WONDERS OF THE QUEEN'S DOMAIN

The Peerless Capital City of the Far Northwest, Winnipeg.

IT IS CHICAGO'S DESTINED RIVAL.

Review of the Remarkable Natural and Acquired Advantages Which Point to This Thriving Commercial Center as One of the Coming Municipal Giants of the American Continent.

Special Correspondence of The Tribune.

Winnipeg, Manitoba, Sept. 20.—Winnipeg is a unique city, unique in name, in progress, also unique in its geographical situation for a great city. A glance at the map of the vast area in the center of the continent north of the United States and south of Hudson's Bay shows there is a space allotted for a great northern capital city. That space is fitly filled by Winnipeg. It is situated at the confluence of two noble rivers—the Assiniboine and Red river of the north 700 feet above sea level, sixty-two miles north of the international boundary and forty miles south of the great Lake Winnipeg, into which the combined waters of Winnipeg's rivers flow, and thenceforth into Hudson's Bay and the Arctic Ocean. With these two rivers navigable for steamboats, after a course of several hundred miles through the fertile plains of the west and with an incredibly rich country around, we can well imagine how the early site of the present city was selected as a trading post and fur mart by the trappers of the old fur companies two centuries ago, and how it came to be chosen by the ill-fated immigrants of Lord Selkirk's colony at the beginning of the century as a desirable region for settlement and colonization. And more important than all, it is the "half-way house" and stopping place on this great international highway, the Canadian Pacific railroad, for through Winnipeg must go all the freight and passengers for the immense fertile regions westward and across the continent to the Pacific. In short, its unparalleled position makes it for all time the Chicago of the Canadian northwest. It is the key to this vast empire, capable of sustaining in affluence and comfort a hundred millions of people. Think of a tract of fertile land comprising the largest wheat field in the world at least nine hundred miles long and three hundred miles wide covering an area of over two hundred millions acres to which Winnipeg is the gateway.

A NORTHERN CHICAGO.

Winnipeg is a Chicago so far as 38,000 ambitious people are able to make it. Twenty years ago it was a small, isolated settlement, isolated for a hundred years in the heart of the continent, then a struggling village round the Hudson's Bay company post of Fort Garry, hundreds of miles from anywhere. After the advent of the first railway it rose rapidly within a few years to the proud position of one of the ten radiating railroads, which branch, like spokes in a wheel, in all directions, gathering the wealth of an inland empire to empty it at its feet.

The navigation of the Red river, Lakes Winnipeg and Manitoba, the great Saskatchewan and other navigable streams, makes tributary to it thousands of miles of important coast line. Seventy-five per cent. of the wheat land of North America is directly tributary to it, while untold wealth of iron, coal, salt, petroleum, gold, silver, lumber, fish, timber, furs, horses, cattle, sheep, hogs, etc., goes to swell resources and backing more vast and varied than any possessed by any other city in the world. It supplies largely all the goods consumed between the Red river and the Rocky Mountains. Few places have found such speedy recognition since the advent of the Canadian Pacific railway; in fact, this prairie city has distanced all records of booming towns.

Its positive pre-eminence is yearly becoming more pronounced and commanding and today no other city in America is attracting more attention among capitalists and settlers, while among tourists it is one of the objective points of the trans-continental trip. It is the seat of government of the Keystone province of the Dominion and also the center of the political, social, literary, monetary and manufacturing world of the Dominion of the Canadian west, and the fountain head of the educational institutions of not only Manitoba, but the whole northwest. One says: "Winnipeg is the great mart of a country of nearly 2,000,000 acres of rich territory, and one of the leading trade centers of the continent."

A HEALTHFUL CITY.

Because of the flatness of the plains on which the city stands Winnipeg is not a "pretty city," but what is better, there is scarcely a more healthful city on the continent. The plainness is being removed, however, by a judicious planting of trees and boulevarding of streets, which greatly transforms the flat appearance of the town. The city is substantially built, superior brick and stone being available. The streets are all wide and well laid out and named on a numerical system. Main street, several miles long, is 132 feet wide and one of the finest in America, quite reminiscent of Euclid avenue of Cleveland; but all this space is required for the street railways and the continuous stream of traffic along it. There are both electric and horse cars in use.

Winnipeg has many substantial buildings worthy of special mention. Especially noticeable were the elegant residences and immense public buildings in close proximity to the primitive huts and small buildings dating back to the early village days, also reminiscent of American cities which have grown up like magic.

Armed with letters of introduction from General Eastern Agent E. F. Skinner, of New York, and Charles N. Bell, secretary of the board of trade of Winnipeg, (to the latter we are indebted for valuable information), we rode and strolled over this entire prairie city during our four days' sojourn, and visited the New Provincial parliament buildings, St. John's (Episcopal) College, Manitoba Medical College, Lieutenant Governor Sir John Schurtz at his residence and grounds, Provincial Deaf and Dumb Institute, City Hospital, City Hall, Court House and Provincial jail, also Board of Trade, Grain Exchange, public markets, and on Sunday the principal churches, which comprise among the most imposing buildings of the city; also Elm and Dufferin parks, the health-giving and pleasure grounds of the city, of all of which I will speak later.

FINE HOTELS.

Among the numerous hotels the Manitoba and the Leland are the most prominent, both seven-story structures of which Winnipeggers are justly proud, and structures which would grace any city of any size on the American continent. The Manitoba is owned by the Northern Pacific Railroad company and striking as is the appearance of the hotel and depot from the outside, the interior is still well worthy of praise. The depot platform and entrance is 200 feet long. Connected with the hotel are the general offices of the Northern Pacific Railroad company, besides the commodious waiting rooms, baggage, freight and tickets offices. It is a magnificent structure of 216 feet frontage on Main street, with a rotunda of 40 by 90 feet. The dining room is 50 by 90 feet, with a 26-foot ceiling. The structure is heated by steam, lighted by electricity, and has every possible modern improvement. The cuisine is all that could be desired. Even an epicure could find no fault. The rates are from $3 to $7 per day, and under the management of Fred W. Sprado and his able corps of assistants we found it equal in every respect to any hostelry along the line of this great national highway.

PROSPEROUS BANKS.

Perhaps the best index to the prosperity of a city may be the number of financial institutions within its limits, together with its churches and other public buildings, its wholesale and retail stores, its factories, its car shops, elevators, etc. Winnipeg has eleven chartered banks with a capital of forty-five millions, also all the principal loan companies in Eastern Canada are here represented. If there is one thing more than another that the citizens of Winnipeg are proud of, it is the exceptional excellence of their store houses and shops, from the commodious establishments of the Hudson's Bay company to the Indian Bazaar, where are found all kinds of historical relics and curios. Here this powerful mercantile corporation (Hudson's Bay company) instead of exchanging beads and paint with Indian trappers, displays the latest fashions in plate glass show windows and maintains a general store for city needs.

These stores are interesting and the history of their early trading is the connecting link between the past and present. They impress one on entering as a combined government building and wholesale establishment, well worthy the renown of the company and the city. Here are eighty wholesale houses with a capital of ten millions, and with annual sales of $25,000,000. Here are twenty-seven churches representing the various religious denominations, many of them very imposing edifices. Winnipeg is the seat of government and of the law courts of Manitoba, and here are located the Dominion government savings bank, the Dominion offices for the province, and the headquarters of and chief post of the Hudson's Bay company, which supplies all outlying outposts extending even to the Arctic ocean. The military power is represented by the troop of Canadian dragoons, stationed at Fort Osborne in the city and it is also the headquarters of the military district and of a number of military corps.

THE GRAIN TRADE.

The grain business is necessarily one of the first magnitude. Nearly twenty-three million bushels of wheat were inspected and exported in 1891, and in 1895 21,775,638 bushels. As a natural complement to this, is the milling industry. Here in Winnipeg and tributary territory are thirty-six roller mills with a daily capacity of eight thousand barrels and in addition, as the headquarters of the Western division of the Canadian Pacific railway, there are over two hundred elevators, with a capacity of upwards of seven million bushels, radiating from this trade center.

The car shops, freight sheds, land offices, purchasing and other departments of this division are also located at Winnipeg, and to crown all the Canadian Pacific railway are erecting a great "sorting elevator" of the capacity of one million bushels to facilitate the handling of grain. As may be easily imagined an army of twelve hundred men are employed by the railway in the town and a fair idea of the magnitude of the Canadian Pacific railway interests may be gathered when the reader learns that there are from twenty to thirty miles of siding in the train yards in use constantly. Some ten Canadian Pacific railway lines radiate in all directions, two branches leading southward on either side of the Red river to Emerson and Gretna on the United States boundary, and connecting with the Great Northern railway. Two branches go southwest into Southern Manitoba respectively 150 and 221 miles distant, and two branches run north and northwest into the Hudson's Bay country, besides the old Hudson's Bay railway to Shoal lake, which is not operated. The Manitoba division of the Northern Pacific railway extends southward to Winnipeg Junction 257 miles on the main line.

OWNERS OF THE TOWN.

This great domain—"The Canadian Northwest"—is owned mainly by the Dominion government, the Canadian Pacific railway and the Hudson's Bay company. The Canadian Pacific railway and the government own a belt of land twenty-four miles wide on each side of the railroad between Winnipeg and the Rocky mountains. Those sections in the belt numbered even belong to the government and the odd numbered sections to the Canadian Pacific railroad. Bona fide settlers on either section can secure them for a few shillings per acre for 100 or more acres, and when certain easy conditions are filled, letters patent are granted. The Hudson's Bay company, that mysterious power that for nearly two centuries has held dominion over a large part of North America, still own about one-twentieth of the fertile lands of Manitoba and the Canadian Northwest, in all some seven million acres. Their lands represent sections eight and twenty-six in each township and they have town lots in every important town in the country. Wherever the traveler or settler goes, he finds the Hudson's Bay stores—the earliest pioneers—distributed throughout the whole region. This company sells, leases, or rents its lands on favorable terms, or it gives immediate employment to all hunters and trappers who do not care to settle anywhere. The settler may take up a wheat, an oat, or a rye or flax claim, or raise horses and cattle; he may lumber, or tan leather, or mine coal. Whatever his choice, he will find 73,000 square miles in Manitoba, 97,000 square miles in Assiniboia, and 100,000 in Alberta, 122,000 square miles in Athabaska, besides the coast tract of Saskatchewan, of 114,000 square miles, to select from now for sale by these powerful corporations.

There are forty-six factories of different kinds in Winnipeg, and with the cheap and abundant Souris coal, near at hand, and the utilizing of the wasted water power of the Assiniboine river, there seems to be no reason why this prairie city cannot cope with any of the western cities as a manufacturing center. Colonel Fanning, of Minneapolis, an engineer of high reputation, says: "The inducements for Winnipeg to make itself a great manufacturing center seem very great through the development of its great water power which amounts to 10,000 horsepower, now wasted by the Assiniboine river."

PUBLIC SCHOOLS.

Recognizing the advantages of education the citizens of Winnipeg have spared neither time nor money on the attainment of the highest standard of efficiency in their school system. The public schools of the province are national in character, recognizing no class nor distinction of any kind. In the city are sixteen admirable schools, free and of a high standard, under seventy-eight of the most skillful instructors, with accommodations for 6,000 pupils. The school board appropriates about $200,000 annually to maintain them. The Dominion government has set apart one-eighteenth part of all the land of the province, the revenue of which goes for public school purposes. The Provisional government makes annual appropriations of one-fourth of its entire revenue for school purposes. The balance of the cost is divided between the school district and the municipality. Winnipeg has a system where there is no break between the primary department of the public school and the possibility of university graduation. Aside from the public schools there are four colleges federated under a government university and also private academies.

ITS RELIGIOUS LIFE.

Any description of the city of Winnipeg which did not include a reference to its church and religious life and institutions would be very incomplete. Winnipeg has as good a claim to the title of "the city of churches" as any city on the continent. It literally abounds with handsome church edifices and religious institutions representing almost every shade of belief, twenty-seven in all. The Church of England leads the number in both church edifices and membership. It has besides St. John's cathedral, six churches and several missions. The Presbyterian is a close second with six self-supporting congregations and three missions. The Methodists also have six, and the Baptist have two strong churches and several missions. The first to enter this great lone land was the Roman Catholic church in 1736, and it has two large congregations within the city limits and across the Red river is the Roman Catholic cathedral, St. Boniface, in the French town St. Boniface, together with the official residence of Archbishop Fache (the head of the Roman Catholic church in the northwest) and several important denominational schools. Winnipeg has succeeded in attracting several thousand Icelanders, and the greater part of these are Lutheran in creed. All these forms of Christianity are found working side by side, and on the whole in a spirit of friendliness, for there is much to unite people in the common experiences of life in a new land.

Whether from conviction or habit, the Winnipeggers are careful in their attendance at divine service and in the support of the church of their choice, and their Sunday schools. All their churches were well filled. Like Victoria and Toronto there is no running of street cars on Sunday and vehicles of any kind are seldom seen, and while the Lord's day was one of cheerfulness it was without dissipation. A stranger can but notice and be gratified at the spectacle of so large a number of quiet, comfortable homes and such an army of church going people. A more orderly population, or a more civil one, cannot be found. There was no drunkenness nor disorder and all classes were quiet, intelligent, respectful and civil.

The liquor law is rigidly enforced. The saloon, the dance-house, the gambling hell are conspicuous by their absence. It is surely not an unreasonable inference that it is largely because the church is up that the shady institutions are down. Would that the same might be said of American cities.

PLEASURE RESORTS.

Pleasure resorts are numerous in and around Winnipeg. Aside from the numerous lakes and lake scenery within a radius of twenty-five miles, there are a dozen camping grounds and natural parks along the banks of the Red and Assiniboine rivers, where the picnic parties and campers can revel in enjoyment. Those are reached by steamboat and electric cars. A three miles' sail up the Red river brings the seeker for rest and pleasure to "Elm Park," and five miles down the same river brings him to "Frazer Grove," beauty spots unsurpassed. A rustic pontoon bridge spans the Red river here—a slow sluggish stream peering its way northward to the Hudson's Bay and Arctic Ocean.

Winnipeg is making rapid strides after the reaction from the boom of 1891 and no one can limit the possibilities of growth and development even in the near future. While today it is conceded to be the leading grain market in the dominion, Winnipeg has moral, social and religious elements of genuine and generous prosperity. The immense resources tributary to it, the extraordinary railroad service, the unlimited water power, its advantages as the capital of the Keystone Province of the Dominion, and the business push and aggressive spirit of its citizens are a sufficient guarantee of permanency and prosperity.

J. E. Pichmond.

LI HUNG CHANG IN JAPAN.

How His 67 Tons of Baggage Was Transferred at Yokohama.

From the Japan Daily Herald, Sept. 28.

It was a surprise to all of those interested in the arrival of the Canadian Pacific steamer, Empress of China, with His Excellency Li Hung Chang and suite on board, when the crack liner was seen coming around the point at about 1.30 p. m. yesterday, as she was not expected until 9 or 10 a. m. today. Before entering the harbor the ship was dressed and Li Hung Chang's flag hoisted, and at the same time lines of gay bunting appeared on the Kwang Lee, which was at her moorings ready to take the grand secretary and his suite on board to convey them over the last link of their lengthy tour. By 2 o'clock the Empress was at anchor at her buoy, and numerous residents of Yokohama, Japanese officials, merchants, and others took advantage of the various launches and tugs going off to her to proceed on board and obtain an interview with, or a peep at, China's "Grand Old Man." Li Hung Chang occupied a suite of rooms in the upper deckhouse, close to the reading room, and in one of these the returned envoy received his visitors, some of whom were presented to him by Mr. Pethick, and others by Captain Lin Li Yon, naval attache of the envoy, while Li's two sons, Lord Li Chang Fang and Mr. Li Chang San, were in and out of the room during the reception. For some two hours or more there was a continual stream of visitors entering and leaving the ex-viceroy's cabin, most of whom, however, had to be content with a "How d' you do?" and an assurance that he had enjoyed his trip very much. Li was dressed in a maroon or plum colored flowered silk robe, with a yellow vest, and blue silk trousers.

IN GOOD HEALTH

During the course of the levee Li's head was uncovered, but on leaving the cabin to be conveyed on board the Kwang Lee he donned his official hat. The veteran statesman appeared to be in excellent health, his eye was bright and keen, and his intellect evidently as clear as ever, though he is doubtless getting somewhat decrepit and disinclined to walk. To a Herald representative Li expressed himself as having very much enjoyed his trip, particularly through Canada, and the voyage on the Empress of China, of which and of her captain and officers he spoke in the highest praise. He was not sorry though to be nearly home again. To Surgeon Inspector General Sato, who attended him for the wound received by his left eye from the desperate attack made upon him at Shimonoseki during the peace negotiations, the envoy completely unbent and became extremely cordial, while smiles wreathed the old man's face when Dr. Sato, after an examination of the eye that remained, congratulated him on the complete cure effected.

The interview with the inspector general lasted for nearly an hour, and it appeared that during the course of it Li Hung Chang obtained from his visitor a full account of the recent changes in the government. Among the many visitors to the envoy were the British consul, Mr. J. C. Hall; Mr. Payne, agent of the Canadian Pacific Railway line, to whom his Excellency expressed his greatest satisfaction at the treatment he had received at the hands of the agents and employes of the company, and also his admiration of the perfect and luxurious railway accommodation in Canada; Mr. Coull, agent of the M. M. company; Count Soyeshima, Viscount Enomoto, Mr. J. H. Brooke, Messrs. Hara Denzaburo and Otani Kahei, of the Yokohama chamber of commerce (Japanese), Messrs. Watanabe and Ikeda, of the Tokio chamber of commerce, a deputation of the Japanese Traders' Guild, Governor Nakano, Mr. Arakawa Yoshitaro, Secretary of Kanagawa Kencho; Chief Police Inspector Yoshida, etc. Mr. Lo Teng Ho, his Excellency's secretary, acted as interpreter.

LI'S BAGGAGE.

Police officers were stationed at the entrance of the passageway leading to the envoy's rooms, while a detective in plain clothes, armed with a swordstick, was posted outside the door of his rooms. His Excellency having expressed his desire to have the Kwang Lee brought alongside the Empress, so as to enable him to transship without embarking on a steam launch, Captain Wallace, of the Kwang Lee, came on board and consulted on the matter with Captain Archibald, and after the boats and davits on the port side of the Empress had been in-shipped and fenders swung over the side the tickish and difficult nautical feat of bringing the smaller vessel alongside the big liner was achieved by Captain Wallace in a thoroughly seamanlike manner, without a scratch on the paint of either ship. By 3 o'clock or so the two vessels were alongside, and the task of transferring the baggage of Li and his suite to the Kwang Lee was begun. This job was no sinecure, as Li's staff and retinue of cooks and other servants numbered about seventy, and the baggage comprised 1,059 packages and weighed sixty-seven tons. It was about as miscellaneous as it was numerous, and included quite an aviary of birds, from the sweet-singing little canary to noisy and harsh-voiced toucans and parrots in huge cages. The baggage doubtless included many presents received by the envoy in the course of his visits to the courts of Europe; indeed, his presents from Queen Victoria alone are said to have amounted to nearly £5,000 in value, the amount estimated to be the value of the gifts sent by the emperor of China to the queen. It took something more than an hour to transfer all this baggage through the after starboard deck port of the Empress to the Kwang Lee. After the task was accomplished, about 4.30 o'clock, his Excellency prepared to follow.

MET BY HIS SON.

After donning his hat, he was assisted by two members of his suite into a sedan chair, which was brought to the door of his cabin, and he was then carried by four stalwart sailors of the Empress, assisted by some Chinese bearers, down the railway onto the main deck and through the deck port on the Kwang Lee, where he was received by his son, Li Ching-mai, Captain Wallace, Mr. Pethick and others, and conducted to his quarters. The whole of the arrangements during the reception and transfer of the illustrious statesman to the Kwang Lee were admirably conducted by Captain Archibald and Mr. Payne, agent of the Canadian Pacific railroad, who was indefatigable in his efforts for the comfort of the august passenger. During the afternoon a display of day fireworks was made from a lighter tower by a launch around the ship, while a band on board the lighter enlivened the affair with music. These attentions were, we understand, provided in honor of Li Hung Chang by the Japanese Traders' Guild.

At 9 o'clock last night the Kwang Lee left the harbor for Tientsin. Doubtless had the Empress of China arrived in port this morning, as had been expected, instead of yesterday, a number of officials would have been down from Tokio to exchange greetings with the envoy, and a salute would have been fired in his honor. But Captain Archibald appears to have decided to let his distinguished passenger see what an Empress boat could do, and pushed her on, and not only made up the twenty-five hours' delay in starting from Victoria, but arrived eighteen hours ahead of schedule time. During the voyage from Victoria, we learn, Li took his meals in his own room, but otherwise made himself very agreeable and cordial to his fellow-passengers. He frequently walked the upper deck of the Empress, lightly supported on either side by the arms of members of his suite, and appeared to thoroughly enjoy his surroundings and the splendid weather experienced.

NO NEED.

From the Times-Herald.

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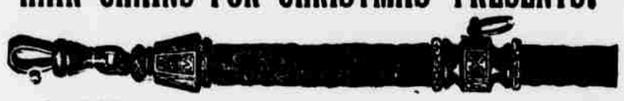

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THE GREAT NORTHERN RAILWAY,
it forms the most direct route, and from every point of comparison, the most delightful and comfortable one to Minneapolis, St. Paul, Great Falls, Helena, Butte, Spokane and Pacific coast. The only transcontinental line running the famous buffet, library, observation car.
New 67 hour train for Portland via Spokane.
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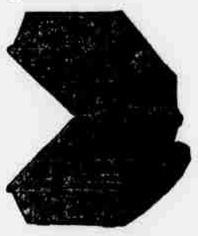
THANKSGIVING

Is almost here. That turkey you're going to have, of course, is young and and fat, but looks are sometimes deceiving. To insure a well-cooked turkey, whether young or old, fat or poor, buy a



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Comprising everything requisite for fine Merchant Tailoring. And the same can be shown to advantage in his splendidly fitted up rooms.

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Is Extended to All Readers of The Tribune to Call on "OLD RELIABLE" in His New Business Home.

DELAWARE AND HUDSON TIME TABLE.

On Monday, Nov. 16, trains will leave Scranton as follows:

For Carbondale—5.45, 7.55, 8.55, 10.15, a. m.; 12.00 noon; 1.21, 2.20, 3.52, 5.25, 6.25, 7.57, 9.10, 10.30, 11.55 p. m.

For Albany, Saratoga, Montreal, Boston, New England points, etc.—5.45 a. m.; 2.20 p. m.

For Honesdale—5.45, 8.55, 10.15 a. m.; 12.00 noon, 2.20, 5.25 p. m.

For Wilkes-Barre—6.45, 7.45, 8.45, 9.38, 10.45 a. m.; 12.05, 1.20, 2.30, 3.33, 4.41, 6.00, 7.50, 9.30, 11.38 p. m.

For New York, Philadelphia, etc., via Lehigh Valley Railroad—6.45, 7.45 a. m.; 12.05, 1.20, 3.33 (with Black Diamond Express), 11.38 p. m.

For Pennsylvania Railroad points—6.45, 9.38 a. m.; 2.20, 4.41 p. m.

For western points, via Lehigh Valley Railroad—7.45 a. m.; 12.05, 3.33 (with Black Diamond Express) 9.50, 11.38 p. m.

Trains will arrive at Scranton as follows:

From Carbondale and the north—6.40, 7.40, 8.40, 9.34, 10.40 a. m.; 12.00 noon; 1.05, 2.27, 3.25, 4.37, 5.45, 7.45, 9.45, 11.33 p. m.

From Wilkes-Barre and the south—5.40, 7.50, 8.50, 10.10, 11.55 a. m.; 1.16, 2.14, 3.48, 5.22, 6.21, 7.53, 9.03, 9.45, 11.52 p. m.

J. W. BURDICK, G. P. A., Albany, N. Y.
H. W. Cross, D. P. A., Scranton, Pa.