



THROUGH AN EMPIRE WITHIN AN EMPIRE

!!!! BEING AN ANNOTATED !!!!
TIME TABLE OF THE JOURNEY OF

THE BRITISH
ASSOCIATION

FOR THE

ADVANCEMENT
OF SCIENCE

OVER MAIN LINE OF THE

CANADIAN
NORTHERN
RAILWAY

FROM EDMONTON
TO WINNIPEG

SEPTEMBER
11th TO 13th



1909

Can. Pacific, Canadian Northern Railway.

Robert Bell

CANADIAN NORTHERN RAILWAY SYSTEM

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CANADIAN NORTHERN RAILWAY

TIME TABLE of the Journey of the British Association for the Advancement of Science over that portion of the Canadian Northern Railway main line, between Edmonton and Winnipeg, September 11th to 13th, 1909. With mile-ages, stops and descriptive notes.

Miles from Winnipeg	Time	STATIONS AND DESCRIPTIVE NOTES	
	Saturday Sept. 11th		
827	Leave 19.00K	<p>EDMONTON. Geography has done magnifi- cently for Edmonton. Railway development has done more. Until railways came the latent resources of a deeply fertile country and the background of the whole Mackenzie Basin, stretching even to the Arctic Ocean, could not transform an ancient fur-trading post into a city. When it was announced that the Canadian Northern Railway was certainly building to Edmonton, the place contained about 2,500 people. The news was the greatest asset that had been brought into the town. The city is what you have seen. In situation, in achieve- ment, in sure and certain promise, it is unique. It is primarily the firstfruits of the wealth of the Saskatchewan Valley, which begins in the foot- hills of the Rocky Mountains and continues to Lake Winnipeg.</p>	
819	19.20	OLIVER	<p>It is a pity that the exigencies of a pro- gramme should compel you to leave Edmonton at night, and to see nothing of the Canadian Northern country for two hundred and fifty miles. What the Edmonton district is, so is the Saskatchewan Valley, with some varia- tions as you go eastward. You cross the river at Fort Saskatchewan by a steel bridge that carries teams beneath the trains. The current below is justification enough for the name the Indians gave to the river, which, being interpreted, is</p>
810	19.47	FORT SASKATCHEWAN	
803	20.02	SCOTTFORD	

CANADIAN NORTHERN RAILWAY

Miles from Winnipeg	Time	STATIONS AND DESCRIPTIVE NOTES	
	Saturday Sept. 11th	<p>"Swift-flowing water." Fort Saskatchewan has for several decades had a Royal North-West Mounted Police barracks. The town flourishes as the centre of one of the richest mixed farming districts of the West, with a command of the trade of the river side for many miles to the north-east—a command it will retain, for the Canadian Northern line that is to be built along the north of the river from the Athabasca branch to North Battleford will not diminish the commercial importance of Fort Saskatchewan.</p>	
797	20.17	BRUDERHEIM	<p>If the trip were being made in daylight with a car-window commentator by your side, half a dozen of its features would be discussed with him. You would remark on the signs of a non-English-speaking population; you would ask the meaning of long lines of high post and wire that stretch out from the railway; you would particularly notice such towns as Fort Saskatchewan, Vegreville, Vermilion, Lloydminster and Lashburn; and possibly you would like to know by what mysterious chance these places came by their names.</p> <p>When the hope of railway connection through the valley had long been deferred, many Austrians were brought in by the Immigration Department. They built houses and outhouses in the manner they had learned in Galicia. They retained many of their agricultural and social habits, and supported their own churches. They are adapting themselves very well to Canadian methods. They are proud of the country and are making good citizens. Bruderheim is the marketing place of a German colony. The Germans make splendid settlers and intelligent citizens.</p>
790	20.35	LAMONT	
782	20.53	CHIPMAN	
775	21.08	HILLIARD	
768	21.22	MUNDARE	
761	21.40	RAITH	
754	21.55	VEGREVILLE	<p>Of the towns, Vegreville is the second Vegreville. The first—half a dozen buildings—was about four miles to the south, and marked the eastern limit of settlement before the Canadian Northern was built in 1905. The second is an exceedingly progressive place with a sprinkling of</p>
746	22.20	LAVOY	
737	22.45	RANFURLY	
729	23.03	INNISFREE	
720	23.20	MINBURN	
712	23.42	MANVILLE	
705	24.00	CLAYSMORE	

CANADIAN NORTHERN RAILWAY

Miles from Winnipeg	Time	STATIONS AND DESCRIPTIVE NOTES
	Saturday Sept. 11th	
		go-ahead, flourishing Americans. Vegreville is a junction from which the Canadian Northern line to Calgary is being built to handle the present harvest.
697	Ar. 24.20 Lv. 24.30	VERMILION is described in "New Canada and the New Canadians" by Mr. Angus Kennedy of "The Times." You will find his account of its early days in "A Mile a Day for Twelve Years." It is a railway division point, and overlooks the valley through which the Vermilion River flows.
690	24.45	BORRADAILE The nomenclature of young Western towns is a fascinating
683	Sunday Sept. 12th 1.00	study in itself. Their origins
672	1.26	are as various as the sources
664	1.45	from which their populations
		ISLAY came. Current events, if they are big enough, achieve a second immortality in districts where railways are being built. The South African and Russo-Japanese wars are enshrined in Canadian Northern time-tables. There are no reminders of strife between Edmonton and Battleford. A week's congenial travel in 1905 is recorded in Chipman and Mundare, Innisfree and Borradaile, Kitscoty and Aberfeldy, Maidstone and Birling. The President of the Road brought a party to the then end of steel whence they then drove 160 miles to Edmonton. Opportunities to christen the unborn were afforded. Chipman is the name of the Hudson's Bay Company's Commissioner. Borradaile was his wife's name. Mundare is derived from a Swedish estate and a cherished romance. Innisfree is called after the country home of a famous banker who was on the trip. Maidstone is where his mother went to school. His suggestions of Maidstone produced Kitscoty and Birling—the first is the most famous cromlech in England, three miles from Maidstone and the second a delightful Kentish village in the same valley; and both of them associated with the romance aforesaid. Aberfeldy is the ancestral place of a "Times" correspondent who was on the train with the President.
		Of other places Oliver is the name of the Minister of the Interior. Scotford is an abbreviated combination of the first Premiers of Saskatchewan and Alberta; Vegreville is

CANADIAN NORTHERN RAILWAY

Miles from Winnipeg	Time	STATIONS AND DESCRIPTIVE NOTES
	Sunday Sept. 12th	
		called after the French-Canadian priest who first ministered therearound; Vermilion is on the river of that name; Lloydminster is a tribute to the Archdeacon who rescued the Barr colonists from the slough of despond into which incompetent leadership had blundered them; Marshall is synonymous with a jovial soul in Toronto; a glance at the directorate of the railway will explain the genesis of Lashburn; a syllable from each of the names of three pioneers combine into Bresaylor.
657	2 01	LLOYDMINSTER Lloydminster was estab-
652	2 13	ABERFELDY lished by the Barr colonists
646	2 27	MARSHALL in 1903—the only town on the main line between Fort Saskatchewan and Gladstone that was born before the Canadian Northern was built. Many of the Barr colonists started out with more zeal for the Union Jack than knowledge of the pioneering art. Their adventures would make a most instructive, and in their result, an admirable chapter in the history of British colonization. The town is a fine monument to the enterprise and courage, and blessed faculty for first muddling through, and then conquering circumstances, which have always distinguished British acquisition of unpeopled regions.
637	2 47	LASHBURN Miles before you come to Lash-
632	3 02	WASECA burn you can discern some big
623	3 20	MAIDSTONE new buildings about six miles
616	3 32	BIRLING to the north-eastward of the
607	3 52	PAYNTON railway. In Lashburn you notice
599	4 10	BRESAYLOR a neat new church and new
592	4 32	DELMAS town hall. By these tokens you
584	4 52	HIGHGATE come to a story that reflects equally well on human nature and on the Saskatchewan Valley. There worked on the railway, and for various people in the vicinity, a well spoken, well schooled Britisher who made the best of his circumstances, and became popular in the neighborhood as every Britisher may, if he so wills. His uncle died in Scotland and left him a hundred thousand pounds, with more to follow. He decided to settle where he had won an honorable livelihood and still more honorable esteem. He bought 2000 acres of land and built a fine place; he

CANADIAN NORTHERN RAILWAY

Miles from Winnipeg	Time	STATIONS AND DESCRIPTIVE NOTES
	Sunday Sept. 12th	<p>imported thorough-bred cattle and horses; he presented the town with a civic hall and built a tabernacle unto the Lord.</p> <p>Half of Lloydminster, the all-British, is in Alberta and half in Saskatchewan. On the Alberta side the Government telephone lines run north and south from the railway. Four years ago this was only wild, empty prairie. To-night settlers are within reach of the telephone which brings all the world within sound of their doors, even up to the river, thirty to fifty miles north of the railway. There has been such a conjunction of the simplicities of the pioneer and the appurtenances of the most elegant metropolitan life.</p> <p>Early risers will observe the crossing of the Saskatchewan at North Battleford with special interest. Before the descent to the river is begun, a magnificent stretch of fine country to the north of the river is discernible. The river is approached through Thunderchild and Moosomin reserve, where the rude dwellings and promising farms of a harmless horde of Crees are scattered along the track. The river is wide, islanded and sand-barred. The concrete and steel bridge is the longest on the main line. Its eleven steel spans of 167 feet each, two of which are through; and nine deck spans, are required to cross the river, with 450 feet of trestle on the west, 150 feet on the east, making a total length of 2,437 feet, 60 feet above the river's normal level.</p>
579	5.08	<p>BATTLEFORD Rising on the BATTLEFORD JUNCTION north bank, you see Battleford to the right, on the smooth, wedge-like plain at the confluence of the Battle and Saskatchewan rivers. It was an ideal site for the Capital of the North West Territories which Battleford became when it was founded in 1876, six hundred miles from a railway station. In those days the Indians were friendly but unsafe and when the 1885 rebellion took place Battleford was all but destroyed. Eight rebel- murderers were hanged together at Battleford after the rebellion—the last wholesale execution in all probability that will be necessary in Canada. Battleford is the town of a big, rich</p>

CANADIAN NORTHERN RAILWAY

Miles from Winnipeg	Time	STATIONS AND DESCRIPTIVE NOTES
	Sunday Sept. 12th	
	Ar. 5.30 Lv. 6.00	
573	6.12	NORTH BATTLEFORD Opposite the "old
567	6.28	BRADA town" is North
558	6.42	DENHOLME Battleford, a crea-
551	6.56	RUDELL tion of the railway
544	7.10	MAYMONT in June, 1905. As
536		FIELDING 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	RADISSON In Denholme you may recog-
521	7.41	BORDEN nize a compliment to a village in
515	7.57	ELBOW the West Riding and in Fielding
508	8.14	LANGHAM and Borden uncontroversial tri-
500	8.29	DALMENY 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,

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.

CANADIAN NORTHERN RAILWAY

Miles from Winnipeg	Time	STATIONS AND DESCRIPTIVE NOTES	
	Sunday Sept. 12th		
470	9.37	VONDA	Vonda had an unique record when
461	9.57	HOWELL	an infant wheat shipper. The town-
452	10.19	DANA	site was surveyed in May, 1905.
444	10.39	BRUNO	That autumn 100,000 bushels of
436	10.59	CARMEL	wheat were sent from the station; and in 1906 over 500,000 bushels.
		Buffer's Lake you can see on the left after leaving Vonda and presently you will run into a park-like country with many little lakes and one big one—Hooton Lake—that is the centre-piece of a remarkably charming outlook. The land is more rolling than any other section traversed by the Canadian Northern. Its character, in this respect, changes as you approach Humbolt, the next divisional point. Humbolt is the town of a great many German-Americans, who knew that where willow scrub is abundant the land is extremely good. For over a hundred miles east of Humbolt the railway passes through a level country with a good deal of brush, many ponds that are surrounded by luxuriant native grass. During the summer there is a plethora of wild flowers, mingled with pea-vine, the ideal pasturage for cattle. For this reason Humbolt was pitched upon by a skilled Dane for a creamery. His product is in great demand. It is the finest Danish butter, as good in winter as in summer. Only eight years in Western Canada, Mr. Andresen was the first and second, as he is now the third mayor of Humbolt—a fine type of Britisher that these plains continually produce.	
	Ar. 11.20		
425	Lv. 11.30	HUMBOLT	
420	11.42	MUENSTER	
413	11.57	ST. GREGOR	
405	12.12	ENGLEFIELD	
399	12.27	WATSON	
394	12.39	WIMMER	
387	12.51	QUILL LAKE	Six miles east of Humbolt at
378	13.05	CLAIR	Muenster is a German Monas-
373	13.15	PASKWEGIN	tory close to the line, on the
366	13.27	WADENA	left, with a fine new church
358	13.41	KYLEMORE	almost completed. Watson and
351	13.56	KUROKI	Quill Lake are thriving towns, mainly the fruit of American immigration. South are the Quill Lakes, the smaller being visible from the train between Clair and Wadena. The level plain around the lakes is of rare fertility. The lakes themselves are wonderful breeding grounds of all kind of wildfowl—ducks, gulls, pelicans, cormorants.

CANADIAN NORTHERN RAILWAY

Miles from Winnipeg	Time	STATIONS AND DESCRIPTIVE NOTES	
	Sunday Sept. 12th	<p>A Wadena farmer from below the line is a member of the Saskatchewan Legislature—another example of the beneficence of naturalization. Certain Galicians and Doukhobors settled through here when the prospect of a railway was very remote. They have some of the richest land in the world. The Doukhobors have thriven wonderfully. The next station after Canora, a subtraction from the name of the railway, is Veregin, the business centre of the Doukhobors. On the south side of the track you will see a brick yard, a mill, stores and offices, bearing every sign of commercial efficiency. The Doukhobor is sometimes an embarrassing subject of conversation; but, on the whole, a sort of Russian Quaker who doesn't eat meat, who is good to his animals, who is as polite to his own women-folk as he is to strangers, who is as hospitable as a St. Bernard monk, who cannot be fooled in a horse trade, and who for his principles suffered the loss of his goods, and the ignominies of Siberia—such a man is worth investigating—only this is not the place for the inquiry.</p>	
344	14.10	MARGO	
336	14.27	INVERMAY	
328	14.42	RAMA	
318	15.00	BUCHANAN	
310	15.15	TINY	
303	15.31	CANORA	
296	15.46	MIKADO	
287	16.06	VEREGIN	
	Ar. 16.50 Lv. 18.00	KAMSACK	Kamsack, where engines are
279		COTE	changed again, is in the valley
273	18.15	RUNNYMEDE	of the Assiniboine, the river
266	18.40	TOGO	that empties into the Red
258	19.05	MAKAROFF	River at Winnipeg. Kamsack
253	19.19	ROBLIN	was built on an Indian
241	19.55		reserve, and the Indian, in
			daylight, used to be much in evidence. This
			end of the reserve was lately sold for the benefit
			of the Indian—and the white man. The
			Assiniboine Valley is pretty, as well as fertile
			and the climb out of it is worth noticing.
			Togo, just past the top of the hill, is within
			about a mile of the Manitoba boundary, which
			is distinguished by a suitable post. The plain
			soon dips again, past Roblin, the town which,
			in the company of statute books will perpetuate
			the name of the Prime Minister of Manitoba;
			into the valley of Big Boggy Creek—the last
			prairie valley with precipitous hills that you
			will cross.

CANADIAN NORTHERN RAILWAY

Miles from Winnipeg	Time	STATIONS AND DESCRIPTIVE NOTES	
	Sunday Sept. 12th		
233	20.16	SHEVLIN	Thenceforward to Grandview the Canadian Northern is in its only really broken country; and even that, as Professor Shaw, the most eminent agricultural expert of the North Western States said, after passing through it on August 10th last, is capable of great agricultural development. It is the pass between the Riding and Duck Mountains; the height of land dividing the Assiniboine basin from that of Lake Winnipegosis.
223	20.40	SHORTDALE	
221	20.47	STREVEL	
215	21.00	MEHARRY	
		For hunters this is the beginning of a thrice blessed estate. Not so long ago, a herd of seven moose was seen from the train. In the mountains—they are only about 1,400 feet above the encompassing plain—are the only remaining herds of elk this side of the Rocky Mountains. Northward stretches the game preserve that ends only with the Arctic Ocean.	
208	21.20	GRANDVIEW	At Grandview there is a lumber mill receiving its material from the Duck Mountains. But Grandview, like Gilbert Plains, is a wheat town. Here you are in what is generally called the Dauphin country—the plains that are watered from the mountains and have received some of their marvellous fertility from the same sources. In J. B. Tyrrell's report to the Dominion Geological Survey on this region, it is explained that great deposits of phosphatic shale in the Riding Mountains have leached over the plains for uncountable years, to the enrichment of the farmers who grow the heaviest crops known in Manitoba.
198	21.45	GILBERT PLAINS	
	22.20	GILBERT PLAINS JUNCTION	
	Ar. 22.30		
178	Lv. 22.40	DAUPHIN	Dauphin was the first terminus of the Canadian Northern Railway. It consisted of two log houses. Now it has three thousand people and is the junction point for the branch line which serves the Swan River Valley. It is electrically
172	22.51	PAULSON	
164	23.06	OCHRE RIVER	
157	23.21	MAKINAK	
149	23.36	LAURIER	
140	23.54	MCCREARY	
128	24.18	GLENCAIRN	
120	24.35	GLENELLA	
115	24.45	TENBY	

CANADIAN NORTHERN RAILWAY

Miles from Winnipeg	Time	STATIONS AND DESCRIPTIVE NOTES	
	Monday Sept. 13th		
107	1.04	PLUMAS	lighted; its municipal council
100	1.18	OGILVIE	conducts business in antici- pation of a trebled popu- lation of even more prosperous people. When summer resorts grow in the vicinity of Canadian towns, the conclusive mark of their inhabitants has surely appeared. On Lake Dauphin, eight miles from the town, there are eighty holiday cottages already in occupation, and tented camps too numerous to mention.
		<p>It will be too dark for you to see either the reaping of harvest, or the luxuriance of the woods skirted by the railway—the sturdy oaks; the tall, graceful, white-dressed poplar; the ten- foot bushes on which grow the luscious saska- toons; the cranberry shrubs; the hops climbing fifteen feet and yielding fruit that cannot be ex- celled in the Weald of Kent; the hazelnuts in un- believable profusion; the raspberry canes which a month ago could have furnished Covent Gar- den with its best berries. But these things abound long before you touch Dauphin, and for miles after you have left its lights behind. For you are traversing the flat district that separates Lake Winnipegosis from the Riding Mountains. Through Ochre River, whence a branch is build- ing for the farmers of St. Rose du Lac, through Makinak and Laurier to McCreary Junction, whence you can go to Neepawa, Carberry, Bran- don, Regina, and, if you choose, to Edmonton, the line leads to Gladstone, where the Canadian Northern Railway began to grow in 1896.</p>	
93	1.36	GLADSTONE	It is thirty-seven miles
87	1.47	GOLDEN STREAM	from Gladstone to Por- tage la Prairie, through a
79	2.05	KATRIME	succession of level farms.
75	2.16	BEAVER	The Portage Plains have
71	2.24	YOUILL	been growing wheat with- out a set back for over
66	2.32	RIGNOLD	thirty years. At Portage
61	2.42	WALLDON	la Prairie within a hundred yards of each other are the tracks of four transcontinental railways. The town has a population now of about 6,500, and aiming at 20,000; for which purpose it has a Twenty Thousand Club, with an apostle souly devoted to its service.
56	2.55	PORTAGE LA PRAIRIE	The track from Por- tage la Prairie to
49	3.08	CURTIS	

CANADIAN NORTHERN RAILWAY

Miles from Winnipeg	Time	STATIONS AND DESCRIPTIVE NOTES	
	Monday Sept. 13th		
46	3.13	NEWTON	<p>Winnipeg was originally part of the Northern Pacific lines in Manitoba, which was obtained by the Canadian Northern in 1901. It has just been relaid with 80-pound steel. Near Winnipeg are the junctions of three branches —</p>
42	3.18	OAKVILLE	
38	3.25	WILLOW RANGE	
35	3.30	EUSTACHE	
31	3.37	ELIE	
25	3.46	DACOTAH	
21	3.53	WHITE PLAINS	
13	4.07	HEADINGLY	
9	4.16	CARMAN JUNCTION	
3	4.26	PORTAGE JUNCTION	

to Oak Point on the east shore of Lake Manitoba; to the whole of Southwestern Manitoba, by way of Carman, and to the United States via Morris and Emerson. Then before you reach the Winnipeg station, which will in a few months be superseded by the handsomest, most spacious station in Canada, you pass the Fort Rouge shops which chiefly keep the mechanical parts of the Canadian Northern western lines in repair, and cross the Assiniboine again, just where it empties into the Red River and mingles the waters from Fort Pelly, where the first Lieut.-Governor of the North West Territories held court till Battleford was ready to receive him, with those which come from South Dakota in the latitude of St. Paul.

0	Ar. 4.35	WINNIPEG	<p>You will have travelled over 827 miles of the Canadian Northern Railway, which is only a fourth of the mileage built and being built in the prairie farming region which has made Winnipeg what it is. Winnipeg expresses the prairie provinces. The Canadian Northern is the expression of at least one-third of the area and production of those provinces. One-third of Winnipeg, therefore, is the product of Canadian Northern development. The achievement is for your inspection. It is submitted modestly, confidently to those who, not expecting to see a polished Empire involved in a moment from valleys of dry buffalo bones, can discern the earnest of great things to come.</p>
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CANADIAN NORTHERN RAILWAY



The north branch of the Saskatchewan River from Elbow Bridge.



Canadian Northern Bridge over the Saskatchewan at Elbow.

CANADIAN NORTHERN RAILWAY



Battery of Binders cutting wheat on Detchon Farm, Davidson, Saskatchewan Valley.



A 54 bushels per acre crop at Dauphin, Man.



The Terminal Elevator of the Canadian Northern Railway at Port Arthur. Storage capacity 7,000,000 bushels; shipping capacity 250,000 bushels per hour.