

After reading your letter in the Province I might help you a little. I left Edmonton in Sept. 1910 to work on the new railway at Tawatinaw Creek, by wagon. As far as St. Emile Legal the trail was passable, but beyond a real mud trail, in some places 200 feet wide because of detours.

The Grand Union was at that time the only hotel in town til the spring of 1911. Isaie Gagnon built the Athabasca next to the Hudson's Bay Co. liquor store, next block west of old hotel. The boom was on and a contractor was moving the cemetery from below the Anglican Church to the new site on the hill east of town. The contractor was paying his help \$5.00 per day and a bottle of whisky, not the diluted stuff we sell now.

If I remember correctly the first boom sale was made by David Grandbois who had a half-breed scrip 1 ½ miles west of town in a gully. He received \$20,000.00 for it and sure spent it. It was nothing to see an Indian moving the remains of his beloved, the caskets on a sleigh through town. They all had to move them themselves.

The R.N.W.M.P barracks were ½ mile west of town. Col. Sanders was in command.

In the spring, on the hill east of town, where the Lac La Biche trail branches off, Paul Dusault, a freighter sold his farm for \$60,000.00---\$45,000.00 down and never got the rest. There were very many deals put through at fabulous prices.

All bars were doing a terrific business. Jack McLellan was the head bartender at the Grand Union and Ed Shank was road foreman. I worked that fall for a survey party surveying lots up to three miles south and west of town and was it rough country. Some of the lots were frozen muskeg that floated in summer and so steep one could not build a privy on them and were sold, I heard, in California or in the east.

There was no bridge across the river, only a ferry that ran in summer "when convenient". Jim Wood had a small sawmill between the track and the river, his son Tommy I used to see occasionally in Vancouver.

Every spring in Feb. Magnus Brown had a crew building river scows for the Hudson's Bay Co. and the Northern Trading Co. (Campbell Young and George Slater). They hired crews for the trip down river and paid a \$30.00 retainer till they were ready to shove off in the spring. I went down myself in 1911 and stayed in Fort Smith until 1914 to join up.

Most of the crews and pilots were from Lac La Biche. In Dec. 1910 I heard of a piece of land so looked it over 1 ½ west of Landing, 40 scrip, but to my sorrow never took it up; a 45% side hill. However, Sterling McKinley lived across the river, took it and sold it within 6 months for \$10,000.00---\$75.00 down payment, of course he never got the rest.

That winter, 1910-1911, there were over 400 teams freighting supplies to Peace River, Grouard, Wabiscaw and Grande Prairie. The later were mostly American colonists with some lovely teams and equipment.

We always looked forward to when the Slave Lakers from Grouard came in to land. Always a dance and always a fight. Pat Cunningham from Grouard always had a fight on land everytime he came to the Landing.

Hoping Sir this little bit of news will help you and your book.