

damp, and it was nothing less than a miracle that serious results did not follow ; as it was some half dozen men were incapacitated for work on our arrival at Saskatoon. Personally we determined to take no risk and preferred to sleep in great coats on the top of the bed. We were out early next morning to transfer our baggage from the Canadian Pacific cars in which we had travelled to those of the Canadian Northern Railway in which the journey was to be continued.

For some unaccountable reason our train was an hour late in starting, and we had the pleasure of seeing the train which left Winnipeg 24 hours behind us arriving in Regina before we left. On the pilot were portions of a cow which had been trying conclusions with the engine, with this unhappy result.

The track lay on what is probably an old bed of the Saskatchewan River, its course having at some time been diverted. Owing to the land on either side being held by speculators, not a single town of any size was seen between Regina and Saskatoon, the homesteads lying away from the immediate vicinity of the line, but on every hand evidences of future development were observed. Little villages were springing up along the line. We were side-tracked in several places, and at Kenaston were held up for a considerable time whilst a fire in the water tower was extinguished. The cars in which we were travelling were very crude, and compared unfavourably with those of the C.P.R. We were two hours behind time when we reached Nutana, a suburb of Saskatoon, on the south bank of the Saskatchewan, and had our first view of the city. A wooden bridge crosses the river, and as our train entered the depôt we