

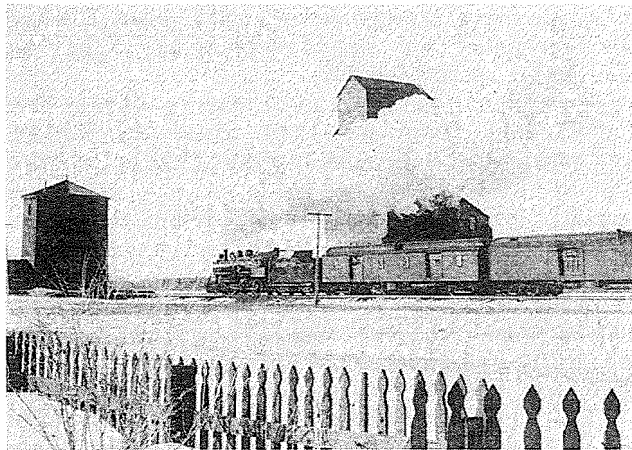
is the governing body in deciding rallies, interviews for awards, demonstrations and public speaking competitions. With the Agricultural Representative and Home Economist acting in an advisory capacity. More financial help has been withdrawn by donors and government so that clubs must now be more self supporting. More emphasis is now put on exchange tours which have proven both popular and beneficial.

The 4-H Club motto is "Learn to DO By Doing". The club name has changed to the Ashern 4-H Home Economics Club. It has always been a large club and may it continue. It was fitting that this year the rally was held for the first time in Ashern and due to the efforts of members, leaders, office personal and friends it proved a tremendous success.

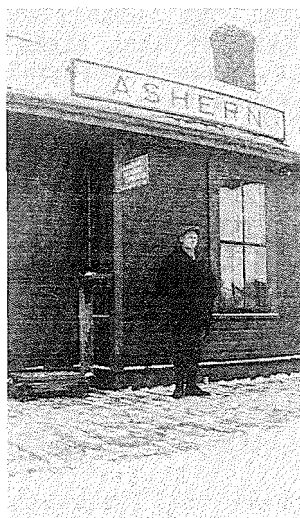
4-H in Manitoba is over fifty years old, and we have been proud to celebrate our clubs' 25th Anniversary this year. The 4-H Club Pledge is as important now, as it was to begin with.

## Canadian National Railway

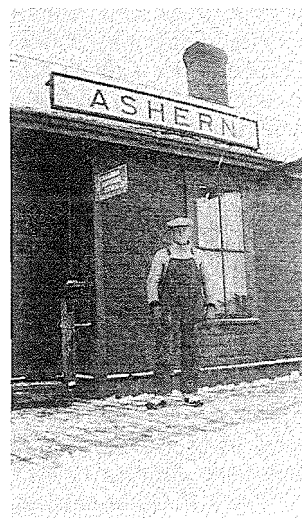
by K. F. H. Plohman



*Last passenger train at Moosehorn.*



*Fred O'Connell  
Agent, C.N.R. Ashern*



*K. F. H. Plohman  
Sect.-Foreman, C.N.R. Ashern*

The railway line from Winnipeg to Gypsumville, known as the Oak Point Subdivision, was built in two stages by the Canadian Northern Railway. The first 61 miles from Winnipeg to Oak Point was opened to traffic on May 30th, 1905. The construction of the remaining 96 miles was begun in 1910, and opened to traffic in July 1911. The branch from Steep Rock Junction to Steep Rock was constructed in 1913, and rock trains started running as soon as it was completed, and passenger trains in the summer of 1914. The Railway was the only means of transportation in the early days and played an important role during the time when settlers came into this area. Even before trains were running north of Oak Point, some of the early settlers came by train to Oak Point and walked from there to Ashern and Moosehorn on the newly built railway grade, to look over the country and pick a homestead. With the daily passenger train, the Rock — extra and regular way freight, this line was soon regarded as one of the best lines the Canadian National Railway had.

I should also mention here that the Canadian Northern had financial difficulties and the situation had become so, that on August 1st, 1917, the government had to step in and make it part of the Government Railways. About two years later, also the Grand Trunk Railway had to be taken over for the same reason, and this brought about the formation of the Canadian National Railways in the summer of 1919. The Oak Point line had been built with fifty-six and sixty pound steel, which was rather light for the heavy loads. About 1950 the light steel was replaced with heavier rails and tie plates, and only treated ties are used now.

The water tanks at Camper and Moosehorn were built about 1910, at a cost of about \$3000.00 each. Pumpmen were stationed at Camper and served Camper, Moosehorn and Steep Rock tanks. The first pumpman was T. Caster, and later W. Jones, E. Stone, A. Moore and J. Spittal. The old coal dock at Mulvihill was demolished and a new dock was built at Camper, which served only a few years, until the steam locomotives were replaced by Diesels in 1960. Passenger express and most of the freight business began to decline when cars, trucks and buses started to run regularly on No. 6 highway. As a result the passenger service was abandoned. The first roadmaster on the Oak Point Subdivision was F. J. Ellis, who retired in 1934. Some of the men who held this position since, are H. C. Kirkpatrick, J. Wilson, George Jenkins, G. Russell and R. J. Reshaur. The present roadmaster is Marcil Mann.

About 1916 the present station was built in Ashern at a cost of approximately \$3100.00. Prior to this a box car type bunk car was used as the station. The name of the first agent was Brown, who was succeeded by Phil Mayhew. Fred O'Connell took over about 1920, and remained until his retirement. F. Delwo took over at that time, and in 1956 Mike Bagan became the agent, and held this position until 1975 when the station was closed.

The first station at Moosehorn was also an old bunk car, and the present building was erected in 1918 at a cost of \$3075.00. The agents prior to 1930 are unknown. W. Paulson was agent from 1930 to 1958; J. Lamb from 1959 to 1961 and J. S. Hicks took over in 1961 to the present time.