

# OPENS SCENIC WEALTH TO TOURIST MOTORIST

## Banff-Windemere Automobile Road is Important Contribution to the Wonderful Highways of the Country

The conveying of the Banff-Windemere motor road to the Dominion government by an act passed at the last session of the Provincial House is another step towards the realization of a Canadian highway. This is a matter in which motor enthusiasts of this city, and especially with the Vancouver Automobile Association, are keenly interested in. The Invermere correspondent of the Calgary Herald touches on the history of the construction of this road as follows:

### Agitated Long Ago.

The agitation for the building of this road was first commenced as far back as 1908, and in 1910 was taken up by the Canadian Pacific Railway, through its natural resources department, of which J. S. Dennis, assistant to the president, is head. With them the Dominion government and the governments of the province of Alberta and this province also joined, with the result that by the close of the season of 1913 the road of a standard width and easy grades was completed with the exception of a stretch of some 40 miles lying within this province in the valley of the Kootenay river. This stretch lay within the confines of this province, and had it not been for the financial crisis which overtook the whole world and affected the resources of this province as well, it would have been pushed through. Since that period this board of trade along with others has urged the handing over of the road to the Dominion government to have it incorporated in their great national park system with its wonderful ramification of splendid roads. Now this end is accomplished it is considered and conceded that steps will at once be taken by the authorities to use in its construction the work of the alien enemies who are available for this neighborhood.

The standard road from Calgary along the main line of the Canadian Pacific Railway has for many years been completed, and last year the completion of this branch of the highway from Castle Station to the southwestern confine of the Banff Park was brought through. The Provincial government finished the construction of the route from Invermere to the other side of the first summit of the Rocky Mountains in 1913.

### Road 165 Miles Long

The entire length of the road when completed from Calgary, via Banff, to Invermere, will be approximately 165 miles. The grades are easy, and the various stages of the journey leave nothing to be desired. If a rush trip is expedient, the whole district may be covered by motor car in ten hours' time. From the western end various side trips or alternatives present themselves. There is the run of 80 some odd miles north to Golden along the banks of the Columbia river, going up on one side and returning on the other; or several days may be spent in visiting the famous glacier fields, any of which may be reached by motor car in a run of a few hours; or there opens the run south through the piney woods which border the Kootenay river on the way to Cranbrook.

### Scenery is Fine

The road proper has its attractions in addition to the scenery, which is said to baffle description. First from

the east is the ochre beds, so vividly described by Palliser, and other early explorers as the place where the Indians of the past generation used to get their supplies of pigment for the making of their war paint and the painting of their wonderful pictographs upon the rocks, which are supposed to most graphically portray their wonderful achievements in the war and chase, more particular their attacks on the peaceful Kootenay tribes who inhabit this sequestered valley. Passing these "beds" by, the car travels alongside the raging waters of the Vermillion river, and enters the valley of the Kootenay. The river here is not very wide, but is swift and in parts rapid, and its light blue waters form a pleasing accompaniment to the varied colors of the high mountains which surround the valley on every side. After some distance along this river the road turns southwestward, and after climbing out of the Kootenay river valley it reaches the summit of the main Rocky Mountain ridge at Lake Olive at an elevation of 4600 feet. Lake Olive is a small body of water of olive green color. It was given its authorized name after Mrs. W. W. Forster, of Victoria, whose husband at the time was deputy minister of public works. From that point for several miles the road runs along the edge of Sinclair Creek, down Sinclair Pass, named after James Sinclair, an important officer of the Hudson's Bay Company, who led a party of emigrants through this pass to the far field of Oregon as far back as 1854.

### Twin Bridges

At a point about three miles to the east of the junction of the main road north and south are reached the "Twin Bridges," and on the left hand of the road on an overhanging rock are Indian pictographs portraying the deeds of a great hunting or war party of Indians. One mile further still and the famous radio-active Sinclair Springs are reached. These are now the property of a Harmsworthy syndicate, which in 1914 started a project for their exploitation by the building of a cement swimming bath, 75 feet in length by 35 in width. It had been their intention to erect a hotel at that point, but the great war breaking out at that moment operations were suspended, and will probably remain so until the declaration of peace.

Between that place and the main trunk road north and south is some of the greatest rock-cutting on the journey, for it was necessary to build the road through a narrow canyon with towering sides on either side. The road has been cut through this, and runs on a bench of the standard width, the swift waters of the Sinclair Creek flowing through a rocky passage far below it, but easily visible from the car. In a run of fifteen minutes the road debouches into the wide spread valley of the Sinclair Creek, and a view is for the first time afforded of the wide stretch of the Columbia river valley. From this junction the road winds along the banks of the Columbia river until opposite Athalmer it bends sharply to the east, and then crossing that river one branch goes westward to this place while the main travelled road continues south to Cranbrook and the international boundary.