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# CANADIAN NORTHERN RAILWAY

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Miles from Winnipeg	Time	STATIONS AND DESCRIPTIVE NOTES
	<b>Sunday Sept. 12th</b>	
	Ar. 5.30 Lv. 6.00	district, south of the river. The railway has a special line to the place, which is also reached from the north by a magnificent steel bridge built by the Provincial Government some distance east of North Battleford.
573		<b>NORTH BATTLEFORD</b> Opposite the "old
567	6.12	<b>BRADA</b> town" is North
558	6.28	<b>DENHOLME</b> Battleford, a crea-
551	6.42	<b>RUDELL</b> tion of the railway
544	6.56	<b>MAYMONT</b> in June, 1905. As
536	7.10	<b>FIELDING</b> it is a divisional point the train will halt for thirty minutes to take on water for the cars. North Battleford is as progressive as any town of its size and more so than most. For 58 miles east of North Battleford you travel on the northern slope of the great valley; and for much of the distance can see the wooded hills across the river. Not so long ago it was difficult to convince people that beyond the Saskatchewan there was a beautiful farming country. There is not only what you see from the train; and the territory to be served by a line running north-westerly from North Battleford; but a branch is coming down to North Battleford from Prince Albert, 150 miles to the north-east, to open up the country similar to that traversed by the main line, and going back forty miles from the river.
529	7.25	<b>RADISSON</b> In Denholme you may recog-
521	7.41	<b>BORDEN</b> nize a compliment to a village in
515	7.57	<b>ELBOW</b> the West Riding and in Fielding
508	8.14	<b>LANGHAM</b> and Borden uncontroversial tri-
500	8.29	<b>DALMENY</b> butes to two statesmen, natives of the same province. In Radis- son, the most intrepid of the Western and Northern explorers is recalled.
		The Saskatchewan is again crossed at the Elbow by a bridge which is worth viewing from the right of the car, and is equally well observable from the left as the hill is climbed. The river is flowing almost due north at the Elbow. After you leave the bridge it furnishes perhaps the finest scenery between Edmonton and Winnipeg.
		For twenty-two miles the train crosses the plain that divides the two branches of the Saskatchewan—an ideal wheat growing soil and surface. Americans abound on it. Langham,