

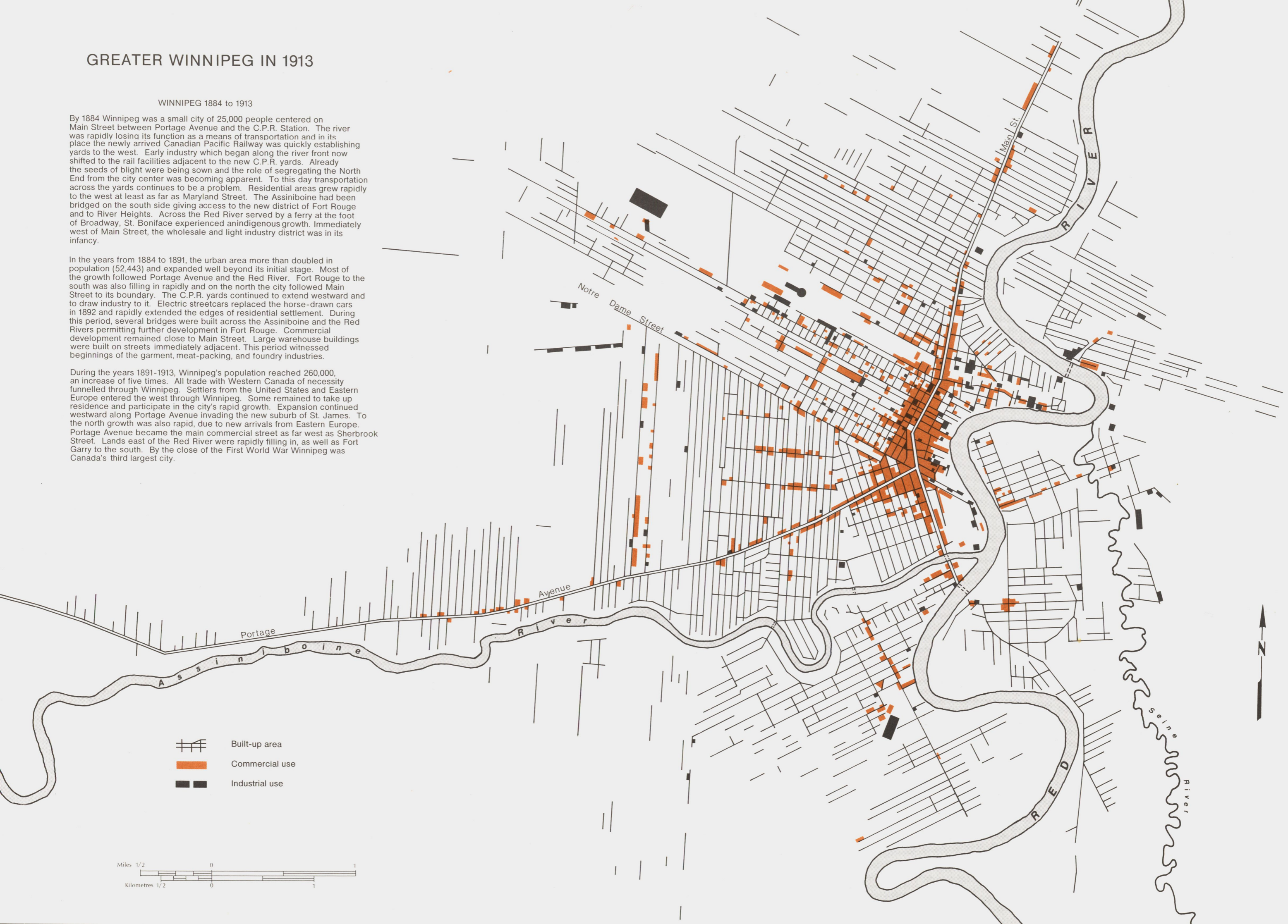
# GREATER WINNIPEG IN 1913




## WINNIPEG 1884 to 1913

By 1884 Winnipeg was a small city of 25,000 people centered on Main Street between Portage Avenue and the C.P.R. Station. The river was rapidly losing its function as a means of transportation and in its place the newly arrived Canadian Pacific Railway was quickly establishing yards to the west. Early industry which began along the river front now shifted to the rail facilities adjacent to the new C.P.R. yards. Already the seeds of blight were being sown and the role of segregating the North End from the city center was becoming apparent. To this day transportation across the yards continues to be a problem. Residential areas grew rapidly to the west at least as far as Maryland Street. The Assiniboine had been bridged on the south side giving access to the new district of Fort Rouge and to River Heights. Across the Red River served by a ferry at the foot of Broadway, St. Boniface experienced an indigenous growth. Immediately west of Main Street, the wholesale and light industry district was in its infancy.

In the years from 1884 to 1891, the urban area more than doubled in population (52,443) and expanded well beyond its initial stage. Most of the growth followed Portage Avenue and the Red River. Fort Rouge to the south was also filling in rapidly and on the north the city followed Main Street to its boundary. The C.P.R. yards continued to extend westward and to draw industry to it. Electric streetcars replaced the horse-drawn cars in 1892 and rapidly extended the edges of residential settlement. During this period, several bridges were built across the Assiniboine and the Red Rivers permitting further development in Fort Rouge. Commercial development remained close to Main Street. Large warehouse buildings were built on streets immediately adjacent. This period witnessed beginnings of the garment, meat-packing, and foundry industries.

During the years 1891-1913, Winnipeg's population reached 260,000, an increase of five times. All trade with Western Canada of necessity funneled through Winnipeg. Settlers from the United States and Eastern Europe entered the west through Winnipeg. Some remained to take up residence and participate in the city's rapid growth. Expansion continued westward along Portage Avenue invading the new suburb of St. James. To the north growth was also rapid, due to new arrivals from Eastern Europe. Portage Avenue became the main commercial street as far west as Sherbrook Street. Lands east of the Red River were rapidly filling in, as well as Fort Garry to the south. By the close of the First World War Winnipeg was Canada's third largest city.



-  Built-up area
-  Commercial use
-  Industrial use

