FOREWORD

The purpose of this memorial book is to mark Winnipeg's 100th birthday in pictures, and to illustrate something of the surprising and colorful growth of the city, which served as the "gateway" for opening of the Canadian West.

From the many photographs available in the Free Press library and other sources our original plan was to develop a sequence of pictures starting from 1873 to portray a step-by-step development of Winnipeg and its people.

Following a study of various concepts by an editorial team, it was determined that our purpose would best be served by dealing separately with various aspects of Winnipeg's growth in such fields as sports, religion, transportation, buildings, civic services and so forth. Pictures portraying such varied aspects of Winnipeg on a "then" and "now" basis would, it was felt, offer a vivid record of our dramatic growth from a small pioneer prairie town to one of Canada's major cities and business centers with a population of more than half a million people.

From the start, it was determined to put the stress on "people" — and not necessarily the famous — and to attempt to choose buildings and scenes which are now gone, to record the past.

The task of selecting the most typical or interesting pictures from the many thousands of old photographs available presented the editors with a difficult problem. The careful work done by a Free Press team of Edith Peterson, Alexander Foot, librarian Ruth Buggley and staff, Peter Kuch, chief photographer, Jack Abiett and staff, under the direction of managing editor Albert Booth, as well as James Trifunov and others, is gratefully acknowledged. In addition, the assistance given by several Winnipeg old-timers in helping to identify many of the pictures is also much appreciated.

Rather than produce a large and expensive volume, with but a limited circulation, it was decided to produce a smaller, more representative picture story at modest cost, which would service a much wider audience in recording Winnipeg's century of history.

In seeking something of our origins, our achievements from little resources, the drive, energy and ambitions of our early citizens, it is hoped that this book will provide our present citizens of Winnipeg with a sense of pride and purpose, as well as active inspiration and effort towards even greater achievements in the next hundred years.

R. S. Malone
Publisher and Editor-In-Chief
The Winnipeg Free Press
THE BILL incorporating the City of Winnipeg was passed by the Manitoba Legislature Nov. 8, 1873. The following January 5, Francis Evans Cornish was elected mayor. He remained in office for one year only and was followed by a long succession of illustrious first magistrates, including Stephen Juba, who was elected mayor of Winnipeg, Oct. 25, 1856.

In 1960 the Metropolitan Corporation of Greater Winnipeg was established by an act of the Provincial Legislature, with powers and responsibilities in a number of specific services considered to be of joint concern throughout the urban area.

On Jan. 1, 1972, a unique form of government for a major Canadian city area came into being in Winnipeg. Legislation passed the previous July replaced the former municipalities and the Metropolitan Corporation with a single unified city government with exclusive municipal jurisdiction over the area.

Included in the new unified city were the rural municipalities of Charleswood, Fort Garry, North Kildonan and Old Kildonan; the Town of Tuxedo and the cities of East Kildonan, West Kildonan, St. Vital, Transcona, St. Boniface, St. James-Assiniboia and Winnipeg. When Winnipeg was incorporated in 1873 there were 1,869 inhabitants in an area comprising a few blocks along Main Street. The unified city of 1972 had a total population of 548,573, scattered over an area of 218.4 square miles.

THE PEMBINA AND SELKIRK branches of the Canadian Pacific Railway shown in this 1876 plan of Winnipeg were still under construction at that time. Boundary Street was later changed to Maryland as the city grew beyond it.

WINNIPEG CITY COUNCIL operated in this city hall from 1886 until it was torn down to make way for the Civic Centre (below), built in 1964.
MAIN ABOUT 1881, is seen in the two photos, left and below. Looking north, with the city hall blocking the far end of the street, the photo of left shows the east side of Main and, below, the east side. Horse and carriage was the order of the day in those less-busy, more friendly times.

ANOTHER PHOTO (Below) of Main looks like a scene from Czarist Russia, with the sleighs and wagons, and people bundled up against the snow. Looking north from McDermot in the spring of 1885, the old city hall can be seen in the background and, to the left, Ross House.

MAIN STREET

ARTHUR HAYWARD, the artist from Aberdeen, established an international reputation as a political cartoonist with the press at The Free Press (1927-46). Cartoons like this poured forth from his desk in a corner of the Free Press library to form a history of Canada during that period.

WILLIAM Fisher Luxton was co-founder of The Free Press in 1872, and editor for the first 30 years, when control passed into the hands of John W. Sifton and family. Mr. Luxton’s fearless editorials and straightforward policies did much to shape the future of the new City of Winnipeg.

JOHN Wesley Dufres, editor-in-chief and president of The Free Press, reigned over the paper from 1921 until his death in 1944 — a man of strong opinions and independent spirit. He was a champion of Western issues — breaking the CPFE’s monopoly over the prairies, fight for lower freight rates on the Hudson Bay Railway and other vital issues. But his chief claim to fame was his identification with the movement for Dominion status and autonomy for Canada, and the creation of the Commonwealth.

FREE PRESS Building on McDermot, east of Main, 1882-1900.

CROWDS READ bulletin boards outside The Free Press, Garry and Portage, during the provincial election, 1907.

FREE PRESS Building on Carlton, gaily decorated for the 1938 visit of King George VI and Queen Elizabeth.

IT WAS ALL AHOY for Happyland Park on July 16, 1905, as Free Press carrier boys boarded an open-air streetcar for an outing at the amusement park, west of Portage between Audrey and Dominion.

FREE PRESS staff artist Julie Dale is also establishing a wide reputation as a clever artist. Especially popular is her weekly feature, Sketchbook, here Miss Dale shows an unusual side view of the Sir Hugh John Macdonald House, built in 1893 by the son of the Canadian Prime Minister, Sir John A. Macdonald.
DEER LODGE (left) was the residence of Manitoba pioneer James McKay from 1859, when he married Margaret Rowand, until his death in 1873. For trader, guide, hunter, business man and cabinet minister, McKay was famous throughout the West for his hospitality. Later it became a celebrated road house and hotel, Chefs Place. It burned in 1897 but was rebuilt immediately as the Deer Lodge Hotel (above) and became more popular than ever, with a zoo including a famous bear. It was acquired by Roderick MacKenzie, wealthy businessman and sportman, who donated it to the federal government during the First World War as a veterans hospital. In June, 1918, it was officially opened by HRH the Duke of Connaught as the Military Convalescent Hospital, which later became Deer Lodge Hospital. The last remnant of the hotel vanished a few years later as the hospital was rebuilt and expanded.

A STATUE of Mers d'Oulville, founder of the Grey Nuns, stands near the City of St. Boniface Museum on Tache Avenue. One of the oldest buildings in Manitoba, built in 1846, it served as the first convent of the Grey Nuns in Western Canada, and was the birthplace of all the charitable undertakings of the Western Grey Nuns. It is preserved intact, the Sisters have operated it as an orphanage, old folk's home and hospital during the past century. It opened as a museum in 1965 and commemorates the history of Manitoba's French-speaking people.

NOW SEVEN OAKS Museum, this spacious home was built in 1863 by Dr. George John Inkster, who came to the Red River Settlement in 1812, in 1826 he married Mary Sinclair, daughter of Chief Factor William Sinclair Hudson's Bay Company. They established a farm near Seven Oaks Creek in 1827. Mr. Inkster later opened a store nearby. Among their nine children was Colin Inkster, for 52 years sheriff of Manitoba.

THIS SKETCH shows the home of James H. Ashdown's fine residence in Point Douglas, published in April, 1876, was the first sketch used to illustrate a Free Press story. The first dwelling of its kind in the district, the Ashdown house was described as an elegant brick-veneer structure on a stone foundation containing, among other conveniences, a bathroom and a decided innovation in house-building in Winnipeg at that time. The architect was T. H. Parr, an early City of Winnipeg engineer. Main contractors were Blackmore and Cashman, who did much of the work. Tin work and plumbing were done by Mr. Ashdown's own establishment. The block between Lombard and McDermot on the east side of Main had changed considerably by 1923, with the Merchants' Bank, the Bank of Nova Scotia, Canadian Bank of Commerce and the Bank of Hamilton all located there. The post office, later the customs building (with white stripes), stands just beyond on the northeast corner of Main and McDermot.

ALTHOUGH THERE WERE horse-drawn streetcars on Main in 1893, hansom cabs with silk-hatted drivers were still popular at 50 cents-end-up a trip. Photo taken in front of McMillan's Omnibus and Transfer Co., 387 Main, between Lombard and McDermot.
GILBERT MUNCHEN opened Manitoba's first bank and receiver general's office in this 1872 building on Portage Avenue, photo courtesy Toronto-Dominion Bank.

THE PRIVATE BANK of Allard and Champion (left) was organized by W. F. Allard and H. T. Champion in 1879 and operated until 1923 when it was taken over by the Canadian Bank of Commerce. The building on South Main was erected in 1911.

THE ROYAL BANK of Canada (right) was Winnipeg's first high-rise building when it was completed in 1966.

BANQUE CANADIENNE Nationale, Main, built in 1899

BANK OF Nova Scotia, Portage, c. 1900

DOMINION BANK, Main and McDermot, c. 1910

THE WINNIPEG Terminal Credit Union Society moved into its new building in 1966. In 1973 nearly 50 credit unions were supplementing services offered by Winnipeg banks.

CANADA TRUST's handsome new building at Portage and Main was opened Jan. 10, 1968 by Premier D. L. Campbell. After having its own way for many years, Winnipeg banks were faced with opposition of various kinds.

CONSIDERED avant garde in 1952 was the striking interior of the new Bank of Toronto (now Toronto-Dominion) at Portage and Notre Dame.

IN 1853 there were seven private and eight chartered banks in Winnipeg. By 1916 there were 20, eight of them on Main between McDermot and Portage. Until the Bank of Canada was established in 1934 many issued their own banknotes, going all out in their competition for customers with vivid engravings and a variety of color and scenes. Collectors consider bills printed in Manitoba as among the most beautiful in the world. An example is the $10 bill (above) issued by the Union Bank in 1912.

THE BANK of Montreal, Portage and Main, was considered an architectural gem when it was completed in 1919. The bank has been in business in Winnipeg since 1877.

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THE FIRST LOUISE Bridge across the Red River was Winnipeg's oldest and most colorful bridge. The city promised to build it, at a cost of more than $200,000, in order to get the CPR mainline to cross the river at Winnipeg instead of Portage. The placing of the cornerstone Aug. 9, 1880, turned into a riot when people ignored the speeches and mobbed the free liquor stand. When the bridge was well under way it was discovered that the east approaches were on property owned by Lt.-Gov. J. E. Cartier. A legal battle followed that cost the city a pretty penny, but the bridge served both railway and other traffic until 1904, when it was found too light for the heavier trains, so a new railway bridge was constructed at Ochre Street. The old Louise bridge was replaced in 1929 by a traffic bridge located near by, still in use in 1973.

ST. NORTBERT ferry, c. 1900, one of many ferries in use before bridges were built.

THIS STEEL bridge across the Assiniboine River at Maryland Street was completed in 1884, when most of Crescentswood was still bush. The bridge was built by the Winnipeg Street Railway Company as a free shuttle service from the end of the line on Cornish Avenue for the benefit of passengers going to and from St. Mary's Academy. A concrete bridge succeeded it in 1921 and served until replaced by the present Maryland Bridge, completed in 1968.

THIS is the second Broadway Bridge, running from the east end of Broadway across the Red River to St. Boniface. It was built in 1923 to replace the first Broadway Bridge, destroyed by high water and ice four days after its official opening in April, 1882. It was a bitter blow to St. Boniface that access to the bridge from Broadway was blocked when construction of the Union Depot started in 1920. It was replaced in 1927 by the Provencher Bridge.

OSBORNE BRIDGE looked different when it was built in 1912, with concrete superstructures concealing counter-balances for raising it for river traffic. They were removed in 1957. The first car of the 70-ton counterweights broke loose and crashed to the deck, fortunately in the early hours of the morning. It was then that the steel bridge built in 1892 by a group of speculators and which was later taken over by the city.

THE ORIGINAL Main Street Bridge was privately built in 1881 and was a toll bridge until the city took it over a year later. It is shown here with Upper Fort Garry in the background. The bridge served until replaced in 1927.

THE THIRD Main Street bridge, along with the nearby Norwood Bridge, was built as a make-work project during the depression. It is shown here under construction in 1931. In 1938 it was renamed the Bridge of the Forts, with Mayor John Queen unveiling a plaque to that effect. However, as a member of city council had predicted, the old name stuck. (Fotok)

THE FIRST Assiniboine Park footbridge was a pontoon affair built not long after the official opening of the park in 1908. It was replaced in 1921 by the present concrete one, which cared across during the visits of King George VI and later Queen Elizabeth.

THE ELM PARK toll bridge, built in 1912 by a real estate company which had developed the former pleasure park, lost money for the speculators. St. Vital residents were allowed free passage, but outsiders had to pay — five cents for pedestrians, 10 cents for cars and 25 cents for trucks. In 1941 the company threatened to sell to the highest bidder, for scrap or as a bridge. St. Vital was not interested as a group of Elm Park residents bought it and later offered to sell it to the municipality at cost. Finally, after a year of bickering, the city of Winnipeg, the provincial government and St. Vital agreed to buy and maintain it, each paying a third of the costs. Now the speed limit was cut down to eight miles an hour and loads were restricted before the bridge was made unnecessary by the new St. Vital bridge, built in 1965.

THE OLD rubber cutoff over the Red River shows another way of opening a bridge to allow boats to pass underneath.

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THE DIXIELAND bridge and freeway was first planned in the early 1960s but the bridge opened in October, 1959, and the freeway just a year later, the first of Winnipeg’s new-style arterial freeways. It was designed to ease congestion on Main between Portage and Redwood and reduce traffic on the Redwood and Louise bridges. Cost up to 1959 was more than $6 million, with the province contributing $1.7 million, Winnipeg around $2 million and East Kildonan some $2 million. The total cost, with expenditures and special levies since, added considerably to the cost. This photo was taken from the top of the Richardson Building.

ALTHOUGH THE St. James Bridge and Portage underpass were constructed by the Metropolitan Corporation of Greater Winnipeg, there were the usual fireworks that marked the building of bridges joining different municipalities. After its opening in 1962 it was found to have relieved some of the traffic congestion, especially after sporting events, that made a bottleneck of the former steel and concrete bridge. But that one, opened in 1929, was considered pretty fine, compared to the CNR combination railway and traffic bridge built in 1909.

PIONEER BUSINESS

THIS WAS Winnipeg’s first supermarket, the market building behind city hall. It was built in 1897, replacing an older one torn down shortly before. There was great competition for the butchers’ sawdust-sprinkled stalls, serviced by meat vats beneath the building. Market Square was the centre of trade and commerce for many years, with hotels and livery stables near at hand. The square was the scene of gatherings of every kind, from political meetings to political soap-boxing. After the First World War two storeys were added and the building was converted into civic offices. It was demolished in 1964.

THE FORT GARRY Gate outlined in beer cases was E. L. Drewry’s Boat in a 1916 parade. In 1877 Mr. Drewry peddled down the Red River to Winnipeg, having come from St. Paul, where he had learned the trade from his father. With one horse, which provided power for the plant as well as for making deliveries, the young man started his brewery in a small log cabin not far from the present Redwood Bridge. He was afterward joined by his brother, F. W. Drewry, soda water-making facilities were added later.

VULCAN IRON Company, shown here in 1905, was founded by John McKeehna, a wheelwright who came to Winnipeg in 1877 and, two years later, opened the first livery stable. The factory, which was afterward expanded into the Vulcan Iron Works, was the first location was near the CPR railway, the main line of which eventually became a Vulcan Iron Co. siding.

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THE ARlington Bridge spanning CP track main line in north Winnipeg, was built in 1887 and is the oldest of the three railway overpasses which had been erected in 1879. When served until replaced by a new one in 1933. The Arlington overpass was a source of controversy right from the start, with its steep approaches dangerous for both streetcars and private vehicles. According to former city engineer W. D. Horne, the bridge was prolaborated in Birmingham, England, and was originally intended to cross the Nile. Winnipeg got it when that plan fell through. In 1973 it was still a source of controversy because of its age and condition.

THE SECOND building of Shee’s Brewery, founded by Patrick Shee and John McDonald, is seen here. Shee was a young Irishman who had come to Winnipeg in 1882 and for a time he and McDonald operated the Waverley Hotel at 707 Main. In 1886 they started a small brewery on Proud Street near Colony Creek, with a capacity of 25 gallons a day. Later Mr. Shee became sole owner.
WINNIPEG Grenadier Band 1915 c. (Foote).

WINNIPEG City Band 1903.

RAILWAY PORTERS' band, 1922 (Foote).

WINNIPEG CITADEL Salvation Army silver band, 1909 (Foote).

WINNIPEG City Band 1903.

INDIAN BAND at IOOF Hall 1929, (Foote).

TRANScona Pipe Band, 1930 (Foote).

SKATING on the Assiniboine River, 1925

TOBOGGAN ride, 1914 (Foote)

LADY CURLERS, Winnipeg Board of Trade Building, 1908. (Foote)

ALL DRESSED UP for games at the Winnipeg Tennis Club, Roslyn Road, early 1900s

ST. GEORGE'S Snowshoe Club members at St. Paul, Minn., Winter Carnival, 1886. The club was organized in Winnipeg in 1879.

ST. JOHN Ambulance Corps members with Mayor R. D. Waugh, 1912. Always on hand at public gatherings. (Foote)
WINNIPEG'S first police chief was John Ingram, appointed in 1874 but forced to resign in 1875. He was discovered in a "house of ill fame" during a raid conducted by his second in command, who subsequently got the job.

AN IMPRESSIVE line up in June, 1929 (Footle)

WINNIPEG'S "Spankem Cops" around the turn of the century

THE FIRST Detachment of North West Mounted Police arrived at Lower Fort Garry in October, 1873, having traveled by way of the Great Lakes and the Diamond route. On Nov. 3 the entrenchment with the barbwire was administered by temporary commandant. The Uhlans, Col. W. O. Smith, and the Stone Fort became, for the time being, the headquarters of the Mounted. The first three to sign the roll were Lt. J. C. Steinbach, Percy E. Mayo, and Sergeant Arthur French, who had been appointed commissioner, arrived a few weeks later and found the men undergoing rigorous training despite cold weather, and skating on the Red River for fun and relaxation.

THE ROYAL Canadian Mounted Police "D" Division headquarters, 1911. Portage, has a Salvation Army crew over the door. The reason is that the building was erected in 1927 by the Army as the William Booth Memorial Territorial Training College, but during the depression years there were so many demands to seal the poor that the Salvationists could not keep it up. It was taken over by the RCMP in 1932. Shown above are dress uniforms of the RCMP throughout the years — 1874, 1918 and 1922.

THE VAUGHAN Street detention home opened in 1893 as the most up-to-date provincial goal imaginable, with every modern convenience and all it could do for the administration. However, it gradually deteriorated and after years of protest by the Salvationists, the Manitoba Youth Centre on Tuxedo Boulevard was established in 1952 at a cost of $2.5 million early in 1971, and expected to become a model after which many youth facilities in North America would be patterned.

WINNIPEG POLICE Department bug-of-war team at River Park, 1918 (Footle).

THE POLICE COURT and station, corner of King and James, served from 1893 to 1905 when it was replaced by the Central Police Station, A Division, at Rupert and Lisgar.

CONST. W. Archibald in a snappy 1880 uniform with double-breasted, breast-buffed, frilled coat. The bowler style hats were fine for spring and fall, but were replaced in winter with a cape, and in hot summer weather with "straw hats with muslin streamers," according to a Free Press report.

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THE ONLY woman among the 24-member 1971 graduating class of the Winnipeg police department was Beverly Zylik.

THE PUBLIC Safety Building, opened in 1968, is a far cry from the first police station on Main, only a stone's throw away.

CONDUCTING A police inspection in June, 1951, from left, are Inspector John H. Reeves, Chief Constable Charles Mackenzie and Deputy Chief Constable George P. Jamieson. The traditional Bobby style helmets were done away with in 1950.

THE NEED for a police patrol wagon became apparent in 1873 when the women who had been mailing a little too freely were "quarantined to the country streets." According to a Free Press report, when in 1893, that a horse and vehicle wagon were procured for the patrol service. The department acquired its first motorized patrol wagon during the great strike of 1919. In 1928 the police had several motorcycles on patrol in Winnipeg. By 1972 snowmobiles such as this one, operated by T. W. G. Dyson, had been added to the many types of vehicles in use by Winnipeg police.

POLICE Inspector A. G. Robertson in a coat, 1919.

THE FIRST real Manitoba Law Courts Building, above, right, was erected in 1882-83 on Kennedy Street, just east of the new provincial gaol. It also housed the Manitoba Law Society and its library. But before long it was overcrowded and considered out of date, so the handsome, new structure, left, was added in 1894. The two buildings served until the present one on Broadway was completed. Later photographs show the 1894 section refinished in a darker color to match its neighbor. It was used by various government departments until it burned in 1956. The 1894 structure was remodelled in 1938 to accommodate the Manitoba Law School and the Winnipeg School of Art. It was demolished in 1960.

MANTIBA'S FIRST Legislative Building was built in 1852-53, facing Kennedy just south of Broadway. Left, is the second Government House, built at the same time and still in use today. The first sessions of the Legislature of the new province were held at Aquashee, a little east of Main, between McDermid and what is now Lombard. It burned in December, 1973, the fire destroying many valuable records.

THE PRESENT Law Courts Building at Broadway and Kennedy was completed in 1916, containing accommodation for all courts and associated offices, plus quarters for the Law Society and its library. It was built of Manitoba limestone, matching that of the brand new Legislative Building under construction across the street. But the stone building was soon involved in a storm of controversy involving irregularities in construction of both. Judicial inquiries and royal commissions found contractor Thomas Kelly had overcharged the government almost $1 million. Kelly went to the penitentiary. The Rodmon Rohlins' government was brought down and criminal charges against several in the government. They were tried but never convicted and returned to private life.

THE BUILDING on Main near William, completed in 1874, was Winnipeg's first courthouse and Manitoba's second. The first one originally stood within the walls of the manor and was moved (just outside.) The Main Street building, substantially built of oak logs covered with stucco, also accommodated the police court and jail. The building also accommodated the police court and jail. The Manitoba Legislature met in it from 1873 to 1882 and a remarkable sight was the dignified Sergeant-at-Arms backing up the stairs, bowing as he went. In January, 1883, it was sold to Daniel Rogers who used it as a variety theater and barn for several years. Baield's store was later built on the site.

A SUBSTANTIAL residence, built of logs in 1840, this was originally the official residence of the governor of the Hudson's Bay Company at Upper Fort Garry. It stood a short distance inside the gate, which is in all that remains of the historic fort. After Manitoba joined Confederation it was rented by the governor of the new House, residence of the lieutenant-governor and the place where of official ceremonies were held. The third story was added in 1873. With the exception of a short period when the lieutenant-governor lived at Silver Heights, it was used as Government House until the present one was completed in 1883.

NICKY RANTHOR AND MALA PACHERO learn about fire alarm boxes from Const. J. G. Cormack at Police Expo, a week-long display of police work in April, 1970, at the Royal Winnipeg Winter Fair. Winnipeg city police are noted for their Police and Pal organization and for other activities involving youngsters from the care area of the city.

LAW AND GOVERNMENT

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EATON'S beautifully-groomed, high-stepping delivery horses were adopted from the day the store opened. Perfectly matched when they drove in pairs, the line-up was a sight to behold as they turned onto Graham to begin their morning. The horses won ribbons at many shows and gave a driving display at the St. Vital agriculture fair. The handsome horses were being replaced by motor vans prior to the Second World War, but to save gasoline they were brought back from pasture and served until 1950.

A shipment of fine strong horses for Pat Shea of Shea’s Brewery, 1928 (Foots)
ALTHOUGH THE TINY SS Assin
Northrup made several trips between
Georgetown, Minnesota, and what is
now the city of Winnipeg during the
summer of 1860, steamboat traffic on
the Red River was spasmodic until
1872 when control passed into the
hands of the Red River Transportation
Company headed by Norman Kittson
of St. Paul. Here the SS Dakota docks
at the Hudson’s Bay Company landing
on the Assiniboine River, with Upper
Fort Garry in the background, about
1873. The paddlewheeler was later
rebuilt to accommodate passengers.

FIRST GROUP of Norwegians to reach Manitoba arrived July 21, 1874, aboard the S.S. Inti-
national, a former Mississippi riverboat.

FIRST CLASS passengers’ saloon, City of Winnipeg, 1881.

THE SS MANITOBA, above, and the S.S Minnesota were the two
steamers built by the Merchants International Steamship Company,
started in 1874 by Winnipeg and St. Paul businessmen in an effort to
break the monopoly held by Kittson’s Red River Transportation Com-
pany. Rates were lower for a short time, but Kittson soon took over.

THE CITY OF WINNIPEG, formerly the Minnesota, carried the first
shipment of wheat from Manitoba in 1876. In the spring of 1871 she
was rebuilt and luxuriously furnished, but broke up and sank the
following August while being taken across Lake Winnipeg to Grand
Rapids for the Saskatchewan River trade.

THE REMODELED SS Dakota on the Red River, circa 1875.

THE MS Paddlewheel Queen (above) first of the new breed of Red
River sternwheelers, made her appearance in 1885 and her sister
ship, the Paddlewheel Princess went into ser-
vice the following summer.

THE SIGN is all that remains of Ship Street, once the bustling waterfront of the Port of Winnipeg.

IN 1971 the MS River Rouge went into service.
THE COUNTESS of Dufferin, the railway engine in the NORTHEAST, arrived in Winnipeg on Oct. 1, 1917, on a barge pushed down the Red River by the SS Ethan. She was brought in by pioneer railroad builder Joseph Whitehead. He immediately put her to work on construction of Manitoba’s first rail line, running from St. Boniface down the east side of the Red River to make connection with St. Paul, Minnesota. She was named for the Countess of Dufferin, wife of Canada’s governor-general, Lord Dufferin, then visiting Manitoba in 1858. Winnipeg City Commissioner (later Mayor) R. D. Wroach discovered the engine on a scrap heap at St. B., C., after he had been hired by the present-day Manitoba Government Railways to haul lumber for years. A former board member of the Columbia River Lumber Co. He persuaded the owner to sell it to him for $450, which was the price of a new locomotive. The CPR paid a substantial fee to move the locomotive to Winnipeg. The CPR bought her back and restored her.

SINGER Oracle Fields admires the Countess of Dufferin, on Aug. 30, 1940, in front of the CPR station, where the tiny engine sat until 1951, a vivid reminder of pioneer days. The Countess underwent considerable restoration, then was moved to a site on Main Street near the Durrell Freeway to be part of a transportation display of the Manitoba Museum of Man and Nature.

CONSTRUCTION of Union Station was preceded by many months of controversy and bitterness, especially on the part of St. Boniface residents, as it cut off direct access to the Broadway Bridge crossing the Red River. But the excavation work began in November, 1910. This photo was taken in March, 1929. The handsome depot was completed in 1911, to be used by both the Canadian Northern and the Grand Trunk railways. Excavation for the CPR’s Fort Garry Hotel began in September, 1911, and the beautiful structure opened Dec. 22, 1913.

THE CANADIAN Northern Railway began in 1895 with acquisition by William (later Sir William) Mackenzie and Donald (later Sir Donald) Mann of a charter granted to build a line from Gladstone, Minn., to Lake Winnipeg. From this beginning the CNR system grew quickly by lease, by absorption of other lines and by new constructions. In 1902 a line was completed from Port Arthur to Winnipeg and construction started on a Prairie network. This eventually became a national network, through the Yellowhead Pass to Vancouver and eastward to Toronto and Montreal. But the company experienced financial difficulties and was taken over by the Canadian government, along with the Grand Trunk Railway and other lines. From these emerged the Canadian National Railway, created by an act of Parliament in 1919. Other railway properties were acquired later, making the CNR one of the largest railways in the world, with more than 22,000 miles of track in Canada and nearly 3,000 miles in the United States. This engine, dated 1907, is shown at Laurier, a stop on the Winnipeg-Geulph line.

PHOTOGRAPH shows gaily-decorated first transcontinental CPR train arriving in Winnipeg July 2, 1886, on its way to Vancouver.

THE LAST CNR diesel locomotive to pull a train into Winnipeg was No. 5843 which arrived from The Pas April 25, 1960. Engineer was M. A. McLaughlin, and fireman, Nick Sheeruk. On hand to greet the train were Premier Duff Roblin and J. R. McMillan, CPR Western president. The engine was built in 1929 at Kingston, Ont., at a cost of $175,000, and was expected to bring $5,000 for scrap. However, 5843 was rescued from that ignominious fate and in 1962 was installed in a piece of honor in Assiniboine Park.

RELOCATION of rail lines away from downtown Winnipeg would leave considerable property open for redevelopment, including the CNR yards shown here. It is historic ground, as the early for-trade forts were located in the area, near the forks of the Red and Assiniboine rivers.

THE CANADIAN Northern Railway began in 1895 with acquisition by William (later Sir William) Mackenzie and Donald (later Sir Donald) Mann of a charter granted to build a line from Gladstone, Minn., to Lake Winnipeg. From this beginning the CNR system grew quickly by lease, by absorption of other lines and by new constructions. In 1902 a line was completed from Port Arthur to Winnipeg and construction started on a Prairie network. This eventually became a national network, through the Yellowhead Pass to Vancouver and eastward to Toronto and Montreal. But the company experienced financial difficulties and was taken over by the Canadian government, along with the Grand Trunk Railway and other lines. From these emerged the Canadian National Railway, created by an act of Parliament in 1919. Other railway properties were acquired later, making the CNR one of the largest railways in the world, with more than 22,000 miles of track in Canada and nearly 3,000 miles in the United States. This engine, dated 1907, is shown at Laurier, a stop on the Winnipeg-Geulph line.

PHOTOGRAPH shows gaily-decorated first transcontinental CPR train arriving in Winnipeg July 2, 1886, on its way to Vancouver.

THE LAST CNR diesel locomotive to pull a train into Winnipeg was No. 5843 which arrived from The Pas April 25, 1960. Engineer was M. A. McLaughlin, and fireman, Nick Sheeruk. On hand to greet the train were Premier Duff Roblin and J. R. McMillan, CPR Western president. The engine was built in 1929 at Kingston, Ont., at a cost of $175,000, and was expected to bring $5,000 for scrap. However, 5843 was rescued from that ignominious fate and in 1962 was installed in a piece of honor in Assiniboine Park.

RELOCATION of rail lines away from downtown Winnipeg would leave considerable property open for redevelopment, including the CNR yards shown here. It is historic ground, as the early for-trade forts were located in the area, near the forks of the Red and Assiniboine rivers.
PORTAGE AVENUE was called Queen Street when this horse-drawn street car was photographed in 1883.

ALL ABOARD for fun and games at River Park, early 1900s.

COLD FEET for the conductor-driver in 1893. From 1902-65 electric cars also ran on Main.

STREETCAR, trolley bus and motor bus at the corner of Main and Portage, 1955.

THE ERA of Winnipeg's electric streetcars ended in June, 1967, as crowds watched the last run.

END OF AN ERA

WINNIPEG'S first streetcar burn took place in March, 1904, after motorman Patrick Mullen and his wife died during a fire in their home. An open streetcar dropped in tanks carried the human-powered motors and the bellbearers, and led the 15-car procession from Thomson and Main culminating in a parade on Main Street to St. James Cathedral. It was the first time streetcars ran on a Sunday on Winnipeg streets.

TWINTE MAYORS and reeves of municipalities served by Winnipeg's electric streetcars formed the most distinguished track gang in the city's history as they took up a rail as a symbolic end to service in 1955. Nearest the camera are (left) Winnipeg Mayor George Sharpe and (right) Mayor Joseph van Steeherheem of St. Boniface.

THE GALS took over during the Second World War.

ST. VITAL welcomes its first streetcar, c. 1913 (Footle)
JUST BEFORE setting out on the first cross-country run in 1904, members of the Winnipeg Automobile Club were photographed on the grounds of former Mayor John Adibonnet's home: Armasong's Point. From left are Jimmy Bawos (driving) and A.C. Emmett, with Miss Ar- dibonnet, Mr. and Mrs. Adibonnet and son; Dr. and Mrs. William Webster; Mr. and Mrs. R.N. McLeod and Mr. and Mrs. E.C. Ryan, and S.A. Goddard. The run was all the way to Silver Heights and back. The club was the parent of the Manitoba Motor League, of which Mr. Emmet was secretary-manager for 50 years. He was also Free Press auto editor for several years.

GRANDDADDY of modern trucks, the "motorized farm wagon" was made in 1907 by International Harvester Co.

IN 1908 this brand new McLaughlin-Buick was driven into the elevator shaft of the McLaughlin Carriage Co. Ltd. The elevator was not there and the car hit the basement where it lay for a year. Then it was raised and a back seat added to convert it from roadster to touring car. It was bought by George A. Metcalfe, shown here with his family.

WINNIPEG'S FIRST horseless carriage, a one-cylinder Knox, owned by Prof. Edgar Kestick of St. John's College. C. 1898.

HON. DR. W.H. Montague and Hon. Colin Campbell in Dr. Montague's new seven-passenger Russell (circa 1910). The Russell was a made-in-Canada car.

1907 Brush model

RICHARD REID moves a house with his Ford car. July, 1918 (Foot).}

CASE CO. touring car, c. 1915 (Foot).

PARKING SPOTS at a premium at Assiniboine Park, 1929 (Foot).

CAMPAIGNING against relaxation of liquor laws, this group of members of the Royal Templers Association toured Manitoba in 1911. (Foot).

PINE TO PALM tour of 1919 promoted travel to New Orleans (Foot).

NO AUTOPAC in 1919 (Foot).
The first successful airplane flight in Winnipeg took place at the July, 1911, exhibition. An attempt in 1910 failed when the aircraft crashed when a few feet off the ground, but Frank Coffyn was ready for any emergency when he flew a plane at the exhibition with his Wright biplane. The Toronto exhibition featured a race between the plane, a motorcycle, and an automobile. The plane won the race, but only by 20 yards. It was not until 1914 that the first passenger from Western Canada was flown by W. C. Fower, then on the staff of McLaughlin-Buick Motors of Canada. The T. Eaton company offered a $1,000 prize if Coffyn would fly across-country to Portage la Prairie. It would have established a long-distance record for Canada but the Wright Company considered the prize too small.

Pioneer Aviator Jimmie Ward, left, with Mrs. Ward and his Curtiss biplane, Sheepdog Star, established several Canadian records when he made 13 flights at the Winnipeg Exhibition in July, 1911. On his first flight he made a new height record for Canada of 4,000 feet, increasing it later in the week to 6,000. The first time anyone in Canada had flown more than a mile high. He enlivened other flights with dops, splashes and glides. (Foote)

Present at the dedication of Stevenson Field in 1938 were Mr. and Mrs. Joseph Stevenson, parents of Capt. Frederick Stevenson for whom the field is named. Although Capt. Stevenson received many decorations for his first World War service, the honor that brought him most fame was his winning of the Harmon Trophy for 1927, an international award conferred annually at that time to the pilot of any country whose flying was judged most outstanding in the field of aeronautics. In 1927 he proved that heavy and bulky material could be flown into remote areas, by transporting 30 tons of equipment from The Pas to the Sherrington mines. This was the beginning of freight by air in Canada. Stevenson was killed in a crash at The Pas in 1928. (Foote)

The first biplane to win the Winnipeg exhibition in July, 1912, Georges George, was a twin-engine, one-passenger machine with a large, heavy frame. It was flying on the ground when a gust of wind knocked it down. Georges was only shaken up, but his plane was severely damaged. (Foote)

A hand-carved propeller of eucalyptus wood attributed to a rotary engine powered the aircraft built by Albert Cantwell and Eric Sagan from a 1913 Standard cow-pasture in 1913. From left are Eugene and Alfred Cantwell with their mother, Mrs. Albert Cantwell. Seeds is Alfred Cantwell. (Foote)

A team from the Canadian Forces Base in Winnipeg removes a rescue helicopter one of three men injured when a plane crashed on Lake Winnipeg in January, 1969. (McGillis)

Commander Byrd’s tri-motor Ford plane, photographed April 7, 1938, at St. Charles Airport, Winnipeg, prior to his South Pole expedition.

Winnipeg International Airport, opened in 1964
ST. JAMES ANGLICAN, the oldest church in Winnipeg, was built in 1868-69 on a Hudson's Bay Company grant of land running from Osborne Creek to the present St. James Street, a street extending four miles north. Although a newer St. James Anglican Church was built in 1922 on Collingwood Street, the old side-onward log church is used for a service at least once a year, otherwise it would revert to the company according to terms of the original contract.

ST. JOHN'S Anglican Cathedral (chapel), erected in 1872, was the third church built by the congregation organized by Rev. John Wood in 1835. A tower on the west end and was removed in 1872, after leaning dangerously for several years. Electric light was installed in 1880 and the building served until 1913, when it was torn down. In addition to the service hall served as a cathedral until the present cathedral was completed in 1926.

OLD KILDONAN, pioneer Presbyterian Church of Western Canada, was completed in 1854. Three years after the arrival of Rev. John Wood, the long-expected minister pronounced by Lord Selkirk to settlers who had come to Red River 40 years earlier. The congregation decided to remain Presbyterian when the United Church of Canada was founded in 1925.

KNOX PRESBYTERIAN Church (cathedral), built in 1894 at the corner of Donald and Ellice was the fourth home of the congregation established in 1872. In 1917 it was replaced by the present building at the corner of Ellice and Edmondson Street, now Knox United Church.

ST. ANDREW'S United Church (formerly Presbyterian), completed in 1895, was always noted for community services. It burned down in 1935, St. Andrew's River Heights, built in 1915 at Kingsway and Oak, was an offshoot.

THE FIRST Russian Greek Orthodox Church in Western Canada, erected on Jarvis Avenue, was often referred to as the Tin Can Cathedral. It was built with his own hands by Bishop Seraphim from any old materials he could scrounge. As part of the first service in January, 1925, the congregation marched in procession to the Red River where a cross was cut from the ice and set up, after which the Bishop sprinkled water on the congregation as part of the ritual blessing. It is normally a priest at the Russian Orthodox, but fell into disfavor and was banished. He was later re-established in the church.

ST. STEPHEN'S Broadway United Church was built in 1904 as Broadway Methodist. Following church union in 1925 it joined with St. S. I. and St. S. Presbyterian Church (now Elm Chapel). St. S. I. p. h. e. n. St. S. Broadway was burned down in 1956 and was rebuilt two years later.

GRACE UNITED Church (formerly Methodist) was built in 1883 at the corner of Ellice and Notre Dame. The first classes of Wesley College were held in 1888 in two rooms and the kitchen. It was torn down in 1955.

ALL SAINTS Anglican Church, 1895-1926. The green-wooded church stood near what is now the northeast corner of Broadwater Drive. The original church was sold to Kildonan United Church and became the nucleus of the army's first cemetary on that site.

CALVARY TEMPLE, Hargrave and Cumberland, was First Baptist Church when built in 1894 as one of the handsomest churches in Winnipeg. In 1938 the First Baptist joined the congregation of Broadway Baptist Church and sold the building to Calvary Temple. West- ern Canada's pioneer Pentecostal Church. The first congregation, organized in Winnipeg in 1875, held its services at various locations until late 1876 when they built a church at Rupert and King. It was later taken over by the Salvation Army and became the nucleus of the Army's first cemetary on that site.

HOLY TRINITY Church, Donald and Graham, was completed in 1894. It was considered for a time on the prairie. The congregation, organized in 1888, worshipped first in McDermid's Red River Hall on Main. Small churches were later built on the corner of Fort and Garry. In 1937 the vestry considered demolishing the Donal Street church and selling the valuable property, but decided to fight for it by a committee of real estate dealers and developers ever since.
CITY OF CHURCHES

HOLY TRINITY Cathedral on Main had its beginnings in 1864 when it was authorized as the Metropolitan Cathedral (headquarters) of the Ukrainian Greek Orthodox Church in Winnipeg. The congregation met in the roofed-in basement until 1962 when the domed cathedral was completed. The first Ukrainian Greek Orthodox Church in Winnipeg was St. Michael’s-on-Diesb- lif in use since 1918.

THE LUTHERAN CHURCH of the Redeemer, Academy Road, was completed in 1907 but was demolished in 1962 to make way for a larger one.

ST. MARY’S Cathedral is dwarfed by its new neighbors on Laurier Square, but was a landmark when the church was started in 1889. It replaced a log church built on the site in 1874. St. Mary’s was the first Roman Catholic congregation west of the Red River when it was organized in Winnipeg in 1889.

SHAAREI ZEDEK Synagogue, Wellington Crescent, was established in 1925 for the first congregation by that name in Winnipeg. The second, serving in a synagogue in Digital Road and William Avenue, was formed in 1912, following the formation of the Shaarei Shomayim and Shaarei Zedek Congregations.

ASSINIBOIA CHRISTIAN Centre, built in 1968, is home to a Roman Catholic and an Anglican congregation. John XIII and St. members of both congregations. The local government is made up of the Catholic and Anglican archbishops, the priests of the two congregations and a layman from each.

A NEW ST. BONIFACE Cathedral has risen from the ashes of the beautiful basilica, completed in 1903 and burned in 1988. The first outpost of Christianity in the Northwest, the parish was founded in 1816 by Joseph Norbert Provancher, later Bishop Provancher.
CATERERS PICNIC, 1888. They went by train to Frettepe (now Kenora, Ont.) Grocers and butchers organized the first one in 1879.

BOARD OF TRADE picnic at Winnipeg Electric Power plant at Great Falls, Minn., 1922 (Foot)

WINNIPEG BEACH, playground for thousands, dates back to 1903. Right: meeting the popular excursion train at the beach, c. 1915 (Foot)

REMEMBER the pavilion at Grand Beach where you paid a nickel a dance? It burned down in 1950. The resort was remodelled in 1960.

HUDSON'S BAY Co. staff excursion on the S.S. Alberta, 1910

ST. STEPHEN'S Anglican Church Sunday school picnic, 1938

GUNPOWDER BEACON at Winnipeg Beach, c. 1909 (Foot)

CANADIAN NORTHERN locomotive No. 700 decorated for picnic trip to the United States 1915 (Foot)
TRANSCO'S OWN "Believe It or Not" story started in October, 1912, when his CPR grain elevator annex, loaded with a million bushels of wheat, tipped over, standing on end, at noon. It sank slowly for more than 12 hours before coming to rest at a 30-degree angle. Erected the year before at a cost of some $150,000, the insurance did not cover such damage. It was a tribute to the work of builders Arnett and McQueen that the only cracks in the whole place occurred when the machinery for emptying the storage bin, contained in a cupola on the roof, crashed to the ground. The low side was 22 feet into the ground, which had given way under the heavy load. The bins were tapped through holes to get the grain out and the following March reconstruction began. Free Press photos showed men working with shovels right underneath the building, as tons of earth were removed on conveyor belts. Security piles were put down to bedrock, plus 6 ft. of underpinning and shortening piles. Tunnels were dug from the high side underneath. The building was eventually lifted to its new position by powerful shoring screws. The operation was considered one of the most remarkable feats of Canadian engineering. The building is still in use today, owned by Parish and Helmbacker Ltd. (Footes)

FIRST Grain Exchange Building, Princess Street, about 1900 (top), and later new quarters (right) indicate its growth. The Winnipeg Stock Exchange was incorporated in 1903 but was not formally organized until August, 1904, with Sir Augustus Kenton, president, and a managing committee composed of H. T. Sanford Erven, R. T. Riley, High Sutherland and W. R. Allan. Quarters were transferred in 1911 to the new Grain Exchange Building and the first call was given Feb. 1, 1909. Membership was limited to 24. Stocks listed at the opening were Winnipeg Street Railway, Canadian Pacific, Canadian Life Insurance, Great West Life, Canada Landed and National, and Northern Trust. The list was nearly doubled by the end of the first week.

AS EARLY as 1871 a brewery in St. James was offering free seed grain to farmers who would contract to deliver the finished product to the plant. Later ones continued the system, among them the Manitoba Brewery (Blackwoods), which began in 1882 in a small log building on Colony Street. The firm now sells carbonated beverages.

THE WINNIPEG GRAIN Exchange (now the Winnipeg Commodity Exchange) was organized in 1897 as the Winnipeg Grain and Produce Exchange. The first trading place was in the basement of the city hall but in 1925 new quarters were obtained in Nicholas Bowe's building on Princess Street. Shown here is secretary C. N. Bell, who was also secretary of the Board of Trade, founded in 1873 and reorganized in 1874. It later became the Chamber of Commerce.

THE TRADING FLOOR, 50th anniversary, 1937.

INAUGURATION of high-speed ticker tape, 1931. From left are A. P. White, James A. Richardson, W. M. Thompson and W. E. Brown. (Footes)
THE OLD HUDSON'S BAY Company store on Main at York, built in 1881, replaced an earlier one further south on Main which had been built in 1874 with stones from a collapsing wall of Upper Fort Garry. The original store and trading post had been inside the walls of the fort. This store was considered right up to date when it was illuminated electrically in 1900. It was used until the new Portage store opened in 1926.

EATON'S FIRST STORE in Winnipeg was considered pretty far from the business centre when it opened July 15, 1905, at the corner of Portage and Donald. The five-story building was the largest retail store in the West, comprising 6½ acres — if you counted the powerhouse, cafes and other extras. As shown here, another store was added the next year and two more several years later, plus additions at the back of the store. A few storerooms were also added to the Seminole Building seen at left. For some reason a sign on A. Faber's establishment had been painted out. It advertised Somerville's Mexican Fruit Chewing Gum.

WHEN WORK ON THE Hudson's Bay Company's new Portage Avenue store commenced in 1925 there was no elaborate excavating machinery. Men with shovels and horse-drawn scrapers did the work and little red dump wagons carried away the dirt. When the store opened in 1926 the milling crowds were so eager to get inside that a plate glass door was pushed in. A covered arcade along the front of the store was later removed. One reason given was the large number of undesirable characters loitering in its protection.
A WINNIPEG PARADE celebrates the South African War victory at Mafeking, May 17, 1900. A number of Manitobans were among 7,300 Canadians who took part in the war.

A WELCOME home from the North West Rebellion, July 17, 1885.

OFFICERS and NCOs of "A" Company, 100th Regiment, Winnipeg Grenadiers, on May 12, 1912, four years after formation.

WINNIPEG WAS taken over in a make-believe Nazi storm trooper invasion in February, 1942, to bring home realities of war and promote sale of victory loan bonds. Some 3,000 soldiers of the active and reserve army took part with RCAF aircraft zooming overhead, blank shells fired from big guns, "explosives" going off under bridges, books taken from libraries and burned and furnaces seized and taken from homes and apartments. Here Premier John Bracken, Hon. Harry Wills, Hon. Stewart Garson and other members of the cabinet are shown under guard at a "concentration camp" at Lower Fort Garry, where the Swastika replaced the Union Jack.

NOVEMBER 26, 1917. The Fort Garry Horse was organized in Winnipeg in 1912. It was Winnipeg's only cavalry regiment.

APPLYING for ration cards, Feb. 19, 1943.

SEPT. 4, 1939 — Another conflict begins. These members of the Jewish community in Winnipeg were more fortunate than their kin in Europe.

CYRO CLUB representative, Eric Campbell, right, presents a cheque for $10,000 worth of bonds to George Wright, amce of a noon-hour victory loan ceremony, May 13, 1944. Bonds purchased by the club were for prices in a Gyro drive to raise money for Army, Navy and Air Force auxiliaries.

NORWOOD youngsters enthusiastically contribute to an aluminum drive to help the war effort, Aug. 28, 1941.
THE WAR was over but training continued. WRNS from HMCS Chippawa walk in files, Sept. 1, 1956. From left are WO: Kathy McKeiver, WO. Jessie Hendry and WO. Cecilia Fraser.

THE 1ST CANADIAN Parachute Battalion returns home, June 24, 1945. (Foole)

EVACUEE CHILDREN from Great Britain were entertained at a Christmas party in the Legislative Building, Dec. 14, 1940.

THIS 1955 photo shows the Royal Canadian Air Force base in St. James, a heavily guarded hive of activity during the Second World War.

FIRST REGIMENT, Royal Canadian Horse Artillery return from another war, May 18, 1951.

RAIL MOVEMENT across Canada was as cold as the prairie weather in 1957. When those hardy CPR firemen in front of the CPR station paused for a welcome coffee break.

MAIL SORTERS struck the Winnipeg Post Office in January, 1973. It was one of a series of rotating strikes against the federal department.

TROOPS were called out during the 1906 street railway strike, March 29 to April 7. Management attempted to continue operations but cars and company personnel were attacked in an ugly confrontation.

BLOODY SATURDAY, the climax of the Winnipeg General Strike of 1919, a keystone in the Canadian labor movement. This struggle saw citizen battling citizen in back alley, the reading of the Riot Act, intervention by Ottawa in fear of an "alien menace." This photo shows Mounties in a third charge, turning onto William with clubs in the left hand and .45 revolvers drawn. Behind them were assembling civilians, three deep, with wagon spokes, and the militia. The strike resulted in two deaths.
OUR RIVERS

WAITING for the ferry to St. Boniface, C. 1937

In 1968 Kingston Crescent in St. Vital got a foretaste of what was to come in 1950.

A GREY NUN and one of the hospital staff at St. Boniface Sanatorium fill sandbags for the dikes around the hospital, 1950.

THE UNIVERSITY of Manitoba, 1950

THE ASSINIBOINE River creeps nearer to the Legislative Building.

SHOWN NEARING completion in 1966, the Red River Locks at St. Norbert protects Winnipeg from floods which have plagued the area since 1923, and probably forever. Two huge steel gates rising from bedrock can divide excess water between the Red River and the Assiniboine.

SCOTIA Street, April, 1950

CBC ANNOUNCES Maurice Burchell broadcasts on the spot behind the scenes during the 1950 flood. Like other radio stations in the city, CBC gave 24-hour coverage during the emergency.

A NEW CITY takes shape in 1971, reflected in the peaceful river, secure from floods.
IN 1953 THE BUST EASTWOOD TONSORIAL Parlor at 445 Main advertised the latest equipment, including “compressed air for spraying hair”, electric massage machines, etc., also clean sanitary bathrooms in connection.

HARDRESSING WAS a slow, tedious process according to this 1913 photo taken in a Winnipeg hair-dressing parlor. (Above). But the results were worth it, judging by the way Mrs. A. C. Ross and her daughter looked (below) when photographed in 1917. (Footnote)

IN 1953 A GROUP of women at Dugald, Man., began collecting and restoring women’s and children’s outfits from former years. Since then they have staged scores of fashion shows, raising money and preserving for posterity more than 100 examples of a century of fashion. These photos were taken at a 1969 showing.

THE STAFF of the Canadian Bank of Commerce was warmly and fashionably dressed during the winter of 1908-09. But you could buy a good coon coat for $25, about two weeks salary.

NO BIKINIS in this 1915 photo of bathing beauties at Winnipeg beach. (Footnote)

BLOOMERS FOR lady cyclists were frowned on by Winnipeg City council at a meeting in 1909. The deviation was tolerated at the bicycle party held not long after. And the gals wore them anyway.

Mrs. George Krause
Grey silk suit, 1887

Mrs. Charles Cook
Grandmother, 1895

Mrs. S. F. Van Slyck
Blue shot silk, 1875

Mrs. Jack Cook
Paris gown, 1900

Mrs. R. D. Brown
Knit suit, 1925

Mrs. Robert Galloway
Sports outfit, 1920s

Mrs. Roman Ruckball
Muskin gown, 1904

Lorraine Esselmont
Girl’s outfit, 1895
VERENE ROSSI left, and Joanne Hedaller model children's outfits of 1950 and 1961 at a showing of the Dugald collection of old-time fashions.

BACK AROUND 1913 a guy fell really good when he graduated into long pants.

COSTUMES FROM THE 1920's were modelled by members of the Winnipeg section of the National Council of Jewish Women in anticipation of the 1972 Angels Ball and to raise funds for local and overseas charitable projects. From left are Mrs. Gerald Gervay, Mrs. Sam Searle, Mrs. Sydney Glade and Mrs. Allan Cantor. The 19th car was from the Manitoba Classic and Antique Club show held the same weekend.

IN 1914 A well-dressed young man about-town wore a three-piece suit with slim lines, set off by white starched collar and buttoned boots. But by 1917 many young men were garbed in the khaki uniforms of the First World War.

MANITOBA'S GOVERNMENT HOUSE was built by the federal government in 1862-63 as a residence and office for the lieutenant-governor. First to occupy it was Lieut.-Gov. James Colborne, who moved from the former residence at Upper Fort Garry. An admired feature was gas lighting "with handsome gasoliers, as bright as daylight, in yellow." Up-to-date were electric bells, "water boards" between floors and a waterworks system with water pumped from the nearby Assiniboine River. A woodshed, icehouse and conservatory were added the following year. In this park (circa 1905) are Lieut.-Gov. Sir Daniel McMillen, Lady McMillen and guests.

HIDDEN among the trees just west of the zoo at Assiniboine Park, this house was erected in 1912 by George T. Chapman, the third house built on a river lot running south from the Assiniboine River which was acquired by Mr. Chapman in 1889. He served as a councilor of Assiniboine (1890-1915) and as reeve (1915-19). He was the new municipality of Charleswood (1913-14) (1917-25). Following his death in 1945, the family stayed in the house until 1957 when it was sold to the Convict of the Sacred Heart, formerly of Westgate. A new school was built nearby, where the Sisters taught from 1964 until the school closed in 1972.

THIS SPACIOUS HOME at 54 Westgate was built in 1913 by Dr. C. W. Gordon, minister of St. Stephen's Presbyterian Church and later associated with St. Stephen's Broadway United. He is also remembered as Ralph Connor, author of several best-selling novels. Serving overseas during the First World War as chaplain of the 43rd Cameron Highlanders, he died in 1917 and the following year his home was purchased by the University Women's Club as a headquarters and residence and a meeting place for other groups. Threatened with demolition in 1962 because of deteriorating foundations, the house was restored as a museum by the Manitoba Historical Society.

THE BIR HUGH John Macdonald residence was built in 1895 by Sir John A. Macdonald's son. An excellent example of Victorian gingerbread ornamentation combined with a simple building, the house was restored as a museum by the Manitoba Historical Society.
ST. JOSEPH'S Vocational School, Portage west, was built in 1906 as an orphanage by the Grey Nuns, who for several years had cared for homeless children; the quarters on St. Mary. In 1928 it was taken over by the Sisters of Providence.

THE FIRST day nursery in Winnipeg was organized in 1883 by the Women's Christian Union and continued by the Free Kindergarten Association, formed in 1882. In 1952 it was reorganized and combined with Logan Neighborhood House, under the auspices of the Junior League and the Rotary Club. This 1958 photo shows the quarters at Ellen and Logan.

THE CANADIAN Institute for the Blind was organized in Winnipeg in 1918, with initial quarters on Main. A second home on Germaine was followed by the present building at Portage and Sherburn which opened in 1929.

MOUNT CARMEL Clinic, serving the underprivileged since 1920.

THE SALVATION ARMY Citadel on Rupert, built in 1900, replaced earlier headquarters on the same street. In 1894 the Army opened a shelter for homeless men on Main.

THE WINNIPEG Lodging and Coffee House, initiated in 1894 by Holy Trinity Church, provided meals and lodging for destitute men. This building on Lombard was replaced in 1906 by a much larger one.

THE KINGS Men CENTRE for the Handicapped on Sherbrook opened in 1963. By 1973 it was supplying accommodation for the Society for Crippled Children, the Multiple Sclerosis Society, the Canadian Arthritis and Rheumatism Society, the Canadian Paraplegic Association, the Canadian Association for the Mentally Retarded, the March of Dimes, and other organizations designed to assist the handicapped. Founded by the Kinanam, it was built with public funds.

THIS BUILDING on Portage Avenue was erected by the Young Men's Christian Association and served from 1901 until 1913, when the Vaughan Street Y was opened. At a final ceremony, James Ashdown dipped the plug of the swimming pool in the old one, which was flooded and became the Birk Building. The YMCA was organized in Winnipeg in 1874 and until 1901 occupied various quarters, including rooms in the city hall, the Confederation Block and elsewhere. Several family Y's now serve outing communities.

THE YOUNG Women's Christian Association was organized in Winnipeg in 1897 to assist girls needing lodgings and other help. The Webb Place was started in 1908. It was demolished to make way for a new one on the same site in 1968.

THE YOUNG Men's Hebrew Association of Winnipeg celebrated its 50th anniversary in 1968. This YMHA Community Centre on Hargrave was built in 1952.
WITH THIS $100,000 cheque (above), dated Jan. 6, 1921, the Winnipeg Foundation was inaugurated by W. F. Alloway (left), former banker and businessman. The foundation, which has grown greatly throughout the years, is directed to philanthropic purposes.

PUPILS OF Victory School in West Kildonan take part in Carnival Week, sponsored by the Junior Chamber of Commerce, 1959.

IN 1953 THE wishing well in the Van Kirk Garden on Broadway yielded more than $1,000 for the Shriver's Hospital for Crippled Children. Charlie Crayton, right, patrons, Charles Temple, assists Ralph Van Kirk to count the coins. The gardens are gone, but the work of the hospital continues.

THIS "metal man" paraded Portage Avenue in October, 1952, to publicize a drive for scrap metal sponsored jointly by the Salvation Army, Salvation Corps and SHARE, Manitoba's mental health association, to raise funds for work among mental patients.

ALL PEOPLES MISSION on Maple was a non-sectarian organization sponsored by the Methodist Church to assist immigrants and their children. Rev. J. S. Woodsworth ran it from 1907 to 1913.

MRS. ADAM CUTHAND wore an Indian costume at a 1970 tea party held by the Council of Women of Greater Winnipeg. With her are Mrs. A. R. Paterson, president; Mrs. M. R. Sorensen, and Mrs. M. R. Sorensen, president. The first Winnipeg council was formed in 1916, the year after Lady Aberdeen, wife of the governor general of Canada, inaugurated the movement.

MRS. J. F. MULHOLLAND serves tea to Mrs. Amelia Williams and to Frank Day, 1963 president of the Derbey and Joan Club, one of the innumerable projects sponsored by the Imperial Order Daughters of the Empire since the first chapter was organized here in 1950.

SUMMER INVOLVEMENT '73, operating on a Student Temporary Employment Program grant, recruited more than 150 volunteers, 14 to 35 years old, and placed them with 40 various agencies to assist with summer activities. Evaluation were the volunteers as well as those they helped, who ranged in age from very young to quite elderly.

IN THIS 1949 photo Mrs. Allan Aldous, left, and Mrs. Philip McBean serve behind the counter of the Junior League Thrift Shop, a source of income for many community projects sponsored by the League through the years. Among these was formation of the Family Bureau after a survey paid for by the League and conducted by Dr. Charlotte Whiston of Ottawa in 1937.

HELPING TO publicize the 1964 Red Feather drive for funds for the Community Chest of Greater Winnipeg were Albert Henry, 89, of Notre Dame De La Conception, and Anthony Mueller, 5, of St. Joseph's Day Nursery (both Red Feather agencies). Community Chest later became the United Way of Greater Winnipeg.

SALES OF these juicy Kiwanis apples have paid for many Kiwanis projects throughout the years.

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ALTHOUGH THE Grey Nuns had been caring for sick and unfortunate people for many years, St. Boniface Hospital officially began in 1921 in this four-bed cabin.

A 1900 view of St. Boniface Hospital

ST. BONIFACE General Hospital in 1971 and still growing

ORACE HOSPITAL on Arlington Street, completed in 1956, had its origin in two private homes for girls and women operated by the Salvation Army for several years.

ORACE GENERAL Hospital, South Drive, St. James-Assiniboine, was opened in April, 1977, by Premier Duff Roblin, his grandfather; Sir Rodmond Roblin, had placed the cornerstone of the Arlington Street hospital orbit he was premier of Manitoba.

VICTORIA GENERAL Hospital which opened in 1911 is seen, left, in a 1938 photo of its River Avenue site and, right, in 1971 at its new location on Pembina Highway, Fort Garry.

WINNIPEG CHILDREN'S Hospital on Aberdeen was officially opened by the Duke of Connaught in 1912 and served until 1956. It later became Holy Family Home.

ANNIE A. ROND, a nurse and wife of Dr. J. H. A. Rond, founded the Winnipeg Children's Hospital, which began in 1909 (with one baby patient) in a house on Beaconfield formerly owned by Dr. John Schulze. One of the hospital guides bears her name in tribute to her services to the community.

THE SHRINERS Hospital for Crippled Children, Wellington Crescent, has been operated since 1949 by Khartum Temple Shrine.

FOUR SISTERS of Misericords opened a mission in Winnipeg in 1889 to care for "abandoned and forsaken." This building, photographed in 1903, was the beginning of Misericordia Hospital, a maternity hospital until 1916.

MISERICORDIA General Hospital has had many additions.
OUR HOSPITALS

WINNIPEG GENERAL HOSPITAL was established in 1873 and occupied various buildings in the downtown area until 1910 when it moved to its permanent location on land donated by Andrew McDermott, Winnipeg's first independent merchant, and his son-in-law A. G. B. Sennett, right, wealthy businessmen and philanthropists. The property was near the present site of the west end of their adjoining river lots. In 1923 the first wooden building was replaced by a larger brick building, the centre section of the hospital shown here as it appeared in 1910.

NURSES PREPARE for surgery in one of the operating rooms of Winnipeg General, 1910.

HEART SURGERY at St Boniface General, 1959.

THE OLD Tache Chronic and Geriatric Hospital, for years a St Boniface landmark, was demolished in 1973 to make way for the new Tache Nursing Centre. One wing of the old building dated back to 1882, when it was St. Boniface's first school for girls. Later the Grey Nuns turned it into an orphanage and it served the poor and people. Three wings were added later. From the early 1930s it was devoted mainly to the care of the elderly.

DEER LODGE Hospital, 1958, with new wing in background. It began as a home for veterans of the First World War in the former Deer Lodge Hotel.

CLARKE Bros. and Higher: ambulance, c. 1900

J. Thomson Co. ambulance, c. 1915 (Foote)

THE HEALTH SCIENCES CENTRE created in 1973 combines a huge medical complex the former Winnipeg General and Children's hospitals, D. A. Stewart Respiratory Centre, Women's Pavilion, Rehabilitation Hospital, Psychiatric Institute, Cancer Treatment and Research Foundation, School of Nursing, intern's residence and other related buildings.

WINNIPEG General kitchen, 1900
OUR HOSPITALS

COPING WITH communicable diseases posed a serious problem in the early days, with typhoid rampant due to unsanitary living conditions and smallpox brought in by immigrants. Both St. Boniface and Winnipeg General hospitals had isolation wards almost from the start and in 1899 St. Ronalda

a fully-equipped isolation hospital, was opened in St. Boniface. To cope with a smallpox epidemic in 1900, Winnipeg General purchased a Pest House, a small building on the prairie, west of the city. Scarlet fever and tuberculosis were also prevalent. In 1905 typhoid was epidemic and the city built

a 52-bed annexe to Winnipeg General, but in 1910 a severe epidemic of scarlet fever hit the city, when patients had to be accommodated in a building on the exhibition grounds which afterward burned.

A private hospital on Bannatyne, founded in 1906 by Dr. Thomas Beath, was then purchased and converted for typhoid. Dr. A.B. Alexander and a co-founder.

It was decided the city should take responsibility for the treatment of each disease and the result was the Winnipeg Municipal Hospitals, with Dr. Alexander in charge from the beginning. A temporary hospital was built in 1917 on a site selected in River Heights, followed by construction of King Edward Memorial Hospital in 1912, and King George Isolation Hospital in 1914. A nurses’ training residence was completed in 1914. In 1924 the provincial government made its first grant toward these hospitals ($200,000). Princess Elizabeth Hospital for chronically ill children opened in 1930. All were evacuated during the 1950 flood when the area was inundated.

NURSES’ RESIDENCE, left, and King George Hospital, part of the Winnipeg Municipal Hospitals complex in Riverview.

AMONG THE many services it performs for the benefit of mankind is the Red Cross Society’s bread bank, which serves counties from every point in the 121 cities N.C. across the country. It was at the Winnipeg head, prepares bread for all institutions to hospitals in Manitoba and southeastern Ontario. The first local branch of the Red Cross was organized April 10, 1900, by the Winnipeg Council of Women. Following a request by the Canadian Red Cross Society.

TENDING TO emaciated (feverish) patients at King George Hospital during the 1951 polio epidemic, Nurses Janet Cameron and Dr. J. J. Hedin, medical director of the Municipal Hospitals, were among many who battled against the dread disease.

WHEN THE Manitoba Cancer Treatment and Research Foundation opened in May, 1963, it contained hundreds of thousands of dollars’ worth of equipment from all over the world. Among the array of machines ready to fight the battle against the disease was this 33-million volt Van de Graaff, the most powerful therapy machine in Canada at that time. It is the equipment had been in use at the Forbush Institute cancer treatment center at Winnipeg General Hospital, established a few years earlier.

HOMES FOR THE ELDERLY

MIDDLECHURCH HOME of Winnipeg originated in 1892 when the Christian Women’s Union was organized to provide a home for “unmarried and unprotected women,” also a nursery for children of working mothers. An aged woman was already living in 1905 and gradually the home on Lynde Street became a shelter for elderly persons. Soon afterwards, the Lyonite Council purchased property at Middlechurch where an Indian residential Union purchased a property at Middlechurch where an Indian residential

residence had been partially destroyed by fire. A three-story staff resi-
dence that was erected on the same site and later the partially-
burned school was restored and enlarged to accommodate 75 residents. Served by its women’s auxiliary for many years, the home has been

established several times, with wings added to provide accommodation for residents requiring increased nursing care.

LIONS MANOR, opened in 1965, provides high-rise living for older men, with self-contained single or double units as well as hotel accommodation. In 1966 a 14-storey exten-
sion became necessary for the home at Sherbrook Street and Portage Avenue.

THE ODD FELLOWS HOME (right) was the first of several for the elderly now es-
closed. Sponsored by Odd Fellows and Rosebuds, it was built in 1922 as a home for widows and their children. Later, disabled elderly people were admitted and the practice of caring for children was discontinued.

KIWANIS COURTS, (left) opened in 1963, inaugurated a new concept in living for Win-

nipeg senior citizens, with single apartments and small units accommodating all under one roof. Cool on a winter day are these apartments of the institution on Nes Avenue.

ONLY AN ARCHITECT’S sketch can illustrate the modern concept of design incorporat-
ed in the Eastern Star Chair (right), one of Charlestonwood’s newest residences for elderly people. Complete single and double ground-floor suites are contained in a

neatly-sectioned section which surrounds courtyards designed for outdoor enjoyment. The project is sponsored by Manitoba chapters of the OES.
KILDONAN AND St. Paul's Agricultural Society's exhibit at the Amphitheatre c. 1915 (Footes).

PILEs OF BEEFS at the Manitoba Beef Company 1940 (Footes). The plant was built in Fort Garry in 1939 and for 30 years stood alone on the prairie.


OGILVIE'S MILLING COMPANY c. 1950. The firm was incorporated in 1862 with head office in Winnipeg and a small plant in Point Douglas.

SECTION OF Winnipeg's CPR stockyards 1910, with the potato caves exhibition gardens in the background. The stockyards were extended in 1910 and plans were drawn for a big union stockyard in St. Boniface to accommodate extensive trade. At the rear, Winnipeg's first abattoir with a killing capacity of 5,000 head of stock per day.

UNION STOCKYARDS, St. Boniface, 1917. Largest of their kind in Canada, built on a 200-acre site with pens, corral and buildings covering some 40 acres.

THIS OIL PAINTING by Gwen Highmoor is a reminder of the Dowker Market Garden, Fort Garry landmark established in 1897 by George Dowker, a gardener from Kent, England. His property extended from the Red River to Fort Whyte. The log house at Point Road and South Drive was later moved nearer the Pembina Highway. The painting hangs in the Fort Garry Library.

CRESCENT CREAMERY, Lombard Street, early 1900s.

ICELANDERS at Riverton with fish for Winnipeg tables, February, 1924.

WHITEFISH were in surplus supply in 1938 when Premier Douglas Campbell, centre, was presented with a fine specimen by Minister of Mines and Natural Resources, F. C. Bell, left, and Barney Stephenson, of Selkirk, chief inspector of fisheries. It was part of a campaign supported by the Retail Merchants Association to promote the sale of the Lake Winnipeg fish.
THE EARLIEST SCHEME for producing hydro electric power in Winnipeg dates back to 1859 when supposedly competent engineers suggested using the Assiniboin Bridge. If necessary, extra water could be brought by the St. James canal from Lake Manitoba and if more was required, the Saskatchewan River would be diverted into the lake. The scheme was worked around for nearly 15 years, but eventually given up. Since 1892, the privately-owned Winnipeg Electric (Street Railway) Company had been providing power for the streetscars, but a hydroelectric power for the city from its plant near Armstrong's Point, where conditioned and later coal were burned. But in 1903 it decided to develop hydro-electric energy at Pinawa on the Winnipeg River. In July, 1903, the first power flowed to Winnipeg and the rate was cut to 10 cents per kilowatt-hour from the previous 20. Progressive reductions in rates followed. But a few weeks earlier, city council had submitted a hydro to subscribers for expenditure of $3, million on a proposed municipally-owned plant at Pointe du Bois, also on the Winnipeg River. The initial development was completed in October, 1911, and the Winnipeg hydroelectric system was ready for business. In the 1920's steam-turbined supplementary plants were added, on King Street and on Rockland Avenue. Throughout the years both companies expanded their hydroelectric facilities to meet the demands of their growing city. In 1948 the province created the Manitoba Hydro-Electric Board, mainly for the generation of electric power in Manitoba through the Manitoba Power Commission. In 1953 the board purchased the still privately owned Winnipeg Electric Company. In 1956 it was decided that Winnipeg Hydro would serve customers within the (then) city limits and the Manitoba Power Commission these outside.

CONSTRUCTION of a tunnel under the Red River for St. Boniface Lake water supply pipes to Winnipeg.

A STREET-PAVING crew pauses to pose in 1911 (Foote).

THE OLD way of digging trenches (Foote).

WINNIPEG HYDRO'S first plant, at Pointe du Bois on the Winnipeg River.

FUTURISTIC-looking sewage treatment equipment.

ST. BONIFACE diggers celebrate completion of the city's new sewer in 1917 with a luncheon held deep in the bowels of the earth. The sewer is an example of the Winnipeg city fathers who in 1934 held a similar celebration in the brand new sewer on Bannatyne, complete with Japanese lanterns, fine food and champagne. (Foote).
GRADE I students from Norquay School enjoy a 1915 sleigh ride at the Seerle grain farm near East Selkirk.

GUITAR-STRUMMING Mayor Steve Juba helps promote the St. Boniface Fete in 1972.

RIDING in the hounds, Charleswood, c. 1912 (Foote).

YOKE OF oxen hitched to a landau c. 1912 (Foote).

CYCLING in St. Vital Park on a sunny Saturday morning in 1972 was fun for members of the St. Vital branch of the Streamliner Club of Manitoba.

SOUTH side of Portage Avenue from Vaughan to Colony.

COLONY and Portage, northeast corner.

MAIN and Graham, northwest corner.

CORNER of (other side?) Portage and Main.

VAUGHAN and Portage, northeast corner.
SPECIAL HARVESTER excursion trains brought thousands of men from Eastern Canada, such as this group at the CPR depot in the late 1890s. Many stayed.

CARL G. NELSON was Swedish and knew no English when he arrived in Winnipeg in 1912. But he got to work with a street gang at 20 cents an hour and with his first $20 savings outfitted himself at Eaton's from hat to buttoned boots, then had his photo taken to send home.

ELDERLY pioneers c. 1911 (Footle)

WHEN THIS immigration hall was built near the CPR depot on Fosseca (Higgins) in 1889 it was considered palatial compared to previous accommodation west of Main, where several families were crowded together in one or two large rooms. The first large accommodation was an old shed donated by A. G. B. Beaumont. A larger one was built in 1875 and yet another two years later. In May, 1876, the sheds were overcrowded with 300 families, and tents were being used. Winnipeg was the jumping-off place for Western Canada and in April, 1904, as many as 1,000 new-comers were arriving in one day. More than 1,400 had arrived April 9, 1905.

PROVINCIAL immigration and cadastral offices on Main, 1921 (Footle)

EUROPEAN immigrants arrive by Canadian Pacific Railway, Feb. 23, 1927.

COMPLETED in 1905, the Canada Immigration Hall on Maple north of Higgins was sorely needed to supplement accommodation in the three wooden buildings (with a small hospital) then in use. For nearly 60 years it was a temporary place of refuge to newcomers, including Hungarians who came in 1906. Families were allowed to stay up to 30 days but exceptions were made if they couldn't find work. One English woman, whose husband went to look for work and never returned, stayed 43 years and raised her three children there. In 1967 the hall ceased to be used as quarters for immigrants and families, the department of Manpower and Immigration were housed there for several years. It has stood vacant since 1971.

waiting for homesteads in front of the dominion lands office on feb, 1879.
TELEPHONES CAME to Winnipeg in November, 1877, when Horace McDougall, telegraph agent, placed a card in a telegraph office informing the public that telephone parties must be arranged with him. In January, 1878, The Free Press was connected with the telegraph office and telephone parties became the rage. People sang, whistled and called into the instruments, delighted that if articulation was clear, they could be heard at the other end.

In 1881 McDougall sold out to STL Telephone Co., which operated until Manitoba Government telephones came into existence in 1906.

The first switchboard, resembling the inside of an upright piano, was set up in 1881 in the old Calvert Building on Main Street, with wires strung from roof to roof around the city.

IN 1881, the Free Press published the first Winnipeg telephone directory, containing 130 entries. Services included the Manitoba Club, four Canadian Pacific Railway offices, the residences of Hugh Sutherland, Telephone Avenue; Supt. May and James Ashdown; six hotel and tavern stables, and 23 business offices.

IN APRIL, 1881, the Free Press published the first Winnipeg telephone directory, containing 130 entries. Services included the Manitoba Club, four Canadian Pacific Railway offices, the residences of Hugh Sutherland, Telephone Avenue; Supt. May and James Ashdown; six hotel and tavern stables, and 23 business offices.

IN THE EARLY 1930s this truck was put into service to broadcast news of CKY radio, then part of the Manitoba Telephone System. The little girl is Helen Wells, daughter of CKY technician W. Wells. She was up to be a station receptionist and was taught by CKY personality Bill Grogan.

“NEWSPAPER ROW” of the early 1900s was the block of McDermott west of Main. Here were offices of The Free Press, The Telegram, The Tribune, the Canadian Press and the CPR telegraph office, as well as St. Mary’s Hotel, frequented hangout of newsmen. Down that short street streamed cabs bearing great men of the day on their way to reporter offices or on farms where editors would rush into the street in their shillabarees at the sound of an alarm from the nearby police station or firehall, and wired newspaper offices of the day were seen there — John W. Dafos, and E. H. Macklin of The Free Press, W. Sanford Evans of The Telegram and R. L. Richardson and John Moncrieff of The Tribune. The first split came when The Free Press moved to larger quarters on Portage Avenue.

IN 1923 The Free Press introduced “radio-telephone” broadcasting equipment and Manitoba’s first broadcasting service. Although WJJO signed off a year later when the service was taken over by Manitoba Government Telephones, these radio towers on the roof of the Carlton Street building, painted out in colored signs, remained a landmark for two decades.

IN 1925 the first telephone exchange was built at the Empress and Portage site, opened in 1928.

INTERIOR of CPR telegraph office, 1916 (Front). The first telegram from Winnipeg was sent Nov. 20, 1871, from Lt-Gov. Adams George Archibald to Governor-General Lord Lurgan. A reply was received later that day. The messages were relayed through the United States.

The first rooftop microwave tower of L&H and Henry was part of the Canadian Pacific-Canadian National Telecommunications group Canada microwave system which opened early in 1946. Interstate first came to Winnipeg in 1954.

THESE GIANT reflectors brought cable television to Winnipeg in 1968. They gather signals from stations nearly 200 miles away and concentrate them on a focal point, from which they are picked up and fed to electronic equipment which filters out interference.
THE DAVIES HOTEL on Main was originally the Empress of India Hotel, built in 1889 by "Dublin George" Emmelting, who had arrived from the United States in 1876 with a barrel of whisky and two barrels of apples. The place flourished, with drinks at sixpence each — rum, whisky or brandy. But in 1891, when it became apparent that Manitoba was joining Canada instead of the United States, Emmelting sold out in disgrace and returned to the U.S. Next owner was Ben Davis, who catered it, renamed it, and made a fine stopping place out of it. In 1932, David Davis leased the first streetcar line in Winnipeg, which was described as "leading the way for the railway by ainan of years," restaurant and billiard room." Mr. Davis sold it shortly before he became premier of the province in 1924. It was pulled down in 1899 to make way for the First Manitoba Building.

THE LEWALD at William and Albert was one of Winnipeg's finest hotels when it was built in 1894 by W.D. Douglas and Archibald Wright, whose "iron-clad" stable (sheeted with iron to make it fireproof) had previously stood on the site. It cost $50,000 for the building and $25,000 for furnishings. Just 20 years later, in 1914, it was sold for $120,000. A fire in 1918 destroyed the three upper stories. It was one of the very few early hotels still operating in 1972.

THE MANITOBA Hotel, left, built by the Northern Pacific Railway in the early 1930s on the eastern corner of Main and Water, was considered the finest hotel in Winnipeg and in the city. The building was a bar, lounge, and dining room, with the hotel's excellent restaurant, excellent dining room, and well-stocked wine cellar. It was the centre of Winnipeg social life. The hotel's large ballroom and imperial suite were particularly impressive. icon: 150 by 40 feet and 35 feet high, it had an ornate chandelier, rich carpets, and handsome furniture. It still went up in smoke on a rainy night in February, 1969. The fire brigade, house owners, was helpless.

THE EMPIRE HOTEL on Main south started in 1882 as Winnipeg's first apartment block, built by Lt.-Gov. Joseph Coursey at a cost of $50,000. Covered with ornamental sheet-iron, the handsome building was remodelled and modernized after a fire in the late 1920s. In 1940, it was the first in the city with private baths, and building an addition to the West, it made a small fortune for its owner. But when the Royal Alexandra were formulated, Frank saw the handwriting on the wall, sold out and opened another hotel at Fort Arthur, equally successful.

THIS IS AN artist's conception of Lakeside Square as it will be when completed. The complex, to be constructed by the Winnipeg Convention Centre Company, was opened in 1971.
WEATHER

WIND STORM of June 16, 1819, created a great deal of damage in the Strathcona School area (Foote)

WINDY CITY? You bet it is!

IT Seldom rains, but when it does . . .

MINUS-43. Jan. 20, 1949

STORM damage, August, 1950

ANY season is playtime for children

"SUNDOGS" occur as a natural winter display, as the sun rises above the horizon.

OF COURSE, winnipeg summers can be gorgeously hot. This July, 1937, photo of Art Cherkaski and Frank Wawryk preparing bench on the sidewalk.

"LET'S WE FORGET" Winnipeg summers can be gorgeously hot. This July, 1937, photo of Art Cherkaski and Frank Wawryk preparing bench on the sidewalk.

FROZEN HUNTING PARK — gorgeous nestled under its tanning in its winter.

THE BIG STORM of March 4, 1966, paralyzed the city
A THREE-HORSE team pulls the old Alex Logan to a fire in this early action shot. The extra horse was often needed to pull the fire engines through the narrow streets. The black team was used at Firehall No. 1, York and Kildare, and at Central, No. 1, Brandon and Albert. The white team was used at Firehall No. 2, York and Water, and at Firehall No. 3, Maple and Forsey. Horses were used until after the First World War, although some motorized wagons had been introduced before the conflict.

THE FIRST fire engine in what is now Winnipeg was the hand pump belonging to the Shoolzen Re Company. It was operated at the old Fort Garry and was used to pump water from the river. In the early days, the pump was operated by hand. Later, small pumps were installed beneath the streets at strategic locations throughout the city.

WINNIPEG'S FIRST paid fire chiefs - William McKenzie (1862-65), William Cusack (1866-75), E. H. Rodgers (1875-96) and J. H. Buchan (1896-12). The fire service was under the control of the city council.

FIRE AT Radford-Wright Company, 776 Main, March 9, 1913. Among those helping to fight the fire was James Doolan, a young Scotsman, who later was discovered to be a pyromaniac who had torched the city for over a year, starting well over 100 fires, including the Radford-Wright conflagration which took the lives of six people. He was found insane and deported to Scotland.

AK early fireman

KELLY BLOCK fire, January, 1911. (Footer)
THE RED RIVER JIG and square dancing such as this were all the go in the early days. (And if you didn't have shoes, you wore moccasins) (Imperial Oil Collection)

ROWING CLUB ball, Manitoba Hotel, C. 1895

SQUARE DANCING at Minto Armouries, 1955.

STAFF BALL in the rotunda of the Bank of Montreal, Main and Fortege, 1932 (Foote)

DANCING the tango, 1920 (Foote)

TWISTING at The Towers, 1961.

CYCLISTS groove it up after a banquet, 1971.
THE WINNIPEG Post Office, Main and McDermot, 1886-1902. It later became the federal customs building.

CONSTRUCTION OF THE Investors Building began in 1956 and marked the beginning of a trend to Broadway locations for office buildings. In 1962 the head office of the Investors Group was enlarged to seven stories and a penthouse. Tree-shaded Broadway, once the most fashionable residential street in Winnipeg, is now lined with tall, handsome structures of concrete and glass.

THE MANITOBA HYDRO Building at Harrow and Taylor seemed far away from downtown when it was built in 1958.

THE NEW GREAT WEST Life building on Osborne was officially opened in June, 1959, by Premier Duff Roblin. The firm was started in 1902 by a group of Winnipeg businessmen. In the background is the Grande Curling Club. It was built in 1913, third home of the club which began in the early 1880’s.

A NEW LOOK in government buildings was achieved with completion of the Neepawa Building in 1963. In 1972 it was closing the Manitoba government some $125,000 a year for grooming by a private contractor, one of many cleaning jobs turned over by the department of public works.

WHEN POLO PARK, Winnipeg's first large shopping centre, opened in 1959, Simpson-Sears Ltd., was the first big department store away from the downtown centre. The centre was enlarged in 1968 with the addition of a new Eaton's department store and other shops. By 1977 there were 55 acres under one roof, housing the two department stores, 79 specialty shops, offices, a bank, cinema, bowling lanes, post office and many other services. An enclosed, air-conditioned mall comprising 75,000 square feet, and free parking for 4,700 cars proved popular features.
CHILDREN OF the Portuguese Catholic community of Winnipeg (above and below) line up in a street procession honoring Our Lady of Fatima, June 15, 1972.

BIRD HOUSE competition, 1931 (Footle)

LORD BADEN-POWELL, who founded the Boy Scout movement in 1908, inspects Winnipeg scouts in 1910 at River Park. (Footle)

JEAN BROWN and Sandy MacLeod thought their sisters were getting too much attention at the Scottish Amateur Sports Association games on Labor Day, 1951, at the race track at Polo Park, so they got out in centre field and put on a show of their own. Sandy's legumes were made by his Grandfather Beaton of Brandon. Sandy was from Pine Falls and Iowa was living with her parents, Mr. and Mrs. B. Brown of Arlington Street.

SWIMMING at the YMCA, 1952.

ARCHERY WAS A sport practiced at the Knowles School for Boys in 1950. The school was founded in 1897 by Alfred Knowles, a young railway clerk who befriended two homeless boys, only to find that his adopted family was growing by leaps and bounds. Knowles died in 1910, but his legacy had been taken over by a women's auxiliary. In 1913 a large frame building was erected on a 40-acre plot in East Kildonan, which was used until destroyed by fire in 1950. The rotary club and the community chest provided new quarters, continuing a previously initiated building program.

WOULD-BE footbats of the future take part in a 1933 practice of the Pop Warner Football Association. Started in the U.S. by a wallflower football coach, in Winnipeg from 1950, when it had three exhibition teams. In 1972, when 18 full-time teams were involved in operation 13-man Canadian football.
WINNIPEG COLLEGE of Music, c. 1903 (formerly second St. Mary's Academy and afterward the Frontenac Hotel).

WINNIPEG's FIRST public school opened in 1871 in this tiny, thatched-roof building on William Avenue. It was formerly a store belonging to W. G. Forester. First teacher was W. F. Luton.

DEAF AND DUMB Institute of Winnipeg, founded in 1890, later used as the Winnipeg School of Art and Manitoba government offices.

FORT ROUGE SCHOOL 1891-1953

PINKHAM SCHOOL, opened in 1903, was named for Rev. W. Cyril P. Pinkham, Winnipeg's first school inspector, the erstwhile rector of St. James Anglican Church who later became Bishop of Saskatchewan. The school was partially destroyed by fire in 1945, but was rebuilt and added to and was still in use in 1973.

WINNIPEG'S FIRST Collegiate Institute was formally opened Feb. 12, 1903, although high school classes had been held in elementary schools since 1852, also teacher training. According to Free Press reports of the opening of the Collegiate on William Avenue, the most engaging feature of the structure was a modern row of A-frame board heating and ventilating system. The school became Maple Leaf Junior High in 1917 and was torn down in 1932. David McKenzie High School, which celebrated its 50th anniversary so splendidly in April, 1973, is considered the successor to the old collegiate.

ST. JOHN'S College, c. 1905. The Anglican college was founded in 1858 by Bishop Anderson and re-established in 1906. It was incorporated in 1871 and later was affiliated with the University of Manitoba.

KELVIN High School, 1913-1944.

MANITOBA Agricultural College opened in 1906 in these buildings in Tuxedo. In 1914 the college moved to Fort Garry and some of the buildings were taken over as the School for the Deaf. In 1915 others became a military hospital. By 1920 the whole place had been taken over by the military to replace the Osborne Barracks on Broadway, founded in 1879 by Capt. W. Osborne Smith, first commanding officer of Militia District 15. The army occupied the Tuxedo site and surrounding area until a new Fort Osborne was constructed on Kedron Road south. In 1967 the Tuxedo site was taken over by the Manitoba Government to be used for various departments and services. (Footnote)

THE MANITOBA School for the Deaf, Tuxedo, was built in 1923 but taken over by the Armed Forces in 1941. In 1946 it became the normal school but in 1955 reverted to its original purpose, as a training school for deaf children.

MANITOBA Technical Institute opened in 1949 in the former Ford building, Wall Street and Portage Avenue, with some 400 students and 35 teachers. In 1965 the institute moved to new buildings in what was then the Village of Brandon and was renamed the Manitoba Institute of Technology.

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MANITOBA College (Presbyterian) 1882-1930. St. Paul's College (Roman Catholic) 1935-1954. Manitoba College was founded in 1871, St. Paul's in 1892.

WESLEY COLLEGE, 1919-1929; United College, 1939-1957. University of Winnipeg, 1957. Wesley (Methodist) College was founded in 1882 and Manitoba College (Presbyterian), which later affiliated with it, began in 1971.

THE UNIVERSITY of Manitoba was established in 1877 as an examining and degree-conferring body. Only founding colleges were St. Boniface (Roman Catholic), St. John's (Anglican) and Manitoba College (Presbyterian). In 1957 later were the Manitoba Medical College, Wesley College (Methodist), the Manitoba College of Pharmacy, the Manitoba Agricultural College, the Manitoba Law School, St. Paul's College and Brandon College.

THE FIRST Manitoba Medical College was built in 1884 on McDermot Avenue, east of Sherbrook. The college had been opened the previous year with Dr. Neil Maclean as dean. Clinical and ward rounds were held at St. Boniface and Winnipeg General Hospitals. The building was enlarged in 1902 and a new one built in 1916 at McDermot and Emily, according to historian Dr. Rose Mitchell.

ST. BONIFACE College. Construction began in 1830, with additional wings added later. The college burned in 1923. It was founded in 1816 by Father (later Bishop) Provancher.
HALLS OF LEARNING

BROADWAY was a fashionable residential district in 1889 when James H. Ashdown put up this fine home at the corner of Hargrave Street. In 1903 he decided to build on Wellington Crescent and sold the Broadway home. With a large addition it served as premises for the Aladdin Club. In 1918 the Men's Musical Club rented quarters in the building and the following year took over the whole place. As the Music and Arts Building for many years, it housed musical events and concerts took place in the front room. In 1947 it was purchased by St. John's College. The building was demolished shortly after the college moved to the University of Manitoba campus in 1956.

THE CASTLE was far out in the country on Armstrong's Point when it was built in the early 1850s by A. G. B. Danahy, wealthy Scotswoman and philanthropist. He died in 1869 and the mansion was later acquired by Stewart Tupper. He called it Ravenscourt and the name was retained with slight changes. Norman Young opened a boys' school there in 1923. Five years later Ravenscourt School moved to Fort Garry and the Convict of the Sacred Heart used "The Castle" as a school for 15 years. It was demolished in 1951.

RIVERBEND SCHOOL for Girls (United Church) was established in 1923 under a foundation established by the will of Sir James Atkins, prominent barrister and former lieutenant-governor of Manitoba. The nucleus of the school was his residence which stood in an eight-acre park on the north bank of the Assiniboine River at Langside Street. Later his son, Maj. Harold Atkins, donated his own fine residence and grounds, thus rounding out the property. In 1960 Riverbend amalgamated with Rupert's Land Girls School (Anglican) and has been known since as Balmoral Hall School.

HOME AND SCHOOL

"THE PALMIAL HOME on South Drive, Fort Garry, was built in 1913-14 by Col. R. M. Thomas, prominent barrister and commanding officer of the Queen's Own Cameron Highlanders. It was nearly ready for Col. Thomas and his bride to move into when the First World War broke out. He went overseas and was killed in 1918. For 20 years the home remained vacant, known as the haunted house to generations of small boys who peeped in its windows. In 1933 it was slated for demolition but was rescued when Capt. Norman Young persuaded the board of governors of Ravenscourt School to purchase it. It became the nucleus of the large institution known as St. John's-Ravenscourt since St. John's Boy's School amalgamated with it in 1950.
FIRST LADIES

THE FIRST public stenographer in Winnipeg, E. Cora Hind, joined The Free Press in 1901 as an agricultural reporter, the first woman to hold that post. She soon became agricultural editor and gained worldwide respect for her accuracy and understanding of farmers. Hind died in 1913.

MANY FIRSTS, not only for Winnipeg but for all of Canada, can be attributed to Nellie McClung, author and feminist who was brought up in Manitoba and lived in Winnipeg for several years prior to the First World War. Her lifelong fight for women's rights and social justice was driven by her passion for women's rights. Combined with her remarkable writings, she had a great influence in the lives of many Canadians. In 1920, she was elected to the Alberta Legislature. In 1934, she became the first woman appointed to the Board of Governors of the Canadian Broadcasting Corporation. In 1967, the year she was made a Companion of the Order of Canada, she received the Order of Canada for her contributions to the advancement of women's rights.

THE FIRST woman in the Manitoba Legislature was Winnipegger Edith Rogers, elected in 1920. A Liberal, she held the seat until retiring in 1932. Although winning all legislation with a critical eye, her main interest was in social welfare for which she had been actively involved for several years.

THE FIRST woman in Winnipeg city council was Jessa King, elected in 1921 as the first woman in the province. She subsequently served on every standing committee and, on the last council of Winnipeg, General Hospital, was the first woman member of the Hospital and Property Owners' Association.

A MISTAKENLY distinguished "first lady" was Margaret McWilliams, wife of Lieut.-Gov. R. F. McWilliams and brilliant Government House cook. She graduated from the University of Toronto and was a charter member of the Women's Club of Winnipeg. She assisted in organizing the Canadian and international organizations of university graduates, and was the second woman to be elected to Winnipeg city council (1923-30) during which time she served on many committees and commissions and became a strong advocate of public housing, the area Manitoba Milestones, a history of the province, along with New Canada, a school history text.

THE CANADIAN Women's Press Club, formed in 1908, was the first national press women's body in the world, was formally organized in Winnipeg in 1908. The Winnipeg branch was formed the following year and, headed by prominent women writers such as E. Cora Hind, Nellie McClung, and Ethel Hare (Free Press editorial writer), Lilian Beynon Thomas and others, helped spearhead the fight to gain rights for women. Their efforts were successful, winning the franchise in 1917-18, making Manitoba the first province in Canada to grant that right. In 1971, the CWPC had several applications for membership from women writers and after voting to admit them, changed the organization's name to Media Club of Canada. This photo shows some of the women at the 1960 meeting leaving for an automobile run from the Free Press building at Portage and Main.

FUNDING OF day-care centers and fringe benefits for working women were among subjects discussed when members of the Manitoba Provincial Council of Women presented their annual brief to Premier Ed Schreyer and members of his cabinet in April, 1973, at the Legislative Building...

... BUT MARCHERS from a women's liberation group were denied admission to the Legislative Building in May, 1971.

DOWN WITH ABORTIONS UP WITH MORAL STANDARDS

PRESS CLUB PROFESSIONAL TAX TIME - SOCIAL BEST OF THE YEAR

OTHER WOMEN preceded the marchers of the women's liberation group to protest the libbers' stand on abortions.

WOMEN WRITERS and a few male sympathizers, who wanted to see better journalists admitted to the previously all-male Winnipeg Press Club, picketed in front of the clubrooms in the Marlborough Hotel in June, 1978. They won their point and the club is now open to both men and women.

MEMBERS of the Manitoba branch of the Voice of Women of Canada chose Mother's Day, 1970, to hold a "vigil for peace" at the cenotaph on Memorial Boulevard.
EATON’S DELIVERY horse and wagon struck by a streetcar at the corner of Portage and Carlton, 1916. Boyd Building in background.

CHILDREN of Winnipeg Sunday schools saved $1,500 in nickels and dimes to pay for the Boy with the Boot, part of the Queen Victoria jubilee fountain erected in 1897 in front of the city hall. But the boy was not well received. Critics maintained the rugged orincho was not a fit companion for the nearby bust of Queen Victoria (left). The water did not flow well through the holes in the boot; no efforts were made to improve it and the boy was removed. Lost to view until discovered in a clump of bushes near the duckpond at Assiniboine Park, he was later installed at the entrance to the park’s International Goodwill Garden, and in 1967 the bust of Queen Victoria joined him there. The boy is one of several in the United States and Canada. He was carved from a mold which was the work of an Italian sculptor.

HELPING an injured dog, 1942

MANITOBA’S Golden Boy had many adventures before he reached his perch atop the Legislative Building. Sculpted and cast in Paris just before the First World War, the ship he was coming to North America on was commandeered to transport war supplies and later troops. The five-ton boy remained in the hold as ballast, travelling through submarine-infested waters through out the war. He arrived in Winnipeg in August, 1919. While waiting to be hoisted in place he lay in a crate near the government powerhouse and aroused protests from certain individuals who insisted that he be “dispersed.” He was finally put in place by structural steel erectors Floyd Buchan, who spent a long lifetime putting up some of this city’s finest buildings.

MOOSE and deer — masl for the 1916 winter. (Foote)

THE CENOTAPH on Memorial Boulevard honors members of the Armed Forces who lost their lives in the First World War, but the contest for the best memorial design almost started a war in Winnipeg. Winner of the first contest in 1928 was Emmanuel Hahn, but indignation among groups of citizens vehemently protested because he had been born in Germany. A second contest was won by a Canadian-born woman sculptor, Elizabeth Adam of Toronto. But she happened to be the wife of Emmanuel Hahn and citizens rejected her work, too. Mr. and Mrs. Hahn each received their $500 prizes and English-born Gilbert Parfitt of Winnipeg was commissioned to design the cenotaph that stands today. He later became Manitoba’s provincial architect. The memorial was unveiled Nov. 7, 1928.

CHARLESWOOD gentlemen with wolf hounds in 1910. (Foote)

THE STORY BEHIND the Waddell fountain in Central Park tells of the strange bequest of Mrs. Thomas Waddell, who loved her husband dearly but, in her will drawn up in 1904 decreed that if he married again she would leave a $10,000 fountain in Central Park in her name. Two years after her death in 1906 Mr. Waddell decided to marry and left some $54,000 estate with the proviso that, however, true love triumphed, he would have to pay the money and the fountain has splashed beautifully since 1912.
THE FAMOUS Winnipeg Theatre and Opera House was built in 1898 on the northeast corner of Notre Dame and Adelaide and was originally known as Victoria Hall. It was the scene of entertaining concerts and lectures and performances by the Winnipeg Amateur Opera Company. In 1898 C. P. Walker, formerly of Fergus, North Dakota, took it over and spent $75,000 to transform it into a luxurious movie playhouse, with contemporary plush seats and carpets. He ran it until 1908. While best known as the home of perpetual effort, many other attractions appeared there, including the Original Winnipeg Radi-

THE DOMINION THEATRE on Portage Ave, planned originally for a vaudeville, opened in December, 1904. Some of the world's greatest actors, burlesque and vaudeville performers were booked in. The Dominion later became the home of the John Noblet Players, only stock company in North America to survive the five leanest years of the depression. The Knights of Columbus (neatly-dressed) Hut next door at one time contained the green room where actors and theatre-goers gathered after the show. In later years the Dominion was home to other groups, including The Little Theatre. In 1982 The Little Theatre amalgamated with Theatre 77 and from then on the place was famous as the Manitoba Theatre Centre. "Graduates" of the old Dominion, including John Hirsch and Tom Hendry, founders of MTC, have brought fame to Winnipeg. Artists like LeMoine FitzGerald, Lyn Bradstreet, Charles Comfort and Eric Bergman gained scenery or designed its sets. It was demolished in 1986.

THE CIVIC AUDITORIUM on St. Mary Avenue was built in 1932, much of the labor, such as excavations, being performed by hand as a make-work project under the Works Progress Administration. The Civic Auditorium was one of the first public buildings in the city to have air conditioning, and was the scene of many musical and theatrical events. It was used as a temporary hospital during World War II, and later was the home of the Community Arts Council. In 1956 it was renovated and reopened as the Winnipeg Convention Centre, and in 1987 it was renamed the MTS Centre.

THE CROCODILE STAGE in Kildonan Park opened officially in 1953 with a concert by the Kildonan Boys' Band of Vancouver and since then has provided summer entertainment under the stars, specializing in musicals. The dome was added in 1976 and attendance records soared to new highs.

THE INTRODUCTION of television to Winnipeg in 1953 sounded the death knell of several movie theatres, among them The Uptown on Academy Road, shown here (1965) being converted into a bowling alley. When The Uptown opened in December, 1931, it created a sensation with its Spanish-style balconies, its story ceiling with moving clouds and its luxurious appointments. The $300,000 theatre later became famous for its sneak-preview shows.

CARS LINED UP by the dozen to get into Winnipeg's first drive-in theatre on Pembina Highway. Opening was July 15, 1949.
THE CARNEGIE Public Library on William Avenue owes its existence to a former provincial bi-blioboy, J. P. Robertson, who, in the course of correspondence with Andrew Carnegie in 1901, tactfully suggested that Winnipeg could use a grant such as that recently given Ottawa for construction of a library. He put his case well and although Winnipeg had not been on Carnegie's list, it was offered a gift of $100,000 to build and equip a library. Precisely in this, the Manitoba Historical Society had provided library facilities for many years. Some Winnipeg Aldermen were dubious to say the least. The city would have to provide a site, and $7,000 a year in taxes to operate the library. The Carnegie grant was slowly absorbed. The building was assigned, a by-law was passed, and after months of wrangling the property on William Avenue was chosen, although continued by many as too far from the centre of the city. Throughout the years the shelves of the library held thousands of books by noted Winnipeg authors such as Agnes Liess, Ralph Clothier, Nellie McCuan, Lorna Douchek-Belinsky, and the Robertson-Philip Green, and were crammed with books while piled on the floor. Nettie Douchek, John Halbert, Sidney Ross, Arthur Lewy, W. L. Winters, and the W. W. Gaskins, among others, added books to the collection. It was a clean and pleasant library created through the dedication of many who made great efforts for the betterment of the city and for the improvement of the library. One of the earliest was Miss Lilian Hovin, who became Director in 1911.

THE OLD AMPHITHEATRE at Whitehall and Colony was built in 1909 to accommodate the Winnipeg Horse Show, which had been held out the two previous years at the exhibition grounds where it had been held since 1900. In two separate trustees raised $200,000, and had the building ready for the June opening. For the rest of a half century it served as a theatre for stars such as Sarah Bernhardt, Hal Prince, John McCormack and Nelson Eddy; for revues, starring comics, chari- s, musicals, starring comics, chari- s, musicals, and many new attractions that were a vital part of the Winnipeg entertainment scene and social lives. As a social scene, it was on display for ten years, and a new one was used. The old Theatre was sold in 1919 for $5,000 to the new city government, to be replaced by the new Federal Building.

DOES ANYBODY know these young ladies? Believed to be the first women actors in Western Canada, they are pictured outside the old Witten Theatre in June, 1911.

SOME OF THE WORLD'S finest musicians performed in the convention hall of the Industrial Bureau at Main and Water, built in 1912. This group of public-spirited citizens, Gail Cud, Germaine Farrow, Fritz Kreisler, Clara Butt, Sergei Rachmaninoff, Percy Grainger, Kathleen Parlow, Edward Johnson and Arthur Milldenhorst were among them. Lily Pons was one of the few who objected to performing in competition with the greats and those from nearby Italy. For years the Winnipeg Symphony Orchestra gave splendid concerts in the hall. Some of the most famous of the world's greats played there. During the 1915 strike, the building was placed as headquarters of the Citizens Committee of One Thousand. It had been taken over by the federal building on the same corner.

WINNIPEG HAD SYMPHONY ORCHESTRA's of a sort for many years, and during the 1930s and 40s there were concerts with Bernard Naylor and Geoffrey Waddington conducting. But in 1948 a group of citizens organized the Winnipeg Symphony Orchestra and had it incorporated. For its first conductor was Walter Kaufman (1948-54), who put the orchestra together with what professional musicians and were available, along with many talented amateurs. Fortunately the strings were good, with Winnipegers and Zara Hansen, and were available, along with many talented amateurs. Fortunately the strings were good, with Winnipegers and Zara Hansen, and many others who were good, with Winnipegers and Zara Hansen, and many others who were good. Kaufman was later a conductor in South America, and the Art Gallery of the Winnipeg Art Gallery, and the Art School, with many professional musicians and other events filled the hall. Orators were heard in the 1919 strike, the building was placed as headquarters of the Citizens Committee of One Thousand. It had been taken over by the federal building on the same corner.
THE MEN'S MUSICAL CLUB of Winnipeg was founded Dec. 11, 1915, to "encourage the promotion, extension and elevation of the art of music in the Province of Manitoba." Although choral groups of extremely high standards had existed in Winnipeg when the first Philharmonic Society was formed, and instrumental ensembles had come and gone, the formation of the club during the musically barren years of the First World War gave the city a musical impetus never before equalled. Joseph Toyne is given credit as the founder, assisted by W. H. Anderson, Dr. Ralph Homer, J. E. Hughes, J. J. Moncrieff, A. L. Scott, F. S., and others. Under the aegis of the club the Music and Arts Building became the centre for the musical life of Winnipeg.

The formation of the Male Voice Choir was a first milestone; then in 1919 the Men's Musical Club and the Women's Musical Club (both in 1887) combined to put together an orchestra of 33 players under Alec Scott. The Philharmonic Choir and the Winnipeg Boys' Choir came later. But the club's greatest achievement was undoubtedly the inauguration of the Manitoba Music Festival Competition which made its debut in May, 1919. As with the Male Voice Choir, George Price was the leading spirit. The festival soon won the distinction of being the largest and most popular musical festival in the British Empire and of being equal in performance of the Old Country festivals on which it was modelled. Throughout the years the Men's Musical Club has continued to sponsor the festival as well as concerts, recitals and other musical events, adding immeasurably to the fame of Winnipeg as a musical centre.

NEW MEMBERS of the Junior Musical Club of Winnipeg are shown above in the 1965 photo. The tradition of the orchestra dates back to 1931 when a Winnipeg school teacher, P. O. Fedack, conducted young players all over the province by radio, bringing them together for a mass concert in the Winnipeg Civic Auditorium. Those annual concerts, held at Easter holidays, continued for 15 years. From this beginning came the Manitoba Schools Orchestra, which in 1962 became the Greater Winnipeg Schools Orchestra. In 1969 the name was changed again, to the Winnipeg Youth Orchestra. More than 300 young musicians, comprising four orchestras and two bands, took part in the 1975 Sounds of Spring Concert at the Concert Hall. Out-of-town performances have made the group widely known. Quite a large number of players have gone on to professional careers in music, including playing in the Winnipeg Symphony Orchestra.

MEMBERS OF THE Greater Winnipeg Schools Symphony Orchestra put through their paces by conductor Lee Foll in this 1965 photo. The tradition of the orchestra dates back to 1931 when a Winnipeg school teacher, P. O. Fedack, conducted young players all over the province by radio, bringing them together for a mass concert in the Winnipeg Civic Auditorium. Those annual concerts, held at Easter holidays, continued for 15 years. From this beginning came the Manitoba Schools Orchestra, which in 1962 became the Greater Winnipeg Schools Orchestra. In 1969 the name was changed again, to the Winnipeg Youth Orchestra. More than 300 young musicians, comprising four orchestras and two bands, took part in the 1975 Sounds of Spring Concert at the Concert Hall. Out-of-town performances have made the group widely known. Quite a large number of players have gone on to professional careers in music, including playing in the Winnipeg Symphony Orchestra.

SEVENTY-SIX trombones, 116 cornets close at hand, and all the rest of the equipment were there when Manitoba high school musicians, tuned up together, 305 students participated in the three-day clinic held in April, 1960, under auspices of the Winnipeg school division music department.
THE CANADIAN Broadcasting Corporation's program Hymn Sing has been a favorite with television audiences since a pilot program in 1964. The choir's director, Eric Wild, is shown here at the piano. Hymn Sing joined the national network in 1965.

MORE THAN 5,000 people were in attendance at Fort Gibraltar Park June 27, 1964, when Jimmy King and his 17-piece orchestra presented a concert sponsored by the Winnipeg Music Club and the Radio-Canada Association. Royal Albert Hall was the biggest favorite, but the sound was marred by the noise from motorcycles. Earliest composer and arranger Dave Shaw was the master of the occasion.

THE GUESS WHO, Winnipeg's internationally famous rock music group, as they were in December, 1972.

THE CONCERT Hall, right, and the planetarium, centre, were completed for Canada's centennial in 1967 and the museum and science research centre for Manitoba in 1970. The monument, commemorating volunteers who were killed or wounded in the Northwest Rebellion of 1885, formerly stood on the grounds of the old city hall.

WHEN THE NEW Manitoba Theatre Centre on Market Avenue opened in November, 1976, it marked the culmination of more than a century of live theatre in Winnipeg, theatre which survived despite wars, depressions, the rise of the mass media and television, as well as the long distances from other major cities. Its success is, supported by loyal citizens, to keep alive a tradition of drama in Winnipeg. Now the Manitoba Centre Theatre, with its magnificent showcase building made possible mainly through a $2 million grant from the Manitoba Centennial Corporation, is known far and wide as a symbol of amiable. Among its neighbors is the old Playhouse Theatre: above the entrance is the name Pantages, under which it opened in 1914 — a little shabby compared to its splendid surroundings, but in 1973 still filling a need in the community. And just around the corner of Main Street stood the old city hall where the bessaragens gathered proudly from 1876 to 1883.

PARTIALLY COMPLETED in August, 1973, and scheduled for opening in 1976, St. Boniface's new cultural centre, Le Centre Culturel Franco-Manitobain, is a $1.3 million project at Provencher Avenue and Des Morne Street, jointly financed by federal and provincial governments but to be administered and by the province. Meanwhile, the existing Centre Culturel de St. Boniface housed many of the community's cultural groups, including Le Carole Montreau, the amateur theatrical group which brought fame to Manitoba in Dominion drama festivals; Le 101 Rire, a telling school for budding artists; the Societe Franco Manitobain and other services such as the cultural secretariat which gives information on cultural activities. The old centre at 365 Cumberland Avenue, the site of the former St. Joseph's Academy, was destroyed in 1967 by the St. Boniface Roman Catholic Cathedral plan.

THE MANITOBA Centennial Centre on Main Street commemorates the 100th birthdays of Canada and Manitoba, and was financed by substantial contributions from private citizens and corporations, and capital grants from federal, provincial and municipal levels of government. The concert hall, right, and the planetarium, centre, were completed for Canada's centennial in 1967 and the museum and science research centre for Manitoba's in 1970. The monument, commemorating volunteers who were killed or wounded in the Northwest Rebellion of 1885, formerly stood on the grounds of the old city hall.

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BORDER ON THE Red, 1927; Robert H. Harris (1876-1948). (In the collection of Mr. and Mrs. John P. Crabb)

CNR Station, Winnipeg, c. 1916; Cyril Barraud, 1877. (Winnipeg Art Gallery)

SHEEPSHEARING ON THE RIVER; C. W. Gray (1880-1937). (In the collection of Mr. and Mrs. John P. Crabb)

ON THE Banks Of The Assiniboine; A. J. M. Macgrew. (In the collection of Mr. and Mrs. John P. Crabb)

ST. JAMES; LeMoine Fitzgerald. (In the collection of Mr. and Mrs. John P. Crabb)

THE OLD FORT; H. E. Bergman. (In the collection of Mr. and Mrs. John P. Crabb.)

EARLY Evening Winter; Franz H. Johnston (1888-1945). (In the collection of Mr. and Mrs. John P. Crabb.)


ST. JOHN'S College; Leonard Lawson (In the collection of Mr. and Mrs. John P. Crabb)

DR. CHARLES COMFORT (left), former director, National Gallery, and Dr. Ferdinand Eckhardt, director, Winnipeg Art Gallery, in front of painting by Dr. Comfort.
AT THE HENLEY-ON-THAMES Royal Regatta in July, 1915, a crew from the Winnipeg Rowing Club won the coveted Stewards' Challenge Cup, the first time the historic award had left England since it was established in 1841. Completing the Winnipeg fours were Conrad Riley, strata; C. E. Allen, No. 2; G. B. Aldous, No. 3; and F. F. Carruthers in bow position. Right from the founding of the Winnipeg Rowing Club in 1893, its crews had excelled in the races for four-oared shell without coxswain, winning the championship of America in 1899, 1896, 1902, 1903 and 1912. Riley's eight-oared crew also won many championships.

KENNETH J. Johnston was the high bicycle champion of Ontario when he came to Winnipeg in 1922 to enter the wholesale grocery business. He won the Manitoba championship and held it until 1946. He excelled in other sports as well. Mr. Johnston was an usher at Knox Church for more than 60 years, and was a member of the Missionary Society of the Church. He was 93 when he died in 1953.

THE WINNIPEG FALCONS won the world amateur hockey championship at the 1920 Olympics in Antwerp, defeating the United States, France, Belgium, Sweden, Switzerland and Czechoslovakia. The team had previously won the Canadian amateur championship, taking the Allen Cup from Toronto's Varsity which had held it for three years. Nearly all the Falcons were members of First Lutheran Church (Icelandic) and had served overseas in the First World War. From left, front row: "Bibs" Har- "Huck" Woodman; centre: Mike Goodman, left wing; Wally Byron, goal; Rear: Frank Frederickson; centre; Mike Goodman, left wing; Wally Byron, goal. Rear: Frank Frederickson, centre; Mike Goodman, left wing; Wally Byron, goal. Rear: Frank Frederickson, centre; Mike Goodman, left wing; Wally Byron, goal.

WINNIPEG'S J. K. McCulloch won the world's amateur speedskating championship in 1896 and '97. His did not travel to Europe to defend the title again, but in January, 1999, won the North American amateur championship at Poughkeepsie, New York. McCulloch also excelled at cycling, auto racing, hockey, lacrosse, roller skating and track skating. In this Cana- dian Sports Hall of Fame photo he is shown on his "ski" skates during a professional exhibition.

IT WAS CALLED TCL, or Total Community Involvement and it made the 1967 Pan-American Games in Winnipeg the most successful and greatest sports occasion in the city's history. The opening took place in a downpour — which drenched Prince Philip — but this was only the beginning of a well-run Games which saw a contagious spirit infect the city with excitement. And out of it all Winnipeg obtained a new and improved swimming pool, a cycling track, a sports complex at the University of Manitoba and other improvements to existing facilities. Some 2,500 athletes were involved.

SWIMMER Claudia McPherson of Winnipeg was 17 in 1953 when she became the youngest person to swim the English Chan- nel. She also swam Lake Winnipeg. In 1964 she was named Manitoba Athlete of the Year.

A SELF-MADE champion is speedskater Sylvia Burke, 18 when this photo was taken in 1971. A self-motivated world class skater, Miss Burke has achieved stardom in a demanding sport.

BRIAN PHILLIPS was only 17 when this photo was taken in 1971, but he was in the process of being named outstanding Mani- toba athlete, for swimming honors which were highlighted by two silver medals for Canada in the 1971 Pan-American Games at Cali, Colombia.
HOOPLA, EXCITEMENT, streetpulses... parades and football provide it all. Above is Winnipeg's MacDonald Stewart St. Andrew's Massed Pipes and Drums March Band, the talk of the town at the New Year's Day, 1973, Tournament of Roses Parade in Pasadena, California. Here they are seen in Disneyland the day before. They proved such a hit they were invited to lead the 1974 Rose Bowl Parade — a singular honor. Closer to home, below, is The House That Jack Built — Indian Jack Jacobs, of course. The great quarterback for the Winnipeg Blue Bombers professional football team joined the club when it played in Osborne Stadium and attracted so many fans by his daring and skill that Winnipeg Stadium (seen just after its 1953 opening) was constructed. Bottom photo shows the 1954 Winnipeg Vikes, Canadian junior football champions who defeated Toronto Parkdale Lions 21-0 to maintain a great amateur football tradition for the city.

NAMED ATHLETE of the century. In 1970 was Cecil J. Brinkman who at age 75 said that he brought his best to win. Born in a house along the edge of the Assiniboine, he became a Winnipeg celebrity. Phone, football, tennis and golf. He played hockey at the local minor and National Hockey League levels and, in later years, was active as a coach.

PROFESSIONAL top-calibre hockey for Winnipeg was the promise of Barry Hilton, who put his wallet where his mouth was and, with a $1 million signing bonus, brought National Hockey League superstar Bobby Hull (right) to Winnipeg as playing coach for Winnipeg Jets. The team and the World Hockey Association began play in the fall of 1972.

WINNIPEG has always been the cradle of Canadian curling and one of the better roles was the Duguid quartet which won the world championship in 1970 and 1971. Seen are Don Duguid, Ron Hunter, second Jim Pettapiece and lead Bryan Wood.

A STAR of golf's glittering past in the 1950s and '60s is Winnipeg's George Knudson.

FORMER commissioner of the Canadian Football League, G. Sydney Hafey served in that role from 1958 to 1987 with dignity and respect. Hafey has also been most active in the amateur track and field world.
WINNIPEGGERS always loved horse racing and the first newspaper, the Free Press, carried accounts of races held at various tracks – Buffalo Park, Winnipeg Pleasure Park, Prairie Park, the Fort Garry Turf Club, the Driving Park, Dufferin Park and many others.

From 1873 on The Free Press carried accounts of races held at various tracks – Buffalo Park, Winnipeg Pleasure Park, Prairie Park, the Fort Garry Turf Club, the Driving Park, Dufferin Park and many others.

Although the Manitoba Turf Club was not incorporated until 1911, as early as 1893 a "Turf Club" race meet was held at the club's track behind Robert Talley's home in Silver Heights, with the military band in attendance. Ladies' Day was inaugurated in 1914 at the Manitoba Turf Club course, opened in 1912 north of Brookside Cemetery.

Racing also took place in the early days on the Boisr River and at Princess Street, which was paved with wooden blocks in the late 1880s. It became famous as the scene of the New Year's Day race. The old embankment grounds were a favorite locale for many years. River Park opened as a race course in 1892, for both summer and winter racing.

For many years, racing in Winnipeg was loosely organized with hordes of running races interspersed and an attendance paid its passage by the millions, even at times.

However, around 1911 R. J. Speers appeared on the scene – the most successful trainer and owner who had been in the cattle and horse business in Brandon. In 1922 he leased River Park for three years and established Polo Park, which opened in 1923. From then on Mr. Speers dominated racing in Western Canada.

The contributions he made to horse-racing in Western Canada, particularly in the West, were tremendous and valuable. His keen mind and shrewd judgment always added to his success. He organized the Manitoba Auction Club which had been formed before the First World War by sportsman H. J. McKechnie, and had started to build a track at Kildonan Park, a venture abandoned when the war broke out. Also important was Mr. Speers' part in establishing the thoroughbred in Western Canada, largely with blood from the farm in St. Boniface. His name is remembered in racing arenas near the Western States, as the starting gate, pari-mutuel betting, and the daily dailies. He founded many races including the Canadian Derby.

But it was not always easy going for Mr. Speers and often he was in debt up to his ears. Tracks he built at Calgary and Butte, Montana, proved financial disasters but he always bounced back. He was generous to a fault.

One story told about Mr. Speers concerns a day in the spring of 1942 when a horse-struck young man was watching early morning workouts at Whitter Park. Asked by Mr. Speers if he would like to own a horse, the young fellow pointed to a tight brown stallion. The owner offered to sell it to him for the horse the man had in his pocket, which was exactly 37 cents. And he did.

It was named Omar's Gift, quite appropriately, as before the end of the season the filly had won $2,445 for the new owner. He was A. G. "Stick" Kennedy, who went on to become the first general manager of Assiniboia Downs, a position he held until incapacitated for a time by a heart attack. Mr. Speers died in 1953 and in 1985 was elected to the Canadian Sports Hall of Fame.
WHEN THE SITE for Assiniboine Park was purchased from the Maurice Pure Milk Company in December, 1913, many skepticalJohn Smith's 80-acre farm
(above) which was right in the middle of it. The farmstead stood a little south of the footbridge.

The Witch's Hut as depicted in Grimm's fairy tale, Hansel and Gretel, was erected in Kildonan Park as a gift from the German community of Winnipeg.

The first softball at Assiniboine Park opened May 24, 1909, and burned down May 27, 1929.

Kildonan Park

Lovers' Lane, St. John's Park, 1909

Bicycle Path, Elm Park, 1903

High Water in Bruce Park, 1955

St. Vital Park pond
OUR BEAUTIFUL PARKS

THE STEINKOPF Memorial Garden in the Centennial Centre honors the memory of Malinding Bernard Steinkopf, former chairman of the Manitoba Centennial Corporation who masterminded the province's 1967 and 70 celebrations and was the moving spirit behind creation of the centre. The statue of Queen Elizabeth is the work of Leo Moe, Winnipeg's internationally-known sculptor.

THE GREEN LAWNs, the colorful flower beds and the pool that attract visitors to Winnipeg's Assiniboine Park on summer days (above) were replaced in January, 1973, by Manitow, a kaleidoscope of winter attractions (left).

EATON'S SANTA CLAUS parade (above), in 1949. It all began in 1905 when Eaton's department store manager A. A. Gilley, dressed in a red velvet Santa suit, tossed bags of candy from his cutter to children in the streets. The first Eaton's parade took place in 1905, but Winnipeg freeman have continued the tradition (right).

WINNIPEG CELEBRATED the end of the First World War with a special Peace Day in June, 1919 (Footes).

ADVERTISING in a big way! Circus elephant 1912 (Footes).

BICYCLES were making a comeback when this parade took place in 1925 (Footes).

THE LONG and the short of it! Wontham Circus, 1921 (Footes).

BONNYCASTLE PARK was named for the late R. H. G. Bonycastle, first chairman of Winnipeg's centennial, 1905, and former chancellor of the University of Manitoba. The park stands on historic grounds the site of Upper Fort Garry on the bank of the Assiniboine River near Main. Demolished in the early 1860s, it was for many years headquarters of the Hudson's Bay Company.

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I LOVE A PARADE!
THE GARMENT TRADE is one of Manitoba's mushrooming industries and among Canadian cities, Winnipeg's long-established garment industry ranked only to that of Montreal. Internationally known and purchased are many types of clothing made in Winnipeg and in associated plants throughout the province. Women's casual and dress suits, men's sportswear, and garments of every sort, whether goods, even military garments, are produced by the ever-expanding firms. Manotick Wear, Manitoba's largest garment manufacturer, above, turns out thousands of pairs of jeans daily in its huge Ellice Avenue plant.

A MAJOR INDUSTRY in Winnipeg is the Canada Cement plant.

A VIEW OF THE new Saults and Pollard plant (1966) at Buffalo Place shows $51,000 color presses in background.

IN 1972 THE NEW Manitoba liquor control commission outlet at Portage Avenue and Kinzie Street was considered one of the most unique "brown" outlets in Canada. Careful attention to detail included keeping wines in racks on their sides in recessed well shelving to protect them from light and from air currents in store.

PIONEER ELECTRIC manufactured this equipment for installation in a generating plant of the Shawinigan Water and Power Company in Quebec. It was delivered in 1965.

TRACTORS FROM Versatile Manufacturing Company were being shipped to the United States in 1971.
"I GROW HAIR IN ONE NIGHT"

A Famous Doctor-Chemist Has Discoversed a Secret Compound That Grows Hair on Any Bald Head.

No Argument Needed.

SEND FREE TRIAL PACKAGES TO ALL WHO WRITE. DUTY FREE.

Dr. McLaughlin's Electric Oil
Cures Pain & Nervous Diseases.
No Pay Unless Cured.

That is my proposition to all men and women who suffer from Nervous Debility, Exhaustions, Weak Back, Rheumatism, Sciatica, Palms in any part of the body, Weak Stomach, Constipation, Torpid Liver, and all ailments peculiar to other sex. The Dr. McLaughlin Electric Oil will cure quickly and forever all ailments of this character, and I guarantee a cure in every case I accept and ask no pay until you are cured, if you will secure me.

It is a Ne'er-Failing Cure.

If you are tired of uselessfg dragging, and have spent all your time and money for cures, come to me to-day. Look me up until you are cured and if I fail over 10,000 people strong and vigorous and they never tire of singing the praises of my wonder-working remedy. Neither will you if you try it, so don't delay. Come and see me at once, or write a beautiful book, which describes my treatment and gives prices and information.

CAUTION: Beware of old style, nostrum Electric Oil, which are a source of my trouble elsewhere. My office customer of these oils, described in success and praised by persons whose heads were shaved and scarred by the same metal electric. We make special effort to avoid any of these old fence-hand oils.

FRENCH P. D. GORSETS

Are perfect clothing and self-eating freedom from movement without any uncomfortable pressure, draw or strain.

For all sizes and all figures.

$1.00 to $5.00 per pair.

THE DISCOVERER

Of Lydia E. Pinkham's Vegetable Compound, the Great Woman's Remedy for Woman's life.

Don't Be Fat

By Free Dinner: Four Floors, Balconies, White in White. Enter by the rear door.

Lydia E. Pinkham's Vegetable Compound.

Ford Cars

Model N, 4 Cylinder Racer $750.00

READS on caption: Vertical motor, water cooled, developing full 15 h.p., planetary transmission with direct drive. Weight 1,000 lbs. Equipment includes 3 inch double tube tires, oil lamp, horn and tools.

The Palace Vaudeville 

Ladies' Special - 6-893. Men's Special - 7-026.
**ELEGANCE WAS the order of the day when the governor-general, the Earl of Minto, and his party visited Lower Fort Garry Sept 29, 1904. They were identified, from left to right, front row, as Mrs. Robert Rogers, Lady Ruby Elliott, Countess Minto, Mrs. C. C. Chipman and Hon. Robert Rogers. Mayor Mauda, A. D. C., C. C. Chipman, Miss D. Chipman, Capt. Bell, A. D. C., the Earl of Minto, Mrs. Sharpes, Miss Chipman, Cpl. Kittam, Miss M. Chipman and LL-Gov. McMillan.**

**THIS ARCHWAY on Kennedy was one of several erected in honor of the Duke and Duchess of York, later King George V and Queen Mary, when they visited Mustang in 1911. Because the archway had overestimated its allowance of hay, the archway stayed up longer than intended, until city council relented and advanced money to remove them.**

**LORD STRATHCONA, with white beard, unveiled a plaque on the Fort Garry Gate during his visit to Winnipeg in August 1909. The plaque, relaying the history of the fur-trade forts in the area, was the gift of the Canadian Club of Winnipeg. In the front row with Lord Strathcona, from left, and wearing dark suits, are LL-Gov. Sir Daniel McMillan, J. B. Mitchell, president of the Canadian Club, and Hudson's Bay Company Commissioner C. C. Chipman.**

**GOVERNOR-GENERAL Earl Grey and the Countess, with Manitoba LL-Gov. Sir Daniel McMillan and Lady McMillan, photographed with two unidentified young women on the steps of Government House during the vice-regal visit in 1911. (Foote)**

**THE DUKE OF Connaught (then governor-general) and his daughter, Princess Patricia, at St. Boniface city hall during their visit in 1912. (Foote)**

**SIR JOHN A. MACDONALD, Canada's first Prime Minister, arrived in Winnipeg July 13, 1886, aboard the CPR's second "Ocean-to-Ocean" trip. Pressure of business had prevented him from coming on the first, earlier in July. Accompanied by Mrs. Macdonald and the official party, he was met at the station by prominent Manitobans, including Lieutenant-Governor J. C. Aiken and "Honset John"Norquay, premier. The Macdonalts were guests at Government House for three days and attended a public meeting at the Royal Roller Rink, largest building in the city. Then they resumed their journey, with Lady Macdonald riding part of the way through the mountains on a chair attached to the front of the engine. Although she toured the West later, it was Sir John's only visit.**
KING GEORGE VI and Queen Elizabeth charmed Winnipeggers during their visit in 1939 (Foster)

AT A WINNIPEG RECEPTION during their 1972 Centennial visit to Manitoba, Queen Elizabeth, Prince Philip, Prince Charles and Princess Anne, great Premier and Mrs. Edward Schreyer, Prime Minister Pierre Trudeau, Manitoba Lt.-Gov. Richard Bowles and Mrs. Bowles, and Governor-General Roland Michener and Mrs. Michener.

DURING a 1965 visit to Winnipeg, Governor-General Georges Vanier and his wife, Anne, attended a luncheon for 75 and at his father, Lt.-Col. R. W. C. Vanier, who had been awarded an Air Force Cross.


PRIME MINISTER Sir William Lyon Mackenzie King at the opening of St. Andrew's Lock, July 13, 1915.


LOUIS ST. LAURENT, at that time prime minister, visited Winnipeg in July, 1953.

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FRONT COVER — Winnipeg's first city hall (1876-1833). Painting by Peter Kuch, Free Press editorial cartoonist.

BACK COVER — Winnipeg as photographed from the Earth Resources Technology Satellite (ERTS-1), from about 600 miles up. (Courtesy W. E. Webster, Manitoba Planetarium.)

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