
CANADIAN NORTHERN RAILWAY

Miles from Winnipeg	Time	STATIONS AND DESCRIPTIVE NOTES
	Sunday Sept. 12th	
		born in 1905, fairly expresses the rapid development of the district. From Dahmeny a branch has been built to bring down the grain that grows all the way to Fort Carlton, forty miles northward.
491	8.44	WARMAN At Warman the main line is
485	8.59	CLARKBORO crossed by the Regina-Prince
478	9.17	ABERDEEN Albert branch. Connections for
		Prince Albert, Saskatoon and Regina are as convenient as it is possible for such things to be. Saskatoon is only fourteen miles south, the seat of the University of Saskatchewan; a city of eight thousand people where eight years ago there were not eight hundred. Just east of Warman station, on the left, you can see a village of Mennonite farmers—thrifty, clean, industrious people, who settled hereabouts, and for thirty miles north, fifteen years ago. They are well-to-do folk; good citizens, well-Canadianised by prosperity. Five miles east of Warman you cross the Saskatchewan River for the last time. It is the south branch, which you bridged at Medicine Hat on the way to the Pacific. Clarkboro Bridge is like the other Canadian Northern bridges—a model of construction in concrete and steel. The train is 85 feet above high water. A little south of the bridge is one of the current ferries characteristic of the river.
		It is a long climb out of the valley. The first town is Aberdeen—a Mennonite memorial of a Viceroyalty that is specially remembered. The names on the stores have no Hieland flavor. An eminent Scot, who passes this way occasionally, declares every time he comes that he will have the name changed to one which does not suggest the speaking of English undefiled.
		You will notice a single telegraph wire, sometimes north, sometimes south of the railway and sometimes with its poles in the middle of wheat fields. It was built by the Government in the seventies, to keep Battleford and Prince Albert and Edmonton from utter isolation. Here it followed the surveyed line through the fertile belt of the transcontinental railway which the Government undertook to build, and which at last became the C.P.R. It is still used, a curious link with a past that was only yesterday but really seems an age.