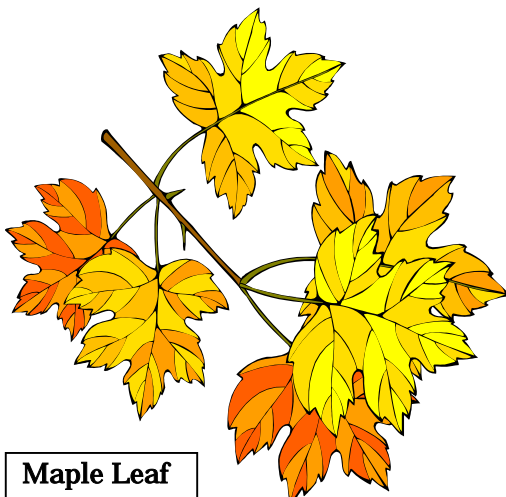
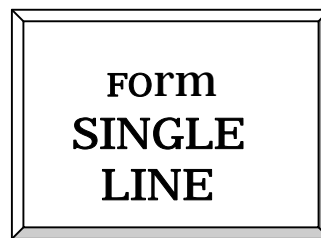
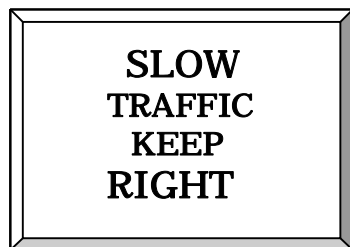
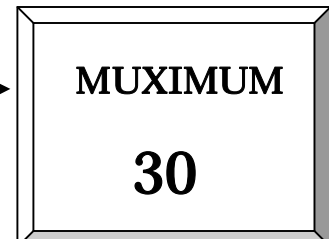
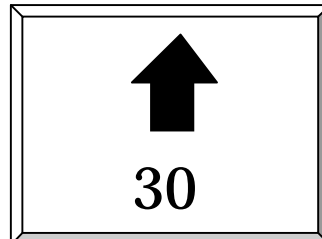
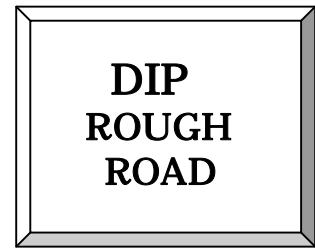
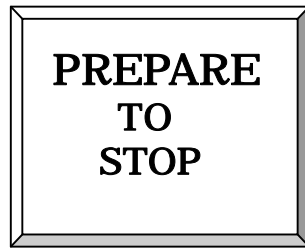
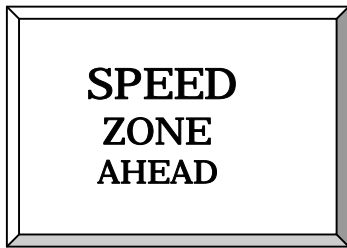


July 2nd (Monday)

I saw a lot of traffic signs which I might have rarely seen in Japan. I introduced some of them in the edition of MEMOIR 1989. Some day in future, I want to study about traffic signs both in Japan and in North America. I'm sure the study will let me know something new about the North America.



Maple Leaf

I left Waterton/Glacier International Peace Park for Canadian territory, that day. The first thing, I was aware of, was traffic signs which were written both in French and in English languages and in metric system. I often drive my car with the speed of 60 miles an hour in stead of 60 Km an hour. All instruments in my cockpit were of inch system. It was confusing to drive roads of Canada for the time being. I had to drive in Canada for about three weeks.

At the junction with the provincial road 6 (designate PR6 hereafter), I filled my car with regular unleaded at a Canadian gas station and paid by traveler's cheque of Canada dollar for the first time.

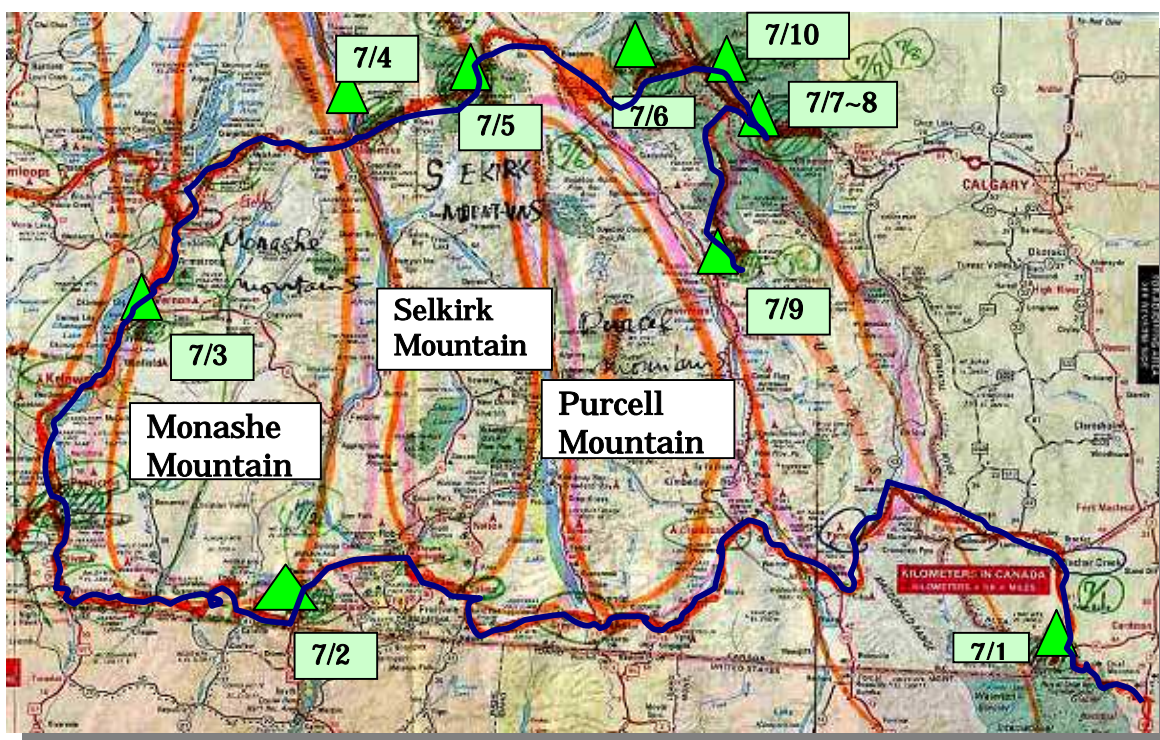
Though I didn't know about the exchange rates among yen, American dollar and Canadian dollar exactly, I felt intuitively gas was terribly expensive compared with in the US. I usually got one gallon of gas about one dollar in the US, but here, I was charged one dollar and forty for one gallon of gas.



I drove up north to Pincher Creek and met with PR-3 which runs 1200Km from Hope on the Trans Canada highway 1 in British Columbia to Medicine Hat, southeast of Alberta. PR-3 is called "Crowsnest highway"

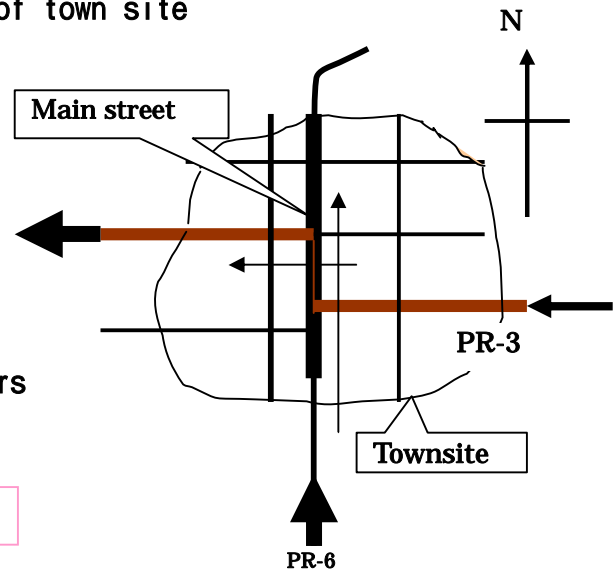
I took PR-3 west and crossed over the Continental Divide which runs through the Canadian Rocky Mountains via Crowsnest Pass (EL.1396m). This section of PR-3 is designated to one of the scenic highways by AAA. There were Mount Fernie Provincial Park, small communities along the highway.

I found a cozy little café on the road side, and dropped in at the café to take a late breakfast (10:40am). I paid 6 dollars and 50, including tip. They served large tasty portion at low price. I felt it rather cheap in spite of the low exchange rates of Canada dollar.

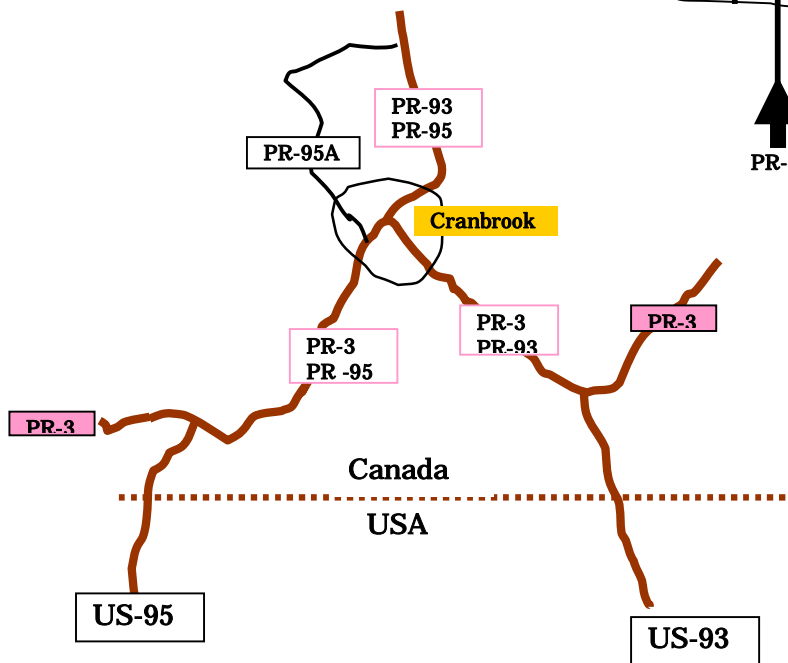


I drove about 550 Km on the PR-3 from Waterton Lakes National Park to Christina Lake campground on that day (see the map, page 1102). PR-3, Crowsnest Hwy, seems to be topographically a trunk road in the southeast Canada, nevertheless the Crowsnest Hwy was a little poor scale compared with the state roads in the US..

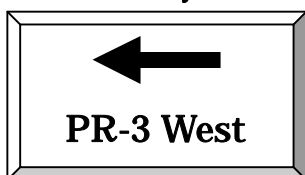
I was lost my way twice, once at Pincher Creek and once at Creston town sites. Both town sites were important traffic points. In case of Pincher Creek PR-6 meets with Crowsnest Hwy in the middle of town site like the following map. This was drawn just by my vague memory. As the main street was so grand that I might have mistaken main street for PR-3,



Another case took place at the three-forked road in the townsite of Cranbrook. Each road had two road numbers

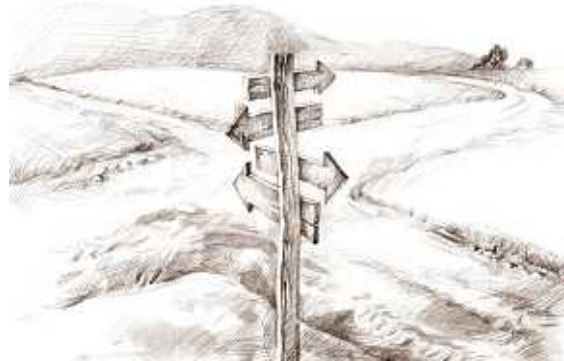


There were many road signs along one highway. For instance :



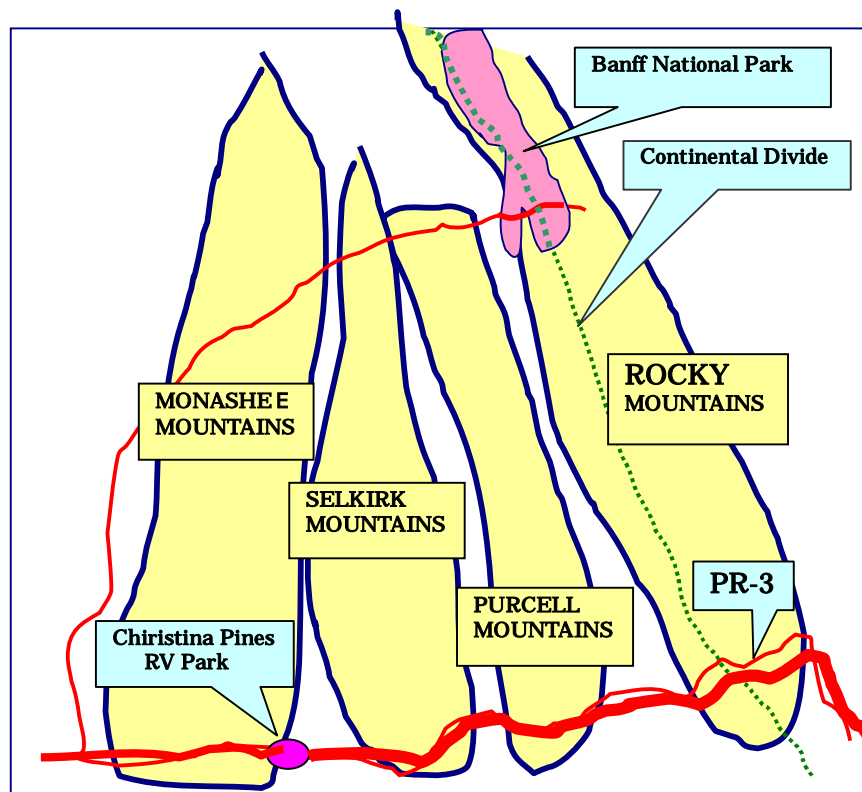
Arrows can be 4 kinds, Road names can be 7 kinds, They were PR-3, PR-93, PR-95, US-93, US-95, PR-95A and Crowsnest Highway. Direction can be designated, North, South, East, and West.

I lost my way to PR-3 West in the busy downtown of Cranbrook. I gave up seeking the right way by myself. I parked nearby parking lot of supermarket and I asked to the neighboring driver how to escape from the downtown to Crowsnest Highway West. He said "It is too difficult to explain in words. Fortunately I'm going to Salmo 150km West on the Crowsnest Highway. Follow me." He led me out of the downtown soon.



The Rocky Mountains is a long and massive Mountain system. and to the west of the Rocky Mountains there are three massive mountains like a bunch of bananas.

They are Purcell Mountains, Selkirk Mountains and Monashee mountains, each has several peaks as high as Canadian Rockies. I hadn't known the existence of these great massive mountains besides the Rockies, until I planned the Trip to the North. I had never heard of these names of Mountains yet.



I really wanted to get Campground

around Okanagan Valley, but it was getting rather late, I decided to stop at Chiritina Pines RV Park near the beautifully wooded Chiristina lakeside. On that day, it was cloudy all day long and I was caught in showers now and then. The RV park was private and had RV sites 65, tent sites 30. In my vague memories, the tent sites were in a wide beautifully mowed lawn field. There were 30 picnic tables and fire places, and we were permitted to drive in on the lawn field. To my first experience, two dollars' deposit was charged for the use of shower room key.

CUSTOMS along the Border between the US and CANADA :

Consulting a map, I found an interesting thing. There are 11 roads crossing a border; 5 roads of 11 had customs each side of the border 6 roads have on US side only and one road had neither.

We can go into Canada from the US check free, but in order to come back into The US, we have to bring an authorized identification card and an entry visa. If we went into Canada carelessly without these documents, we would have big troubles.

July 3rd (Tuesday)

As the Crowsnest highway is a narrow two lane road, high speed vehicles can't

pass slower traffic such as heavy duty trucks, semi-trailers, full trailers, or doublers. Then an uphill slope has one more lane for slower traffic.. We see traffic sign ;

1 Km before uphill slope

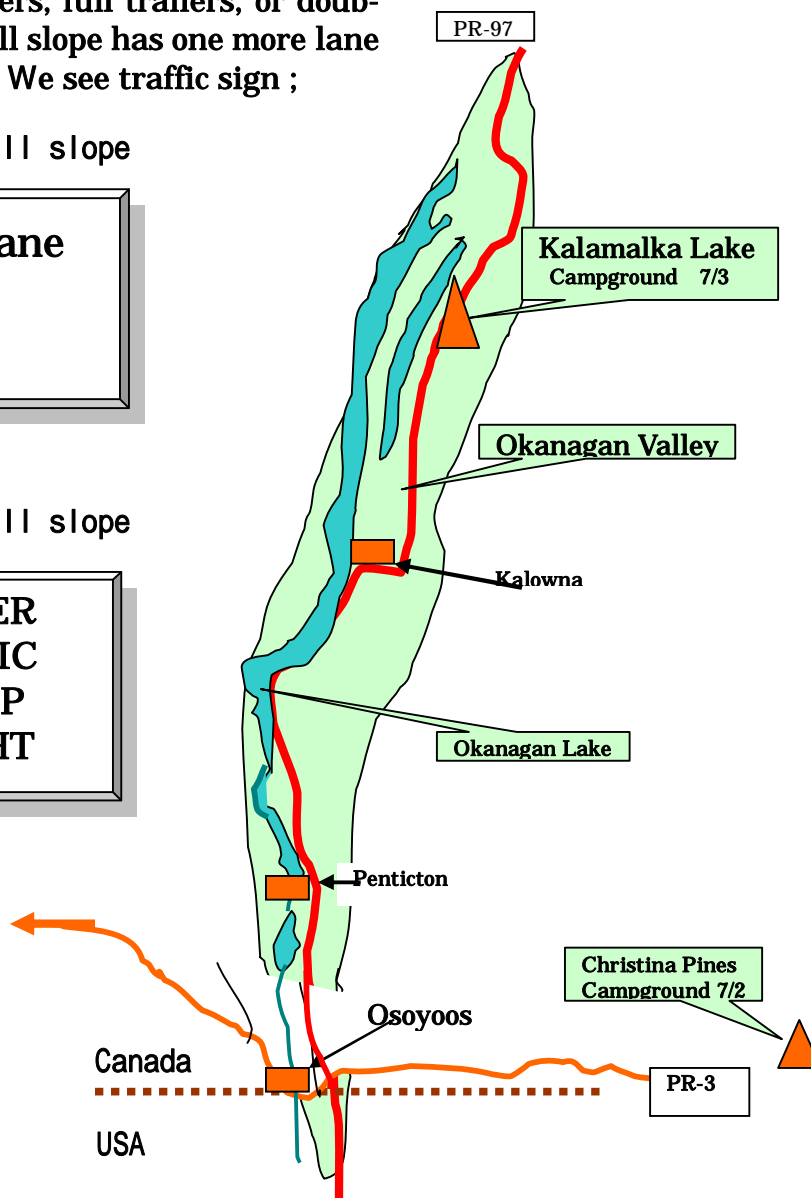
Passing lane
1Km
Ahead



Just before uphill slope

SLOWER
TRAFFIC
KEEP
RIGHT

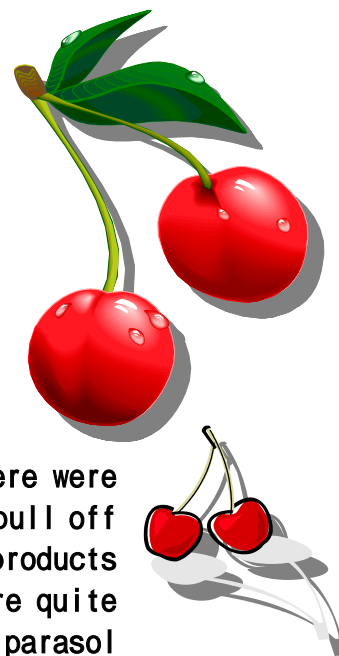
We can easily and safely pass the slower traffic.



(1105)

Okanagan Valley is about 200 Km long between long massive Monashee Mountains and wide Interior Plateau, and the Okanagan Lake is more than 100 Km long and about 1 Km wide. There are little flatlands on the both shore of the lake.

Almost all flatlands and somewhere loosely sloped hillsides were irrigated with an ample water of the lake and turned beautiful orchards from the arid desert lands. There grows many species of fruit such as apples, peaches, , grapes, cherries, plums etc. Kelowna City is the center of a fruit, vegetable, and vineyard region around Okanagan Lake. One-third of all apples harvested in Canada are shipped from here. I thought the production of peaches might be most popular there.



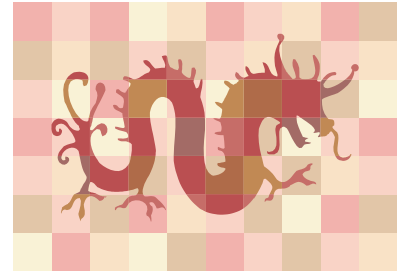
PR-97 runs about 100 Km northward along Okanagan Lake from Osoyoos to Salmon on the Trans Canada Highway 1. There were many roadside fruits stores here and there on the wide pull off of the highway. There were a lot of fresh fruits and their products exhibited in the wide shop and in the open air there were quite a few tables with chairs set. Each table had a big showy parasol over it.

Some people were eating by the tables and other People were walking around near by vista point mnching an apple.

Osoyoos is the southernmost of Okanagan Valley in British Columbia. The Photograph is the view from the east pass on the PR-3. PR-3 is meandering down abrupt hillside and several sharp big bends are made wide turn-out as vista points. The views were genial relaxing and picturesque, , quite different from the sharp views of the Waterton Lakes National Park or the Glacier National Park.



Okanagan Lake is supposed to live a legendary monster the Ogopogo, 9 ~ 21 meters long with a head resembling that of a horse, goat or sheep. It is quite common that many lakes in the world have their unique imaginary living things. Even at present, there are some people who believe and insist on its existence.



According to my memo I was to stop at Karamalka Lake Campground, (private), the fee was ten dollars. It was too cheap as a private campground, it must be wrong, or it might be correct. I can't think of the situations of the campground, but I can really remember the name of Karamalka Lake. It's quite strange that I can't find the campground anywhere in the AAA Camp Book. Anyway it was the fact I pitched a tent somewhere beside the PR-97 on the shore of Karamalka Lake. And also it's true that my memories faded away.

July 4th (Wednesday) from Karamalka Lake to Revelstoke

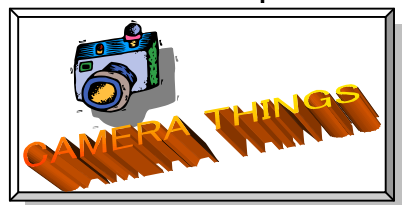
Oh, I found the memo about the campground that I stopped that day. It was "Owl's Nest Resort Trailer and Tent Park" private, on the shore of Karamalka Lake. CPR (Canada Pacific Railway) runs through the campground. There were a turn light on and off, and a loud ringing bell, not barricades. The passenger trains and very long freightliners go through the campground sounding its horn loudly. There were a lot of children playing in the park, I felt deeply uneasy. There grew many kinds of fruit trees. The tent sites might be made in the orchard, the cheap campsite fee might come from this.



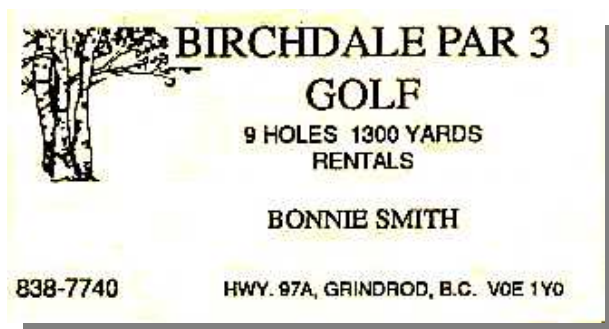
At Vernon;

There were three big cities along the long Okanagan Valley (in 1990), from south to north, Penticton (31,000), Kelowna (89,400) and Vernon (31,800).

I left the campground to northward at 07:00 am and got to Vernon downtown. There was a big shopping mall. I drove into the wide parking lot to get gas, ice, and some foods at Safeway supermarket. After shopping, I looked for a café around the mall. Then, at first the shop sign board "CAMERA THINGS" by chance, I thought of the troubles of my camera. I hurried back to my car and took it to the shop. I explained the troubles of the camera in my poor English. The clerk said easily that it came from batteries. He replaced them. That's all right. Why ??



There were a lot of golf courses along PR-97, mostly 9 holes, short course. Leaving Vernon I drove 75 km north to the junction Sicamouth on the Trans Canada Highway. I drove through flatland passing several small communities, I saw a cozy club house with big sign board "BIRCHDALE PAR 3 GOLF" on the roof.



The access road was narrow, parking lot was small, entrance gate was a big tall willow, and right hand side of the entrance was the owner's residence. I interested in its appearances.

I parked my car and went into the club house which had a lobby-cum-lounge-cum-café, locker room, showers, restroom, closet for rental golf goods, etc. All were clean and neatly arranged. No cars were in the parking lot, but mine, and no visitors were there in the house but me. It might have been a little earlier than opening time.

I rang a bell on the counter of the lobby. Crying "Hi, I'm coming", A sunny middle aged madam showed up from her residence. She apologized for having kept me waiting. She was just taking her breakfast at that time.

She took me to the terrace in front of her house. There were a big table and chairs. The trellis of wisteria or something covered the terrace and made a comfortable cool space to have a rest, to have a coffee break, to have a chat, or to take a nap. Two black old (She said they were already teens) dogs were sprawling under the table.

She got me a cup of coffee and some homemade cookies. We had a chat about Canada, Japan, Trips, golf etc, at freely. She was named Bonnie Smith, her husband and her parents were dead. She was the owner of this golf course which used to be an orchard. She had two daughters but had no manpower to take care of the orchard, so she gave up carrying on agriculture. She reformed her land from an orchard to a golf course.



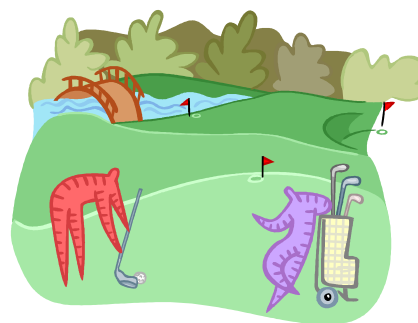
Her two daughters were married and lived in Vernon city with each family. They used to come to help her when they had time in summer, in winter the course was closed.

On that day when I visited there, the two daughters were there to help her.

Bonnie was quite a little fat, on the contrary two daughters were still slender, But they really took after their mother. Elder daughter was sophisticated and cheerful, while younger daughter was modest and domestic type. The latter always took care of us carefully, another cup of coffee, tea, strawberry fresh from the field etc. She also prepared rental golf things for me. Bonnie said I was the second visitor to her golf course.

At that time, visitors came by twos and threes, they became busy. I put the T on the T-ground and played by myself. I should have joined with someone, and that would have been much more fun.

Greens were taken good care and in A-1 condition, fairways were well mowed and turfs were carefully repaired. Big trees, here and there made cool shades. Fairway shot was difficult for me, because the lawn was different from that of Japan. and mowed a little longer. I duffed a ball many times. As edges of the fairways were deep rough, I lost balls. That made me mad.



Anyway, the course was well designed and beautifully maintained, I was contented with the play,

After the play, I took a shower and settled the bill of ten dollars for playing fee, rental fee at cozy club house. It was unbelievably cheap.

The elder daughter was working at the club house to take care of the guests, and younger daughter was doing homework. Bonnie got me a cup of coffee on her front terrace. I deeply thanked for her hospitality and made a promise to visit there next year when I would go up to Alaska.

From there To Mount Revel stoke National Park:

Bonnie told me that PR-97 was closed and under repair on that day because of a rock slide. I had an about 15Km detour by way of PR-97(B), instead of PR-97(A).

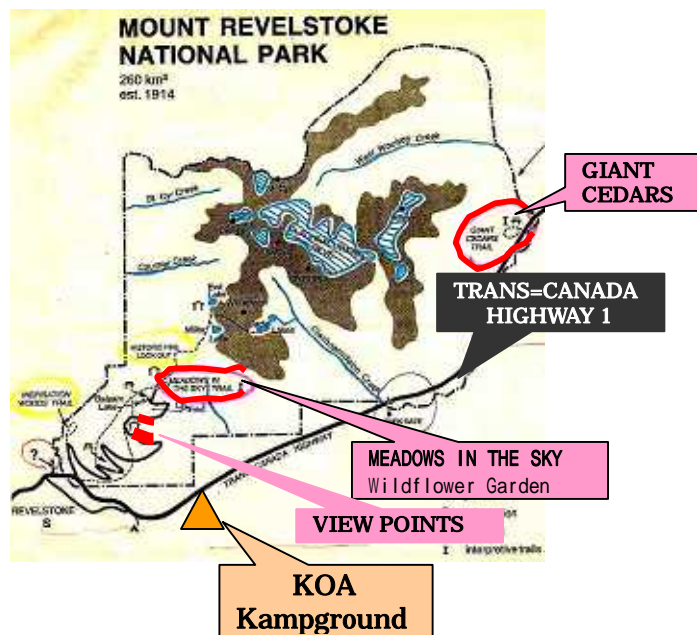


This section of TCH-1 crosses throughout the Monashee Mountains and was designated for the scenic highway by the AAA with its thick forests of old big trees.

I was strongly impressed by the true primeval forests.

Mount Revelstoke National Park.

Crossing the beautiful Monashee Mountains, Trans-Canada Highway meets the Columbia River. Three bridges are closely built across over the river, from the upper stream TCH-1, middle, Canadian Pacific Railway, and the lower, City road. Driving through the bridge, I could see the large signboard "TOURIST INFORMATION" right in front of my car. TCH-1 ascends from the bridge rounding the foothill of the mount Revelstoke.

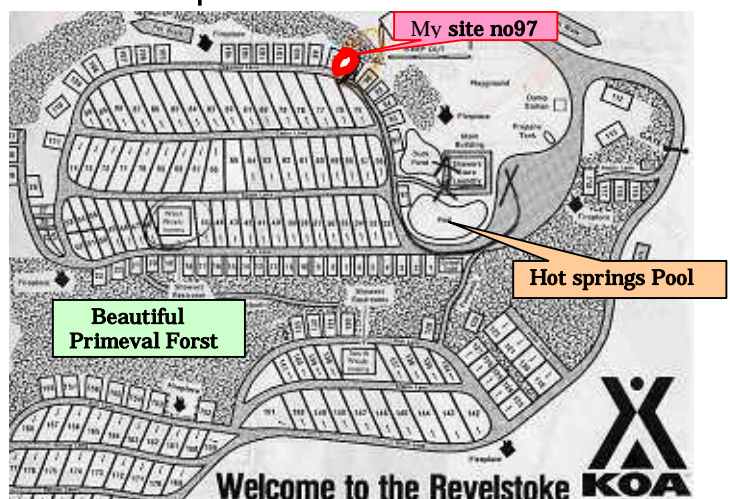


I looked down the modernistic city of Revelstoke. It was very silent not busy. I wondered how they lived on. There are Mount Revelstoke National Park, Revelstoke Dam and beautiful primeval forests? The population was supposed to be more than ten thousands.

CITY OF REVELSTOKE; is situated on the flat narrow floor of confluence between the Columbia River and the Illecillewaet River and north bound is an abrupt cliff of Mount Revelstoke foothill. The downtown is designed like a "GO" board. To my surprise, I saw two signboards of SUZUKI and YAMAHA. I thought they were the dealers of snowmobiles made by the two companies.

REVELSTOKE KOA

KOA is the biggest campground company all over the US and Canada. This is located about 4Km east of Revelstoke City, on the valley bottom floor surrounded with thick forests. Each lane in the campground had its own name. my site was no,97 on the Dogwood Lane.



July 5th (Thursday)

Got up at 5:20. Before breakfast, I made up my mind to go to Mount Revelstoke to see the natural alpine flower gardens and to take the photographs of the mountain sceneries

Meadows-In-The-Sky Parkway which is a 26Km paved road and is famous for its display of alpine wild flowers connects the City of Revelstoke. Few flowers were seen there this summer owing to the remaining snow.

There were several viewpoints made along the Meadows-In-The-Sky Parkway.

I could see the breath-taking scenery of Cranberry Mountain (2670m) in the Monashee range to the southwest, and at the foot of the mountain, the Columbia River and the Illecillewaet River.

There can hardly be seen their confluence point at the right hand side in the picture. The town is Revelstoke.



On the way back from the summit of Mount Revelstokw to the KOA Kampground, I ran into the Black Bear on the Parkway. The bear ran away in a fluster.

At the lounge of the KOA main building, I took breakfast with KOA-proud Pancake pouring ample maple syrup on it.

Leaving KOA Kampground for Glacier National Park at about ten O'clock, I drove on TCH-1 along the Illecillewaet River which flew round the foothill of Mount Revelstoke. Canada Pacific Railroad runs along the River too.

After running about 20Km on the TCH-1 in the scenic rain forests, I got to the Giant Cedars Trail. The trail was only a 0.5Km round boardwalk from the trailhead parking lot beside the highway. But I thought that I could see the ecologies between old growth rain forests and new growth rain forests. More than hundreds years old giant trees were fallen and slowly rot away and returned to the soil. And new growth rain forests started in turn. I breathed deeply in the serene forest atmosphere

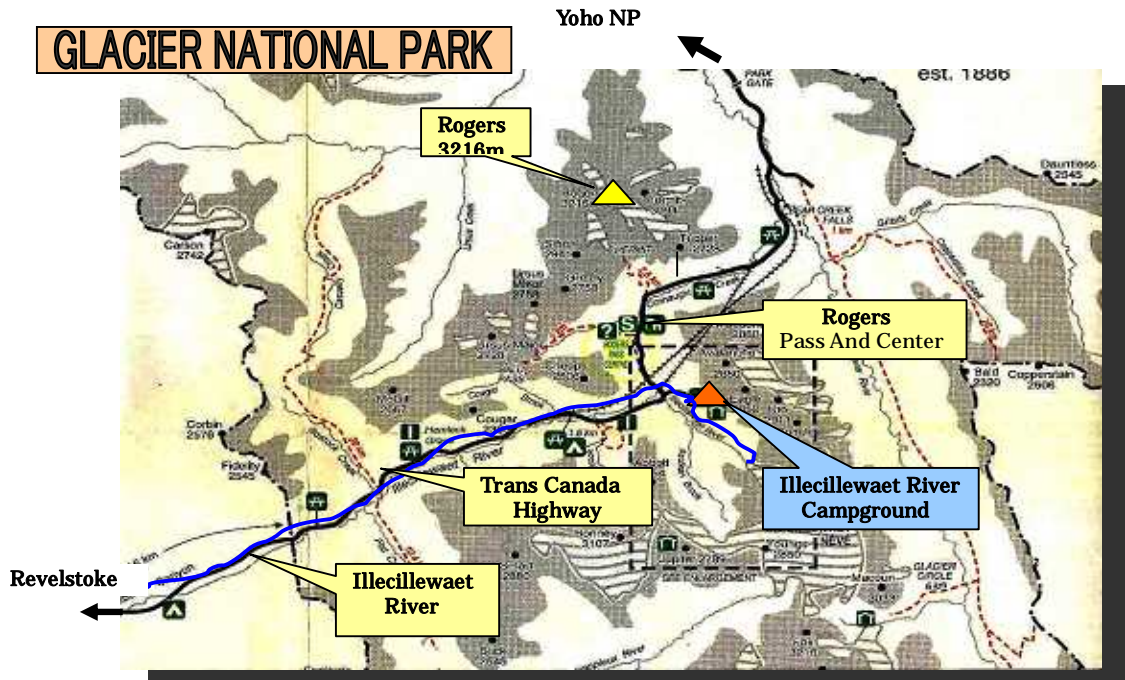


New Growth

Old Growth

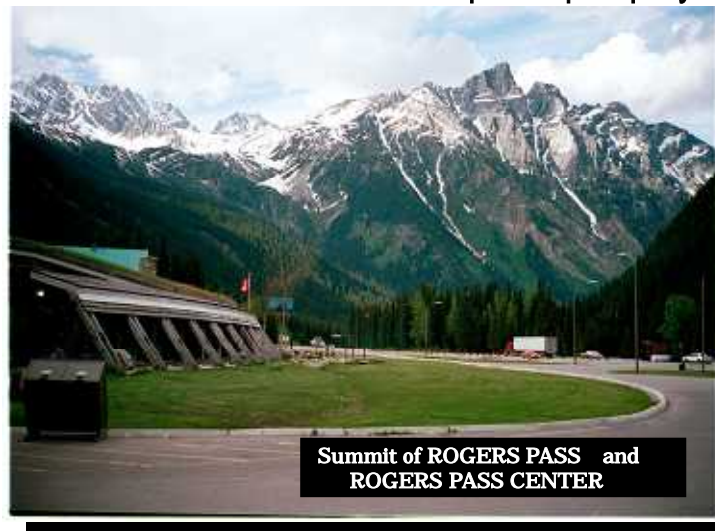


From Mount Revelstoke National Park to Glacier National Park
 Giant Cedars Trail is located at the easternmost of the Mount Revelstoke National Park beside TCH-1. It's an only 16Km drive from there to the border of the Glacier National park west entrance. The highway runs in the primeval forests along the Illecillewaet River.

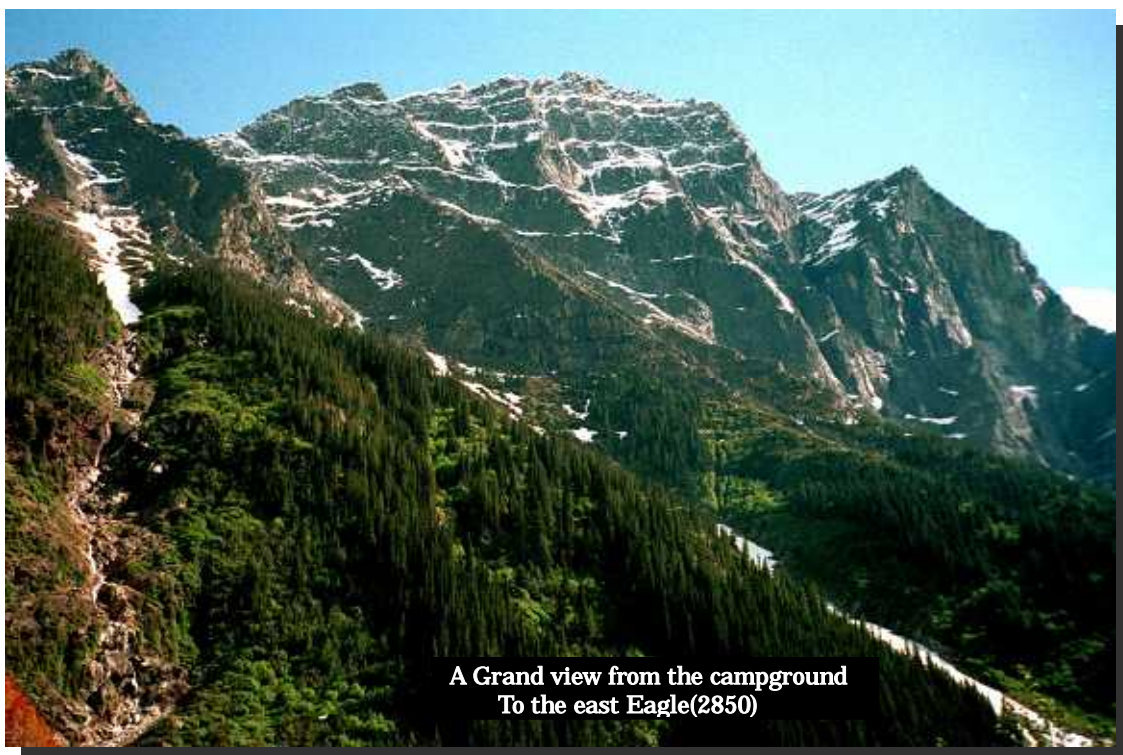


At the west entrance gate, I got an Annual Permit for 25 dollars. It's not always more profitable than each park, each pay. The ranger's correspondence at the entrance gate is much more courteous than each pay, I feel but I don't know why. There were only two small campgrounds in the heart of the park close to the Rogers Pass. I asked the ranger which she would recommend. She replied promptly.

"If I were you, I would prefer Illecillewaet Campground to Loop Brook Campground". I made a prompt decision. As it was of the self- registration system, first of all I hurried to the Illecillewaet campground. The location of the campground was just a little before the Rogers Pass and near by the Illecillewaet River.



The scale of the campground was small; the facilities were very simple. The only civilized facility was the flush toilet. There were already not a few sites occupied, but I could do self-registration right away. From the Campground I commanded grand views of the rugged high peaks (some 3.000m altitude) around the Rogers Pass. To the east, there were Sir Donald (3277) and three peaks in line, and to the north, there were Rogers (3218) and several peaks.



A Grand view from the campground
To the east Eagle(2850)

Setting up the tent, I went to the summit of the Rogers Pass and Rogers Pass Center. There were a big dome type Information Center Building, Rogers Park Lodge(rooms, coffee shop, lounge, gift shop, convenience store), a gas station, and Rogers Pass Historic Site.

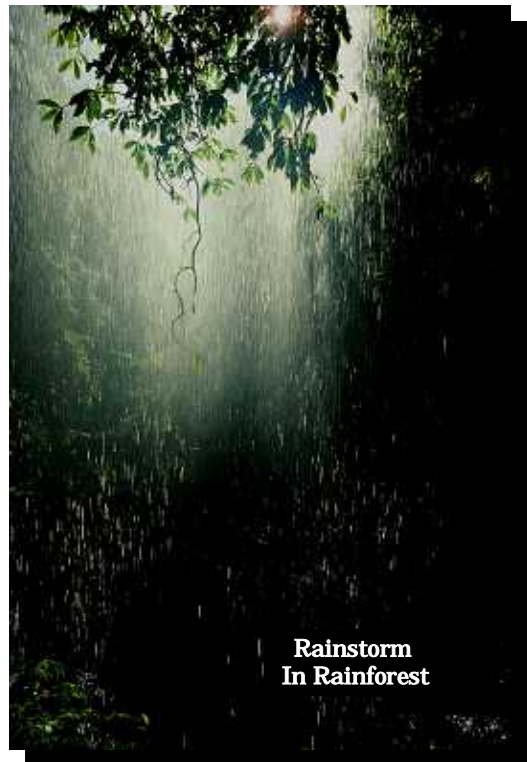
A lot of things concerned with constructions of Trans Canada Highway and Canada Pacific Railroad were exhibited in the Museum. The Center Building was made resembling like the snowsheds that once protected the railroad from avalanches.

AAA Tour Book describes: Glacier National Park encompasses portions of the rugged Columbia Ranges, lie west of the Rocky Mountains. The hard rock presents a jagged profile of angular mountains with narrow steep-walled valleys. The steep mountain slopes and enormous snowfall make this region a breeding ground for avalanches. Rogers Pass became the scene of a battle between the railroad engineers and these mountains.

JULY 6th (Friday)

It had rained pretty heavily since the evening of the day before and had become pretty cold. I could not sleep well, I woke many times. In and outside of the tent were wet through. I went to the restroom frequently. It wouldn't be likely to stop raining.

I got up at five and decided to leave there for the next destination YOHO NATIONAL PARK right away. All I had to do first was to dry all wet camping goods, before everything. I hurried to a Laundromat in Golden which was the gateway to Glacier and Yoyo National Parks. I did laundry throwing wet clothes into the washer, and all wet camping goods, a dome tent, a fly sheet, a sponge mat, a pillow, etc, and a pair of sneakers, too, into the largest drier.



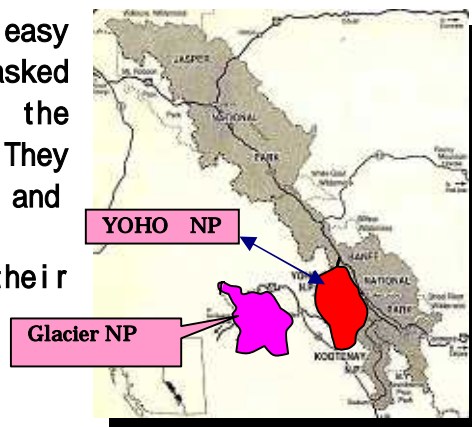
The rain was not likely to stop at all. I wondered where I should stop that night, in a tent or in a house As I had the membership card of the youth hostel. I consulted the brochure of youth hostels and found two youth hostels in the heart of the YOHO National Park. One was in the small village of Field and the other was near Takakkaw Falls.

From Golden, The confluence point of Columbia River and Kicking Horse River, TCH-1 goes up gently along the Kicking Horse River, and after a 30Km drive goes into the YOHO National Park. Going up gently further 20Km along the River, I could find a newly built modern YOHO Visitor Information Center stood alone between Highway-1 and Yoho River. As it was still raining, the high peaks of the Canadian Rockies were in the thick clouds, and around the Information Center was encompassed by thick fog, and in the distance I could see vaguely the Community of Field where a youth hostel was.

There were few cars in the parking lot; naturally there were few visitors in the information center. There were no visitors in front of the counter, and rangers were waiting for guests. It was quite a good opportunity for a person who could speak English little like me. I told my itinerary roughly and my apology of poor English, I asked many things, where to go, what to see, or about weather, campgrounds, particularly youth hostels.

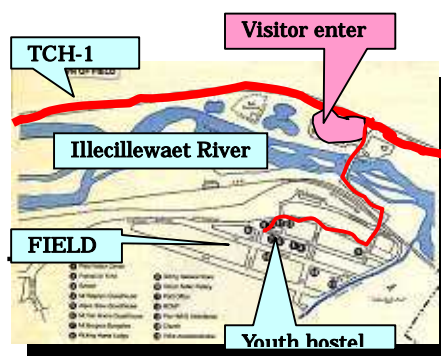
They answered speaking slowly, loudly and with easy spoken language. When I couldn't understand, I asked them over and over again, as if I were in the practical English class of the culture school. They gave me a lot of maps, brochures, materials and

above all a lot of their time, Thanking for their kindness, I presented them some novelties which was made of Japanese original papers.



Thanking rangers, at first I went to the community of FIELD to see the Hostel. It was a two storied wooden house like a private residence. There were two bed rooms a kitchen, a dining, and a bathroom. One bed room had two berth for 8 men and the other had one berth 4 women, but no one registered yet.

I decided to stay a night there, a youth hostel. This was the first experience to use the membership card of the youth hostel. The fee was ten dollars a night. It was almost as same as that of the public campground.



Community of FIELD

After registration, it was still rainy I went around some seeing points of the park in a hurry. At first I headed my car to the Emerald Lake

The kicking Horse River had carved a Natural Bridge through solid rock. A large quantity of snowflush from the icefield covering the Great Divide flew down under the rock bridge in torrents.

I saw many big natural bridges in the USA, They were enormous in scale but they had not any water flows. Natural Bridge in YOHO was of small scale. but explosively dynamic and powerful.



The left photograph is Natural Bridge in YOHO, Canada and the right one is one of the natural bridge in the US.

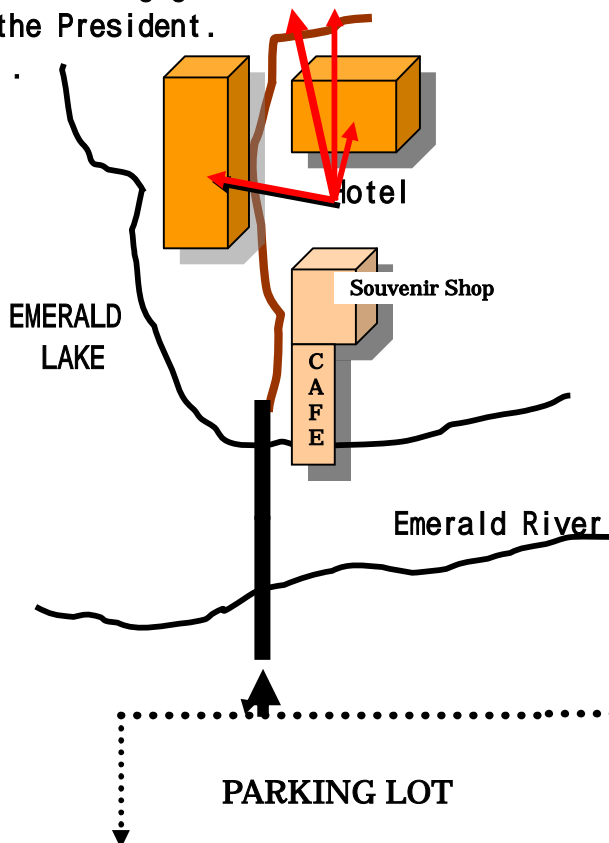


It was a few minutes drive from there to EMERALD LAKE. As the weather was not so good, the views were not as beautiful as fine day. The crystal water from the Emerald Glacier was noted for its beautiful tints of emerald.

The grand view of The President was in the thick clouds and could hardly be seen in the interval between rains. At the flow out point of the lake, there was a long wooden bridge which made one of the best view points and another foot of the bridge, there was an open air cozy café, commanding grand views of the lake and the President.

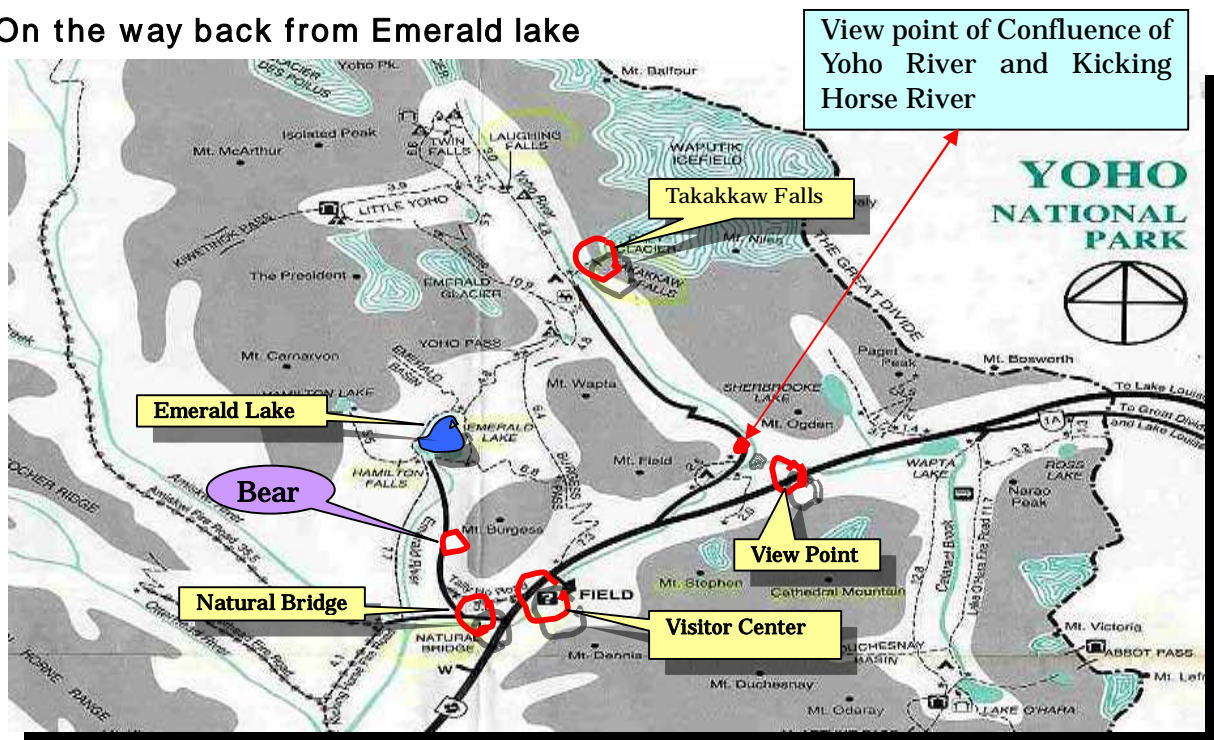


Emerald Lake and Mt.The President
In the interval between rains



There were several hotels and guest houses along the trail going around the Emerald Lake through primeval dense forest of spruces and lodge pole pines. I walked a quarter ways and got back because of a light rainfall. I saw a lot of visitors hurrying to their hotels with large baggage and a few pieces of hand baggage. There were a few Greyhound tour buses in the long vehicle parking lot.

On the way back from Emerald lake



I found a black object lying down in the middle of the road .I approached the object lessening my speed. It was a cute baby of black bear. It didn't get out of the way, it seemed as if it wanted to be playful. I stopped on the narrow roadside and watched the innocent baby. I approached the baby nearer and nearer slowly. There was a baby, so there was supposed to be its mother. When I stood at a distance of about twenty meters, the baby finally got out of the way and concealed itself from my view into the bushes.. Really sorry to say, the mother didn't show up.

It was an about 30 minute drive from Yoho Information Center to Takakkaw Falls by Yoho Valley road along the Yoho River. The water of the Yoho River comes from Wapta Icefield and Waputik Icefield which covered widely over the Great Divide (Continental Divide) and Banff National Park.. Large quantity of melted water from the vast Waputik Icefield fell down freely 254m as Takakkaw Falls was said to be one of the highest waterfalls in Canada. The water flew into the Yoho River. The roaring sound echoed far away in the valley and the waterfalls sprayed about 100m around the falls. I went close to the basin of the waterfall and fully got wet.

The paved Yoho Valley road ends at a large tour bus parking and general vehicle large parking lot. Many tour buses and passenger vehicles were parked in each parking lot. Judging from the number of cars, I guessed it here was one of the busiest sightseeing spots in Canada.

(1117)

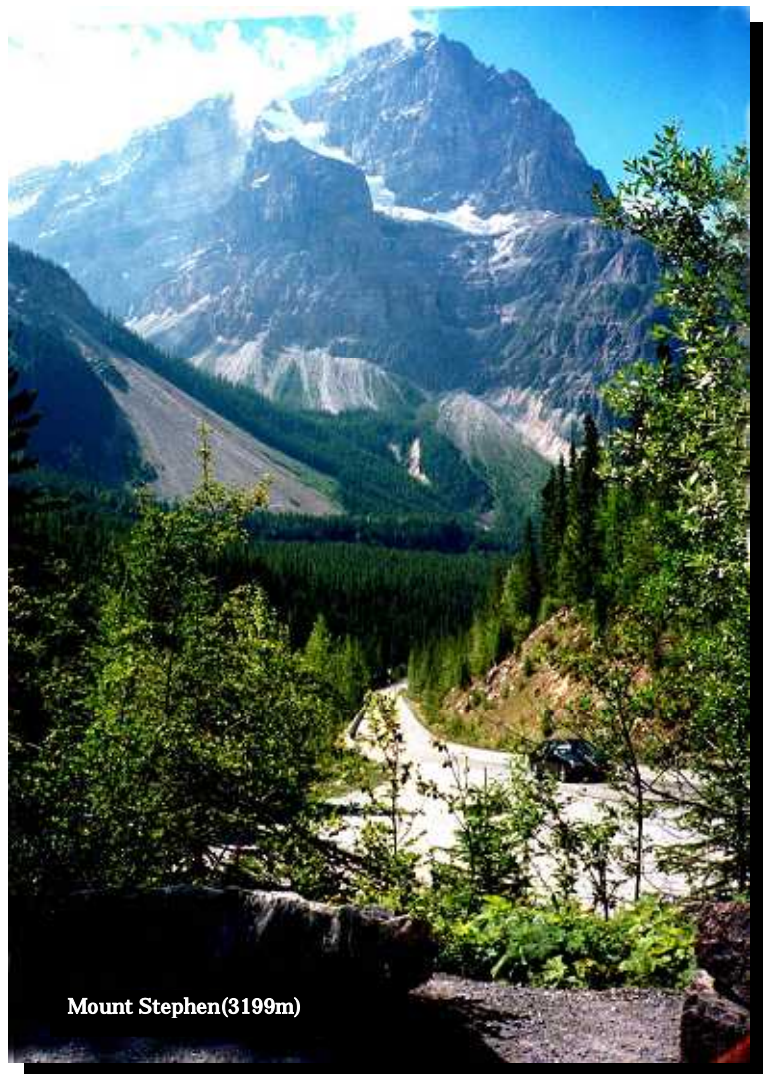
Nevertheless, there could be seen any visitor facilities except a small youth hostel and a small tent-site-only campground.

Big signboard showed that there was a hub of hiking trails from a 30 minute walk for an over-night trekking. I dreamed someday I'd like to have "an Ambling in the Nature" there.

On the way back I stopped at a view point on the pull off of the Yoho valley road, I saw the confluence which Yoho River met with the Kicking Horse River. I wondered why the Yoho River was silt laden brown and the Kicking Horse River was crystal blue. Down flows from the confluence point were clearly two tints of crystal blue and silt laden brown for a distance. I happened to have had a detail map of this area by chance. I consulted the map minutely. Although I was not sure if it was correct or not, I understood that they were because of with or without silt depositing lakes after snow melted water flew down.

Precisely speaking, the Yoho River had three tributaries, One spurted out from the Wapta Ice field, one from Emerald Glacier and the rest from Waputik Ice field. And they had no lakes to settle out of silt laden water. On the contrary, the Kicking Horse River (the main stream) had one tributary, the main stream had two Lakes Lake O'hara and Wapta Lake, and the tributary flew from Sherbrook Lake. Then the water was crystal clear blue. This is my self-righteous opinion.

This viewpoint could also command a view of the upper spiral tunnel which was bored in the sheer wall of Mount Stephen (3199m) by the Canada Pacific Railroad



Mount Stephen(3199m)

Though the weather was not good all day long, sometimes, it cleared up and could see spectacular sceneries such as Emerald Lake, Natural Bridge, Takakkaw Falls, Confluence of two tone color streams, sheer wall of Mount Stephen, etc.

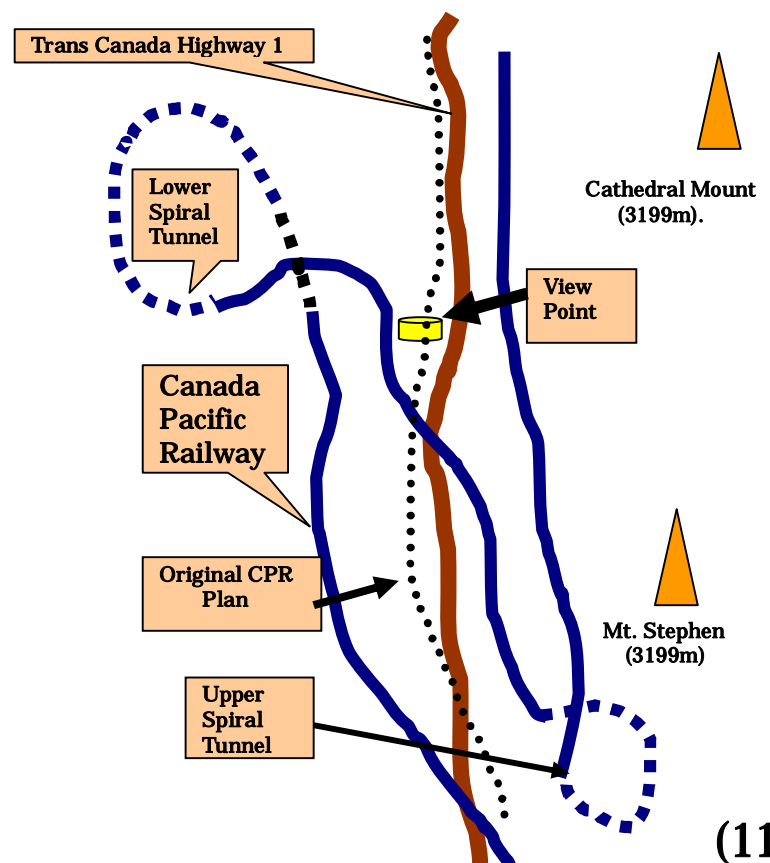
I was pretty tired and got back to the youth hostel (Amiski House) at five. If it should clear up tomorrow, I would visit these places again. I went around the small community of FIELD and took a supper at a small cafe I had a sleep under the roof for the first time during this trip..

July 7th (Saturday)

I got up at five. There were a few guests still sleeping on the eight beds I took simple breakfast neighbor kitchen and dining rooms.

The weather remained unstable. I gave up visiting Emerald Lake and Takakkaw Falls. It was an about 20Km drive from visitor center to the park boundary between Yoho and Bunff National Parks. The boundary was also the Great Divide (The Continental Divide). Trans Canada Highway1 was built on the sheer mountainside of Mt. Stephen (3199) and Cathedral Mountain (3189). A lot of difficulties were overcome and the Highway-1 was completed.

Canada Pacific Railway was to be constructed at first on a parallel with the Trans Canada Highway. The construction was proceeded to a certain extent to the sheer wall of Mt. Stephen. The construction ran into many obstacles. Near the present View Point, many big and tall trestles were built on the sheer wall to bridge the track. The gradient was 4.5 percent. It had been a great drawback in the handling of traffic. The design was completely altered to the double spiral tunnel system as the drawing. The trestles are now used for the bases of the viewpoint turret.



Lower spiral tunnel could be seen to the due north just in front of the View Point beyond the deep sheer walls of the Kicking Horse River.

The turret of the View Point was built, as mentioned before; on the trestles of the old track projecting over the deep valley and was connected by boardwalk bridge. It was really grand views.

The parking lot might be built on the track of old railway. It was quite long (more than 200m), and naturally one way system.. The exit was near View Point and the entrance was far side and the nearest plot was for tour buses. The parking was full of cars, I managed to park at the site of the leaving car.



There are 4 national parks assembled closely connected by the Great Divide, YOHO and COOTNEY National Parks are west side of Great Divide, In BC, BANFF and JASPER National Parks are east side of the Great Divide, in Alberta. Trans-Canada- Highway runs across the Great Divide at Kicking Horse Pass and from there it runs down the steep grade at a dash to Lake Louise in Banff National Park.

From the junction with Icefield to Banff TCH-1 becomes Freeway system. .I thought the freeway system was not desirable in the national park. But as the TCH-1 is the only highway from the Atlantic to Pacific, there was nothing for it to do so.

Fortunately the old TCH-1 (Bow Valley Parkway) is still well maintained and in the excellent condition. The Bow Valley Parkway runs meandering in the vast sea of the primeval forests.

I dropped in at visitor center in the Lake Louise Village. The building was pretty new and big. There were a lot of visitors in every room, particularly in the wide front lobby.. There were several rangers at the front counter and in front of each ranger visitors made a long row to get informations. I stood at the end of a row and waited.

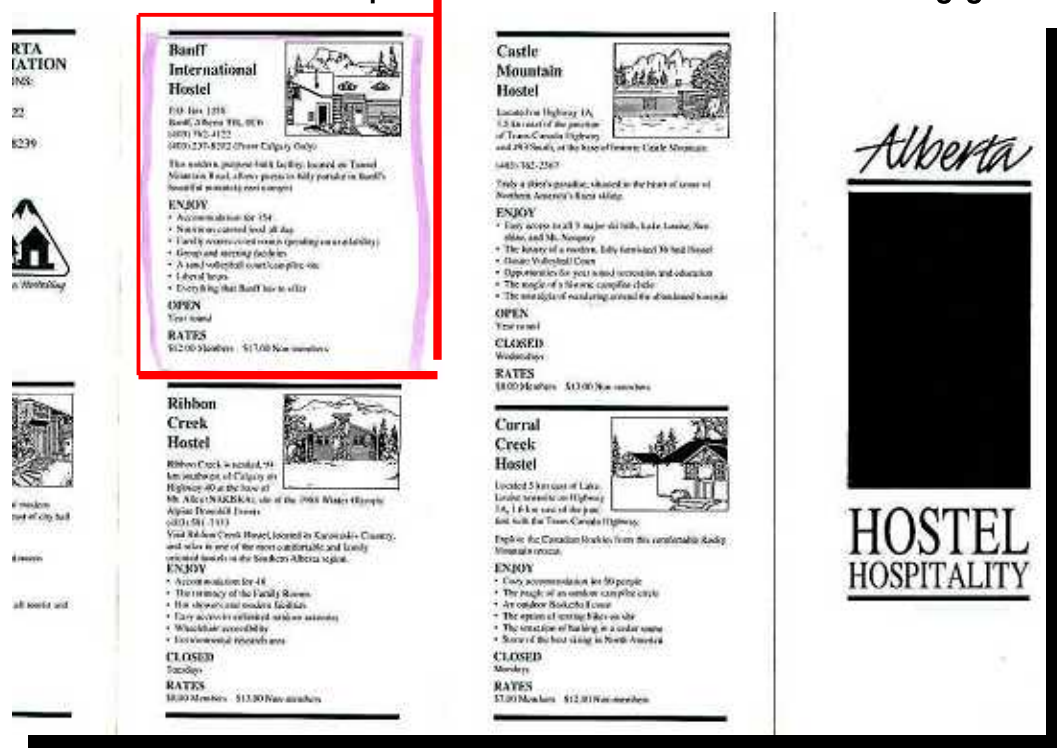
As the weather was unstable, I asked the ranger for some informations about hostel, The ranger picked up a brochure and gave it to me in a moment. It was so handy and convenient that it had become one of my precious materials. (The copy showed next page was a part of the brochure.)

(1120)

A brochure of Hostel in Alberta :

There are 16 hostels in all over the Alberta Province. Though I didn't have reservation, I went to the Banff International Hostel directly and fortunately could get one bed there. On the entrance gate, the sign board

"NO VACANCY" was hung. Nevertheless the manager of the Hostel gave me an admission. Perhaps there must have been something good for me.



They might have taken good favor for the aged foreign members of International Youth Hostel Federation. I felt that BC and Alberta welcomed sightseeing visitors from abroad. Provincial government officials and the people were seemed very kind and friendly than those of USA.. The rates was 12 dollars for members, almost the same as the fee of the public campground, non-members were charged 17 dollars. Almost all guests were young and made groups, there was no aged but me. I deeply felt lonesome.

BANFF INTERNATIONAL HOSTEL
 FROM THE YOUTH HOSTEL FEDERATION

NAME: *Kichiro Kusumegi*
 ADDRESS: *1-7-1 Torokko, Omiya-cho, Saitama, Japan*

IDENTIFICATION: *13201512* TH: *M*

RECEIPT Of BANFF YOUTH HOSTEL

MEMBERSHIP: *07-07-90 15142*
 MEM RT: *12.00*
 JAPAN: *12.00*
 TOTAL: *12.00*

ITH: *2* D N S: *12.00*

MEMBERSHIP: *07-07-90 15144*
 MEM RT: *12.00*
 JAPAN: *12.00*
 TOTAL: *12.00*

ITH: *2* D N S: *12.00*

MEMBERSHIP: *07-07-90 15148*
 MEM RT: *12.00*
 JAPAN: *12.00*
 TOTAL: *12.00*

ITH: *2* D N S: *12.00*

NAME: *Kusumegi Kichiro* ROOM NO: *798* DATE: *07/98*
 COUNTRY: *JAPAN* MEMBER NO: *M*
 IDENTIFICATION: *C 32914* SIGNATURE: *[Signature]*

As the accommodation was settled, I went downtown to get informations about Banff city and its vicinity, and to take dinner at the nice restaurant.

.At first I dropped in at the visitor information center in the middle of the downtown, the center building was very old and rather small.

The front lobby was in the mezzanine floor which could get in about ten step up stairs directly from the sidewalk of Banff avenue. Both sides of up stairs were short down stairs led to the basement.

At three sides of the front lobby, tall long counters were laid, and many people crowded in front of the counters. Behind the counter many rangers were there and before each ranger formed a line of visitors.

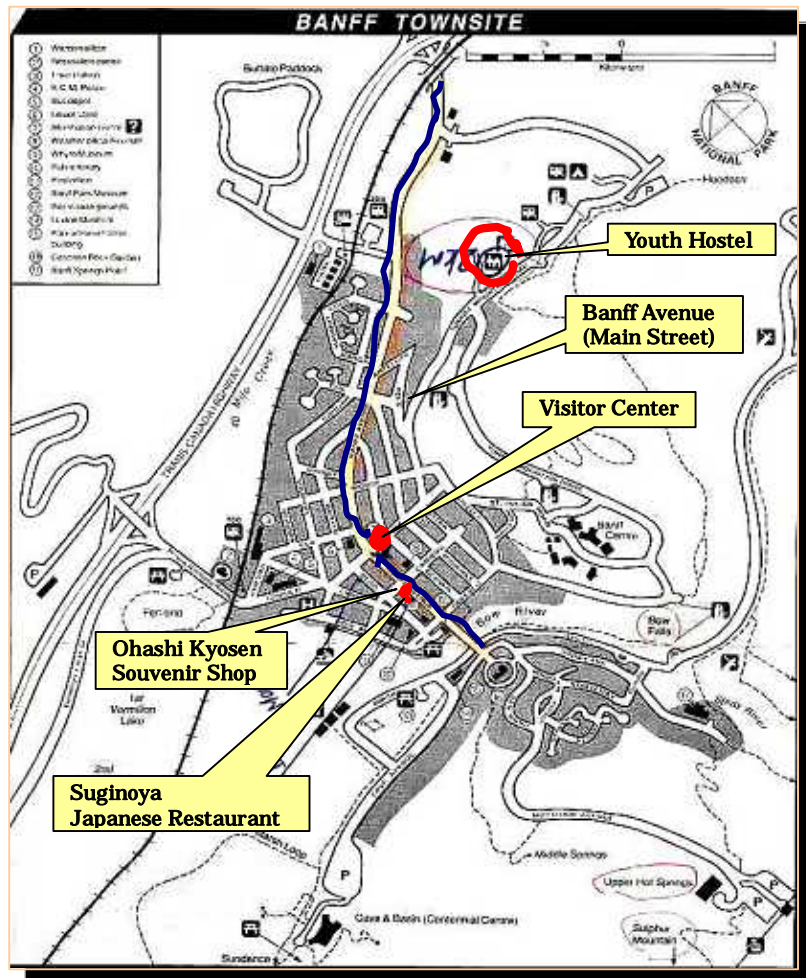
I gave up waiting and went for a walk along the Banff Avenue (main street) looking for a good restaurant to have a dinner.

I found a big souvenir shop “Ohashi Kyosen” on the main street in the middle of downtown, I dropped in at it just for looking. The shop seemed to be flourishing.

I found also the neighboring two storied house was a Japanese restaurant, “Suginoya. I decided to have a dinner there. I had a walk along the Banff Avenue for a while and got back to Suginoya again expecting good taste of Japanese cuisine after a long time.

I took much, might have taken too much, but very sorry to say I couldn't have a drink, because my car was waiting for me at the parking lot of visitor center.

I fell into a fast sleep on one of about 150 beds in youth hostel.



July 8th (Sunday)

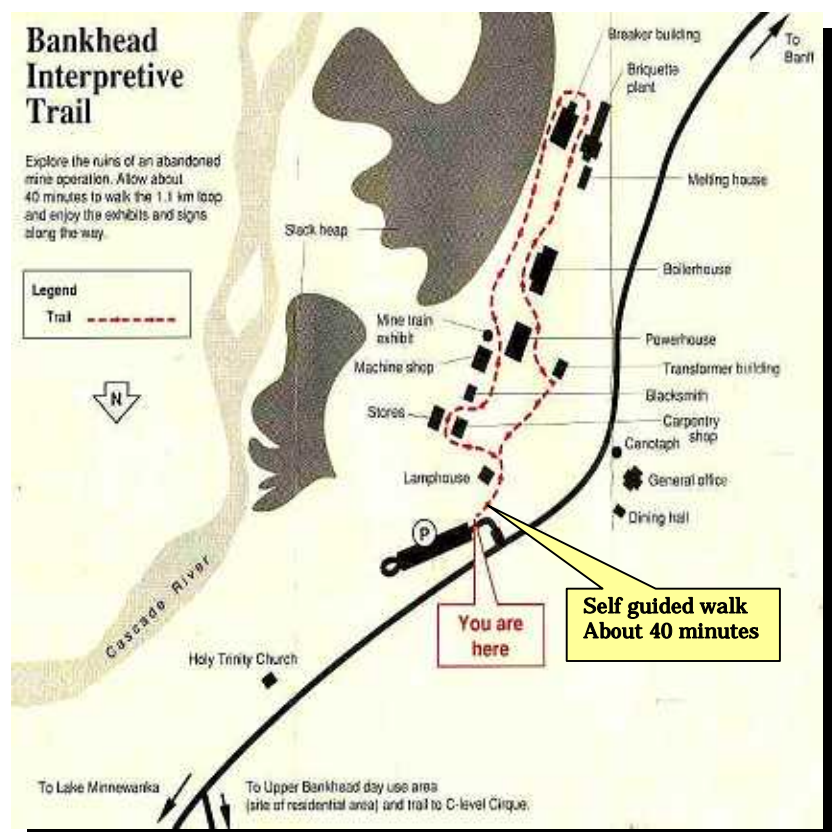
Last night, at Suginoya, I took too much SASHIMI of many kinds, I woke up early in the morning with a sickly feeling and threw up a little. Therefore I had no appetite at all, but I had a sense of satisfaction in mind.

I left the youth hostel for the Sulphur Mountain at 6:50 to ascend the summit by the Sightseeing Gondola. But sorry to say, the first Gondola starts at nine, which was noticed in front of the booking office of the Lower Gondola Terminal. Put off the climbing till afternoon I headed to Lake Minnewanka. On the way I saw a big guide sign of Bankhead Ruins. At the trail head parking lot, I parked my car there. There was a big interpretive board at the entrance of the trail. Bankhead was a prosperous coal mining company to supply its products to the Canadian Pacific Railway

According to the interpretative brochure, at the peak of Bankhead's prosperity, nearly 300 men worked underground and 150 labored above ground. Around the mine the town grew quickly, dotted with mine buildings and trade shops, stores, schools and community facilities and a hundred private homes, Higher pay, safer, and better working condition, longer tunnel quarry made the mine out of running. The mine was closed and the town became deserted the ghost town.

I took a self guided 40 minute walk. The trail took me through the heart of industrial Bankhead. I saw signs along the way, exhibited in the old transformer building, power house boiler house and an old mine train etc.

The plant site was covered with neatly mowed lawn, then the environment was like a park.



There was little left in the ever thrived community. It was a pleasant picnic and day-use area.. I could imagine nothing how it had been at that time.

As I heard Lake Minnewanka was called “Lake of Soul” by indigenous people, I supposed it to be a holy lake deep in the mountains. It was a wide open man-made lake. When I got to the lake, a long and high modern concrete bank came into my eyes. Before the dam was built, the lake must have been a small natural holy lake in the deep mountains. I was much disappointed and repented. Visiting Lake Minnewanka was to make use of the time until the first Gondola started.

I was going around on the route, Bankhead, Lake Minnewanka, Two-Jack-Lake and through Tunnel Mountain Road and back to the Lower Gondola Terminal.

I hurried to the next crossing a gentle slope to Two- Jack-Lake, I found a big Bighorn was welcoming me on the middle of highway, I made a sudden stop. I opened the window and looked at him expecting him to move aside. But he instead, he peered at me for a while with large gentle eyes, and slowly came beside my window, as though he wanted to say welcome to me. As it

was strictly prohibited to feed animals, I said thank you and good bye to him and slowly drove down.

In a few minutes, I got to the brink of Two-Jack Lake shore and all of a sudden mount Rundle showed up

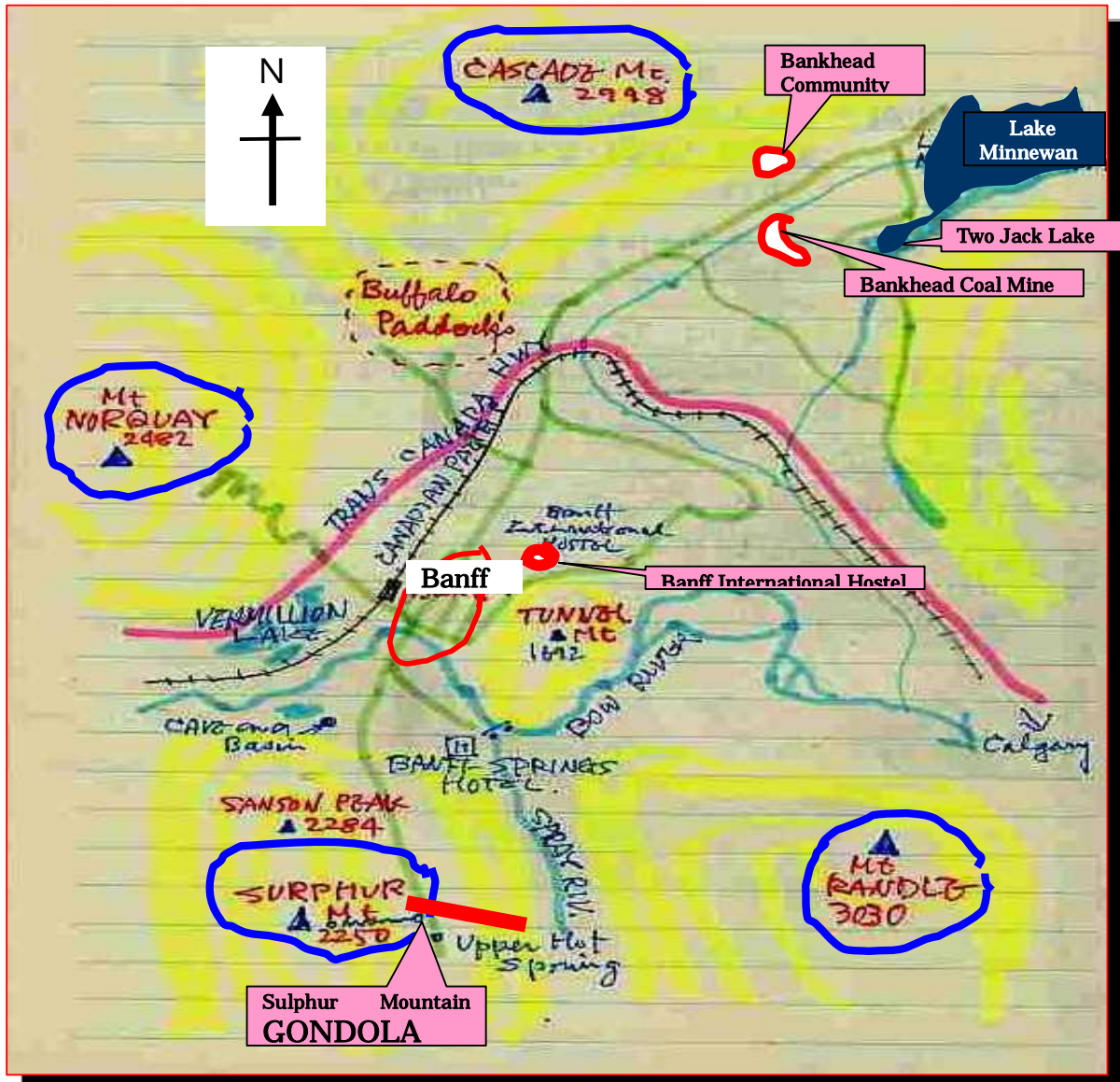
its gallant figure over the Two-Jack Lake.



(1124)

It was slightly cloudy and windless, the surface of the lake was like a mirror. High, rugged Mount Rundle was beautifully reflected on the lake, It was worth seeing. I had to correct my former remark, repent of the content.

I hurried to the Lower Gondola Terminal. It was just noon and there was a long line of visitors in front of the ticket gater.



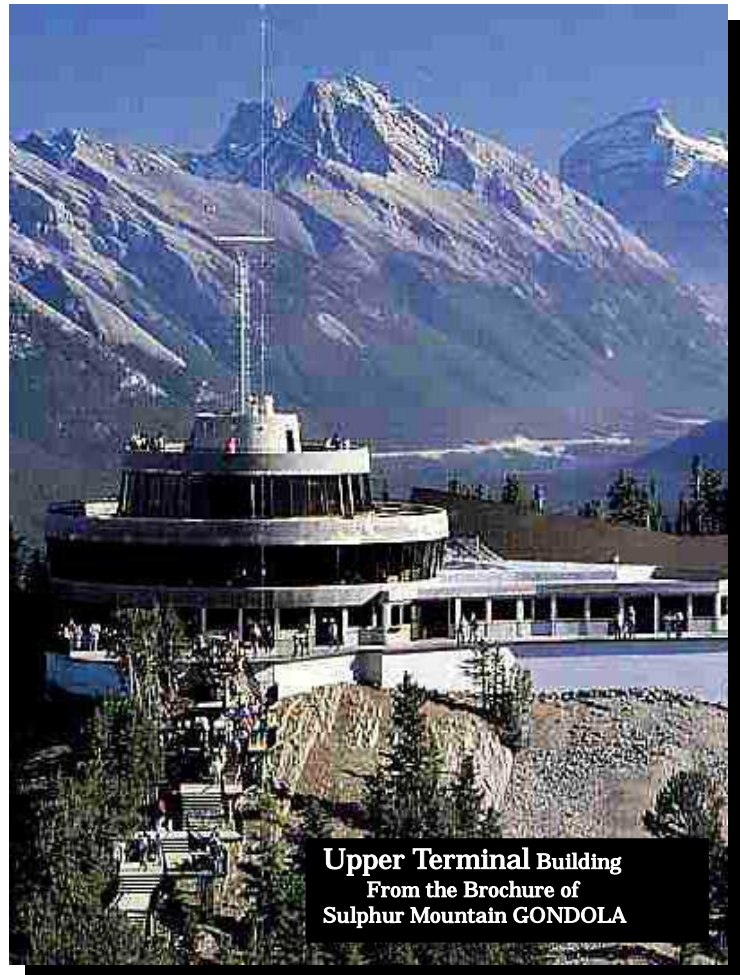
Sulphur Mountain GONDOLA

Lower terminal : 1.538m, Upper terminal : 2250m
 Difference in altitude between Upper and Lower Terminal : 698m
 Traveling time between terminals : 8 minutes each direction.
 Hourly capacity in each direction : 650

The photograph was the upper gondola terminal building. Four passengers the glass enclosed gondolas came into the main level deck where was the first floor of the terminal building, and the main level observation deck..

I could enjoy the excellent view of Banff and the Bow Valley in the glass enclosed gondola from the Lower Terminal to the spacious main observation deck..

From there new Vista Trail rugged walkway led to the Samson's Peak viewpoint where 360 degree grand sights of Canadian Rockies could be enjoyed. The top of the Peak was a round rock as large as only a few men could stand. Visitors took turns standing on the rock. It was superb.



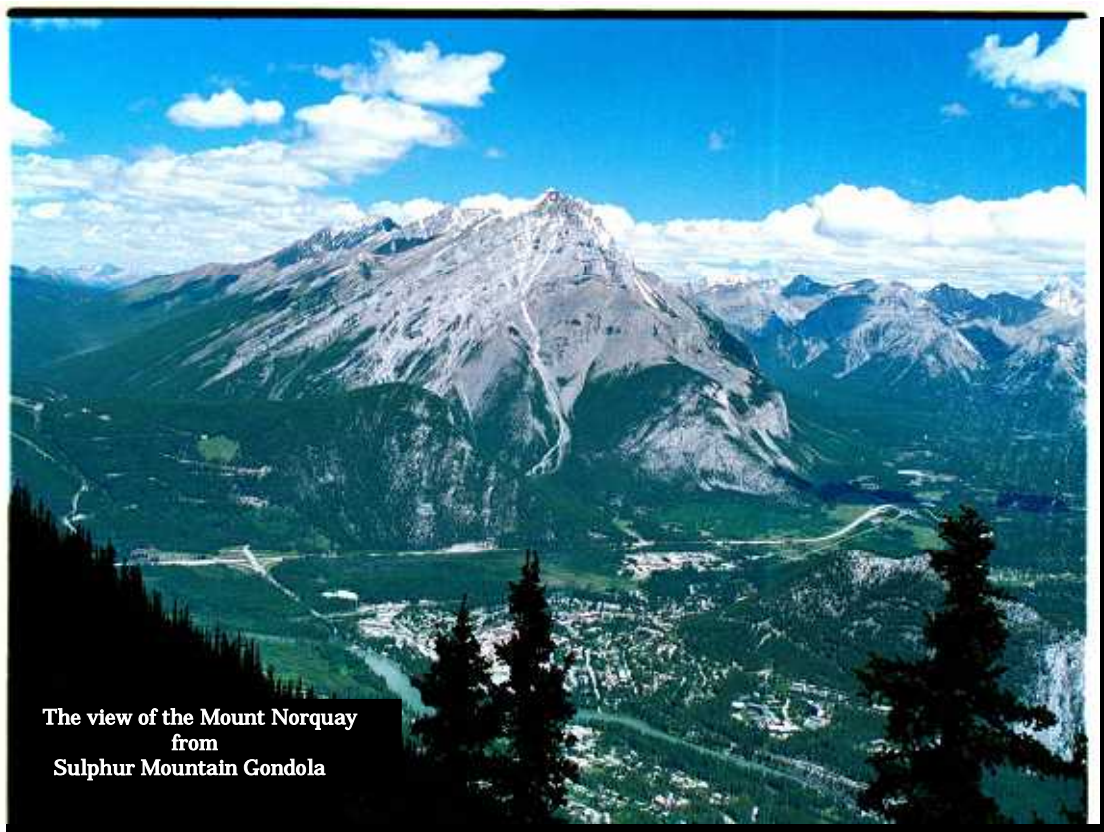
Along the rugged trail to Samson's Peak were full of visitors up and down, and a lot of mountain goats were seen walking in the crowd of visitors

The second level was the self-serve 160 seat Panoramic Summit Restaurant. It was pretty difficult to find a vacant seat.

(I took a \$7.95 dinner here.).

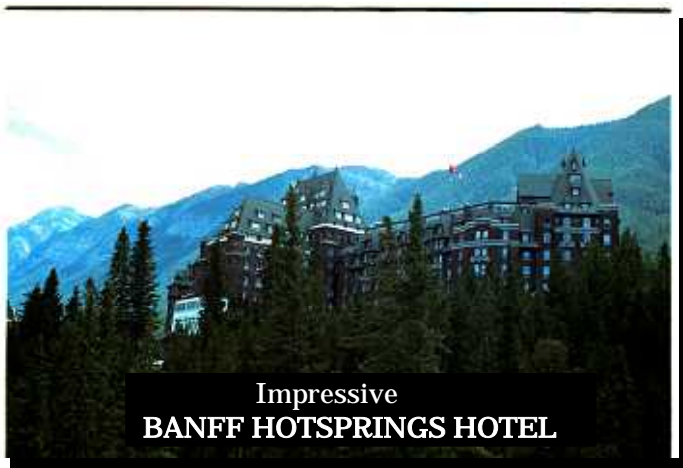
From the Observation Terrace which was two levels above the Summit Restaurant, I could enjoy more magnificent views, but there were few visitors there. Because I thought almost all visitors headed to the Samson's Peak which was much higher than terminal building (I guess about 100m higher in elevation.)

I could see Mt. Norquay, Cascade, Brewster, to the north, Mount Rundle to the south every mountain is more than 2500m, altitude.



As I intended just to drop in at Kootenay National Park, I had to hurry. Though I had no idea about Kootenay, I saw a photograph of the pool filled with beautiful blue hot water of “Radium Hot Springs”, and all of a sudden I flashed through my mind to take a dip there for pleasure..

Before leaving Banff City, I went to the famous BANFF HOT SPRINGS HOTEL which was famous for its old beautiful European style building. I got into the gorgeous lobby, and near by lounge I took a coffee break in the mood of luxury. I saw a few newly married couples of Japanese and a lot of tour visitors from Japan. They all looked very sophisticated and rich, on the contrary my appearances might have been poor and out of place. (1 1 2 7)



The famous Bow Falls was a minute drive from the Banff Hotsprings hotel. I supposed that water fell at right angles to the lower river floor, but Bow Falls flowed down on the rugged river floor of about 35 degree grade with white bubbles. It was a grand sight, too.

I got back to the Banff International Youth Hostel at 15:30.

July 9th (Monday)

Though the day before, I felt a slight ailment with stomach all day long, I did many things, visiting Bankhead Ruins, Lake Minnewanka, Two Jack Lake, Sulphur Mountain, Banff Hot Springs Hotel, Bow Falls, etc. I could have a sense of fulfillment.

In the evening of that day, I met with three young Japanese at the lobby of the hostel. They, one came from Anchorage by bicycle and two came from Vancouver by each bicycle, happened to meet with each other here. The one from Anchorage said he came from Ogawa-cho Saitama and was on the way to the last destination, the southernmost Cabo de Hornos of the South American Continent. We talked about each trips sitting up late at night, each one must be stimulated greatly, me too. I played their good fight.

I was completely well again, I got up at 6:00 and started at 6:30.

I took the old Bow Valley Parkway about 30Km from Banff to Castle Junction. The parkway ran along the meandering Bow River in the thick primeval forest.

Bow Valley Parkway meets with Kootenay Parkway (Highway 93) at Castle

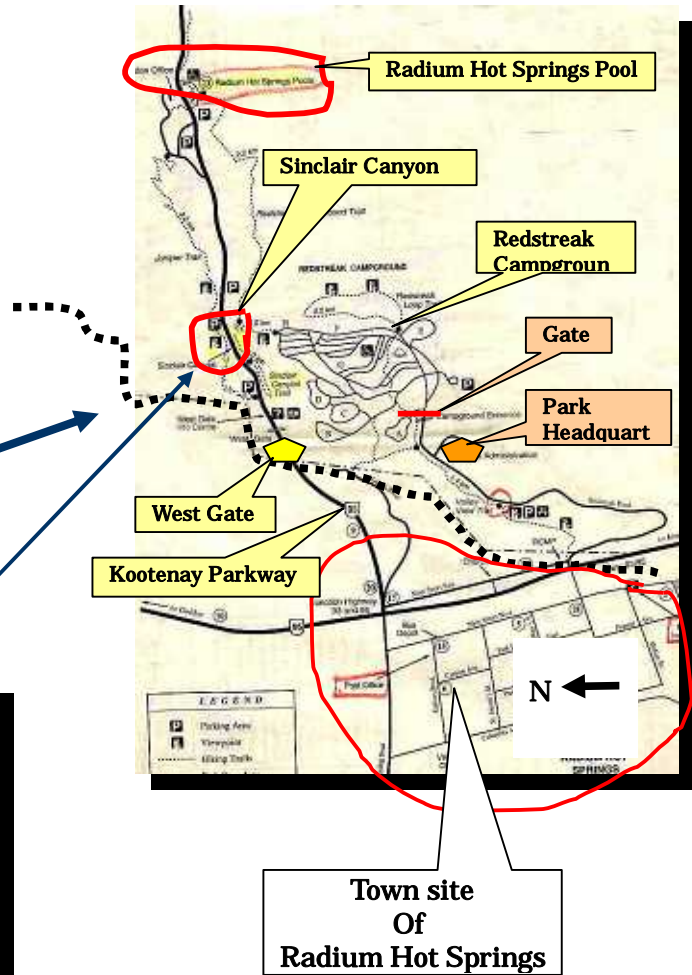
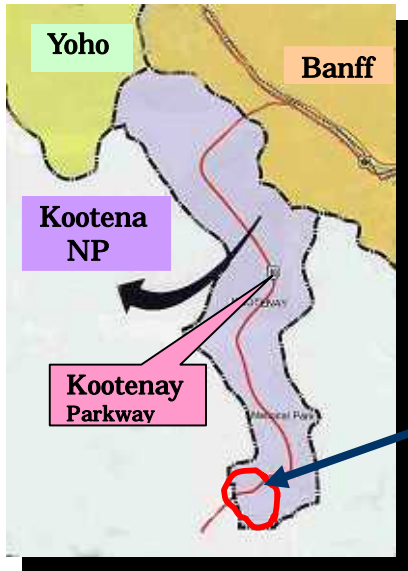


Junction. The Trans Canada Highway 1 is an elevated freeway and runs parallel to the Bow Valley Parkway. The elevated freeway is good for seeing grand sights of mountains or wide prairies. (Above photograph was taken on the Kootenay Parkway just crossing over the TCH-1.)

The Kootenay Parkway ascends from the Castle Junction throughout to the summit of Vermilion Pass which crosses the Great divide (Continental Divide). This section of the Kootenay Parkway commands a grand landscape of Castle Mountain. After the World War Two. This mountain was altered its name "Mount Eisenhower" in memory of the supreme commander of allied forces.

(Now it seems to be generally called by the old name "Castle Mountain")

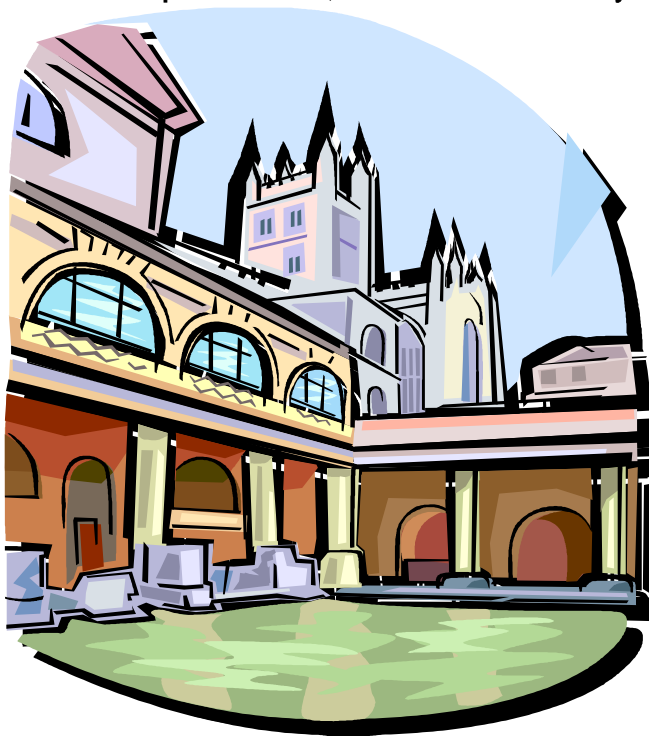
The Kootenay Parkway runs along the Kootenay River which flows from the northernmost to the southernmost, to “Radium Hot Springs Pool” close to the Sinclair Canyon and the East Gate of the Park. The Town site of Radium Hot Springs (a little busy town with population of 500) borders on the Park.



As I wanted to reserve my leisure at Kootenay Hot springs, I hurried to the Redstreak Campground near by the Hot Springs.. I got to the campground rather early in the afternoon, it was about half past three. As it was beginning of the week, not a few sites were vacant..

The registration had to be made at Park Headquarters located near the campground entrance. I pitched tent and hurried to the Hot Springs Pool. There were a wide open air hot springs pool, a roomy shower room, a locker room, clean rental linens, a medical room with beds, a watch tower beside the pool, a big lounge with tables and chairs, a large café, etc.

All facilities were clean, quiet and relaxing, water was transparent beautiful light green and always overflowing. Men and women, young and adult, children took bath together with swimsuits. On the watching tower of the pool side, there was always a watcher closely watching, and



American style Hot springs

another watchman patrolled around the edge of the pool.

I was warned, because I stayed in the pool more than 20 minutes. The watchman told me “15 minute was desirable in one dip, and you had better take a rest once on the edge. If you felt sick, you had better lie down on the bed in the lounge next to pool and see a nurse”.

I thought the concept about bath was quite different from that of us Japanese. I really enjoyed every 15 minute bath by turns enough for hours.

I took a snack at the comfortable café and got back to my camp with satisfaction.

July 10th (Tuesday)

I bought an air mattress at the sporting goods shop in Banff. I used it for the first time on that day. It fitted my body and was quite comfortable. I had a fast sleep, as if I were in a hotel bed. The comfortableness was perfect but I was afraid the reliability was inferior to the rubber sponge mattress. Someday in near future it must be broken down by air leak.

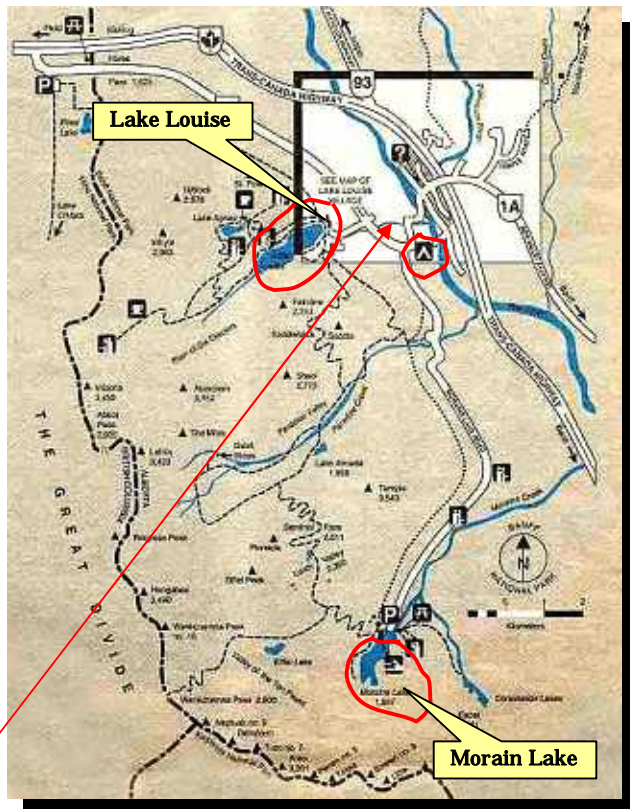
I took breakfast, my favorite two eggs sunny-side-up, at the town site. After breakfast, I dropped in at the Radium Hot Springs Pool, too. The parking lot was a lot of cars, but there was few guests in the pool. I enjoyed swimming in the hot pool for about an hour.

Kootenay Parkway runs almost flat about 100Km along the Kootenay River. There are more than ten picnic sites and more than 20 scenic short trails.

Crossing the Continental Divide, the Kootenay Parkway runs down to the Castle Junction, seeing the grand view of the rugged Castle Mountain over the primeval thick forests.

Just before the junction I took on ramp into freeway Trans Canada Highway-1. Bow Valley Parkway which I had already experienced from Banff to Castle Junction was very nice scenic road in the thick primeval forests. On the contrary, the TCH-1 is elevated freeway and runs over the primeval forests, and naturally grand views of the Canadian Rockies can be enjoyed.

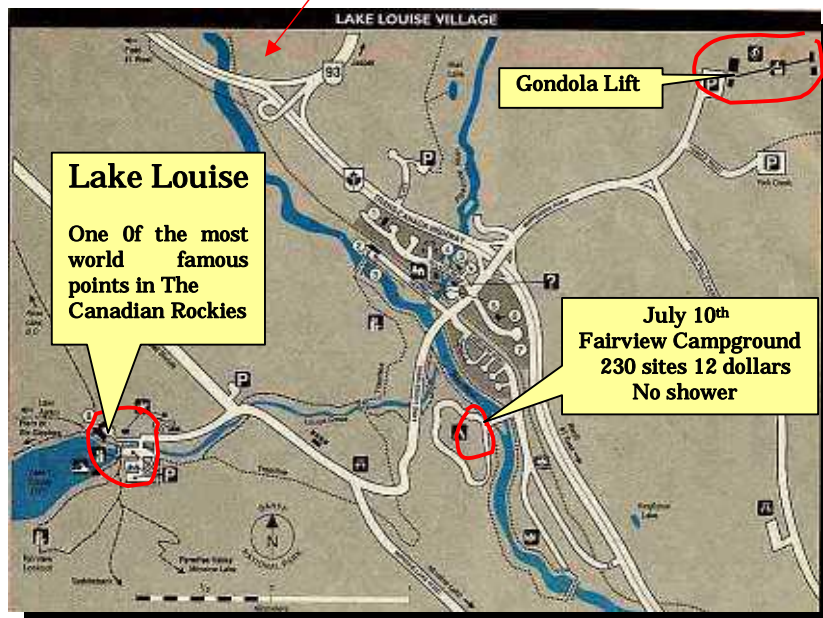
It's a few minute drive from Castle Junction to Lake Louise Intersection.



Off ramp connect with Bow Valley Parkway which ends at Lake Louise village.

The Village had many visitor facilities, a big new visitor center, a large parking lot and a bus depot, neat modern shopping mall, a post office, a medical clinic, RCM police, a gas station, avgarage, etc.

The village seemed to be flourishing, full of visitors, vehicles, tour buses, and trailers.



I have made it a rule to go to the visitor information center at first. It's the easiest way to get general features of the park. There were commonly a theater, interpretive videos for each theme, a museum etc . We can get precious books and brochures indigenous to the park.

After registering a campsite in the Fairview Campground near Visitor information center, I drove to Lake Louise. As might be expected, there were a big bus depot and two big parking lots in front of the lakeshore and another overflow plot. As the regular two parking lots were full of cars, I



Mount Victoria (3564m) and Victoria Glacier over Lake Louise

couldn't help parking my car at the overflow lot. The famous Chateau Lake Louise had its own large bus depot and a passenger vehicle's parking lot.

This photograph was taken in the early afternoon.

The best time to take photograph

was said to be an early time in the morning when the wind completely stopped. This side of the Victoria Glacier reflects the morning sunshine.

This is one of three representative views of the Canadian Rockies. (Other two are Peyto Lake in Banff National Park and Split Island in Maligne Lake in Jasper National Park.)

Lake Louise is supposed to be a world famous beautiful lake and said "a Jewel of Canadian Rocky". On the contrary, the big white rectangular Chateau Lake Louise doesn't match for this natural magnificent landscape, I thought..

I took a short walk along the south shore to Fairview Lookout and along the north shore to Lake Angeles. Along the trail alpine flowers were flowering and by the lake was a famous cozy teahouse which was full of hikers.

I was tired a little from walking; I took a coffee break at the high wide-open air front terrace of Chateau Lake Louise. To my surprise more than half were visitors from Japan, who might be tour members. I wanted to talk with them in Japanese after a long time, but they took no notice of me, because they might be so excited with the terrific view of the Lake Louise and its background of Victoria Glacier.

On the way back to the Fairview Campground I dropped in at Moraine Lake. The road was scenic and ended at the long drive through parking lot on the lake shore.



The contrast with rugged Ten Peaks and emerald Moraine Lake was superb. Big rocks, more than several hundred tons, were piled up in one place of the deep valley by Glacier like a huge man-made dam and a beautiful emerald Lake showed up. The mechanism, how the moraine was piled here like this, was not revealed geologically yet. The elevation from the valley floor to the top of the Moraine was more than 50m, at my guess. Around the lake cedar forests thickly vegetated. In the crevices of the rocks grew saxifrages or something.

I love Moraine Lake and Ten Peaks than Lake Louise and Victoria Glacier.

(1133)

Though I was not aware of the fact that the landscape of Lake Louise was inserted into the Canadian twenty dollar bill, we could see the photographs everywhere at home and abroad. Then I might be strongly impressed by the threatening landscape of Moraine Lake

It was six thirty that I got back to Fairview Campground after taking a sumptuous meal at the mall in the Lake Louise Village

July 11th (Wednesday).

It was a ten minute drive from Fairview Campground to Lake Louise. I hurried to the lakeshore in front of the Chateau Lake Louise to make best shots of the famous landscapes at the sunrise In the wide parking lot few cars were seen few yet, but on the shore, there was a long row of tripods.

Almost all cameramen seemed to be the visitors and the newly married couples from Japan.

I talk to a couple just as old as I, he was a man of few words and she was a talkative lady. We had a chat for a while standing at the lake shore. To my surprise they lived at Motegi-machi in Tochigi Prefecture near our proving course of the Heavy Duty Trucks of which the site amounted to one million square meters. Their land and house had been ever in the site of the proving course. He sold his rear estate and built a new house and lives now. That was an unexpected meeting.

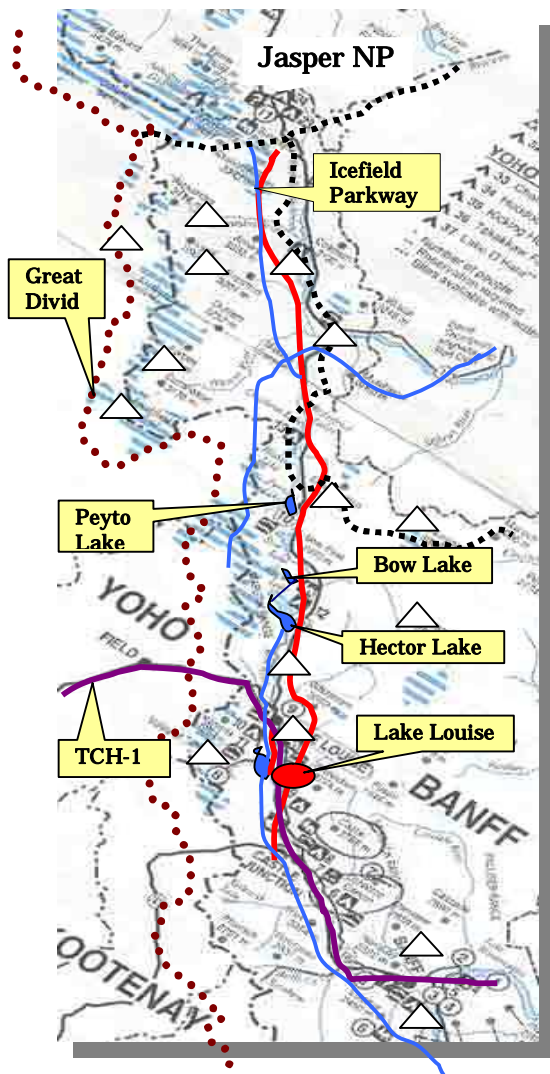
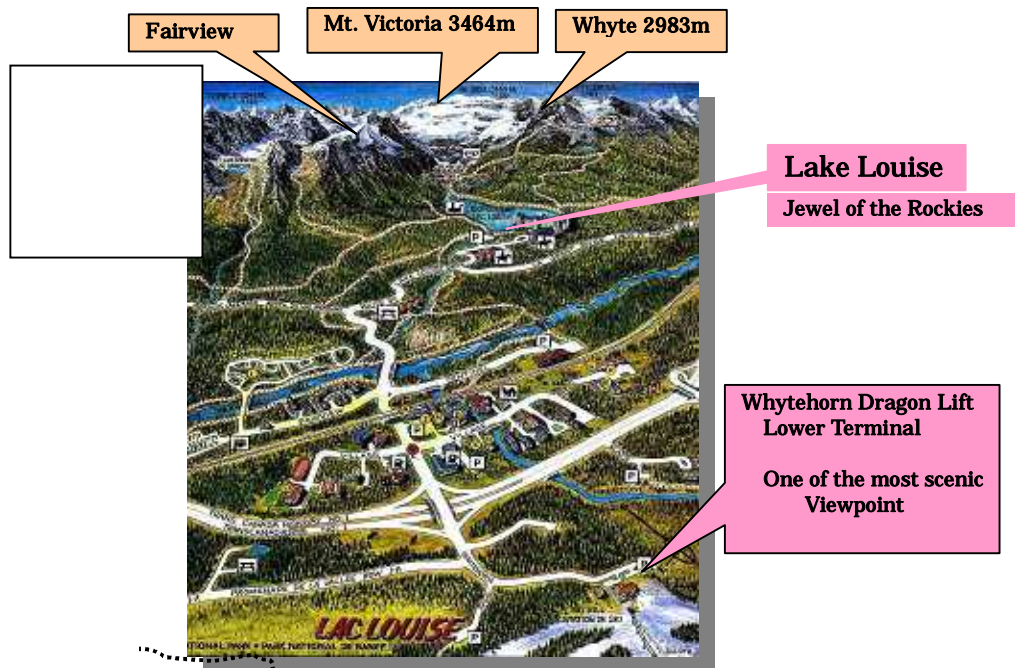


When I was talking with the couple, a foreigner came to me with a smile. I called to him “Good morning” he replied “Ohayo Gozaimasu.” He said he was an architect and had lived in Itabashi. so as to study HOKUSAI and HIROSHIGE. I wholly listened to his stock of knowledge. He spoke good Japanese in spite of his short stay in Japan. Nevertheless, how poor my English was.

I left Lake Louise for Mount Whitethorn (alt.2669m) 2Km northeast of the village. I drove to the lower gondola lift terminal which was pretty higher altitude than that of Lake Louise, and I could see so called “Jewel of the Rockies” surrounded by the grand Victoria Glacier in front, Mount Fairview to the left, Mount Agnes to the right. and vast neighboring high peaks of the Rocky Mountains.

I was contented enough with the landscape from the lower gondola lift terminal, I proceeded to the Icefield Parkway.

(1134)

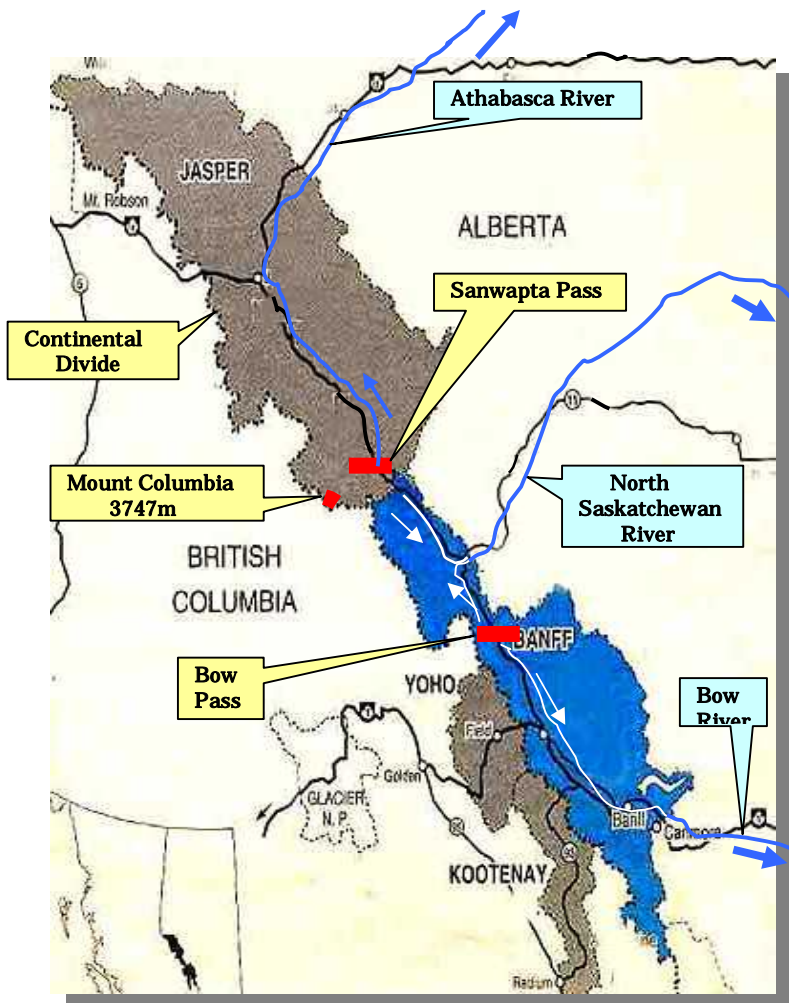


Icefields Parkway : the section of the PR 93, between Lake Louise and Jasper is called Icefields Parkway which runs about 200Km along the east mountainsides of the Continental Divide from southeast to the northwest. I firmly believe that the parkway is one of the most scenic mountain highways in the world.

Icefields highway runs through Canadian Rockies vertically from southeast to northwest about 250Km and runs along the three rivers, south the Bow River, Middle Saskatchewan River, the North Athabasca River

The Bow River flows from Bow Pass to the southeastward via Banff, Calgary and meets South Saskatchewan River and at the middle of Saskatchewan Province meets with the North Saskatchewan River and finally flows into Hudson Bay, and to the Atlantic Ocean.

The North Saskatchewan River has two tributaries one flows down from Sunwapta Pass and the other flows up from Bow Pass.



The Athabasca River flows up northeast to Athabasca Lake and to Great Slave Lake and then it flows finally to the Arctic Ocean.

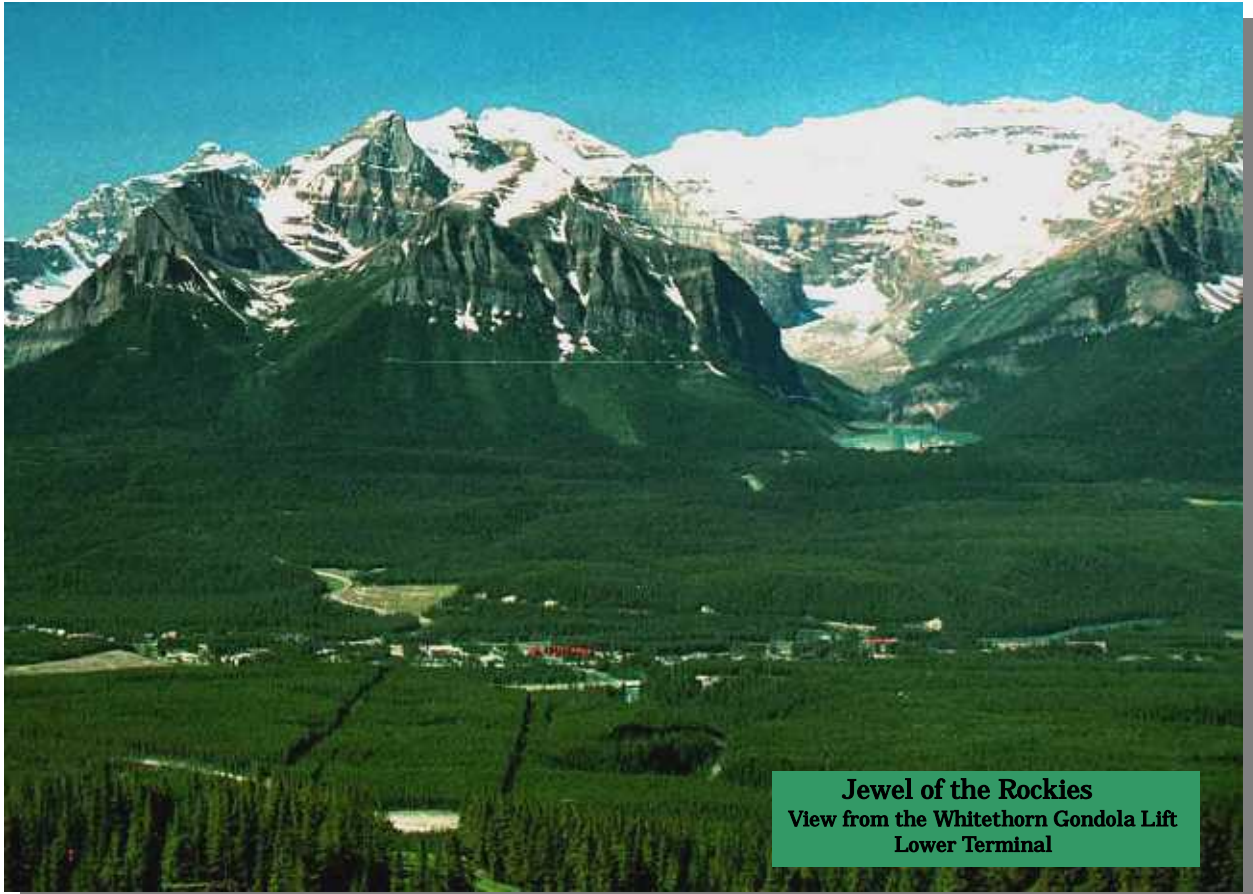
West boundaries of the Banff and Jasper National Parks are made by the Continental Divide, then we can realize from the left map that a flake of snow fallen on the top of the Mount Columbia might have three chances to flow down into the three Oceans, one to the Arctic, one to the Atlantic and one to the Pacific..

This is called "The three Ocean Point"

Bow Pass is altitude 2070m, and Sunwapta

Pass is altitude 2055m. The level of the Icefield Parkway is rather flat. The Road was well engineered and provides a relatively easy drive without excessive grades or severe hairpin turns. In addition to a lot of campgrounds (more than 15), there are numerous turnouts at viewpoints which provide opportunities to relax and enjoy more of the scenery. Many people are enjoying cycling along the beautiful Icefield Parkway of 230Km.

I dropped in at every campground along the route for just looking. On that day I decided to stop at Waterfowl Lake Campground about 60Km from Lake Louise. Semi-serviced : A volunteer(?) campground keeper helped me for site registration. Fee : 8.50 dollar, Site No. 03/116.



July 12th (Thursday)

Got up at 04:30. Left campsite at 5:25. Went back 15Km to Peyto Lake. Peyto Lake was so close to the Continent Divide that the observation platform was located much closer to the Divide. There were two ways to get to the observation platform. The one was the way to drive up two Km from the parkway to the lower parking lot and to have a half an hour walk to the platform on the beautiful trail looking down the Peyto Lake. The other way was to drive up to the upper parking lot directly and a sturdy boardwalk led to the observation platform which stuck out high on the hillside, The platform was so small that, visitors had to take turns watching thesceneries.



(1 1 3 7)

I parked my car in the lower parking lot, and took a trail in the alpine flower field along the hillside looking down the beautiful Peyto Lake. Though the grade of the trail was steep and breath-losing, sceneries were breathtaking. The trail ended at the foot of the observation platform. We can climb down to the lower parking lot either by way of the same trail or by way of upper parking lot and wide paved road looking around the mountains of the Rockies.

When we got the car out, we were encompassed with numberless mosquitoes in a moment. While we were walking in the open air, we were encompassed with numberless mosquitoes. all the way.

At the junction on the Icefield Parkway and PR11 on the hillside of mount Wilson (3240m) there was a big accommodation which had a wide front yard and held a breakfast barbecue for their guests. There was a gas pump also, I had my car filled with gas up and was standing and watching the busy breakfast scene in the loud background music, when the young woman dressed in a gunman came to me and told me; "You can join us as well as our motel guests. Take everything you like. There's no charge." turning her gun in her hand. She got in shape very nice that I asked her



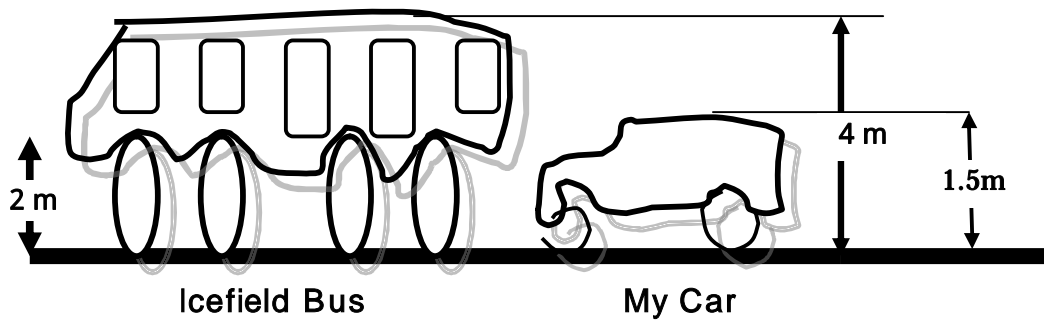
for a favor to take her attractive photograph with breakfast scene and background mount Wilson.

There were a few waiters and waitresses dressed in cowboys or gunmen serving for the guests. All were cheerful and sunny. I relaxed and enjoyed much. I had a wonderful breakfast this morning.

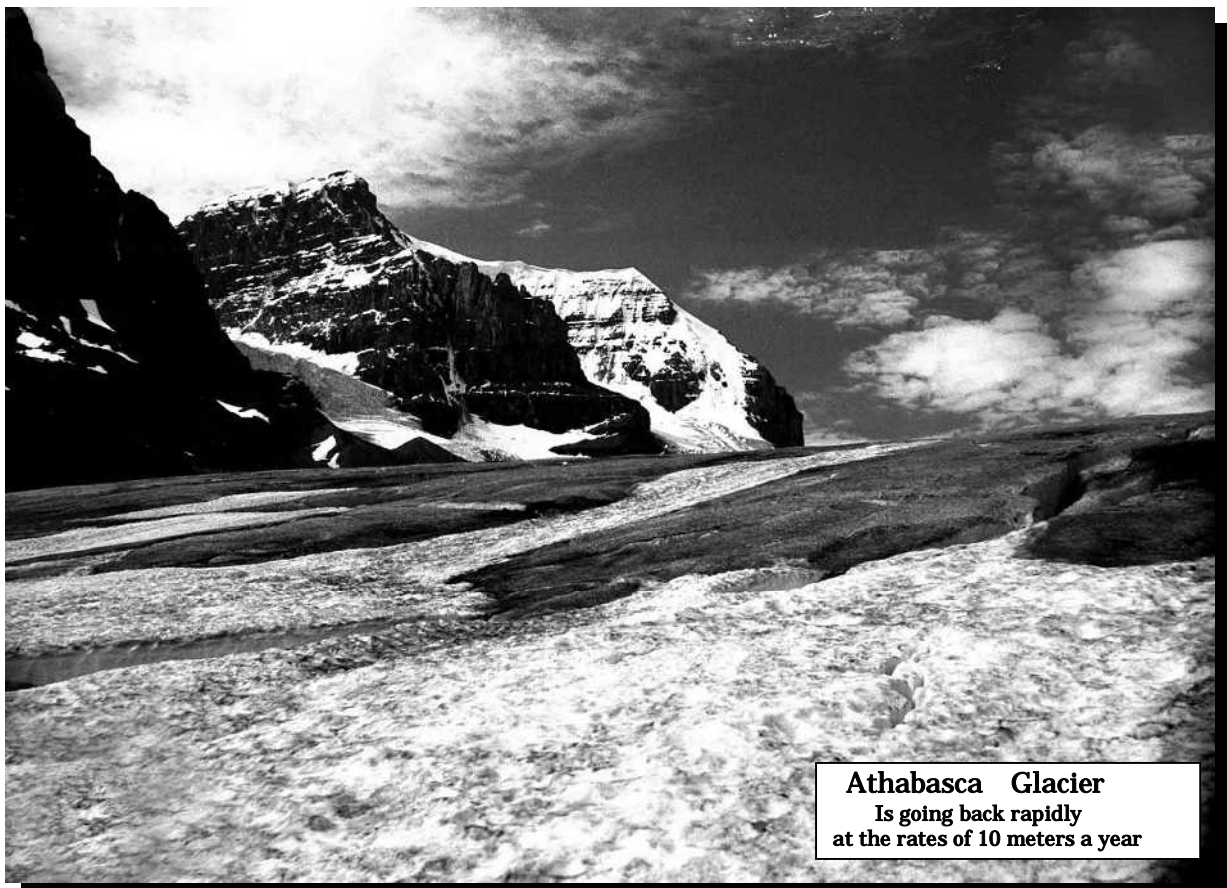
I crossed the Sunwapta pass and soon got to the Athabasca Glacier which was derived from the vast Columbia Icefield. There were a Visitor Information Center, a big restaurant, a wide open air observation terrace on the first floor, accommodations in the second floor, and in the semi half basement, the electricity generator, steam boiler, storage etc were equipped.

(1138)

Boardwalk downward steps led to the wide parking lot and the ice field bus depot from the west entrance of the building. The ice field bus had four axes, 8 wheels (with 2m in diameter huge tire).



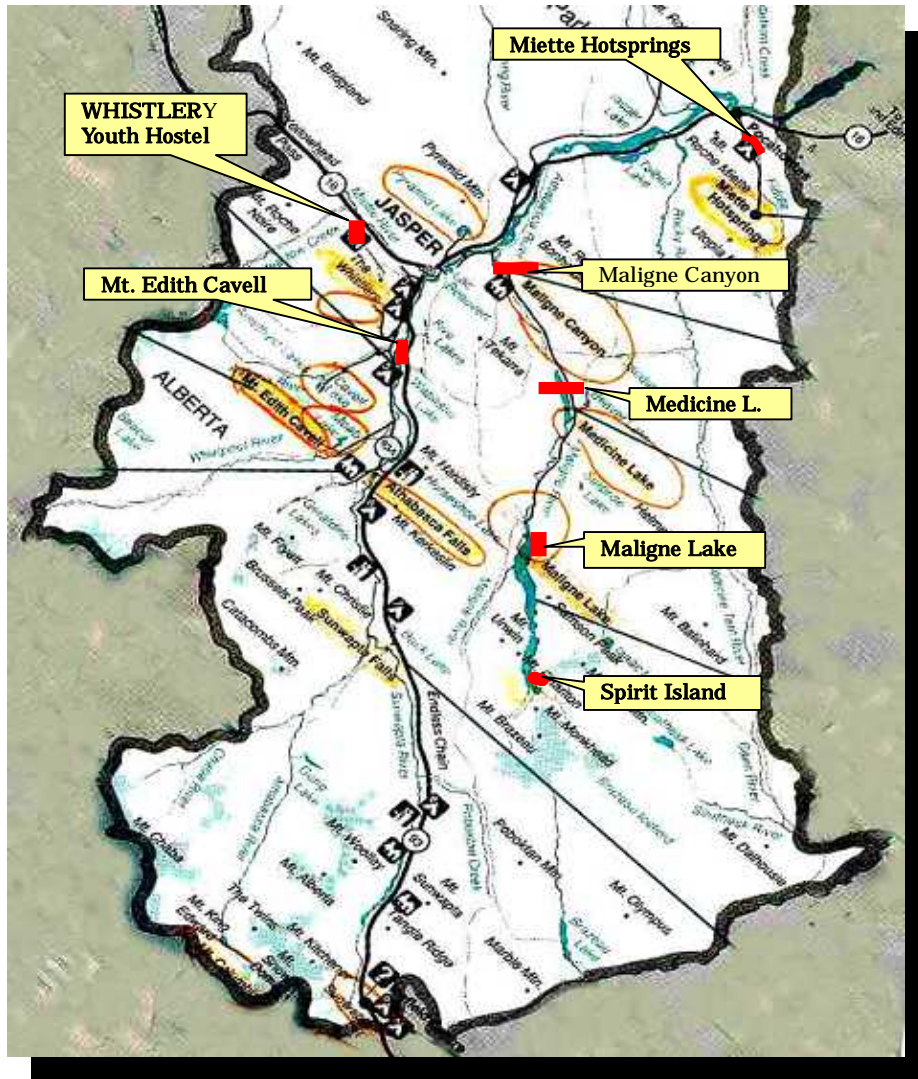
Though once caterpillar driven sightseeing vehicles were used for the long time, it was revealed that the caterpillar was harmful for natural ice field. Tires are much softer than caterpillar and lessen the melting speed of ice



The front of the Asabasca glacier is going back rapidly. It is said that in 1930 the glacier was close to the shoulder of Icefield Parkway, but in 1990 it was about 600m behind.

(1139)

Columbia Icefield is the source of the Athabasca River. The Icefields Parkway runs down from the Sanwapta Pass gradually along the Athabasca River to Jasper.



There were two big beautiful falls and a lot of lakes. To the west we could see a lot of peaks of the Continental Divide which are more than 3,000m and to the east, many more than 3,000m peaks too.

At the junction to Sanwapta Falls, there were a motel, a café, a restaurant, a gas station, souvenir shop. Every visitor facility seemed to be very busy with tour guests. I took a coffee break there for a while.

The falls was a few minutes walk from the highway. The falls tumbled roaring into narrow deep gorge. We could see the falls close on the front bridge and both side brinks of the falls. The sights were powerful.

There was only one zone (about 15Km) of old PR93 remained and maintained as PR93A from the Athabasca Falls Junction to Whistler campground junction .

I always keep in mind to prefer the old highway to newly built modern highway. Icefield Parkway runs along the right bank of the Sunwapta River, while the old highway runs on the left bank through the thick primeval spruce and lodgepole pine forests. The old highway was not paved and seemed to be used only to go to the north wall of the Mount Edith Cabell. From the old highway and the foot of the sheer north wall were connected by a narrow, winding, steep forest road in which long vehicles such as trailers, buses, motor homes, etc were prohibited. Only the four wheel-drive vehicles and high clearance vehicles were recommended.

I tried to drive into the forest road, which was rugged and big stones were here and there. As my car was a Nissan Maxim which had a short clearance, the floor panels often beat and rubbed stones.

I gave up making an ascend to the North Wall.. I made up my mind to come again by 4WD recreation vehicle, on next trip.

Near Whistler campground I found an access to Skiing Base of the Mount Marmot Basin. The access and the old road from there to Icefield parkway were paved with asphalt. It was a few minute drive to the skiing ground. There were some cottages, a lift and no one could be seen there.



I got to Jasper at about three p.m., when the town site was crowded with a lot of visitors. Though I wanted to drop in at the visitor information center, the parking lot was quite narrow and every roadside parking site was occupied. I had to park a long way from the center. A lot of visitors were jammed into the narrow information center. I could get little information but some pamphlets.

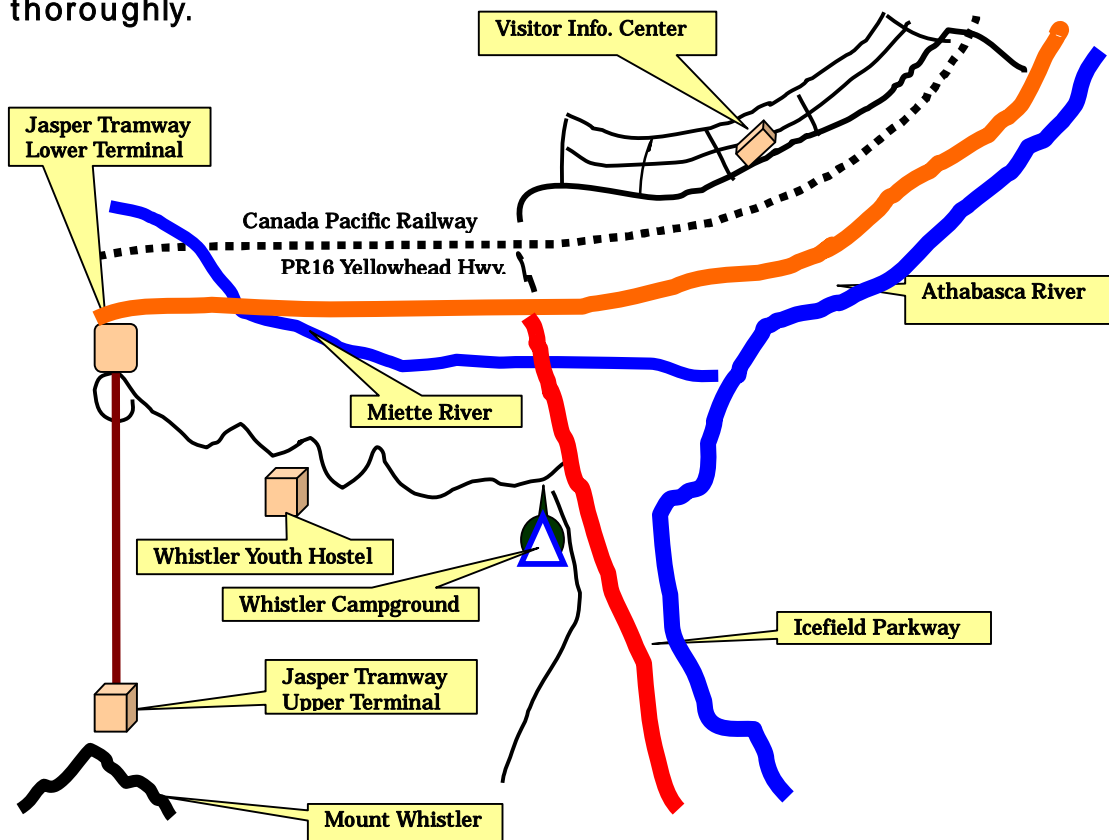
In front of the visitor center was a large block of thick lawn with big trees here and there. I saw two young men from Kami-ikegami Tokyo as working holiday to Vancouver. They said they were working for a restaurant in Vancouver and came there on vacation.

As it suddenly threatened to rain, I made up my mind to stop that night at the Whistler Youth Hostel.

(1141)

July 13th (Friday)

The day before it rained suddenly in torrents upon my arrival at the Whistler Youth Hostel, but after only two hour heavy shower, it cleared up thoroughly.



As I was used to having a sleep in a tent, I felt uneasy to have a sleep in a wide room of the youth hostel with many strangers. Nevertheless I fell into the fast sleep all night through. I woke up early and got up at five in high spirits.

I was brushing my teeth in the washroom, when two young girls came to me and asked me to lend the tool kit of my car. They were a Japanese and a French who had been acquainted with each other in Quebec. They were on the way to Vancouver. The Japanese girl said she was not good at English, and very happy to have had a good traveling companion. They seemed to be getting along with each other.

By the way, I asked them what had happened, and told to let me have a look.. They said they lost a padlock of a traveling bag. They brought the padlocked bag to me, I had it open in a moment. I said I was an engineer...

(1142)

First of all I wanted to go to the Whistler Mountain by Jasper Tramway to look around the Jasper National Park and to take a breakfast at the restaurant in the altitude 2.500m Upper Terminal of the tramway. It was really superb.

Jasper Tramway was supposed to be the longest cablecar in Canada and was a two car cablecar system with a capacity of 30 passengers each;

TECHNICAL DATA of the Tramway system :

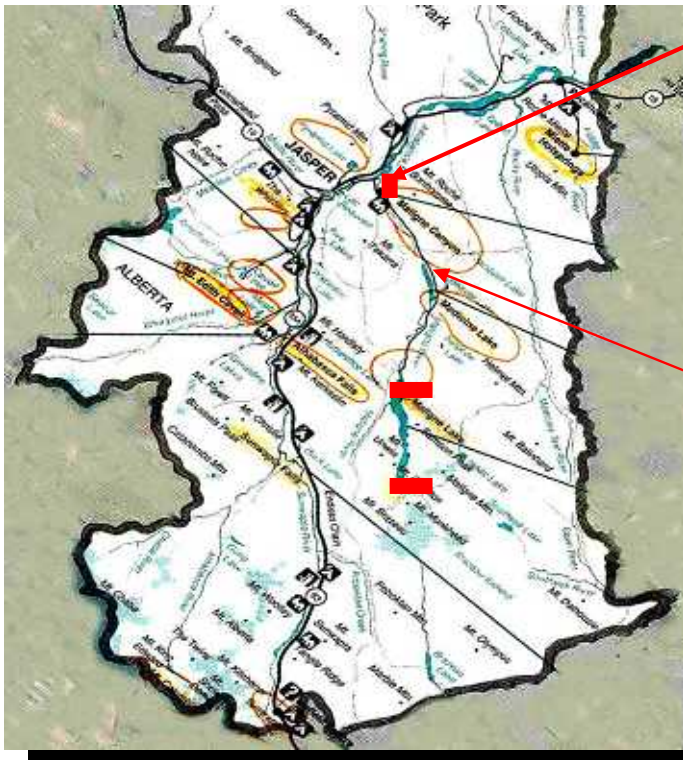
Elevation of lower Terminal:	1,408 meters
Elevation of upper Terminal:	2,500 meters.
Vertical height:	973 meters
Length of wire ropes:	2,000 meters
Speed:	8 meters per second
Cars:	2, 30 passengers each.
Tower:	1, 18 meters high
Traction rope:	46 mm.
Towing rope:	26 mm.
Power:	260 H.P. Electric
Auxiliary motor:	Porsche, Gasoline
Construction time:	8 months
Built by P.H.B. Co. of West Germany	



Grand view from Whistler(2464m)
Jasper Townsite and Vicinities

It was a 7 minute ride from the lower terminal to the upper terminal. Meanwhile, the conductor gave us an explanation about the surrounding mountain area. I saw some 100Km to the west the mount Robson, The highest mountain (EL3954m) of the Canadian Rockies or about 100Km to the south Columbia Icefield. The north wall of Edith Cavel could be seen 20Km due south.

(1143)



Maligne Canyon looks like a long crevice in the ice field, about ten meters wide and about 20 meters deep. The self guiding trail has six different footbridges providing spectacular views of the canyon.

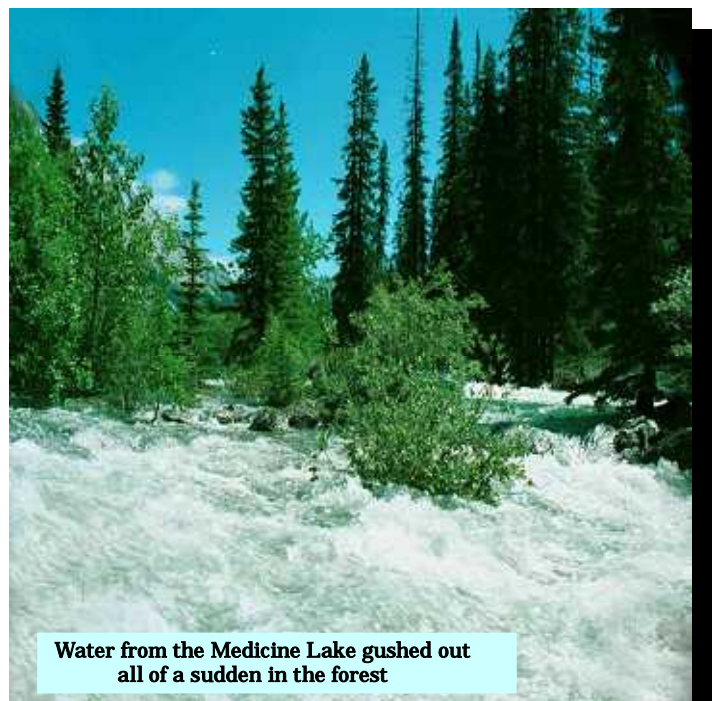
Medicine Lake is a 6Km long in summer but dry in winter, and there's no surface outlet instead. The water flows underground for many kilometers, emerging in such places as Maligne Canyon, Lac Beauvert and directly the Athabasca River.

From some places between

Maligne Canyon and Medicine Lake, the water spurted out from the underground river and flew on the surface into Maligne Canyon in the forest in summer.

On the first lakeshore viewpoint, I met two young, Japanese sisters with black eyes and black hair, whose parents were from Japan in about 1950 and they could speak poor Japanese. As they lived in a small village a long way from Vancouver, they couldn't go to Japanese school till high school. But I saw them good natured cheerful girls some years over 20.

They interpreted the peculiar Medicine Lake to me as I wrote at first. I looked for the outlet but in vain. I couldn't believe that the water of the lake was full in summer and completely empty in winter.



Water from the Medicine Lake gushed out all of a sudden in the forest

They took me by their new Porsche leaving my old jalopy at the parking lot to the point water of the lake gushed out and flew down in torrents wide in the forests (see preceding photograph). Small shrubs were washed out their roots and flown down.

We got back to the parking lot, where I said good-bye to them, making a promise to see again on the bridge of the outlet of Maligne Lake. I read with a minute attention an interpretive board set up there describing these wonders of the lake.

I drove along the west shore of the Medicine Lake about 6 Km and along the west bank of the Maligne River for a few Km, when I suddenly remember leaving my glasses on the roof of my car at the parking lot of the Medicine Lake. Yes, I was sure I put them on the roof and started running after the Porsche with my glasses on it.. I didn't have any spare glasses with me. I completely lost my temper. I drove back on the same road on the wrong lane by mistake all through the way to the last parking lot. A little before the entrance gate of the parking lot I parked I found my glasses on the middle of the highway.

My heart was frozen with fear. How fortunate I was not to break into other car on the wrong lane!

I resolved never to lose my temper in any accident or emergency.

Maligne Lake is 22Km long from northwest to southeast. On the northwest shore of the lake, there was a big chalet in which a restaurant, a coffee terrace, a souvenir shop, a ticket office for cruising and a harbor.

I got to the bridge over the outlet of Maligne Lake about an hour behind time. The sisters were not there. The outlet was pretty wide and deep. A large quantity of water of Maligne Lake flow down from there into the Medicine Lake through the Maligne River on the surface of the earth. I was



East mountain scenery from cruiser

watching the large rubber rafting boat flew down terribly rolling, pitching and spraying. After a while the sisters came, I apologized for being so late.

Anyway we decided to have a cruise to the Spirit Island at the southeast end of the lake

(1146)

The world famous SPIRIT ISLAND in Maligne Lake, Jasper, Canada.
It's a half an hour cruise from the harbor to the Spirit Island (23Km long lake
from the northwest end to southeast end of the lake).



The front snow-capped mountain is Samson Peak
Right hand is Spirit Island.

(1147)

The sisters resembled each other in nature and appearance. They were sunny and talkative as well. I thought they might be twin. They might be much interested in my trips in USA. They concentrated their questions on California. They must have a longing for warm temperate climate, because they had a long severe winter every year. They said they were planning to have a vacation in the southwest USA some day before long.

The Spirit Island was tiny and thickly vegetated with big lodgepole pines connected by narrow short spit with lakeshore. The cruiser came alongside the small pier near the Spirit Island. We went ashore from the boat and wide board way led us to the two turrets of view point. Snow capped mountains in back ground emerald green lake in the middle sight and tiny wooded beautiful island were like elaborated BONSAI .The upper photograph (preceding page) was taken from the viewing turret and the lower one was taken at the pier.



Answering their questions I talked about Los Angeles, San Francisco, San Diego, Sierra Nevada Mountains and many National Parks in the southwest of USA and my plan thereafter.

Returning to the wharf where we had taken a cruiser, we had a coffee break at the Chalet. Though cruising was short only for an hour and half, it was a relaxing, pleasant time. I thanked for their good company as



interpretive guides and said hello hoping their nice vacation. At last they suggested me never failing visit Miette Hotsprings close to the border on PR16 (Yellowhead Highway) to me.

As it was about two p.m. I took a short hike crossing the outlet of Maligne Lake. I saw two anglers dipping into the outlet water wearing long wader up to their chest and throwing flies at a distance. Their movements were looked skillful and elegant. I made up my mind to learn fishing in near future.

(1148)

I took a simple supper at Tokyo Toms Restaurant in the middle of the Jasper town site, and then I got to the Whistler Campground which was located near the junction to the Whistler tramway terminal and Whistler youth hostel road. Whistler Campground might be one of the largest campgrounds. Its facility was 781 sites in 242 acres (300,000 tsubo). It's nearly 400 tsubo per one site.

Kitchen shelter, toilets, showers, firewood, telephone were within a few minute walk. I got a site of the best location. I took a shower at my leisure and had a good sleep.

July 14th (Saturday)

I left Whistler Campground for Miette Hot Springs at six o'clock at the sisters' suggestion; I drove on the Yellowhead highway about 60km to northeast from Jasper to Miette Hot Springs along the Athabasca River. Just before the border, I got to the small community, Pochahontas, From there the narrow forest road leads through the thick primeval forest to Miette Hot Springs

I took breakfast at the calm cozy café in the thick wood with tall lodgepole pines near the junction of Pochahontas.

The road ascends steeply winding the hillside of Utopia Mountain along the Hiddle River valley for a while, and crossing a pass the road descends steeply down to the deep bottom of the basin. There's Miette Hot Springs. The road is as scenic as HAKONE old road. Miette might be compared with Owakudani. But Hakone is second to none.

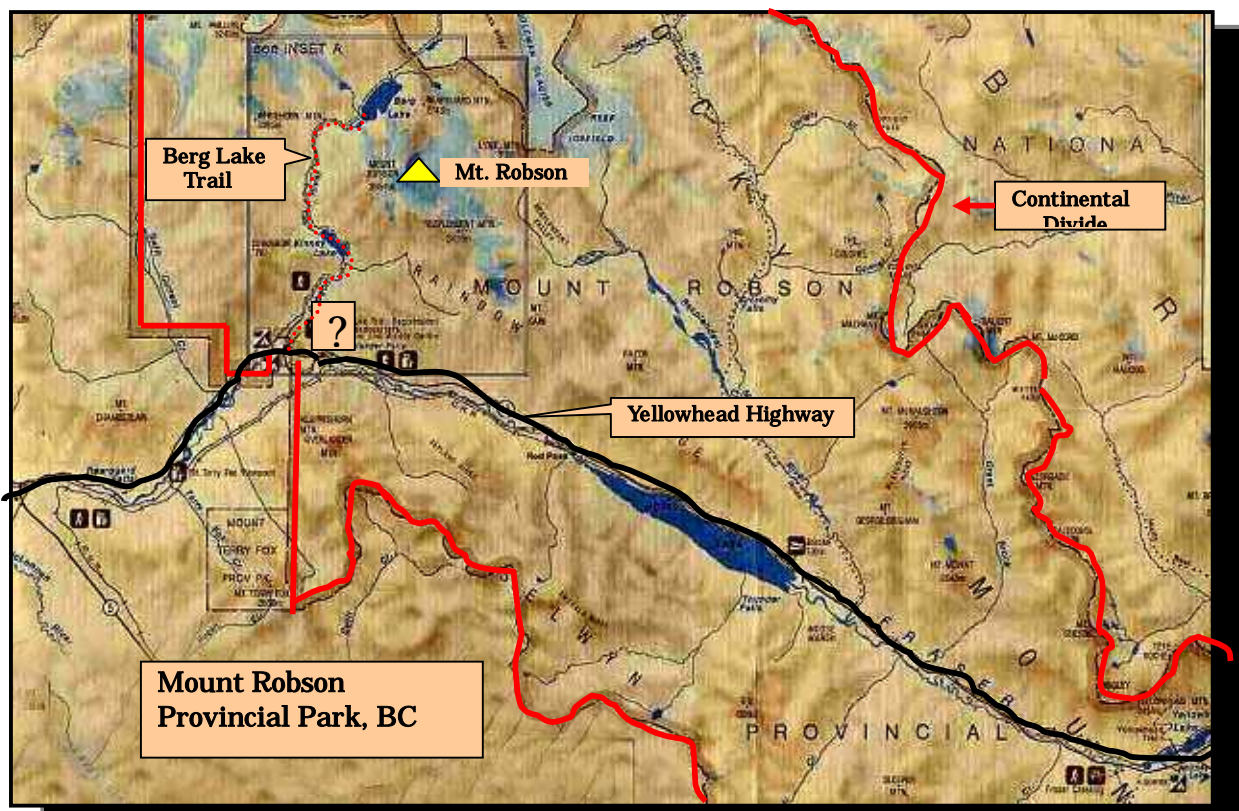
According to my memorandum, it was at nine when I got there. There were a wide parking lot with few car yet, accordingly the large indoor pool was quiet. The temperature of the hot spring was rather hot, the water was clear and mystic transparent. I wish I could come with my friends there leisurely. I took an hour dip for two dollars.



I left Miette Hot Springs for Mount Robson at 11:00 a.m. I met a lot of visitors' cars coming up on the Miette Road.

On the way to Mount Robson, I dropped in at TOKYO Tom's restaurant again to have dinner. I guess the owner and employees were all Japanese young working holidays. They longingly spoke to me in Japanese and I could make myself at home.

It's an about 25 Km drive on PR 16 Yellowhead Highway along the Miette River from Jasper to the Yellowhead Pass, which is the border between Jasper National Park and Mount Robson Provincial Park and at the same time, on the Continental Divide. From the Yellowhead Pass, the Highway 16 runs slowly down along the meandering Fraser River and makes a scenic road as well as the highway along the Miette River.



Mount Robson didn't come into my sight. The Yellowhead highway was approaching to the west entrance of Mount Robson PP. When I passed a small road cutting, the highway ran down steeply spreading the view and got to the small flat basin of the valley.

There was the best looking point of Mount Robson. There were Visitor information Center, large parking lot, a long line of picnic tables, and no obstacles to interrupt the magnificent view of Mount Robson.

On the corner of the large parking lot there were a gas station, a small restaurant, a souvenir shop, a mini supermarket, close to these facilities a public campground, (Robson Meadows) and a private Campground (Emperor Ridge) were within a few minutes walk. (1150)