



PEACE RIVER CROSSING

PEACE RIVER GUIDE

The Peace River Country was known of by report many years ago; it was acknowledged to be a land where the soil was remarkably fertile, even judged by the standards of Western Canada, and where splendid climatic conditions prevailed. So remote, however, did it seem and so difficult of access, that it was generally associated with thoughts of pioneers, trappers and prospectors. With the opening of the Canadian Northern line from Edmonton to Athabasca Landing some eight years ago, the obstacles between this agricultural Eldorado and the prospective settler were so far removed as to bring it within the range of practical consideration and a relatively small but steady stream of immigration set towards the newest land of opportunity.

Other lines gradually pushed their way from Edmonton until, where it was once necessary to undertake a long and fairly arduous journey, it is now possible to reach the heart of the district by direct train. At a time when increased production of food-stuffs has become such a pressing problem, and when the land holds out a greater hope of wealth and independence than ever before, any man possessed of average intelligence, backed up by reasonable energy, can reap a rich reward from homesteading in the Peace River.

This district embraces practically the whole of the northern portion of the Province of Alberta and part of British Columbia, located in the basin of the Peace River and its tributaries, also the Smokey and Little Smokey Rivers, the known agricultural area being about 275 miles by 300 miles, comprising in all some 60,000 square miles, or forty million acres of farming land. As the crow flies, it is some 220 miles from Edmonton to Peace River Crossing, which is in the centre of the country.

The character of the land varies. There are sections particularly adapted for grain growing; other sections are particularly adapted for mixed farming, while others are exceptionally suitable for stock raising and dairying. There is as well considerable wooded land, grazing areas with abundance of grass, open country, prairie lands, coulees and valleys.

The sections most suitable for agriculture and the main settlements are at Grouard, Heart River, High Prairie, Big Prairie, Winagnew and Salt Lake, Peace River Crossing, Burnt River and Cold Springs, Shaftesbury, Griffin Creek, Water Hole, Dunvegan, Spirit River, Lake Saskatoon, Grande Prairie and Swan River.

Canada is a self-governing country, and her participation in the present European war has been purely voluntary. The revenue necessary to meet the expense is being raised by an increase of seven and a half per cent. added to the customs tariff, taxation of banks, loan companies, a tax on railway

and steamship tickets, telegrams, postal matter, patent medicines and proprietary articles. The farm lands of Canada are free from any war tax and the farmers exempt to draw the wealth from the rich productiveness of the soil, without contributing to the war expenses, except as outlined above. Immense areas of Western Canada are yet open for free homesteads. Land of the same quality that has produced for the settlers now there from thirty to sixty bushels of wheat and sixty to one hundred bushels of oats to the acre is available.

HOW TO GET THERE.

From Pacific Coast States, the route is via Vancouver and Canadian Northern Railway to Edmonton.

From the Central States, the most convenient route is via Duluth and the Canadian Northern Railway or via St. Paul or Minneapolis, Winnipeg and the Canadian Northern Railway to Edmonton.

From the Eastern States the route is via Toronto or Ottawa and the C. N. R. to Edmonton therefrom.

In the very near future through passenger train service will be established from Montreal to all points west of Winnipeg, and with the establishment of this service the direct route from far eastern points will be via Montreal and the C. N. R. to Edmonton.

Beyond Edmonton the Edmonton, Dunvegan & British Columbia runs north to Spirit River, a distance of 356 miles, with a branch line to Grande Prairie City. From McLennan, a junction point, the Central Canada Railway, part of the above system, runs to Peace River Crossing, a distance of 50 miles. The Alberta & Great Waterways Railway runs from Edmonton to Fort McMurray, a distance of 290 miles.

An alternative route, which was formerly the main summer highway to the district, is Canadian Northern from Edmonton to Athabasca Landing, thence by steamer on the Athabasca River to Mirror Landing, with a 15 mile wagon trail to Norris Landing on the Lesser Slave, and a 75 mile steamer run through Lesser Slave Lake to Grouard.

There are three transportation companies plying the extensive waterways of the country which give access to many points in the interior from Peace River Crossing. These are the Hudson Bay Co., the Peace River Navigation Co., Ltd., and the Peace River Tramway & Navigation Co.

LOW FARES FOR SETTLERS AND LAND SEEKERS.

In order to obtain the lowest possible fares, please call upon or communicate with the nearest representative of the Canadian Northern Railway, who will be pleased to quote fares and make all arrangements for your trip.