

## **Einar Dohlmann's Diary of his and his family's trip from Denmark to Canada in 1915**

Einar was a lieutenant in the Danish Army. Resigning his position in the army he hoped to emigrate before the outbreak of the 1st World War. He made a trip by himself to South Africa, and then considered the Isle of Pines in Cuba before deciding on Alberta, Canada. This new life would be quite a change, as they had maids, tutors and gardeners in Denmark.

They left in 1915, by liner, and dodged V-boats to the Hebrides Islands in Scotland, where the ship was held up for a few days while the English Navy checked everybody's identification. A few German nationals were removed.

From there they proceeded to New York, having a rough voyage. From New York they went to Montreal, a few days there before entraining for Calgary. They spent three weeks in and around Calgary looking for a farm before proceeding to Edmonton where they had no more success. Then they went by stagecoach to Peace River Crossing. Of course, the piano had to go too, as it went everywhere she went for the rest of her life.

At Peace River crossing they bought horses and wagon to head for Peace River country. While they were in the Peace River area mother Elisabeth became very ill and had to be hospitalized in Peace River Crossing. When she had somewhat recovered, they back-tracked to Dickson where they bought a farm, and tried to become farmers.

### **DEPARTURE FOR CANADA**

**Thursday, June 10, 1915**

**by Einar Thorolf Dohlmann**

**Originally written in Danish, then translated into English in June, 1979**

Einar Thorolf Dohlmann (also called Einar D.)

Wife: Charlotte Augusta Elisabeth Dohlmann née Bernigau (also called Elisabeth D.)

Their children:

Johan Frederik Dohlmann (also called Friedrich Johan D. and Fred D.)

Ingeborg Alwina Dohlmann (also called Inge D.)

Lars Erik Dohlmann (also called Erik Lars D. and Erik D.)

Copenhagen to New York - to Montreal - to Calgary - to Edmonton - to Peace River country - return to Edmonton - then to Dickson, Alberta where they bought a farm.

Dickson was a Danish Lutheran settlement, where most of the people had come from Minnesota, U.S.A.

Thursday, June 10, 1915

Passenger List No. 10:

The list of manifest of alien passengers for the United required by the regulations of the Secretary of Commerce and Labor of the United States, under Act of Congress approved February 20, 1907, to be delivered S.S. Frederik VIII, sailing from Copenhagen on 10 June 1915.

States immigration officer at Port of Arrival: Arriving at Port of New York on 24 June 1915.

Final destination, State/City or Town: Alberta, Edmonton.

Dohlmann, Einar, 40 yrs., married, farmer, in transit to Canada.

Able to read/write: yes.

Nationality: Danish.

Race or People: Scandinavian.

Height: 5 feet 10 inches.

Complexion: Healthy. Color of hair: Fair.

Eyes: Blue.

No marks of identification.

Place of Birth: Denmark, Copenhagen.

Last Permanent Residence: Denmark, City or Town: Esbønnerup sogn (parish),

The name and complete address of nearest relative or friend in country whence alien came:

Brother: farmer (proprietor) Dohlmann (read: Ingolf Hjalmar Dohlmann), Kalbygaard, Laasby.

Dohlmann, Elisabeth, 42 yrs, married, housewife.

For more details: See above.

Place of Birth: Germany, Hamburg.

Dohlmann, Johan Frederik, 14 yrs., single, child.

Place of Birth: Germany, Kiel.

Dohlmann, Ingeborg, 12 yrs., single, child.

Place of Birth: Germany, Hamburg.

Dohlmann, Erik, 8 yrs., single, child.

Place of Birth: Denmark, Copenhagen.

Wednesday, June 16, 1915

The day began with the same, beautiful sunshine and quiet weather and the day passed quietly.

About six p.m. we encountered fog and the ships sirens began to howl.

Dull weather-still ocean - everything as usual. Saw a bit of drift wood -very cold.

Friday, June 18, 1915

Dull foggy weather - quiet sea - during the afternoon we saw a large sailing ship towards the North West. Icebergs reported toward the North.

Saturday, June 19, 1915

During the night we noticed more movement in the ship, probably more speed because the sea was quiet. A little smoother during forenoon. Dull foggy weather.

Sunday, June 20, 1915

Still foggy but late in the day it cleared.

Monday, June 21, 1915

The day passed quietly and good weather. In the afternoon we saw a large six mast sailing ship and a big freighter. The evening paper brought the news of a large cyclone in Atlantic City and we began to feel the resulting ocean swells. In the First Class there was a dance until eleven p.m., but by nine o'clock the ship was rolling heavily and we hurried to get to bed. All night long there was much motion but although uncomfortable no one was actually sick, among us.

Tuesday, June 22, 1915

The ship rolled badly all forenoon - yet the formal farewell dinner was held, but I stayed in the bunk; my dinner was brought to me and I ate with a hearty appetite. The dining room tables were beautifully decorated with xmas Crackers and flags etc. Elisabeth went to dinner on account of the children, but then had to lie down again. Towards six in the evening the sea smoothed a bit and we got up, had some tea on deck and gradually felt so much better that we partook in the Dance, from eight to eleven p.m. This was supposed to be a "Masked Ball" but there were not a great many in costumes. It ended at eleven p.m. and we went to bed.

Wednesday, June 23, 1915

The sea calm but a dull cloudy sky. About 7:30 we passed the first light ship or "guard ship" and a big steamer going North. Gradually we passed more and more steamers going out. By evening the pilot boat came out and we moved towards the harbor, - passed another light ship, more boats, light houses etc. We could see the lights from Coney Island and about ten p.m. we lay at anchor. (I think he meant we were tied up at the dock).

Thursday, June 24, 1915

Breakfast at six a.m.; the previous evening all mail had been collected -250 bags. Then various officials came on board, and we were checked over by a doctor, who barely looked at us; then we had to see an elderly gentleman who made notes of our finances, etc. Then we were allowed to leave the ship, under strict supervision.

On the dock we had to collect all our baggage. The big trunk one we passed through the customs and sent to Montreal, sending it to the train cost \$3.25 and then \$1.00 overweight cost to Montreal. Then we gathered all the hand baggage to pass through the Customs where they looked into things a bit and then we were passed through. The transportation of hand baggage cost \$2.50 --- Miss Knudsen<sup>1</sup> helped us to get to the CPR-agent Mr. Mawberry who had been at the wharf but had not been able to find us. He gave us a nice lunch and after that we were busy getting the freight goods sent on -- went first on the "elevated train" and then in various elevators in the tall buildings; then back by subway.

New York seems to be a very dirty city; the street by the beach has nice villas (houses), green lawns etc. The Freedom Statue reaches high up over the "baltery" on a green plateau. At the entrance to the harbour are many fortifications. The sky scrapers reach up high but are not very attractive. The streets are poor, partly because a new subway is being built. All subways and overhead railways travel very fast and the street cars are very noisy. The traffic is not as overwhelming as that of London.

At 7:45 we left on the Mainline. The main station is beautiful, with very large halls. We had to travel first class, train which crosses on a ship so as not to go to Ellis Island and because it was a night express and all "bunks" were taken, we had to take a Drawing Room, extra seven dollars. Then we had beds for the night and it was very nice and comfortable, if only we had not had all that hand baggage. The countryside that we saw during the trip was very beautiful.

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<sup>1</sup> Possibly Miss Knudsen was from the Danish Embassy

Friday, June 25, 1915

We reached Montreal in the morning, left the baggage at the station and went out to try to find St. Andrews home - after a long time we found it, but as it had been turned into a sort of Rest home, so we were shown a place on a quiet side street, where we had full room and board for six dollars - very cheap for conditions here. After having visited another family, we rested all afternoon and went early to bed. The La Cour family.

Saturday, June 26, 1915

With the help of the CPR-agent we arranged about tickets and baggage. After having bought food for the trip we made a tour of "The Mountain" on the little train. A grand view over the city and the river, and a lovely park. Then we took a trip around in the city on the street car and "yet got an idea of the situation". Rested till evening and went to the station; the agent did not show up so we had to find the train by ourselves. The "boy" who carried out the luggage was not pleased about the situation. The Indian porter was very helpful so we managed to get all our baggage put away. A little after ten the train departed, and the beds were made ready, and we went to bed. The bunk is quite comfortable although there is very little room.

Sunday, June 27, 1915

The beds were put up and the table put in place and we made tea in the little kitchen. The region we passed through was mostly forested with small lakes here and there. The day passed as we watched the passing scenery.

Monday, June 28, 1915

Scenery still small words. At Kenora it was exceptionally beautiful but the soil must be very poor everywhere.

We passed Port Arthur and Fort William by the big lakes. Spent the day watching the scenery. In the evening we arrived in Winnipeg and there the railway was moved to another train and we continued the trip.

Tuesday, June 29, 1915

As the day went on, the landscape became more and more prairie like and in Medicine Hat we saw the first cowboy. For miles in all directions lay the prairie, like big waves. As we were to be in Calgary at two a.m., we went to bed fully dressed; but we did not arrive until seven o'clock. Got the hand baggage dragged into the waiting room and let the children look after it, as we went up town to look for a place to stay. Went to the CPR-office and met Mr. Kirkvold who suggested staying in the Immigration Home, which we did. Went through customs and took one suitcase to the "Home". Here at the "Immigration Home" we had two rooms with two double beds and one single bed, clean and good, bright rooms with common washrooms, dining room and kitchen, in which we made our own meals and could keep our food stuffs. We rested and had baths.

Wednesday, June 30, 1915

In the afternoon went to the office (probably CPR) and arranged about a trip to Veteran to look at a "ready-made farm" there.

Thursday, July 1, 1915

Today there is an (Exhibition Fair) so after lunch we went to see it. There was a great many beautiful horses, cattle, pigs, a quantity of modern American farm machinery plus various other items. Also a showing of dairy products and a parade of a six thousand man foot soldiers and also some on horse back. We spent the afternoon looking at this; and there were also horse races, and ever so many Indians with horses and wagons. The place is called Victoria Park - no trees, right by the river. Arranged in such a way that all articles can be loaded directly into or out of the train. Beautiful horse barns and race track.

Friday, July 2, 1915

In the morning we travelled to Coronation - at first flat land then bushes and more and more water - Red Deer river fairly wide. In Lacombe we changed trains, from here to the other side of Alis the country is very beautiful, small woods with small lakes in between; several nicely situated farms but all land near the railway has been taken. In Coronation the land is very flat and wet, went by car to Veteran. It took two hours over the prairie land, terrible roads or rather trails. When the road has become too poor, people just drive over the prairie until the road is again passable. The farm we were looking for is close to Veteran but has a neighboring house right beside it. The house is too small, the barn very poor, the fencing is good, and the oats in the field looked good; the water in the well tasted good. The piece was \$6,377.00 - which would be \$40.00 an acre. And is too expensive.

The trip home was cold and partly in the dark. The hotel rather cheap looking, no sheets nor wash basin in the room; but the food was not too bad.

Saturday, July 3, 1915.

Got up at five a.m. and to the train. A tiring trip. Home at four p.m. in Immigration Home - that was a nine hour train trip. Rested a while, then bought some food for Sunday and went to see the Danish Consul Mr. Marker, but only his brother was there and he said we could meet him next day, at the Danish Church Service.

Sunday, July 4, 1915

Feeling rather unhappy, especially as Elisabeth has much pain from a boil under her arm; went to the Danish church at two p.m.; were made very welcome by the minister and many Danes - plain but good sermon. After that we had a talk with the Consul and next day were to have a meeting with him in his office. Two Danish families invited us to their homes and we went. One was working as a carpenter and the other worked in the dairy here in town. They lived in two shacks (small houses); one was home made, the other rented and very poor. Nice plain people, very hospitable. Also met a Dane who owned land near Acne. Got home about eight p.m. This visit made us feel much better.

Monday, July 5, 1915

Visited Mr. Marker (Danish Consul) and told him what I was looking for and he promised to arrange a meeting with Mr. Mørkeberg (an M.P.). We had a bit of trouble about our baggage. Mr. Marker came along out to Immigration Home. During the afternoon Elisabeth s boil burst and that helped. Made arrangements with Pastor Anderson to go with him to Standard.

Tuesday, July 6, 1915

Was called to go to Mr. Marker's office where I met Mr. Mørkeberg - went with him to Market hall and saw that there one could buy more cheaply and better (fresher). Arranged with Mørkeberg to go with him in his car to his home near Innisfail<sup>2</sup> and look at properties there. Went to the railway office and bought a ticket for the return.

Wednesday, July 7, 1915

Departed by car in beautiful weather and enjoyed the trip very much. The road fairly good. Had lunch in Rosebud. 3y evening we were in Innisfail, where we ate and spent the night, \$2.00 without breakfast. Travelled mostly through wave like prairie land, but all the best land is taken. (Mørkeberg had a creamery (dairy) in Markerville<sup>3</sup> plus other places.) Mørkeberg and wife have Danish parents.

Thursday, July 8, 1915

Left for Elnora, very broken or varied terrain. Got stuck in the mud a couple of times as the roads are poor after so much rain; but managed to get going again. Didn't get to Elnora until around four p.m. Here Mørkeberg has a creamery. Spent the night at the hotel where the food was good. Had a look at a one-half section which was for sale but the land was too wet. There were a couple more farms for sale but neither near water or lakes.

Friday, July 9, 1915

Left that afternoon, having waited for repairs on the car; - were caught in a shower (thunder and lightning) so the road was very soft and sticky. Arrived in Innisfail about six p.m., ate supper and continued in the rain. Arrived in Markerville about nine p.m. and I stayed in the hotel overnight. Had to share the room with a stranger.

Saturday, July 10, 1915

Mørkeberg drove me out to visit Mr. Schmidt, who had been a lawyer in Skanderborg (Denmark). The road went through rather pretty country, -first mostly open lands and then more bushy, but most was owned, fences everywhere. I stayed at Schmidt's, and Mr. Mørkeberg drove home. The Schmidt home is quite plain but terribly dirty all around, because there were chickens and calves everywhere. The kitchen and summer kitchen not too good, nor were the barns very good, but the crop looked fine and the cattle were in good shape. Had to tell about our trip, etc. and they took me for a drive and showed me some properties that were for sale. The prices ranged from \$15 to \$20 per acre. Slept in their living room. They had brought all their furniture from Denmark.

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<sup>2</sup> Innisfail is a town in central Alberta, Canada. It is located in the Calgary-Edmonton Corridor, south of Red Deer. The town's name comes from an Irish-language epithet for Ireland, Inis Fáil, "Isle of Destiny"

<sup>3</sup> Markerville is a hamlet (place) in central Alberta, Canada within Red Deer County.

Sunday, July 11, 1915

Went with all the family to Mørkeberg, where a number of neighbouring families had been invited to a picnic. Every one brought food which was arranged on the lawn, and then people seated themselves as they pleased, to eat of the food. A shower of rain caused a stop and we retired to the house. The house was on story with large rooms; few but very comfortable pieces of furniture. It was situated on a woodsy hill, on the other side of the river (from Markerville town) -- very comfortable and nice looking; a hanging bridge over to river (Red Deer River) for pedestrians going to the town. And at the foot of the hill, on the opposite side were the barns, which were surrounded by small bushes, etc. In this town (Markerville) Mr. Mørkeberg has another creamery (dairy). He had a very good field of rye and one of wheat. About six p.m. people began to leave and after having supper at Mørkeberg's, I went back to the hotel, to spend the night. Had been over to see Mørkeberg's brother's house and farm - a smaller house but the grain in the field looked good.

Monday, July 12, 1915

Went with the mail coach to Innisfail and by train to Calgary. Elisabeth met me at the station with the information that we could not stay at Immigration House any longer. However, we stayed overnight, - got our baggage ready and prepared to travel next day.

Tuesday, July 13, 1915

With the help of Mr. Hansen we got the heavy baggage put in "storage". Unfortunately Mr. Marker was not home; had difficulty with CPR<sup>4</sup> getting ticket arrangements, but finally got tickets at the depot. And again there was a mistake in the ticket. We should have gone by way of Bassano to Standard but had been given a ticket for the direct line to Standard and a very rude and cranky conductor was going to put us off the train - One of CPR's old officials, Mr. Crandall, came to our aid, and quieted the conductor - helped us off at Bassano and got us telephone connections with Mr. Rath who invited us to spend the night at his home and brought us there in his car. We spent a very nice evening there with these nice people. Next day we went to look at Bassano Dam, very interesting. Unfortunately we had to get up at three a.m. to catch the first train to Standard.

Wednesday, July 14, 1915

Up at three a.m. and both Mr. and Mrs. Rath gave us breakfast, etc. and we got in Rath's car, but shortly before we reached the station, the car stopped and we were delayed, so the train left just as we reached the station. But the station master stopped it and we had to run quite a distance, carrying our baggage, but we got on. Very unpleasant rainy weather all the time, Mr. Rath's was very comfortable and neat, with a screened in veranda all around. At nine-thirty we reached Standard in pouring rain, so we sat in the station. There were a couple of small girls who spoke Danish and we gave them a letter for Mr. Myrethue; but a man who heard us speaking in Danish came and spoke to us and invited us to his house - so we trudged in pouring rain to his home. He had a black smith shop. We were welcomed and given a room and looked after as regards food and drink. I was rather tired from the mornings adventure and lay down to rest - Elisabeth the same. Pastor Jensen took Elisabeth and the children to his home for dinner. In the evening we were at Myrethue's and chatted a while.

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<sup>4</sup> the CPR: the Canadian Pacific Railway

Thursday, July 15, 1915

In the forenoon Myrethue took us for a drive to look at farmland, but the best is already sold and the rest is far from the town. Visited Schroder, his grain looked very good indeed; had several horses; but his house very, very poor, almost a shack. However, he did not want to return to Denmark but wanted to sell out, and then get himself rangeland for cattle and horses; advised us not to return to Denmark when we asked his advice but to decide on a district we liked. That is what he would do if he had not come to this place. Spent the evening at Myrethue's.

Friday, July 16, 1915

As Mr. Myrethue was ill, I went out with Jensen in his car; he was collecting votes. Had dinner at his brother-in-law's place. The latter had much land and some well tilled but a poor house, yet it was clean - poor barns; had got his cattle from CPR. The CPR Inspector was there to inspect the cattle. After that we went to look at other places for sale, but everything is fenced in and taken, got home late in the evening.

Saturday, July 17, 1915

Breakfast at Jensen's, then farewells. Jensen helped us to get baggage to the railway station. In Irricana<sup>5</sup> we met a Dane who had a CPR farm and wanted to sell and go to Peace River. Went by GTC<sup>6</sup> train to Mirror. At first we passed through prairie land, and then it changed to more lakes, swamps, etc., much like Elnora. Went over a couple of wooden bridges and a railway bridge over the Red Deer River. The river scenery was very beautiful. Found a small hotel in Mirror and spent the night.

Sunday, July 18, 1915

Looked at the farm which was for sale, but it was much too low land, only suitable for hay - and the house and barn not fit for use. In the afternoon we went to Buffalo Lake, where it is very beautiful. We had brought our food, but again we found that all the best land had been taken and not possible to buy.

Monday, July 19, 1915

By train to Alix<sup>7</sup>. Took the baggage to the CPR-station; met Mr. Mather (from yesterday). Another agent took us out to look at some land and a ready made farm. Here was a good, roomy house, good lean-to, large dining-room-kitchen combined as well as sitting room and two bedrooms; good barns and good water. Everything well fenced and the grain in the fields good. In fact the best we had seen so far, but the price was \$35 an acre - \$2,500 cash. Back to Alix; we left the agent and went out and slept that night in the open - in the bush. Didn't get much sleep, partly on account of mosquitoes, and in the morning we were too cold.

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<sup>5</sup> Irricana is a town located in Southern Alberta in the wide open spaces of the Canadian prairies.

<sup>6</sup> Grand Trunk Corporation train (in Danish: "godstog")

<sup>7</sup> The Village of Alix is located in the County of Lacombe in Central Alberta.



Tuesday, July 20, 1915

Left the bush and got warmed up in the sun shine and went to the station and got our tickets. Both CPR agents were after us trying to sell us land but we got away on the train. Two hour stop in Lacombe. Continued through the same flat tiresome and sometimes flooded country. Three p.m. we arrived in Edmonton, having first passed over a large bridge from which there was a beautiful view over the river. We were next at the station by the Emigration officials and they took us to the Emigration House, but it was very uninviting, so we went into the town right away to try to find a place to stay. The town itself is ugly; many large American style buildings are scattered over the region, with cottages and shacks and open places between them. We looked around and then found a couple of nice rooms for five dollars per week. Ate a little food we had brought along and then went to bed. We disliked the Emigration House where we spent the night.

Wednesday, July 21, 1915

Hurried to leave this uncomfortable place, (Emigration House), and went to the other temporary stopping place, - found it more pleasant - tried a Chinese restaurant in the city and found the food very good. Found the post office for letters. Spent the rest of the day dragging our baggage to our new "home".

Thursday, July 22, 1915

Had word from the Customs that our heavy baggage had arrived. At the station they demanded more money (for freight) but we refused, because it was supposed to have been paid in New York.

Friday, July 23, 1915

Signed the Customs papers and now word is being sent to Fort William as regards the freight. Looked up the Norwegian Consul hoping to get some help there. He was a very nice man. Unfortunately there is no Danish Consul in Edmonton. The part of the city near the river is very pretty.

Saturday, July 24, 1915

First to the post office, then a trip to the other side of the river, to the low land where the river had overflowed its banks and upset shacks and wood-piles and done considerable damage. Then up the slope towards Strathcona where we found a lovely park - that is a natural park land, with a view across the river, over which there are two lower bridges as well as the large and long bridge, both for trains. The street car on the upper level - underneath cars and pedestrians, and light traffic. Did not get "home" until six p.m.

Saturday, July 25, 1915

In the afternoon we crossed over on the big bridge and spent the afternoon in the park by the river - home about five p.m. and dinner at the Chinese Restaurant.

Monday, July 26, 1915

Walked along the main street towards the East and came to the other side of the river, where there were lovely homes. Discovered a third bridge over the river.

Tuesday, July 27, 1915

Crossed the bridge to the hills on the other side of the river. Discovered a coal mine near the bank. Very beautiful.

Wednesday, July 28, 1915

Nothing of importance.

Thursday, July 29, 1915

On our way to find Mr. Strom.

The day was spent trying to get our baggage which they would not give us without our paying extra freight charges from Port Arthur to Edmonton and telegrams were sent back and forth. We sent a telegram re our hand baggage which we had left in Calgary which finally arrived after more trouble. So it was ten o'clock Friday morning before we left Edmonton. The railway station for the Peace River train is about one Danish mile (this is about three or four English miles) from the city - an auto bus took us -and hand baggage there for one dollar. The trunk cost two dollars.

Friday, July 30, 1915

The train looked as if it consisted of old wagons from other railway lines. The locomotive, Grand Trunk, was already started. The route lay through flat, good farmland -- many places the banks of the railway track were eroded and held up with pieces of lumber and the train crept carefully over these places. Later we passed through forests and beautiful landscapes, went over quite a few bridges. The trip was very rough indeed and very tiring. In the afternoon we passed Mirror Landing or Smith -- a very large railway bridge -- all the way through forest. Passed Little Slave Lake also very beautiful surrounded by a thick forest.

During the night we reached Round Lake and here we had to change into a smaller railway, after much delay. The tracks were very poor. The cars rattled as if in heavy seas and the track went up and down.

Wednesday, August 11, 1915

Wednesday morning we reached Reno, a small tent town, and here the tracks ended and we had to get out. We were put in a democrat (horse and wagon), \$16 and off we went, over stumps etc. The road was terrible and most of it made of tree trunks (this would be a corduroy road) At Grouard we reached a wagon road and here the road bed was somewhat better, but again often and of tree trunks. About 2 p.m. we had about an hour's stopover at a "stopping place" where we ate our food that we had brought along. The road is unbelievably dusty and we were almost grey with dust, and very tired. About 4 p.m. we neared Peace River, all the time through heavy forest with an occasional Indian farm. Then we began the descent. The back wheels were "tied up" and we literally crawled down, a very steep winding road - serpentine like. The view over the river valley was very beautiful. Drove up in front of a "rooming-house" and were given a couple of sleeping rooms, and now we got busy cleaning off our dirt and dust.

--- NOTE BY INGE (alias Ingeborg Alwina Dohlmann): I remember the rooming house. The house was divided into many small sleeping rooms but the walls did not reach the ceiling - mere partitions-end camp style cots or beds. ---

Then we went down to the river which although it was very low, was yet pretty wide. Ate supper in a restaurant which cost \$2. Then we went to bed; it was very warm and we were very tired and feeling very "down hearted".

Thursday, August 12, 1915

Got up very late and ate a bit of "dry breakfast" - (some food we had brought along). Then went to the Post Office and to the Land office. The settlement is scattered along the main river and the Hart River. Work is being done on the train tracks along the river banks, which rises up to 2000 feet. The valleys along the river are bushy. One gets across the river by way of a ferry which is pulled across. Small river steamers go to Smoky River, Fort Hudson Hope to the west and Fort Vermillion to the North.

Friday, August 13, 1915

Went to see about our tent and trunk which had been sent incorrectly in Reno. We crossed the Hart River and found a place there where we made a fire and cooked some food. Waited for our baggage all day; took a trip across the Peace River on the ferry and found a place to eat and stayed till evening.

Saturday, August 21, 1915

Spent the whole day on the other side of the river. With the binoculars, we could watch the freight wagons come down the steep hill to the town, with yesterday's freight.

Sunday, August 22, 1915

Waded across Hart Creek and found a camp place where we cooked our meal. The whole week has been spent looking for our freight, phoning, writing about it, and some "freight men" wrote for it. Unexpectedly we met a Dane in town, Chris Nielsen. He helped us to find a suitable pair of horses, harnesses and wagon - altogether it cost about 1500 kroner. He is a cowboy, married and living temporarily in a shack but was also going to look for a homestead. At a sale we managed to buy the most necessary kitchen utensils and food stuffs - considering everything the prices here are very reasonable. The last few nights have been rather cool after a recent thunderstorm. The air was very foggy and the sun a red disc without rays. Last night a house burned down. The owner had gone out after supper -and the house and everything completely destroyed.

--- NOTE BY INGE: I remember that the sand flies and mosquitoes were unbelievably dreadful. ---

Thursday, August 26, 1915

We loaded the wagon. The night before last, we heard that Director Fugl from Hudson Bay Company was here, on his own boat and that he was a Dane. So we went down to the boat and met his wife and chatted for an hour or so. Went again next forenoon and met Mr. Fugl as well as a Mr. Skeel. Had lunch aboard the boat, with them and had a long talk. Today about 5:30 p.m. we crossed on the ferry. We had trouble on the first steep hill because the left horse refused to pull; we were almost in serious trouble but we managed to get up. Drove along the river, up hill, down hill, past several homesteads but did not find water before Strong Creek where we stopped at about 8:30 p.m. We put up the tent against the wagon, and arranged things a bit for the night. The horses were "hobbled" and we gave them some oats - made a small fire, etc.

Friday, August 27, 1915

After having hunted for the horses for an hour or so, we were ready to leave. The horses were over 1/2 mile up the back trail - they had lost their bells and had found their way to a surveyors (?). Finally we got started - still very hilly -past the Catholic Mission - drove too far on the wrong road and had to return; thereafter we had a hard time up the long steep hill where before every steep place we had to stop and put blocks behind the wheels. The horses had heavy work; it was hot and flies and mosquitoes were very bad. At last we made it. We came to a newly built house where we rested and watered the horses - cooked a bit of porridge, then continued until five p.m. Stopped at a homestead where we got water for cooking and were able to put the horses in the barn.

Saturday, August 28, 1915

We continued our trip. A winding road through slightly hilly so-called "Park land"; passed a large lake where there were great quantities of hay but the lake was drying up. Searched through a bit of woods, got water at a homestead and about 6 p.m. we came across a lonely tent. Near it was a well, and there we put up our tent and the homesteader invited us to cook in his tent which we did. The mosquitoes were very bad. We fastened the horses to the wagon and went to bed. Had to get up several times to see to the horses. In the morning we found one of them had got loose.

Sunday, August 29, 1915

Broke camp - passed Burnt Creek where we watered the horses. In the afternoon we reached Friedendal where we met a young German man, a son of Dr. Bernstein, and he helped us to find the right route. He was not too happy about the country, too little water and the water was not good. Then we came to Petersen's farm and there we put up our tent. They were building a larger house: the old block house was being made into a pig "house", according to the newly married wife's wishes. The house was nice and comfortable looking. They gave us coffee and later supper. The three brothers worked together and had 3/4 section of land. Poor water in the well; water for the house was brought from a lake in the woods about one mile away. We had gramophone music for entertainment in the evening.

Monday, August 30, 1915

They gave us breakfast and then we went on. Met a couple of Danish homesteaders who were going in the same direction so they went on and we followed. Went the wrong way, went through a Swiss man's farm. The latter had built a flour mill. Rather a nice country here and quite a bit of cultivated land. Reached Vanrena P.O.<sup>8</sup>. about 4 p.m. No one here could tell us anything about Mr. Strom or Mr. Clausen. Mr. Schmidt had gone to Spirit River to work on the railroad. As there were a couple of ravines near Swede's homestead about one mile further on. When we got there, he was busy building a house - he was living in a poor Cog house with an earthen floor and it was terribly dirty. He lived here with another man. The horses were put in the barn, and we were settled in a shed on the side of the barn. As it looked as if a thunder storm was building up, we put an extra Canvas over the wagon. Were asked to eat with the men, of their homemade food, -- bacon and pancakes, etc. Went to bed and rested comfortably among the sheaves of oats while the thunder crashed and the rain poured down in buckets.

Tuesday, August 31, 1915

We decided to go back and told the men so. They didn't want us to go and told us about all the wonderful .future here. They gave us breakfast. In the meantime Elisabeth was becoming more and more ill, diarrhoea, etc, etc. Finally we got the horses harnessed etc. As it was a cold morning and the horses had been standing harnessed too long, the left horse again refused to pull. The two men took hold of the wheels and pushed, and then we got going. The newly made road was very muddy and slippery, so the mile to the post office was very difficult. Elisabeth had to walk most of the way. Here we stopped to send a telegram to Edmonton about our things there. Then we began passing Waterhole P.O. we turned off and could now follow the old trail by Friedendal until we reached the main road. There we had stopped on Sunday to go to Petersen's. We continued and reached Burnt Creek about 6 p.m. -- put up the tent and spent the night. Elisabeth still sick.

Wednesday, Sept. 1, 1915

Did not get going until 11:30. Watered horses by the block house by the hay lake and kept going and passed the place we slept the second night and we reached Hellebrandt about 7" p.m. Put on the tent and managed to cook. The horses were tethered out for the night. Elisabeth worse.

Thursday, Sept. 2, 1915

Rested. Elisabeth unwell.

Friday, Sept. 3, 1915

Sent Fred to Peace River Crossing to get medicine. First had to borrow a saddle, he left about 12 o'clock, got back about 8 p.m. with medicine.

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<sup>8</sup> the post office in the village of Vanrena

Saturday, Sept. 4, 1915

The medicine seems to have helped but the nights are very cold.

Sunday, Sept. 5, 1915

Moved on about noon and reached Stony Creek where we set up camp.

Monday, Sept. 6, 1915

Fred rode to buy fish which we cooked.

Tuesday, Sept. 7, 1915

Had decided to break camp about noon but the horses had disappeared. By the time we had found them it was too late to move on. Much thunder in the distance. Elisabeth showed no improvement.

Wednesday, Sept. 8, 1915

Heavy fog all morning. Left about noon and went all the way to the ferry where we had to wait a long time. Elisabeth much worse. Managed to get the horses put in the same barn and rented a shack from McLeod. Unloaded our things, put up the tent for the various goods -- and got Elisabeth in bed. She was much worse and I had to get word to a doctor. A bad night.

Thursday, Sept. 9. Friday, Sept. 10, and Saturday, Sept. 11, 1915

No improvement -- The doctor was here several times. -- As there is a stow here, we can cook a bit. It is snowing a bit, is very cold and the shack is draughty.

Sunday, Sept. 12, 1915

Some snow in the forenoon. No change re Elisabeth. Have written home. Wish we had never left Denmark. In the evening we had to call the doctor who then said Elisabeth must go to the hospital. Got a carriage and took her there --she is doing very poorly -- got her a small room and a good bed.

Monday, Tuesday, and Wednesday

Not much change -- poor weather with rain.

Thursday, Sept. 16, 1915

Rained all night. Cleared up about noon. On Tuesday, Fred had unexpectedly met Mr. Clausen-Schmidt at the post office. We spent the evening together. And he advised us not to go north -- had not received our letters or he would have met us. During the night a fire broke out and the restaurant where we had eaten burnt, as well as the Empire Theatre and the Broadway House.

Friday, Sept. 17, 1915

A little improvement in Elisabeth's condition. Most days we have had showery weather and thunder and lightning in the evenings.

Wednesday, Sept. 22, 1915

Yesterday and the day before Elisabeth was allowed up for a few hours. Improvement but very weak. I passed the time washing handkerchiefs, etc., cooking some food, and chopping wood.

Friday, Sept. 24, 1915

In the afternoon Elisabeth left the hospital, could barely walk. Got a room for her at the hotel. As we were not able to sell the horses and wagon without a great loss, we decided to take them with us. The washing machine and wringer was returned too and we got the full price back. The dishes and stove we had to sell at a loss. Saturday and Sunday were spent packing our things.

Monday, Sept. 27, 1915

We left Peace River Crossing at 2:30 p.m. The hand baggage in our own wagon, lots of hay for Elisabeth to lie on. The two larger trunks and the big box had to be sent by freight. The hill was not as difficult as the hill on the other side had been, but had to stop a few times to let the horses rest. At first the road was not too bad, but further on it was bad. Reached Taylor's Stopping Place --got the horses in a barn -- had supper. Elisabeth and Ingeborg slept in the owner's own bedroom, but on the floor. We others, -- (myself, Fred and Erik) in the hay barn near the barn.

Tuesday, Sept. 28, 1915

Fed and watered the horses, had tea and then left about 7 a.m. The roads just as bad, but much worse than when we arrived here in August -- could only travel about one hour at a time. About one o'clock we reached Reno after having watered the horses in the creek. Got a couple of rooms in the Northland Hotel. But there were no empty railcars, but luckily a couple of surveyors arrived, who had to have their horses and wagons loaded. After some telephoning and discussion we were allowed to load all our stuff for \$50.00. We loaded the big box, took the wagon apart and loaded it, made an approach for the horses, removed their shoes and when it was dark, we loaded them. Surely a big disappointment for the ones wishing to have the wagon and for Mr. Graham who most surely figured he would get the horses back. After a bit of supper we went to bed, finally a bed after six weeks without.

Wednesday, Sept. 29, 1915

At 4 a.m. we got up and packed our stuff. As soon as the train wagon arrived, we got in and got ourselves seats. Looked out and saw our baggage still on the platform. It seems one must look after one's own baggage. So we did. The locomotive, with the two wagons with horses etc. had been moved to the end of the line, a few miles further on, and now came back and the wagons with horses was attached to the train and then we crept along towards Round Lake. The first part the locomotive just pushed us, as there were not enough tracks for it to get in front. About 9 a.m. we reached Round Lake and had to get off, baggage and all, because the train had to go to Smokey and back again. We had breakfast at the hotel and settled down in the open until four o'clock. At 4:30 we got in the train for Edmonton, got our baggage loaded but did not leave until about 6 p.m. The conductor tried to cheat us for \$4.00, but we discovered it and he gave us the money back. A very difficult and tiring night, first very slow travel because the rails were not yet properly laid.

Thursday, Sept. 30, 1915

We finally arrived in Edmonton about 10 a.m. Put the hand baggage in the bus, dragged the heavy baggage into the station -- and off we went. It was nice to see some decent buildings again. We found our former quarters empty so we moved in. Miss Sutherland (the landlady) immediately gave us breakfast. Rested the rest of the day as well as most of the next day.

Friday, Oct. 1, 1915

Merely went out to see about our baggage -- that is, horses, etc.

Saturday, Oct. 2, 1915

Got word this morning that the horses had arrived; went by street car which took us about half way; we had to walk the remaining two and a half miles. Saw that our wagon and goods had been unloaded, as the train had arrived the previous evening about 10 p.m.; the horses had been put in a near by barn. We then got our wagon ready and loaded the big trunk and then took off up town. The right hand horse limped a bit when trotting. At first the horses were a bit nervous as regards the traffic and the street tracks but they soon got used to that. Arranged to have them put in a barn nearby; then went to a Danish black smith living close by and found the reason for the limping horse -- sort of a corn. Had the hooves properly trimmed, a sort of poultice made of porridge was put on. On the way, we had had the two wicker trunks unloaded at the railway station so that they would not by chance get soaked on the wagon on the trip south.

Monday, Oct. 4, 1915

We (that is, Einar and Fred) left Edmonton about 10:30 a.m. We went over the big bridge, through Strathcona and the road was very good and level, past well cultivated fields and many farm yards. About 7 p.m. we reached Millet, a small railway town and we overnighted at a Chinaman's place. Bought one bushel oats for thirty-five cents.

Tuesday, Oct. 5, 1915

Left about 7.30 a.m. The road crossed the railway line and was good until we had passed Wetaskiwin and entered the Indian Territory. Here it swung back and forth between lakes or rather marshy swamps. Was in bad shape and we were also bothered with showers of snow and rain so it was very cold to drive. About 4 p.m. we reached Ponoka<sup>9</sup>, the country just before the town very pretty. As the weather was becoming worse, we stopped here and spent the night.

Wednesday, Oct. 6, 1916

Left about 9 a.m. Clear weather but windy. 1½ miles before Lacombe we rested for about an hour. Very pretty road but narrow, between hills and lakes. Here are many nice looking farms with good fields. South of Lacombe the country-side was varied, Blackfield's a little poor town. Here we bought one bushel of oats for thirty cents. Passed Blindman's River and here was a long but well graded hill. Crossed the Mid Alberta railway line. Up on the higher land there was bush land with smaller farms. Then we came on to the Red Deer road. We had meant to by pass Red Deer. We got to Red Deer but the road down to the town was rather steep. We got a really good sleeping place at the Wagon Masters' and it was also fairly cheap. (Vognmanden)

Thursday, Oct. 7, 1915

Departed about 9 a.m. in fine weather. Going up from Red Deer, the road was not quite so steep. Good weather to Penhold and from there we went over narrow swampy roads, full of holes. But we managed to get out to the main road which was hard and good, with small hills and cultivated land and small lakes alongside. As we neared Innisfail, the farms were larger and there was more cultivated land. We arrived in Innisfail about 2 p.m. and had a little rest in front of the dairy, and then on towards Markerville. Went on the wrong road at first but soon found the right road. Crossed the Red Deer river bridge and continued but it got darker and darker and it was not until about 7 p.m. that we reached Markerville, even though the horses trotted well all the time. Got the horses in a barn and spent the night in the hotel.

Friday, Oct. 8, 1915

Left about 11 a.m. Had talked to Mr. Mørkeberg. Good road. Reached Smiths farm about 1 p.m. and were made very welcome.

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<sup>9</sup> The Town of Ponoka is located in Central Alberta and 104 km south of Edmonton. The word "Ponoka" means elk in the Blackfoot aboriginal language

Saturday, Oct. 9, 1915

Helped stack hay.

Sunday, Oct. 10, 1915

Drove to Dickson to look at the farm. Although not exactly what I wanted, it was quite good, well fenced and well looked after. The house has two levels, there are four rooms. The fields are flat (level) and there is a nice view to the mountains to the West. In Dickson we got acquainted with several Danes, had dinner with Th. Thomsen, coffee with Mr. Caroe<sup>10</sup>, whom I liked best of all.

Wednesday, Oct. 13, 1915

Drove to Innisfail to pick up Elisabeth and the children at the station. Found our fur coats very useful in the morning cold. Back here about 6 p.m.

Thursday, Oct. 14, 1915

Drove over to look at the farm again and decided to buy it.

Friday, Oct. 15, 1915

Drove to Markerville to consult Mr. Mørkeberg.

Saturday, Oct. 16, 1915

Again to Markerville to sign papers.

Sunday, Oct. 17, 1915

Had dinner at Fred Petersen's. Church in the p.m. The preacher a very nice person but not a good speaker.

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<sup>10</sup> Mr. Caroe, mentioned towards the end, was a Dane - from Denmark. Dickson was settled mostly by Danes from Minnesota.