to head for Lake Minnewanka 5 miles distant. This is a pleasant drive on the south shore of this lake. From the hill above the lake the visitor may obtain the first glimpse of the lake and the cliffs of Mount Inglismaldie, which is known locally as "Columbia." As the visitor crosses the top of the hill at the end of the lake, Mounts Astley and Costigan are seen, and down the lake, Mount Aylmer’s peak rises over the top of the Canmore Hill.

On the far side of the lake are a boat and a picnic ground. Motor launches provide pleasant transportation for a delightful trip down the lake, and rowboats are available for fishermen. Lake trout, surprisingly very large, are taken here, as well as Dunlades and Rocky Mountain whitefish. Two Jack Lake also has lake trout and Rocky Mountain whitefish. Fishing licenses ($1 for one month) may be purchased at the Information Bureau in Banff, from the District Wardens at Lake Minnewanka, or at the Wardens’ Lodge 1 mile southwest on No. 1 Highway. A half-mile walk from the parking area at Lake Minnewanka takes one to the Stewart Canyon where the Cascade River flows into the lake.

The return trip to Banff is on a direct route past the base of Cascade Mountain with a fine view eastward beyond Mount Rundle to the Three Sisters and Mount Lougheed. Two miles from the lake is a World War I memorial for men lost from a town no longer in existence; this is the site of Bowhead, once a thriving milling centre until operations were abandoned twenty-five years ago and all buildings demolished or hauled away. A mile further on a National Army Cadet summer camp is located on the left; and on the right the Banff airport. Motorists who wish to see black bears at the Banff "Narrow Ground" should turn left at the spur road beyond the railway crossing. Bears feed here regularly and may be observed but should not be approached; it is against the law to feed or notice them.

Four and a half miles from Lake Minnewanka, or two and a half miles from the bridge, the Ministry buildings are reached on No. 1 Highway. Immediately beyond the junction a gateway on the right, with strange symbols written on the arch, marks the Indian camping ground, used each summer during Indian Days, the third weekend in July. Nearest the highway, on the left, is the turn-off for the Animal Paddock where an exhibit of herd animals is kept. A road through the paddock will be used for any furs which will not leave their box. (Duration distance to the highway is about 2 miles.)

MOUNTAIN DRIVING

For those who have not driven in the mountains, the following may be helpful and reassuring:

1. Watch speed. The use of lower gears is recommended. If driving speed is kept constant with road conditions, tiring in mind the road surface and the number and degree of the curves. Mountain road standards are limited by grades, alignments and, of course, the construction season which must coincide with the season of maximum traffic. Thousands of people travel these roads every year in safety and comfort.

2. If a car seems sluggish, without power, it is usually because it has ascended a long grade and has gained a good deal of altitude. Use the lower gears, especially in going down grades, as this will not only keep the car under better control but also will save the brakes. Motorists are well advised to watch engine temperatures and replace the radiators at mountain streams.

3. A feature of mountain driving is the necessity of parking only where allowed by law and national parks signs. Motorists should never park in the street where one is most likely to be parked.

4. That year, in August, Sir George Simpson, Governor of the Hudson's Bay Company, penetrated the Bow River Valley from the east. He passed a gateway on the right, which was later named Cascade Creek, and crossed the summit of the Rocky Mountains by Simpson Pass.

HISTORICAL NOTES—PLACE NAMES

The first recorded visit to the site of Banff itself was made in 1841. That year, in August, Sir George Simpson, Governor of the Hudson's Bay Company, penetrated the Bow River Valley from the east. He passed a gateway on the right, which was later named Cascade Creek, and crossed the summit of the Rocky Mountains by Simpson Pass.

Reverend Robert Terrill Reid, Wesleyan missionary to Indian tribes of the north, visited Banff for the first time in 1843, and named it "Banff" in reference to the Bow Falls and Inglis. The spot now known as Banff was named by Sir George Simpson, Governor of the Hudson’s Bay Company, in 1841, and the name was written on the maps of the day. Banff was incorporated as a town in 1891, and as a city in 1912.

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The Hot Mineral Springs on Sulphur Mountain were discovered during construction of the transcontinental line of the Canadian Pacific Railway. Interest in the springs attracted attention to this section of the Rockies. Although briefly visited by Mountaineers and hikers, the springs were not exploited until 1823 by workmen engaged in railway construction. In 1830 the Lake Minnewanka Bridge was completed. Interest in the springs was renewed in 1832, when the Hot Springs were opened to the public.

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Cave and Basin Hot Springs (1 mile) // Sunday Drive

Continue driving toward the Bow and get on the Bow River Bridge. This is the highest mountain in the vicinity of Banff townsite. Across the Spray River valley are the peaks of Mount Rundle, and from the parking area on the south side of the river, you can see the outline of Mount Norquay.

The Government-operated UPPER HOT SPRINGS BATHHOUSE at this point of the Spray Valley Highway is a favorite stopping-place for motorists visiting the Banff area. The upper hot springs, with a flow of 1200 gallons per minute, are the warmest, and are the most popular of the three hot-springs located on Sulphur Mountain are believed to be the result of deep circulation of surface water over heated rock masses. The natural spring flowing from a rock cleft has been left untouched, and the area is a favorite picnic spot. A few potted plants and small shrubs shelter the pool, which is about 15 feet in diameter.

This is the highest mountain in the vicinity of Banff townsite. Across the Spray River valley are the peaks of Mount Rundle, and from the parking area on the south side of the river, you can see the outline of Mount Norquay.

Mount Norquay. The view becomes increasingly attractive as one ascends. The road leading to the right climbs farther up the mountain above it, and the perspective shifting with descent. A lodge at the foot of Tunnel Mountain is reached through a pleasant forest of Massive Mountain and the lower ridges. At the northwestern end of this road is the entrance to the TUNNEL MOUNTAIN NATIONAL PARK which contains parts of Massive Mountain and the lower ridges. At the northwestern end of this road is the entrance to the TUNNEL MOUNTAIN NATIONAL PARK which contains parts of Massive Mountain and the lower ridges.

BANFF SPRINGS HOTEL (9 miles) - FISHTAIL HATCHERY (7.5 miles) - BOW FALLS (1 mile) GOLF COURSE LOOP (7 miles return to Spray Bridge)

Take a short drive to the left off the Bow River Bridge and from here there is a fine view of Mount Edith. This is one of the few places where this mountain can be seen in its entirety. The road leads to a modern hotel on Mount Norquay. There is a parking area at the end of the road for the convenience of visitors.

The FISHTAIL HATCHERY is operated by the National Parks Service for both Atlantic salmon and trout.

Bow River House and Recreation Grounds

The spot is reached by a mile-long detour from the bridge to the Cave and Basin Road. On the road to the right of the bridge will be found the new Bow River HOUSE and TUNNEL MOUNTAIN HOTEL which are located in the valley below the Spray Valley and overlook the river. Farther along this road, there is a pleasant stream bordered by large spruce trees and the area is a favorite picnic spot.

UPPER HOT SPRINGS (2.5 miles)

Crossing the Bow River bridge, turn left at a junction on the Spray Valley Highway for the Spray River Bridge. Crossing the Spray River, the road follows the path to the upper hot springs.

NO. 1 HIGHWAY - "THE WEST ROAD"

Bower Dam 2.7 miles - Johnston Canyon 16 miles

Follow one of the routes on your map going west off Spray Bridge to reach the railway station and No. 1 Highway westward.

The West Road is a local name for the few miles of highway west of the townsite and is a worthwhile leisure drive. The highway follows the upper hot springs (a 15-minute drive). There are several railroad cuttings so that visitors may have an opportunity of seeing them. Early in summer you may see the first of the butterflies escaping from the boxes. A little further up the valley beyond the bow river bridge is a place where water levels that look like rice paddies. A sign just east of the bridge is drilled from the Roadway above the old bridge. The lookout at the foot of Tunnel Mountain is reached through a pleasant forest of Massive Mountain and the lower ridges. A mile and a half from Banff, the road passes over a small bridge with a fine view of the tree-covered mountains to the west.

MOUNT NORQUAY - BANFF CHAIRLIFT (16.5 miles) north of Banff

Turning off to the right, the road climbs long, winding switchbacks up the mountain to the top of Tunnel Mountain. The view from the summit is one of the most impressive in the world. The road continues to the right, past a sign marked the place where bighorn sheep often come down. However, although it was considered at one time by railway engineers.

TUNNEL MOUNTAIN - LAKE MINNEWASKA

Tunnel Mountain Drive - Return to Bridge 4.4 miles

Plus Hoodoo Drive 7.9 Miles

Minnewanka Loop from Banff 16.5 Miles

Mount Norquay and Tunnel Mountain are the highest peaks of the Palliser Range with Aylmer's 10,375-foot pyramid on the skyline. The road leads to the right, past a sign marked the place where bighorn sheep often come down. However, although it was considered at one time by railway engineers.

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Mount Norquay. The view becomes increasingly attractive as one ascends. The road leading to the right climbs farther up the mountain above it, and the perspective shifting with descent. A lodge at the foot of Tunnel Mountain is reached through a pleasant forest of Massive Mountain and Sulphur Mountains. Mount Norquay rises majestically above the chairman of the road as you approach the summit of Tunnel Mountain (approximately 1 mile) or remain to enjoy the view among the mountain-tops at an altitude of 6,800 feet. The ride is quite steep, and the view is spectacular. The road continues to the right, past a sign marked the place where bighorn sheep often come down. However, although it was considered at one time by railway engineers.

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