

Freighter with wealth I come;
 For he who many a moon has spent,
 Far out west on adventure bent,
 With well-worn pick and a folded tent,
 Is bringing his bullion home.

I never will be renowned,
 As my twin that swings to the western marts,
 For I am she of the humbler parts,
 But I am the joy of the waiting hearts;
 For I am the Homeward-bound.

E. Pauline Johnson

The railroad arrived at Hartney in December 1890 and the first train arrived at Christmas time. It is not clear when the first train arrived at Lauder but it was probably not till late the next summer. The closest rail point prior to that time was Deloraine. The C.P.R. arrived there in late 1886. Farmers hauling wheat to that point that fall received 52¢ per bushel. The road bed from Brandon through Souris, Hartney and Lauder and some miles west of Lauder had been graded during the fall of 1889. The rails were laid to near Napinka by July 1891.

The first station, built late in 1891, was on the south side of the main track and between the main track and the siding. It was replaced in 1926 by the station on the north side of the track. It was closed in 1965, sold to Jack Vandusen in 1966 and moved to the Ernie Vandusen farm.

The branch line to Broomhill to the northwest was built in 1905. The contract for laying the steel was let to P. R. Lamb about August 1 and the steel was 20 miles west by the first week of November. The grade appears to have been built in 1902. There was talk of a Lauder-Glenbow line in 1902 and of a Lauder-Killarney line in 1904 but no action east and south until 1911 when work started on the Boissevain end of the Lauder-Boissevain line. Jim Ramsey had a contract for two or three miles and had 25 teams at work in 1912. Track was laid in 1913. The branch lines were both removed in 1975.

In 1914 a siding was built at Emblem on NE36-5-24. The first car unloaded there was lumber for Duthie's barn according to Annie Wood. The Star July 2, 1914 reports the platform completed, 4 cars of wheat loaded and 6 cars of gravel for Duthie's new barn unloaded. Six cars seems like a lot of gravel for one barn. In 1926 A. G. Drummond Jr. was named local representative for James Richardson and Sons Ltd., grain buyers of Winnipeg. Emblem was put on the timetable as a station in 1925. The siding was removed about 1960 and Clare Phillips bought the land in 1973.

About 1914 the C.P.R. sent in a drilling crew to find water at Lauder with the intent to make Lauder a rail center (see photo page 43). No water of sufficient quality was found and Lauder did not become a railroad town.

It is interesting to note that in the 1950s Lauder was considered to be one of the better stations on the line in-so-far as safety of employment was concerned. With branch lines and passenger service it was too important to be closed down. The last passenger train left Lauder on Saturday, October 25, 1956, the branch lines were torn up and the station removed giving some indication of the validity of forecasts and of the permanency of things man-made. In spite of the outcome