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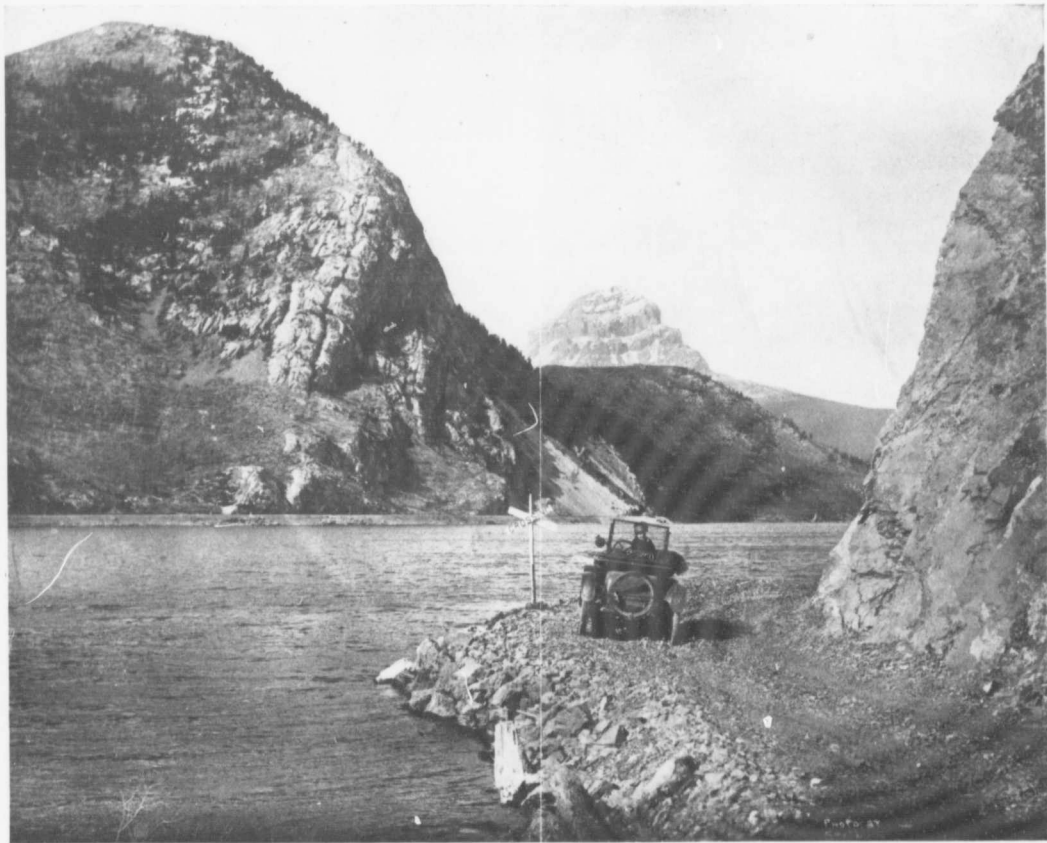
THE
CANADIAN
ROCKIES

AND HOW TO SEE THEM
BY

THE SOUTH EASTERN
BRITISH COLUMBIA
MOTOR ROUTE

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The Canadian Rockies



THE GATEWAY TO SOUTH-EASTERN BRITISH COLUMBIA

Photo by J. P. Spalting, Fernie, B. C.



INTRODUCTORY

THIS BOOKLET is issued by the Boards of Trade of South-Eastern British Columbia with the object of placing before the Motoring public of Canada and the United States the possibilities the Canadian Rockies have to offer for their enjoyment. Beautiful Roads, for the most part gravelled, unsurpassed scenery of mountain, lake, river and valley, together with excellent fishing, hunting and climbing, which makes this section of the Province an unending source of delight to the tourist. The hotel and garage accommodations throughout are good, and campers will find sites available every few miles; these are provided by the Provincial Government.

It is hoped that the perusal of the following pages will induce you to include a trip through here in your next itinerary when we know that you will echo the statement made by everybody who has motored here, "That it is the most enjoyable trip we have ever made."

Tourists, who are non-residents of the Province, are allowed a 60 days' permit, but the owner, or person in charge of the car, must register it with the Provincial Police directly on arrival in the Province. The following form, which can be procured from any Police office, must be filled out and sent to the Superintendent of Provincial Police, Victoria, B.C., through the registering office.

"You are hereby notified that the motor car herein described has been brought into the Province of British Columbia at.....from.....

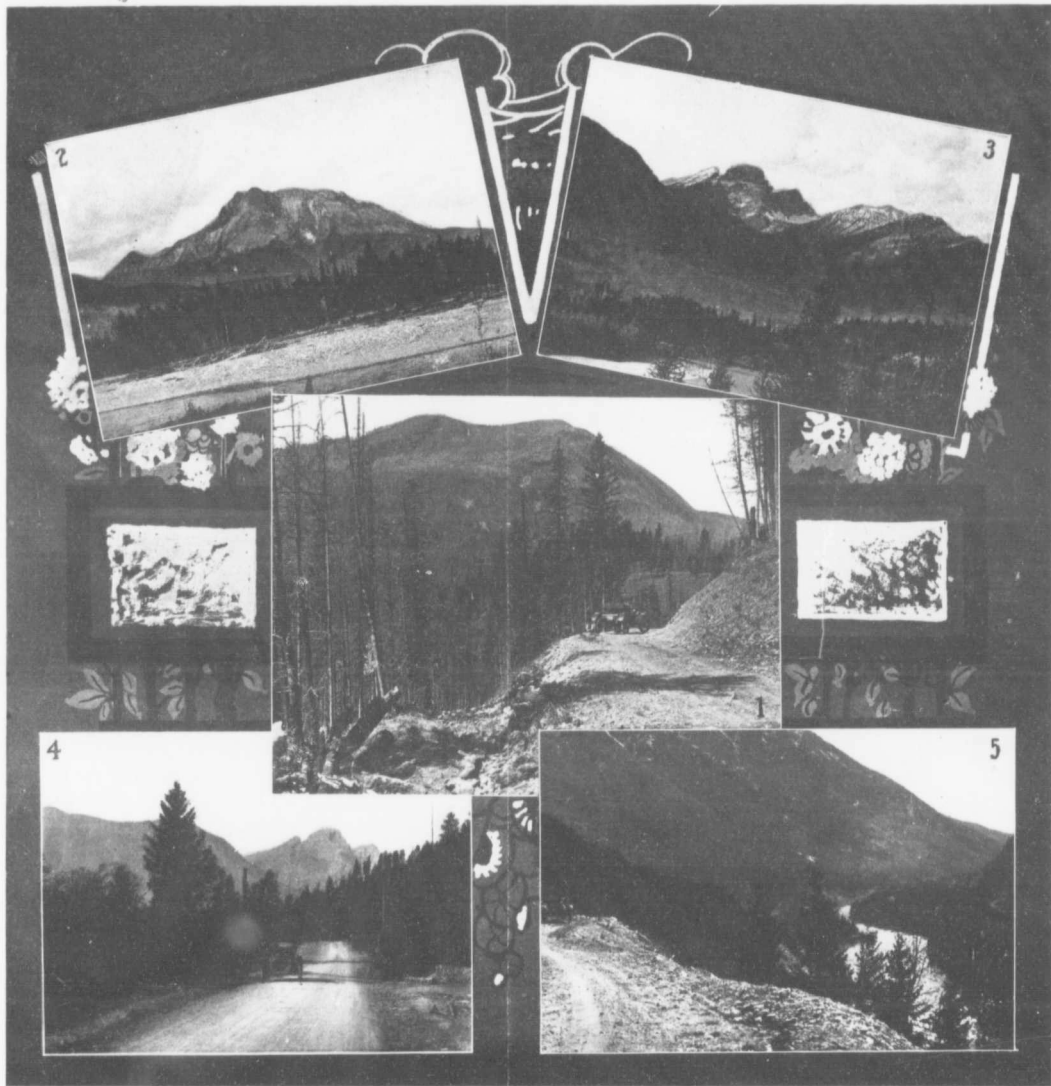
for touring purposes, and will be taken back to.....
.....within 60 days hereof. Then follows the particulars of motor, maker's number, owned by, address, number affixed to motor, name of chauffeur, brought into British Columbia by, and the date."

Tourists from, or to, United States points, on arrival at the port of entry, must go through the regular customs formalities which consist of filling in a form with the following particulars. Make of car, number of engine, serial number of car, license number, numbers on all tires, a list of accessories, etc. It will save you considerable time if you have these particulars prepared beforehand. In the event of the anticipated length of stay exceeding the time permitted either in Canada or the Western States, it will be necessary to furnish bonds for double the estimated duty based on the appraised value of the car by the customs officer.

Canadian motorists proceeding to the United States should supply themselves with an invoice covering the car and accessories. These **MUST** be certified by the United States Consul at Fernie before leaving. This latter procedure is absolutely necessary, omission to observe it will cause you to be turned back at the border.

The rule of the road in British Columbia at present is: "KEEP TO THE LEFT," but after July 1st, 1920, it is probable that this will be altered to "KEEP TO THE RIGHT," thereby corresponding with the rule of the road in all the adjoining Provinces and the United States.

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1.—Ravine of North Fork of Michel Creek.
 2.—Mount Hosmer and Elk River.

3.—Trinity and Proctor Mountains.
 4.—Trinity Mountain, 10,000 feet.

5.—Along the Elk River.

Photos by J. F. Spalding, Fernie, B. C.

THE CANADIAN ROCKIES AS A MOTORING CENTRE

THE TRANSCONTINENTAL HIGHWAY

CROW'S NEST TO CRESTON

"This has been the most enjoyable part of our trip from San Diego. Your roads are wonderful, and the scenery is incomparable, I hope to come again." . . . "Roads, generally speaking, are excellent, and the scenery is second to none." . . . "Great roads, greater scenery." . . . "Really fine roads, words cannot describe the scenery." . . . "Shall certainly be a booster for this trip."

These remarks and many more in a similar strain have been written by tourists in the Register of the Board of Trade Information Bureau at Fernie, and being the expressions of disinterested persons will doubtless create a better impression in the minds of those who read them, than would a whole book of descriptive matter written by us. We therefore shall confine our remarks to a brief description of the road and the most interesting points and leave you, who come to see, to form your own opinions.

The most outstanding feature of a trip through this section of British Columbia is, that one can drive over almost perfect roads for days at a stretch, the whole time never being away from alongside rivers or lakes, or running at the foot of one or other of the many majestic mountains ranging to as high as 11000 feet. We believe that we are correct in making the statement that nowhere else on the American Continent can such a trip of 350 miles be found. The through road is open usually from the end of March until the end of October, but West and South of Elko the season is much longer for local travel.

Starting at "The Divide" at Crow's Nest, which is the Eastern extremity of the road, it passes Crow's Nest Lake and for the next 9 miles follows the course of Michel Creek through a narrow defile into Michel, where are located some of the collieries of the Crow's Nest Pass Coal Co. Then through Natal and two miles beyond, it meets the Elk River and swings abruptly to the South

following the course of this river for the next 40 miles, passing through Hosmer where it crosses the river at the foot of Mount Hosmer (8000 feet). It then enters what has been called by many tourists "The scenic wonderland of the Rockies," passing in the order named Mt. Proctor (6000 feet), Trinity Mountain (9870 feet), and Mount Fernie (5000 feet), at the foot of the latter it again crosses the river and enters the town of Fernie.

FERNIE

(33 Miles from Crow's Nest, 51 Miles from Gateway, Mont., and 112 Miles from Eastport, Idaho.)

This town with its population of approximately 5000 is the largest town in South-Eastern British Columbia and one of the most progressive towns in the Province, it is ideally situated in the scenic heart of the Rockies being surrounded on all sides by high mountain peaks, the most picturesque of which are Castle Mountain (5000 feet), and The Hog's Back (5500 feet) on the east, Mount Fernie (5000 feet) on the west, Trinity Mountain (9870 feet), Camel Mountain (6000 feet), and Mount Hosmer (8000 feet) on the north, the Lizard Range (from 4000 to 7000 feet), and the Morrissey Mountains (about 5000 feet) on the south, whilst the Elk River flows from north to south through the town.

Its basic industries are Coal and Lumber. The Crow's Nest Pass Coal Company's mines are the largest individually owned mines in Canada, covering an area of over a quarter of a million acres. The supply is practically inexhaustible, it is Bituminous coal of excellent steaming qualities. They give employment to about 1200 miners and produce about 4000 tons of coal and 600 tons of coke daily.

The timber areas in the vicinity are very extensive and consist chiefly of Tamarac, Pine, Spruce and Cedar—these are operated by the Elk Valley Lumber Co. and the White Spruce Lumber Co., the daily capacity of their mills is around 100,000 feet at each. There are also several post and prop camps operating. This industry employs about 500 men the year round.



1.—The Elk River and Lizard Range, Fernie, B. C.
2.—The Twin Peaks, Fernie, B. C.

3.—The Craggs, Fernie, B. C.
4.—Island Lake, Fernie, B. C.

5.—Mount Fernie, Fernie, B. C.

Photos by J. F. Spalding, Fernie, B. C.

There are two wholesale grocery establishments, three banks, four churches, five public schools and a high school. The Public Utilities are owned by the Municipality. Entertainment is provided by two moving picture theatres and an opera house.

Fernie is the headquarters of the Provincial Government in this District and is also the United States Consular headquarters.

The space at our disposal will not permit of an extensive description of the places of interest and enjoyable side trips to be had here, but the tourist with the time to spare will find endless opportunities for a thoroughly enjoyable vacation.

A visit to the mines at Coal Creek, which is 5 miles away, has much to interest visitors and is a very nice drive. There are many delightful tramps right into the mountains, to the Falls on Fairy Creek which is two miles and to Island Lake which is 6 miles, are the most popular. Mountain climbing is made easy by good trails. The ascent of Mount Fernie can be made in three to four hours with ease, Mount Hosmer and the Lizard Range can be climbed easily in a day and Trinity Mountain in two days. Strong nailed boots should be worn by those who climb.

Big game, consisting of Grizzly, Brown, Silver Tip and Black Bear, Cougar, Lynx, Mountain Sheep, Goat and Deer abound, and in the open season big bags are common events. Fishing, however, is the pre-eminent sport in this district, the streams literally teem with trout ranging from a half to three pounds in weight. The names of a few of the best of these streams are: The Elk River, Lizard, Morrissey, Rock, Sand, Wigwam and Lodge Pole Creeks, every one of which flows through incomparable scenery, especially is this so in regard to Wigwam Creek, which runs through a Canyon whose walls rise to nearly two thousand feet from the water's edge. High water, during which there is no fly fishing, is usually from the second week in June until late in July. Rock Creek and Lizard Creek, however, are not affected and remain clear.

Four hotels offer good accommodations for tourists and two garages are equipped for efficient and expeditious repairs to any make of cars, and carry a full line of accessories and tires.

Fernie is steadily increasing in popularity amongst visitors from the prairies as a vacation resort, not only for the reason that the scenery here is so beautiful, but on account of the climate. The hottest day in the summer

rarely exceeds 80 and the evenings are always cool. Immunity from the mosquito pest is a consideration which is much appreciated by visitors.

There is a good nine-hole golf course and visitors are admitted to play at a small nominal charge. A game on this course, on account of its magnificent surroundings, is something to be remembered.

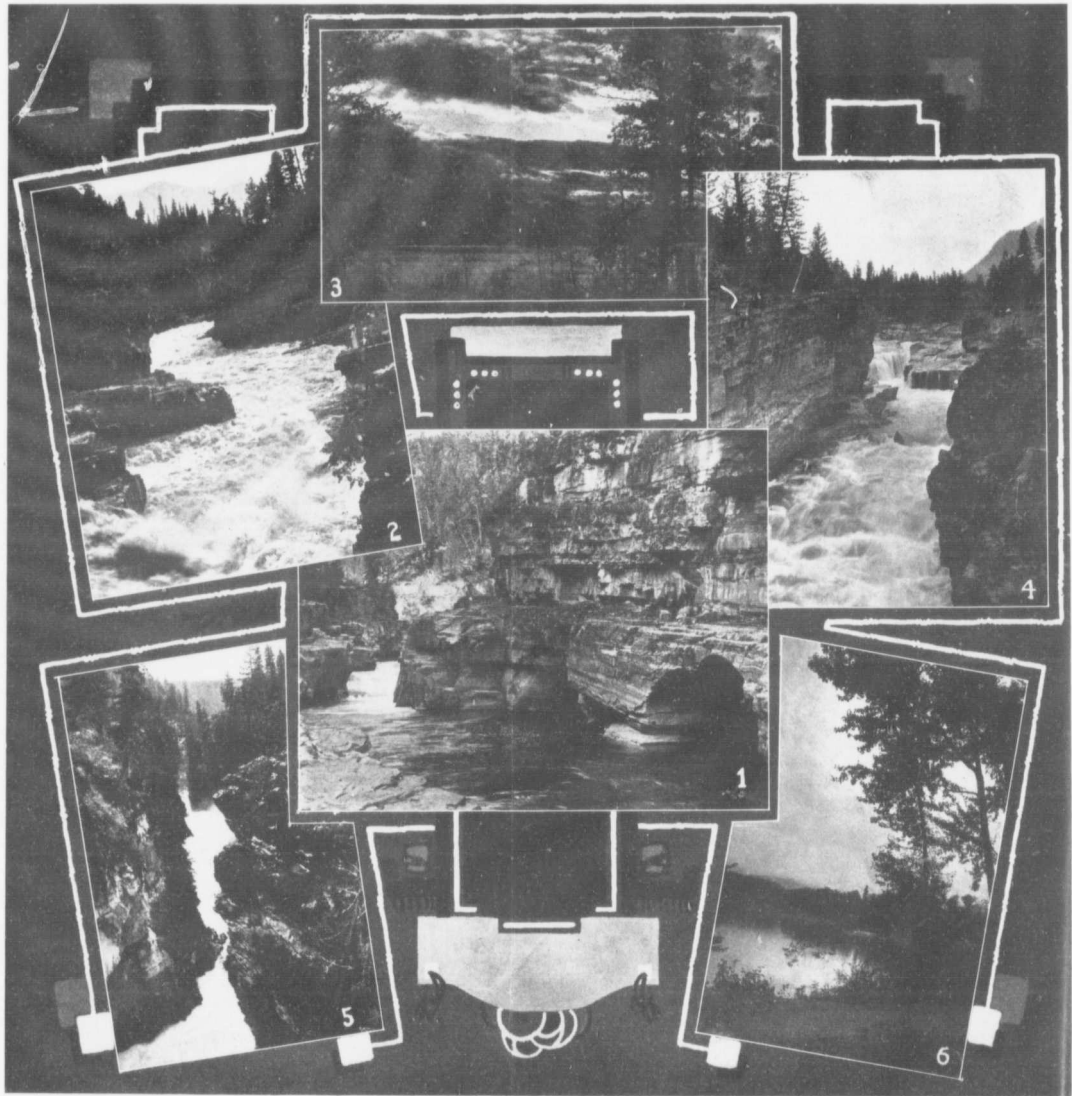
The Fernie Board of Trade maintain a Free Information Bureau for tourists, and will be glad to receive enquiries for any further information respecting this District or any of the roads or places of interest in Western Canada and the States of Montana, Washington, Idaho or Oregon. A letter addressed to the manager of the Information Bureau, Box 26, Fernie, British Columbia, will receive prompt attention.

TRANS-CONTINENTAL HIGHWAY—Continued

From Fernie the next 20 miles is through scenery which surpasses in grandeur anything to be found in North America; leaving the town the road follows the contour of the mountain side, rising to considerable heights by easy grades and paralleling for most of the distance the magnificent Lizard Range—which is across the valley—with the river winding its tortuous way hundreds of feet below. After passing Morrissey, it ascends still higher for a few miles then drops again to the river level, passing through a beautiful clump of cedars, (called locally 'Stanley Park') and rising and falling crosses the river into Elko. This town is the junction of the roads leading to Montana points, one via Roosevelt and the other via Baynes, Waldo and Flagstone to Gateway.

As the only United States Customs office is at Gateway, Montana, tourists are advised to go by the Trunk road which passes through Baynes, Waldo and Flagstone which is the most direct way.

The other route via Roosevelt, whilst containing much of interest, is rather longer and as it is compulsory to go through the Customs Port at Gateway, on arrival at Roosevelt you will have to swing sharp to the right just before reaching the International Boundary and make the detour to Gateway. This is a point which tourists should be particular about because several have crossed the International Boundary at Roosevelt and continued to Eureka, Mont., and have been notified that their cars were liable to confiscation for not having first been cleared at Gateway.



1.—Elk River Canyon, Elko, B. C.
2.—Elk River Canyon, Elko, B. C.
3.—Sunset at Baynes, B. C.

4.—Elk River Canyon, Elko, B. C. *Photos by J. F. Spalling, Fernie, B. C.*
5.—Bull River Canyon.
6.—The Kootenay River at Waldo, B. C. [Page Eight]

ELKO

(53 Miles from Crow's Nest, 31 Miles from Gateway, Mont., 92 Miles from Eastport, Idaho.)

This small town is particularly fortunate in its location situated as it is on a high plateau, skirted on the South by the fertile Kootenay Valley and by high mountain peaks to the North, East and West. Within a few hundred yards of the town is one of the grandest pieces of Canyon and Mountain Scenery in America, the Elk Canyon. Immediately below the bridge which is crossed just before the town is reached, the Elk River narrows abruptly and cascading over a series of falls it enters the canyon and for half a mile rushes through perpendicular walls of rock varying from 200 to 1000 feet high, then over a fall of 40 feet it empties itself into the big basin and flows from there in a thunderous rushing torrent through a still deeper canyon for mile after mile until it finally empties itself into the Kootenay River 25 miles away.

There are many trails leading to the most picturesque parts of the canyon, in some places reaching to the water's edge and in others to a high bench of rock, along which one can walk for some distance all along the edge and can look straight down to the foaming waters many feet below. Words utterly fail to give an adequate description of the tremendously massive rock formations and peculiar erosion effects of centuries of rushing waters; along the edges immense caverns have been worn out by the current and the surface left as smooth as if planed off and polished. The many species of brightly colored foliage growing everywhere, even out of the rock itself, make of this canyon a veritable riot of color. No tourist should miss visiting it.

Below the falls, and on down through the canyon from there, trout fishing is excellent, they are caught up to the three pounds in weight and in many of the pools there are bull trout (charr) which run as large as 20 pounds.

There is a comfortable hotel and a garage, and stores where supplies for campers and sportsmen can be obtained, also a few cottages for rent. Any enquiries sent to Fred Roo, Elko, B.C., will receive prompt attention.

WALDO AND BAYNES

These two small lumbering towns are on the motor road to the International Boundary at Gateway, Montana, and are situated in the fertile valley of the Kootenay River.

The Adolph Lumber Co., at Baynes, and the Baker and the Ross Saskatoon Lumber Companies at Wadlo, operate large mills whose combined output exceeds a quarter of a million feet daily. In addition to this industry there is considerable cattle raising, farming and fruit growing carried on.

A trip to these two places makes a very pleasant detour (over a splendid road), of 13 miles off the Transcontinental Highway, running through varying scenery. Baynes is reached first at slightly over 10 miles, and Baynes Lake and Surveyors' Lake here are two delightful spots, especially the latter, where good bathing is to be had, as the lake has sandy shores with a gentle slope.

Waldo, which is three miles farther on, is on the banks of the Kootenay River and camping anywhere along here is a source of much enjoyment during the months of August and September, and across the river from here, within easy reach, is Gold Creek where splendid trout fishing is to be had. This also is a good district for deer which are very plentiful.

An added feature of interest to this detour, is a drive over the benches from which can be seen a 50 mile sweep of the river, with the Selkirks and the Purcell Range of the Rockies as a background.

The International Road leads from here through Flagstone to Gateway, Montana, where the United States Customs Port of Entry is located, a distance of about 17 miles.

Supplies of all kinds can be purchased at either place and at Waldo there is a comfortable Hotel and good garage.

TRANS-CONTINENTAL HIGHWAY—Continued

The Road from Elko now leaves the Elk River and enters the wide valley of the Kootenay River which is very park-like and well wooded, passing Galloway and Jaffray and crosses the Kootenay into Wardner. There is the alternative of two routes from here to Cranbrook. The junction of the roads is at the point where it swings to the left to cross the river into Wardner, by continuing straight on instead of turning, it goes through Bull River and Fort Steele, paralleling the river for a considerable way and rises to quite a height, affording many magnificent views. The rugged Steeples, whose peaks reach 10,000 feet, are in clear sight and snow-capped the year around. The Bull



1.—St. Mary's Falls, Cranbrook, B. C.
 2.—Farming Scene, Cranbrook, B. C.
 3.—The Rockies as seen from Cranbrook.

4.—Scene on Motor Road near Cranbrook.
 5.—Scene on Motor Road, Cranbrook.
 6.—The Kootenay River near Cranbrook.

Photos by J. F. Spalding, Fernie, B. C.

River Canyon, which is a short distance from the town of that name, is another very beautiful spot and it is well worth making the detour to see the two falls of 107 and 37 feet.

Fort Steele is a town having an historical interest. It is one of the oldest towns in the province, old-timers there even claim that it put British Columbia on the map. In 1864 it was the scene of one of the most phenomenal gold rushes in history and in less than two years many millions in gold were taken out of Wild Horse Creek. Since then farming and lumbering has kept the town alive, and many big game hunting parties from the East outfit here. The St. Eugene Mission for Indians is close to the town and is worth a visit. From here to Cranbrook is through interesting scenery. This route is about 9 miles farther than the direct route from Wardner to Cranbrook. This latter route passes through the town of Wardner, which is a large lumbering centre, and parallels the Kootenay for about 6 miles. Some very beautiful views are to be had all along the river with the distant snow-capped mountains as a background, the Rockies on the right and the Selkirks on the left. A few miles out it descends to the river level and passes the ready-made farm colony of the Canadian Pacific Railway. Across the river from here is one of the finest views of the Steeples. It then rises by easy grades, passing through a grazing country dotted by small lakes and enters Isador Canyon, (which on account of its many turns and twists has been nick-named the Corkscrew road) passing between steep cliffs and around rocky bluffs it climbs out of the canyon and crosses St. Joseph's Prairie and enters Cranbrook. This is a particularly interesting 22 miles on account of the many extremes in the scenery.

CRANBROOK

(97 Miles from Crow's Nest, 75 Miles from Gateway, Mont., and 50 Miles from Eastport, Idaho.)

This City has a population of 4,000 and is situated on a beautiful prairie at the foot of Mount Baker, named after Colonel Baker, the founder of the City. It is twelve miles from the Main Range of the Rockies, of which splendid views are had from any part of the city, which makes it one of the most beautifully situated cities in the Great West. It is the Divisional Headquarters of the Canadian

Pacific Railway's Crow's Nest Branch. It is the headquarters of the Provincial Government for the Cranbrook District and has seven hotels, five well-equipped garages able to handle any kind of repair work, five churches, three banks (the Canadian Bank of Commerce, Imperial and Royal Banks), two restaurants, and a large Y.M.C.A., good retail and wholesale stores and many beautiful homes. The Golf Course and Tennis Grounds are available to tourists at a nominal charge.

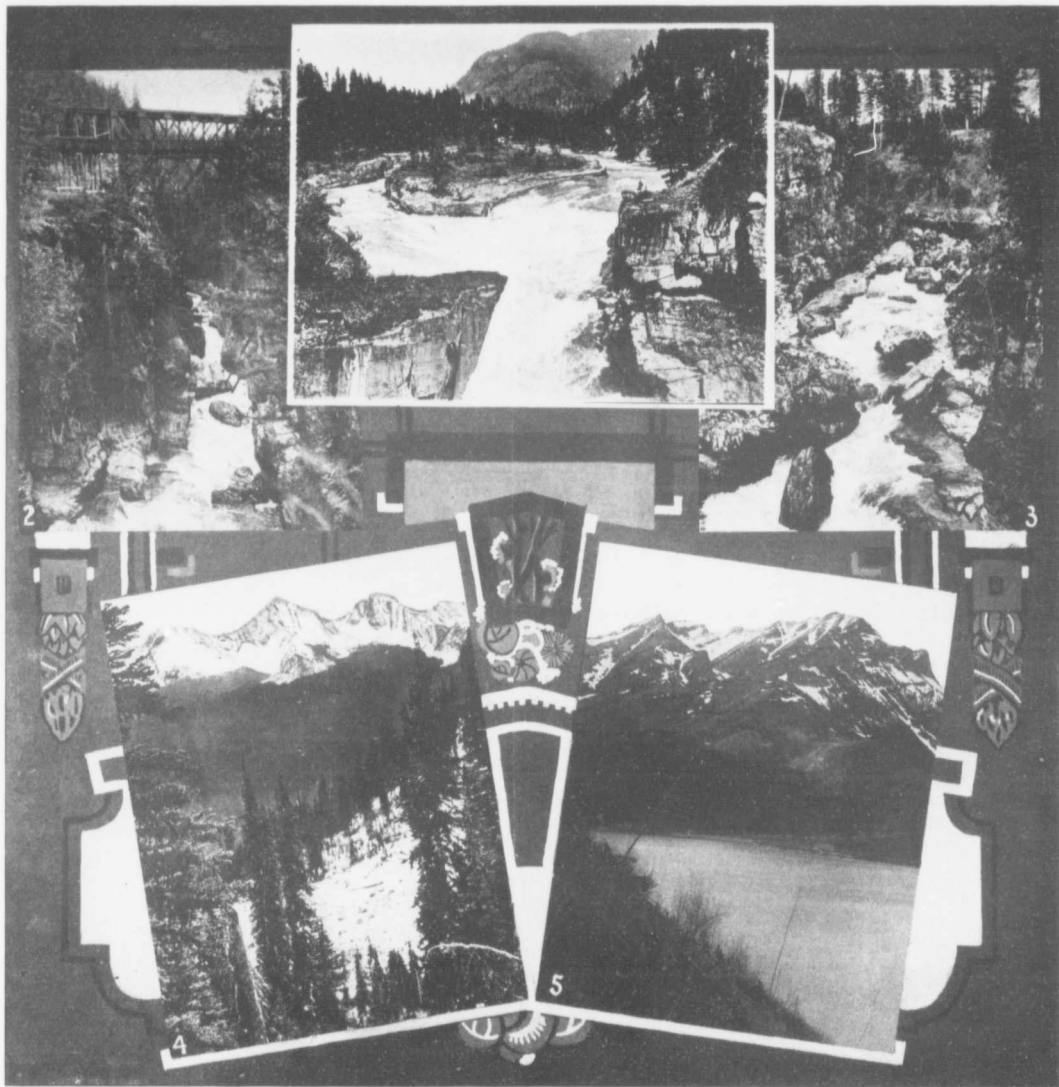
The city maintains a free camping site for tourists and offers many interesting side trips for their enjoyment, a few of which are mentioned below.

Green Bay on Moyie Lake twelve miles south has a sandy beach with good bathing, there is a floating wharf with dressing-rooms, good camping grounds with excellent spring water, and boating and fishing make this a very attractive spot.

St. Mary's Lake, twenty-six miles north of the City, is a beautiful body of water surrounded by the high peaks of the Selkirks. Good tent accommodation in the camping grounds is maintained during the summer, and with good boating, fishing and bathing amidst such glorious surroundings it is a trip which should not be missed. Whilst on this trip you are recommended to spend an extra hour and go and see the largest Silver Lead Mine in the world, the "Sullivan," it is the property of the Consolidated Mining and Smelting Co., and is located at Kimberley, four miles from Marysville. Going out, turn to the right after crossing the Marysville Bridge.

The Wycliffe-Mission circular trip: Take the St. Mary's Lake road to the nine mile board at the St. Mary's River bridge by the plant of the Otis Staples Lumber Co., which is one of the largest and most modern in the Province, then cross the North Star Railway and, keeping to the right, you will cross St. Mary's prairie where there are many fine farms. This road will bring you down to the St. Mary's River again at the St. Eugene Indian Mission where there are about five hundred of the Kootenay Indians. The Mission contains a large Industrial School and farm. Passing through the Mission grounds St. Joseph's Creek is followed back to the City. The total distance being twenty-eight miles over an excellent road.

The roads out to Perry Creek, Gold Creek, Cherry Creek, Wasa and Skookumchuck are all good and contain much of interest, but space will not permit a description



1.—River Scenery in The Crow's Nest Pass.
2.—Goat River Canyon at Creston, B. C.

3.—Goat River Canyon, at Creston, B. C.
4.—The Divide, Crow's Nest Pass, B. C.

5.—Lake scenery in Crow's Nest Pass.

Photos by J. F. Spalding, Fernie, B. C.

excepting to say, that Perry Creek is historical on account of its being a Hudson's Bay Station when the great gold rush was on in 1854.

The Bariff-Windermere Road, which is fully described elsewhere in this booklet, leaves the city via Cranbrook Street and follows the main highway East to the six mile post, and keeping to the left passes over pine-clad hills and numerous small lakes and ten miles out reaches the top of Brewery Hill from where an excellent view of the historical town of Fort Steele is seen half a mile away across the Kootenay River.

The Cranbrook and District Automobile Club has been the moving spirit of the agitation in respect to roads throughout the East Kootenays and to them is largely due the credit for the very excellent roads which are now so much appreciated by all.

TRANS-CONTINENTAL HIGHWAY—Continued

Passing through Cranbrook the road swings to the South running parallel with the Canadian Pacific Railway for 12 miles passing through Wattsburg, it then follows Palmer Bar Creek and crosses the Moyie River, (there are several fine camping sites here), and follows this stream. At mile board 12 is a road to the left leading to Green Bay (one mile south), where there are good camping grounds, and at Mile 14 is a road to the right which leads to Monroe Lake where good fishing is to be had. Climbing by easy stages the road reaches an elevation of over 500 feet above North Moyie Lake of which some magnificent views are to be had. It then descends to water level and crosses Lamb Creek and on through well timbered country along the East side of Moyie Lake through the town of that name and past the famous St. Eugene Silver Lead Mine. It rises and falls considerably and after leaving the lake well behind, passes through a logged over country devoid of interest and past the big plant of the Canadian Pacific Railway Lumber Co., then crosses to the West side of Moyie River into Yahk. This village is of considerable importance as it is the junction of the C. P. Rly. and the Spokane International Rly. Two miles South of here is where the motorist going to Idaho or Washington points branches off to Kingsgate and Eastport, a distance of 10 miles.

Continuing south from Yahk the road again crosses the Moyie River and climbs to the summit of Goat Fell,

then descends to Meadow Creek. Following this stream through Kitchener it meets the Goat River and follows it along the East bank for five miles, then crosses to the West bank and here some grand views of the Goat River Canyon and Falls are seen. It then swings to the North and passing through a fine orchard section reaches Creston.

There is a good route from here South to Bonner's Ferry, Idaho, which is about 30 miles, it crosses the International Boundary at Port Hill, where both Canadian and United States Customs stations are located.

At the time of writing it is expected that the road will be continued through Creston and Sirdar, during 1920, to Kuskanook, at which point those going through to Nelson will be able to drive their cars right onto the boat for the trip across Kootenay Lake, but until this is done the best plan is to ship cars direct from Creston by rail.

CRESTON

This town (unincorporated) is beautifully located at the foot of Goat Mountain, with a splendid view both South and West, of the Kootenay Flats, a scene which never fails to attract delighted comment from the tourist.

Ten years ago it became a thriving village due to extensive lumber operations in the vicinity, this has now given place to fruit growing, the Creston Valley, of which the town is the centre, being commonly known as the Garden of East Kootenay. The hotel accommodation here is fair. There are three garages, two banks and the various stores common to an agricultural centre.

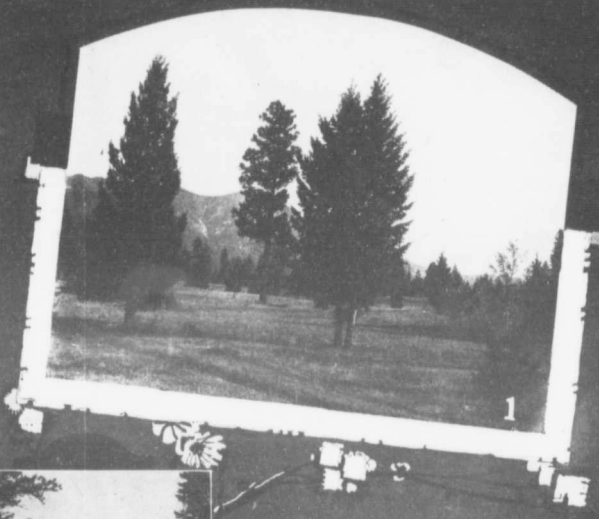
The fishing in the nearby streams is fairly good, but the more ardent disciples of Isaac Walton are recommended to stop at Kitchener, where the trout fishing is excellent, and there is a good little hotel.

Visitors to Creston should not miss seeing the Goat River Canyon, which is about four miles from the town, At this point the Goat River flows through a rocky canyon several hundred feet below the bridge, and if it is seen shortly after a heavy rain, is a sight to be remembered.

Further West, at an elevation of about 1000 feet, there is a magnificent view of the Kootenay Flats verdure-clad thousands of acres, which gradually fades to Kootenay Lake and affords a panorama which is admitted to be one of the finest in all British Columbia.



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1.—Park Lands, near Invermere, B. C.
2.—The Gap, Sinclair Canyon.
3.—Canyon Scene in the Lake District.

4.—The Rockies, near Windermere, B. C.
5.—In the Lake District.
6.—Lake Windermere.

7.—Premier Lake, in the Lake District.

Photos by J. F. Spalling, Fernie, B.C.

The ascent of Goat Mountain is easily made by a fairly good foot path, and from here is opened out a glorious view of the tributary country and extends well into the State of Idaho, and well repays the exertion of the climb.

One thing which immediately arrests the attention of the tourist when he reaches Creston, is the wooden tablet in the centre of the town which at present pays tribute to the men of Creston Valley who made the great sacrifice in the world's war. This shrine, as it is familiarly called, has the distinction of being the first war memorial to be erected in British Columbia.

Long distance telephone connections are to be had here to all points and the three garages furnish a guide service to the fishing grounds and other points of interest, as well as providing correct information as to camping sites.

TRANS-CONTINENTAL HIGHWAY—Continued

Referring back to the road to the International Boundary at Kingsgate, B.C., and Eastport, Idaho, which branches off two miles past Yahk, the tourist can, if he prefers, take this road to Bonner's Ferry at which point connections are made with the Yellowstone, Glacier Park, Portland and Spokane trails.

All of the foregoing particulars are descriptive of the Highway through South-Eastern British Columbia. The Windermere, Columbia Valley and Golden Roads branch North from Cranbrook, the distance from Cranbrook to Golden being about 180 miles, it is a perfect gravelled road for 95 per cent. of the way and passes through incomparable scenery. A brief description of its most interesting features follows:

WINDERMERE AND COLUMBIA VALLEY ROAD

FROM CRANBROOK TO GOLDEN

Leaving Cranbrook by Cranbrook Street it follows the main highway East through a short distance of prairie and soon enters the foothills, it swings to the left at the six mile point and passing several small lakes it ascends Brewery Hill and reaches Fort Steele.

This small town is located on the East bank of the Kootenay River at the confluence of the St. Mary's River and Wild Horse Creek, amidst splendid mountain scenery.

It was named after Major General Sir Samuel Steele who commanded the North West Mounted Police in Western Canada for many years. A detachment of the police was stationed here in the early days and their barracks and fort still remain.

The old town of Fort Steele was located five miles from the present one, up Wild Horse Creek in 1864, it was the scene of one of the most phenomenal gold rushes in history and in the two years that it lasted many millions in gold was taken out. Wild Horse was a roaring camp in those days, everything was paid for in gold dust and the price of a drink of red rum was as much as the bartender could pinch between his thumb and first two fingers. At that time there were around 5000 men scattered over the hills, then came the rumour of a great new strike in Montana, to which the men drifted like snow before a chinook. There is an excellent road up to the Old Town and as there is still quite a lot of gold mining being carried on there, it is well worth a visit.

For many years Fort Steele was the head of navigation on the Kootenay River, steam boats were operated between here and Jennings, Montana, taking out ore and bringing in supplies.

From the wild times of early years this has become the placid centre of a good farming and cattle raising section and is also an outfitting point for many big game hunters.

Leaving here the road continues North up the Kootenay River and eight miles out drops to the river level and skirts large meadows which are known as Bummer's Flats, where wild duck are very plentiful in season. Four miles past here it reaches Wasa, one mile East of the Kootenay River, at the junction of the Banff-Cranbrook and Cherry Creek-Cranbrook roads. This place was part of the estate owned by N. Hanson, generally known as Governor Hanson—an old-timer who used to run an excellent tourist hotel there in the early days.

Wasa Lake here is a very popular resort and splendid bathing is to be had, its shores are sandy and during the warm months many parties camp around the lake.

Varying and beautiful scenery for the next 16 miles to Premier Lake is driven through. This lake is well stocked with salmon which run from 7 to 30 lbs. in weight. Experienced anglers say that these fish are unusually gamey, and the experiences related by some of them are hard to credit.



1.—Columbia River at Spillimac'ine, on Windermere and Golden Road.
 2.—Hospital Falls and Morberly Peak, Golden.
 3.—Along Windermere-Golden Road.

4.—A Close Up of Hospital Falls, Golden. *Photos by J. F. Spalding, Fernie, B.C.*
 5.—Near Golden on Windermere to Golden Road
 6.—McDermot's Ranch, 4 miles South of Golden.

At the 55 mile point the Kootenay River is again crossed and Canal Flats is reached. This is the Southern end of the Lake District. The road crosses to the West side and ascends to the park-like benches skirting the Western edge of Columbia Lake. This is one of the most beautiful lakes in the mountains and is the veritable headquarters of the Columbia River, which formerly was connected by canals with the Kootenay River, hence the name of Canal Flats.

The road winds for mile after mile along the shores of this lake and the views to be seen from the higher points in either direction are magnificent in the extreme. At the Northern end of the lake, the road branches, the one to the left follows the shores of Lake Windermere and leads directly to the town of Invermere, this branch of the road is not gravelled all the way, but is good. The main trunk road crosses to the East side of the Columbia River and passes through Fairmont at which place are the wonderful Radium Hot Springs whose waters have remarkable medicinal values and tourists availing themselves of the opportunity of having a dip in them, will resume their journey feeling greatly refreshed. The peaks of the Fairmont Range towering directly above here reach a height of 9000 feet. There is a stopping place with comfortable accommodations and a store at which supplies can be had.

For the next 14 miles the road is along the base of high snow-clad mountains which are on the right and on your left is the valley with a background of more snow-clad peaks. The prettily situated little town of Windermere is then reached, here is a glorious view of Lake Windermere on the gently sloping banks of which the town nestles. Ideal bathing is to be had here, the lake is fed by many hot springs and from June to the end of September its waters are quite warm. Those desiring to stop over here will find excellent accommodations at the Windermere Hotel, and a store at which supplies may be had.

Four miles North from here is reached the junction of the Athalmer, Invermere and Wilmer roads, of which we will first give a brief description: Athalmer is reached first and is situated at the foot of Lake Windermere at the crossing of the Columbia River. There are a number of general stores and a hotel here. About a half mile to the South-west Invermere is then reached. It is located on a point jutting into the lake with high peaks for a background. It has a very picturesque and sporty golf

course, tennis courts, and a well appointed tourist hotel. Golf and tennis are open to visitors at a nominal fee. It is expected that during the summer of 1920 there will be a tent city erected similar to the one at Coronado beach. It will be situated on the point overlooking the lake, and facilities will be provided for bathing and boating. Free camping sites will also be provided for those bringing their own camping equipment.

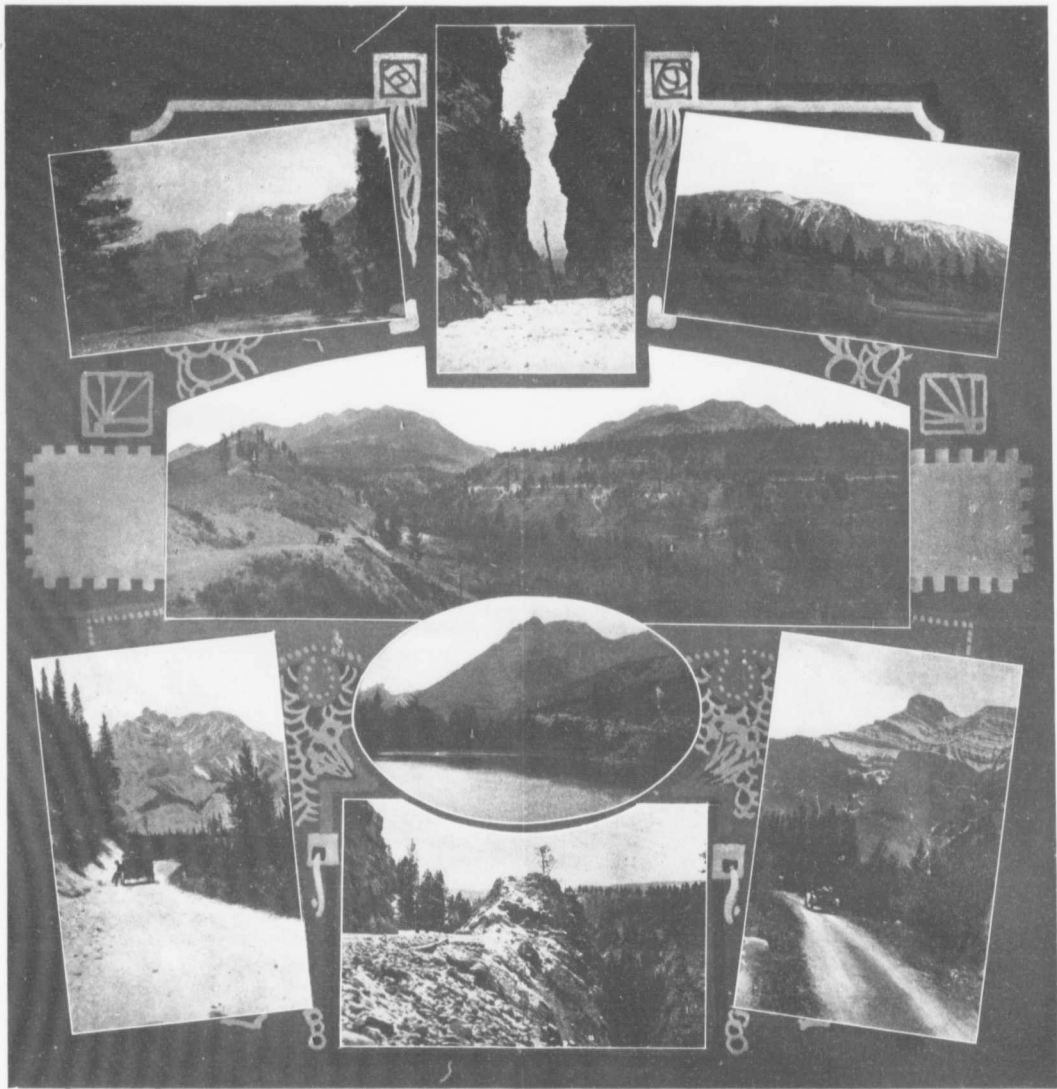
A beautiful drive from here is along the wonderful Toby Creek Canyon crossing the bridge eight miles up and returning via Wilmer, which is about two and a half miles from Athalmer. It is the starting point for a trip up Horse Thief Creek with its mysterious Lake of the Hanging Glacier and Ice Tunnel. This is 30 miles West of Wilmer, twenty of which can be driven and the rest by ponies. It is one of the most glorious trips in the Rockies.

From Wilmer back to Athalmer there is an excellent road skirting the Columbia River.

Going back now to the junction of roads 4 miles from Windermere, the trunk road continues North towards Golden, passing the Western end of the Banff-Windermere Road at Sinclair Creek. (A full description of this road follows later). It crosses Sinclair Creek past the Elk Park Ranch and the Big and Little Vermilion Creeks, then Spillimachine is reached, this is the Northern Boundary of the Windermere District, all along here magnificent views are had of the snow-capped peaks of the Rockies to the right and the Selkirks to the left, and the Columbia River winding Northwards through the valley. From Spillimachine all the way to Golden the tourist will obtain a good idea of the fertility of the Columbia Valley from the prosperous looking farms through which the road passes and the many beautiful residences of the owners.

The road parallels the river for about 80 miles of which striking views are had from the high points, especially if the lights happen to be right, then the reflection effects, in its waters, of the surrounding mountains, are superb. The most gorgeous sunsets are seen along here and alone are worth driving many miles to see.

Just before reaching Spillimachine where the road reaches a slight elevation, it is possible, when the air is clear to the West, to enjoy a fine and interesting view of Mount Sir Donald which stands up like a huge sugar loaf between the V of the adjoining mountains at the end of the valley, and is 50 miles as the crow flies from this point.



SCENES ALONG THE BANFF-WINDERMERE ROAD

Photos by J. P. Spalding, Fernie, B. C.

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

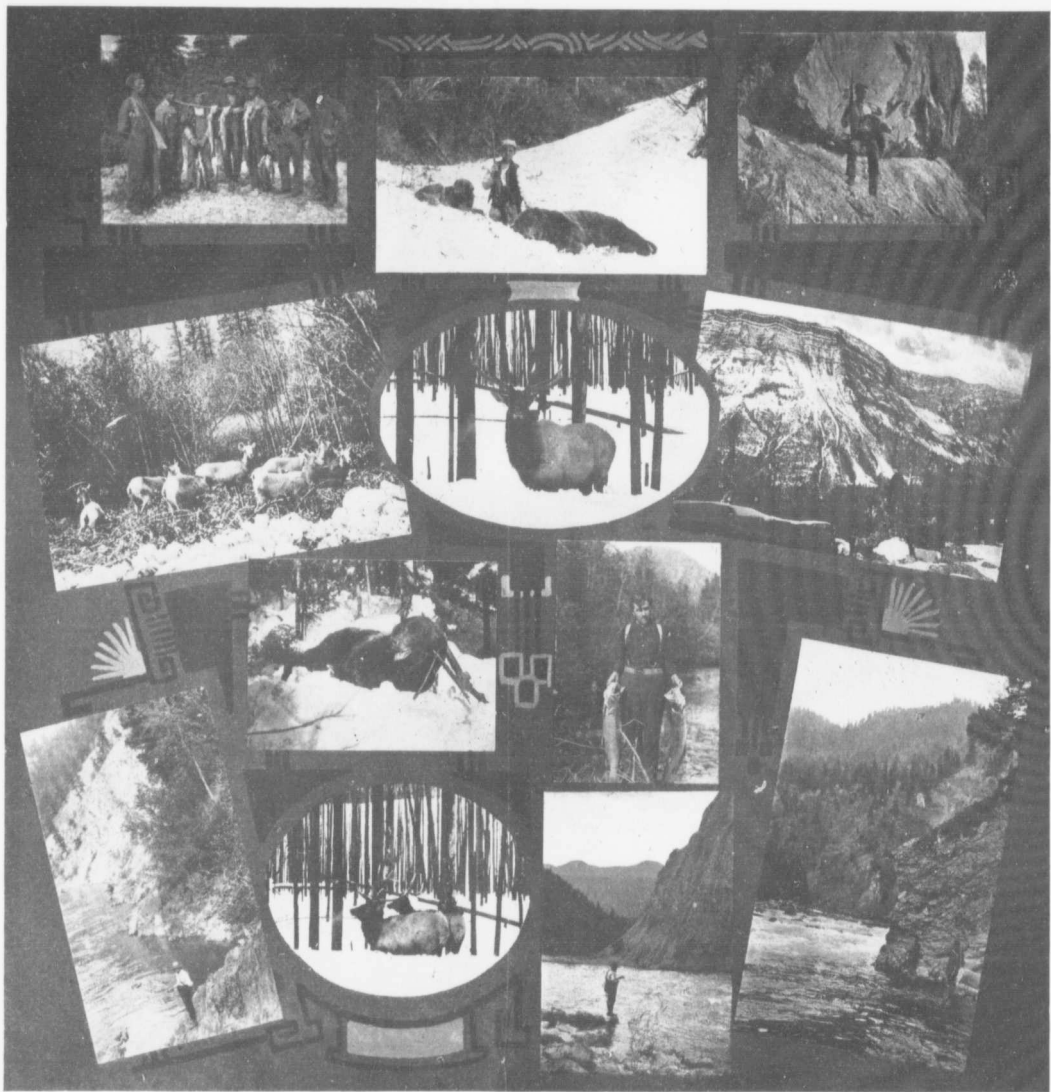
HISTORY OF THE BANFF-WINDERMERE ROAD

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.



HUNTING AND FISHING AMIDST SCENES OF GRANDEUR IN THE ROCKIES OF SOUTH-EASTERN BRITISH COLUMBIA
Photos by J. F. Spalding, Fernie, B. C.
[Page Twenty]

Having reliable data on grades, etc., throughout the whole length of this circuit, we recommend tourists to commence it by the Southerly route. In this way he will get the best of the grades all through because all the worst grades will be taken on the descent. The following itinerary should therefore be the one chosen:—

Tourists from Eastern points of Canada and the United States should make their first objective Lethbridge, Alberta, then follow the Transcontinental Highway South-westerly to Macleod, keeping to the South-west route passing through Pincher, Bellevue, Frank, Blairmore, and Coleman to Crow's Nest—this is the Eastern gateway to the Province of British Columbia. Continue on through Michel and Hosmer to Fernie. As the best of the scenery is along the road from here on, we recommend your so arranging your time to spend the night in this town and have daylight in which to continue your journey. It then passes Morrissey, Elko, Cranbrook and from here goes North through Fort Steele, Wasa, Fairmont and Windermere. Nine miles past here it reaches the Western entrance to the Rocky Mountain Park and continues through the Park to Castle and Banff, then Canmore and Cochrane are passed and Calgary is reached. From there South to Macleod completes the 500 mile circle tour along the lines of least resistance.

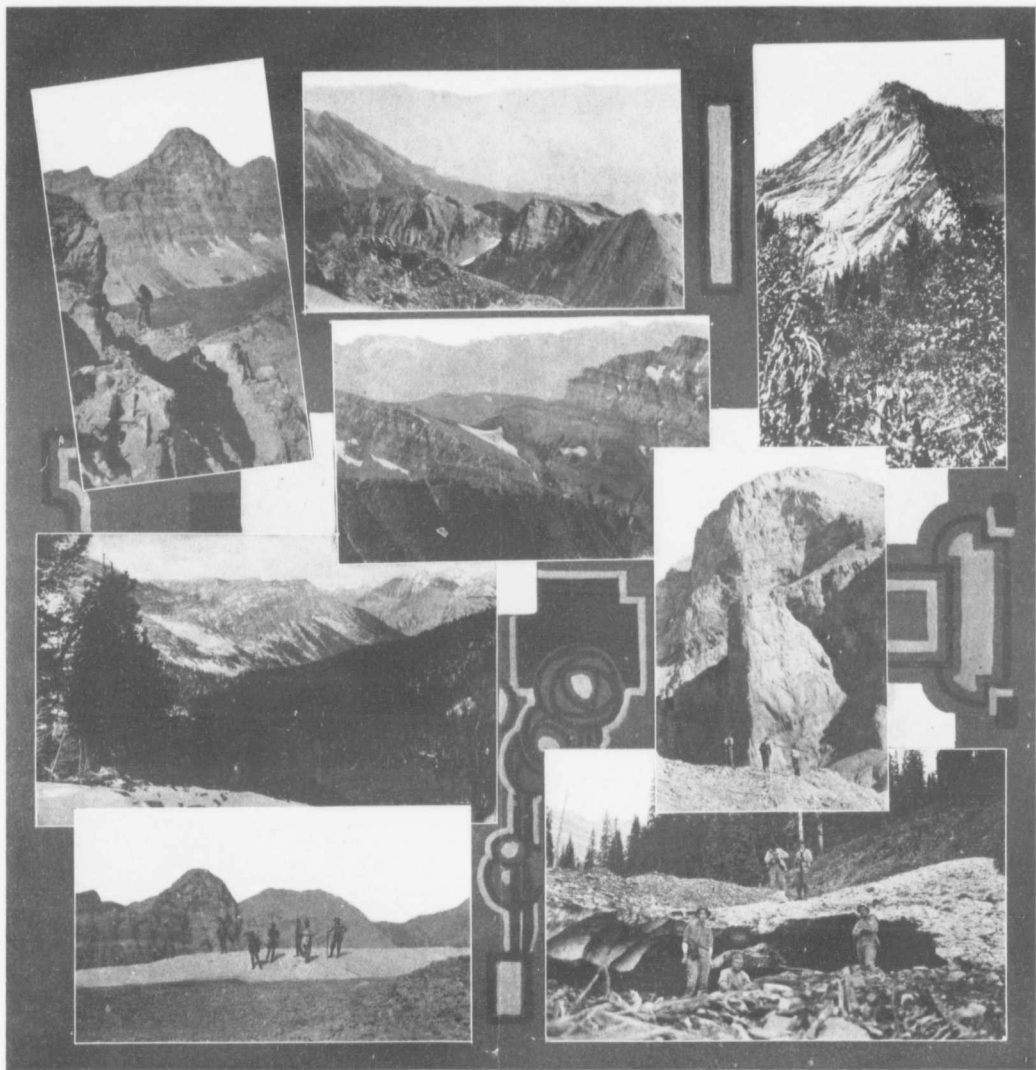
As the points of interest are so many and varied, the more leisurely one can make this trip, the more he will be able to enjoy it. Arrangements should be made if possible, for stop-overs at Fernie, Elko, Cranbrook, Windermere or Invermere, and also a trip up to Golden included. At each of these places there are features of absorbing interest which have been briefly described in preceding pages.

THE BANFF-WINDERMERE ROAD

It is rather difficult to describe properly, from a motorist's viewpoint, a road which is not yet fully completed, but the writer has driven over the portions at each end which are built, and from data he has collected from the surveyors who laid out the rest of it, he is able to give a general idea of the contour and outstanding features, which follows:—

Starting at a point 9 miles North of Windermere the Western, or British Columbia entrance, to the Rocky Mountain Park is through the "Gap" at the start of

Sinclair Canyon. This Gap, is what its name denotes, it is simply a narrow opening through towering walls of rock several hundred feet in height, the tops of which almost meet over the road. Sinclair Creek flows through here parallel with the road, but nearly 100 feet below; it is very narrow and deep and rushes through here with incredible swiftness, making a deafening uproar. A short distance further on are the Sinclair Hot Springs. Here the hot water rises clear as crystal from out of a huge mountain of rock, and after emptying itself into a large concrete swimming pool, passes out into Sinclair Creek. The good qualities of these waters has long been known and doubtless the opening of this road will make them Internationally famed. One mile from here may be seen a good specimen of Indian drawing on a high overhanging ledge of rock. Then the ascent to the summit of the Briscoe Range is commenced by easy grades, and from which splendid views are to be had of the rugged peaks of the Briscoe Range to the left, their reddish-pink color giving them great prominence. The summit is at an elevation of 4850 feet, and here is a beautiful little gem of a lake called Lake Olive, formerly known as Summit Lake. The road divides the Briscoe and the Stanford Ranges. It now leaves the Sinclair Pass and descends to the valley of the Kootenay River after crossing Dainard Creek, and follows the river for the next 16 miles, crossing it then and entering the Vermilion Pass through which flows the Vermilion River (which derives its name from the ochre found in its vicinity, which the Indians used in mixing their paints). It follows the course of this stream for many miles and before reaching the summit of the Vermilion Pass runs along the base of three of the celebrated peaks of the Rockies, they are Vermilion Peak, 9000 feet, Mt. Mitchell, 10,000 feet, and Mt. Ball, 11,000 feet. The summit is reached at an elevation of 5376 feet, and from here is a fine view of Storm Mountain 10,300 feet, on the right, and of Mt. Whymper, 9500 feet, on the left. The descent into the Province of Alberta is along the base of Copper Mountain, 9000 feet, to the main line of the Canadian Pacific Railway, which is crossed at Castle Mountain, 9500 feet. Here the road swings abruptly to the East and passes Mt. Edith, 8500 feet and runs along the shore of beautiful Vermilion Lake whose waters, when the lights are right, reflect with wonderful detail, the surrounding mountains, especially Mt. Rundle. Just past here the town of Banff and its wonderful surroundings is entered. Swinging to the left the road leaves the town



Photos by J. F. Spalding, Fernie, B. C.

MOUNTAINEERING IN THE ROCKIES OF SOUTH-EASTERN BRITISH COLUMBIA

and passes by the Buffalo corral at the foot of Cascade Mountain 10,000 feet, and gradually rises to a considerable height from where a magnificent view is had of the Bow Valley. It then swings to the right at the junction of the Lake Minnewanka road and then descends to the Bow River and runs parallel with the rugged Rundle Range on the right. The next 40 miles is down-grade, Mt Peechee, 10,000 feet, is passed and then the outskirts of the town of Canmore. There are several small lakes along here and many fine views of the Three Sisters on the right are seen.

From here on the valley opens out gradually and the mountains are gradually left behind. The road rises and falls considerably until it passes Exshaw, where is a large cement plant. Kananaskis is next reached, at this place, but across the river, is a large power plant where the light and power for Calgary is generated. Two and a half miles past here is the Eastern entrance to the Rocky Mountain Park where license plates are surrendered and your names registered. It then goes through the Stoney Indian

Reservation of which Morley is the headquarters, the village is seen on the other side of the river. The next 19 miles is through rolling prairie and is a fairly level grade, it runs through the town of Cochrane, then over a long and rather steep grade ascends to the highlands along which it travels through a fine agricultural country for 23 miles into Calgary.

A very interesting feature of this trip, apart from its great scenic beauty, is that for about 140 miles it is through the Rocky Mountain Park which is a game preserve and tourists will have endless opportunities of studying the game in their natural habitat. Every variety of big game known in the Rockies abound, and until this land was taken over by the Dominion Government as an addition to the park, hunting was allowed and large bags were regularly made by hunting parties from all over America. This will now be put a stop to and a considerable increase of game of all species will be the natural result of this added sanctuary.

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