



**KOOTENAY NATIONAL PARK**  
*and the* **BANFF WINDERMERE**  
**HIGHWAY**

e.g.

**Kootenay  
National Park  
&  
The Banff  
Windermere  
Highway**

*by*

M. B. WILLIAMS

F. A. ACLAND  
Printer to the King's Most Excellent Majesty  
Ottawa, 1928

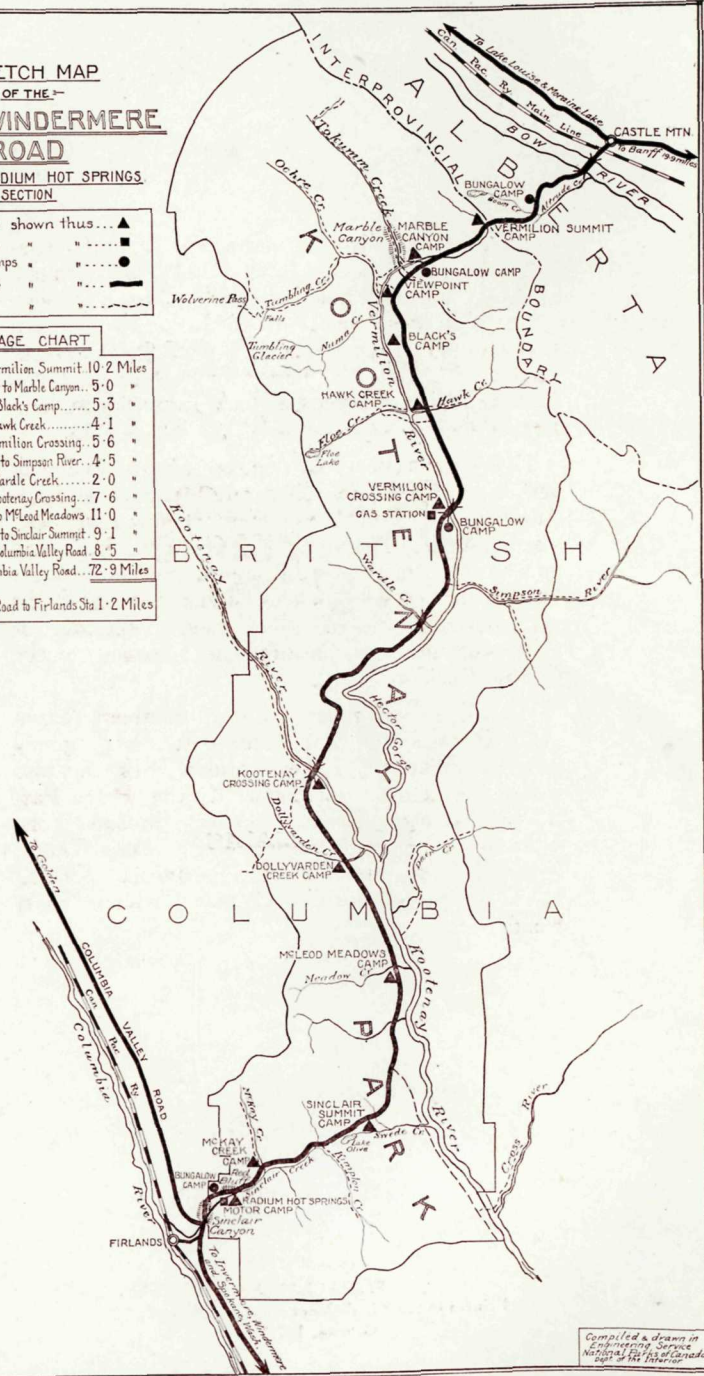
SKETCH MAP  
OF THE  
**BANFF-WINDERMERE  
ROAD**

CASTLE TO RADIUM HOT SPRINGS  
SECTION

Motor Camps shown thus...	▲
Gas Stations " " " " " "	■
Bungalow Camps " " " " " "	●
Motor Roads " " " " " "	—
Trails " " " " " "	- - -

MILEAGE CHART

Castle Mtn. to Vermilion Summit	10.2 Miles
Vermilion Summit to Marble Canyon	5.0 "
Marble Canyon to Black's Camp	5.3 "
Black's Camp to Hawk Creek	4.1 "
Hawk Creek to Vermilion Crossing	5.6 "
Vermilion Crossing to Simpson River	4.5 "
Simpson River to Wardle Creek	2.0 "
Wardle Creek to Kootenay Crossing	7.6 "
Kootenay Crossing to McLeod Meadows	11.0 "
McLeod Meadows to Sinclair Summit	9.1 "
Sinclair Summit to Columbia Valley Road	8.5 "
Castle Mtn. to Columbia Valley Road	72.9 Miles
Columbia Valley Road to Firlands Sta	1.2 Miles



Compiled & drawn in  
Cooperation with  
National Geographic Society  
of the United States

**M**OTOR highway across the Central Canadian Rockies from Banff via Vermilion Pass to Windermere Valley, passing through Rocky Mountains and Kootenay National Parks and giving access to the famous resorts: Banff, Lake Louise, Valley of the Ten Peaks, Moraine Lake, Paradise Valley, Marble Canyon and Sinclair Radium Hot Springs.

Direct connections from Spokane, Seattle, Vancouver and Victoria, Portland, San Francisco and Los Angeles with Banff-Windermere Highway on west, via Invermere, Cranbrook and Kingsgate, B.C., and on the east from Grand Canyon, Salt Lake City, Helena, the Yellowstone and Glacier National Parks via Coumts or Piegan, Mont., and Lethbridge or Cardston, Alta., to Calgary, the Gateway to the Central Rockies.

Extension loop route through southern Canadian Rockies via the Crowsnest Pass, giving access to Waterton Lakes National Park, and also from Lake Louise over famous Kicking Horse Pass through Central Rockies passing through Yoho National Park and visiting Field, Yoho Valley, Emerald Lake, and via the spectacular Kicking Horse Canyon, Golden, B.C., and Columbia River Road.



Sinclair Canyon or Parson's Gap

"A mighty cleft within the bosoming hills  
A narrow gateway to the mountain's heart."

## *Kootenay National Park & Banff-Windermere Highway*

Give to me the life I love—  
Let what will be o'er me;  
Give the face of earth around  
And the road before me.

—R. L. Stevenson

THE Kootenay National Park is unique among the other Canadian reservations. It is primarily not a National Park but a National Highway Park. It was created originally, not so much for its own sake, as to preserve in perpetuity the beauty of the natural landscape, the charm of native animal and plant life, the peace and harmony of the whole environment, such as we have come to associate with a National Park, along the entire route of the so-called Banff-Windermere Highway, the first motor road across the Central Canadian Rockies. The eastern end of the road—from Banff to the Vermilion Pass—lay already in the Rocky Mountains National Park and the preservation of its environment was assured. The western end—from the Vermilion Pass to the Windermere Valley—led through a virgin mountain region, the original beauty of which had not been disturbed. The desire to keep this environment unspoiled, to preserve the character of the road throughout, led to the setting aside of this Highway Park, consisting of a region ten miles wide and approximately sixty miles long, known as the Kootenay National Park.

While the Park, as originally created, was thought of as secondary to the road, as time has gone on and the territory enclosed has been more thoroughly explored, it has become evident that Kootenay National Park has a number of very interesting features, including glaciers, waterfalls and a picturesque "berg" lake. The first tourists made the journey over the beautiful highway an end in itself—as indeed it may well be. But as the interesting regions within the Kootenay Park have become better known, the Park itself is more and more becoming an objective and each year increasing numbers make camp at different points along the highway and, a-foot or by pony-back, explore the glaciers and snowfields found in the neighbouring ranges or take their way across the passes to lesser known regions of the Yoho or Rocky Mountains National Parks.

## The Conquest of the Canadian Rockies

The conquests of the modern highway engineer in the last quarter of a century have become so numerous that we are scarcely astonished at any achievement. Yet the final conquering of the Rockies in so



Curious but friendly

short a period of time constitutes a victory over the opposing forces of Nature of which any century might well be proud. So quickly have come the developments of the last half century that it is difficult for most of us to realize conditions existing little more than half a lifetime ago. It seems strange that fifty years ago the Canadian Rockies were still an unknown wilderness, a tangled chaos of peaks, thrusting their terrifying barrier of four hundred miles between the prairies and the sea.

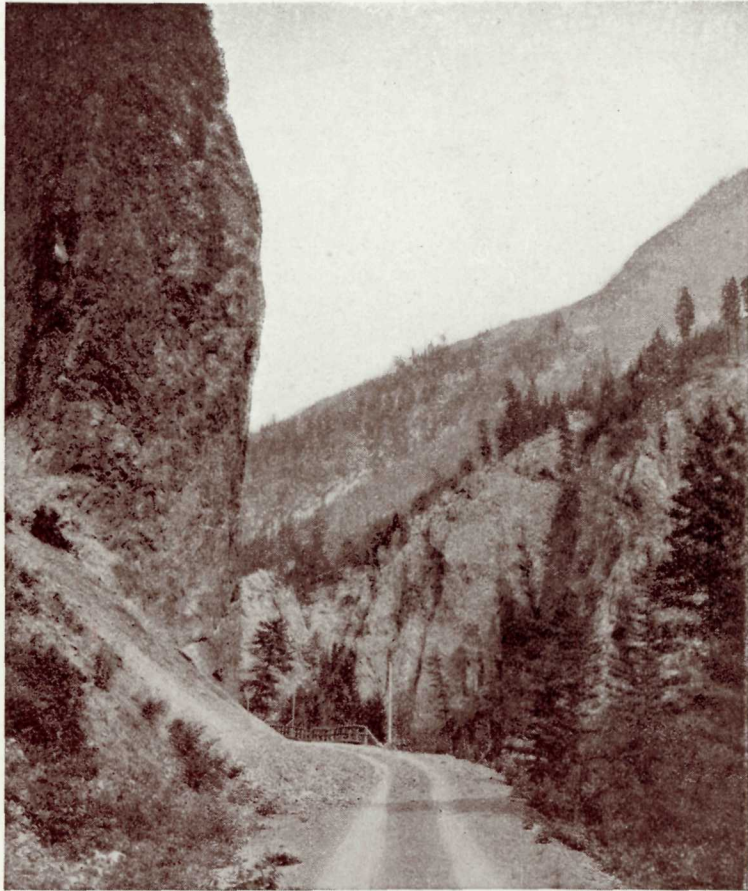
The completion of the Canadian Pacific Railway forty years ago marked the first victory over the mountains. It meant that the East and the West were no longer separated; that an artery had been opened up by which the life blood of the Dominion might flow uninterruptedly from coast to coast. The building through the Yellowhead Pass of the two northern

lines now known as the Canadian National Railways provided two more steel highways. Beyond the valleys and passes traversed by these more or less confined and restricted routes of travel, however, the wilderness of the mountains remained almost a closed land, a *terra incognita* to everyone except the rare trapper or explorer who followed some old Indian trail through the tangled chaos of peaks.

With the coming of the motor car, however, a new chapter in history was opened. Soon, everywhere, came the demand for roads—roads to all the beautiful and interesting places of the earth. It was inevitable



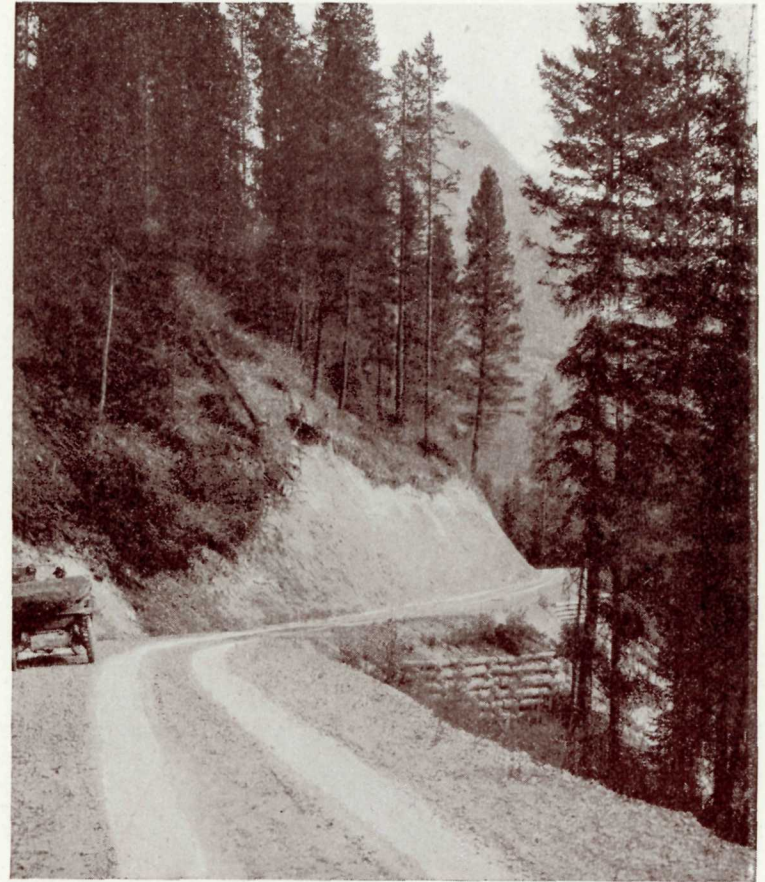
Mount Rundle from Banff-Windermere Highway



The Iron Gates. Kootenay National Park

Nature's entrance to Kootenay National Park, formed by towers of red rock several hundred feet high

that sooner or later the dream of motor highways across the wonderland of the Central Canadian Rockies—giving access to its famous regions and to the glories of the National Parks—should begin to stir in the minds of imaginative men. The memory, it is true, of the struggles and difficulties attendant upon the construction of the railways was



Near Sinclair Summit. Kootenay National Park

still fresh in men's minds but with the development of the century came too, a new mind. Difficulties of construction were no longer an insuperable stay to any road project. An all-Canadian highway from coast to coast already began to be spoken of and one of the first and most important links, it was seen, was a crossing of the Central Rockies.

It was about 1911 that the project of the transmontane highway was first formulated and in considering a possible route for such a highway,

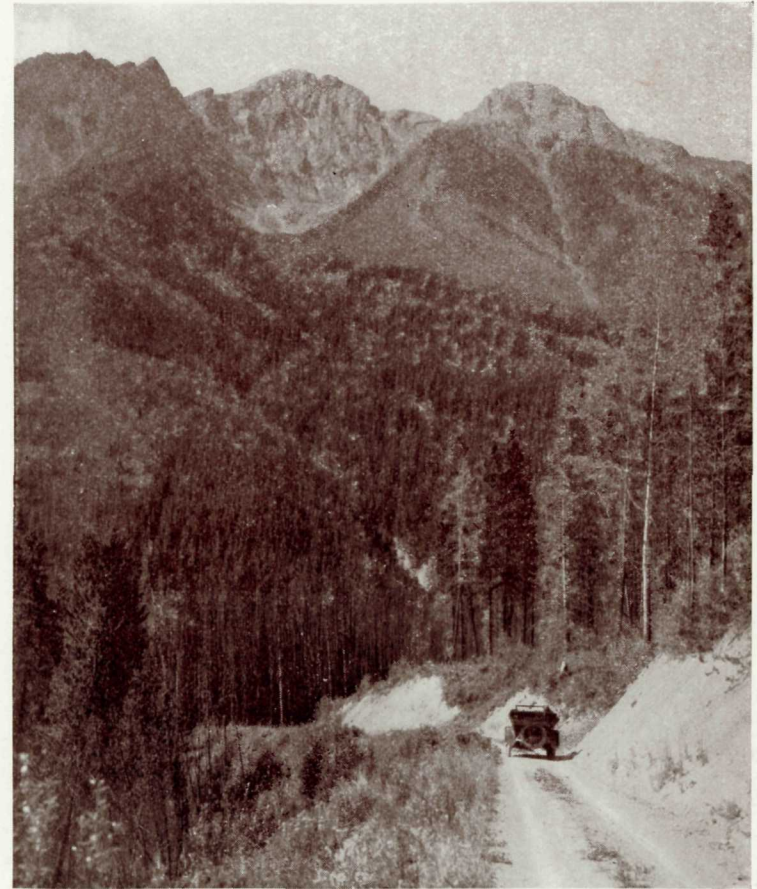


Olive Lake. Kootenay National Park  
 "Where the grey trout lies asleep."

the suitability of an almost unknown pass, put forward seventy years before by one of the greatest explorers the Canadian mountains had known, as the natural and best route for a road, was recalled. This was the so-called Vermilion Pass, some thirty miles south of the famous Kicking Horse Pass, crossed by Dr. Hector on that eventful journey of exploration which was to mean so much to the future destiny of Canada.

*Hector's Journey  
 and Discovery of  
 Vermilion Pass*

In 1858, under orders from Her Majesty's Government the Palliser Expedition was seeking a possible route for a wagon road in all British territory across the unknown wilderness of the Rockies, carrying out its exploration work in three divisions. Dr. Hector was in command of the central one, charged to explore the unknown passes at the head of the Bow Valley. Definite information about the region was practically non-existent. Hector's best reliance was the often vague details he could gather from the Indians. They had told him of a pass, once used by the Kootenays, to the south of Castle Mountain



Top of Sinclair Summit. Kootenay National Park

Every side my glance was bent,  
 O'er the grandeur and the beauty lavished through the whole ascent.  
 —Browning

and he decided to make it his first quest. Turning away from the broad valley of the Bow he cut a trail with great difficulty up the steep ascent of nine miles to that "wide notch in the mountains" now known as the Vermilion Pass. Its accessibility and low altitude, the absence

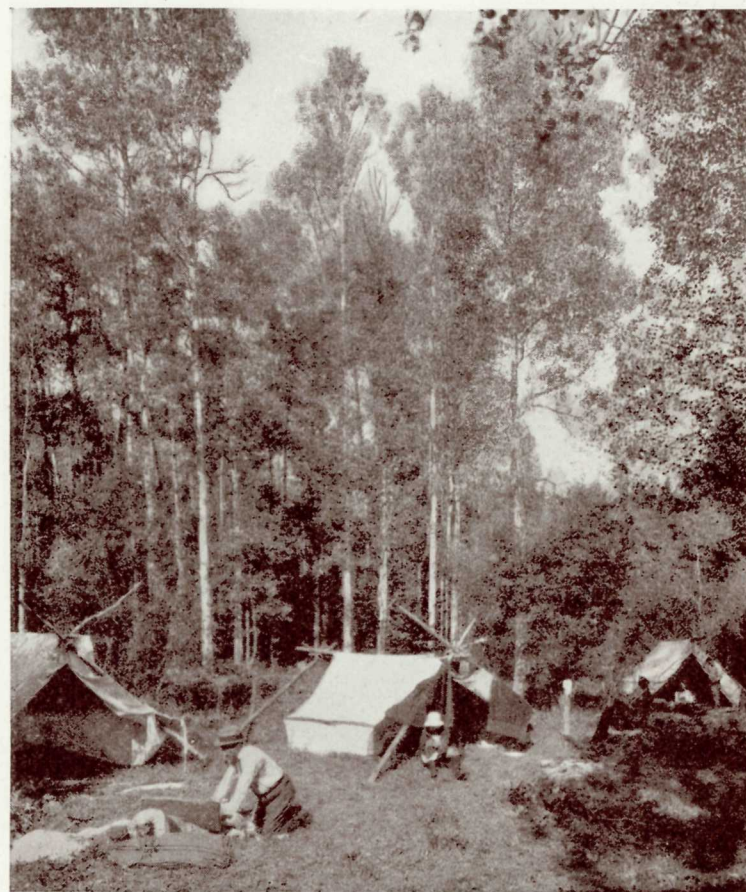


Mountain Forest Road. Kootenay National Park

Walls of green where the wind and the sunlight stir.  
—William Wilfrid Campbell

of any really difficult engineering problems, and the good approaches from both sides impressed him strongly.

His journey down the west slope was attended by many difficulties. The weather was bad and food was increasingly scarce. The little cavalcade of three Red River men, his Indian guide, "Nimrod,"



Among the Poplars—MacLeod Meadows. Kootenay National Park

and eight horses were travel-worn and emaciated. Yet, sitting in his "little leather wigwam" traded from the Stonies, in a meadow near the junction of the Kootenay and Vermilion Rivers, Hector wrote in his diary, in what was for him an unusually enthusiastic vein:

"Of all the passes traversed by our expedition the most favourable and inexpensive to render available for wheeled conveyances would be





Kootenay River near McLeod Meadows. Kootenay National Park

Where searching through the ferny brakes,  
The moose fawns find the springs.  
—Duncan Campbell Scott

Vermilion Pass, as the ascent to the height of land is the most gradual of them all . . . . . the rise, which is certainly not more than 550 feet from Bow River, might be accomplished very easily in making a road and there is nothing like a narrow valley to limit the choice of ground for its construction."

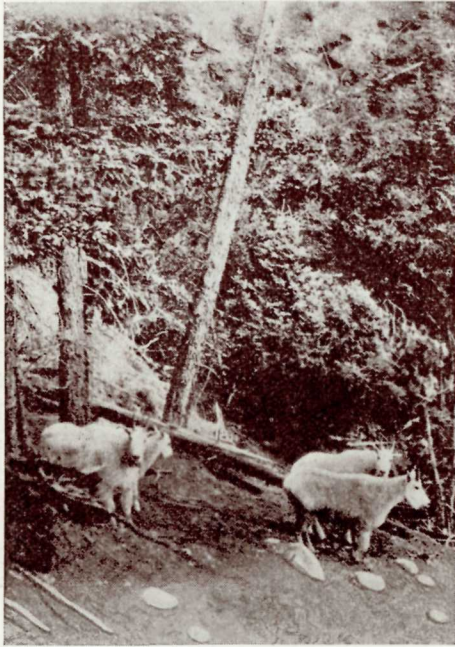
Hector, of course, dreamed only of a route for wagons, by which military equipment might be taken over in case of need. In his wildest imaginings neither he nor anyone else at that time could have dreamed that the route he was then traversing would one day be a link in a great circular scenic highway, 5,000 miles in length, and that swift strangely smelling vehicles, propelled without horses, with no object but pleasure, would sweep in thousands over the mountain passes and down the Valley of the Columbia to the International Boundary; that they would travel thence to the Pacific Coast and Southern California, returning via the Grand Canyon and the geysers of the Yellowstone,



Nearing Kootenay Crossing. Kootenay National Park

Sweet are the shy recesses of the woodland. The ray treads softly there. A film athwart the pathway quivers many-hued against purple shade, fragrant with warm pines, deep moss-beds, feathery ferns. The little brown squirrel drops tail, and leaps; the inmost bird is startled to a chance tuneless note. From silence into silence things move.  
—Meredith

in less time than he took in making the journey from the foothills to the mouth of Kootenay River. Nor indeed could he have foreseen that the whole of the beautiful region which impressed him so much with its



Rocky Mountain goats.  
 "The high mountains are for the wild goats."

of the new line. In 1885 the steel road was completed and soon, back and forth along the Bow Valley and over the Kicking Horse Pass, was flowing the traffic of a continent. Hector's report was added to the Government Archives; the Vermilion Pass returned to that oblivion from which he had for the moment lifted it, and for forty years no one but a stray trapper or Indian followed the old half obliterated trail.

*Choice of  
 Vermilion Pass  
 for Highway*

When men began to think, as has been said, of a motor highway and to consider elevations and routes, Hector's observations with regard to the Vermilion Pass, however, were remembered. Preliminary surveys were undertaken by engineers of the Government of British Columbia and they supported Hector's early prophecy as to the feasibility of the route. It was, in their opinion, they reported, the most favourable way of travel for a main motor highway through the

mingled grandeur and loveliness would one day be set aside for the use and enjoyment of the people in great public playgrounds in which the wild life he found so abundant would be restored to its former numbers and the original landscape preserved in that wildness which, Thoreau declares, is "the preservation of the world."

Yet, when a few years after Hector's journey the construction of the Canadian Pacific Railway was decided upon, it was not the Vermilion Pass, but the Kicking Horse, discovered by Hector and his starving men on their return journey across the mountains, that was finally selected as the location



Range near Kootenay Crossing. Kootenay National Park  
 "Where billowing mountains cast their spell."

Rocky Mountains while for scenic grandeur the location could scarcely be surpassed.

As a result of conferences between the two provinces and the Dominion Government, it was agreed that the province of Alberta should build the section from Calgary to the eastern boundary of Rocky Mountains National Park, the province of British Columbia the section from the Windermere Valley to the Vermilion Summit on the western boundary of the park, and that the Dominion should build the section through the National Park, uniting the other two.

By 1914 the road was open from Calgary to the Great Divide and the Government of British Columbia had constructed about twelve miles on the western section, work being carried on from both ends of the road. Owing to the outbreak of the war the progress of the work in British Columbia was unavoidably interrupted and in 1919 a new agreement was entered into by which the Dominion Government undertook to complete the remaining fifty-three miles of road by January, 1924. In return the province of British Columbia agreed to



Vermilion River looking towards Gibson's Camp. Kootenay National Park

All heaven and earth are still—though not in sleep  
 And breathless, as we grow when feeling most:  
 And silent, as we stand in thought too deep.  
 —Byron



Bighorn or Rocky Mountain sheep  
 "And none shall make them afraid."

convey to the Dominion an area of six hundred square miles traversed by the new highway, for National Park purposes, an area now known as Kootenay National Park.

*An Unknown Region*

The construction of a modern highway through un-surveyed mountainous country was no light task. The whole region was practically virgin wilderness where few even of the topographical features bore a name. When the engineers went into the country in 1910 to make the first location for



Paintpots near Marble Canyon. Kootenay National Park

Among the Indians red paint was a sacred sign and the red pigment obtained from ochre was used to paint the face in all religious ceremonies.

the road, no accurate map existed and no survey had been made. The surveyors had not even points to which to tie their lines. History, indeed, had scarcely touched this section of the mountains. For countless centuries, from the time of the Ice Ages, a few uncertain millions of years ago, when the glaciers, began to flow down from the heights, carving beds for themselves in the solid rock as they came—beds that were to be deepened later into lower valleys by the "feet of hurrying rivers"—it is probable that no human voice had broken the silence of the Vermilion and Kootenay Valleys. Then, probably some two or three



Castle Mountain. Banff National Park

hundred years ago, the Kootenay Indians, fleeing from their hereditary enemies—the Blackfeet—crossed the Rockies and pitched their skin or rush lodges along the fertile Columbia Valley. Later, amicable relations were established with the Blackfeet and the Vermilion Pass probably became a route for the exchange of visits either for friendliness or barter between the Kootenays and the tribes along the Bow. Hector saw traces of Indian occupation at the Vermilion Plain. “The Indians come to this place sometimes,” he observes, “and we found the remains of a camp and of a large fire which they had used to convert the ochre into the red oxide which they take away to trade to the Indians of the low country, and also to the Blackfeet as a pigment, calling it Vermilion.” It was from this traffic and the presence of those rich ochre beds, found a few miles from the present Marble Canyon, that both the pass and the river, took their names.

The western end of the route, from the Simpson River to the Columbia, retained associations of two distinguished early travellers, Sir George Simpson, and Father de Smet, the Belgian missionary. Simpson



Black bear. Kootenay National Park

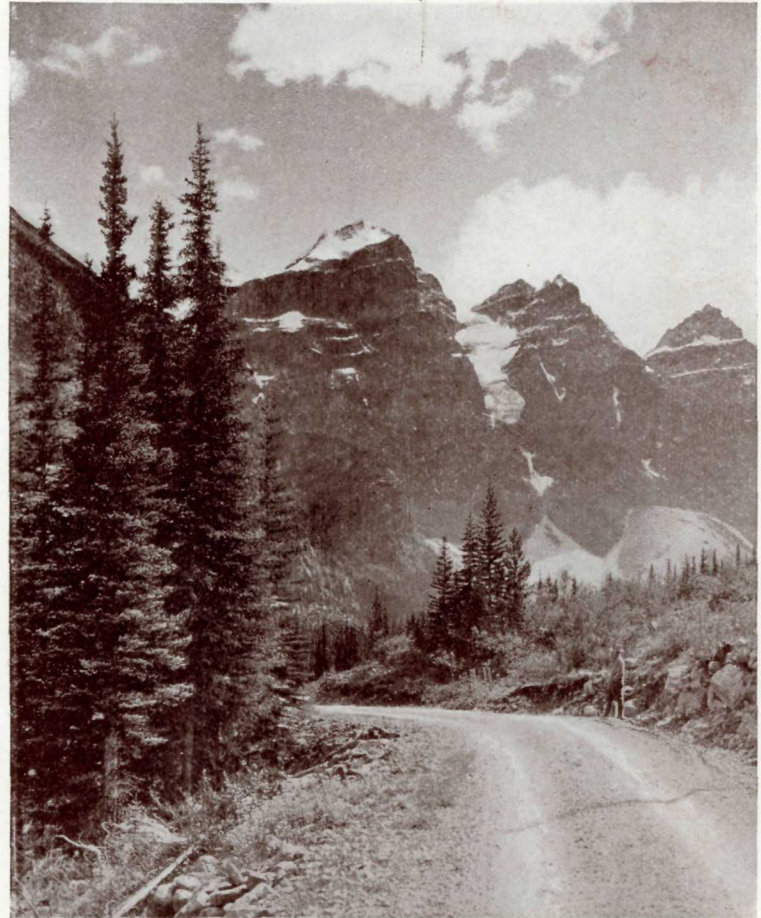
crossed the Divide by the pass which now bears his name on his famous journey around the world in 1841, following what is now the Simpson River to the Sinclair. De Smet, crossing from his mission among the Kootenays to visit the Indians of the Plains, also passed through Sinclair Canyon, travelling by the Kootenay for a short distance and crossing the Divide by White Man Pass. But till the coming of Hector



Moraine Lake—Valley of the Ten Peaks. Banff National Park



Glaciers—Moraine Lake. Banff National Park



Majestic Valley of the Ten Peaks. Banff National Park

there was no record of any white traveller taking the Vermilion route, and since his day it had been followed only by an occasional trapper or a rare hunting party on their way to the rich big game area across the Divide.

*Building  
the Road*

The isolation of the region naturally added considerably to the difficulties of construction of the highway. Rail-heads were seventy-three miles apart and the heavy snow-fall during the winter months considerably aggravated natural disabilities. In spite of this, however, construction was carried on almost without interruption from the time of commencement and the road was completed by the autumn of 1922 or more than a year before the date fixed upon by the agreement.



Lake Louise. Banff National Park  
Earth's most exquisite disclosure, heaven's own God in evidence.  
—Browning

*Importance  
of Road*

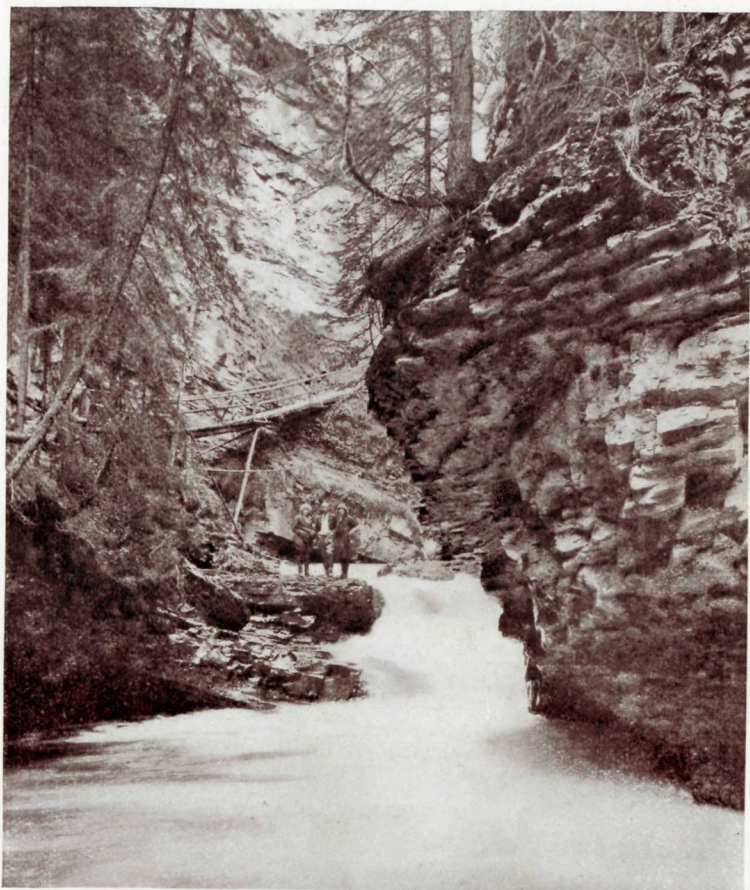
The new road was important not only because it afforded the first highway across the Central Rockies and opened up the Rocky Mountains National Park, but because, through its connections with existing roads on the east and west, it became a link in the great chain of tourist highways already tying together the chief National Parks of the United States. Motorists taking the so-called Grand Circle Tour, which loops down the Pacific Coast to Arizona and back through Utah, Idaho and Montana could now come on to Canada, visit Waterton Lakes National Park, Banff and Lake Louise, returning through the glories of the Canadian Rockies



Dining Room, Chateau Lake Louise. Banff National Park

to Spokane and the Coast—a scenic trip unequalled in the world, covering more than 4,000 miles and touching sixteen National Parks en route.

In the five years since the Banff-Windermere Highway has been opened thousands of visitors have gone over the road and an increasing stream of travel has flowed to the Canadian Rockies to enjoy their glories in this new open-air and open-sky way.



Johnston Canyon. Banff National Park  
 The choric sound of many waters down the long veins of the hills.  
 --Drinkwater

*Connecting Highways in Canada*  
 Two other mountain loops now connect with the Banff-Windermere Highway and extend the possibilities of enjoyment for the visitor. The first is the circle tour through the Southern Rockies, crossing the Divide by the provincial road over the Crowsnest Pass. This road branches off

at Cranbrook, B.C., on the west, and at Cardston, Alta., on the east. This loop alone affords a circle of six hundred miles, throughout every mile of which the motorist is either within or in full sight of the Rockies.

*Kicking Horse Loop*  
 The building of the Kicking Horse Trail has provided still another loop through the heart of the Canadian Rockies. This road, opened in 1927, throws open the beautiful Yoho Park and permits the motorist to visit



Banff from Tunnel Mountain. Banff National Park  
 In the shade of your murmuring pine trees.  
 Is healing and peace and rest.  
 The long dim trails on the mountain side  
 Call men of the East and West.  
 --May Stanley

two of its most beautiful regions, Emerald Lake and the Yoho Valley. Crossing Yoho Park connection is made with the spectacular provincial road through the Kicking Horse Canyon to Golden and thence south to the western terminus of the Banff-Windermere Highway.

*Ways of Approach*  
 The approach to the western terminus of the Banff-Windermere Highway is by way of the Columbia and Windermere Valley Road: on the north from Golden, B.C.—the western terminus of the Kicking Horse Trail—on the south



Golf Course and Tunnel Mountain. Banff National Park



Deer with horns in velvet

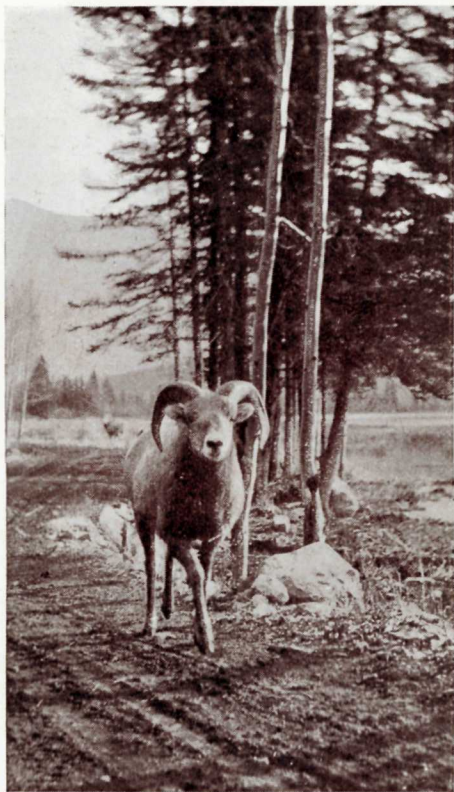
by way of Windermere or Invermere, Cranbrook, or Fernie, B.C. These roads have a gravelled surface and are maintained in good condition. From Cranbrook a good gravel road leads direct to the International Boundary which is crossed at Kingsgate, B.C. From this point direct connection can be made with Spokane—and thence with Seattle and all points on the Pacific Coast. Roads from Spokane to Kingsgate, while not paved, are generally speaking good. Fernie, B.C., is the western terminus of the Crowsnest Pass Road, the most



Boat leaving dock, Lake Minnewanka. Banff National Park

southerly of the four crossings of the Rockies in Canada. If desired, the motorist from the south or west may turn off here, cross the Rockies by this route to Pincher, Alta., where he may divert to Waterton Lakes Park and then turn north from either Pincher or Cardston to Calgary, the prairie gateway to the Central Rockies. Connections from Montana and the United States National Park Highway are made from Many Glaciers, from which point a gravelled road leads to the International Boundary which is crossed at Piegan, Mont., and at Carway, Alta. From the boundary a good gravelled road leads to Cardston, Alta.,





Bighorn or Wild Rocky Mountain sheep.  
Banff National Park

words. Something is left out in every picture or photograph. Only the eye can gather the sense of height and vastness, the infinite serenity and majesty, which thrill the beholder on his first glimpse of the Canadian Rockies. The endless succession of ranges billowing off to the distance as far as the eye can see, the countless variety of forms, peak after peak rearing its glorious bulk more than a mile up into the radiant blue, the shifting play of light and shade, the indescribable variation of colour, yea, the very opulence of the sunshine itself, are a revelation and a joy.

"Oh, those mountains, their infinite movement!  
Still moving with you;  
For, ever some new head and breast of them  
Thrusts into view."

Thirty-two

and the Waterton Lakes National Park. If the motorist has not time for this side trip (thirty-five miles from Cardston), he may proceed north via "The Macleod Trail" direct to Calgary. Direct connections from the eastern states may also be made via Great Falls, Shelby, Sweet Grass and Coutts, Mont., and Lethbridge and Macleod, Alta.

### *Along the Banff Windermere Highway*

To one who has not known them it is impossible to describe the delights of this mountain highway. It does not matter whether the motorist enter by eastern or western gateway, he is swept at once into an enchanted world. The magnificence of the mountain ranges, the immensity of the scale on which they have been laid out, refuse to be put into

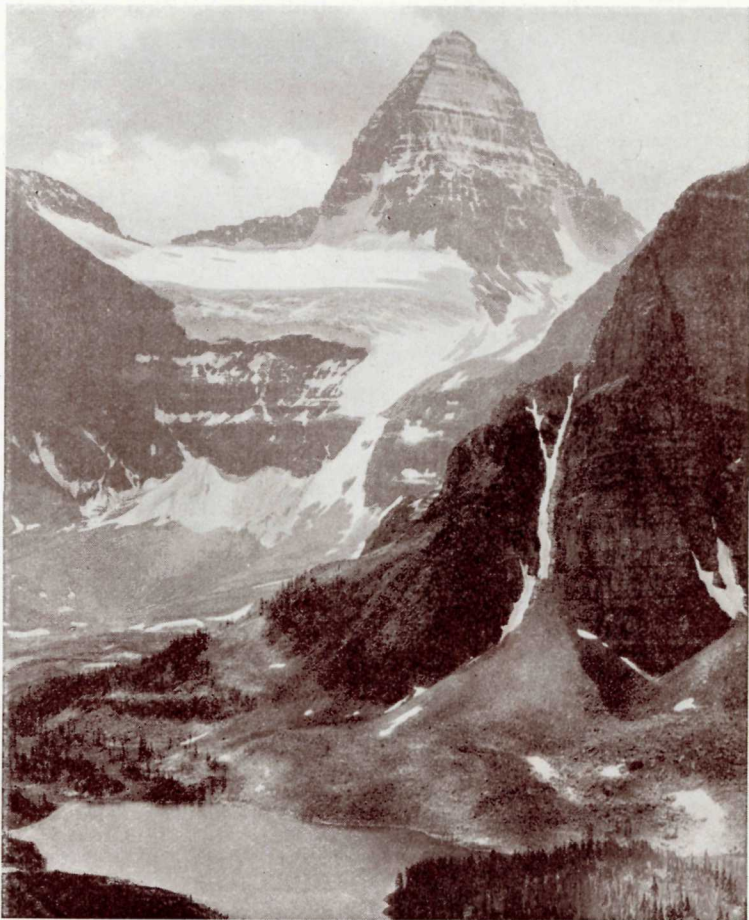
For 175 miles the motorist is never outside of a National Park, a fact which reveals itself soon in the abundance and fearlessness of the wild life. Mountain sheep, those shyest of wild creatures, lift their heads to gaze unconcernedly at the intruder and then go back to their quiet feeding. A deer will flash through the thick tangle of the forest or a black bear amble off from a leisurely inspection of the recent site of some wayside camp, but the wild things here are no longer afraid of man. They realize within these boundaries he has laid aside his



Mount Rundle from Bow River. Banff National Park  
The profile of the goddess of the height,  
Floating in water with a curve of crystal light.  
—Duncan Campbell Scott

ancient enmity and they are quick to offer in return the gift of equal friendship. These great sanctuaries, indeed, afford a realization of those happy conditions visioned by H. G. Wells, in the closing and prophetic chapters of his "Outline of History." "It is a strange thing," he says, "how little has been done since the Bronze Age in taming, using, befriending and appreciating the animal life about us." The first fruits of a finer civilization, he prophesies, will include "strange and beautiful attempts to befriend these pathetic, kindred, lower creatures we no longer fear as enemies, hate as rivals, or need as slaves."

Thirty-three



Mount Assiniboine. Banff National Park

While such "finer conditions" may not yet be universally possible the traveller may rejoice that within the National Parks at least the prophecy is already true.

*A Day's Journey*

From the western gateway of Kootenay Park to Banff is ninety miles, from Banff to Calgary eighty-six more, a distance that could no doubt be covered in one long



Mount Blakiston and Pass Creek. Waterton Lakes National Park

day. But the motorist who rushes through the Rockies is unwise as the tourist who "does the Louvre" in an hour. Your real nature lover, with the holiday spirit in his heart and his eyes open to the wonder of the universe, will refuse to be hurried through a region so rich in opportunities for new and thrilling experience. The great advantage

of motor over railway is that it permits the traveller to take his time. He may start when he will and stop when he please and there will be no time-table to regulate his proceedings. Along the new highway there are countless invitations to linger. It may be only a garden of exquisite mountain wild flowers, the song of a concealed bird or the sudden beauty of some vista which startles to breathless wonder. A near by canyon will say: Come and see what water and time can do in the way of natural carving. A crystalline little tarn will challenge the lover of sport to try his skill against a gamey mountain trout. To spend a night, too, under canvas, to watch the blue shadows gather in the valleys and the light fade from the great peaks, to sit about the camp fire with a little of the peace and serenity of the mountain world in the heart while dim immensities crouch about in the darkness like a caravan of slumbering dromedaries; and then to fall into a joyous sleep which is as good as food—these are adventures no motorist can afford to miss. To wake, too, and see the magical transformation of the dawn, the cold grey solitudes turning to airiest rose or golden thistledown as the fire leaps from peak to peak; to breathe great draughts of an air that fairly snaps with ozone and afterwards to fall to on a gargantuan breakfast that would stagger a city dweller—to experience these things is to know what a gloriously good thing it is just to be alive.

### *The Approach*

Whether the mountain highway be taken by the east or west, the approach is full of interest. On the east one enjoys the never to be forgotten view of the ethereal snow-clad summits cutting the sky-line along the whole western border of the plains. Leaving Calgary, with every westward mile the peaks grow larger, more sharply defined, until they suddenly loom up on all sides and one passes, seemingly at a stride, from the prairie to the mountain world.

Approaching the highway from the west side of the Rockies, the route lies up what is known as the Great Intramontane Trench, filled now by the Kootenay, Windermere and Columbia Valleys, which marks the division between the main Rockies and the older mountain ranges to the west. In this trench lie the Columbia and Windermere Lakes, the source of the Great Columbia River, which flows northward for a hundred miles, and then, making a complete bend, turns back to the south to flow across the International Boundary and into the Pacific Ocean.

Eleven miles north of Invermere, B.C., the Banff-Windermere Highway branches to the right towards a narrow notch in the long wall of the Rockies. In one mile the road reaches Parson's Gap, or Sinclair



Giant's Stairway. Banff National Park

Canyon, the magnificent western portal of the Rockies, a deep gorge with walls of reddish rock. Passing through this striking natural gateway the visitor finds himself in an enclosed valley, with forest clad peaks looming on all sides and the turbulent Sinclair River tearing down with a great shouting of waters to the right. Rising steadily through the ever narrowing valley, he sees to the left the rustic bungalows of Sinclair Hot Springs Camp, perched high on the rocky slopes

above. To the right on the level is another small hotel, while directly ahead, bestriding the valley from side to side, is the picturesque western gateway to Kootenay National Park. Here the traveller will register, obtaining a permit which will entitle him to travel through the three National Parks—Kootenay, Rocky Mountains, and Yoho—whose adjoining boundaries practically provide one playground.

*Sinclair  
Radium  
Hot Springs*

Just inside the gateway are found the Sinclair Radium Hot Springs. A bath in their warm, refreshing waters after a long, hard day's ride revives one almost miraculously. These springs are said to have been known since the earliest explorations of the Rocky Mountains and were frequently visited by Indians and settlers from the Windermere Valley who had great faith in the curative powers of the waters. The natural temperature of the main spring, where it issues from the rocks, is about 114° F., although the water of the pool is about 14° less. Several tests made by Government analysts show that both in actual radium content and radioactivity units these springs are unusually high and it is believed that their therapeutic efficacy may be partly due to this high radioactivity. The swimming pool is operated by the government and the use of swimming suit, towel and locker may be obtained for a small fee.

Leaving Sinclair Canyon the road cuts along the base of rugged cliffs and passes through the so-called "Iron Gates," a second and wider portal formed by splendid towers of red rock on either side of the valley.

Winding up by easy gradients through forests of pines and spruce, the road climbs to the summit of Sinclair Pass, 4,950 feet. Almost at the Divide lies a charming little lake, lovingly encircled on three sides by the forest, whose waters are of a beautiful green, shot with under-tones of gold, known as Lake Olive. From the summit of the pass the road drops down in great sweeps towards the wide and level valley of the Kootenay, affording some wonderful panoramic views. By this valley, which lies parallel to the Columbia Valley, but at an elevation of almost a thousand feet more, a pony trail leads to the Yoho National Park, connecting with the "Kicking Horse Trail," near Leancoil, B.C.

Now for a few miles the highway cuts through the forest, running between tall lines of slender pines which stand so straight at either side that the road becomes a canyon of living green. The cool restfulness of these long avenues carved in the virgin forest—the nostrils gratefully acknowledging the scent of sun-kissed pine and the faint tang from surrounding snowpeaks—makes these bits of the road linger long in the memory. There is no sound here but the whisper of wind

in the tree tops and the purring of the motor. Perhaps a curious whiskey-jack or two will fly down to examine the new-comers or a "fool-hen" fling itself with apparently suicidal intent in front of the car but otherwise the road is undisturbed. Above the green walls the sky shows deepest azure. Down the long vista a white peak will lift itself high in air in a "wedding of whitest white and bluest blue," then the car will emerge into the open valley and a celestial panorama again unroll itself before the eye with the surprise of a new revelation.

At about twenty-eight and one-half miles from the western terminus the road crosses the Kootenay River and swings east towards the Vermilion, winding along the high ridge between the two rivers. The broad valley of the Vermilion is a favourite resort of big game and as the car rolls down from the high ridges to the lower levels a glimpse may be caught of a moose or deer. This was an old hunting ground of the Kootenays, and in some of its grassy meadows they may have held their religious festivals in honour of the Sun God whom they worshipped.

Another favourite hunting ground about fifty-four miles from the western end is near the junction of Ochre Creek and Vermilion River, where the ochre deposits or paint beds are found. Three miles farther east is the beautiful Marble Canyon, one of the most impressive in the National Parks. The canyon, which is about two thousand feet long, is a narrow rocky gorge cut down in the course of centuries by the waters of Tokumn Creek. Along its rocky walls are visible numerous ledges and outcroppings of white marble which give the canyon its name. Two flying bridges of natural rock cross the canyon and at its head Tokumn Creek plunges down a very spectacular pothole disappearing from view, to reappear a short distance below at a great depth. Those who have time to linger a few days may use Marble Canyon as a base from which to explore some of the interesting regions of Kootenay Park: Floe Lake with its icebergs, the fine "Tumbling Glacier" at the head of Tumbling Creek, the Wolverine Pass, route to the Goodsir Valley, as well as the interesting alpine region up Tokumn Creek Valley at the back of Mount Quadra, Mount Fay and the other Ten Peaks which, on the northern side, wall in Moraine Lake. The Paint Pots or Ochre Beds, too, are only a mile and a half away by a pleasant trail through the woods.

Beyond Marble Canyon the road climbs towards the Vermilion Summit, with the splendid mass of Mount Ball and, later, Storm Mountain to the right. Although the summit is the watershed of the Continental Divide the road continues its ascent for another three miles in order to obtain a more favourable location and then descends by splendid sweeping curves to the Bow Valley. The changing panorama, dominated always by the glorious bulk of Castle Mountain,

afforded by each new turn beggars description. It forms a magnificent climax to this section of the road. Below in the valley is seen the smoke of the railway signalling that civilization is again at hand and that Banff is only twenty miles away.

At Castle Forks the road to Lake Louise is seen branching off to the right. This is also the route to the Kicking Horse Pass, Yoho National Park and Golden, B.C., whence as has been said, return may be made to the western terminus of the Banff-Windermere Highway.

From Castle the road leads to Banff, following the beautiful valley of the Bow and skirting the rugged mass of the Sawback Range. Opposite Pilot Mountain there is another fine canyon about half a mile up Johnston Creek. High on the left is soon seen the "Window of the Gods," a cave bored entirely through the mountain. Then the beautiful mass of Mount Rundle looms ahead and the road sweeps about the Vermilion Lakes to the town.

Banff, the headquarters of Rocky Mountains National Park, is a charming little town possessing broad, well paved streets, some good stores, banks, garages and accommodation to suit every purse, from a public motor camp-site to a palatial Canadian Pacific Railway hotel. A fine golf course, and hot sulphur swimming baths operated by the Government, afford delightful recreation. There are, too, a number of interesting spots in the immediate vicinity that no visitor should miss. From Banff a run of twenty-seven and one-half miles through impressive scenery brings the traveller to the eastern gate of the park, whence the road passes through the eastern gap and thence across the foothills to Calgary, distant eighty-five miles from Banff, where connections may be made with all points on the prairies or with roads leading south to the International Boundary and Montana.

### *To Lake Louise and the Kicking Horse Pass*

Those who wish to visit Lake Louise and Yoho National Park will turn west from Banff following the Banff-Windermere Highway as far as Castle and continuing along the Bow Valley for twenty-one miles more to Lake Louise. Of all the lovely lakes of the Rockies this is perhaps the most exquisitely beautiful. Sparkling and unbelievably vivid in colour it lies in a setting of forest and peak seemingly carved to the last touch of perfection, with the shining curtain of Victoria Glacier forming its stupendous backdrop. Nine miles to the east lies its almost equally lovely neighbour, Moraine Lake, in the Valley of the Ten Peaks, accessible by a delightful high road which overlooks the entire Bow Valley and runs close to the majestic facade of Mount Temple. Bungalow camps will be found at both Moraine Lake and

Lake Louise while the luxurious "Chateau Lake Louise" provides every comfort and refinement the most luxuriously minded can demand.

Less than a mile from Lake Louise the Kicking Horse Trail branches off to the west and in nine miles reaches the Kicking Horse Pass and the eastern boundary of Yoho National Park.

The journey across the pass and down the west slope to Field can be made in an hour. The grades are nowhere difficult and the scenery is so magnificent that all travellers, even if they cannot go on to Golden, should endeavour to go as far as Field. From Field a beautiful level run of seven miles brings one to the famous Emerald Lake, where a C.P.R. Chalet is found, or another diversion of eleven miles will enable one to see something of the dramatic Yoho Valley with its fine Takakaw Falls, 1,500 feet in height, which leaps from the Daly Glacier, down the sheer face of the rock, in a swaying curtain of water, to shatter itself in mist and spray in the valley below.

The motorist who travels over this beautiful highway through the glorious ranges of the Rockies, will have a new conception of the greatness of Canada and if his journey compass the entire Circle and

include the fifteen other great reservations now set apart for public benefit and enjoyment, it will be strange if he cannot catch a glimpse of a new philosophy of beauty and its uses in national life. It is less than half a century since it began to be realized on this continent that places of exceptional beauty, such as Ruskin visualized, "guarded from violence and inhabited, under man's affectionate protection, by every kind of living creature that can occupy it in peace," were national possessions of the highest value that should not be restricted to the use and enjoyment of a few persons but should be set aside and preserved for the use of the whole nation for all time. The recognition of this principle has led to the preservation of great natural areas both in the United States and Canada. The building of motor highways makes these reservations in reality what those who created them dreamed they might become, "people's parks," in the broad and democratic sense of the word. The phrase from today must bear, too, a wider application, for men are coming to see that there can be no nationalism, no parochialism, where such beauty is concerned; that here national boasting must be silent and the spirit of man humble and reverent before creative might and power.

"The dreamer lives forever," said John Boyle O'Reilly, since the ultimate fact is only the embodiment of the dream. Out of the dreams of a few far-visioned men have come the National Parks and the National Highways of to-day. Is there not room to believe that the final outcome will exceed all their imaginings and that both are

only entering upon their possible service to humanity; that they may in the end prove for all the people to be roads back to a healthier and fuller contact with nature, to a wider and deeper love of country and a richer and more joyous life?



## ADDENDA

The Banff-Windermere Highway is an entrance avenue to three national parks which are linked together in one unit. The local administration of the three parks is in the hands of superintendents whose offices are located in the Administration Building, Banff Avenue, at the north end of the Bow Bridge (Banff National Park); at Radium Hot Springs (Kootenay National Park); and at Field (Yoho National Park). Application may be made to these for any information required.

*Motor Regulations* Seasonal licenses, which also entitle the holder to thirty days' free camping at any one of the recognized campsites within Banff, Yoho and Kootenay National Parks, are issued to motorists at any one of the three entrances, the fee being Two Dollars (\$2.00). Camping privileges are restricted to the public camping grounds found at convenient points along the way. These are equipped with stoves, tables, shelters, etc.

Motorists should make themselves familiar with the Traffic and Motor Regulations for National Parks, copies of which may be obtained free of charge at the Superintendent's offices at Banff, Radium Hot Springs, and Field.

Motorists are reminded that they will drive with much more comfort and safety, and assist in the maintenance of the highways, by inflating their tires to the proper pressure. Keep within the speed limit, and below it on curves.

Visitors are specially warned against teasing or molesting wild animals. Any wild animal may become dangerous at close range and it is unwise to feed or encourage them to be friendly.

*Camp Etiquette* Keep camps clean. Leave them clean. Bury or burn all refuse promptly—even tin cans—to prevent flies and to get them out of sight. Never defile water. Never break bottles—glass is dangerous—nor leave them where the sun may focus through them and start fire.

*Fires* Help to keep the parks clear of fires. Break your match in two before throwing it away. Make it a habit. Drop pipe, cigar or cigarette ashes only on dirt. Then stamp them out. Should you discover a forest fire report it immediately to the Chief Warden or the nearest Park Official.

MILEAGE AND POINTS OF INTEREST TRAVELLING EAST ON  
BANFF-WINDERMERE HIGHWAY

- Mile 0. Junction of Banff-Windermere Highway and Provincial road along the Columbia Valley connecting on the north with Golden, B.C., and on the south with Fernie, Cranbrook and International Boundary. West boundary Kootenay Park.
- Mile 1.4. SINCLAIR CANYON (PARSON'S GAP). Road runs beneath towering wall of rock which has been blasted out to permit passage of road.
- Mile 2.3. OFFICIAL GATEWAY TO KOOTENAY NATIONAL PARK. All visitors required to register before entering or leaving park.  
RADIUM HOT SPRINGS. Remarkable natural waters. Noted for high radioactive properties. Public swimming pool, bungalow camp, hotel, service station, garage and store.
- Mile 2.5. IRON GATES. Walls of Red Rock. Public motor camp ground on right.
- Mile 3.6. MACKAY CREEK. Public camp ground on left.
- Mile 8.5. SINCLAIR PASS SUMMIT. Highest point crossing Sinclair range. Elevation 4,950 feet.
- Mile 8.8. LAKE OLIVE. Small greenish coloured lake on right.
- Mile 9.0. SUMMIT PUBLIC CAMP GROUND. To right of highway.
- Mile 12.0. VIEW POINT. Extensive views of Kootenay River and Valley, Great Divide, and mountains to north.
- Mile 13.8. NIXON CREEK.
- Mile 18.8. MCLEOD MEADOWS. Public camp ground.
- Mile 24.3. DOLLY VARDEN CREEK. This stream affords trout fishing.
- Mile 29.0. KOOTENAY CROSSING. Road turns right and crossing Kootenay River leaves the Kootenay Valley and begins ascent northward up Vermilion Valley. Public camp ground. Fishing.
- Mile 36.0. WARDLE CREEK.
- Mile 41.0. VIEW POINT. Looking back in a southeasterly direction a view of famous Mount Assiniboine is obtained.
- Mile 42.6. VERMILION RIVER CROSSING. Public camp ground on left bungalow camp, service station.
- Mile 48.0. FLOE CREEK. Floe Lake, beautiful, glacier fed lake, dotted with small icebergs, reached by trail up left side of valley.
- Mile 48.3. HAWK CREEK. Public camp ground. Trail on right.
- Mile 52.4. BLACK'S CAMP. Public camp ground.
- Mile 56.0. PAINT POTS. Natural ochre beds from which Indians secured paint, on left across Vermilion River.
- Mile 58.0. MARBLE CANYON. Remarkable gorge of great scenic interest; bungalow camp.

- Mile 58.2. MARBLE CANYON PUBLIC CAMP GROUND.
- Mile 60.0. VIEW POINT. Fine views of glaciers to right, and of snow-capped Mount Ball (altitude 10,825 feet), one of finest peaks in region.
- Mile 62.4. SUMMIT PUBLIC CAMP GROUND. To left of road.
- Mile 62.5. INTERPROVINCIAL BOUNDARY. Dividing line between provinces of British Columbia and Alberta and Kootenay and Rocky Mountains Parks.
- Mile 63.6. VIEW POINT. Vista Lake to right.
- Mile 64.8. BOOM CREEK. Trail on left to Boom Lake, good fishing.
- Mile 65.1. VERMILION PASS SUMMIT. Elevation 5,660 feet.
- Mile 66.0. STORM MOUNTAIN REST BUNGALOW CAMP. Extensive view down Altrude Creek Valley to Bow River Valley and Castle Mountain to north.
- Mile 70.0. TRAIL TO TWIN LAKES. To right of highway.
- Mile 71.3. BOW RIVER BRIDGE.
- Mile 72.0. Junction point with Bow Valley Road, Lake Louise to left, Banff to right.

ACCOMMODATION

FIRLANDS TO CASTLE (Banff-Windermere Highway)

- SINCLAIR HOT SPRINGS. "Radium Hot Springs" Hotel. "Sinclair Hot Springs Bungalow Camp." Government Motor Campsite. Government Radium Hot Swimming Pool.
- SINCLAIR SUMMIT. Government Motor Campsite.
- MCLEOD MEADOWS. Government Motor Campsite.
- KOOTENAY CROSSING. Government Motor Campsite.
- VERMILION CROSSING. "Vermilion Crossing Bungalow Camp." Government Motor Campsite. Filling station.
- HAWK CREEK. Government Motor Campsite.
- BLACK'S CAMP. Government Motor Campsite.
- MARBLE CANYON. "Marble Canyon Bungalow Camp." Government Motor Campsite.
- VERMILION SUMMIT. "Storm Mountain Rest Bungalow Camp." Government Motor Campsite.

Notes by the Way

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Notes by the Way


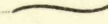
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Department of the Interior  
Canada




CANADIAN NATIONAL PARKS BRANCH

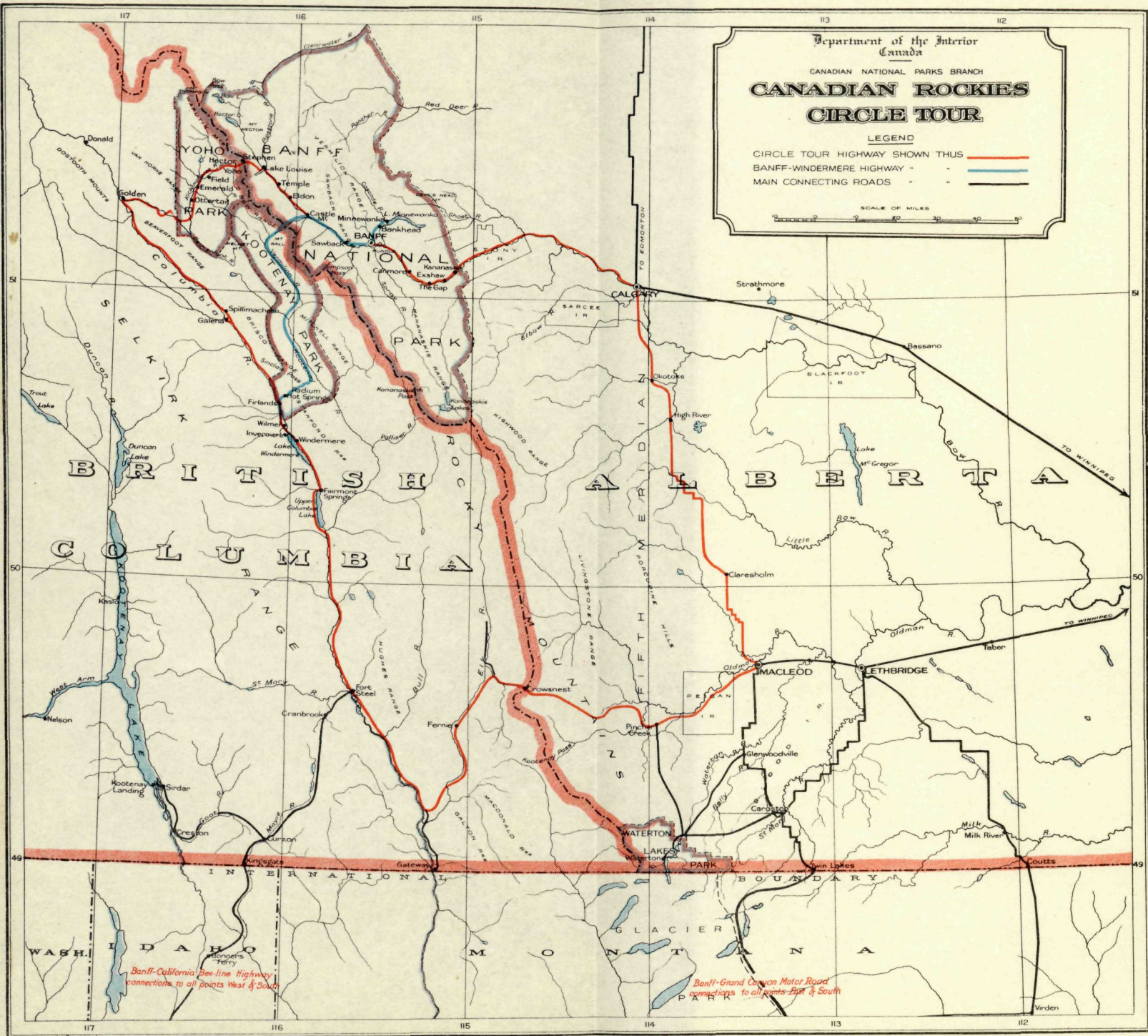
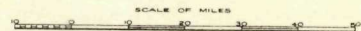
## GRAND CIRCLE TOUR

CANADIAN SECTION OF  
BANFF-CALIFORNIA BEE-LINE HIGHWAY AND  
BANFF-GRAND CANYON HIGHWAY SHOWN THIS   
MAIN CONNECTING ROADS 

SCALE OF MILES  
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Department of the Interior  
Canada  
CANADIAN NATIONAL PARKS BRANCH  
**CANADIAN ROCKIES  
CIRCLE TOUR**

LEGEND  
CIRCLE TOUR HIGHWAY SHOWN THUS   
BANFF-WINDERMERE HIGHWAY   
MAIN CONNECTING ROADS 



*Banff-California Bee-line Highway connections to all points West & South*

*Banff-Grand Canyon Motor Road connections to all points East & South*

