³Martin Kavanagh, The Assiniboine Basin, page 14. See also pages 36 and 37 .

⁴Ibid, page 94.

⁵George Bryce, Manitoba, Its Infancy, Growth, and Present Condition, page 193, "The Red River country was visited by Missouri Indians, and the Missouri country by Northern Indians, by means of the prairie trail, still known as the Missouri trail." The cavedwellers of the Missouri were called the Mandans, and the Missouri trail was also known as the Mandan trail. (Martin Kavanagh, op.cit., page 94).

westward trail it ran north towards an Indian village at the south-east tip of Lake Manitoba, known today as Oak Point; then along the shore line of the lake to west of Dog Lake, thence up to Fairford River.⁶

A second trail to the north gave access to the area immediately south of Lake Winnipeg, where a fairly large Indian settlement was situated.⁷ It followed the course of the Red River, and passed by the present site of the town of Selkirk.

Two trails went south on the west and east side of the Red River; they were known as the Pembina trail, and the Crow Wing trail, respectively.⁸ North of the present-day town of Pembina, the Crow Wing trail met the Sioux trail, which came from the western shores of the Lake of the Woods.⁹

In the first half of the 19th century, these

⁶William John Russell, op.cit., page 96.

⁷Mary Hislop, The Streets of Winnipeg, page 22.

⁸As indicated on the Map of Part of Red River Valley, North of the 49th Parallel, Surveyed by the Canadian Red River Exploration Expedition, 1870. (Manitoba Historical Society, Winnipeg, Manitoba.)

⁹Martin Kavanagh, op.cit., page 94.

two trails to the south were also used as cart roads in the buffalo hunting season, since they led to the hunting grounds west of the Red River near present-day Pembina.¹⁰ In 1820, the number of Red River carts, which met at "the forks", and thence proceeded for the summer hunt, was 540; in 1840 the number of carts was 1,210, and the number of hunters, women, and children in the great caravan exceeded 1,600.¹¹ For these great hunting expeditions the trading post at "the forks" was the chief supply base.

In the early days, before the coming of the railroad in 1878, this southern route was the major link in the connection between Winnipeg and the centres of population in the East. The Pembina trail became the Moorhead Stage Road, which linked the settlement at "the forks" with the terminal of the railroad between Duluth and Moorhead. Most of the early prairie settlers came by this route. It was also used by the so called "free merchants" of

¹⁰George Bryce, op.cit., page 201.

¹¹Manitoba Diamond Jubilee, 1930, page 39, "The summer hunt expedition in 1840, represented £20,000 of capital supplied chiefly by the Hudson's Bay Company or by private trappers at Red River. More than 1,300 buffalos were slaughtered in one day of that hunt; not less than 2,500 before the expedition returned to the settlement.

Winnipeg,¹² who received their supplies by means of the brigades of Red River carts via the Moorhead Road, until a regular steamboat traffic on the Red River in the summer of 1872.¹³ Even in our own time this road has kept its importance. The Provincial Trunk Highway No. 75 follows roughly the line of the early cart road on its way south.¹⁴

In the period of settlement, after 1812, the trail leading north from "the forks" along the west bank of the Red River, developed into a cart road, which in the middle of the 19th century was known as "The King's Road."¹⁵ It connected "the forks" with the settlements along the Red River as far north as present-day Selkirk. The southern part of this road, in the present area of the City of Winnipeg, became later "Main Road", the present-

¹²This name refers to a group of merchants at "the forks" who carried out their trade independently from the Hudson's Bay Company. (See also page 52.)

¹³Margaret McWilliams, Manitoba Milestone, page 115.

¹⁴See Maps 4+5, pages 27+32.

¹⁵As indicated on the Map of Part of Red River Valley, North of the 49th Parallel, Surveyed by the Canadian Red River Exploration Expedition, 1870. (Manitoba Historical Society, Winnipeg, Manitoba.)

day Main Street.¹⁶

With increasing settlement in the Assiniboine basin, the main trail westwards developed into a major overland road to the West. It has been called successively the Hudson's Bay Trail, the Saskatchewan Trail, or the Edmonton Trail; later, in the time of the Council of Assiniboia, which was formed in 1841, it was known as the Great Highway. As early as 1872, a regular stage-coach service was in operation, connecting Winnipeg with Portage la Prairie.¹⁷ To day it forms part of the Trans-Canada Highway No. 1 West.¹⁸

In the late sixties the development of the Dawson Road was begun, thereby connecting "the forks" with Fort Charles on the north-western shores of the Lake of the Woods.¹⁹ This road established an all-Canadian connection from the

¹⁶M. Hislop, op.cit., page 22.

¹⁷Martin Kavanagh, op.cit., page 97.

¹⁸See Map 4, page 27.

¹⁹See Map 5, page 32.

East to the Red, River, via Lake of the Woods.²⁰

Water Routes

In the pre-railway period before 1881 water systems provided a means of communication preferable to trails and overland roads. The favourable site of "the forks" at the confluence of two major navigable rivers was accessible by water from the western and southern interior as well as from the Great Lakes and the northern seaboard.

The Assiniboine River provided access to the western plains. Prior to the establishment of trading posts at "the forks",²¹ the products of the Prairies, mostly furs and buffalo hides, were shipped via "the forks" and Lake Winnipeg, along the Nelson River to the early trading posts on the shores of Hudson Bay, and from these posts supplies were brought back. River traffic on the Assiniboine was by canoes, until flat-bottomed, stern-wheeled boats, were introduced

²⁰Margaret McWilliams, op.cit., page 116: "Most of the settlers came by way of the United States. A few came by the Dawson route, that water and road route which the Canadian Government, in its eagerness to have an all-Canadian way of approach to the West, had opened from Thunder Bay to Red River."

²¹The first trading post was set up in 1803 by Alexander Henry. (See Page 41 .)

in 1877.²²

The upper Red River route extended southwards into North Dakota and Minnesota. In that area were large buffalo herds, the meat of which, when processed into pemmican, constituted the main winter food supply both for the Indians and the Metis.²³ To the north, the Red River connected "the forks" directly with Lake Winnipeg and via the Nelson River with the seaboard at Hudson Bay. The water routes of the northern and southern Red River were of great significance to the development of a community at "the forks". By way of the northern Red River route, the first settlers came to the Red River country (1812 to about 1860). The southern part of the Red River developed into a busy water route after the steamboat became the chief means of transport in 1862. So rapidly did this traffic expand that in 1878, when the railroad reached St. Boniface, the number of steamboats regularly serving Winnipeg, had increased from one in 1862 to fifteen.²⁴

²²M. McWilliams, op.cit., page 115.

²³See pages 34 and 35.

²⁴Margaret McWilliams, op.cit., page 115.

A complex of lakes and rivers to the east of "the forks" enabled fur traders and voyageurs from Eastern Canada to reach the confluence of the Red and Assiniboine Rivers, although many a portage was necessary on this route. This very laborious and time-consuming route was almost completely abandoned after the American territory to the south of "the forks" was served by the railway.

Early Forts, (1738-1814)

"The forks" not only became a strategic meeting point for various forms of early transportation, but the beginnings of settlement may be traced to the early trading posts established at this point.

The first fort, about which reliable information is available, was built by La Verendrye in 1738,²⁵ when he erected a series of posts at various points on his exploration route through the North-West. It was called Fort Rouge and was

²⁵Holly S. Seaman, Manitoba, Landmarks and Red Letter days, page 18, quote from La Verendrye's journal, October 15, 1738: "M de la Marque told me he left M. de Louviere at the forks with two canoes (eight men) to build a fort there for the accommodation of the people of the Red River. I approved of it, if the Indians were notified."

situated on the south-western tip of the confluence of the Red and Assiniboine Rivers.²⁶ It served as a supply base for a period not exactly known.

The first trading post at "the forks" was established by Alexander Henry, on September 27, 1803, as an outpost of his regular station up the Red River at Pembina.²⁷ But after one winter it was abandoned. The exact site of Henry's post is not known.

Three years later, in 1806, the North-West Company took advantage of the strategic location of "the forks", and built Fort Gibraltar on the north bank of the Assiniboine, close to its junction with the Red River.²⁸ This fort inaugurated the period of settlement in the Red River country; soon it became the headquarters of the North-West Company's fur trade in the Canadian West, and drew more white people to this area.

The next fort, Fort Douglas, was a joint undertaking of the English Hudson's Bay Company,

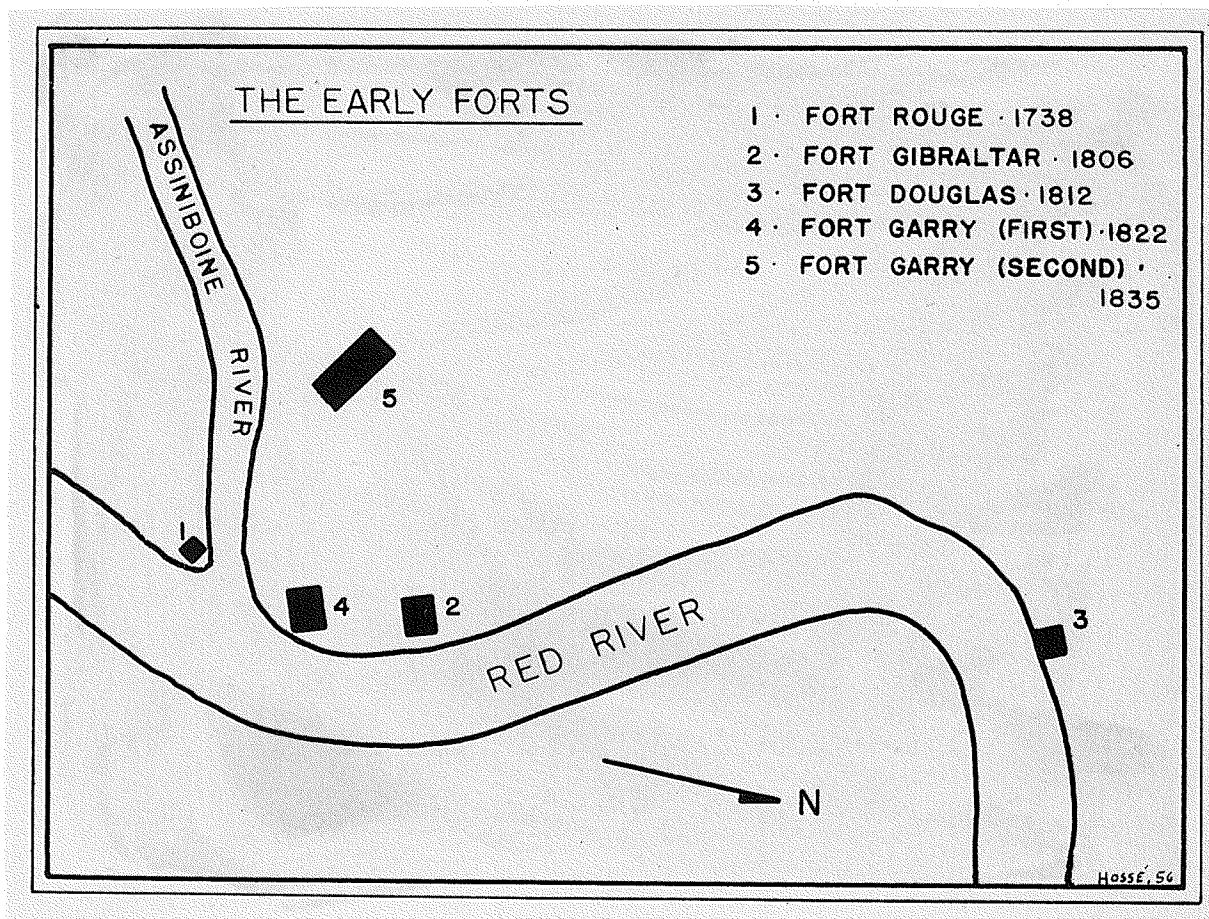


²⁶See Map 6 , page 42.

²⁷Margaret McWilliams, op.cit., page 35.

²⁸Ibid, page 35. Also see Map 6 , page 42.





Map 6. The Main Forts at the "Forks", 1738 - 1882.

The beginnings of settlement may be traced to the early trading posts at the "Forks". Fort Rouge was erected by La Verendrye in 1738, and served as a supply base for a period not exactly known. Fort Gibraltar was the headquarters of the North-West Company; it was constructed in 1806 and destroyed in 1816. Fort Douglas, the centre of the first Red River settlers and a trading post of the Hudson's Bay Company, was built in 1812. The amalgamation of the two companies resulted in the construction of first Fort Garry (also called Old Fort Garry) in 1822, which was replaced by the second and bigger Fort Garry in 1835. The period of forts and trading posts ended in 1882, when the second Fort Garry was demolished, in order to give room for the growing City of Winnipeg.

the great rival of the North-West Company, and the first Red River settlers. Again, it was the advantageous site of "the forks", which had influenced Lord Selkirk in his decision to send his first party of settlers there, and which had induced the Hudson's Bay Company to co-operate with and assist in the work of Lord Selkirk.²⁹ The erection of Fort Douglas in 1814 as a post of the Hudson's Bay Company and the centre of the embryo settlement,³⁰ constituted a certain counterweight to Fort Gibraltar, and added to the growing importance of the site at "the forks". It was situated near the present site of the CPR Station on the point formed by a loop in the Red River, later called Point Douglas.³¹

The Selkirk Settlers

The first steps towards the establishment

²⁹Archer Martin, The Hudson's Bay Company's Land Tenures, page 8, "...the district (of Assiniboia) is limited to a circle of hundred miles diameter with the forks as a centre." See also Map 7, page 45.

³⁰Holly S. Seaman, op.cit., page 28: "October 21, 1814, Colony House with the other buildings within the palisade became known as Fort Douglas about this time."

³¹See Map 6, page 42.

of a permanent community had been taken by a group of colonial settlers from Scotland who located in the area of "the forks" in 1812 through the efforts of Lord Selkirk. This was the first band of the now historic Selkirk settlers.³²

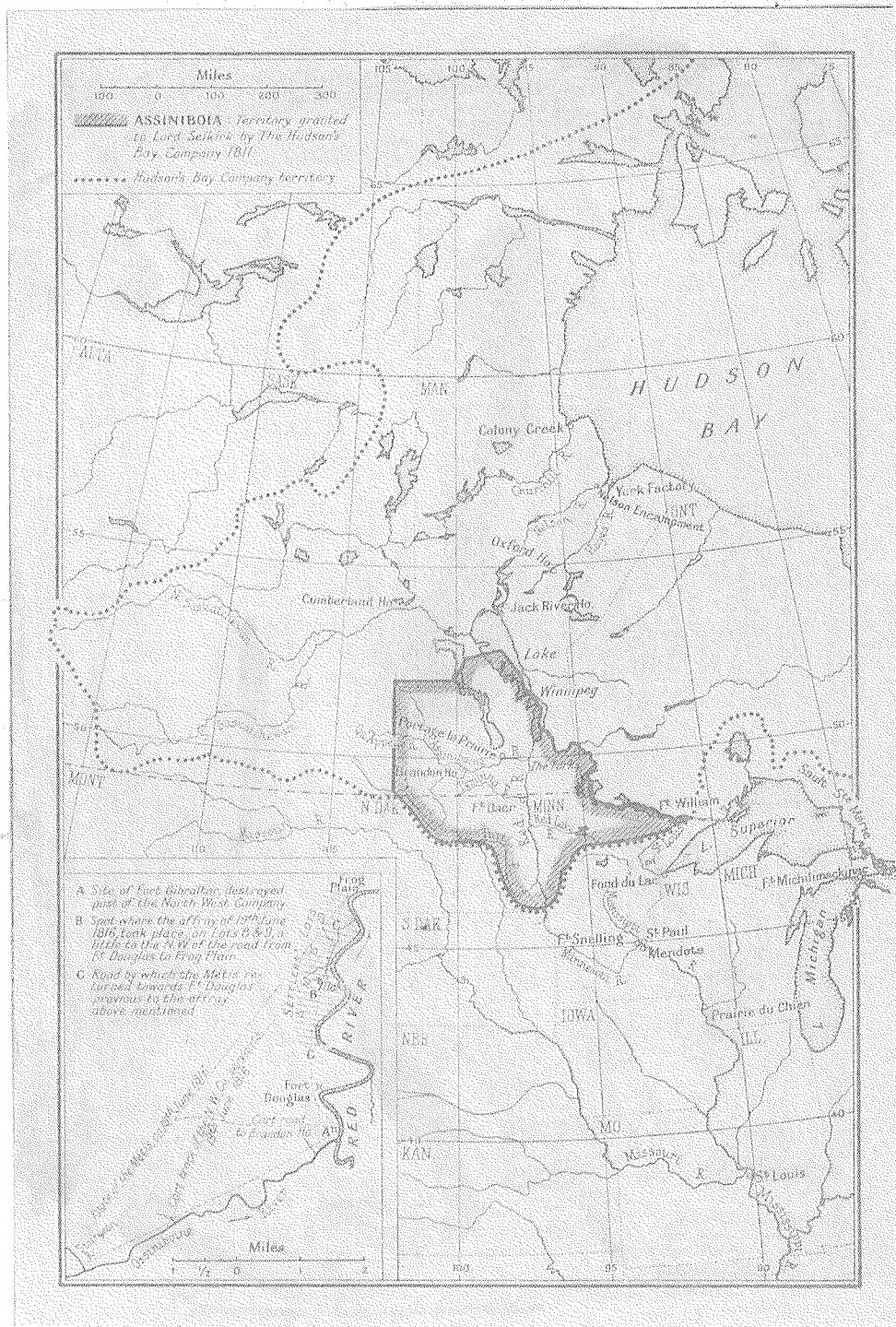
It was certainly not mere accident that the junction of the Red and Assiniboine Rivers constituted almost the centre of the area purchased by Lord Selkirk from the Hudson's Bay Company on June 12, 1811.³³ He obtained about 116,000 square miles of territory, called the "District of Assiniboia", comprising what is now the southern part of Manitoba and the northern parts of Minnesota and North Dakota.³⁴

The nucleus of the settlement was in close proximity to "the forks", about a mile and a half north of the confluence of the Assiniboine River

³²Holly S. Seaman, op.cit., page 26, "August 30, 1812 - MacDonell, Lord Selkirk's agent, with 23 workmen reached Red River Settlement and pitched camp on the east bank of the Red River, facing the North-West Company's establishment, Fort Gibraltar."

³³Archer Martin, op.cit., page 5.

³⁴See Map 7 , page 45 .



Map 7. The District of Assiniboia.

The area of the District of Assiniboia comprised about 116,000 square miles, and was granted to Lord Selkirk by the Hudson's Bay Company in 1811. The map shows the central location of "the forks" and the accessibility of the area by water routes from the Hudson Bay.

(Source: John Perry Pritchett, The Red River Valley 1811 - 1849, a Regional Study (Toronto: The Ryerson Press, 1942) page 48.

with the Red, on the west bank of the Red River.³⁵ Besides good suitability for agriculture, this area provided access to a great part of the District of Assiniboia, and could be reached by water routes from the Hudson Bay.³⁶ Fort Douglas was the centre of community life of the new settlement.

The first lots were laid out along the Red River immediately north of Fort Douglas, which provided protection against Indian attacks, and was the supply base for the manifold needs of the settlers. As each settler wanted access to the river, the land was divided into long strips, fronting on the river and stretching back four miles into the prairies.³⁷ This particular division of land resulted in a relatively compact

³⁵See Map 8 , page 47 .

³⁶See page 38 .

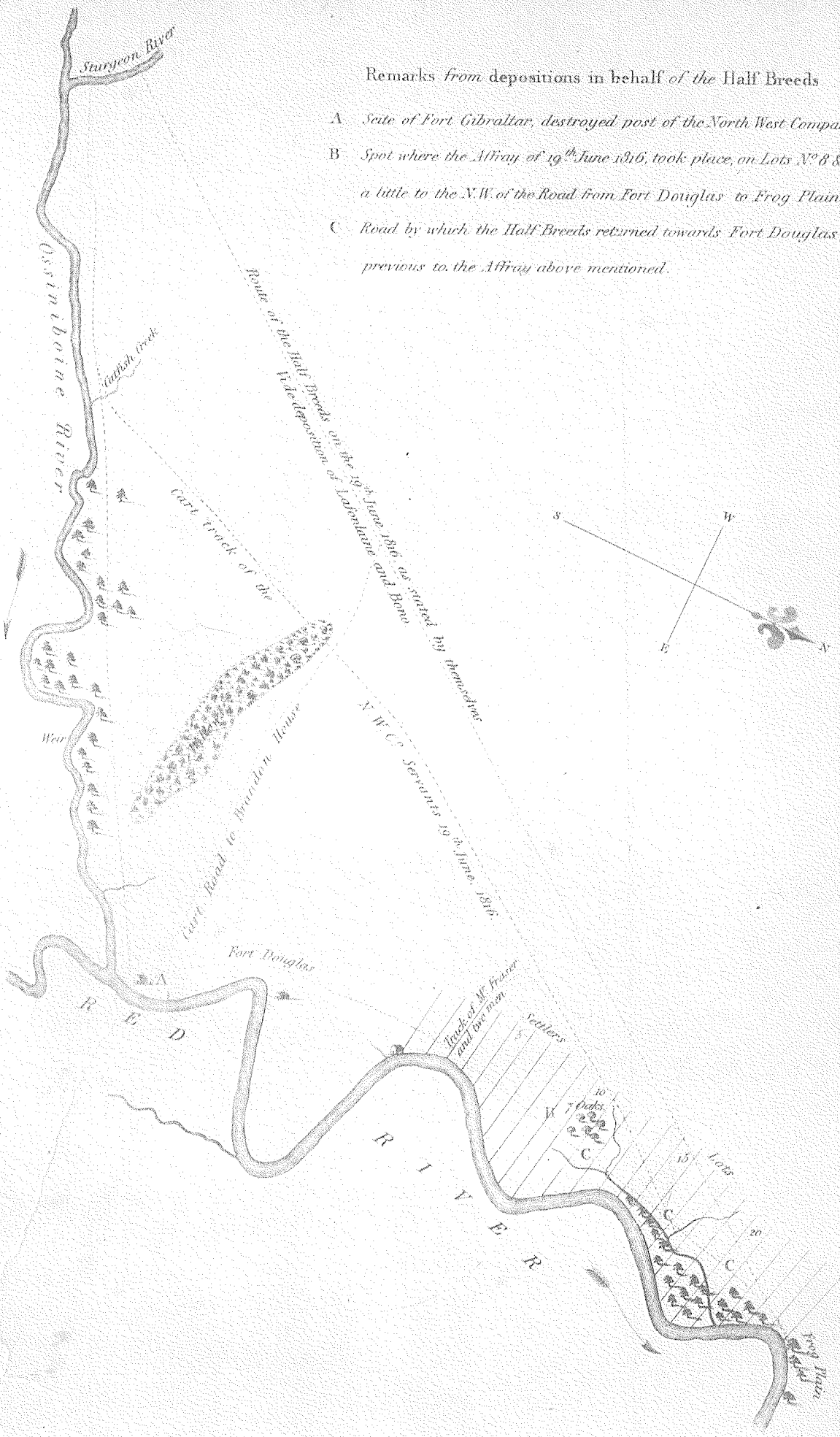
³⁷John Macoun, Manitoba and the Great North-West, page 526, "Ribands of land extending from the river away into the prairie, as far distant as could be seen from under a horse's belly, had been given to the immigrants. This distance was supposed to be two miles, but, two miles more were claimed as the reserve for hay. The claim was subsequently allowed. Each Immigrant had a river frontage, and the houses were built along the river bank. This system of colonization. . . gave an appearance of dense population. . . and was admirably adapted for the cultivation of good fellowship among neighbours, but put good farming out of the question."

Map 8

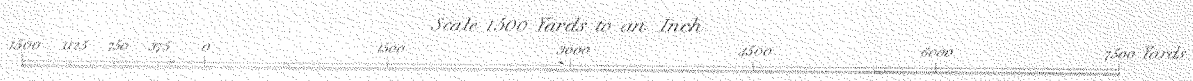
FIRST SURVEY OF THE RED RIVER SETTLEMENT

The survey was undertaken shortly after the arrival of the first Selkirk settlers in 1812. As each settler wanted access to the river, the land was divided in long, narrow strips fronting on the river and running about four miles into the prairie. This particular lay-out set the pattern for later land divisions along the Red and Assiniboine Rivers; it also became the underlying scheme for Winnipeg's later street system. (See also Map 15, page 79)

(Source: Great Britain Colonial Office, Papers Relating to Red River Settlement 1815-1819, Appendix II)



- Remarks from depositions in behalf of the Half Breeds
- A Site of Fort Gibraltar, destroyed post of the North West Company
 - B Spot where the Affray of 19th June 1816, took place, on Lots N^o 8 & 9 a little to the N.W. of the Road from Fort Douglas to Frog Plain
 - C Road by which the Half Breeds returned towards Fort Douglas, previous to the Affray above mentioned.



settlement on the west bank of the Red River, in the immediate vicinity of "the forks".

The Selkirk settlers marked the beginning of a new period in the Canadian West, during which an economic and social organization based on the fur trade had to give way to an agricultural economy. The early settlement near "the forks" inaugurated the beginnings of a growing agricultural market, which - aside from the fur trade - supported the start and development of private commercial establishments at "the forks".

Fort Garry

Of great significance to the location of the village of Winnipeg in the period of 1822 to 1870 was the building of two successive forts, both called Fort Garry, at the forks of the Red and Assiniboine Rivers. They became the headquarters of the Hudson's Bay Company for the entire Canadian North-West, thus making the area at "the forks" the most prominent place on the Prairies.

The bitter hostilities between the North-West Company and the Hudson's Bay

Company finally ended in their amalgamation in 1821.³⁸ This union resulted in the building of a new fort at "the forks". The North-West Company's Fort Gibraltar had been destroyed in the course of the hostilities in 1816,³⁹ and Fort Garry, as the new fort was called, replaced it in 1822, and became the western trading centre of the now combined fur companies.⁴⁰ It occupied a site south of former Fort Gibraltar, and closer to the Assiniboine River, facing the Red.⁴¹

The amalgamation of the two companies rendered a great number of their servants unnecessary; and many were retired and were given an opportunity to get land in the vicinity of

³⁸Holly S. Seaman; op.cit.; page 35, "March 26, 1821, The Hudson's Bay Company and the North-West Company signed letters of amalgamation at London. June 1st, 1821, the union of the Hudson's Bay Company and the North-West Company effective . . . agreement to continue for 21 years."

³⁹Ibid., page 29.

⁴⁰The fort was named for Nicholas Garry, the officer in command of the military force, which came out with Lord Selkirk, and who later became an influential director of the Hudson's Bay Company. (Mary Hislop, The Streets of Winnipeg, page 17; and James Elder Steen, Winnipeg, the Capital of Manitoba and Trade Centre of the Canadian North-West, page 4.)

⁴¹See Map 6, page 42.

"the forks".⁴² By this influx of settlers, in the years of 1822 and 1823, the colony on the Red River was more than doubled, and the settled area extended along the Red River beyond the site of present day Selkirk. According to reports of the sheriff of the colony, there were more than 1,500 people living in the Red River settlement in 1823.⁴³

In 1835-36 Fort Garry was replaced by a larger fort, which also was called Fort Garry.⁴⁴ This new fort was built, overlooking the Assiniboine River at its junction with the Red, at the southern end of the Main Road.⁴⁵ Its ready access to the two rivers and the main road of the settlement made available to it both river and land transportation.

⁴²John Macoun, op.cit., page 442, "Laborers were entitled to one lot each (128 acres), and other servants according to their standing."

⁴³Mary McWilliams, Manitoba Milestones, page 56.

⁴⁴The buildings of the old Fort Garry had severely suffered in the great flood of 1826. Furthermore, it was too close to the river, and the ground on which it stood was exposed to the undermining action of the river current. Besides it was found too small for the steadily increasing trade. Part of its buildings were used as an experimental farm, till it was pulled down in 1852. (M. Hislop, op.cit., pages 15-17)

⁴⁵See Map 12 , page 201.

Fort Garry became the focal point of the fur trade and of Company rule in the West. It was in its court house that the Council of the District of Assiniboia met from 1835 to 1869.⁴⁶ Here was the administrative as well as the commercial centre of the settlers of the Red River country. To the Indians, Metis, and white trappers of the Prairies, Fort Garry became the most prominent place for the exchange of furs and buffalo hides in return for supplies.

This dominant position of Fort Garry had a great influence on its immediate vicinity. All the traders and settlers coming to the Prairies made it their first goal, and many of them stayed in the area without attempting to continue their journey farther west. Moreover, the Hudson's Bay Company made it part of its Company policy to award lots to their pensioners in the immediate neighbourhood of the fort, so that they could be called upon in times of need or danger.

Thus this post of the Hudson's Bay Company

⁴⁶The civil governing body at this time was the Council of the Municipal District of Assiniboia, whose jurisdiction by its own words "extended in all directions for fifty miles from the Forks of the Red River and the Assiniboine." (Metropolitan Plan for Greater Winnipeg, No. I, 1946, page 24).

became a nucleus around which settlement grew much more rapidly than at other points on the Prairies. It constituted another important reason, why Winnipeg came to be located at the confluence of the Red and Assiniboine Rivers.

The Free Merchants of Winnipeg

The early settlement of traders in close proximity to Fort Garry was another decisive factor in the location of Winnipeg at "the forks."

These traders, who termed themselves "free merchants", set up businesses independent of the Hudson's Bay Company; they exchanged furs and hides for goods, and supplied part of the needs of the early settlers.⁴⁷ Taking advantage of the reputation of "the forks" as the focal place of trade in the Canadian North-West, they built stores along the Main Road (now Main Street) immediately north of its intersection with the main overland road to the west, the present-day Portage Avenue,

⁴⁷The license giving the Hudson's Bay Company exclusive control of the trade of the North-West expired in 1859. But even ten to fifteen years before that time, a few enterprising traders entered into competition with that powerful monopoly for a share of the vast fur trade. (John Macoun, op.cit., page 489, and James Elder Steen, op.cit., page 4)

about half a mile north of Fort Garry.⁴⁸

Few at first, they soon encouraged more traders to establish themselves at "the forks", and in the late fifties the nucleus of a community was already recognizable, although it was little more than a hamlet.

By the year 1869 these merchants had increased their trade to such a degree that they offered serious competition to the Hudson's Bay Company in the Red River country. With the rapid growth of their undertakings, the significance of "the forks" also greatly increased, attracting more and more traders, so that in 1869 the embryo community comprised 30 houses and buildings.⁴⁹

These traders were not only engaged in the fur trade; they also supplied goods and services

⁴⁸Begg and Nursey, Ten Years in Winnipeg, page 5; "Several free traders - merchants - finding that Fort Garry had become a place of rendezvous for the plain hunters to exchange their furs for goods, and being aware that, unless they settled down in its vicinity, the Hudson's Bay Company would have an advantage over them in securing the pelts, immediately determined to build stores as close to Fort Garry as possible."

⁴⁹See Map 10, page 65.

to the settlements along the Red River. And in turn, the growing number of these settlers promoted the development of the embryo Winnipeg community.⁵⁰

There is good reason, therefore to regard these traders as the actual founders of Winnipeg; and they deserve much of the credit for the rapid development from hamlet to city.⁵¹ Winnipeg's incorporation took place in 1873.

The Roman Catholic Mission of St. Boniface

The last factor contributing to the location and growth of Winnipeg, was the establishment in 1818 of the Roman Catholic Mission of St. Boniface on the east bank of the Red River, just where it meets the Assiniboine. The foundation of this first Roman Catholic mission in the Canadian North-West in close proximity to "the forks" had two consequences: (1) it was an important contribution to the significance of the area at "the forks" as the focal point on the Canadian

⁵⁰The settlements along the Red River had approximately 1,500 people as early as 1822, for which Fort Garry and later the "free merchants" provided the chief sources of supplies. (See "Selkirk Settlers", pages 43 and 44 .)

⁵¹Begg and Nurse, op.cit., page 5: "These men therefore, and a few others not in trade, were the original founders of Winnipeg, and the name adopted by them has since been confirmed by our charter of incorporation."

Prairies; and (2) in view of the urban development of St. Boniface from 1884, it may be considered as the initial step in the growth of what later became Greater or Metropolitan Winnipeg.

The arrival of Rev. J.N. Provencher at "the forks" on July 16th, 1818, marked the first step in the development of St. Boniface as the spiritual centre of the French Canadians in the North West.⁵² The mission first served the German soldiers of Catholic faith, who had accompanied Lord Selkirk, and had received lots on the east bank of the Red River, opposite Fort Garry. As the French Canadians and half-breeds were mostly Catholics, the new diocese of St. Boniface (Rev. Provencher was consecrated Bishop on May 12th, 1822) exercised a great attraction for them. The importance of the mission was much increased by the addition of a Convent, a College, and a number of charitable institutions in the years from 1823 to 1845. Moreover, missionaries were sent out to the

⁵²Besides the purpose to keep the hostile Metis who were of Roman Catholic faith subdued, Lork Selkirk was anxious to attract to his colony the French Canadians dispersed throughout the country. He therefore secured the services of two priests, one of whom was sent to Fort Pembina. (John Macoun, op.cit., page 540.)

Saskatchewan River area and to the West Coast, thus making St. Boniface "the headquarters of the immense field which extended to the Pacific and Arctic oceans."⁵³

⁵³John Macoun, op.cit., page 540.

CHAPTER III

FROM VILLAGE TO CITY

(1869 - 1875)

Introduction

The growth of the community at "the forks" was very slow. Floods, the danger of Indian attacks, and plagues of grasshoppers, together with the remoteness of the area and unfavourable reports about it, such as that of Palliser's expedition,¹ discouraged many an immigrant from

¹Quoted in Margaret McWilliams, Manitoba Milestones, page 86, "I (Palliser) cannot recommend the Imperial Government to countenance or lend any support to any scheme for constructing, or it may be said forcing a thoroughfare by this line of route (Western Prairies) either by land or by water, as there would be no immediate advantage commensurate with the required sacrifice of capital; nor can I advise such heavy

settling so far west.

A slight improvement, however, occurred in the early seventies. On account of some local political unrest (the Riel Rebellion of 1870), the outside world learned more about Winnipeg, and an increasing number of people set out on the journey to the West. Thus, although far removed from the centres of population and trade in the East, the small community at "the forks" gradually spread its limits and grew to a fairly large village.

When in August, 1870, a company of the Sixtieth Ontario Rifles arrived, confidence and security took the place of doubt and uncertainty in the Red River Country.² A period of hitherto unrivalled prosperity began, during which the village grew to such an extent that it was incorporated as a city on November 8, 1873.

¹Cont'd. expenditure as would necessarily attend the construction of any exclusively British line of road between Canada and the Red River Settlement. . . . The time has now for ever gone by for effecting such an object and the unfortunate choice of an astronomical boundary has completely isolated the central American possessions of Great Britain from Canada in the East."

²H.S. Seaman, Manitoba Landmarks and Red Letter Days, page 59.

The Village of Winnipeg from 1869 to 1872

Population

The population of the village of Winnipeg, which in the sixties still very frequently was called village of Fort Garry, numbered 215 souls at the end of 1869.³ In spite of its very isolated position this number more than doubled every year in the following three years. While the population was 300 in the fall of 1870, it had increased to 700 in the fall of 1871, and to 1,467 in November, 1872, of which only 448 were females.⁴

Transportation

The development of transportation was of greatest significance to the growth of population.

In 1870 there was neither a stage-coach line nor a regular steamboat service to or from Winnipeg.⁵ The individual traveller had to depend entirely on his own efforts; usually he came either by one of

³City of Winnipeg Municipal Manual 1955, page 149.

⁴Begg and Nursey, Ten Years in Winnipeg, page 74.

⁵Ibid, page 6.

the irregular trips of the Hudson's Bay Company steamer in the summer, or by driving in his own wagon. All freight save that belonging to the Company had to come by the brigades of Red River carts which linked the village with St. Cloud or Abercombie in Minnesota, where the railroad from the East ended.⁶ Frequently settlers made use of this connection on their way to the Red River country.

The importance of the Red River carts ceased in 1872, when the privately owned steamer "Selkirk" began to make its regular trips on the Red River between Moorhead and Winnipeg. This competition made the Hudson's Bay Company turn their boats into general freight and passenger carriers, and soon a rapidly expanding boat traffic connected the village of Winnipeg with the outside world.

Along with the steamboat service a regular stage-coach service was inaugurated in 1872-73 to Abercombie in the south and a year later to Portage la Prairie.⁷

⁶See Chapter II, page 35 .

⁷Martin Kavanaugh, The Assiniboine Basin, page 97.

At first this service operated tri-weekly, but the demands were so great that by the end of 1873 the Abercombie stage ran daily, and the Portage la Prairie line became a weekly service in 1875.

Trade Connections

The trade of the village of Winnipeg was quite distinct from that of Fort Garry. Whereas Fort Garry as the trading post of a huge company, embracing nearly a whole continent, was directed by and dependent on Company policy, the free merchants of Winnipeg developed local interests and were more closely connected with the growing community. The profits of their enterprising spirit were invested in their local businesses, thus indirectly contributing to the rise and development of the community.

The bulk of the merchandise brought into the Red River country came either from Great Britain or the United States. It was not before the railroad reached "the forks" in 1878, that an extensive trade with the Canadian East sprang up.⁸

The main export commodity at that time was

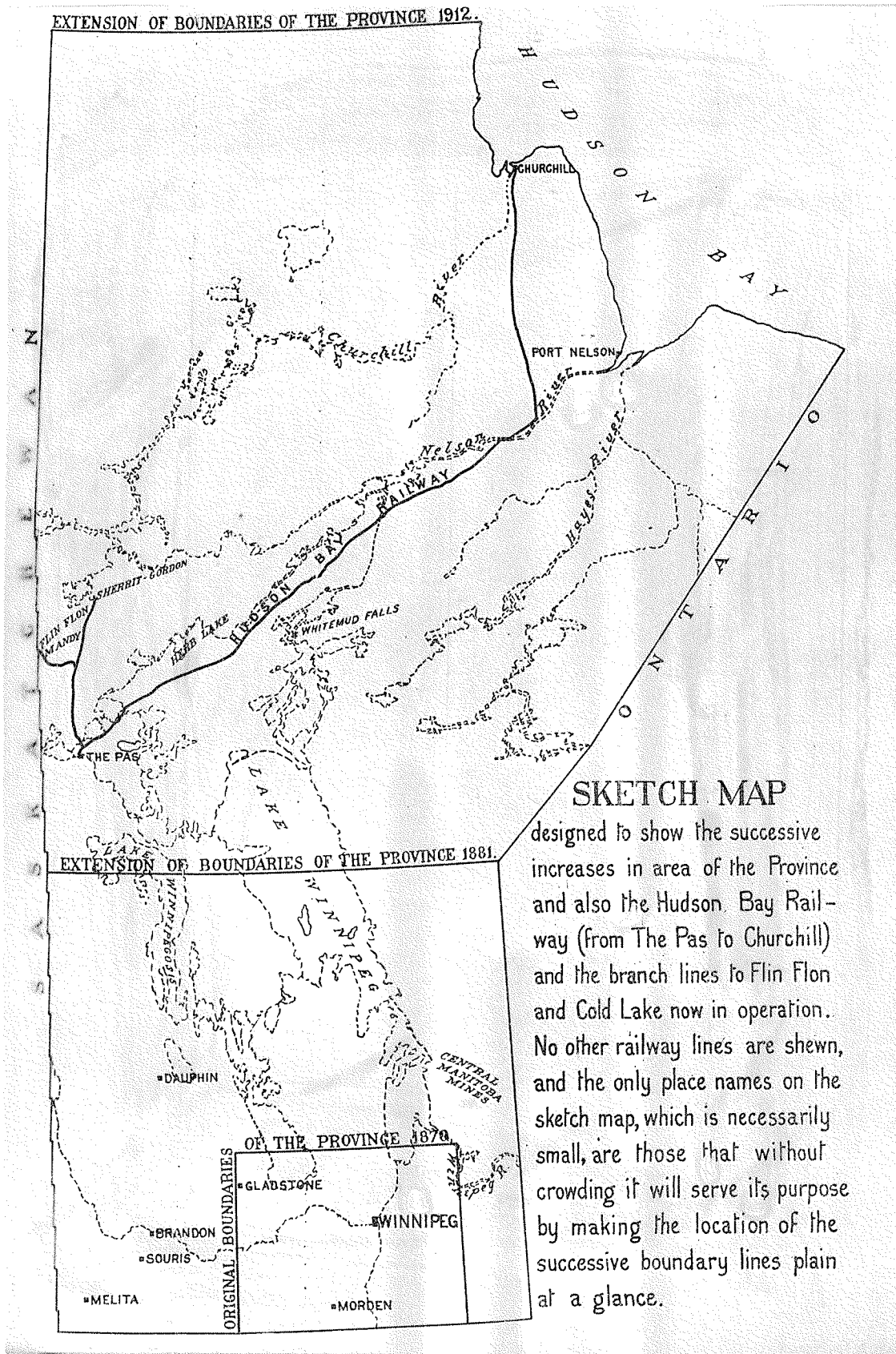
⁸Begg and Nursey, op.cit., page 7.

furs. The vast reaches of the Prairies provided an ample supply of pelt bearing animals. The agricultural development had not yet reached the stage that any export of its products was possible. Agricultural production just met the local needs and had often to be supplemented either by buffalo meat obtained locally or by imports of food.⁹

In this somewhat unbalanced economy, the village of Winnipeg occupied the unique position of a central distributing point. The vast hinterland of the entire Prairies looked to "the forks" as the main economic centre to which all products were shipped and whence all supplies were distributed.

The population of the hinterland of the village consisted mainly of hunters and trappers and some few settlers. According to the census taken in October, 1870, when the Province of

⁹Manitoba's Diamond Jubilee, 1933, page 45, "in fact, all the early settlement had been conditioned by the belief that the higher land back from the rivers could not be cultivated successfully, and that human activities in the West were destined to be confined practically to trapping, hunting, and fur-trading."



Map 9. Successive Boundaries of the Province of Manitoba.

Till about 1880, Manitoba constituted almost the only part of the Prairies where permanent white settlement had taken place. It represented the Hinterland of Winnipeg until other areas of the Prairies were opened up by the railroad in the later eighties. (Sources: Manitoba Diamond Jubilee, 1930, page 65)

Manitoba was created,¹⁰ the total population of the newly-made province was 11,963. There were 1,565 white people, and 9,840 of mixed white and Indian blood, of whom 5,757 were French-speaking and 4,083 English-speaking.¹¹

Village Area

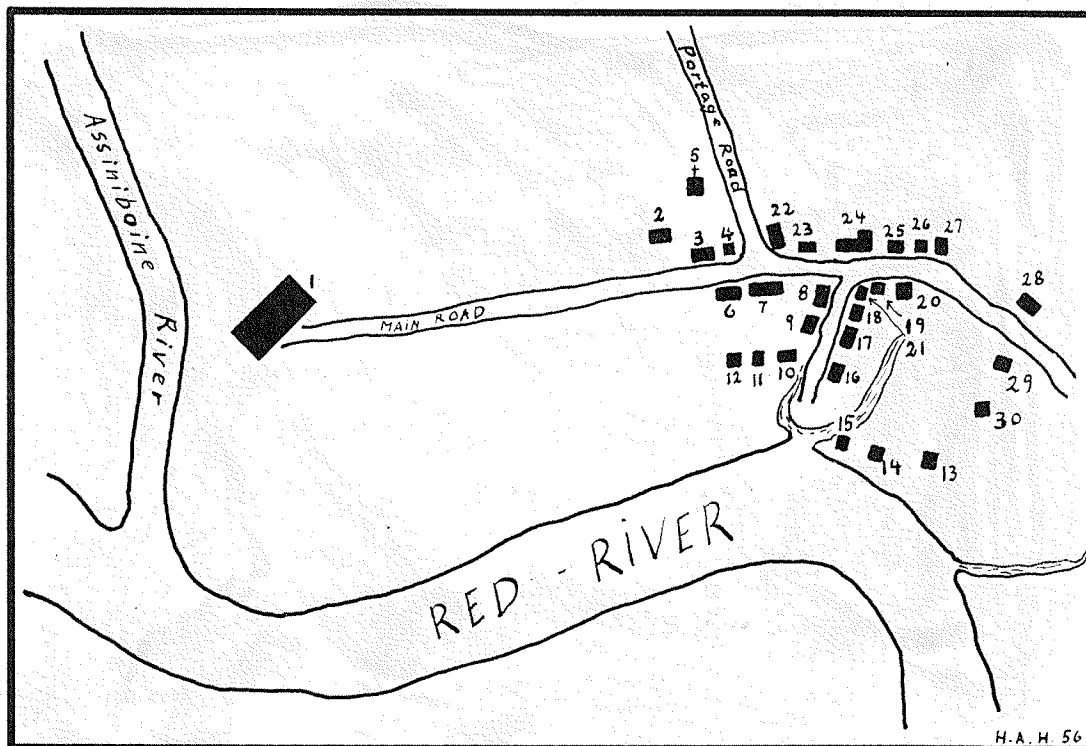
The actual beginnings of the village date from the summer of 1862, when Henry McKenny built the first store "just where the fur-runners' trail coming down the Assiniboine to Fort Garry, crossed the trail running down the Red River - in present-day Winnipeg the corner of Main Street and Portage Avenue."¹² Although this construction gave much cause for ridicule and even jeers,¹³ it was not long before he was followed by others, and in 1869 not less than 30 houses and buildings grouped around the intersection of the two trails, forming

¹⁰See Map 9, page 63. The area of the province could be considered as Winnipeg's hinterland.

¹¹Manitoba's Diamond Jubilee, 1933, page 47.

¹²M. McWilliams, Manitoba Milestones, page 88.

¹³Ibid., page 88, "With much amusement and even with jeers, the people from the fort and the settlers from Point Douglas and points further down the Red, watched this building go up. It was much too far from the River, they said, and in the spring the land was so low, it was nothing but a swamp."



Map 10. The Village of Winnipeg in 1869.

As indicated by the list of existing buildings in 1869 the village of Winnipeg was an entirely commercial community. It served the settlers along the Red River and Assiniboine River, and carried on an extensive trade in furs and hides, which were brought by the Indians and Métis in exchange for supplies. (The numbers marked on the map represent the buildings listed on the next page.)

(Sources: Begg & Nursey, Ten Years in Winnipeg, (Times Printing and Publishing House Winnipeg, 1879) pages 1, 2, and 13. M. McWilliams, Manitoba Milestones, (Toronto: J. Dent & Sons, 1928) page 89. G. B. Elliot, Winnipeg as it is 1874 and as it was in 1860 (Winnipeg: Printed in the Daily Free Press Office, 1874) pages 4-28.)

KEY TO MAP 10THE VILLAGE OF WINNIPEG IN 1869

- (1) Fort Garry.
- (2) Hudson's Bay Company's Store.
- (3) Wm. Drever's building.
- (4) Red Saloon.
- (5) Holy Trinity Church.
- (6) Brian Devlin's restaurant.
- (7) Red River Hall and Block.
- (8) O. Monchamp's hotel.
- (9) Garret House.
- (10) McDermott's house, occupied by Dawson Road overseers.
- (11) McDermott's house, later Custom House.
- (12) Wm. Drever's house, used as a convent.
- (13) McDermott's Mill.
- (14) A. McDermott's residence.
- (15) Steamboat landing and small warehouse.
- (16) Engine house (fire hall).
- (17) Post Office Block.
- (18) Bannatyne's and Begg's stores.
- (19) Salt warehouse.
- (20) A.G.B. Bannatyne's residence, used as Parliament Building.
- (21) W. Palmer Clark's general store.
- (22) Henry McKenny & Larsen's block, the first building in the Village of Winnipeg.
- (24) Emmerling's hotel, afterwards Davis House.
- (25) John Higgin's store.
- (26) W. H. Lyon's house and store.
- (27) House of Henry Coture, the butcher.
- (28) W. G. Fonseca's store.
- (29) Logan's house.

the nucleus of the village of Winnipeg.¹⁴

Many of these houses occupied sites along a trail which led from the main trail (now Main Street) to the Red River, and which later became Post Office Street (now Lombard Avenue). Although there was no regular river traffic at that time, most of the settlers or fur traders who used their canoes for transportation, landed near this trail when they visited the village. Three years later, in 1872, this point of landing had already two boat-sheds,¹⁵ and provision had been made for the construction of a regular wharf.

By the year 1872 the lay-out of the village had greatly changed. The number of buildings and houses had increased from a mere thirty in 1869 to more than sixty in 1872. The former trails had acquired some road or street-like character, and the built-up area had expanded.¹⁶

Street Pattern

The existing roads and streets of the village -

¹⁴See Map 10, page 65.

¹⁵See Map 11, page 68.

¹⁶Compare Maps 10 and 11, pages 65 and 68.

Map 11

THE VILLAGE OF WINNIPEG IN 1872

In 1872 the village of Winnipeg had more than sixty houses and buildings. The majority of them were stores and shops. The former trails had acquired some road or street-like character, and some of them followed the boundary lines of the early river lots. (See Appendix G for identification of the buildings and for original map)

(Source: Redrawn from a map in the files of the Winnipeg Free Press)

VILLAGE OF WINNIPEG - 1872

ASSINIBOINE RIVER

FORT GARRY

IMMIGRANT
SHEDS

HOSPITAL

MILL

MILL

MILL

BOAT SHEDS

RED RIVER

- RESIDENTIAL USE
- COMMERCIAL -
RESIDENTIAL USE
- ⚓ CHURCHES

H.A. HOSS, 56

if one can speak of streets at all - had mainly developed out of former trails and tracks, or followed the survey lines of the early river lots.¹⁷ Most of the streets, however, were not surveyed before the incorporation of Winnipeg in 1873. Thus was the former trail along the Red River which had become a main route of travel between the early Selkirk settlement along the Red River and the Hudson's Bay Company's post of Fort Garry at "the forks".¹⁸

Partly responsible for this uncontrolled development of the village's streets was the resistance of large property holders against incorporation of the village as a town.¹⁹ Their fear of higher taxation delayed the act of incorporation, and prevented early improvement of

¹⁷Map 12, page 201, shows that Schultz Street (Present-day Water Street), Notre Dame Street (present-day Notre Dame East), and Post Office Street (to-day Lombard Avenue) follow the survey lines of the early river lots. See also pages 78 - 82.

¹⁸Main Street was never surveyed; it was "a crooked mud trail that bended in and out to the crazy meanderings of the river and the persistent trend of fur trader and Indian." (Quoted from Winnipeg Free Press, February 25, 1956, page 27). See also M. Hislop, The Streets of Winnipeg, page 22.

¹⁹Winnipeg was never incorporated either as a village or as a town.

the lay-out and condition of the streets. Before incorporation, every property holder could plan a street or path on his land according to his own wish.²⁰

Commercial - Residential Land Use

The part of the Main Road north of the intersection with the cartroad to Portage la Prairie (today Portage Avenue), had attracted most of the newly arrived traders. This portion had become the site for many new buildings and stores. There were very few houses in purely residential use; most of them had a store on the main floor and living quarters right above, or, if a second storey was not built, the merchant used part of his store as a dwelling.

Apart from Main Road only a very small area was built on, except for some roads or streets leading to the river. It was along one of these (present-day Notre Dame East) where the only extensive grouping of small residences appeared.²¹

²⁰Begg and Nursey; op.cit., page 58, ". . . and this individual or that one can plan a street on his property to answer his own individual purposes, irrespective of the community at large."

²¹See Map // , page 68 .

Industrial Land Use

The only industrial activity carried on in the village was milling. Two lumber and saw mills and the old gristmill of Andrew McDermott occupied sites along the Red River.²² They took advantage of the river transportation for their raw materials as well as for shipping of some of their products to settlements along the Red and Assiniboine Rivers.

The Embryo City (1873 - 1875)

It usually takes a long time for a tiny trading post or struggling village to become incorporated as a city. But Winnipeg's development went on at a rapid rate, and out of the small hamlet with hardly one hundred permanent inhabitants in 1865 grew the City of Winnipeg, which was incorporated on November 8, 1873.

Population

On the eve of incorporation the population numbered 1,869 permanent inhabitants.²³ The following

²²See Map // , page 68, and Figure 4 , page 84 .

²³City of Winnipeg Assessment Rolls.

years brought only a slight increase, and by 1875 the population was 2,061.²⁴ Besides these permanent inhabitants, the city at that time had a "floating" population of about 70 to 80 percent, thus raising the number of people actually present in the city to about 3,400 to 3,600.²⁵

Transportation

The transportation links of the city with other areas were mainly by water. There was a regular steamboat service on the Red River between Winnipeg and Moorhead in the United States. All freight had first to be shipped by railroad through the United States to Moorhead, whence it was forwarded by boat to Winnipeg. The river boats could carry on the average about 350 tons of freight and had accommodation for 200 to 250 passengers.²⁶

Along the waterfront of the Red River, at the foot of Notre Dame Street, wharves were built and facilities for loading and unloading of freight constructed.

²⁴See Appendix B , page 194 .

²⁵According to estimates of the City Assessment Office. See also Begg and Nursey, op.cit., page 118.

²⁶Begg and Nursey, op.cit., page 116.

Steamboats were called into service too for traffic to the West. Flat-bottomed, stern-wheeled boats operated regularly on the Assiniboine River. They travelled as far west as Brandon, and some reached even to Fort Ellice, a distance of more than 200 miles from Winnipeg.²⁷

Hinterland

The slow but steady influx of settlers to the Prairies brought about a corresponding increase in the demand for Winnipeg's services as a distribution centre. The remoteness and inaccessibility of the agricultural communities of the Prairies made it necessary that nearly all goods brought into the area first were shipped to Winnipeg, from where they were distributed.

The settled hinterland comprised mainly the Red River valley to the north and south of the city, and the Assiniboine basin to the west.²⁸ The rural population consisting of early Selkirk Settlers, French-Canadians, and Metis, was currently supplemented by new settlers taking up land in the

²⁷M. McWilliams, op.cit., page 115.

²⁸See footnote 9 , page 62 .

Prairies. In 1874 the first 1,500 Mennonites arrived in Winnipeg from Russia to establish themselves on land set apart for them by the Dominion Government along the Red River, south of Winnipeg.²⁹ Another 3,500 followed in 1875, and still another 1,500 in 1876.³⁰ Gimli, on the southern shores of Lake Winnipeg, became the home of a group of 285 Icelanders in 1875.³¹

According to the Census of Canada, 1871, there were 25,228 people in Manitoba. By 1875 this number had increased to approximately 35,000.³² The majority of these people may be regarded as being served by Winnipeg's commercial firms, as the city at that time had almost a monopoly of trade in the Prairies.

²⁹Arthur S. Morton, History of Prairie Settlement, page 54.

³⁰M. McWilliams, Manitoba Milestones, page 154.

³¹Arthur S. Morton, op.cit., page 55; and M. McWilliams, op.cit., page 154.

³²This calculation is based on a careful estimate drawn from the following sources:
 Arthur S. Morton, History of Prairie Settlement, pages 45-54.
 La Riviere and Gauvin, Manitoba Directory for 1876-77.
 M. McWilliams, Manitoba Milestones, pages 154-158.
 John Macoun, Manitoba and the Great North-West, pages 467-522.

Map 13

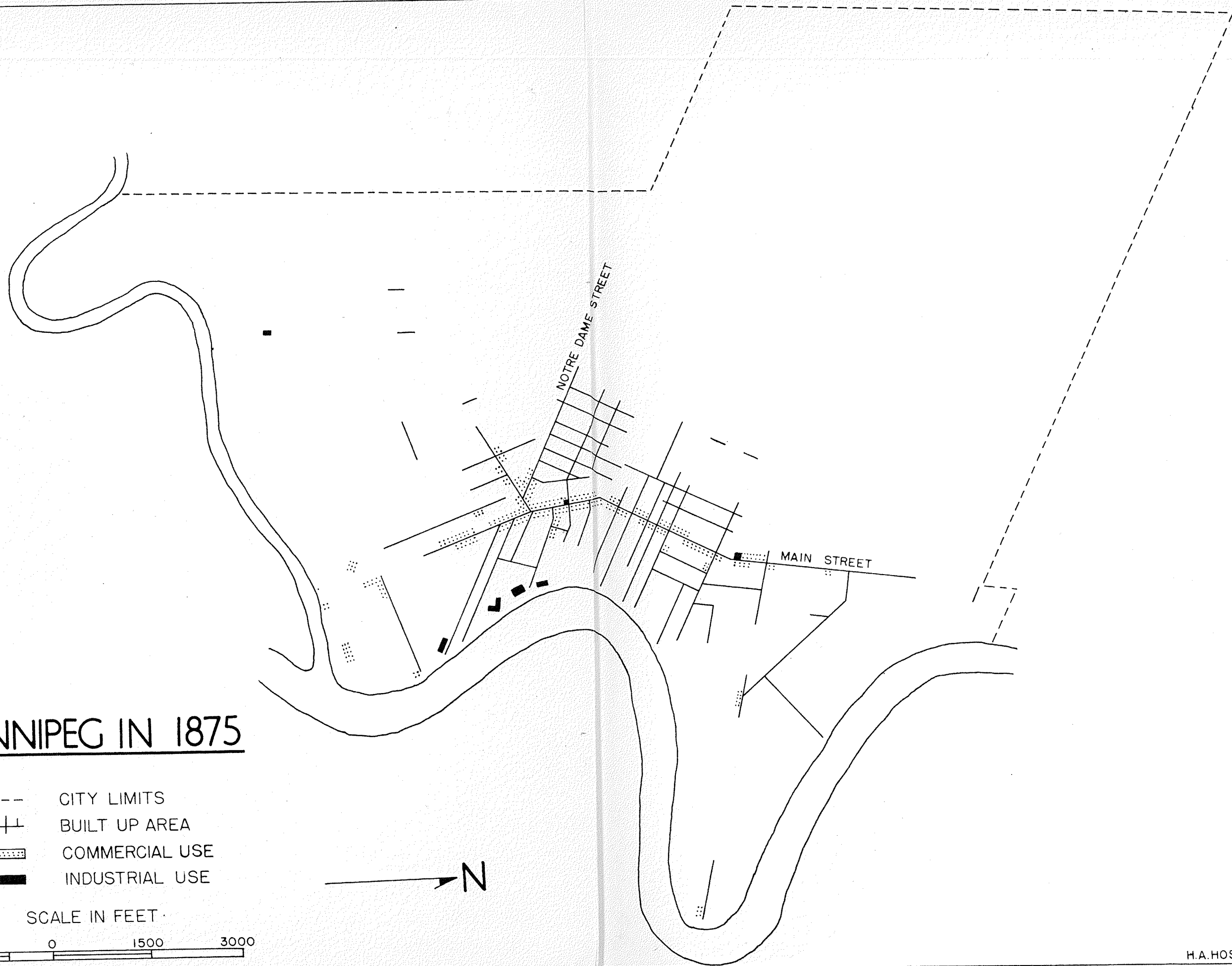
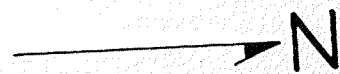
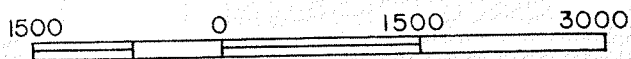
WINNIPEG IN 1875

(For comment and sources see Appendix H, p. 205)

WINNIPEG IN 1875

- CITY LIMITS
- |||| BUILT UP AREA
- ▤ COMMERCIAL USE
- INDUSTRIAL USE

SCALE IN FEET



Political Area

The political limits of the newly incorporated city extended far into the surrounding prairies, and embraced about three square miles, or 2,000 acres of land.³³ To the east and south the Red and Assiniboine Rivers formed the city's boundaries; the western limits ran along present-day Maryland Street, Notre Dame Avenue, and McPhillips Street; on the north it was bounded by Burrows Avenue west of Main Street and Aberdeen Avenue east of Main Street.³⁴

Geographical Area

The built-up portion or geographical area of the newly incorporated city comprised only a small fraction of its political extent. By the year 1875, the earliest date when information about the built-up area of the city is available, this area represented not even a fifth of the administrative area of Winnipeg.³⁵

³³L.B. Elliot, Winnipeg as it is in 1874 and as it was in 1860, page 18.

³⁴City of Winnipeg Municipal Manual 1955, page 18.
See also Map 13, page 75.

³⁵See Map 13, page 75.

Map 14

PLAN OF THE CITY OF WINNIPEG(1874)

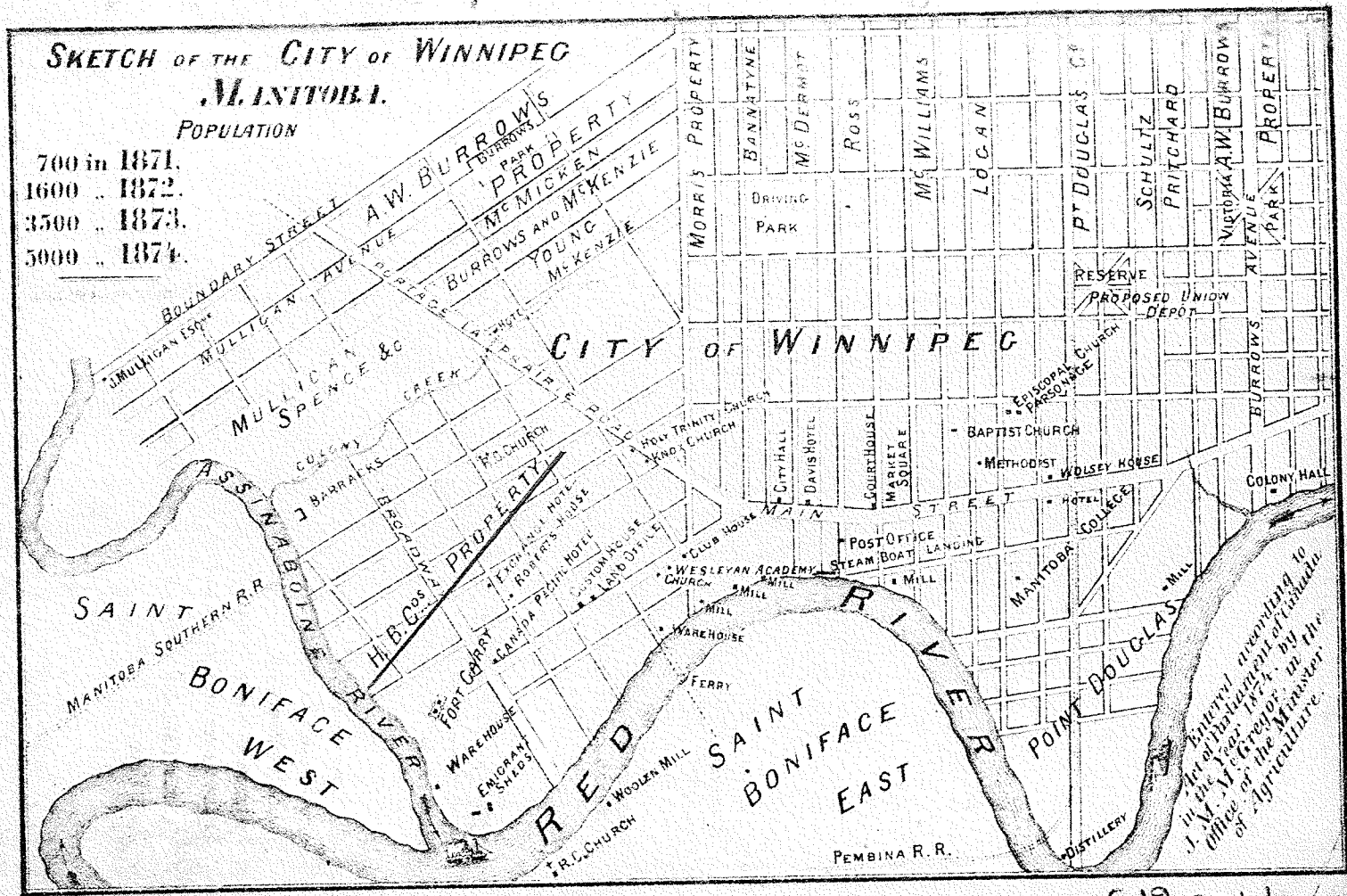
(See Appendix K for comments and remarks.)

Source: Single sheet 619 qmbd 1874 W in files
of the Provincial Library, Winnipeg, Manitoba)

SKETCH OF THE CITY OF WINNIPEG
 MANITOBA.

POPULATION

700 in 1871.
 1600 .. 1872.
 3500 .. 1873.
 5000 .. 1874.



G19 9mbd
 1874 W

The spread of the built-up area was largely influenced by speculative manipulations of the Hudson's Bay Company. In 1873 the Company had acquired a large tract of land between Notre Dame, Main Street, and the Assiniboine River.³⁶ Only a very limited amount of lots were sold till 1875, the major portion was kept as a reserve.³⁷ This was the main reason why the geographical area of the city spread north of Notre Dame, leaving the section west of Main Street and south of Notre Dame almost untouched.³⁸

Street Pattern³⁹

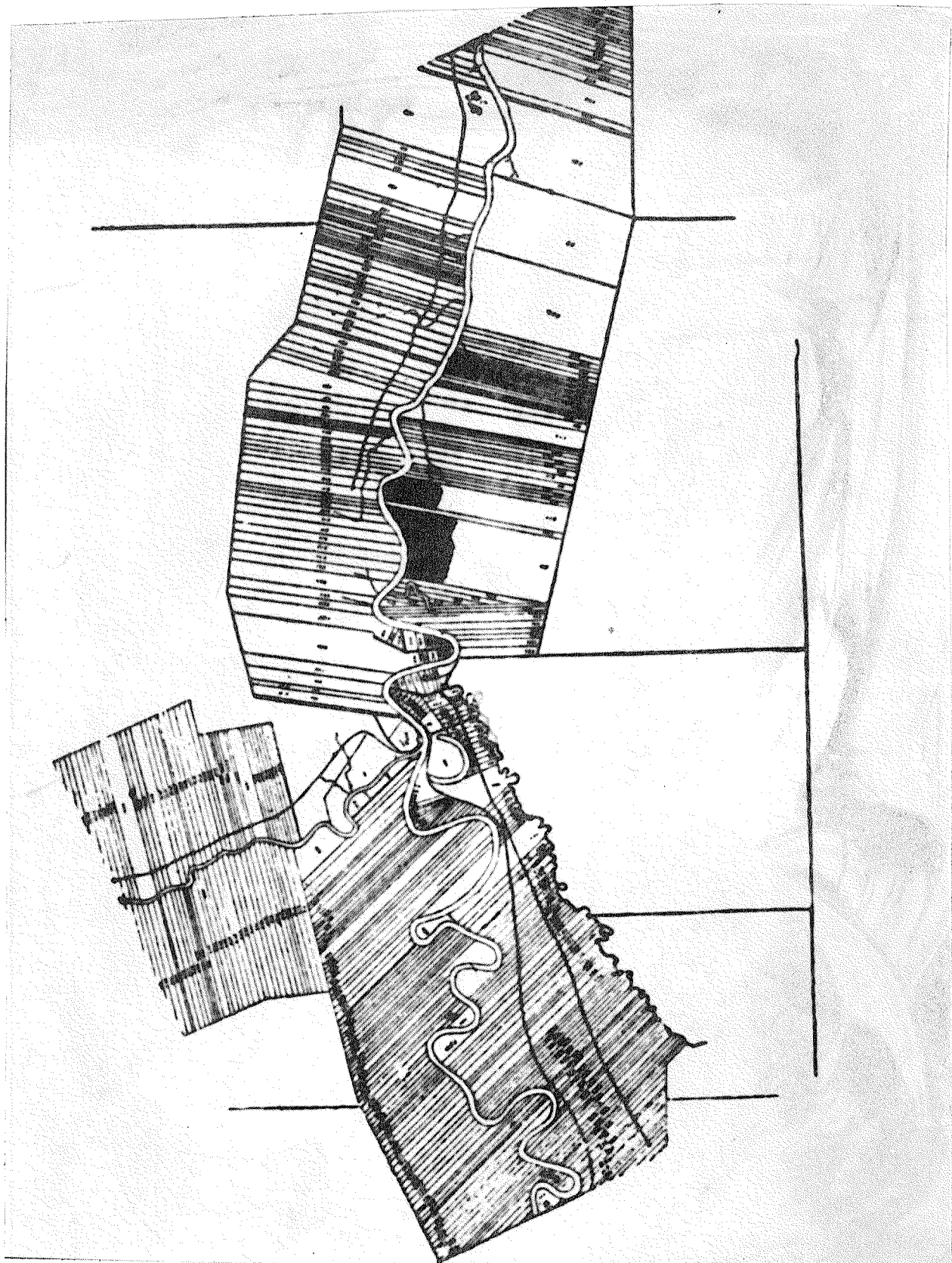
With the advent of incorporation the layout

³⁶J. C. Hamilton, The Prairie Province, page 39, between the barracks and the heart of the city is a large tract - a square through which, on the city map, we find that ten streets run from north to south, and five crossing these. It contains twelve hundred lots, of which we think quite one thousand are vacant; yet the city is spreading out in other directions, and even along the Portage Road, beyond this tract. This seems anomalous. Let us ask the cause. We are told "Oh, that is the HBC's property, they ask more than other proprietors; in fact, value their lots as highly as good residence property in Toronto, and annex terms as to improvements; so people build elsewhere. . . . The patent deed to . . . is dated 5th June, 1873."

³⁷See Map 14, page 77.

³⁸See Map 13, page 75.

³⁹See Appendix J, page 207.



Map. 15. Plan of Lots along the Red and Assiniboine Rivers.

The boundary lines of the individual lots provided the basic pattern for the later lay-out of Winnipeg's street system.
(Source: Margaret McWilliams, Manitoba Milestones, (Toronto: J.Dent & Sons, 1928) page 62.)

of streets became a municipal affair. Some surveys were done and plans drawn with the result that now more order and system was apparent in the opening of new streets.

The early surveys of Lord Selkirk's time, when the lots were parcelled out (long, narrow strips of land fronting on the river) provided the basis for the lay-out of the city's streets.⁴⁰ All those streets north of Notre Dame running west from the Red River followed chiefly the boundary lines of the early lots. Thus, for example, Bannatyne's property was bound on the north by Bannatyne Avenue and on the south by the boundary line of Morris's property, which later became McDermot Avenue.⁴¹ Only in a few cases did the owners of the lots give their names to the streets. Though not yet built on, the streets planned for the section between Notre Dame and Assiniboine River followed the same scheme. Here again it was the boundary lines of the lots, running north of the Assiniboine River which later became streets.

⁴⁰See Chapter II, page 46, and Map 15, page 79.

⁴¹See Map 14, page 77.

These streets met Notre Dame at a sharp angle.⁴²

In this particular lay-out, Notre Dame was intended to become the second most important street after Main Street. The streets leading north-west from the Assiniboine River swung east on Notre Dame, and then cut at right angles across those running west from the Red River.⁴³ In this way Notre Dame acted somewhat like an axis. It was falsely predicted that it would become the second main thoroughfare.

The role which Notre Dame was expected to play, was later, however, taken over by Portage Avenue, which even became more important than Main Street. But in 1874-75 "Portage Road" was little more than a cart track to the West. Fully unplanned, this former trail formed a sharp angle with Notre Dame at Main Street, and cut across the Assiniboine lots.⁴⁴ Not until two decades later did

⁴²Notre Dame Avenue followed the boundary line of the first lot running west from the Red River. The Assiniboine lots ran north-west, and thus a sharp angle was formed at their junction with the Red River lots. (See Map 14, page 77, and Map 15, page 79.)

⁴³See Map 14, page 77.

⁴⁴See Map 14, page 77. See also Chapter II, page 37.

it really come into its own, and from then it continually gained in significance.

Main Street was well established as the most important street at that time. Its crookedness caused the City Council many headaches, and some unsuccessful efforts were made to straighten it out. It could not deny its origin: "it was a trail, just travelled, not made."⁴⁵

Residential Area

The residential parts of the city tended to group around the centre part of Main Street.⁴⁶ The section east of this centre part of Main Street was occupied by older residences, many of which had been built before incorporation, whereas west of Main Street, and particularly along the streets parallel and adjoining Notre Dame, the newer residences were situated.⁴⁷

Close to Main Street was the desired location

⁴⁵M. Hislop, The Streets of Winnipeg, page 22.

⁴⁶See Map 13, page 75. Main Street, between Portage Road and Point Douglas were considered the "centre part".

⁴⁷Compare Map 11, page 68, and Map 13, page 75.

for a great number of boarding houses, which were a very prominent feature of the sprouting city. The lack of sufficient space in hotels and the shortage of housing for the large "floating" population and the great number of new inhabitants had led many house owners to provide accommodations to meet the great demand. The streets leading to the waterfront and wharves (Water Street, Notre Dame East, and Post Office Street), were also dominated by boardinghouses.⁴⁸

Commercial Area⁴⁹

The commercial establishments of the city tended to concentrate along the central portion of Main Street north of Portage Road.⁵⁰ The corner of "Portage and Main" was a particularly desirable site and may be considered, even as early as 1875, as the very core of the commercial district of the city.

⁴⁸La Riviere and Gauvin, Manitoba Directory for 1876 - 1877, Section: City of Winnipeg.

⁴⁹Most of the smaller stores in the city were actually of mixed use, the main floor housing the shop or store with the living quarters directly above. (See Figure 5 , page 84 .)

⁵⁰See Map 13 , page 75 .

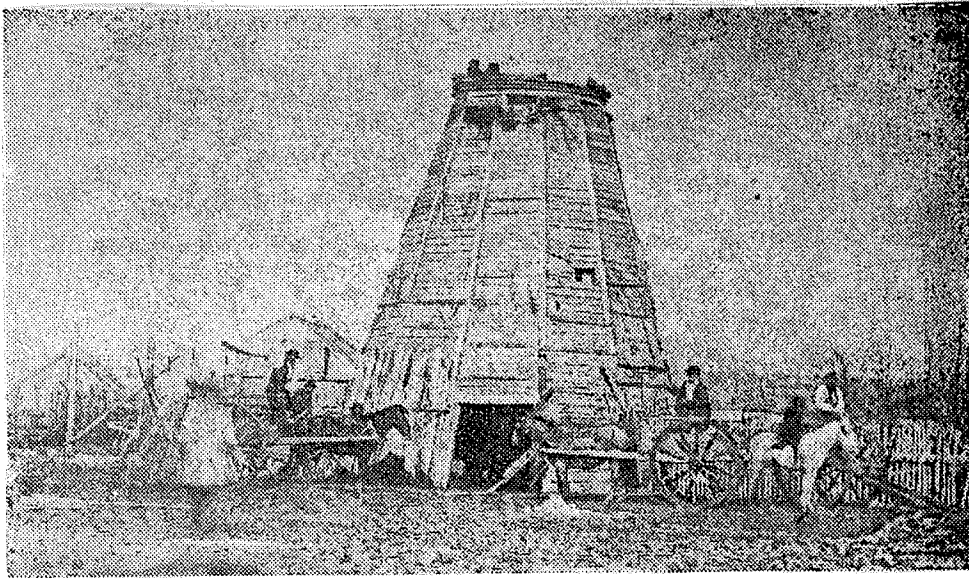
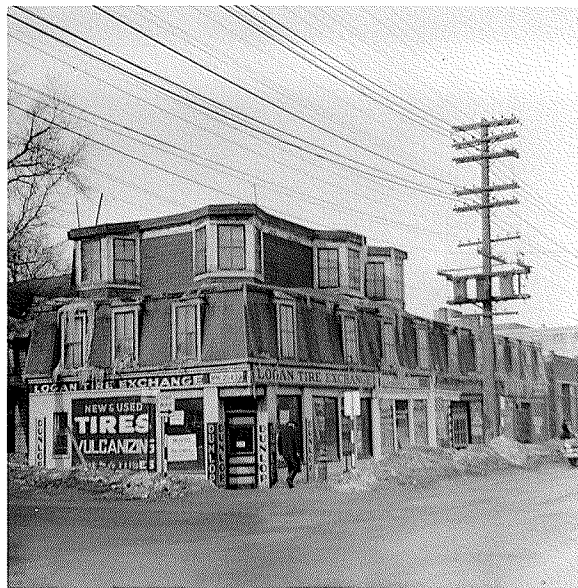


Figure 4. Andrew McDermot's Windmill, about 1870.

This gristmill was one of the earliest industrial establishments on the Red River. (Source: Records of the Free Press, Winnipeg.)



MAR • 56 •

Figure 5. House of Mixed Commercial and Residential Use.

Situated at 234 Logan Avenue, Winnipeg, this house was built in 1882. The third story was added later. Although not built in the "Embryo Period" of the city (1873-1875), it may serve as an example of the type of houses most common in this period. (Information obtained from the City of Winnipeg Assessment Office)

The southern part of Main Street was dominated by Fort Garry, the walls of which cut across the southern end of the street. This was the chief reason why there were only very few commercial buildings along this part of Main Street.

Along "Portage Road" (now Portage Avenue) there was little land in urban use. Commercial buildings were found only as far west as Smith Street, the third street west from Main Street.⁵¹ It was again the Hudson's Bay Company which blocked the development here, as it kept the largest part of the land, through which Portage Road ran, as reserve.⁵² Not until 1882 did this area come into private ownership, and about twenty years went by, till the commercial development along Portage Road had reached a comparable size to Main Street.

Industrial Area⁵³

The industries of the city consisted mainly of saw mills and grist mills, which were located on the waterfront of the Red River.⁵⁴ A small brewery, close to the Assiniboine River some distance out

⁵¹See Map 13, page 75.

⁵²See footnote 36, page 78, and Map 14, page 77.

⁵³See Map 13, page 75.

⁵⁴Begg and Nursey, op.cit., page 128.

west, and a distillery on Main Street were busily engaged in meeting the demands for alcoholic beverages. A small furniture factory on Main Street completed the industrial picture of the city at this period.

CHAPTER IV

THE PERIOD OF BOOMING GROWTH

(1877 - 1884)

Introduction

In the period from 1877 to 1884, Winnipeg experienced an expansion of unprecedented scope. This development was due to the improvements in external transportation. The city's railroad connections with the centres of trade and population in the East had inaugurated an era of great progress; they had also caused a real estate boom in the city hitherto without parallel in the Canadian West. The little muddy frontier village had developed so rapidly that it was "bursting at the seams".

The Coming of the Railroad (1877 - 1881)

Population

The city's population in the year 1877 was 3,250.¹ Within the next four years this number increased to 7,977.² With the improvements in transportation more people ventured to undertake the journey to the west.

New houses and buildings were constructed; depots and yards for the storage and handling of railroad building materials were erected; survey parties and a group of engineers established their headquarters in the city; stores increased their turnover and consequently needed more hands; craftsmen started their small businesses all over the city. All these new activities absorbed people and added to the population figure, pushing it up close to the 8,000 mark by 1881.

¹Henderson's Directory of Winnipeg, 1880, page 28.

²Estimate of Henderson's Directory for Winnipeg, 1881. See Appendix B , page 194 for other sources.

Transportation

On December 7, 1878, the first train from St. Paul reached St. Boniface.³ The completion of this southern railroad connection was a milestone in Winnipeg's development as a transportation centre. A trip to St. Paul now took only thirty-one hours, and a three-days journey brought a Winnipegger to Toronto.⁴ No longer was the city dependent on the slow and seasonal steamboat traffic, and no longer had the traveller to or from St. Paul to stand the tortures of a stage-coach journey for two or three days.

River transportation, however, did not entirely cease. It still played an important part in the city's links with other areas. Particularly on the Assiniboine River, steamboat traffic was intensified, as long as the railroad did not extend farther west.

The fact that the railroad terminal was in St. Boniface, called for an improved ferry service. In the spring of 1879 a steamferry began its

³H. S. Seaman, Manitoba Landmarks and Red Letter Days, page 70.

⁴M. McWilliams, Manitoba Milestones, page 124.

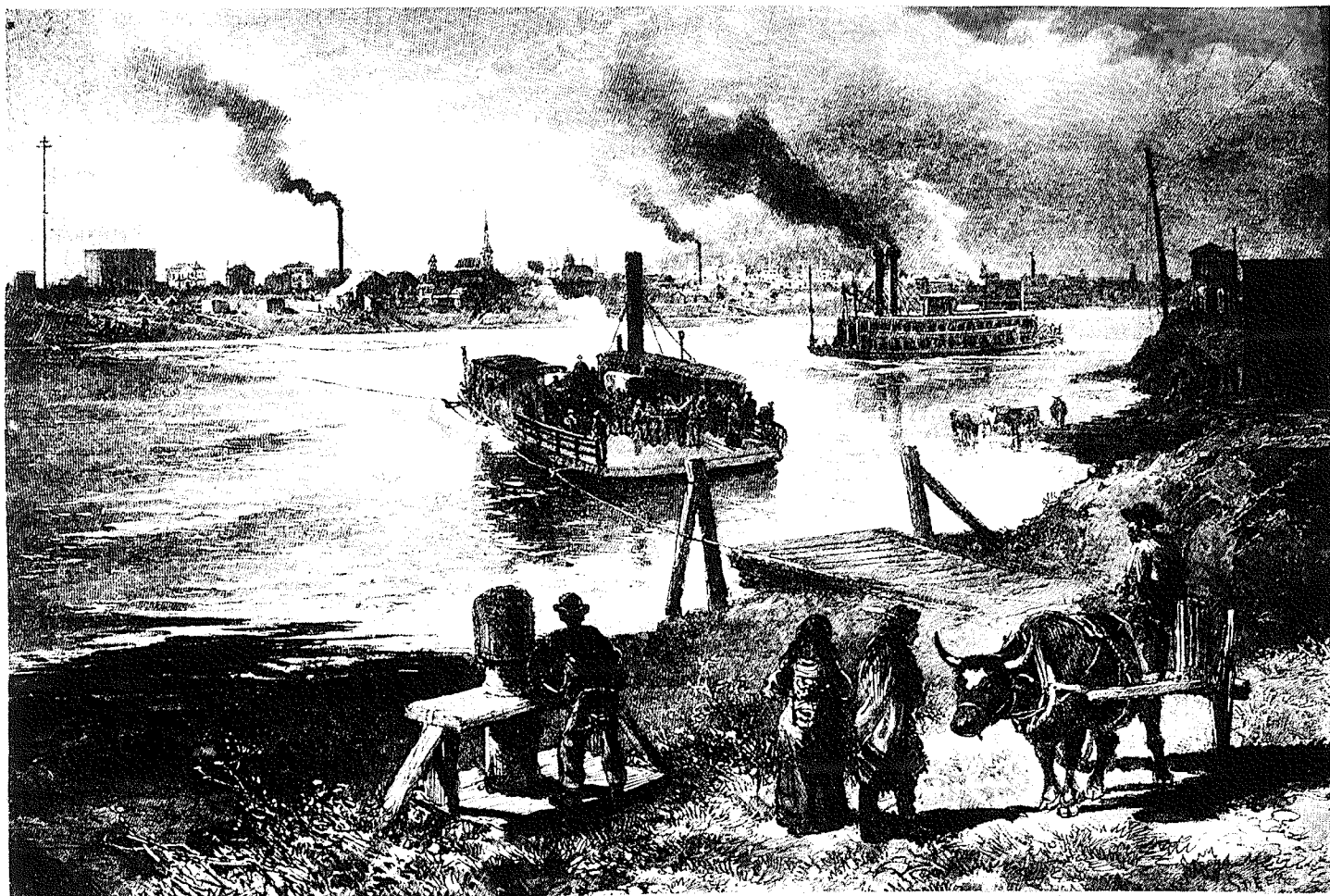


Figure 6. Steamferry between Winnipeg and St. Boniface in 1880.

Since the railroad ended in St. Boniface, a traveller to Winnipeg had to continue his journey by ferry. The steamferry lost much of its significance after the opening of the railway-highway Louise Bridge across the Red River in 1881. (Source: Winnipeg Free Press files)

operation across the Red River.⁵ A second ferry was hand-operated, and crossed the Assiniboine River close to the junction with the Red.

The most significant event for the city in this period was the completion of a combined railway-highway bridge in 1881, which crossed the Red River at Point Douglas. The Canadian Pacific Railway Company and the City of Winnipeg had come to an agreement by which the city was to construct this bridge for the transcontinental line crossing the Red River, and for highway purposes.⁶ The construction of this bridge gave Winnipeg its desired position on the transcontinental railroad line, and ended the long struggle between Selkirk and the city for priority in this regard.

Selkirk possessed the physical advantage over Winnipeg that it was not threatened by floods, and therefore could provide the better site for a

⁵Manitoba's Diamond Jubilee, 1930, page 21. See also Figure 6, page 90.

⁶Winnipeg City Bridge Office, personal interview with Mr. Striowski, Engineer in Charge, March 21, 1956. Cost of the bridge was \$200,000.

bridge across the Red River.⁷ "But Winnipeg's economic and political strength had proven superior to Selkirk's natural advantage."⁸ In July 1881 a by-law was passed, granting the CPR the bonus of \$200,000 it had demanded for the construction of the bridge, as well as the land for a station, and exemption of Company property from civic taxation.⁹

⁷John Macoun, Manitoba and the Great North-West, page 482, "One great advantage, possessed by Selkirk over almost every other place on the Red River, is its situation on a high ridge of land, which commenced twelve miles to the south and runs as many miles to the north. The ridge was almost the only part left uncovered by the floods of 1826 and 1852, when the site of the present City of Winnipeg was completely submerged."

⁸R. C. Bellan, The Development of Winnipeg as a Metropolitan Centre, page 34, and footnote 2, page 34: "According to an old-time resident, a former mayor of Winnipeg, an important reason for the shift to Winnipeg, was the fact that the Hudson's Bay Company owned 400 acres of land in the city, received by the terms of the transfer of the Western territories to Canada in 1869, which had granted the Company lands in the vicinity of its fur trading posts. Donald Smith was by now the majority stockholder of the Company and used his influence in the Canadian Pacific Railway Company to bring the road to Winnipeg, in order to enhance the value of this land. In support of this suggested explanation it may be added that the Hudson's Bay Company sold out virtually the whole of its land holdings in Winnipeg during the boom of 1881, realizing an estimated 2 million dollars."

⁹Land for the station according to Deed No. 31520, April 18, 1882. (City of Winnipeg Survey Department.) Selkirk had offered a bonus of \$125,000 for the construction of a bridge, but could never raise that money. (Winnipeg Free Press, July 20, 1881.)

Winnipeg had already very early recognized the vital importance of the transcontinental line for its entire future economy.¹⁰ No burden was too heavy for the taxpayers to assume if the CPR would agree to route its mainline through the city and to establish its yards here.¹¹ And the future proved this decision a wise one. In fact it exceeded even the boldest expectations: Winnipeg became the railroad centre for the entire Canadian West.

Hinterland

Increased settlement in the Prairies had followed on every improvement in transportation. The intensification of steamboat traffic on the Assiniboine River in the years from 1875 to 1881, was chiefly responsible for the settlement of the area west of Winnipeg.¹² When in 1881 the CPR

¹⁰Begg and Nursey, Ten Years in Winnipeg, page 154 and 155.

¹¹R. C. Bellan, op.cit., page 32, footnote 4: "The \$200,000 bonus to the CPR implied a tangible burden on Winnipeg's taxpayers. It required the issue of 20 year debentures on which interest and amortization charges amounted to \$17,000 a year, requiring a 4.4 mill increase in the local tax rate."

¹²Arthur S. Morton, History of Prairie Settlement, page 58.

mainline reached Brandon, immigrants rushed to occupy the fine farmland of the Assinboine basin.¹³

To the south of Winnipeg many agricultural communities had developed. The areas given to the Mennonites had been turned into rich and well-managed farmland.¹⁴

An outstanding event of this period was the first shipment of wheat from Winnipeg to Toronto in 1876.¹⁵ It marked the beginning of the growing significance of Winnipeg's hinterland as one of the major wheat producers on the North-American continent.

¹³Arthur S. Morton, op.cit., page 66.
See Appendix L, page 210 .

¹⁴See Chapter III, page 74 .

¹⁵M. McWilliams, op.cit., page 123. "On October 21 the first shipment of wheat was sent to Eastern Canada, the first tiny trickle of an ever-increasing stream. It was carried by steamboat and rail to Duluth and from that point made its way by the Great Lakes to Toronto. There were in the whole shipment, which was consigned by Higgins & Young to Steel Brothers, 412 sacks or 857 bushels. It brought a price of eighty cents a bushel, and the freight to Toronto cost thirty-five cents a bushel. This wheat was sent for the purpose of distribution as seed among the farms of Ontario, a demand having arisen because the millers had declared "Manitoba Hard" to be the best wheat they could get for milling purposes."

On March 21, 1881, the western boundary of the Province of Manitoba was extended to its present line, bringing all the region of the Prairies thus far settled within the province.¹⁶ According to the census, taken in the following summer, the population of the province had increased from 18,995 in 1871 to 65,954 in 1881.¹⁷ In this growing agricultural hinterland Winnipeg was the only sizeable city. This unique position was reflected in the mushroom development and growth of the city's trade and industry.

Political Area

There was no change in, or addition to, the political extent of the city area up to 1882.¹⁸ The boundaries set at the incorporation in 1873 embraced such a large area that the influx of population could easily be absorbed within these limits.

Geographical Area¹⁹

From incorporation till 1881 the built-up

¹⁶H. S. Seaman, op.cit., page 73.

¹⁷Canada Census 1881. See Appendix F , page 200.

¹⁸City of Winnipeg Municipal Manual, 1955, page 18.

¹⁹See Map 16 , page 97 ; and Figure 7 , page 96 .

Figure 7.

BIRDS' EYE VIEW OF WINNIPEG, 1882

Source: John Macoun, Manitoba and the Great North-West, (Guelph, Ontario; The World Publishing Company, 1882) frontispiece.

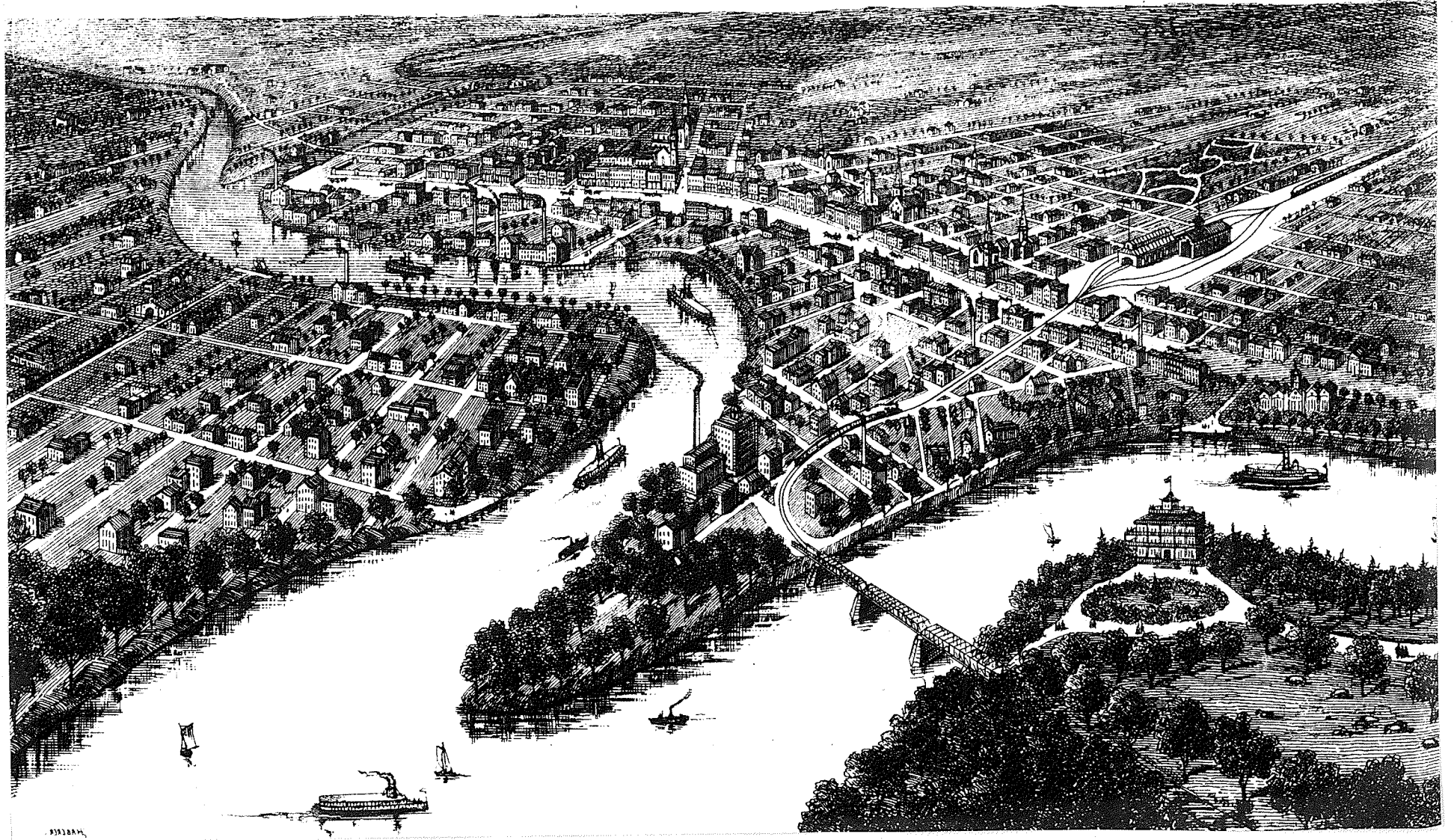


Figure 7, page 96



Map 16

CITY OF WINNIPEG IN 1881

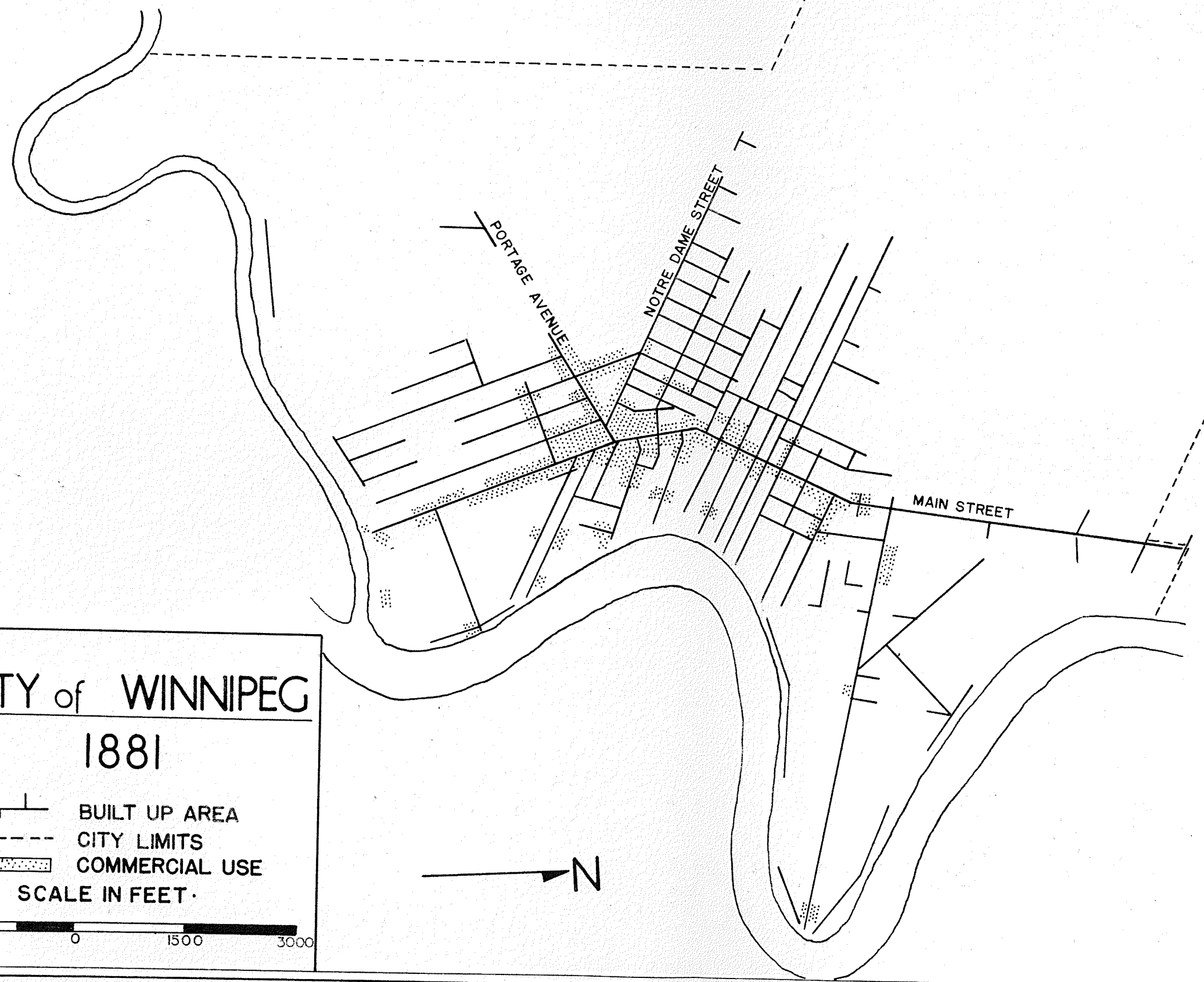
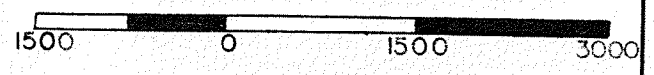
(For comment and sources see Appendix M, p.211)

CITY of WINNIPEG

1881

-  BUILT UP AREA
-  CITY LIMITS
-  COMMERCIAL USE

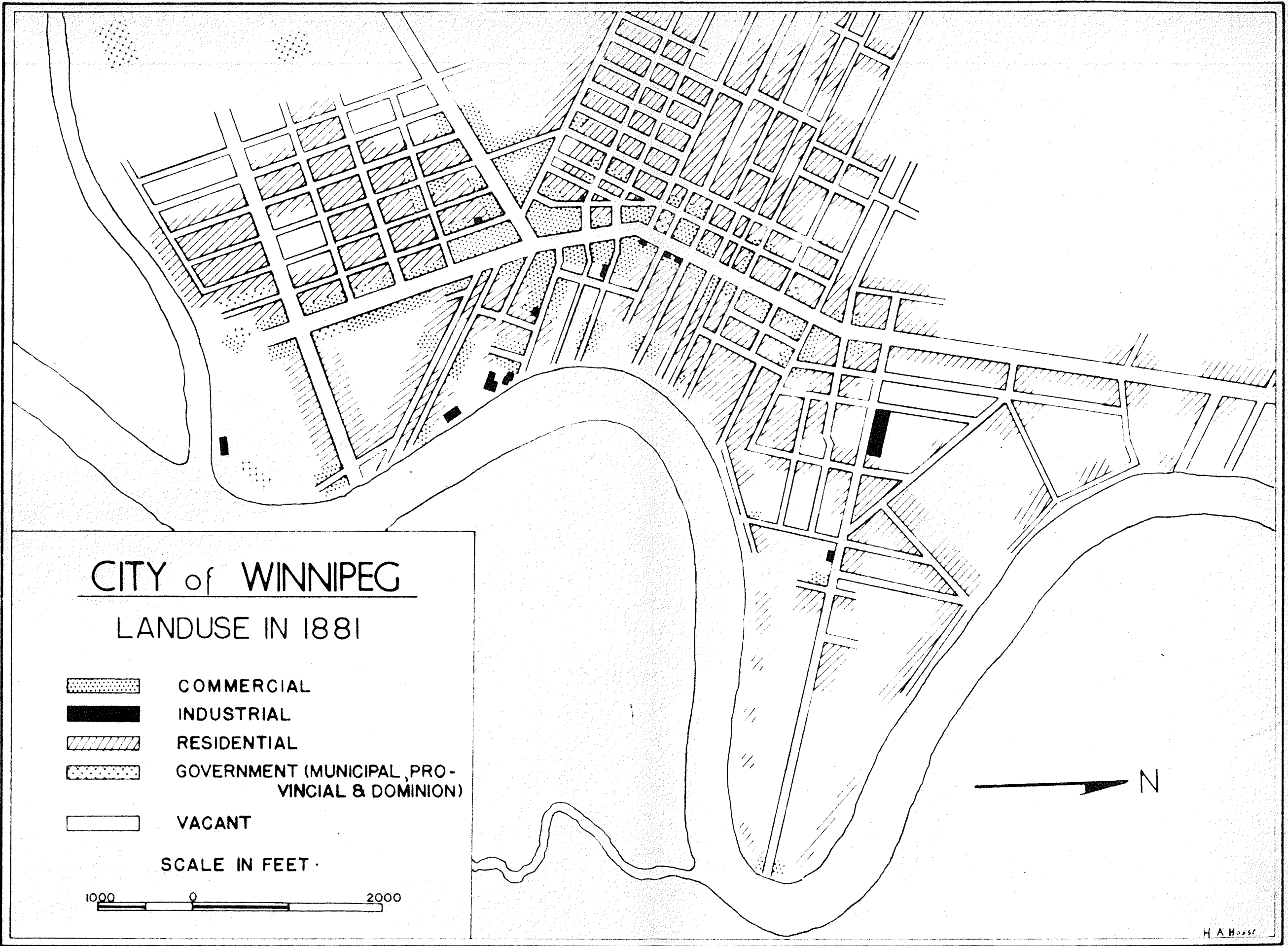
SCALE IN FEET



Map 17



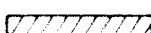
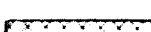
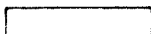
CITY OF WINNIPEG LAND USE IN 1881

(For comment and sources see Appendix O, page 215)

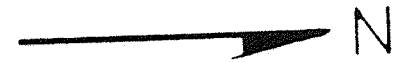


CITY of WINNIPEG

LANDUSE IN 1881

-  COMMERCIAL
-  INDUSTRIAL
-  RESIDENTIAL
-  GOVERNMENT (MUNICIPAL, PRO-VINCIAL & DOMINION)
-  VACANT

SCALE IN FEET



portion of the city had mainly expanded in two directions: (1) in the area south of Portage Avenue, west of Main Street, where the Hudson's Bay Company had sold a small part of its property;²⁰ and (2) west of Main Street in the section bordered by Notre Dame in the south and Alexander in the north.

Many of the vacant lots close to and along Main Street were taken up. Thus the settled parts east and west of Main Street between the Assiniboine River and Point Douglas, were far more densely built up than was the case in 1875. Roughly a quarter of the city's political area was now in urban use.²¹

Residential Land Use²²

In the area west of Main Street and south of Portage Avenue (Hudson's Bay Company land) new streets were opened up, running parallel to Main Street. This district had the most desirable residential lots in the city. The better class residences were situated here. The Hudson's Bay

²⁰See Map 14 , page 77 ; and Map 16 , page 97 .

²¹Compare Map 13 , page 75 ; and Map 16 , page 97 .

²²See Map 17 , page 98 .

Company's officials, leading government officials, and successful businessmen, had their residences here, which gave this district a certain eminence.²³ The land value was higher here, the lots larger, and the houses bigger than in other parts of the city.²⁴

Most of the middle class residences were situated on the streets north of Notre Dame West. The lots were smaller, the houses simpler and with fewer rooms.²⁵ East of Main Street between Point Douglas and Notre Dame East was the older residential district. Although the residential property here could also be considered as middle class, it gradually tended to shift to a lower class.

There was as yet no pronounced low-class

²³M. McWilliams, op.cit., page 119, "... the Hudson's Bay Company was about to sell lots in its reserve, all with the canny demand that buildings of certain value should be put on them before the end of another year."

²⁴City Survey Department, Plan 129, registered on July 11, 1881; lot size was 50 by 120 feet with 20 foot lane; lots could not be divided.

²⁵City Survey Department, Plan 16, registered on April 7, 1873; lot size was 66 by 99 feet, without lane; most of the lots were divided and sold as 33 by 99 feet lots.

residential district. It was not before the appearance of more industry, and the routing of the mainline of the railroad through Point Douglas, that evident deterioration of this area took place.

Commercial Land Use²⁶

The part of Main Street between Portage Avenue and Point Douglas had maintained its position as the centre of the city's commercial life. But it also kept its muddiness, and its road-surface conditions had changed little since the time it was a trail.²⁷ More stores had sprung up, and many new brick buildings had been constructed.²⁸

On Main Street south of Portage Avenue, a more intensified commercial development took place than in the previous years. Fort Garry had lost much of its reputation as the major component in

²⁶See Map 17 , page 98 .

²⁷Winnipeg Free Press, November 11, 1880, "The action of the City Council in taking steps to gravel some of the Winnipeg streets is to be approved. The muddiness of our streets has become almost proverbial. Every visitor remarks upon it; and every writer to outside papers refers to it. It is no wonder that it is so. Truly the streets of Winnipeg are fairly awful after rain, no matter how light. It is high time, therefore that we set about 'mending our ways'."

²⁸See Figure 8 , page 102 .

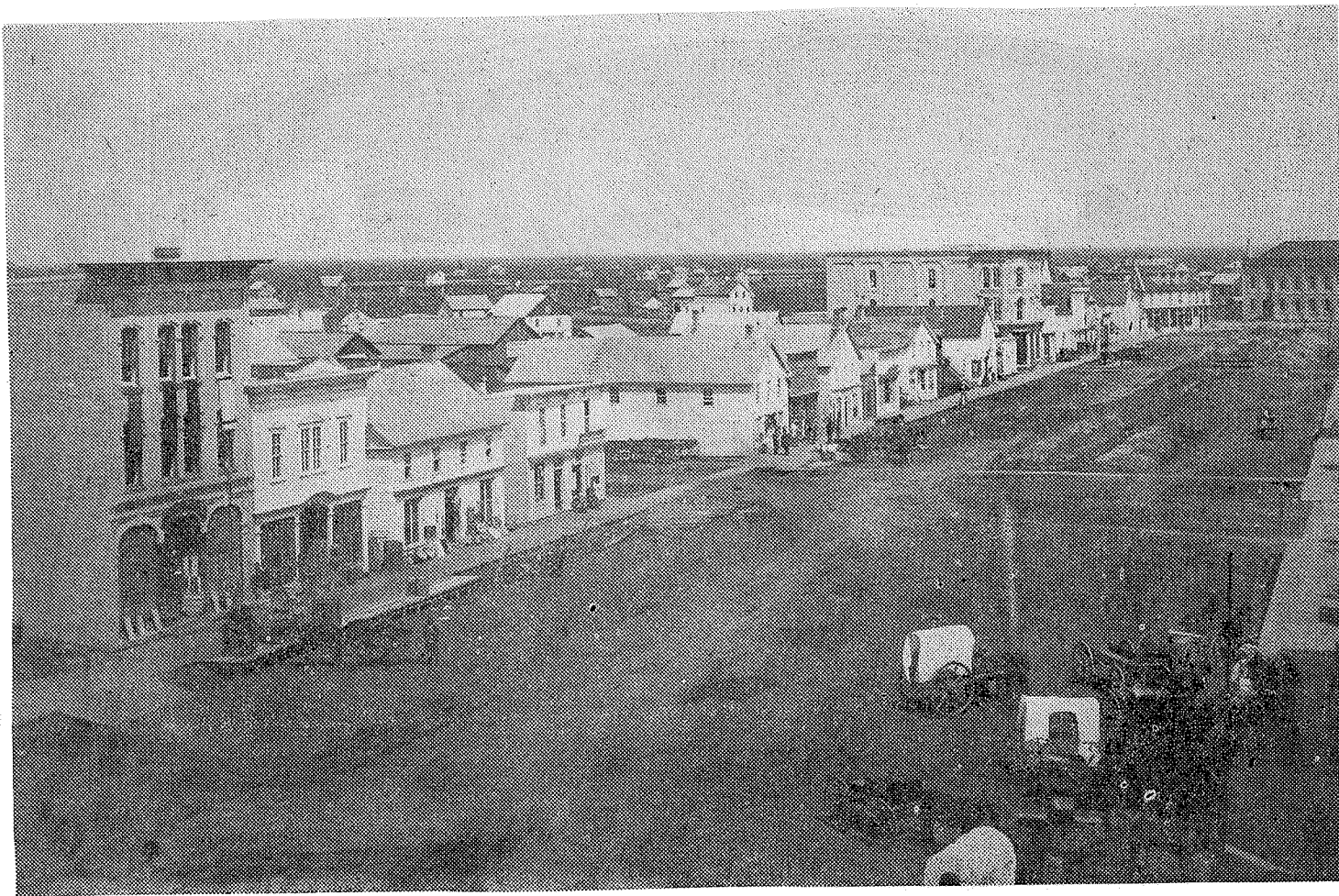


Figure 8. Winnipeg's Main Street in 1881.
(Source: Records of the Winnipeg Free Press)

the commercial life at "the forks", due to the keen competition of the "free merchants of Winnipeg".

Commercial land use, however, was no longer restricted to Main Street only. It had spread along Portage Avenue as far west as Hargrave Street, and had taken up vacant lots between dwelling houses on streets branching off Main Street.²⁹

Industrial Land Use

The saw and planing mills and the flour mills represented the main industries of the city.³⁰ Because of easy access to water transportation, the mills were all located along the Red River.³¹ The coming of the railroad had not yet affected the location of these industries, for which the river still played an important part as location factor.

The city had at this time two breweries which occupied sites at a considerable distance from the built-up area.³² The brewery of Thomas & Ward was on the north bank of the Assiniboine River, west of the city centre; and Drewry's brewery was to the

²⁹See Map 17 , page 98 .

³⁰See Appendix P , page 216 .

³¹See Figures 6 and 7 , pages 90 and 96 .

³²The great distance from the city centre made it impossible to show these industries on the large scale map on page 98 .

north, on the west bank of the Red River.³³ There was also a distillery, and a soda water factory, both of them situated in the centre of the city. The fact that there was as yet no adequate supply of drinking water (the city still depended mainly on water from the Red River), no doubt helped to increase the business and profits of all these undertakings.

Three carriage and waggon manufacturers were kept busy by the growing demands of both urban and rural customers. As they continued to operate the blacksmith shops from which they took their rise, they tended to stay in close proximity to the centre of the city.³⁴

Two foundries (one of them, the Vulcan Iron Works, is still in operation) completed Winnipeg's industrial picture during this period. No particular factors had determined their location. The Winnipeg Foundry of McMillan and Co. was situated on Thistle

³³Both breweries are still in operation on their original sites. The brewery of Thomas & Ward became Shea's Brewery in 1887. Drewry's Brewery, which was also called the Redwood Brewery, has kept its name. (William Douglas, The House of Shea, page 24.)

³⁴Henderson's Directory of Winnipeg, 1881, Classified Business Directory.

Street (today Portage Avenue East), and the Vulcan Iron and Engineering Works had arisen from a blacksmith shop which was founded on Point Douglas Avenue in 1874.³⁵

The Real Estate Boom and Its Geographical
Effects (1882 - 1884)

The real estate boom of 1882 had marked effects on the urban development of Winnipeg. It may be said that during this land boom, which began at the end of 1881, the city experienced the wildest sixteen months of its history. There is no better way of describing the situation of that period than by quoting a contemporary writer, whose work on the history of Manitoba is generally acknowledged as reliable and far from exaggeration:

"The excitement during the fall of 1881 amongst real estate owners was intense. Nothing to equal it had ever before occurred on Canadian or British soil. Thousands of dollars were made by

³⁵The routing of the railroad through the Point Douglas area along Point Douglas Avenue no doubt favored the development of the blacksmith shop to one of the earliest and most important foundries in the city. (Information about the Vulcan Iron and Engineering Works obtained from an interview with Mr. Irwin, Vulcan Iron and Engineering Works, on June 22, 1956.)

operators in a few minutes. Vast fortunes were secured in a day. The excitement spread like wild-fire all over the country. Cool-headed professional and business men, clerical as well as lay, left their callings in other parts of the country for the scene of the modern Canadian El Dorado. Real estate agents became as numerous as the sands on the sea shore. The educated and refined, as well as the illiterate took part in land transactions. No regard was paid as to whether the vendor had a right to sell or not. Everything was taken for granted. At the time we write, the boom still rages, though in a somewhat abated form."³⁶

Stories of great fortunes made in this new "El Dorado" spread rapidly, and thousands of people streamed into the city, in the hope of securing their share in this turmoil of land gambling. Hotels were crowded, boarding houses were jammed, and dwellings were rented at figures that amazed people from the East. Land on Main Street and the streets adjoining was priced at higher figures than in the centre of Toronto;³⁷ and

³⁶John Macoun, Manitoba and the Great North-West, pages 494 and 495.

³⁷H.S. Seaman, Manitoba Landmarks and Red Letter Days, page 74, "1883, January 21st. - The old Court House and Jail at the corner of Main and William streets, was sold for \$1,125. Cost in 1874 was \$35,000; the land brought \$65,200 and it cost \$1,700."

Winnipeggers, in referring to the future, never made comparisons with any city smaller than Chicago.

Population

Within the short space of three years, from 1881 to 1884, the population of the city had more than trebled. During the time of the actual land boom (1881 to 1883), 135 new Winnipeggers arrived, on the average, every week; not to speak of the thousands of temporary residents who crowded the city.

<u>Year</u>	<u>Populations</u> ³⁸
1881	7,977
1882	14,662
1883	22,523
1884	24,700

Transportation

With the completion of the railway-highway bridge across the Red River in 1881, Winnipeg became directly linked with the East.³⁹ To the west

³⁸Henderson's Directories of Winnipeg 1881, 1882, 1883, 1884. See also Appendix B, page 194, for comparison with other sources.

³⁹See page 91 . H. S. Seaman, op.cit., pages 77 and 78.

the transcontinental line was in progress, and reached Moosomin, Saskatchewan, in 1882 and Calgary in August, 1883.⁴⁰

Riverboat traffic had lost its monopoly and suffered severely from the competition of the railroad. Only lower freight rates and bulky freight kept a few boats in operation.

In the areas north, and particularly south, of Winnipeg, the lines of smaller railway companies were planned.⁴¹ They should serve the agricultural hinterland, and should connect it with the city.

Hinterland

The land boom was by no means confined to the city alone. Farmland in the Red River valley and Assiniboine basin had also increased in value, and attracted many new settlers. Facilitated by convenient railroad connections, and allured by profitable land speculation, thousands of immigrants

⁴⁰Arthur S. Morton, op.cit., page 72.

⁴¹Ibid., pages 66 and 67, "Charters were granted to the Winnipeg and Hudson's Bay Railway and Steamship Company and to the Nelson Valley Railway and Transportation Company, which were to find an outlet for the province on Hudson Bay at Port Nelson and Fort Churchill, respectively."

and people from the East poured into the rural parts of the region. They took up government land, and started cultivation. Some tried to sell the improved land later, but many stayed.⁴²

Improved seeds promised the new settlers a good cash crop and provided favourable prospects for a stable and secure income. "Red Fife" was at that time the predominant variety of wheat grown in Manitoba.⁴³ As it matured in 115 to 125 days, the early frosts could no longer cause severe damage. With the introduction of this variety, and with the use of the steam plough,⁴⁴ wheat became the major export commodity of Winnipeg's hinterland, and supported an ever-growing agricultural population.

At the close of the year 1884 the population of the Province of Manitoba had reached the 100,000 mark.⁴⁵ Along the railroad lines villages and small

⁴²The homestead entries for the Prairies increased from 2,753 in 1881 to 7,483 in 1882; (cancellations in 1881: 937; in 1882: 3,485). See also Appendix L, page 210.

⁴³Arthur S. Morton, op.cit., page 70.

⁴⁴H.S. Seaman, op.cit., page 74, "1882, November 21st, the first steam plow reached Winnipeg on its way to a farm."

⁴⁵Ibid., page 78. See also Appendix F, page 200.

towns had grown up. These communities and, indeed, the majority of the rural population looked to Winnipeg as their main supply base and distribution centre. It was not only the great influx of people into the city, but also the striking development of its hinterland, which contributed to Winnipeg's enormous growth in this period.

Urban Communications

Only gradually did the necessary community services come into existence. The first telephone exchange had begun operations in August 1881; and the delivery of letters followed in February 1882.⁴⁶

In August 1882 the first horse-drawn streetcars started from the CPR station and went along Main Street to Assiniboine Avenue, and on Portage Avenue as far as Kennedy Street and along Kennedy Street to the corner of Broadway Avenue. The rails were laid on planks placed crosswise, side by side, "to keep the horses' feet out of the sticky mud."⁴⁷ In winter sleighs were used.

⁴⁶Winnipeg Free Press, August 23, 1881. H. S. Seaman, op.cit., page 74.

⁴⁷Winnipeg Free Press, August 16, 1882.

Another improvement was the introduction of electric light, which first shone on the night of October 15, 1882.⁴⁸ The electric current was generated at the Hudson's Bay Company's grist mill, near the mouth of the Assiniboine River.

In September 1884 the paving of Main Street was finally begun, when thirty-three carloads of blocks arrived for that purpose.⁴⁹

Besides the horse-drawn streetcars, the bicycle was a significant means of urban transport. The daily "journey to work" was of marked influence in the choice of the dwelling-place.⁵⁰ As new residential land was only available on the fringes of the built-up area, either the streetcar or the bicycle was necessary as a means of cheap and "rapid" transportation.⁵¹

⁴⁸Winnipeg Free Press, October 15, 1882.

⁴⁹Winnipeg Free Press, September 14, 1884.

⁵⁰Robert E. Dickinson, City Region and Regionalism, page 123, "The separation of workplace and dwelling-place, rendered possible by the development of cheap and rapid transport, is one of the most fundamental problems of the modern town."

⁵¹When early in 1883 the City Council passed a by-law prohibiting the riding of bicycles within the city limits, a mass meeting of cyclists was called in March, 1883, at which a resolution of sharpest protest against the by-law was adopted. (Winnipeg Free Press, March 19, 1883.)

Map 18

CITY OF WINNIPEG AND TOWN OF
ST. BONIFACE IN 1884

(For sources see Appendix R)

LEGEND



BUILT-UP AREA



COMMERCIAL USE



INDUSTRIAL USE



CITY LIMITS IN 1875



CITY LIMITS IN 1884

SCALE IN FEET

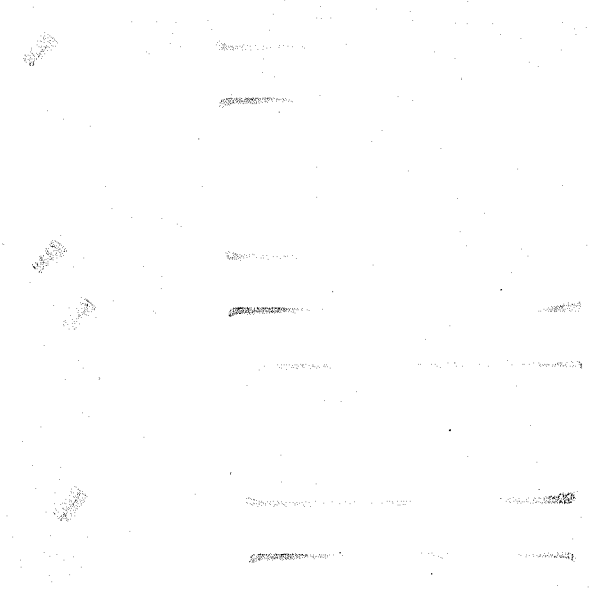
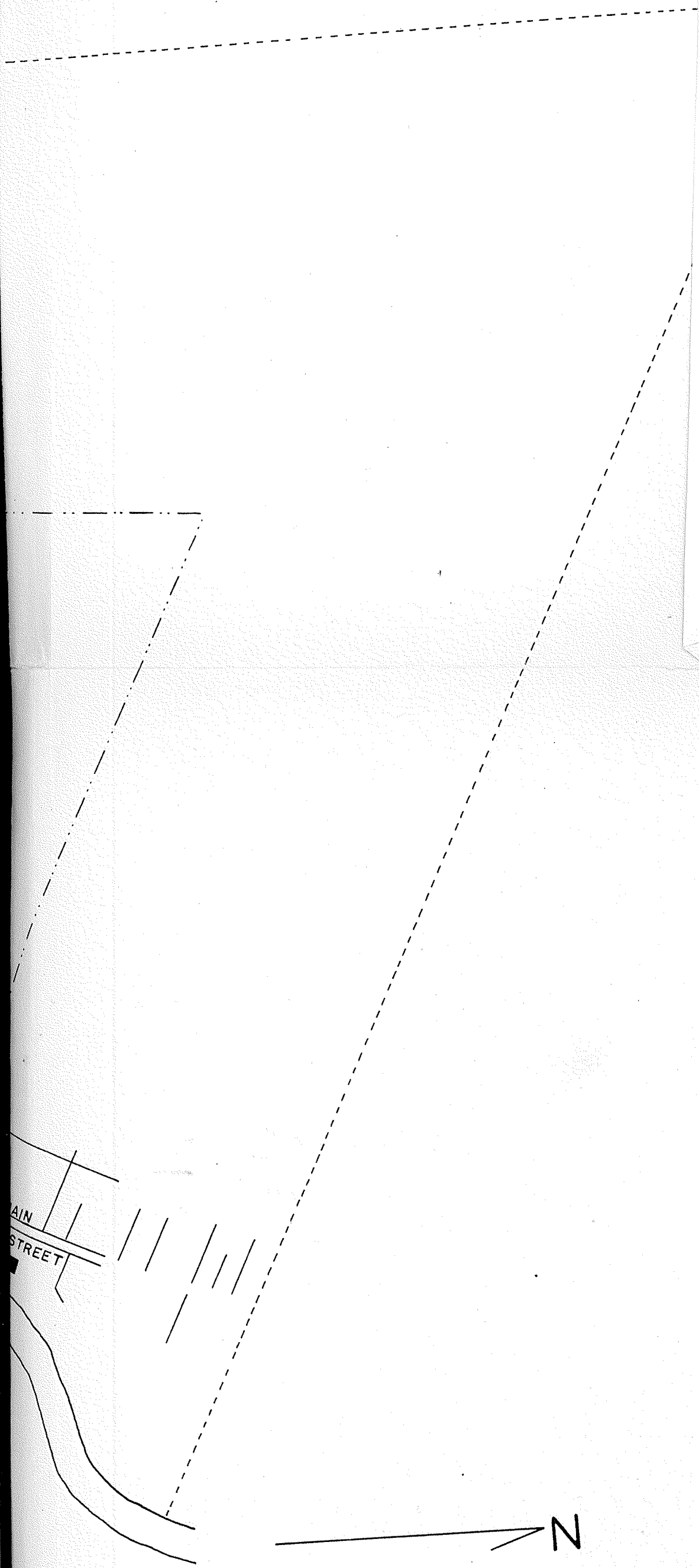
CITY OF WINNIPEG AND TOWN OF S IN 1884



AND TOWN OF ST. BONIFACE IN 1884



FACE



Special bicycle paths were constructed on Portage Avenue, from Main Street to Deer Lodge, on both sides of the streetcar tracks. Although these paths were originally made for the purpose of "pleasure rides on summer evenings",⁵² people soon came to use them as a convenient means of getting to their place of work, which was usually near or in the down-town area. This tendency may represent one of the reasons for the more rapid settlement along and near Portage Avenue in comparison with other parts of the city.⁵³

Political Area

The first immediate areal reflection of the coming of the railroad and the following land boom became evident in 1882. The city's hopes for a continuity of the rate of growth were expressed in the extension of the administrative boundaries across the Assiniboine River and far to the west and north.⁵⁴ In early 1882 the district known as Fort Rouge, south of the Assiniboine River, was taken

⁵²Winnipeg Free Press, March 19, 1883.

⁵³This development and the significance of urban transportation became still more evident in the years to follow. See Chapter VI, pages 162 and 163.

⁵⁴See Map 18, page 112.

into the city. Some months later, the city limits were extended north to present-day Kitchener and Luxton Avenues; south to present-day Wilkes Avenue, Waverley Street, and Parker Avenue to the Red River; and west to Keewatin and St. James Streets.⁵⁵

These limits, except for some later additions of minor extent, still comprise the city's area today. The hopes and expectations of the booming eighties had to wait for nearly half a century to be transformed into reality. Only then did this area come fully into urban use.

Geographical Area

The extent of the built-up portion of the city had more than doubled.⁵⁶ Completely new districts were opened up: (1) across the Assiniboine River in Fort Rouge; (2) at Armstrong's Point, situated on the meander tongue of the Assiniboine (now East-, Middle-, and West Gate); and (3) west

⁵⁵City of Winnipeg Municipal Manual, 1955, page 18.

⁵⁶Compare Map 16 , page 97 , and Map 18 ,
Page 112 .

of Main Street north of Common (now Henry) Street. Besides these new developments, the parts already in urban use were so densely built up that hardly any sizeable vacant lots could be found.

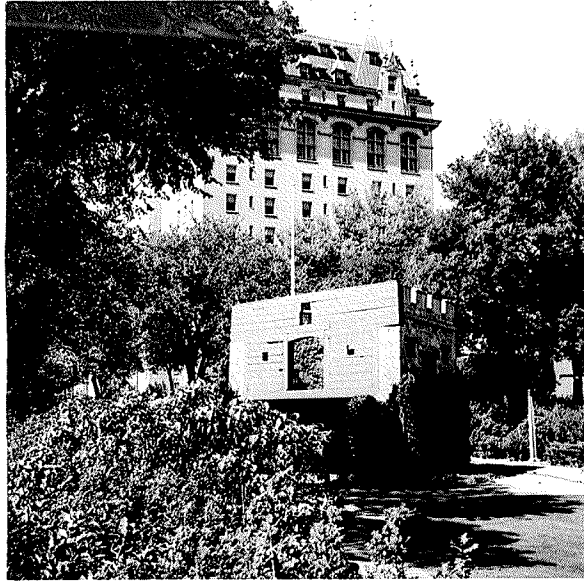
By 1884, the reserved land of the Hudson's Bay Company, between Notre Dame Street and the Assiniboine River, had changed hands, and was almost completely built on.⁵⁷ Even Fort Garry, at the southern end of Main Street had become a victim of the land boom. The Company sold the property during the boom, and the walls and buildings were demolished, and the materials carted away to be used by builders elsewhere in the city. Only the gateway facing north-west remained, and has been kept as a historic monument by the city.⁵⁸

The impact of the rapid development also had its effect upon the neighbouring community of St. Boniface, where in 1883 the first signs of an urban pattern appeared.⁵⁹ Some of Winnipeg's

⁵⁷See Map 14, page 77 ; and Map 18, page 112 . See also footnote 36 , page 78 .

⁵⁸City of Winnipeg Municipal Manual, 1955, page 19, "1897 Fort Garry Gateway presented to the City by the Hudson's Bay Company". See Figure 9 and 10, page 116 .

⁵⁹Before the land boom, only a few houses were grouped around the church and the various church buildings. St. Boniface was incorporated as a town in 1883.



AUG • 56



AUG • 56

Figures 9 and 10. Fort Garry Gate.

Even Fort Garry had become a victim of the land boom of 1882. The Hudson's Bay Company sold the property during the boom, and the walls and buildings of the fort were demolished, and the materials carted away to be used by builders elsewhere in the city. Only the gateway facing north-west remained, and has been given by the Company to the city in 1897.

residents and some industrial establishments took advantage of the drastic differences in land value between St. Boniface and the city, and the more favourable taxation in this early suburb, and built their homes or plants there. But only a small area of St. Boniface, close to the Red River, came into urban use. This development may be considered as the birth of what later became known as "Greater Winnipeg." In no other municipality adjacent to the city did a similar urban development take place. It was not until the period of 1901 to 1913 that parts of those rural districts showed some signs of urbanization.

Residential Land Use

The introduction of horse-drawn streetcars and the use of bicycles as a means of urban transportation had greatly helped the spread of the residential areas on the fringe of the built-up parts of the city. The newly opened districts⁶⁰ were predominantly in residential use.

In the centre of the city real estate prices were so high that only business enterprises could enter into competition for the vacant

⁶⁰See page III .

lots.⁶¹ Besides objecting to the high land values, people no longer had any particular desire to live in the busy down-town area. The more attractive lots for residential purposes were now along the Assiniboine River, in Fort Rouge, on streets adjoining Portage Avenue west of Colony Street, and along the northern part of Main Street with the streets branching off to the east and west.

The better class residences were still on the former Hudson's Bay Company's reserve, close to the Assiniboine River. But there was already a trend towards River Avenue in Fort Rouge, and particularly towards Armstrong's Point, where many exclusive residences were built.⁶²

The middle class residential district expanded east and west of the northern part of Main Street. Across the Red River, in St. Boniface, another marked development of middle class residences took place. Most of the people living

⁶¹Lots on Main Street were priced about twenty times higher than those on the fringe of the urban area. For example, a 28 feet lot on Main Street (Block 3, Lot 39) was assessed at \$19,600; whereas a lot on Young Street (Lot 66 of Young Estate) rated at \$1,000. (City of Winnipeg Assessment Office).

⁶²The area at Armstrong's Point (today East, Middle and West Gate) preserved its character as first class residential district till present-day.

there were either connected with the institutions of the Roman Catholic Church, or were employed by the many new industrial establishments.⁶³

The area east of Main Street between Notre Dame East and Point Douglas showed some signs of deterioration: here was the oldest part of the city. Small and partly dilapidated dwellings were intermingled with big warehouses and establishments of heavy industry.⁶⁴ The main line of the Canadian Pacific Railway ran through this district, and gradually created a "zone of blight" along its tracks.⁶⁵

Commercial Land Use

The intersection of Portage Avenue and Main Street had become the core of the commercial district. Commercial land use had spread mainly along the southern part of Main Street, and had taken up complete blocks close to "the core".⁶⁶ On streets east and west of Main Street buildings in residential use had to give way to the growing commercial

⁶³See Map 18 , page 112 .

⁶⁴See Map 18 , page 112 .

⁶⁵Robert E. Dickinson, op.cit., page 118.

⁶⁶See Map 18 , page 112 .

district.⁶⁷

On Main Street north of Point Douglas and along Point Douglas Avenue a great number of new stores had sprung up.⁶⁸ The tracks of the CPR running along Point Douglas Avenue and crossing Main Street account for this development.

A particular position was taken up by the wholesale companies. With the emergence of retail stores in the new agricultural communities along the railroad lines, Winnipeg merchants began to profit from an extensive wholesale trade. Within a short space of time, they assumed a dominating position in Winnipeg's economic structure.

In the choice of the location of their premises the wholesale companies tended to avoid main thoroughfares, like Main Street and Portage Avenue. The loading and unloading of goods needed space which could hardly be obtained on the main

⁶⁷This process is referred to as "sequent Occupance" or "Invasion and Succession". It is the displacement of one dominant type of land use by another. "this process is usually most marked - this can be considered as a basic law - on margins of the city centre . . . and has its root causes in the growth of land values in districts of old property." (Robert E. Dickinson, op.cit., page 98.)

⁶⁸Compare Map 16 , page 97 ; and Map 18 , page 112 .

streets. On the other hand, a central location was required, preferably close to the local concentration of retail stores and not too far away from the railroad. Consequently the streets branching off and running parallel to Main Street were best suited for them. Thus Lombard, Notre Dame East, Rorie, McDermot East, and Bannatyne East became the traditional streets for the first wholesale establishments.⁶⁹ Big buildings were erected here, especially adapted for wholesale companies. The need for warehouses was so urgent that these were often rented even before the building contract was awarded.⁷⁰

Industrial Land Use

The growing demands for supplies of railway and building contractors, the increasing agricultural population in the hinterland, and the expansion of the urban market supported the growth and rapid

⁶⁹Henderson's Directory of Winnipeg, 1884, Street Index. This area was later served by several spur lines, the first of which was constructed in 1896, and ran from the river to Main Street between Market and Bannatyne. (According to Plan 504, December 24, 1896; (City Survey Department.)

⁷⁰Winnipeg Board of Trade, Annual Report of 1884, page 13. None of these buildings is still standing to-day. The last warehouse built in this period was demolished in June 1956. (City Assessment Office.)

development of the city's industries. Moreover, the city was prepared to deal liberally with manufacturers, who established themselves in the city.⁷¹

For the location of industries, particularly for heavy industries, two major factors were of importance: (1) good access to transportation facilities, and (2) proximity to the down-town area.

(1) In the pre-railroad period, location close to the river was of great importance, particularly for the heavy industries, like saw- and planing mills or foundries, all of which were located on the river bank between Point Douglas and Notre Dame East. The bulkiness of their raw materials and of most of their finished products demanded transportation facilities close at hand. With the coming of the railroad the river lost its significance as a means of transport. Many of these industries and all the new establishments looked for locations with good railroad connections.

⁷¹In many cases a long term exemption of taxation was granted, or even tracts of land were awarded.

(2) Sites close to the down-town area provided ready access to the main concentration of middle and low class residential areas, whence the industries could draw most of their labourers. Furthermore, the close proximity to the local commercial establishments - which were the main customers of early industries - facilitated the transport of their finished products.

Due to the growing demands of the agricultural hinterland the manufacture of farm implements began in 1884.⁷² The booming construction business led to the expansion of the two foundries and of the saw and planing mills of the city; and it also brought about the establishment of Griffith's Stone Works. All these concerns were situated in the Point Douglas area and on the west bank of the Red River between Notre Dame East and Point Douglas. Seven brick makers and one sash and door factory appeared in St. Boniface during this period.⁷³

⁷²Waterous Engine Works, at the corner of Fonseca (now Higgons) and Mead, and the Watson Manufacturing Company, on the Market Square, were the first companies specializing in farm implements. (Henderson's Directory of Winnipeg, 1884, Business Directory.)

⁷³See Appendix T, page 224.

A great number of the early craftsmen began manufacturing, and built up quite large enterprises. Some blacksmiths began to make carriages and waggons, and even to operate foundries.⁷⁴ The enormous increase in population, both in the city and in the country, brought about such a great demand for clothing that the tailors could hardly meet it. Thus in 1884 the city had already three companies manufacturing clothing on a fairly large scale. All three had developed out of tailors' shops.⁷⁵ As most of these craftsmen tended to remain on their original sites, which in most cases were situated in the centre of the city, a marked concentration of industrial establishments of this kind developed near or on Main Street.⁷⁶

The railroad yards, shops, and roundhouse, which were constructed from 1882 to 1884, represented a considerable industrial development in their own right. Practically overnight, Winnipeg had become a major railway centre. The various construction projects and the maintenance of lines and rolling

⁷⁴See footnote 35, page 105.

⁷⁵Henderson's Directory of Winnipeg, 1882 and 1884, Business Directory. See also Appendix T, page 224.

⁷⁶See Map 18, page 112. See also Appendix T, page 224.

stock began to play an important role in Winnipeg's economic structure.

Thus, at the end of the landboom, in 1883-1884, the industries of Winnipeg had greatly expanded both in range and number of enterprises. In the City of Winnipeg and the Town of St. Boniface combined, there were thirty-five industrial establishments in operation; moreover, a great number of craftsmen had quite extensive shops with several people employed.⁷⁷ Some of the companies created during the land boom period, have played an important part in Winnipeg's life ever since.⁷⁸

⁷⁷In 1881 the city had only 17 industrial establishments. For a complete listing of the companies of 1884 and their location see Appendix T, page 224.

⁷⁸For example, Ogilvie Mills (still one of Winnipeg's leading flour mills), and Paulin's Bakery (still well-known for its biscuits), were founded in the period from 1882 to 1884.

CHAPTER VTHE PERIOD OF CONSOLIDATION(1885 - 1901)Introduction

The collapse of the real estate boom of the early eighties had severely shaken the confidence in Winnipeg's mushroom growth and economic prospects. The result was a temporary decline in the influx of population and capital.¹

But Winnipeg soon recovered. Mere adventurers,

¹Winnipeg Free Press, December 24, 1885, "The fluctuating nature of our population can better be appreciated when the fact is stated that of 1,500 men who started business during the past three years not one remains to tell the story." See also Appendix B, page 194; Figure 1, page 16.

speculators, and "traders of very small means, and those with stocks beyond all proper proportions to their resources were forced into bankruptcy,"² and were eventually wiped out. The solid merchants with healthy business concerns remained. The economic structure of the city became more stable, and regained the sound reputation and high credit standing it had formerly enjoyed. A general consolidation of the economic life took place.

In October 1885, the Winnipeg Free Press was able to report that the business outlook in the Canadian North-West was certainly more favourable than it had been for some considerable time.³ New hopes filled the hearts of Winnipeggers. This message was also heard in the East, and caused a revival in the flow of people to the West.

Population

In this period the rate of population growth was not as rapid and as startling as in the early eighties. According to records of the City Assessment Office, the city's population had increased from 19,574 in 1885 to 44,778 in 1901.⁴

²Winnipeg Free Press, August 4, 1883.

³Winnipeg Free Press, October 13, 1885.

⁴See Appendix B, page 194, for figures of the individual years.

Henderson's Directory, however, gives a population estimate for 1901 of 52,443.⁵ This estimate is based on the entries in the directory, which included the Town of St. Boniface and a small number of people living close to the city. This figure may therefore be applied to what later became known as "Greater Winnipeg."⁶

Transportation

Thanks to its early economic and political strength, and to its favourable location, Winnipeg had become the centre and base for all railroad operations in the Canadian West. Moreover, after the collapse of the land boom, this position had saved it from permanent depression and decline, which had been the fate of other Prairie towns.⁷

In the years immediately after the real estate boom, railway construction was limited to the mainline only, and by 1886 the transcontinental

⁵See Appendix B, page 194, for other sources, and for the method of calculating generally employed by directories.

⁶See Chapter IV, page 117.

⁷M. McWilliams, Manitoba Milestones, pages 153 and 154, "With the decline of the boom, Emerson went farther down, than any other city in Manitoba. The population, quick to perceive that the dream of a great Emerson was over, at least for generations, drifted away."

connection was completed.⁸ But increasing competition of other companies forced the CPR to intensify its construction operations on the Prairies.⁹ The railway mileage in Manitoba had increased from 353 ~~to~~ⁱⁿ 1880 to 1,605, in 1890,¹⁰ and at the turn of the century twelve separate railway lines converged on the city.

Hinterland

The completion of the railroad connections with the East made the journey to Winnipeg much easier. Every train that arrived brought new settlers for the growing hinterland of the city.

When the Mennonites had proved that the treeless prairie was in reality rich farming land, settlers from Eastern Canada and the British Isles were not slow to follow in their footsteps.

⁸City of Winnipeg Municipal Manual, 1955, page 19.

⁹M. McWilliams, op.cit., page 160, "The Manitoba and South-Western Railway was opened as far as Manitou in 1882 and four years later reached Deloraine. The Manitoba and North-Western Railway, running west from Portage la Prairie, completed in 1885 its line as far as Minnedosa and two years later was on its way past Birtle. The Souris branch of the Canadian Pacific reaches Elm Creek in 1885, Cypress River in 1886, and by 1892 had gone through Souris to Reston. The Northern Pacific in 1888 began to build its lines from the American Border to Winnipeg, to Brandon and to Portage la Prairie."

¹⁰Ibid., page 160.

Supported by an increasing railroad net, settlement spread to the west, south-west, and north-west of Winnipeg. The homestead entries for the Prairies increased from 1,858 to 8,167 in the period from 1885 to 1901, and the population of Manitoba grew from 152,506 in 1891 to 255,211 in 1901.¹¹ Wheat production increased to such an extent that the amount of wheat reaching Winnipeg in 1902 exceeded that of the leading American centres.¹²

When the Federal Government, in 1899, made the inspection of Prairie grain at Winnipeg compulsory, the city's importance as a grain marketing centre was further strengthened and made permanent.¹³

Political Area

The extent of the political area of the City of Winnipeg did not undergo any additions or changes in the period from 1885 to 1901.¹⁴

¹¹See Appendices *F* and *L*, page 200 and page 210.

¹²Winnipeg received 51.8 million bushels in 1902, while Chicago received only 37.9 million and Duluth and West Superior together 42.4 million bushels. (26th Annual Report of the Winnipeg Board of Trade.)

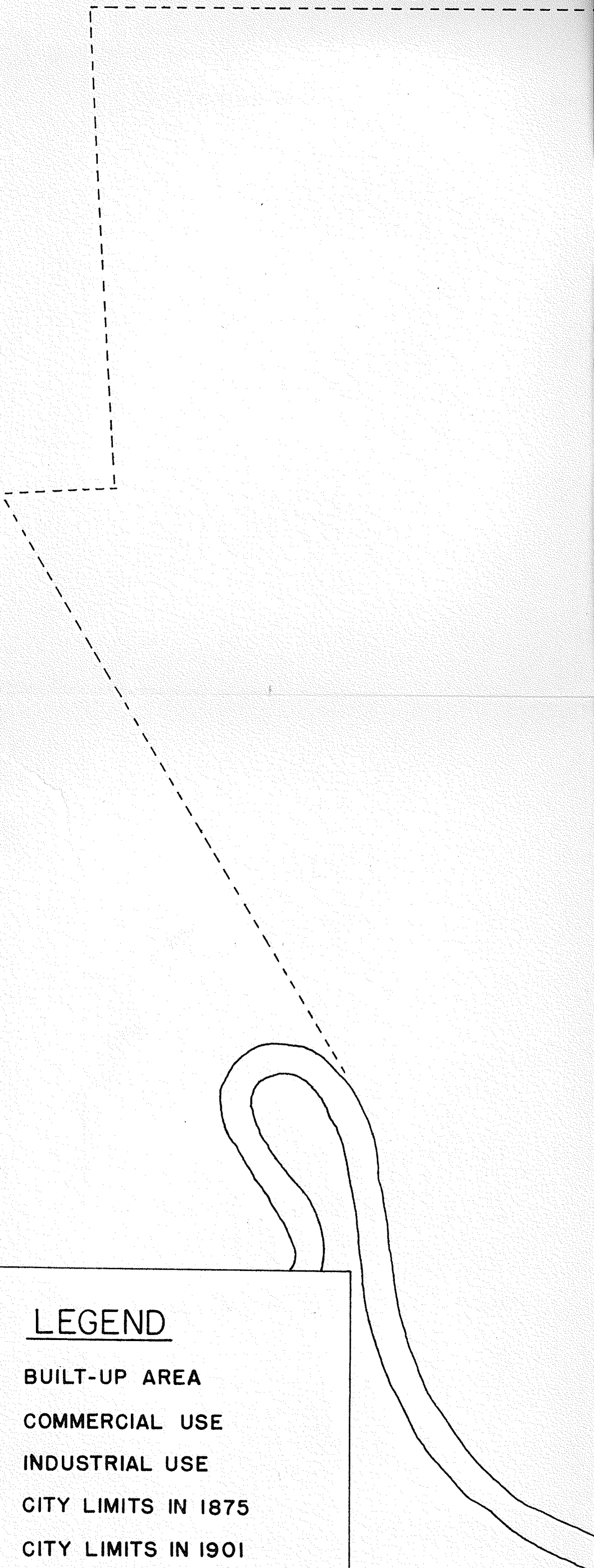
¹³Winnipeg Free Press, January 8, 1900.

¹⁴City of Winnipeg Municipal Manual, 1955, page 19.




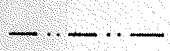
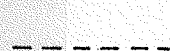
Map 19

CITY OF WINNIPEG AND TOWN OF
ST. BONIFACE IN 1901

(For sources and comment see Appendix U)



LEGEND

-  BUILT-UP AREA
-  COMMERCIAL USE
-  INDUSTRIAL USE
-  CITY LIMITS IN 1875
-  CITY LIMITS IN 1901

SCALE IN FEET.

CITY OF WINNIPEG AND

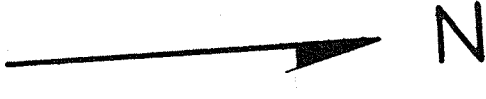
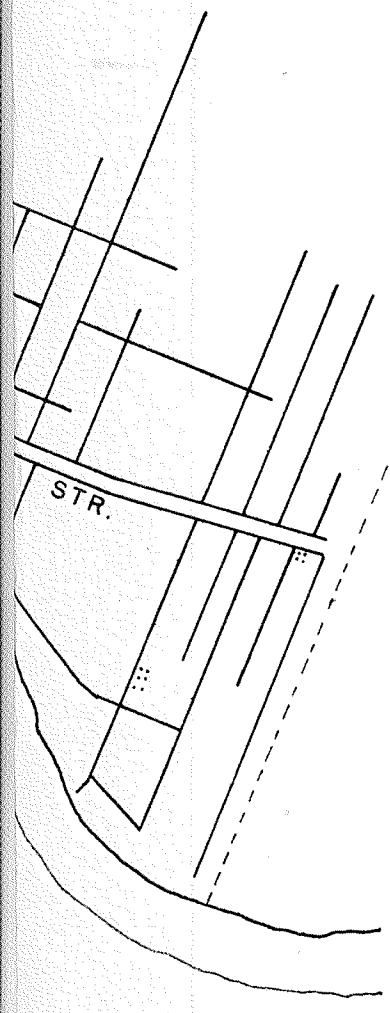
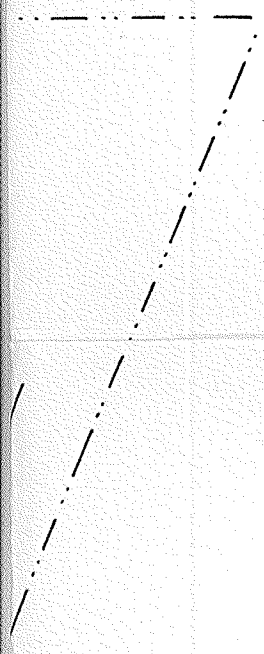
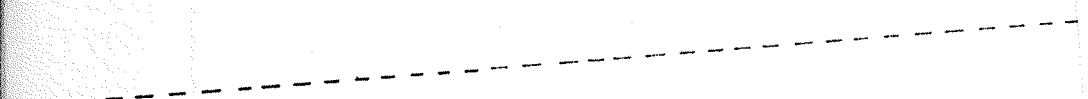
IN 19



AND TOWN OF ST. BONIFACE 1901



E



Geographical Area

No new districts were opened up in the period from 1885 to 1901. Although the outlying parts of the city became more densely built up, the urban fringe was pushed only little further outwards.¹⁵ The introduction of electrical trolley cars in July, 1892, favourably influenced this development.¹⁶

At the close of this period, in 1901, the municipalities bordering the city were still in rural use.¹⁷ Only in St. Boniface was an urban development evident. Lower real estate prices, lower municipal taxes, and good access to railroad lines had favoured the construction of residences and the establishment of industries. But it was only in the western part of St. Boniface, in the area between the Red and the Seine Rivers, that a sizeable urbanization took place.¹⁸

¹⁵Compare Map 18 , page 112 , and Map 19 , page 131 .

¹⁶City of Winnipeg Municipal Manual 1955, page 18.

¹⁷Urbanization in the suburbs - except for St. Boniface - did not occur before the beginnings of the period 1902-1913. The origin and growth of the suburbs, therefore, is discussed in Chapter VI.

¹⁸See Map 19 , page 131 .

This development was the beginning of what later became known as Norwood.

When in 1897 the city replaced the privately owned Main Street Bridge (across the Assiniboine River) by a more modern and wider structure, this improvement was felt not only in Norwood, but far more in Fort Rouge. The eastern part of River Avenue and Spadina (today Stradbroke) Avenue with their many streets branching off became densely built upon.²¹

Thus, at the turn of the century, Winnipeg was served by the following river bridges: across the Red River: the railway-highway Louise Bridge (built in 1880-1881), the privately owned Broadway Toll Bridge (built in 1882 and in use till 1904), and the privately owned Norwood Toll Bridge (built in 1890); across the Assiniboine River: the Main Street Bridge (built in 1897 by the city replacing a privately owned bridge), the Maryland Street Bridge (built in 1894), and the privately owned Osborne Bridge (purchased by the city in 1883).²²

²¹See Map 19, page 13/ .

²²Annual Report of the City Engineer of the City of Winnipeg, Manitoba, 1901, page 4.

In addition, there was the Colony Street Bridge across the Colony Creek at Portage Avenue (close to the present site of the Mall Hotel).²³

Residential Land Use

The accumulation of capital by speculation and enterprise found its reflection in the construction of many fine homes in the newer residential sections of the city.²⁴ The first class residential district had shifted from the former Hudson's Bay Company reserve, between the Assiniboine River and Portage Avenue, to Armstrong's Point, and River Avenue and Spadina Avenue.²⁵

The older first class residences on the former Hudson's Bay Company land had gradually been taken over by people of middle class income level. Many of these residences were turned into rooming houses, or came to be occupied by two or more families. A number of streets west of Colony Street were extended, and joined Notre Dame to the

²³Annual Report of the City Engineer of the City of Winnipeg, Manitoba, 1898, page 4.

²⁴See Figures 11 and 12, page 136 .

²⁵Armstrong's Point is present-day East-, West-, and Middle Gate; Spadina Avenue has changed to Stradbroke Avenue. See Map 19, page 131 .



MAR • 56 •

Figure 11. First Class Residence of 1898

This first class residence at 134 West Gate which is part of the Armstrong's Point area, is one of the many fine homes constructed in the period from 1885 to 1901. (Information obtained from the City of Winnipeg Assessment Office.)



MAR • 56 •

Figure 12. First Class Residence on River Ave.⁴³

In the period from 1885 to 1901 the first class residential district shifted from the former Hudson's Bay Company reserve to Armstrong's Point and River and Spadina (today Stradbroke) Avenues. This home was built in 1901, and may be considered typical of this period. (Information obtained from the City of Winnipeg Assessment Office.)

north and the Assiniboine River to the south. Here an extensive middle class residential district had developed.

The shops and yards of the CPR along Higgins Avenue, west of Main Street, had caused a considerable expansion of the middle class residential area westward between Alexander Avenue to the south and Henry Street to the north. It was here mainly that the dwellings of the railway workers were situated.²⁶

The westward expansion of the built-up areas north and south of the CPR mainline, and the increasing railroad traffic had called for the construction in 1898 of an overhead bridge at Salter Street, immediately east of the round house and work-shops.²⁷

East of Main Street, particularly in the section known as Point Douglas, a pronounced low-class residential district had developed. The houses here were of older date and showed marked signs of dilapidation. The presence of heavy industry,

²⁶Henderson's Directory of Winnipeg, 1901, Street Index.

²⁷According to contract 1157 in the files of the CPR, Winnipeg.

and the fact that the railroad cut through this district, were probably responsible for the deterioration and blight which had become evident here.

Commercial Land Use²⁸

The structure of the commercial section of the city experienced some remarkable changes. Winnipeg had become the headquarters of the Western grain trade. This new function in the economic structure of the city required the establishment of new companies, new facilities for handling the grain, and new and larger institutions for financing this trade. Translated into the language of urban geography, this meant the taking up of new space for commercial land use, or a change in the existing land use.

Thus the beginnings of a financial section within the commercial district of the city became evident in the early nineties. The Exchange Building on Princess Street, immediately west of the market square had attracted bankers and grain merchants.²⁹ In 1901, not less than twenty-six

²⁸See Map 19 , page 131 .

²⁹The Exchange Building was built in 1882. See Figures 13 and 14 , page 139 .



Figure 13. The Exchange Building of 1882.

In the period from 1885 to 1901, the first Winnipeg Exchange Building on Princess Street became the centre of the grain trade of the Canadian Prairies. It kept this position till 1906, when the new Grain Exchange Building on Lombard Avenue was constructed.



Figure 14. Princess Street, South of the Exchange Building.

These buildings were constructed in the eighties, and were occupied by bankers and grain merchants. Here was the first concentration of financial establishments. (Henderson's Directory of 1895 and City Assessment Rolls)

companies and brokers dealing in grain had their offices in this building, and three banks opened their branch offices in the immediate neighbourhood.³⁰

As a necessary compliment to the grain trade, a marked concentration of dealers in agricultural implements appeared along Princess Street, close to the Exchange Building.³¹ Consequently, the distinct character of this section of the city as the centre of the grain trade became even more emphasized.

At the turn of the century a new wholesale district emerged along King Street and Princess Street, close to the intersection of Portage Avenue and Main Street.³² Buildings previously in residential use were torn down and replaced by new warehouses. This expansion of the wholesale section

³⁰Henderson's Directory of Winnipeg, 1901, page 133 and 134.

³¹In the close vicinity of the market square, there were eleven agricultural implements companies, including Massey-Harris Co. Ltd. (on corner of William and Princess), the McCormick Harvesting Machinery Company, (north of the Exchange Building), and the Fairchild Co. Ltd. (on Princess Street close to James Street). (Henderson's Directory of Winnipeg, 1901).

³²The older quarters of the wholesale companies still remained in the section east of Main Street. (Henderson's Directory of the City of Winnipeg, 1901, Classified Business Directory). See also Chapter IV, page 120.

was due to the steady increase in the volume of the wholesale trade, which in turn was strongly affected by the introduction of lower railroad freight rates for Winnipeg companies.³³

Besides the emergence of a financial section and the new wholesale district, commercial land use mainly spread along streets branching off the central part of Main Street. The expansion along the northern part of Main Street itself, was comparatively small. It was the commercial core at "Portage and Main", which checked the commercial development farther along Main Street. Thus only very few new stores were opened north of Point Douglas in period from 1885 to 1901.³⁴

³³R. C. Bellan, The Development of Metropolitan Winnipeg, page 89; "In 1886, the CPR, in acknowledgement of the city's status as a distributing centre, granted a 15% reduction on freight rates west from Winnipeg. Following further representations the lower freight rates were applied to goods manufactured in Winnipeg, as well as to merchandise imported from Eastern Canada. In 1890, again after pressure had been brought to bear by the Board of Trade, the CPR introduced lower rates on merchandise shipments from Eastern Canada to Winnipeg; these reductions applied only to Winnipeg, and were particularly significant in clothing, dry goods, and machinery."

³⁴Compare Map 18, page 112 and Map 19, page 131.

Industrial Land Use

The growing demands of the local market as well as of the agricultural hinterland of Winnipeg, and the requirements of railway construction and maintenance, supported an expansion of the existing industries and an increase in their number and diversification. Construction materials, made from lumber and iron, waggons, tents, and agricultural implements were produced in the city. Farm workers and the workmen of the railroad wore overalls and shirts produced by Winnipeg's newest industry, the needle trade. Additional flour mills were established, and small meat packing plants often grew out of butcher shops.

In 1900, the city had 307 industrial establishments with 1,898 male and 382 female employees; the total value of articles produced amounted to \$5,611,240.³⁵ Within the industrial structure the new garment industry had acquired a significant place, and accounted for almost all the female employees mentioned above.³⁶

³⁵Census of Canada 1901, Volume III, page 382. Map 19⁵, page 31, shows only those buildings in industrial use which were completely occupied by industrial establishments. Many of the manufacturing companies operated in flats of office buildings or ware houses, or shared buildings with other industrial establishments.

³⁶The city business directory listed twenty-six

In the location of industries certain factors came to play an important role. The garment industry tended to stay close to its direct market, namely, the local wholesale companies. It frequently took up old buildings or warehouse space within or near the wholesale districts, close to Main Street.³⁷

Easy access to the railroad, as the predominant means of transport, was of vital importance for most of these industries, particularly the heavy industry. This factor became so much more important that old established companies moved from their river sites to places with ready railroad connections. Thus the planing mill of Dick, Banning and Company took up a new site at the corner of Austin and Point Douglas Avenue, close to the mainline of the CPR; and the Winnipeg Electric Railway and Gas Company established its plant at Sutherland Avenue and Gladstone Street and was connected with a spur to the CPR mainline in 1904.³⁸

There was, as yet, no marked segregation of

³⁶Cont'd- companies engaged in the manufacture of clothing. (Henderson's Directory of Winnipeg, 1901, page 532.)

³⁷Henderson's Directory of Winnipeg, 1901, City Street Index.

³⁸According to information obtained from the CPR Survey Office.

industrial areas in the period from 1885 to 1901. Industrial establishments appeared chiefly on the eastern and western fringe of the central business area, in the north-western part of St. Boniface, and in the area of Point Douglas. It was particularly in the latter area that the heavy industry was concentrated.³⁹

The western part of the built-up area had relatively few industrial establishments in 1900. There were only the long established Shea's brewery at the corner of Broadway and Colony Street, and the CPR shops immediately north of Higgins Avenue. The tracks of the CPR mainline west of Main Street had attracted only one company up to 1900, the Mecredy Manufacturing Syndicate Limited, on the north side of Logan Avenue West.⁴⁰

³⁹Oglivie Flour Mills, Vulcan Iron and Engineering Works, and some saw mills were situated in Point Douglas. (Henderson's Directory of Winnipeg, 1901.)

⁴⁰Henderson's Directory of Winnipeg, 1901, page 90.

CHAPTER VITHE PERIOD OF SOLID PROGRESS(1902 - 1913)Introduction

"It was in what happened in Winnipeg in those years which lie between the opening of the century and the coming of the Great War (World War I), that the true mirror of the effect of the movement of peoples from all over the world to the Western Plains is to be found. In those years Winnipeg was the business centre for all the prairies. Through her poured the stream of immigrants; through her, too, poured the streams of manufactured articles which went to supply their wants; and through her, on its journey to the

markets of the world, went the ever-increasing stream of wheat to the production of which the great majority of the new settlers devoted themselves. In the minds of the people of Winnipeg, it was as a distribution centre that the city would have a great future. It was still the neck of the bottle through which all must come and go, leaving on the journey some payment for services rendered. To perform these services thousands of people flocked to Winnipeg."¹

The old spirit of enterprise, combined with far-sighted courage, had returned to the people of Winnipeg. Evidences of progress and solid prosperity were abundant in every phase of the city's activities. The growth and expansion were so rapid and striking within this period that it is frequently referred to as the second boom, or the period of solid progress.²

Population

The rate of growth and the influx of people into the city and its suburbs was, indeed, very

¹M. McWilliams, Manitoba Milestones, page 179.

²James Elder Steen, Winnipeg the Capital of Manitoba and Trade Centre of the Canadian North-West, page 9.

reminiscent of the real estate boom of the early eighties. The population of the City of Winnipeg had risen from 44,778 in 1901 to 201,000 in 1913.³ The suburbs, most of which came into urban use in this period, accounted for an additional 17,000 people.⁴

Transportation

By the turn of the century, river transportation had lost much of its significance, largely because of the competition provided by the railroad, and also because of the short shipping season. Water traffic was limited to unscheduled freighting to and from points on Lake Winnipeg.⁵

The Canadian Pacific Railway Company, now under the pressure of keen competition, entered into a phase of feverish activity in the construction of branch lines in the Prairies. The already extensive

³Records of the City of Winnipeg Assessment Office.

⁴The figure of 17,000 is an estimate derived from the Canadian Census figures of 1911. St. Boniface's population had increased from 2,019 in 1901 to 7,483 in 1911. St. James had come into existence as the second most important suburb, and had a population increase from 257 in 1901 to 5,335 in 1911. (See page 159 for detailed information about the origin and growth of the suburbs.)

⁵Metropolitan Plan for Greater Winnipeg, 1946, No. 3, page 37.

railway net in southern Manitoba and the Prairies became denser, and opened many new areas for settlement.

When this period reached its end in 1913, Western Canada was served by more than 12,000 miles of track where 35 years earlier not a single mile had existed.

Hinterland

The rapid extension of railway facilities and the startling growth of Winnipeg in this period was closely linked with the immense influx of settlers into the Prairies. The new immigration policy, introduced by Clifford Sifton, who had taken over the Department of the Interior in the Laurier Government in 1896, was marked by more vigorous measures to attract settlers to the empty lands of the Prairies.⁶

The first tangible success of the new immigration policy was in the United States. The advantages of the Canadian West, which was almost empty in contrast to the American West, were advertised in the United States, and the response

⁶Arthur S. Morton, op.cit., page 120.

was almost immediate. In 1901, 17,987 American immigrants were listed, while in 1896 the census had shown no immigration from the United States at all.⁷ This flow increased continually till it reached its peak in 1913, when 139,009 Americans entered Canada; the majority of them settled on the Prairies.⁸

This wave of immigration differed very much from all others. The new settlers were for the most part familiar with farming under western conditions, and brought with them large sums of money, as well as their implements and furniture. They rapidly developed large areas of virgin prairie into prosperous farm land, and added substantially to the wealth of Winnipeg's hinterland.

After the tide of American immigration had begun to flow into Western Canada, Clifford Sifton turned his attention to the United Kingdom. Within the short space of nine years, his efforts increased British immigration to Canada from a mere 10,660 in 1899 to 120,182 in 1908.⁹ Although not all of it

⁷The Statistical Yearbook of Canada for 1901, page 638.

⁸Canada Yearbook 1914, page 85.

⁹Ibid., page 85.

came to the West, "a large proportion of it did, and went to swell the total of the population which fed the business houses of Winnipeg, even if it did not settle upon the lands of Manitoba."¹⁰

By the year of 1909, the Canadian Prairies had become "the Mecca of the world's landless folk."¹¹ Sifton had extended his campaign to almost all countries in Europe. Russians, Italians, French, Germans, Finns, Swedes, Norwegians, and Dutch - they all came seeking land for homes in the Canadian Prairies.

Through this tremendous influx of settlers, Winnipeg's hinterland grew so rapidly that the city could hardly meet the demands for goods and services. Great businesses were built up, and the former fur trading post of not even half a century ago had a turnover running into millions of dollars.¹²

The unique position of Winnipeg as the only sizeable urban centre dominating a hinterland, which

¹⁰M. McWilliams, op.cit., page 176.

¹¹Ibid., page 176.

¹²James Elder Steen, op.cit., page 8.

included almost the whole area of the Canadian Prairies, had, however, reached its zenith. The increasing rural population, and the steady improvements in transportation supported the rise of other urban centres, which were capable of providing services, which hitherto only Winnipeg could supply. Although Winnipeg continued to grow after 1913, that year marked the optimum of its power, influence, and monopoly in the Canadian West.

Political Area

On account of the great influx of people during this period, the City of Winnipeg expanded its political area.¹³ Although this expansion was proportionally less than that of 1882, at the close of this period, in 1913, the administrative area of the city comprised 15,138 acres, in comparison to its extent of 12,750 acres in 1902.¹⁴

In particular, there were the following additions: 1902, Brookside Cemetery included in City Limits; 1905, Assiniboine Park included in City Limits; 1906, Part Municipality of Kildonan (Elmwood),

¹³Compare Map 19 , page 131 and Map 20 , page 152 .

¹⁴These figures included 422 acres of water area.
(Information obtained from the Office of the City Clerk, City of Winnipeg.)

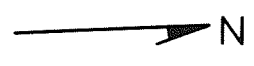
GREATER WINNIPEG IN 1880



ATER WINNIPEG IN 1913

LEGEND

- +++++ BUILT-UP AREA
 - ▨ COMMERCIAL USE
 - INDUSTRIAL USE
 - - - - CITY LIMITS IN 1913
- SCALE IN FEET
- 1500 0 1500 3000



Map 20

GREATER WINNIPEG IN 1913

Sources: Henderson's Directory of Winnipeg, 1913.

Winnipeg Free Press, 1913

Assessments records of the cities of
Winnipeg, St. Boniface, St. James.

taken into the City; Lots 3 and 4, Parish of Kildonan, lying east of McGregor Street, taken into the City; 1907, Lot 3, Parish of Kildonan, lying west of McGregor Street, taken into the City; 1913, Lots 1 and 2, St. Charles, added to City; City Limits extended west to Doncaster Street.¹⁵

Geographical Area

During the period from 1902 to 1913 the geographical area of Winnipeg experienced its greatest expansion thus far.¹⁶ The built-up area had spread in all directions, and in some places had even extended across the city limits.¹⁷

Large scale construction became necessary to provide housing for the growing population, and for business and industry. Building activity increased from a value of \$2.4 millions in 1902 to \$20.6 millions in 1912, i.e. more than ten times.¹⁸ In

¹⁵City of Winnipeg Municipal Manual, 1955, pages 19 and 20.

¹⁶During this period more than 30,000 building permits were issued. See Appendix W, page 234.

¹⁷See Map 20, page 152.

¹⁸See Appendix W, page 234.

1912, when construction work reached its peak, nearly \$3 millions worth of new office buildings, 68 new industrial buildings at a cost of 1.4 millions, 37 warehouses, and 15 movie houses were built; the balance of the total of \$20.6 millions was made up of dwelling houses including 71 apartment blocks costing \$3 millions.¹⁹

The improvements in the condition of the city's streets had greatly contributed to a better appearance of the city as a whole, and had encouraged settlement within the city. The muddiness of most of the streets, and the open ditches running alongside, had disappeared.²⁰ The major streets were "smoothly laid in asphalt pavement with granolithic sidewalks proportionate to the width of the carriage ways."²¹ The residential streets had rows of trees on either side and also asphalt pavement.

¹⁹Winnipeg Free Press, November 23, 1912.

²⁰The Winnipeg Board of Trade, 25th Annual Report, 1904, President's Address to the Members of the Board of Trade, February 2nd, 1904, "In my opinion the most important steps that have been taken in order to improve the appearance of the city and the comfort of its citizens has been the paving of its streets and planting boulevards and trees thereon. For many years it was a reproach to Winnipeg that its streets were abominable, its sidewalks were dirty and slippery, and the open ditches along the sides of the streets were filthy to a degree."

²¹A Handbook to Winnipeg and the Province of Manitoba, British Association for the Advancement of Science, Winnipeg, 1909, page 43.

The built-up area of the city had expanded to such a degree that more than two thirds of its political extent had come into urban use. Particularly the southern part, across the Assiniboine River, and the south-western part, between Notre Dame Avenue and the Assiniboine River, experienced a substantial expansion. But also east and west of Main Street, north of the CPR mainline, and across the Red River large areas had become urbanized.²²

The city's urban area had even spread across its political boundaries, and for the first time in its history included parts of other suburbs besides St. Boniface.²³

Bridges

The increasing traffic and the expansion of the built-up area called for the construction of additional bridges. The urban developments east of the Red River demanded the construction of a new bridge at Redwood Avenue in 1908.²⁴ The growing

²²See pages 159-165 for details and trends in the urban expansion during this period. See also Map 20 , page 152 .

²³See pages 159-165 for origin and growth of the suburbs. St. Boniface showed first urban development in 1884. (See Chapter IV, page 115 .)

²⁴Annual Report of the City Engineer of the City of Winnipeg, 1909. See also Figure 15 , page 157 .

western section of the city made necessary a bridge across the CPR mainline at Arlington Street in 1911-1912, and in 1912, a private toll bridge was constructed to link Elm Park with Jubilee Avenue in Fort Rouge.²⁵

As traffic grew heavier and loads on the trains increased, some of the earlier bridges had to be replaced by more modern and heavier structures. The former Louise railway-highway bridge was changed into a highway bridge in 1904, after the CPR had constructed its own railway bridge about 800 yards east of Louise Bridge. In 1909, Louise Bridge was replaced by the present Louise highway bridge.²⁶ The Osborne Street Bridge was found too light for the streetcars and the increasing traffic between Fort Rouge and the down-town area, and was replaced by the present Osborne Bridge in 1913.²⁷

²⁵Arlington Bridge had very poor approaches and a steep grade up the ramp. The reason for these faults was that this bridge was not designed for Winnipeg at all. "Built by Cleveland Iron Works near Birmingham, England, it was intended to span the River Nile. For some reason, it was decided not to send the pre-fabricated structure to Egypt. Instead it helped to pioneer the West." (Address of the City Engineer W.D. Hurst to the Public Improvement Committee, August 7, 1945; Winnipeg Tribune, August 8, 1945)
See also Figure 16, page 157.

²⁶See Figure 17, page 158.

²⁷See Figure 18, page 158.



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Figure 15. Redwood Bridge.

The urban developments east of the Red River demanded the construction of a new bridge at Redwood Avenue in 1908.



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Figure 16. Arlington Bridge.

The growing western section of the city made necessary a bridge across the CPR mainline at Arlington Street in 1911-1912.



Figure 17. Louise Bridge.

In 1909 present-day Louise Highway Bridge was constructed, replacing the original Louise Railway-Highway Bridge of 1880, the first bridge across the Red River.



Figure 18. Osborne Bridge.

Present-day Osborne Bridge across the Assiniboine River was constructed in 1913. It replaced a privately owned bridge built in the early eighties and purchased by the city in 1883.

Suburbs and Trends

It was not before the period 1902 - 1913 that the suburbs in addition to St. Boniface showed the first traces of urbanization. Most of them were readily accessible from downtown by street-car. Furthermore, the improved streets made it possible for many of the suburban residents to make use of their bicycles for transportation. Increased residential construction proceeded in the suburbs, and at the close of this period, in 1913, marked urbanization was evident, particularly west and east of the city limits.²⁸ It was in the period 1902 to 1913 that Greater Winnipeg really came into existence.²⁹

The Town of St. Boniface made great strides in this period. Private homes as well as industrial plants were built. St. Boniface was important first

²⁸In the single year of 1912 an estimated \$10 millions were spent for the construction of suburban dwellings. (Winnipeg Free Press, October 26, 1912.) See also Appendix W, page 234 for population figures of the suburbs.

²⁹See Chapter I, page 5, for the definition of the term Greater Winnipeg. In following only those suburbs are discussed which had some urban development at the close of the period of 1902-1913. (Most of them came into existence in this period). The origin and growth of St. Boniface are dealt with in Chapter II, page 54, Chapter IV, page 115, and Chapter V, page 132. In 1913, Fort Garry, North Kildonan, Old Kildonan, and Tuxedo were still mainly rural. The origin of the village of Brooklands is mentioned on page 169, in connection with the development of "CPR Town".

of all as the cultural centre of the French-Canadians in Western Canada, but its importance was enhanced by the establishment of heavy industry. It became the most noted centre for meat packing in the West.³⁰ As a result of this expansion and increasing importance, it was incorporated as a city in 1908, and became the strongest component in the future structure of Greater Winnipeg.

St. James was the suburb second in importance and size. Situated on the western outskirts of the urban area of the City of Winnipeg, along both sides of Portage Avenue, St. James was originally the eastern arm of the rural community of Assiniboia.³¹ However, prior to the period 1902-1913 only few houses were grouped around the estate of Lord Strathcona, which included River lots 17, 18, 19 of the Parish of St. James. It was not before 1903 - 1905 that the streets adjoining

³⁰Industrial Survey of Metropolitan Winnipeg, page 73.
For location of industries see page 179 .

³¹Winnipeg Free Press, April 9, 1955, page 19:
"Though for 41 years merely the eastern arm of Assiniboia, St. James maintained its entity, if only at times in a name. Residents, who had found there the elbow-room they sought with space for trees and walks, long called their home St. James."

Portage Avenue in St. James became so densely settled that this area could be considered urban.

St. James was an excellent area for residential purposes. No drainage problems and only comparatively little flood danger as well as low municipal taxes and large lots favourably competed with residential areas in the city.³² The planned development of Wood Haven Park (one mile and a half west of present-day Deer Lodge) in the first years of the new century became an additional attraction.³³ The growth of St. James was also furthered by streetcar connections with the city, bicycle tracks, and Portage Avenue as the main thoroughfare and highway to the West.³⁴

It became one of the most progressive suburbs of Winnipeg. As early as 1907, it had its

³²During the flood of 1950 (see Chapter I, page 7) only little diking was required in St. James. The lots at the east end of St. James close to the city limits were 100-110 feet and increased to 200-300 feet towards the western margin, thus providing ample space for big gardens. (Information obtained from City of St. James Assessment Office, Mr. C. L. West.)

³³City of Winnipeg Assessment Office, Mr. Sime, and City of St. James Assessment Office, Mr. C. L. West.

³⁴A Handbook to Winnipeg and the Province of Manitoba, British Association for the Advancement of Science, Winnipeg, 1909, page 51.

own streetcar (independent from the city streetcar system).³⁵ Its main streets were lighted, had an asphalt surface, and many of its sidewalks were of cement.

The rapid development of St. James was mainly caused by the pronounced western expansion of the built-up area of Winnipeg. This western trend was due to several factors:³⁶ (1) early urban transportation facilities, like streetcars and bicycle paths along Portage Avenue provided quick and easy access to the down-town area;³⁷ (2) the areas north and south of Portage Avenue were free of railway tracks and industrial establishments which would have blocked urban expansion;³⁸ and (3)

³⁵Winnipeg Free Press, April 9, 1955, page 19: "One streetcar travelled through St. James, it was part of the first rural electric railway system in Western Canada - the Suburban Rapid Transit Company. Brightly lit, practically to Headingly, Portage Avenue West was proudly termed 'The Suburban White Way'."

³⁶The probable reasons for the western trend in the urban expansion of Winnipeg are based on interviews with Mr. Eric Thrift, Metropolitan Planning Board, Mr. Sime, City of Winnipeg Assessment Office, Mr. C. L. West, City of St. James Assessment Office, and research connected with this thesis.

³⁷See Chapter IV, page III .

³⁸The industrial development of the area on Wall Street, immediately north of Portage Avenue, did not occur before 1909-1910. (See page 178). See also Maps 19 and 20 , pages 131 and 152 .

the absence of drainage problems and the reduced flood danger gave this area an advantage over the eastern and north-eastern parts of Winnipeg.³⁹

St. Vital, the next most important suburb, was incorporated as a municipality in 1903. Made up of parts of the old municipality of St. Boniface, it was situated east of the Red River, immediately south of the urban area of the Town of St. Boniface. In the period from 1902 to 1913 a residential community came into existence in the northern section of St. Vital. St. Mary's Road and some streets branching off to the east, were developed, while the rest of St. Vital remained mainly in agricultural use.

Another, but much smaller urban extension, took place in Kildonan, the rural community on the northern city limits, immediately east and west of the Red River.⁴⁰ The northern continuation of Main Street ran through the west part of Kildonan. It was here that the first urbanization became evident in the period from 1902 to 1913, making this area

³⁹Metropolitan Plan of Greater Winnipeg, 1946,
Background for Planning, page 62.

⁴⁰See Map 20, page 152.

distinct from the remaining rural section of Kildonan. This western area of Kildonan became later an independent administrative unit, under the title of Municipality of West Kildonan.⁴¹

Across the Red River, in the east part of Kildonan, a similar, but much smaller urban development took place. Along the northern stretch of the present-day Henderson Highway five adjoining streets came into urban use, and they~~e~~ might be considered as the beginnings of the later municipality of East Kildonan.⁴²

The northern expansion of Winnipeg's urban area was much delayed by the marked process of deterioration, which had taken place in and close to

⁴¹The Municipality of Kildonan was created in 1876; it covered an area to the north of Winnipeg, encompassing large sections on both sides of the Red River. In 1914, two municipalities were formed, West Kildonan and East Kildonan, on the respective sides of the river. In 1921, West Kildonan was in turn divided roughly into urban and rural areas, West Kildonan being the name of the south-eastern area with the urban development, and Old Kildonan the name of the large rural area to the north and west. A similar division occurred across the river in East Kildonan in 1925. Here the urban area in the southern section adjacent to the river became known as East Kildonan, and the remainder as North Kildonan. (Metropolitan Plan of Greater Winnipeg, 1946, Background for Planning, pages 25 and 26.)

⁴²See page 169 .

the area of Point Douglas. The routing of the railroad through Point Douglas in 1882 and the consequent concentration of heavy industry there, had resulted in a zone of blight, which extended west across Main Street. Winnipeggers naturally tended to avoid this slum area, which lay between the down-town commercial district and a large part of the northern residential area; they preferred to construct their homes in other parts of the city.⁴³

Residential Land Use

The area of the first class residential district at Armstrong's Point was already fully built up. The meander of the Assiniboine River was a natural boundary preventing any expansion; but, on the other hand, it preserved this area from invasion by industry or by lower class housing.⁴⁴

A new first class residential district came into existence across the Assiniboine River, west of

⁴³This was a prevailing opinion in Winnipeg of pre-World War I. (According to information obtained from Mr. Syme, City Assessment Office, June 8, 1956.)

⁴⁴Until very recent times did this area preserve its character as a better class residential district. See Figure 19 page 167, and Map 2, page 9.

Fort Rouge. The area contiguous to the location of Maryland Bridge, had been subdivided again under the name of Crescent Wood in 1902.⁴⁵ Building restrictions and caveat agreements were established, which constituted the first protection for residential areas by city law.⁴⁶ Here the new first class residences were built, according to the regulations of value, use, and spacing.⁴⁷

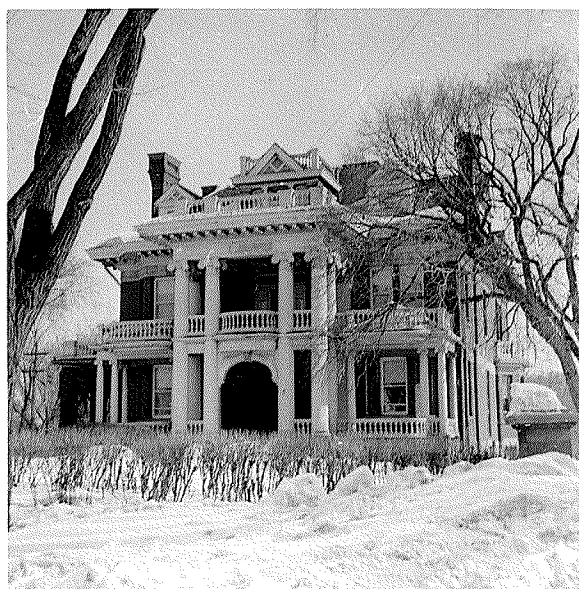
The greatest expansion of the residential area was due to the tremendous increase in the construction of middle class houses. The area bounded by Notre Dame Avenue to the north and by the Assiniboine River to the south had become almost fully built up as far west as the western limits of the city.⁴⁸ It had even spread farther west along

⁴⁵Although this name of the new subdivision was never officially approved of, and its exact limits were never established, the area south of the Assiniboine River adjoining Maryland Bridge became commonly known as 'Crescent Wood'. This district roughly corresponds to Parish Lots 43, 44, and 45, of the Dominion Government Surveys of 1874. (Information obtained from the City Survey Department, Mr. Akins.)

⁴⁶Report of Committee on Housing, Winnipeg Council of Social Agencies, 1943, page 26.

⁴⁷See Figure 20, page 167.

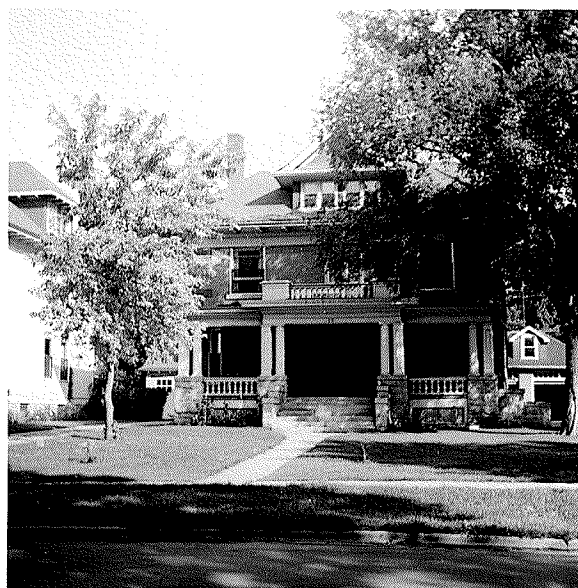
⁴⁸See Map 20, page 152.



MAR • 56 •

Figure 19. First Class Residence in 1906.

This residence at 5 East Gate was, and still is, representative for the first class homes at Armstrong's Point. This area has well preserved its character as better class residential till the present. (City of Winnipeg Assessment Office.)



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Figure 20. Residence in Crescentwood.

This fine home was built in 1908. Situated at 59 Kingsway, it was constructed in accordance with the new building regulations and caveat agreements for the protection of residential areas. (City of Winnipeg Assessment Office)

Portage Avenue, where a new residential district had developed as the suburb of St. James.⁴⁹

The rapid increase of Winnipeg's population, and the prevailing tendency to settle in the western part of the city, brought about a situation in the real estate business, which resembled the land boom of the early eighties. The former river lots of the Hudson's Bay Company pensioners west of Colony street had been rapidly subdivided into small 25-foot lots, and were sold to people of the middle class income level.⁵⁰ The result of these uncontrolled land transactions was, and still is, an unfortunate overcrowding of the lots in this area.

The built-up area between Notre Dame Avenue and the northern city limits, west of Main Street, had also spread, and had become more densely settled. Here, too, middle class houses were predominant; but the development was much less intense than north and south of Portage Avenue.⁵¹

⁴⁹See page 160.

⁵⁰Part of these lots were subdivided during the land boom of 1881-1882. The greatest part, however, - and particularly the lots west of Maryland Street (former Boundary Street), - changed hands in the period of 1902 to 1913.

⁵¹See Map 20, page 152.

Development of a special kind had taken place in the north-western part of the city. In 1903-1904 the CPR had built its new Weston workshops and yards close to the western limits of the city, and by 1909 more than 3,500 workmen were employed here.⁵²

Immediately south-west to the workshops, a separate cluster of middle class homes had come into existence, providing dwellings for more than 12,000 people.⁵³ Appropriately, it was commonly referred to as "CPR Town".⁵⁴

Elmwood, the most recent areal acquisition and only extension of the City of Winnipeg east of the Red River, had by this time a considerable area in urban use. Middle class houses were here intermingled with some better residences. Even outside its northern boundary, urban development had continued along present-day Henderson Highway.⁵⁵

⁵²A Handbook to Winnipeg and the Province of Manitoba, British Association for the Advancement of Science, Winnipeg, 1909, page 44.

⁵³Ibid., page 44.

⁵⁴This residential development extended across the western boundary of the city into the room of the rural municipality of Rosser. In 1921 this area was incorporated as the Village of Brooklands. See also Maps 1 and 20, pages 4 and 152.

⁵⁵See Map 20, page 152. See also page 164.

The residential area of St. Boniface consisted predominantly of middle class houses. Two distinct districts developed here. The French-Canadians were concentrated in the northern and older part of St. Boniface, whereas the British inhabitants were mainly grouped in the southern part, which became known as Norwood.⁵⁶

To the south of St. Boniface, the built-up area extended into the rural municipality of St. Vital. St. Mary's Road and streets branching off to the east, had provided sites for predominantly middle class homes.⁵⁷

The lower class residential area was no longer restricted to Point Douglas. The increasing establishment of industries along the mainline of the CPR and the railroad itself had caused considerable deterioration along Henry, Higgins, and Alexander Avenues, west of Main Street. The result was that here another zone of lower class houses had been created.

⁵⁶This part included mainly the area contiguous to Norwood Bridge, which was the southern extension of Main Street.

⁵⁷See Map 20, page 152, and see also page 163.

The expanding commercial district, on the other hand, was responsible for a belt of marked deterioration on its fringe.⁵⁸ Residential development in the immediate neighbourhood of the central commercial district presented a remarkably mixed pattern of land use. Low class houses were scattered everywhere throughout this area. Of the hundreds of houses which were originally constructed here as single-family houses, only a negligible number were still used for this purpose; the great majority had been converted to rooming or boarding houses.

Thus at the close of this period, in 1913, the central commercial district was surrounded by a belt of land in very mixed use: low class residential houses, commercial buildings, and frequently also light industries. Along the tracks of the CPR mainline, from Point Douglas across Main Street as far west as Maryland Street, a zone of blight was evident and approached slum-like conditions.

Commercial Land Use

The development and growth of the urban area

⁵⁸Robert E. Dickinson, City Region and Regionalism, page 118.

of Greater Winnipeg and its hinterland had a vital influence on Winnipeg's business community. Besides a considerable expansion of the central commercial district, many new commercial establishments had sprung up in other parts of the Greater Winnipeg area.⁵⁹

The intersection of Portage Avenue and Main Street still represented the core of the central business district. Commercial establishments were concentrated to a depth of two to three blocks west of the central part of Main Street, and had spread considerably to the east of Main Street, between Water Street and Alexander Avenue.

Main Street North had also become the site of an increasing number of stores.⁶⁰ Although neither side of the street was solidly taken up by stores, a scattered commercial development was evident as far north as Redwood Avenue.

Soon after the new Grain Exchange Building was constructed close to the corner of Lombard Avenue and

⁵⁹See Map 20, page 152.

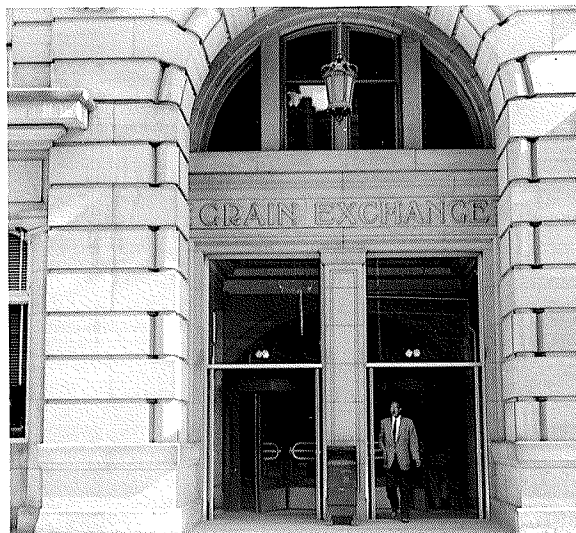
⁶⁰The part of Main Street situated north of the CPR tracks was, and still is, commonly referred to as "Main Street North".



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Figure 21. Winnipeg Grain Exchange.

The construction of the new Grain Exchange Building on Lombard Avenue, close to Main Street, in 1906, inaugurated the development of a distinct financial section immediately north of the intersection of Portage Avenue and Main Street. This district became the headquarters for all financial operations in the Canadian West.²⁷



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Figure 22. Entrance of the Grain Exchange Building.²⁸

Main Street in 1906, the section of Main Street immediately north of Portage Avenue became the financial centre of Winnipeg.⁶¹ When the Grain Exchange was moved from Princess Street to Main Street, the banks, stockbrokers, and grain merchants followed.⁶² By 1913 more than twenty-five buildings used exclusively for banking and stock-broking were concentrated along Main Street, between Portage Avenue Bannatyne Avenue, making this section of the central business district the headquarters for all financial operations in the Canadian West.⁶³

The wholesale districts east and west of the central part of Main Street had become more concentrated, and took up many lots previously occupied by residences.⁶⁴ As a result of this high concentration, particularly west of Main Street, the "Princess Spur" was constructed by the CPR in 1904.⁶⁵

⁶¹See Figures 21 and 22, page 173.

⁶²See Chapter V, page 138.

⁶³Henderson's Directory of Winnipeg, 1913, pages 542 to 551.

⁶⁴In the single year of 1912, thirty-seven warehouses were constructed. (Winnipeg Free Press, November 23, 1912.)

⁶⁵According to Plan 896, Dec. 7, 1904 (City of Winnipeg, Survey Department.)

Along Portage Avenue a marked extension of commercial land use had taken place. This development was considerably influenced by the general westward expansion of the city's built-up area. In 1905, the T. Eaton Company constructed its present large department store on Portage Avenue, between Donald Street and Hargrave Street.⁶⁶ With this development other commercial establishments, particularly retail stores, proceeded to fill in the vacant spaces between this department store and Main Street.

By the end of this period, in 1913, retail trade had expanded along Portage Avenue as far west as Maryland Street.⁶⁷ This expansion caused a marked increase in land values along Portage Avenue, and about a decade later had exceeded the land values along Main Street.⁶⁸ Portage Avenue with its many new stores and modern office buildings gradually

⁶⁶M. McWilliams, op.cit., page 185.
See also Figure 23, page 176.

⁶⁷Maryland Street was part of the city's original western boundary at the time of incorporation.

⁶⁸By the year of 1925 the assessed value of land along Portage Avenue, between Hargrave Street and Main Street, had increased so much that it exceeded \$3,500 per foot frontage. At the same time, the value per foot frontage on Main Street, between Bannatyne Avenue and Portage Avenue, ranged between \$2,500 and \$3,499. (According to Central Business District, Assessed Value of Land, a set of maps, prepared by the Metropolitan Planning Committee and Winnipeg Town Planning Commission, 1948)



4110 • 56 •

Figure 23. The T. Eaton Department Store.

In 1905, the T. Eaton Company constructed its present department store on Portage Avenue, between Donald and Hargrave Streets. With this development other commercial establishments, particularly retail stores, proceeded to take up vacant lots along Portage Avenue, and by 1913 retail trade had expanded as far west as Maryland Street.

became more attractive than the central part of Main Street, where the commercial establishments were older, and often too small and out-dated, for the increasing number of customers and their demands.

In the area west of Main Street North, between Jarvis Avenue and Dufferin Avenue, most of the cattle dealers had their headquarters. As their business rarely required an office organization of large size, their offices were usually linked with their places of residence. The original stockyards of 1882 (extended in 1887) along Jarvis Avenue had attracted these people, and they stayed in this district, even when the stockyards were moved to Higgins Avenue in 1903.⁶⁹ The cattle business had developed rapidly, and Winnipeg had become an unloading, sorting, and export re-shipping base.

The large expansion of the residential areas favoured the growth of commercial establishments along main thoroughfares and at main intersections further away from the down-town area.⁷⁰ Thus along

⁶⁹Henderson's Directory, 1913, Street Index and Classified Business Directory. On Map 20, page 152, this district is shown as residential, and no allowance is made for the occupations of the residents.

⁷⁰See Map 20, page 152.

Notre Dame, Ellice, and Sargent Avenues pronounced ribbon developments of commercial land use appeared, extending for more than a mile from the central commercial district. Other marked concentrations of commercial establishments in predominantly residential districts were evident (1) in Fort Rouge, along Osborne Street; (2) in St. Boniface, at the intersections of Tache and Marion Streets, and Tache and Provencher Streets; (3) in St. James, along Portage Avenue West; and (4) in Elmwood, close to Louise Bridge.

In 1909, the area between Erin and Wall Streets, north of Portage Avenue and south of Notre Dame Avenue, was set aside by the city for commercial and industrial uses.⁷¹ In 1911, this area was served by a spur of the CPR, with the result that industrial as well as commercial companies had concentrated here⁷² As sufficient space and excellent transportation connections were available, it was chiefly firms handling bulky goods, like farm implements, and

⁷¹According to Plan of Subdivision 1465, of May 3, 1900. (City Survey Department.)

⁷²This branchline was called "the Great Western Spur", and was constructed in 1911-1912. (CPR, Department of Right-of-Way)

building materials which took up sites here.⁷³

Industrial Land Use

In the period from 1902 to 1913 Winnipeg's industries made remarkable progress, both in size and diversity. The local industrial output increased by 280% in the decade from 1901 to 1911, and the number of employees rose from 2,280 in 1901 to 11,705 in 1911.⁷⁴ Manufacturers of all kinds of goods increased their output, in order to meet the evergrowing demands of the local and Western market.

According to the Census of 1911, Winnipeg had 174 industrial firms employing more than five persons. In addition there was a great number of smaller establishments with only a few employees. A careful and conservative estimate gives from 425 to 450

⁷³With the shift of the Exchange Building from Princess to Main Street, the area around the market square was no longer attractive for the dealers in agricultural implements. (See Chapter V, page 140 .
The trade of farm implements in Winnipeg developed to a place second only to that of grain in 1912; (Metropolitan Plan for Greater Winnipeg, 1948, No. 8, page 14.)
See also Henderson's Directory of Winnipeg, 1913, Classified Business Directory.

⁷⁴Canada Census 1901 and 1911.

separate industrial firms.⁷⁵

Light industries, like the garment or printing industry, cigar manufacturing, or saddleries were spread throughout the down-town business area. They needed the least space, were not dependent on railroad connections, and did not require special buildings. Their chief requirement, however, was proximity to the down-town area, where their main customers, the retail stores and the wholesale companies were located.⁷⁶ They frequently took up a few rooms in an office building or warehouse, or made use of obsolete buildings on the fringe of or in the central business district. Thus streets like Princess, Market, Rorie, Bannatyne, or McDermot provided desirable sites of these industries.⁷⁷ A particular

⁷⁵This estimate is based on the entries in the Classified Business Directory of Henderson's Directory of Winnipeg, 1913.

Among the principle industries were: 9 foundries, 14 planing mills and sash and door manufacturers, 5 brick makers, 4 paint manufacturers, 6 breweries, 8 aerated water manufacturers, 15 cigar manufacturers, 12 bed and mattress manufacturers, 5 abattoirs, 2 major meat packing plants, 3 large flour mills, 5 bag and box manufacturers, 1 can factory, 2 boat builders, 12 major clothing factories, and a great number of makers of carriages, waggons, and electrical appliances.

⁷⁶See Map 20 , page 152 .

⁷⁷Henderson's Directory, Winnipeg, 1913, Street Index.

concentration occurred on Princess Street, close to, or even within the wholesale district, where seven clothing and hat manufacturers had established themselves within four blocks.⁷⁸

Medium industries, such as the manufacturing of carriages and waggons, farm implements, electrical appliances, aerated waters, and malt liquors required sites close to railway transportation and a larger ground area. A marked concentration of this type of industry occurred along Alexander and Henry Avenue, west of Main Street, where ready access to the CPR mainline was available.⁷⁹ Another grouping of medium industries was present in the area between Erin and Wall Streets, where much of the building and construction materials was fabricated.⁸⁰

The breweries, an important component of the city's medium industry, were originally situated on the fringe of the built-up area of the city. But due to the city's rapid growth and particularly to the

⁷⁸Henderson's Directory of Winnipeg, 1913, pages 598 and 599.

⁷⁹On Henry Avenue between Nares and Lulu, within 6 blocks there were: 3 furniture companies, 2 electrical appliances companies, and 1 bedstead manufacturers. Henderson's Directory of Winnipeg, 1913, page 495.

⁸⁰This area had been set aside for industrial and commercial uses and was served by a branch line of CPR. (See footnote 71, page 178.)

spread of the residential sections in this period, by 1913, the breweries found themselves in the midst of an area in full urban use, where they continued to function till the present time.⁸¹

In the location of heavy industry the factors of sufficient space and good railroad connections were of primary importance. With the development and overcrowding of the urban area of Winnipeg in the period from 1902 to 1913, a centripetal movement of heavy industry became evident. The requirement of a large ground area could only be met on the outer fringe of the built-up area. However, railroad connections and other factors must also be considered, such as the nuisance features, the disposal of waste, the need for large quantities of fuel and water, or the **bul**kiness of the raw materials as well as many of the finished products.

Thus, in 1913, a marked concentration of heavy industry appeared on the western limits of the city (north and immediately south of Notre Dame Avenue) and in the north-east part of the urban area of St. Boniface. In both cases it was the railroad and the presence of sufficient vacant land on the

⁸¹For example Shea's Brewery on Colony Street, or Drewry's Brewery at the Redwood Bridge.

fringe of the urban area, which had greatly influenced the establishments of heavy industrial companies.

Although no zoning laws were in existence for the north-western area of the city, there was a marked trend of heavy industries to construct their plants on Logan Avenue West, immediately south of the CPR tracks.⁸² In 1913, seven major machine shops and a foundry were situated here.⁸³ Further west, close to the city boundary, another heavy industrial development had taken place. The Dominion Bridge Company and the Perfection Concrete Company had their sites on Dublin Avenue, and three other heavy industrial establishments were situated on Saskatchewan Avenue.⁸⁴ The construction of the new CPR shops close by in 1903-1904 had still more emphasized this part of the city as a heavy industrial area. Developments in the following years - up to

⁸²Regular zoning by-laws for this area did not come into existence before 1926-1927. (City Survey Department.)

⁸³Henderson's Directory of Winnipeg, 1913, page 526. The Manitoba Bridge and Iron Works were established on Logan Avenue West in 1905, and still operate on the same site. (Manitoba Bridge and Iron Works, Mr. Steward, Public Relations.)

⁸⁴Henderson's Directory of Winnipeg, 1913, pages 462 and 624.

the present - and later zoning laws conformed with the pattern set in the period of 1902 to 1913: this area became the "Westend Industrial Development".

In the east section of the urban area of St. Boniface, a marked cluster of heavy industrial establishments was concentrated. Here, too, the basic need of sufficient ground space not too far from the urban areas was satisfied and railroad transportation was also available close by. In the vicinity of Rue Archibald and Rue Plinguet, seven heavy industrial enterprises were in operation.⁸⁵ Similar to the later West-end development in the City of Winnipeg, this section of St. Boniface became in the following decade, from 1915 to 1925, a major industrial area with huge meat packing plants and flour mills.

The meat packing plants were not yet grouped in a particular area. Along Logan Avenue, again close to the railroad, there were three packing enterprises. In 1903, Swift Canadian Company had purchased the plants of J. & Y. Griffin Company in Elmwood, close to

⁸⁵ Among these companies were: The Alsip Brick Plant, the Western Can. Flour Mills, and the Winnipeg Sheet Metal Works. (Henderson's Directory of Winnipeg, 1913, page 417).

Louise Bridge, and had greatly expanded the premises.⁸⁶ But it was a decade after the construction of the stockyards in St. Boniface in 1914 that these companies began to concentrate there, rendering the Town of St. Boniface the meat packing centre in the Canadian West.

Only the heavy industry in the area of Point Douglas failed to fall in with this general centripetal trend. Here was the traditional location of heavy industry since the early days of Winnipeg.⁸⁷ Saw mills, foundries, and flour mills were established here in the seventies and eighties, and had maintained their location, untroubled by transportation problems, as ready access to the river was available and the terminal of the city's first railway was here.⁸⁸ In those days the railway

⁸⁶J. & Y. Griffin Company was established in 1893. After Swift Canadian Company had purchased this firm in 1903, it continued to operate under the original name till 1910. In 1939 the new plant close to the stockyards was constructed, after the Plant of Canada Packers was established there in 1924. (Information obtained from Swift Canadian Company, Mr. Plant.)

⁸⁷See Chapter IV, page 123 .

⁸⁸Among the old established companies were the Vulcan Iron and Engineering Works and Ogilvie's Flour Mills. Both companies still function on their original sites.

running through Point Douglas attracted even more industries, and promoted considerable expansion of the existing ones.⁸⁹

The large capital investment and the high expenses connected with moving prevented the industrial plants in the Point Douglas area from seeking new sites on the city's outskirts. Although harmful and unsuited to the well-being of the urban community around them, the heavy industry of Point Douglas continued, and still continues, to function on the original site. However, this area lost much of its old significance in favour of the more recent heavy industry developments in the Winnipeg West-end and St. Boniface areas.

⁸⁹See Chapter IV and V, pages 123 and 143.
See also Figure 24, page 187.

Figure 24

AIRVIEW OF THE EAST PART OF POINT DOUGLAS.

Although this photograph was taken in recent time, there were only few changes in the land use of this area since 1913. Most of the industrial establishments shown were already present at that time.

(Source: Manitoba Government, Department of Industry and Commerce)



Figure 24, page 187

Map 21

GREATER WINNIPEG

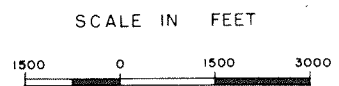
URBAN GROWTH

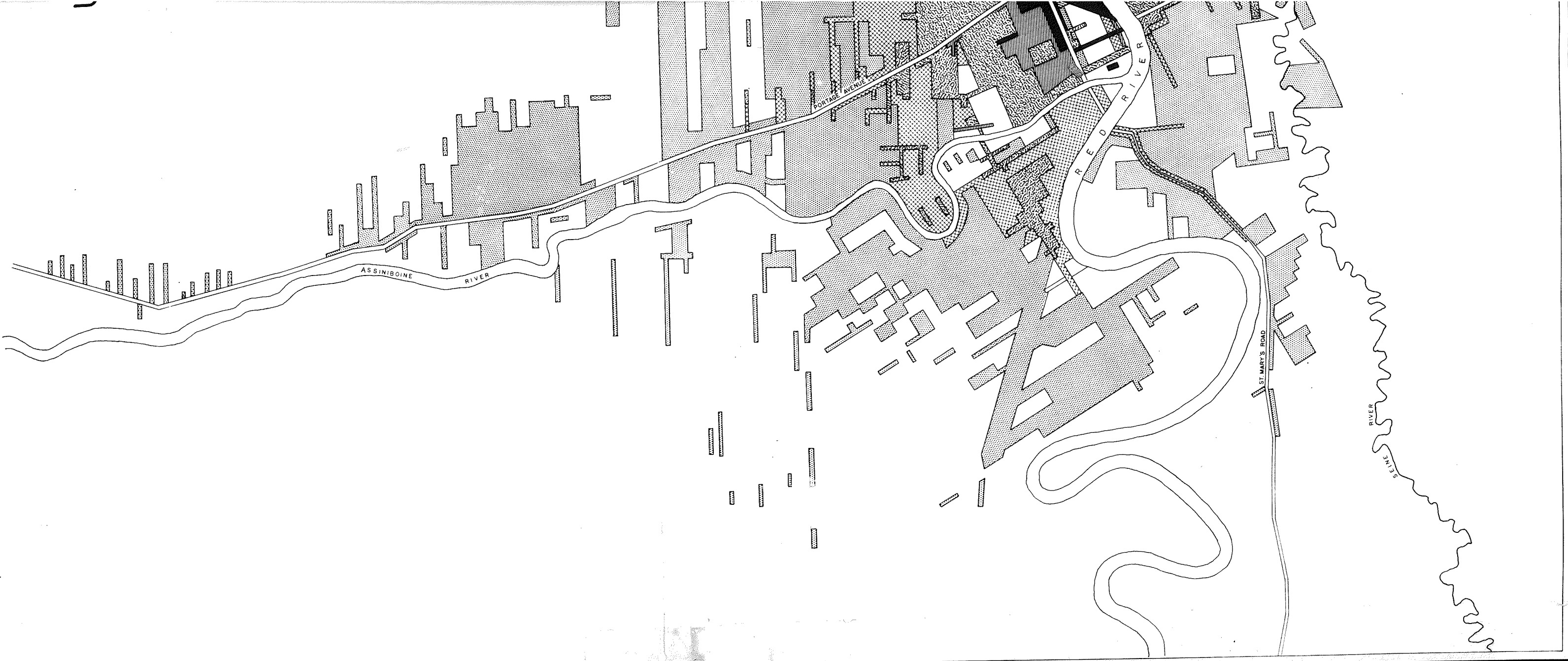
1870-1913

GREATER WINNIPEG
URBAN GROWTH
1872 - 1913

LEGEND

BUILT-UP AREA	
IN 1872	
1875	
1881	
1884	
1901	
1913	





CHAPTER VII (CONCLUSION)A SUMMARY OF WINNIPEG'S URBAN TRENDS¹

Winnipeg's urban growth clearly reflects the interplay of both physical and economic factors. The transportation, as the vital element in the city's development, not only made Winnipeg into an urban metropolis on the Prairies, but also greatly influenced the shape and form of its areal extent.

The urban area originally started east of and along Main Street, immediately north of Portage Avenue. The expansion first went northward along Main Street as far as Point Douglas, following the main route of communication between the settlement of the Selkirk settlers and Fort Garry.

In the seventies the urban area spread to the north-west. The reserved land of the Hudson's Bay Company blocked development to the south-west; the Red River was a physical barrier to eastern expansion and the cultivated

¹ See Map 21, page 188.

land immediately north of Point Douglas delayed the northern extension of the built-up area.

The opening of the Hudson's Bay Company land in the eighties permitted expansion toward the west. In its tendency to keep land values high, the Company set up regulations concerning lot size and buildings, thus creating a distinct better-class residential district.

The routing of the railroad through the northern fringe of the built-up area and the establishment of large yards there slowed down northward development. The lower real estate prices on the urban fringe, particularly north of the tracks, and the enormous demand for less expensive residential land eventually overcame this hurdle. At the end of the land boom urbanization had passed this barrier and had proceeded north of the tracks and even east of the Red River. However, the main trend followed Portage Avenue to the west, with a small tendency southward across the Assiniboine River.

Once the Hudson's Bay Company land had become the first-class residential district in the eighties and nineties, further residential development was greatly influenced by the psychological urge to live in, or at least close by the so-called "better district". Although not solely responsible for the prevailing western trend, this tendency added to the other

advantages the area along Portage Avenue already possessed, such as better transportation facilities, better condition of streets, and less flood danger.

When the second boom struck the city in the period from 1902 to 1913, the urban area expanded in all directions, but showed a markedly increased development in the west, so much so that the built-up area reached the western political boundary and extended further west, to include part of St. James.

During this last boom, the main thoroughfares and river bridge acted like arteries which carried with them the stream and overflow of the city's rapidly growing population. Main Street North inaugurated the suburb of West Kildonan. Redwood and Louise bridges led the stream into Elmwood, from where the present day Henderson Highway carried it on into the area of East Kildonan. Main Street South, extended by Main Street Bridge and Norwood Bridge across the Red River and Assiniboine River, filled the Norwood area, from whence St. Mary's Road diverted the development into the northern section of St. Vital. Osborne Bridge and Maryland Bridge across the Assiniboine River, directed the first class residential district to its new location in Crescentwood. The reason was that the former Hudson's Bay land had been forced to give way to increasing commercial land use, accompanied

by multiple dwellings and rooming houses.

Thus, when the boom came to a close in 1913, urban Winnipeg was no longer an entity in itself, accompanied by its only satellite St. Boniface, but had grown to a conglomeration of several municipal units with the City as its centre, namely, Greater Winnipeg.

APPENDIX

APPENDIX A

T A B L E I

POPULATIONS OF CENSUS METROPOLITAN AREAS OF THE PRAIRIE
PROVINCES, 1951, COMPARED WITH POPULATIONS OF SAME
AREAS IN 1941¹

METROPOLITAN AREA	1941	1951
Winnipeg, Manitoba:	299,937	354,069
Edmonton, Alberta:	97,842	173,075
Calgary, Alberta:	93,021	139,105

T A B L E II

INCORPORATED CITIES OF THE PRAIRIE PROVINCES WITH
POPULATIONS OF OVER 20,000 AT THE 1951 CENSUS AND
COMPARABLE DATA FOR 1941²

CITY	1941	1951
Winnipeg, Manitoba:	221,960	235,710
Edmonton, Alberta:	93,817	159,631
Calgary, Alberta:	88,904	129,060
Regina, Saskatchewan:	58,245	71,319
Saskatoon, Saskatchewan:	43,027	53,268
Moose Jaw, Saskatchewan:	20,753	24,355
Lethbridge, Alberta:	14,612	22,947
Brandon, Manitoba:	17,383	20,598

¹Canada Yearbook 1955, page 139.²Ibid., page 139.

APPENDIX BPOPULATION OF GREATER WINNIPEG
AND WINNIPEG CITY FROM 1870 TO 1955Sources:

For population figures of Greater Winnipeg:
(1) Canada Census; (2) Estimates of Henderson's
Directories for Winnipeg,¹

For population figures of the City of
Winnipeg:
(1) Canada Census; (2) Records of the City
Assessment Office.

¹Henderson's Directory for Winnipeg, 1907, page 6:
"In estimating the population of cities it is
customary for directory publishers to adopt a
multiple by which to multiply the individual names.
In the case of Winnipeg, we use a very low multiple
as compared with the majority of publishers, viz.
2.875."

<u>CITY OF WINNIPEG</u>			<u>GREATER WINNIPEG</u>	
<u>YEAR</u>	<u>CENSUS</u>	<u>CITY ASSESSMENT OFFICE</u>	<u>CENSUS</u>	<u>DIRECTORY ESTIMATES</u>
1870		215		
71	241	700		
72		1,467		
73				
74		1,869		
75		2,061		
76				
77		2,722		
78		3,180		
79		4,113		
1880		6,178		
81	7,985	6,245		
82				
83				
84		16,694		24,700
85		19,574		22,315
86		19,525		20,287
87		21,257		21,164
88		22,098		23,496
89		21,328		24,114
1890		23,000		25,002
91	25,639	24,068	29,543	26,500
92		29,182		28,500
93		32,119		
94		34,954		35,500
95		37,124		38,500
96		37,983		
97		38,733		42,150
98		39,384		45,000
99		40,112		46,070
1900		42,534		50,503
01	42,340	44,778	47,969	52,443
02		48,411		54,395
03		56,741		63,560
04		67,262		77,305
05		79,975		97,401
06		101,057		119,837
07		111,729		136,953
08		118,252		139,869
09		122,390		157,383
10		132,720		172,865
11	136,035	151,958	156,163	204,145
12		185,000		227,339
13		201,000		260,436
14		203,255		276,177
15		212,889		273,047
16		201,981		239,079
17		182,848		247,367

YEAR	CITY OF WINNIPEG		GREATER WINNIPEG	
	CENSUS	CITY ASSESSMENT OFFICE	CENSUS	DIRECTORY ESTIMATES
1918		183,595		262,077
19		183,378		256,140
20		192,571		271,958
21	179,087	196,947	228,035	282,818
22		199,129		283,852
23		199,300		283,906
24		194,850		283,164
25		195,148		283,317
26		197,125		285,490
27		198,932		294,646
28		202,377		304,996
29		205,083		
1930		209,286		
31	218,785	212,815	293,300	
32		215,768		
33		218,545		301,513
34		221,242		303,222
35		223,017		305,735
36		224,998		308,475
37		224,533		309,215
38		223,103		310,175
39		222,454		
40		223,735		315,000
41	221,960	224,252	299,937	318,724
42		225,437		327,123
43		227,004		330,091
44		228,548		337,940
45		229,208		343,698
46		231,203		349,818
47		231,414		351,848
48		234,201		354,789
49		231,491		361,516
50		234,561		368,100
51	235,710	238,604	354,069	373,012
52		239,364		379,560
53		240,257		366,200
54		243,287		370,620
55		244,033		375,400

APPENDIX CPOPULATION OF GREATER WINNIPEG BY MUNICIPALITIES,1901 - 1951

(Source: Canada Census)

	1901	1911	1921	1931	1941	1951
Winnipeg	42,340	136,035	179,087	218,785	221,960	235,710
St.						
Boniface	2,019	7,483	12,821	16,305	18,157	26,342
Tuxedo	.....	.....	1,062	1,173	735	1,627
Brooklands	.....	.....	.....	2,628	2,240	2,915
Fort Garry	730	1,133	2,451	3,926	4,453	8,193
East						
Kildonan	563	1,488	6,379	9,047	8,350	13,144
West						
Kildonan	668	1,767	4,641	6,132	6,110	10,754
St. James	257	5,335	11,745	14,260	13,892	19,561
St. Vital	585	1,540	3,771	10,402	11,993	18,637

APPENDIX DPOTENTIAL RADIO AUDIENCE ON AVERAGE DAY

"The table is derived from the station reports prepared by the Bureau of Broadcast Measurement, a co-operative organization of radio broadcasters devoted to the standardization and analysis of facts about radio." (Industrial Survey of Metropolitan Winnipeg), pages 20 and 21.

<u>Geographical Region</u>	<u>Potential Radio Homes</u>				
	<u>CBW</u>	<u>CJOB</u>	<u>CKRC</u>	<u>CKSB</u>	<u>CKY</u>
Western Ontario Total -					
D.....	7,810	.....	7,600	....	4,640
N.....	5,850	.....	4,810	....	2,900
Manitoba Total -					
D.....	112,280	79,080	116,840	20,840	98,350
N.....	91,540	63,210	106,310	17,360	79,480
Met. Winnipeg Total -					
D.....	50,020	55,680	58,520	13,210	40,580
N.....	43,410	48,130	57,570	12,270	36,810
Eastern Saskatchewan Total -					
D.....	1,780	.....	3,430	.....	10,990
N.....	.....	.....	1,430	.....	7,630
Station Total -					
D.....	121,870	79,080	127,870	20,840	113,980
N.....	97,390	63,210	112,550	17,360	90,010
D - up to 6 p.m.					
N - after 6 p.m.					

APPENDIX ESources of Map 5 , The Forks and the Major Indian Trails

- George Bryce, Manitoba, Its Infancy, Growth and Present Condition, (London: Samson Low, Marteson, Searle, & Rivington, 1882) Pages 193 and 201.
- Mary Hislop, The Streets of Winnipeg, (Winnipeg: T. W. Taylor, 1912), page 22.
- Martin Kavanagh, The Assiniboine Basin, (Winnipeg: The Public Press Limited, 1946), Pages 14 and 94.
- Margaret McWilliams, Manitoba Milestones, (Toronto: J. Dent & Sons, 1928), pages 115 and 116.
- William John Russell, Geography of Roads West of Lake Winnipeg, Inter-Lake Area, (M.A. Thesis, McGill University, August 1951), pages 95 to 97.
- Map of Part of the Red River Valley, North of 49th Parallel (Surveyed by the Canadian Red River Exploration Expedition, 1870; (Manitoba Historical Society, Winnipeg, Manitoba)

APPENDIX FPOPULATION OF MANITOBA1871 - 1911

1871	25,228
1881	62,260
1886	108,640
1891	152,506
1896	193,425
1901	255,211
1911	455,614

APPENDIX G

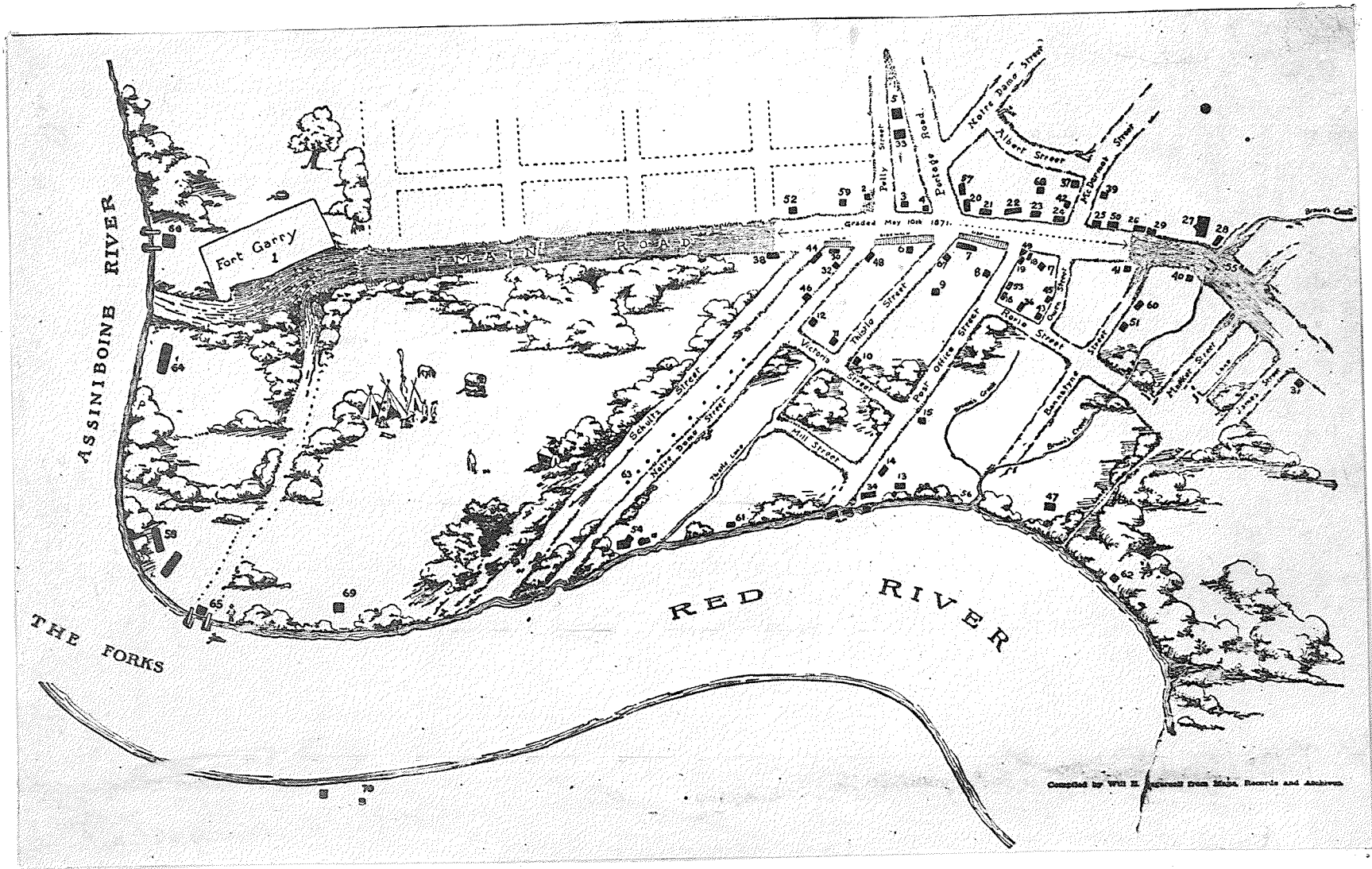
Map 12

COPY OF THE ORIGINAL MAP OF THE
VILLAGE OF WINNIPEG
IN 1872

and

KEY FOR THE IDENTIFICATION OF
BUILDINGS

(Source: Files of the Winnipeg Free Press)



KEY TO MAP 12, THE VILLAGE OF WINNIPEG IN 1872

The numbers marked on the map represent the following buildings, however, two noted buildings adjoining the village to the north are not shown, Manitoba College and the first Winnipeg Public School, which stood not far from the present site of the CPR Station and Hotel:

- (1) Fort Garry.
- (2) Dominion Land Office.
- (3) William Drever's building.
- (4) Red Saloon.
- (5) Holy Trinity Church.
- (6) Brian Devlin's restaurant.
- (7) Red River Hall or, as it was sometimes called, McDermott's Row.
- (8) O. Monchamp's hotel.
- (9) Garret House.
- (10) Indian Department.
- (11) Custom House.
- (12) Roman Catholic Convent.
- (13) Andrew McDermott's windmill.
- (14) Andrew McDermott's residence.
- (15) Fire Hall.
- (16) Post Office.
- (17) Parliament Buildings (A.G.B. Bannatyne's residence).
- (18) Bannatyne's store.
- (19) Bannatyne's salt warehouse.
- (20) McKenny Block, the first building erected in the Village of Winnipeg.
- (21) White Saloon, kept by McIvor and McIntyre (afterwards builder of McIntyre Block).
- (22) Davis Hotel, formerly kept by George Emmerling.
- (23) John Higgin's store.
- (24) F. Gingra's building.
- (25) W. H. Lyon's store and residence.
- (26) Henry Couture's butcher shop.
- (27) Jail.
- (28) Archibald Wright's residence.
- (29) I. H. Ashdown.
- (30) Dr. (later Sir John) Schultz's drugstore.
- (31) Free Press office.
- (32) The Good Templars' Hall, in which were the offices of the News Letter, Dr. Schultz's newspaper, and the "Manitoba Liberal".
- (33) Knox Church.
- (34) Steamboat landing and small warehouse.

- (35) Flat boat stores on river, near level.
- (36) Office of the Government newspaper the "Manitoban".
- (37) Thos. Lusted's blacksmith shop.
- (38) Grace Church.
- (39) William Harvey's livery stable.
- (40) A. M. Brown & Company's building.
- (41) Dr. Curtis J. Bird's building.
- (42) A. Strang's residence (Mr. Strang was then clerk in Bannatyne's store).
- (43) Brick Block, owned by Dr. Schultz.
- (44) John Hackett's bakery.
- (45) Robert Stalker's harness shop.
- (46) Royal Canadian (later Brouse's hotel).
- (47) Old Ross house, residence of William Coldwell, editor of the Manitoban.
- (48) Lyster Hayward's (auctioneer).
- (49) W. Palmer, Clarke's general store.
- (50) Alfred Boyd's store.
- (51) Bernhard Ross' block.
- (52) Shop shared by Wm. Chambers, gunsmith, and Geo. D. Northgraves, jeweler and watchmaker.
- (53) "Pride of the West" billiard saloon.
- (54) W. J. Macaulay's lumber mill, men's boarding house and office.
- (55) Old tumbledown corduroy bridge across Brown's Creek, which crossed Main Street at this point.
- (56) Brown's Creek.
- (57) Merchant's Hotel.
- (58) Immigration sheds.
- (59) Alex. McMicken's bank.
- (60) Alex. Begg's soda water factory.
- (61) Dick & Banning's saw mill.
- (62) Residence of Duncan Sinclair, surveyor.
- (63) Groups of residences, including from the River:
 John Johnston,
 H. Hodges,
 Thos. Collins,
 Geo. E. Fulthorp,
 James Irwin, city waterman,
 Matthew Davis, blacksmith,
 Thos. Jeffens, ferryman,
 Sam Spencer, driver,
 John Kennedey, registrar,
 Wm. McGaw,
 Alex. Dunlop,
 Stewart Mulvey.
- (64) Hudson's Bay Company's steamboat warehouse.
- (65) Ferry from St. Boniface.
- (67) Thistle Store.
- (68) John Higgin's residence.

- (69) General Hospital (moved from center of village down to this point about end of 1872).
- (70) St. Boniface Cathedral and College.

APPENDIX HCOMMENT AND SOURCES OF MAP 13, "WINNIPEG IN 1875"Sources

- (1) Begg and Nursey, Ten Years in Winnipeg, (Winnipeg: Times Printing and Publishing House, 1879), Pages 90,91,102,103,105,142, and 143.
- (2) George B. Elliot, Winnipeg as it is in 1874 and as It was in 1860, (Winnipeg: Daily Free Press Office, 1874) pages 4-23.
- (3) I.C. Hamilton, The Prairie Provinces, (Toronto: Belford Brothers, 1876), pages 34-40.
- (4) Mary Hislop, The Streets of Winnipeg, (Winnipeg: T. W. Taylor, 1912), pages 3-29.
- (5) La Riviere and Gauvin, Manitoba Directory for 1876 - 77, (St. Boniface, County of Selkirk, Manitoba, 1876) Section: City of Winnipeg.
- (6) J.A. Stovel, Winnipeg's Early Days, (Winnipeg: Stovel Company, 1927), pages 14,15, 17,20 and 25.
- (7) City Street Index, Survey Department of the City of Winnipeg.
- (8) C.P.R. Records of Departments for Right-of-Way, C.P.R. Station, Winnipeg.
- (9) Winnipeg Free Press, 1874 and 1875.
- (10) Winnipeg Tribune, Records.

Comment on Map "Winnipeg in 1875"

The Map of "Winnipeg in 1875" presents the urban extent of the newly incorporated city. Streets on which houses or buildings were situated are represented by a line. Commercial land use is shown by stippling, and industrial establishments in solid black. The remaining portion is in residential use.

Only very limited sources were available for the reconstruction of such a map. The list of sources gives an indication of the great amount of material which had to be consulted, in order to compile this map.

The issues of the Winnipeg Free Press of 1874 and 1875, and the Manitoba Directory 1876-77 were the most useful sources. The newspapers provided good information on the location of the commercial and industrial establishments. The directory only had an alphabetical listing of the inhabitants of the city, but no separate street index. As the houses were not yet numbered, the directory gave a brief description of the location of the residences and stores listed, by referring to land marks of the city.

The other sources mentioned in the above list mainly contained general descriptions of the city and its various buildings. This material supplemented the information obtained from the newspapers and directory.

APPENDIX JSTREET INDEX OF WINNIPEG 1875

(Only those streets are listed on which houses were situated.)

Name	Remarks
Adelaid	part changed to Paulin.
Albert	
Alexander	
Anni	changed to part of King.
Arthur	
Assiniboine Terrance	changed to Assiniboine.
Austin	part changed to Austin North.
Bannatyne	
Broadway	
Brook	later closed.
Burrows	
Carey	changed to Spence.
Carlton	
Charlotte	southern portion changed to Hargrave.
Colony	
Common	changed to Henry.
Darmar	
Disraeli	
Donald	
Euclide	south-eastern nortion closed.
Fort	formerly First.
Garry	changed to Main Street South.
George	
Helen	
James	
Lillie	changed to Lilly.
Lizzie	changed to Montefiote for short period, then again Lizzie.
Lusted	
MacDonald	portion closed.
Main	on applied to portion north of Portage.
Margret	changed to portion of Princess.
Maria	changed to northern portion of King.
Mary	changed to Martha.
Market	

Name	Remarks
Maple McDermot	only western portion of Main.
McMicken McWilliam Notre Dame	changed to Pacific. portion east of Main formerly called Cass.
Owen Point Douglas	changed to McDermot East. portion closed.
Portage Post Office	changed to Lombard.
Rorie Ross Rupert Schultz	part closed, southern portion changed to Lizzie, northern portion remained Schultz.
Scott	probably changed to York; no exact information available; ran between Main and Fort.
Smith St. Mary's Thistle Victoria Water	changed to Portage East.

APPENDIX KCOMMENT ON MAP 14 , PLAN OF THE CITY OF WINNIPEG (1874)

Map 14 , represents not so much a correct picture of the street pattern, but rather the city plan envisaged by the City Council. Thus, for example, almost the entire section between Main Street and Red River (east of Main Street) does not correspond with the actual situation of 1874. (Compare Map 13 , page 75 .)

However, this sketch map may serve to show the lay-out of the Hudson's Bay Company's property, and the basic pattern of the streets west of Main Street, which are fairly correct.

This type of map was frequently used in immigration pamphlets, and thus a highly idealized picture of the city was presented.

The source of this map is sheet G19, gmbd, 1874W, in the files of the Provincial Library, Province of Manitoba.

APPENDIX LHOMESTEAD ENTRIES AND CANCELLATIONSMANITOBA, SASKATCHEWAN, ALBERTA1874 - 1913

(From Canada Year Books)

<u>Year</u>	<u>Entries</u>	<u>Cancellations</u>	<u>Year</u>	<u>Entries</u>	<u>Cancellations</u>
1874	1,376	899	1895	2,394	683
1875	499	303	1896	1,857	301
1876	347	153	1897	2,384	1,090
1877	845	457	1898	4,848	1,546
1878	1,788	1,377	1899	6,689	1,746
1879	4,068	2,074	1900	7,426	1,096
1880	2,074	679	1901	8,167	1,682
1881	2,753	937	1902	14,633	3,296
1882	7,483	3,485	1903	31,383	5,208
1883	6,063	1,818	1904	26,073	8,702
1884	3,753	1,330	1905	30,819	11,296
1885	1,858	597	1906	41,869	11,637
1886	2,657	812	1907	21,647	14,110
1887	2,036	459	1908	30,424	15,668
1888	2,655	668	1909	39,081	14,677
1889	4,416	639	1910	41,568	16,832
1890	2,955	794	1911	44,479	22,122
1891	3,523	934	1912	39,151	18,486
1892	4,840	1,322	1913	33,699	17,101
1893	4,067	899	1914	31,829	15,854
1894	3,209	648			

APPENDIX MCOMMENT ON MAP 16 , "WINNIPEG IN 1881"

As sources for this map were used:
Henderson's Directory of the City of Winnipeg, 1881,
A Birds' Eye View of Winnipeg in 1880, (frontispiece
of John Macoun, Manitoba and the Great North-West)
and the issues of the Winnipeg Free Press of 1881.

For the first time since it appeared in 1878, the city directory contained a street index. Thus it provided an excellent source of information for the reconstruction of the built-up area of the city.

The classified business section of the directory, the newspapers of 1881, and the Bird's Eye View, valuably supplemented the street index of the directory, particularly in the mapping of commercial and industrial establishments.

APPENDIX NSTREET INDEX OF WINNIPEG 1881

(Only those streets are listed on which houses were situated.)

Name	Use and Remarks
Adelaid	residential use.
Albert	residential and commercial use.
Alexander	east and west of Main Street.
Alice	residential use; changed to portion of Paulin.
Anni	residential and commercial use, changed to portion of King.
Argyle	only few residences.
Arthur	residential and commercial use.
Austin	residential use.
Assiniboine	residential use.
Bannatyne	East of Main commercial use; west of Main residential use.
Broadway	east and west of Main Street.
Burrows	residential use.
Colony	only few residences.
Charlotte	residential; changed to portion of Hargrave.
Carlton	residential use.
Common	residential and commercial use; changed to Henry.
Disraeli	residential use.
Donald	residential use.
Dagmar	residential use.
Ellen	residential use.
Euclide	residential use.
Fonseca	residential and commercial use; changed to Higgins (west of Main).
Fort	residential and commercial use.
Frances	residential use.
Fountain	only few residences.
Gertie	residential use.
Graham	residential and commercial use.
Garry	residential use.
Gladstone	residential use.
George	residential use.
Higgins	only east of Main; residential use.

Name	Use and Remarks
Hargrave	residential use.
Isabel	only few residences.
James	east and west of Main; residential and commercial use.
Jemina	residential use; changed to Elgin.
Juno	only few residences.
Lillie	residential use.
Lusted	residential use.
Leonard	residential use.
Limit	changed to Aberdeen; residential use.
MacTavish	residential use; changed to portion of King.
Maria	residential use; changed to portion of King.
Main	commercial use.
Machray	residential use; changed to portion of King.
McDermot	residential and commercial use.
Mill	Commercial and industrial use; only few residences.
Margret	residential use; changed to portion of Princess.
McWilliam	residential use; changed to Pacific.
MacDonald	residential use.
Maple	only one resident.
Market	commercial use.
Mary	residential use; changed to Martha.
Notre Dame	residential and commercial use; east and west of Main.
Owen	commercial use; changed to McDermot east of Main.
Post Office	commercial use; changed to Lombard.
Point Douglas	residential and commercial use.
Prairie	residential use; changed to northern portion of Isabel.
Portage	residential and commercial use; (only west of Main).
Pritchard	residential use.
Rorie	commercial use.
Rupert	residential and commercial use.
Ross	residential use.

Name	Use and Remarks
Riverbank North	residential use; closed today; included bank of Red River between Pritchard and George.
Riverbank South	residential use; closed today; ran from Assiniboine along the bank of the Red River as far as Notre Dame East.
St. Mary's	residential use.
Smith	residential use.
Thistle	commercial use; changed to Portage Avenue East.
Victoria	residential use.
Water	residential and commercial use.
Wesley	residential use.
William	residential use.
York	residential use.

APPENDIX 0COMMENT ON MAP 17, "WINNIPEG IN 1881, LAND USE"

This map covers the densest portion of the built-up area centering on the intersection of Portage Avenue and Main Street. It is drawn on a scale of 1 inch: 1,000 feet (in contrast to all other city maps in this thesis, which have a scale of 1 inch: 1,500 feet).

The Land Use Map is very detailed and represents an accurate picture of the city nucleus in 1881. Different symbols are used to indicate the various classifications of land use. Residential, commercial, industrial uses are shown within individual blocks, and in addition allowance for governmental establishments (municipal, provincial, and federal) is made.

The source material was the same as that of Map 16, "Winnipeg in 1881".

APPENDIX PWINNIPEG INDUSTRIAL ESTABLISHMENTS IN 1881

(According to Henderson's Business Directory)

Industry	Company's Name and Location
Breweries	(1) Drewery, Redwood. (2) Thomas & Ward, Colony.
Carriage & Waggon	(1) Montgomery Brothers, 199 Fort.
Manufacturers	(2) Andrew McNabb, 37 ¹ / ₄ Main. (3) Thos. Perkins, McDermot at Albert.
Distillers	(1) Radiger & Erb, 348 Main.
Flour & Grist Mills	(1) Hudson's Bay Company, at the junction of the Assiniboine and Red Rivers. (2) Winnipeg Mills (D.H. McMillan), at the foot of Post Office Road.
Founders	(1) Vulcan Iron Works, Point Douglas. (2) Winnipeg Foundry, (McMillan & Co.) 31 Thistle.
Marble Works	(1) Ede, David, 368 Main.
Saw & Planing Mills	(1) Brown & Rutherford, 64 Bannatyne. (2) Clarke & McClure, South- bank of River. (3) Dick & Banning, Mill Street. (4) Jarvis & Berridge, River Bank. (5) Sutherland, Hugh & Brothers, River Bank.
Soda Water Factory	(1) Saml. West, 71 Bannatyne.

APPENDIX RSOURCES FOR MAP 18 , "CITY OF WINNIPEG AND
TOWN OF ST. BONIFACE IN 1884"

As source material were used: Henderson's Directory of Winnipeg, 1884 (including St. Boniface). The street index did not include St. Boniface. Information about the extent of the built-up portion of the Town of St. Boniface were mainly obtained from records of the Roman Catholic Church in St. Boniface.

The issues of the Winnipeg Free Press and records of the City of Winnipeg Survey Department supplemented the above source material.

APPENDIX SSTREET INDEX OF CITY OF WINNIPEG ANDTOWN OF ST. BONIFACEIN 1884

Name	Extent of Built-up Portion and Remarks
Adelaid	Notre Dame - William.
Albert	Notre Dame-Market.
Alexander East	Main to east of Lillie.
Alexander West	Main to west of Lulu.
Alexandria	May to Common (Henry).
Alfred	Red River to west of Main.
Alice	between Ross and McWilliam (Pacific), changed to Paulin.
Annabel	Red River to Point Douglas Avenue.
Angus	Red River to Point Douglas Avenue.
Argyle	Euclide to Common (Henry).
Armstrong's Point	changed to West, East, and Middle Gate.
Arthur	Notre Dame West to William.
Assiniboine	along Assiniboine River, from Red River to west of Smith.
Austin	Pritchard to Common (Henry).
Balmoral	South and north of Portage.
Bannatyne	Red River to west of Isabel.
Bannerman	east and west of Main Street.
Boundery	south of Portage; changed to Maryland.
Boyle	Red River to Point Douglas.
Bridge	Red River to Point Douglas; closed.
Broadway	Red River to west of Colony.
Buchanan	Red River to Point Douglas.
Burnell	north of Portage.
Burrows	Red River to west of Aikins.
Bushnell	Alexander to Common (Henry).
Carey	north of Portage; changed to northern portion of Spence.
Carlton	Assiniboine to Cumberland.
Catherine	Alexander to Common (Henry); changed to Ellen.
Charlotte	Notre Dame West to William.

Name	Extent of Built-up Portion and Remarks
Church	west of Portage.
Colony	Portage to Broadway.
Common	Argyle to Quelch (Sherbrooke); changed to Henry.
Cornish	east - west at foot of Meanderneck of Assiniboine River.
Corydon	east and west of Pembina Street (Osborne).
Cumberland	Carlton to Garry.
Curtis	Red River to Point Douglas.
Dagmar	Notre Dame West to William.
Disraeli	Red River to Euclide.
Donald	Assiniboine to north of Ellice.
Dufferin	Main to Aikins.
Edmonton	Assiniboine to north of Ellice.
Ellen	Notre Dame West to west of Alexander.
Ellice	Notre Dame West to west of Edmonton.
Euclide	Point Douglas to Main.
Fonseca	Argyle to Quelch (Sherbrook); changed to Higgins.
Fort	Assiniboine to Portage.
Osborne (Fort)	Assiniboine River to Proude (Whitehall).
Fountain	Alexander to Common (Henry).
Francis	Notre Dame West to Bannatyne.
Furby	north and south of Portage.
Garry	Assiniboine to Ellice.
George	Lilly to Red River.
Gertie	Notre Dame West to William.
Gertrude	east to Pembina (Osborne).
Gladstone	Red River to Point Douglas.
Gomez	Point Douglas to Disraeli.
Graham	south Main to west of Kennedy.
Granville	Euclide to Red River.
Grove	Euclide to Red River.
Gunnelle	Alexander to Common (Henry).
Gwendoline	Alexander to Common (Henry).
Hallet	Euclide to Red River.
Hargrave	Assiniboine to Ellice.
Harriet	Notre Dame to William.
Higgins	south of Annabella to Argyle.
Holme	location not to determine.
Isabel	Notre Dame West to Alexander.

Name	Extent of Built-up Portion and Remarks
James	Red River to Princess.
Jarvis	Euclide to west of Aikins.
Jemima	Princess to west of Kate; changed to Elgin.
Jessie	east and west of Pembina (Osborne).
Jones	north of Selkirk.
Juno	Notre Dame West to Bannatyne.
Kate	Notre Dame West to Jemima (Elgin).
Kennedy	Assiniboine to north of Portage.
Kennedy Avenue	east of Pembina (Osborne), changed to Wardlaw.
King	Notre Dame West to Princess.
Langside	north of Cornish to Buell (Westminister).
Laura	Alexander to Common (Henry).
Leonard	Ross to McWilliam (Pacific).
Lilly	McWilliam (Pacific) to Common (Henry).
Limit	east and west to Main, changed to Aberdeen.
Lisgar	Austin to Red River.
Lizzie	Alexander to Common (Henry).
Lizzie Avenue	east and west of Pembina (Osborne), changed to Fleet.
Logan	Lilly to west Lulu.
Lombard	(formerly Post Office), from Main to Red River.
Lorne	Point Douglas to Euclide and Austin to Red River.
Louise	Market to McWilliam (Pacific).
Lulu	Alexander to Common (Henry).
Lusted	Red River to Main.
Lydia	Notre Dame West to William.
MacDonald	Gomez to Maple.
Machray Avenue	west to Main.
Machray	Alexander to north of Jarvis; changed to Stanley and Derby.
Magnus	Red River to west of Main.
Main	Assiniboine River to Church.
McArthur	Red River to Point Douglas.
McDermot West	Main to Juno.
McFarlane	Red River to Point Douglas.
McMillan	east and west of Pembina (Osborne).

Name	Extent of Built-up Portion and Remarks
McWilliam	Red River to west of Isabel; changed to Pacific.
Manitoba	Red River to west of Charles.
Maple	Euclide to Common (Henry).
Maria Avenue	east of Pembina (Osborne); changed to Stradbroke.
Market	Red River to Princess.
Mary	Alexander to Common (Henry); changed to Martha.
Mead	Point Douglas to Common (Henry).
Mill	south of Post Office (Lombard).
Mardant	Red River to Point Douglas.
Mountain	west of Main.
Mulligan	north and south of Portage; changed to Sherbrooke.
Nellie	Balmoral to Furby; changed to Ellice.
Nena	Notre Dame to McDermot; changed to part of Sherbrooke.
Notre Dame	Red River to west of Kate.
Osborne	north of Assiniboine Bridge.
Owen	Red River to Main, changed to McDermot East.
Pacific	west of Main; changed to Atlantic.
Patrick	Alexander to Common (Henry).
Pembina	River to south of Mulvey; changed to southern part of Osborne.
Point Douglas	Red River to Main.
Polson Avenue	not plotted; only one resident.
Portage East	Victoria to Main.
Portage West	Main to east of Colony.
Princess	Notre Dame West to north to Sutherland.
Proud	location not to determine.
Quelch	Alexander to Common (Henry); changed to part of Sherbrooke.
Rachel	no residents.
Redwood	east of Main.
River	Assiniboine to Broadway (east of Main along Red River).
River Avenue	east and west of Osborne.
Rorie	Lombard to Market.
Ross	Princess to west of Nena.
Ross Avenue	east of Pembina (Osborne); changed to Watsaw.

Name	Extent of Built-up Portion and Remarks
Rosslyn Road	some residences, bank of Assiniboine.
Royal	south of River Avenue.
Rupert	Red River to Princess.
Sargent	Cumberland to west of Young.
Selby	James to McWilliam (Pacific).
Selkirk	Red River to west of Charles.
Sherburn	west of Osborne; closed.
Smith	Assiniboine to Ellice.
St. John's	Red River to west of Main.
St. Mary	Main to west Vaughan.
Stephens	not to locate.
Sutherland	east of Maple to west of Aikins.
Syndicate	Red River to Point Douglas.
Toronto	north of Main.
Vaugham	Broadway to Ellice.
Victoria	Notre Dame East to Lombard.
Wellington Crescent	west of River Avenue.
Wesley	part north of Broadway and part south of Water.
West	north of Selkirk; changed to part of Charles.
William	Main to west of Isabel.
York	east of Main to Kennedy.
Yonge	Red River to Euclide; changed to Barber.
Young	portion north of Portage; and portion from Sargent to south of Notre Dame West.

St. Boniface

Arneau	Red River to Tache; northern portion changed to Rue Herbert.
Archibald	La Mission to Provencher.
Aubert	Red River to east of St. Joseph.
College	Aubert to south of Verendrye.
Derveau	Red River to St. Joseph.
Dumoulin	Red River to Jean Baptiste.
Grandin	Tache to St. Joseph.
La Fleche	north and south of Provencher.
Maisonneuve	south of Red River.
Masson	east of Tache.

Name	Extent of Built-up portion and Remarks
<u>St. Boniface, Cont'd.</u>	
Notre Dame	Red River to east of St. Jean Baptiste.
Provencher	Red River to Seine River.
St. Jean Baptiste	north of Provencher.
St. Joseph	Messenger to Notre Dame.
Tache	Red River to south of Masson.
Tissot	Seine River to Archibald.
Verendrye	Tache to east of College.
Youville	east and west of Seine River.

APPENDIX TGREATER WINNIPEG'S INDUSTRIES IN 1884

(according to Henderson's Business Directory)

a) Winnipeg

Industry	Company's name and location
Agriculture Implement	(1) Waterous Engine Works Corner Fonseca and Mead. (2) Watson Manufacturing Co. Market Square.
Bakery	(1) Paulin and Co. 11 Ross.
Breweries	(1) E.L. Drewry, Redwood. (2) Mulvey & Son, Ross Ave, Fort Rouge. (3) Ray & Co. Colony.
Carriage and Waggon Makers	(1) Armstrong & Dougall, 83 Fort.
Stone Works (Cement Pipes)	(1) Griffith E, Point Douglas Avenue.
Clothiers & Outfitters	(1) Cameron & Co, 490 Main. (2) White, Manahan & Co., 364 Main. (3) Leishman & Co., 460 Main.
Flour & Feed Mills	(1) McMillan & Bro., City Mills Foot of Lombard. (2) Ogilvie Milling Co. Point Douglas Avenue. (3) Hudson's Bay Co, South of Assiniboine.
Foundries	(1) Vulcan Iron Works, Point Douglas. (2) Waterous Engine Works, corner Fonseca and Mead.
Fur Manufacturers	(1) Hibbard & Co. 344 Main Street. (2) Geo. G. Nagy, Common (Henry) West of Main Street.
Saw and Planing Mills	(1) Dick, Banning & Co., 41 Notre Dame East. (2) Jarvis & Berridge, River Bank. (3) Kirkpatrick, D., 20 Young near Louise Street.

Industry	Company's Name and Location
Soda Water Factory	(1) Sam. West, 18 Bannatyne East.
Vinegar Manufactory	(1) C.H. Girdlestone, Vinegar Works and Spice Mills, 30 Owen (McDermot East).
<u>b) St. Boniface</u>	
Grist Mill	(1) Archibald Sanderson, Archibald Street.
Sash and Door Factory	(1) John Reid, Darveau.
Brick Makers	(1) Thomas, Benoit, & Co., La Fleche. (2) MacDonald, Archibald Street.
	(3) Saul, Brothers, Youville.
	(4) Kelly, Brothers, Youville.
	(5) Cartier & Lamontagne, Maisonneuve.
	(6) Kilpatrick, Maisonneuve.
	(7) Folly & Williams.
Saw Mills	(1) Sutherland & Company.
Woolen Mills	(1) St. Boniface Woolen Mills, Tache.
Soap Works	(1) B.C. Wall & Co., Tissot.

APPENDIX UCOMMENT OF MAP 19 , "CITY OF WINNIPEG AND TOWN
OF ST. BONIFACE IN 1901

As source material, Henderson's Directory of Winnipeg, 1901 (including St. Boniface), and the issues of the Winnipeg Free Press of the year 1901 were used.

When the land use was plotted according to the information provided by the directory, it appeared advisable to omit the following trades and commercial activities, as their business was more or less carried on in the residences or in special office buildings of the down-town commercial area: real estate agents, travelling salesmen, small craftsmen (like watchmakers, painters, tailors), cattle dealers (see page 177), brokers, insurance agents and speculators (this latter profession frequently appears in the directory).

Although Main Street as far north as Point Douglas Avenue is shown on the map as solidly taken up by commercial uses, there were some few houses within this part of Main Street still in residential use. However, the lots were so narrow that a plotting on the map of a scale 1 inch: 1,500 feet was not possible.

The following sample page of Henderson's Directory for Winnipeg of 1901 illustrates the situation as existed on the central part of Main Street. The sample page shows two small houses of this section which were still in purely residential use.

Sample of "Henderson's Directory for the City of
Winnipeg in 1901", page 112.

East Side of Main Street.

- Alexander intersects -

599 National Hotel, H. McKittrick, proprietor;
603 Gofine, David, Stoves;
605 Abramowich, Leon, Hardware;
607 McRea, Joseph, Bricklayer,
Spence, Adam, Farmer,
Johnson, John, teamster,
Innes, John, teamster;
611 Sigismund, Samuel, tailor;
611¹/₂ Berman, Filip, tailor;
613 Weidman, M., jobber;
617 Lennis, Jacob, gen. merchant;
625 Cohen, Albert, Clothing;
627 Holland, Thomas, fruits;
629 Ripstein, Mary, Mrs;
Leman, E.H., C.P.R.
Gilchrist, Archie, carpenter;
631 O'Donohu, I., Hotel;

- Logan intersects -

APPENDIX VSTREET INDEXOF THE CITY OF WINNIPEG IN 1901

(Only those streets are listed on which houses were situated in 1901.)

Name	Extent of Built-up Portion and Remarks
Aberdeen	Red River to Salter.
Adelaide	Notre Dame Elgin.
Agnes	Livina (St. Matthews) to Wellington.
Aikins	CPR tracks to north of Flora; College to Mountain; St. Johns to Cathedral.
Albert	Notre Dame to William.
Alexander	Red River to west of Dorothy.
Alexandria	May to Argyle.
Alfred	Red River to McGregor.
Amy	James to Pacific.
Annabella	Red River to Point Douglas; changed to Rachel.
Anderson	Main to west of Aikins.
Angus	Red River to Point Douglas.
Argyle	Henry to Euclide.
Arthur	Notre Dame to Bannatyne.
Assiniboine	Red River to Kennedy.
Armstrong's Point	Cornish to Cornish; changed to East Middle;, and West Gate.
Athole	Red River to Main; changed to Luxton.
Atlantic	Main to west of Salter.
Austin	Henry to Selkirk.
Balmoral	Broadway to Notre Dame.
Bannatyne	Red River to west of Nena.
Bannerman	east and west of Main.
Barber	Red River to Euclid.
Beacon	north of 844 Logan.
Bell	Wood to Clark.
Bertha	Market to James.
Beverly	south of Sargent to Wellington.
Boyd	Red River to Point Douglas.
Boyle	Red River to Point Douglas.
Bricker	River Avenue to Red River.
Broadway	Red River to Maryland.

Name	Extent of Built-up Portion and Remarks
Broadway Place	south of Portage.
Buchanan	Red River to Point Douglas.
Buell	Langside to Spence; changed to Westminister.
Burrows	Red River to south of McGregor.
Burnell	Portage to south of St. Matthews.
Buchnell	Alexander to Henry.
Carlton	Assiniboine Avenue to Quappelle.
Cathedral	Red River to west of Salter.
Couchon	River Avenue to Maria (Stradbrook).
Central Avenue	Assiniboine River to Cornish (Changed to Middlegate).
Chambers	Alexander to Henry.
Charles	Sutherland to Flora; Mountain to St. John.
Charlotte	Notre Dame to Williams.
Christie	Water to south of Broadway.
Clarke	River Avenue to Wardlaw.
College	Main to west of Aikins.
Colony	south of Proud (Whitehall) to Portage.
Cooper	Colony Creek to Colony.
Cornish	Assiniboine River to Maryland.
Corydon	east of Pembina (Osborne) to Nassau.
Crawford	East of Main, cahnged to Atlantic.
Cumberland	Donald to Edmonton.
Curtis	Red River to Point Douglas.
Dagmar	Notre Dame to Williams.
Derby	Sutherland to Flora.
Dewdney	Red River to Higgins.
Disraeli	Red River to Euclid.
Donald	Assiniboine River to Notre Dame.
Dorothy	Alexander to Logan.
Downing	south of Notre Dame.
Dudley	east of Pembina.
Dufferin	Main to Sinclair.
Dunsmuir	River to Mayfair.
Edmonton	Assiniboine to Cumberland.
Edward	Red River to Euclide.
Elgin	Princess to west of Nena (Sherbrooke).
Ellen	Notre Dame to Fonseca.
Ellice	Notre Dame to Hargrave; Vaughan to Maryland; Agnes to Home.
Euclid	Point Douglas to Main.
Fleet Avenue	east and west of Pembina (Osborne).
Flora	King to west of McGregor.
Fonseca	Main to Nena (Sherbrooke); Nora to tracks changed to Higgins.

Name	Extent of Built-up Portion and Remarks
Fort	Assiniboine to Portage.
Fountain	Alexander to Henry.
Francis	Notre Dame to Bannatyne.
Furby	Cornish to Notre Dame.
Garry	Assiniboine to Notre Dame.
Garwood	east of Pembina (Osborne).
George	Red River to Lilly.
Gerhard	not mapped, no residence.
Gertie	Notre Dame to William.
Gertrude	east and west of Pembina (Osborne).
Gladstone	Red River to Point Douglas.
Good	Broadway to Portage.
Gomez	Red River to Disraeli.
Grace	Red River to Point Douglas.
Graham	Main to Vaughan.
Ganville	Red River to Euclid.
Grove	Red River to Euclid.
Gunell	Alexander to Henry.
Gwendoline	Alexander to Henry.
Hallet	Red River to Euclid.
Hargrave	Assiniboine to Cumberland.
Harriet	Notre Dame to William.
Henry	Argile to Tecumseh.
Higgins	Red River to Main.
Hill	Angus to McFarlaine; changed to Sutherland.
Home	Portage to Nelly (Ellice).
Ida	west of Maryland, changed to Wolseley.
Ingersoll	north of Portage.
Isabell	Notre Dame to William; Elgin to Henry.
James	Red River to Princess.
Jarvis	Mead to Sinclair.
Jessie	east and west of Pembina (Osborne).
Juno	Notre Dame to William.
Kate	Notre Dame to Elgin.
Kennedy	Assiniboine River to Quappelle; Sargent north.
King	Notre Dame to Flora.
Knappen	west of Maryland.
Langside	Buell (Westminister) to Sargent.
Laura	Alexander to Henry.
Leonard	Ross to Pacific.
Lewis	River to Maria (Stradbrook).
Lilly	Alexander to Henry.
Lisca	Red River to Austin.
Lizzy	Alexander to Higgins.

Name	Extent and Built-up Portion and Remarks
Logan	Lilly to Dorothy.
Lombard	Red River to Main.
Lorne	Beaconsfield to Austin.
Louise	Market to Pacific; no residences.
Lullu	Alexander to Henry.
Lustide	Red River to Euclid.
Lydia	Notre Dame to William.
McArthur	Red River to Point Douglas.
McDermott	Red River to Nena (Sherbrook).
McFarleine	Red River to Higgins.
McGee	Livinia to Notre Dame.
McMicken	Portage to Notre Dame.
McMillan	Red River to Nassau.
McPhillips	north of Notre Dame.
MacDonald	Gomez to Maple.
Mac	St. John's to Crawford (changed to St. Cross.
Magnus	Red River to Powers.
Main	Norwood bridge to west of Polson.
Manitoba	Red River to Andrews; Parr to Sinclair.
Maple	Henry to Euclid.
Market	Red River to Princess.
Martha	Alexander to Henry.
Maryland	Preston to Wellington.
May	Red River to MacDonald, Higgins to Point Douglas.
Mayfair	Red River to west of Dunsmuir.
Meade	Higgins to Point Douglas; Sutherland to Jarvis.
Mill	Notre Dame East to Lombard.
Mountain	Charles to Powers.
Nairs	Logan to Henry; changed to Burns.
Nassau	River to Corydon.
Nena	Notre Dame to MacDermott; Ross to Fonseca; changed to Sherbrook.
Norquay	River to Maria (Stradbrook).
Nora	Logan to Henry.
Notre Dame West	Portage to West of tracks.
Notre Dame East	Red River to Main.
Osborne	River to Broadway.
Owena	Logan to Henry.
Pacific	Red River to west of tracks.
Park	Alexander to Fonseca.
Patrick	Alexander to Henry.
Pauline	Ross to Pacific.
Pembina	Gertrude to south of tracks; changed to Osborne.

Name	Extent and built-up Portion and Remarks
Point Douglas	Red River to Princess.
Polson	east and west of Main.
Portage	Main to Young; McMicken to Home.
Princess	Notre Dame to King.
Priscela	south of Bell; changed to Hakniss.
Pritchard	east of Main to north of McGregor.
Proude	Osborne to Colony; changed to Whitehall.
Quappelle	Hargrave to Balmoral.
Rachel	Red River to Point Douglas.
Redwood	Red River to Salter.
Regent	Angus to Syndicate; portion changed to Rover, portion closed.
Rietta	Alexander to Henry.
River	east to Main to Wellington Crescent.
Robert	Red River to Lilly.
Robinson	Jarvis to Flora.
Rorie	Lombard to Market.
Ross	Princess to west of Nena.
Rosser	east and west of Pembina (Osborne); changed to Warsaw.
Roslyn Road	east and west of Osborne.
Royal	River to Maria (Stradbrook).
Ruperts	Amy to Princess.
St. John's	Main to McGregor.
St. John's (private road)	Red River to Main.
St. Mary's	Main to Colony.
Salter	Dufferin to Anderson.
Sargent	Edmonton to Young; McMicken to Maryland; Victor to west of Toronto.
Schultz	Sutherland to Stella.
Scott	Stradbrook to River.
Scotia	Cathedral to Crawford (Atlantic).
Selkirk	Red River to Andrews.
Sherburn	North of Portage.
Sherbrook	Cornish to Notre Dame.
Simcoe	north of Portage.
Sinclair	Dufferin to Selkirk.
Smith	Assiniboine to north of Portage.
Spadina	Red River to Pembina (Osborne); changed to Stradbrook; was formerly Maria.
Spence	Assiniboine River to Broadway.
Stanley	Alexander to Fonseca.
Stella	Main to Charles; Robinson to McGregor.

Name	Extent of Built-up Portion and Remarks
Stevens	Red River to Point Douglas.
Sutherland	Meade to Maple; Austin to Main;
Sylvia	King to Andrews; McGregor to Parr. north and south of Pacific; changed to Tecumsech.
Syndicate	Red River to Point Douglas.
Tache	River to Stradbroom; changed to Bryce.
Tecumsech	Alexander to Henry.
Thisle	Victoria to Main; changed to Portage East.
Thomas	north of Portage; changed to Minto.
Toronto	Portage to Sargent; Wellington to Notre Dame.
Vaughan	York to Ellice.
Victor	Portage to north of Portage; Ellice to Sargent.
Victoria	Notre Dame East to Lombard.
Walnut	south of Broadway.
Wardlaw	Clark to west of Pembina (Osborne).
Water	Red River to Main.
Wellington Crecs.	West of Wardlaw.
Wellington	west of Maryland.
Wesley	north of Broadway to York.
Willow	changed to Bell; some residences.
William	Main to west of Nena (Sherbrook).
Winnipeg	West of Emilie.
York	Main to Kennedy.
Young	Cornish to Notre Dame.

APPENDIX WBUILDING RECORDS 1900 - 1912

	<u>Permits</u>	<u>Buildings</u>	<u>Cost In \$</u>
1900	530	638	1,441,863
1	630	820	1,708,557
2	822	973	2,408,125
3	1,227	1,513	5,689,400
4	1,768	2,268	9,651,750
5	3,349	4,099	10,840,150
6	3,487	4,204	12,625,950
7	2,433	2,827	6,309,950
8	1,544	1,769	5,513,700
9	2,498	2,942	9,226,325
10	3,291	3,916	15,116,450
11	3,671	4,342	17,550,400
12	4,489	5,339	20,563,750

Taken from City of Winnipeg Municipal Manual 1913

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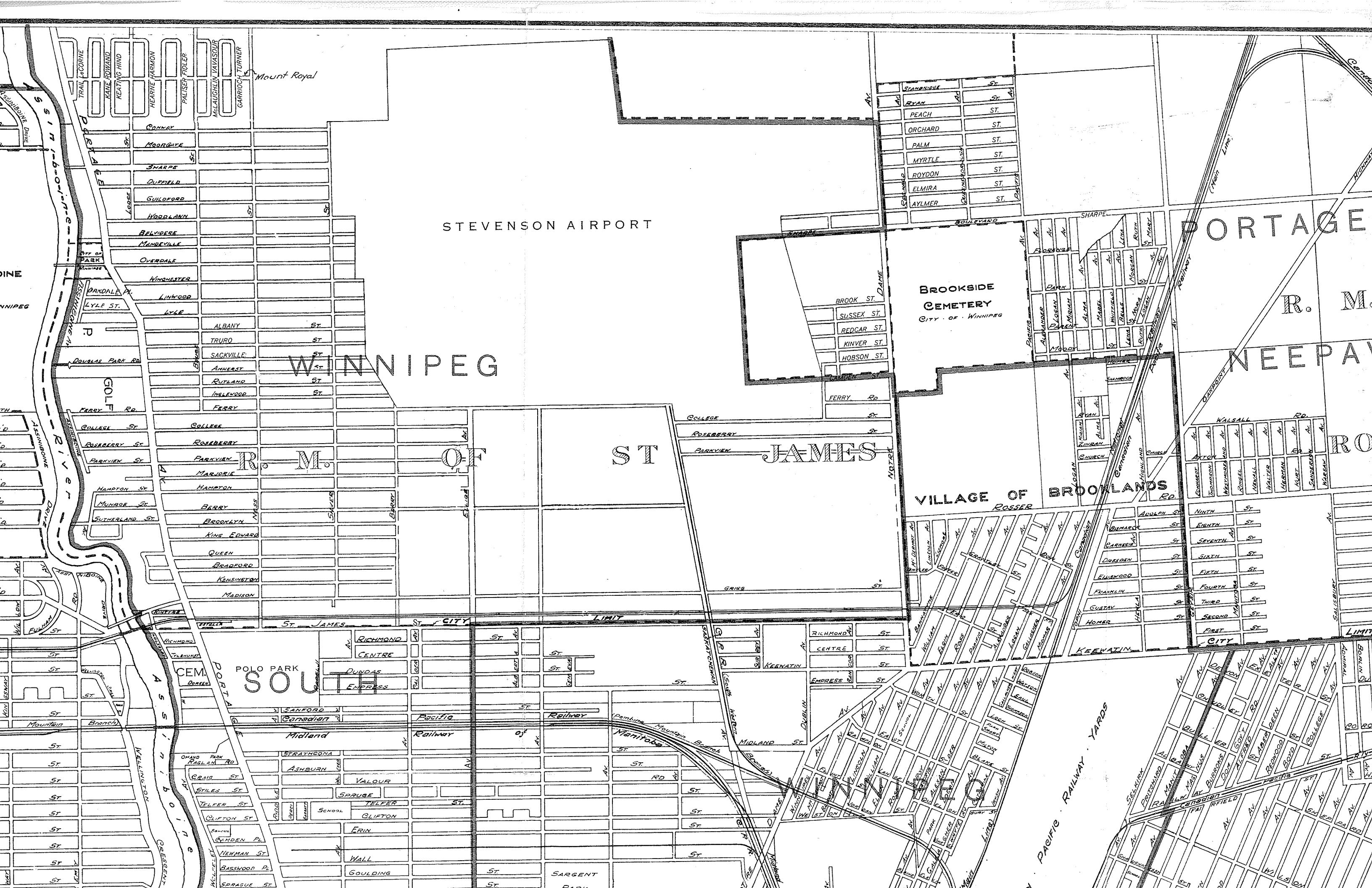
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STEVENSON AIRPORT

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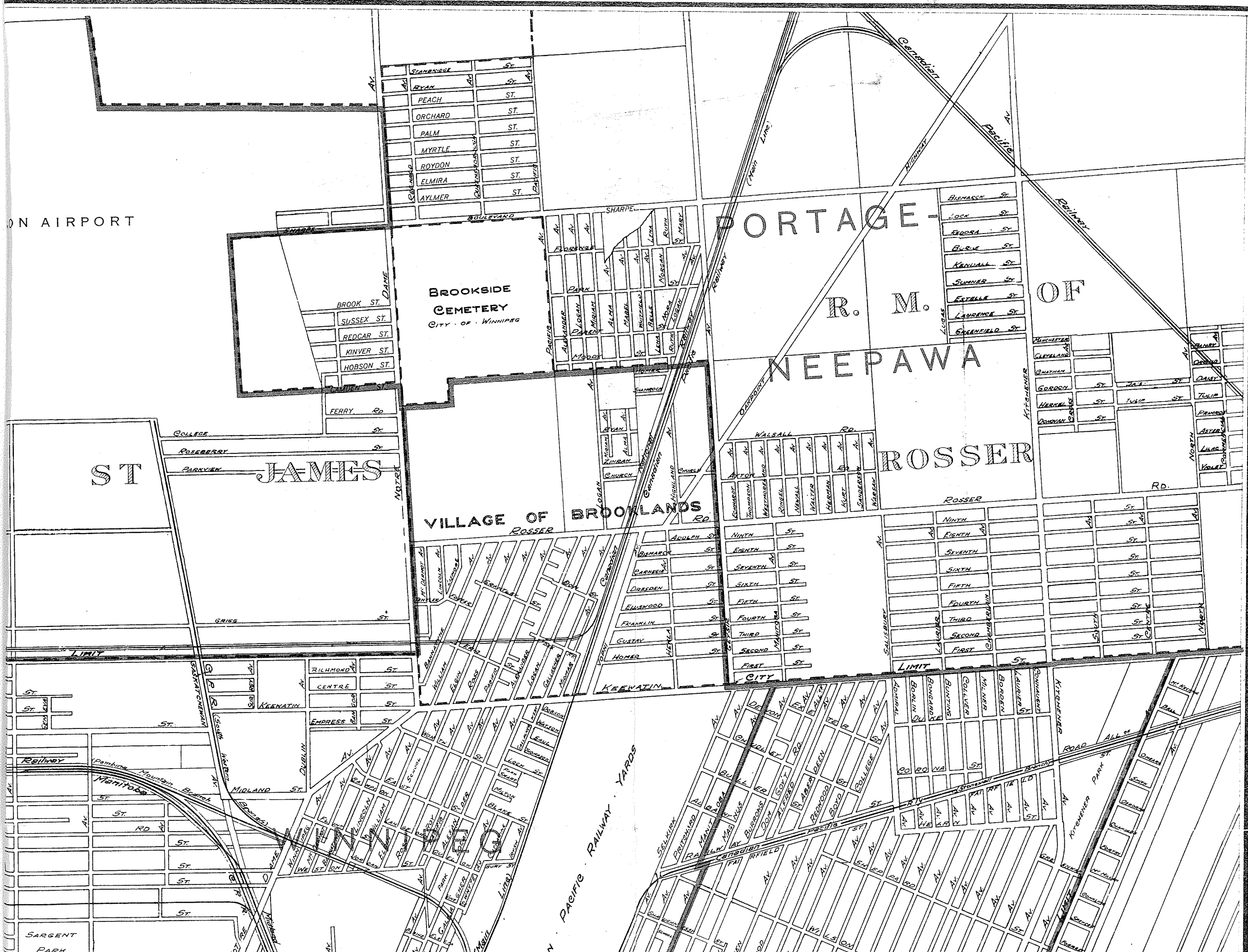
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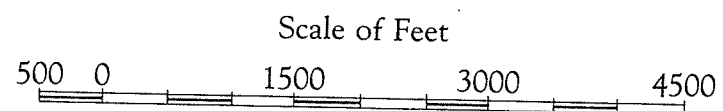
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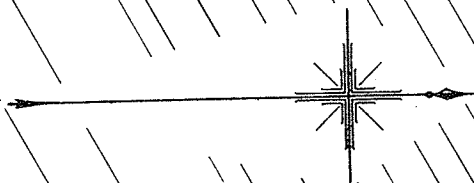


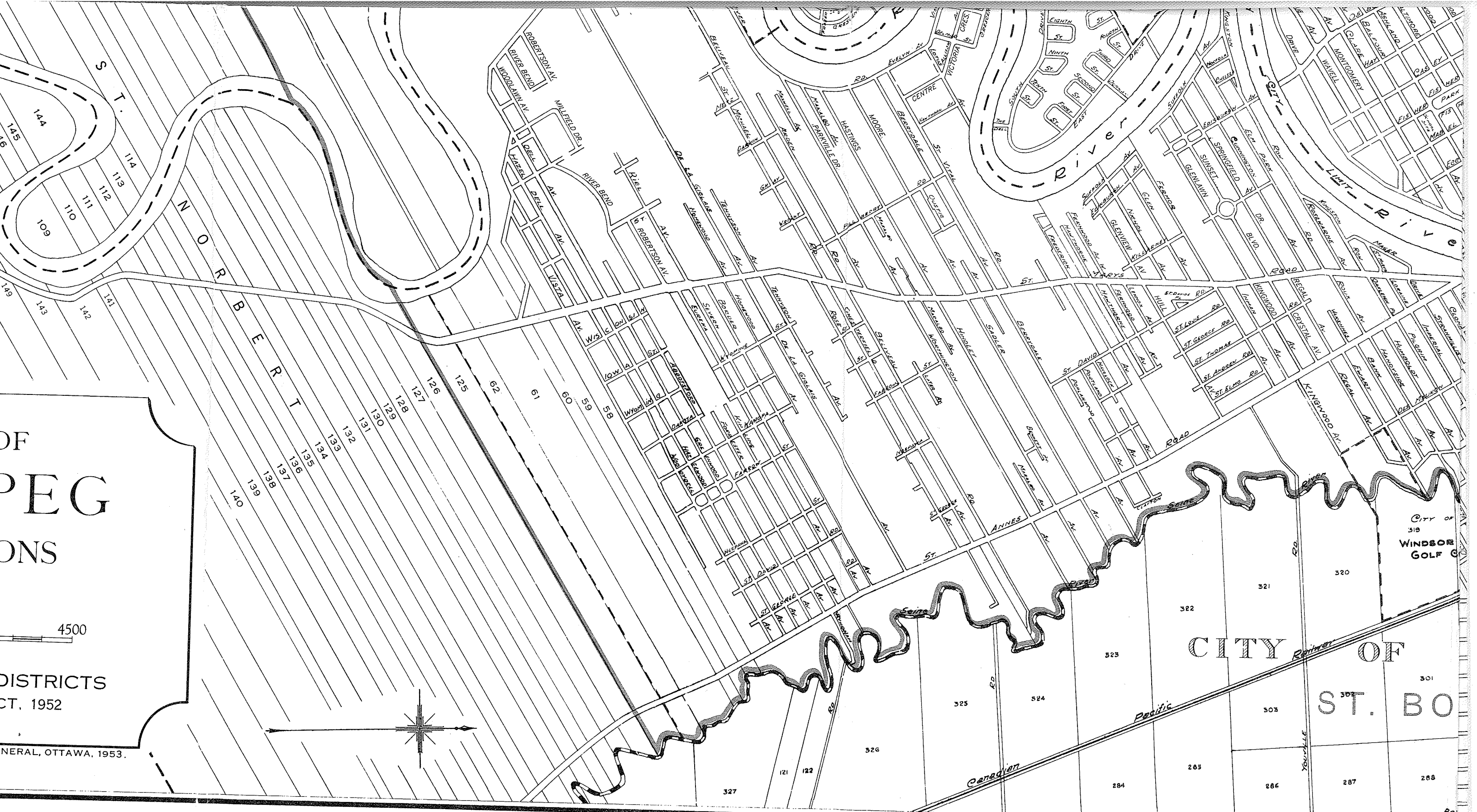
THE CITY OF WINNIPEG AND ENVIRONS



FEDERAL ELECTORAL DISTRICTS
THE REPRESENTATION ACT, 1952

PREPARED AT THE OFFICE OF THE SURVEYOR GENERAL, OTTAWA, 1953.





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