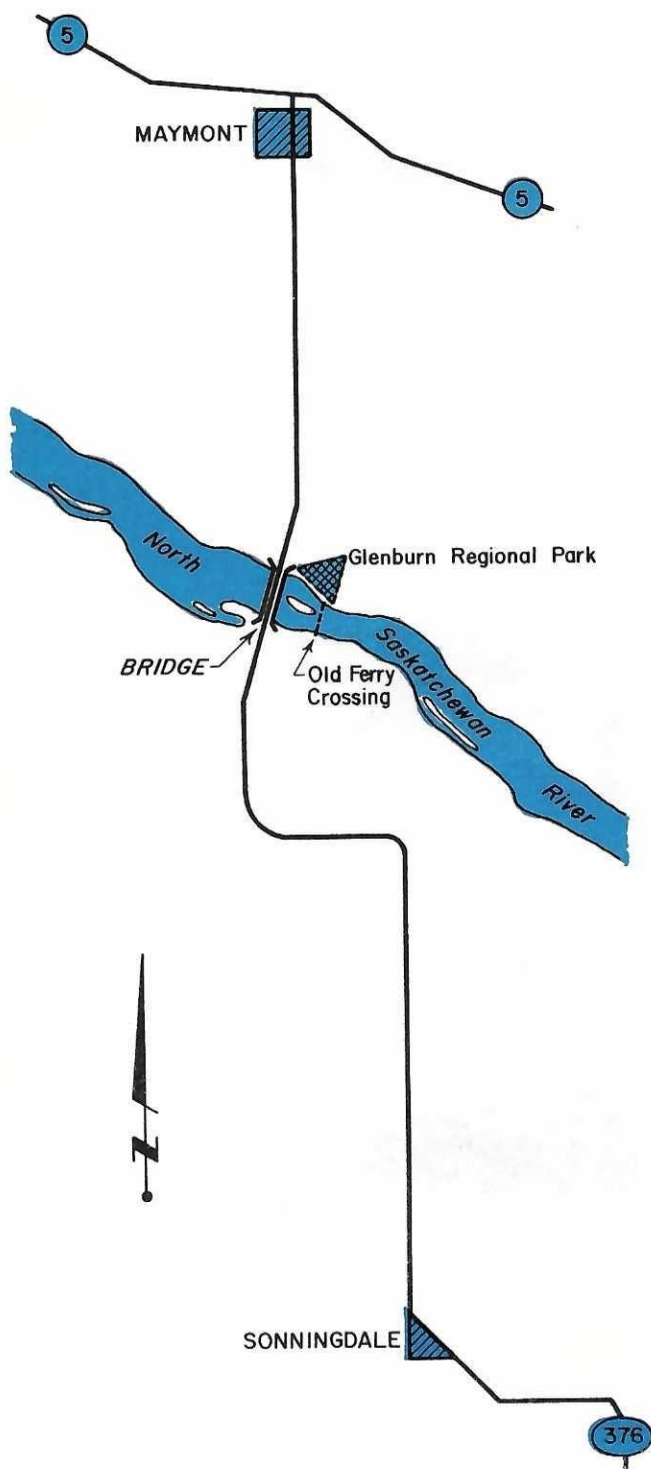


SOUVENIR OF THE

Official Opening

NORTH SASKATCHEWAN RIVER BRIDGE AT MAYMONT



June 20, 1976

Programme

2 P.M. SUNDAY JUNE 20, 1976

O CANADA

MASTER OF CEREMONIES	Victor Prescesky Reeve, R.M. of Mayfield
INVOCATION	Rev. R. Sadler Maymont United Church
INTRODUCTION OF GUESTS	V. Prescesky
GREETINGS	Elwood Cowley, M.L.A. Biggar Dennis Banda, M.L.A. Redberry
ADDRESS	Hon. Eiling Kramer M.L.A. The Battlefords Minister of Highways and Transportation
ADDRESS	Hon. Allan Blakeney Premier of Saskatchewan
PRESENTATION OF SCISSORS	Hon. Eiling Kramer
CUTTING OF THE RIBBON	Hon. Allan Blakeney
CLOSING REMARKS	Victor Prescesky

GOD SAVE THE QUEEN

BEEF BARBEQUE AT GLENBURN

REGIONAL PARK AT 4 P.M.

BARBEQUE COURTESY OF

Saskatchewan Highways and Transportation

Rural Municipalities of Mayfield, Glenside,

Eagle Creek, Douglas, and Meeting Lake

Caterers

Mayfield 4-H Beef Club

Pioneers Please Sign Guest Book

Musical selections by the North Battleford Kinsmen Band
- Directed by R. Campion



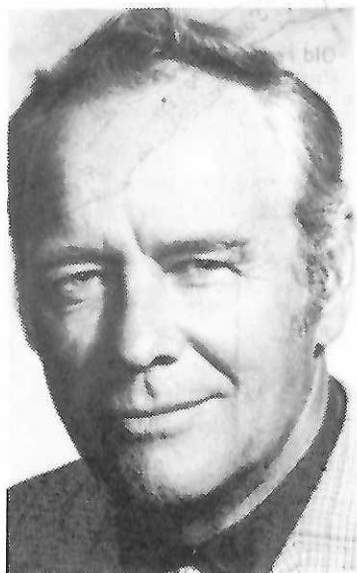
Hon. Allan Blakeney

PREMIER'S MESSAGE

On behalf of the Government of Saskatchewan, I am pleased to take part in the opening of the new Saskatchewan River bridge, between Maymont and Sonningdale.

The Maymont crossing has a lively and colourful history. From the innovative early efforts of the pioneers to the storied days of the Maymont ferry, the North Saskatchewan has tested the resourcefulness and determination of the residents of this region.

It is our hope that the new bridge will provide a much needed service and will contribute to the continued development of the Maymont-Sonningdale area.



Eiling Kramer

Minister of Highways
and Transportation

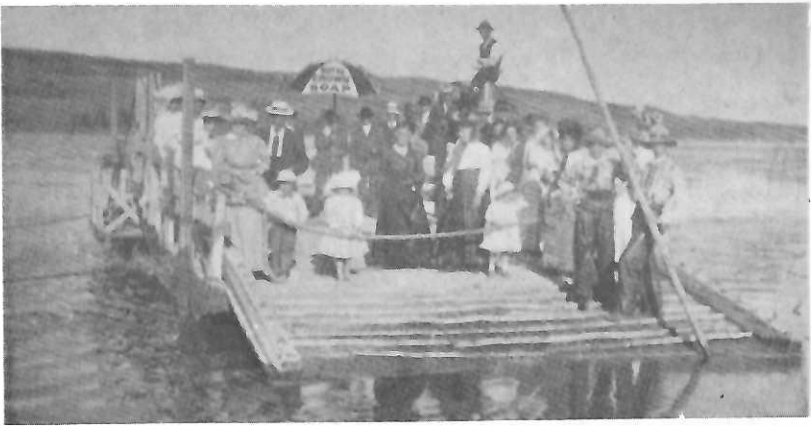
MINISTER'S MESSAGE

In 1905, my father and four immigrant companions, all from Holland, set out to walk from the end of the rail line at Saskatoon to a homestead twenty miles northeast of the Battlefords.

On the second day of the trek, they reached the North Saskatchewan River at a point somewhere between Maymont and Denholm. The five travellers spotted a small boat moored on the north bank of the river, and my father, realizing that a river crossing would cut off at least twenty miles, swam the river and brought the boat back for his companions. That swim saved twenty miles of shoe-leather. Two days later, the travellers were fortunate enough to locate their homesteads in what is now the Highworth area, northeast of the Battlefords.

I never travel this highway, and certainly will never cross this bridge, without remembering my father's experiences and being thankful for the ease and convenience of travel today as compared to the hardships our parents endured to provide the advantages we now enjoy.

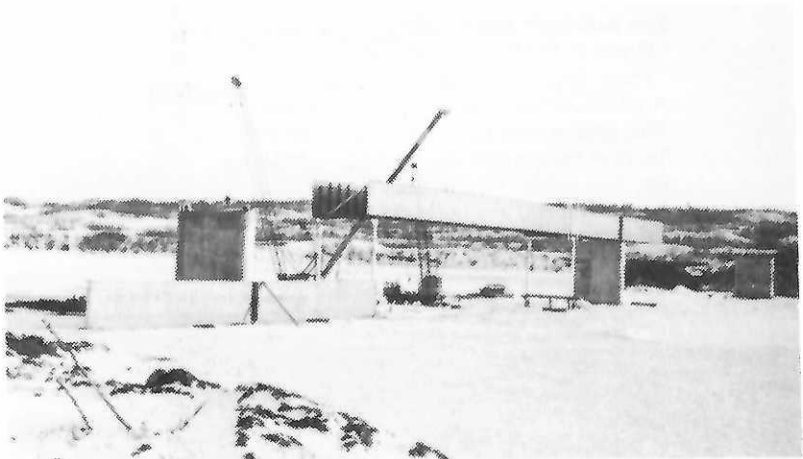
The official opening of this bridge is a salute to all the pioneers who helped to build this country.



EARLY DAYS OF THE MAYMONT FERRY SERVICE



THE CROSSING SITE DURING THE LAST DAYS



THE NEW BRIDGE DURING CONSTRUCTION



THE NEW BRIDGE - COMPLETED

HISTORY OF THE MAYMONT CROSSING

The Maymont Ferry Service was first put into operation in 1926. In the early years the ferryman's life was not an easy one...his home and office was a makeshift building of laths, tar-paper, and planks, and the ferry was towed across the North Saskatchewan River with a hand-powered windlass. The ferryman's daily wages amounted to \$2.50, and there were no set times for coffee breaks or meals. When the service first began, the rates were reasonable (25 cents for a vehicle and passenger after midnight, and 10 cents for foot passengers) and the service reliable.

Jack Patterson and Ole White were the first Maymont Ferry operators. They ran the service until 1927, when Rube Johnson took over. Rube had gained his ferrying experience working on the Patterson-White crew. Rube Johnson and his family moved to the Borden Ferry crossing in 1930 and ran that service until the Borden Bridge opened in 1936.

From 1930 to 1936, the Maymont crossing was operated by Bill Mansel from Fielding, and Stanley Bright and Bill Johnson from Langham. In 1936, Rube Johnson and Eldon Barr returned to run the service. Rube Johnson retired in 1962, and Bob Bell and Bud Ward took over the service. Bud Ward, along with Gerald Padgett and John Dahl, had worked with Rube at various times from 1958 to 1962.

Arnold Agarand, Webb Hanlon, and Chris Mewhort joined Bud in 1966, and the ferry operated on an eight-hour shift.

The Maymont crossing was a dependable one, but it did have a few problems. Spring floods and ice jams would wash out the approaches, and sometimes two ferries were needed, one to take passengers out to the huge sandbar in the middle of the river, and the other to take them from the sandbar to the other side. And at times the water level was so low that outboard motors had to be fastened to the sides of the ferry to propel it across the river.

The finest tribute that can be paid to the operators of the Maymont Ferry service is the outstanding record of service provided to the pioneers of the Maymont area.

The bridge over the Saskatchewan River south of Maymont was completed on October 9, 1975, and the Maymont Ferry was pulled from the icy waters of the North Saskatchewan River on October 28, 1975.

The ferry that served the Maymont area so well for many years will continue to serve the travelling public when the vessel is moved to Wingard.

- Mrs. Ruben Johnson

BRIDGE CONTRACTORS

Cana Engineering Ltd., Calgary
 Dominion Bridge Co. Ltd., Regina
 Norsask Construction Ltd., Saskatoon
 Warner Construction Co. Ltd., Regina
 H. & L. Grading, Saskatoon
 Thompson Services, Maymont
 Arcon Services Ltd., Saskatoon
 Asphalt Services Ltd., Saskatoon

CONSTRUCTION STATISTICS

Bridge Erection	\$1,330,709
Structural Steel	643,865
Bridge Approaches	436,626
374,541 cubic yards	
Bridge Approaches	544,360
758,152 cubic yards	
Subgrade improvement	79,982
3.39 miles	
Subgrade construction	16,180
Erosion control	15,906
Guardrailing	1,775
Oil Treatment.....	95,000
Deck Pavement	10,671

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Dedicated To The Pioneers

THE BRIDGE BUILDER

An old man, going a lone highway,
Came at the evening, cold and gray,
To a chasm, vast and deep and wide,
Through which was flowing a sullen tide.
The old man crossed in the twilight dim;
The sullen stream had no fears for him;
But he turned when safe on the other side
And built a bridge to span the tide.

"Old man," said a fellow pilgrim near,
"You are wasting strength with building here;
Your journey will end with the ending day;
You never again must pass this way;
You have crossed the chasm, deep and wide,
Why build you at the eventide?"

The builder lifted his old gray head,
"Good friend, in the path I have come," he said,
"There followeth after me today
A youth whose feet must pass this way.
This chasm that has been naught to me
To that fair-haired youth may a pitfall be.
He, too, must cross in the twilight dim;
Good friend, I am building the bridge for him."

- Will Allen Drumgoole

SASKATCHEWAN

HIGHWAYS AND TRANSPORTATION

Minister	E. Kramer
Deputy Minister	T. Gentles
Assoc. Deputy Minister	J. R. Sutherland
Chief Engineer	W. A. Sheard
Bridge Engineer	L. O. Thomson