

## = Saskatchewan Highway 641 =

Saskatchewan Highway 641 is a highway in the province of Saskatchewan , Canada , beginning at Highway 39 near Rouleau , and traveling north ending at Highway 15 at Semans . The highway intersects the Trans Canada Highway , Saskatchewan Highway 1 south of Pense and east of Belle Plaine , Highway 20 at Lumsden , and Highway 22 at Earl Grey . Local Improvement Districts were the precursors of rural municipalities which initially established and maintained roads in their area . Early settlers helped to construct and maintain the route and would get paid road improvement wages from the local rural municipality . The 8 kilometres ( 5 @. @ 0 mi ) concurrency between Highway 20 and Highway 641 was constructed in 1927 following the removal of the Canadian National Railway line between Lumsden and Craven . The remainder of the road followed Dominion land survey township and range lines .

## = = Route description = =

Highway 641 begins near Rouleau and extends north 22 @. @ 1 kilometres ( 13 @. @ 7 mi ) to the Trans Canada Highway Highway 1 intersection . The rural municipality ( RM ) of Reburn number 130 office is located in Rouleau and administers to a population of 245 . This area is part of the Regina Plain landscape area of the Moist Mixed Grassland ecoregion featuring mainly cereal crops in the dark brown soils . The RM of Pense is located between the city of Moose Jaw and the provincial capital city of Regina . At km 24 @. @ 6 Highway 641 enters the village Pense . At km 25 @. @ 4 , it intersects Saskatchewan Highway 730 . Highway 730 connects to Regina , Saskatchewan east of this intersection . Lumsden is located at the km 55 @. @ 9 intersection with Highway 11 in the Qu 'Appelle Valley created by the Qu 'Appelle River .

The town of Lumsden features the Lumsden Museum which is home to several restored heritage buildings . The Lumsden Trans Canada Trail Committee helped establish 20 kilometres ( 12 mi ) of the Trans Canada trail . The trail has been groomed for walking , hiking , cycling , skiing , horseback riding , canoeing and snowmobiling . Craven , the home of the Craven Country Jamboree , is located at the Highway 99 and Highway 20 junctions . Highway 641 continues north for 11 @. @ 5 kilometres ( 7 @. @ 1 mi ) and then turns east 6 @. @ 4 kilometres ( 4 @. @ 0 mi ) before again continuing northerly . This final stretch of the highway is part of the Strasbourg Plain landscape area of the Moist Mixed Grassland ecoregion featuring small trembling aspen ( *Populus tremuloides* ) bluffs around the occasional slough . Earl Grey is located at the intersection with Highway 22 . There are no localities located at the intersection with the secondary Highway 731 . Last Mountain House Provincial Park protects the heritage site of the Hudson 's Bay Company post Last Mountain House established in 1869 . The terminus of Highway 641 is at the Saskatchewan Highway 15 intersection at Semans .

## = = History = =

Between 1897 and 1909 , municipal administration affairs were handled by Local Improvement District ( LID ) Number 165 . The LID changed its boundaries on December 13 , 1909 , and on January 1 , 1913 , the LID was renamed Pense No. 160 . During the 1940s work was undertaken on paving roadways , a man could earn 35 cents an hour or \$ 5 @. @ 07 today a man and two horses could be employed at a rate of 65 cents an hour \$ 9 @. @ 41 today , a horse drawn drag would earn 37 @. @ 5 cents an hour \$ 5 @. @ 43 today , and if a farmer owned a tractor , a tractor drawn drag could earn as much as 50 cents per hour \$ 7 @. @ 24 today .

The Saskatchewan Highway Act was established in 1922 , in compliance with the 1919 Canadian highway act . At the initial stages of the Saskatchewan Highway Act , 10 miles ( 16 km ) of provincial highways were gravel and the rest were earth roads . The road allowances were laid out as a part of the Dominion Land survey system for homesteading . Travel along the Provincial Highway 641 before the 1940s would have been traveling on the square following the township road allowances , barbed wire fencing and the Canadian Northern rail line . As the surveyed township roads were the

easiest to travel , the first highway was designed on 90 @-@ degree , right @-@ angle corners as the distance traversed the prairie along range roads and township roads .

There is a historical monument erected along the highway which states that the early railway was established along the east side of the Last Mountain Lake ( Long Lake ) in 1907 , and constructed on the west side in 1911 . The monument documents as well the " Lady of the Lake " sternwheeler which was used on Long Lake . Local historians clarify that the rail came to the east of the Lake in 1911 , and to the west in 1912 . The " Lady of the Lake " began as a sternwheeler , but was modified to a screw propeller . Also on the Lake the " S.S. Qu 'Appelle " , a luxurious steamer , towed a barge across the lake .

Lumsden was initially served by the Canadian National Railway CNR , however the Canadian Pacific Railway CPR was built through Craven in 1910 . The new line brought freight to Lumsden infrequently and the elevator was torn down in 1927 , and the CNR track removed the next year . The highway went through where the CNR bridge had been built . Highway 20 is marked on an early 1926 and 1955 maps , but highway 641 is unmarked - showing up as surveyed township and range roads only .

= = Intersections = =