

GOLDEN

Golden is an unpretentious little town amidst surroundings of great natural beauty. Situated at the Western portal of the famous Kicking Horse Canyon, it is bounded on the East by the Rockies and on the West by the serrated outline of the Dog Tooth Range of the Selkirks.

In the early days Golden took its name from a rich find of gold in Canyon Creek, a little mountain stream with a deep gorge a few miles South of the town. The gold petered out, and whilst there are large bodies of other minerals in the surrounding country, of which evidence may be seen at the local court house—where there is a fine exhibit of specimens—no further gold has been mined.

The main industry of the town is the saw mill of the Columbia River Lumber Co., whose modern, electrically driven mill, is the largest in the interior and well worth a visit. Other points of interest to the tourist are the Kicking Horse Canyon, of which fine views are to be had by taking the mountain road to the right of the Depot and above it. The road to the left goes to Hospital Falls which is worth a visit. The Swiss Guides' village which is reached by following the road Westerly along the railway, is very interesting, and the walk thither affords grand views of the surrounding mountains. Besides these trips there are many trails and lovely walks in the vicinity and tourists can spend a few enjoyable days of the "simple life" at Golden, there is a good hotel, a fully equipped garage, good stores, etc.

Tourists going East or West and not desiring to cover the same route again, can ship their cars over the C.P.R. East to Lake Louise or Banff or West to Salmon Arm. A car shipped to either of these points will reach it within two days, and, as many people do this, special loading equipment is at hand. Cars shipped with wheels on go at first class rate, minimum weight of 5000 pounds, or with wheels off at actual weight double first class rate. Freight rates (subject to change) are:—

| | |
|--|-----|
| Golden to Lake Louise, per 100 lbs | 55c |
| Banff | 70c |
| Salmon Arm | 96c |

Thus the cost with wheels on would be—

| | |
|----------------------|---------|
| To Lake Louise | \$27.50 |
| Banff | 35.00 |
| Salmon Arm | 48.25 |

With wheels off, car weighing 1800—

| | |
|----------------------|---------|
| To Lake Louise | \$19.80 |
| Banff | 25.20 |
| Salmon Arm | 34.75 |

HISTORY OF THE BANFF-WINDERMERE ROAD

The completion of this road, after years of unceasing endeavor on the part of its sponsors, Messrs. Randolph Bruce, of Invermere, and Col. Dennis, of the Canadian Pacific Railway, during which time construction has been commenced and dropped several times, is now an assured fact. By an arrangement between the Dominion Government and the Government of British Columbia, the latter have deeded to the former a strip of land 5 miles on each side of the road in British Columbia territory as an addition to the National Park System, on the conditions that they construct the road, maintain it and keep it open for travel from the 1st of May to the end of October of each year. A special Act of Parliament embodying this, and the appropriation of the necessary funds has been passed and in 1920 a special effort will be made to have the road sufficiently far advanced to open it before the motoring season closes.

Owing to the mountainous nature of the country through which this road will pass, the 47 miles which is to be built, presents many engineering difficulties, and it will probably be two or even three years before it becomes a really good road, however from the time it is opened it will be kept in a passable condition and tourists need fear no difficulties whatever.

There is little doubt that the completion of this road will open up to motorists a tour unequalled for the grandeur of its scenery, throughout the world of motordom, as it traverses the scenic heart of the Rockies.

The 500 mile circle tour is one which will give the tourist the only true conception of the Rockies, which hitherto to most people have been merely a name, as a brief visit to Banff or Lake Louise, or a trip through on the train, whilst delightful, gives one only a very faint idea of what the Rockies really are like, whereas this trip by motor takes you through their passes and over their summits opening them up in their true magnificence and enables one to come to a realization of their wonders and mightiness. Incidentally this tour crosses the summit of the Rockies twice.