

BC & AB Tour

This summer we are going to tour BC & Alberta, visit old friends and RV acquaintances and also visit those colleges that purchase Jen's legal textbooks, and those that don't. Because of this "business trip" agenda, I'm changing the format of our blog; rather than a day-to-day description to more of highlight-based one.

I hope it works and I hope you enjoy the change.

We left Vancouver Island via BC Ferries on Thursday June 6. We enjoyed breakfast on one of the newer ferries to the Duke Point/Tsawwassen run. Here we are coming into the ferry slip.



After three sales calls at colleges in and around Abbotsford, we were back on Hwy 1 heading for Hope, BC at the east end of the Fraser Valley. We stayed in Hope a couple of years ago in a regular RV park, but decided this trip to try the RV park right on the Fraser River in downtown Hope. We were very pleasantly surprised and will stay here again for sure.



I didn't try it, but can you make out the steep path to the sandy beach in this picture?





The next day, Friday June 7, we headed north through the Fraser Canyon, one of our favourite drives. If you are in a hurry, take the Coquihalla Hwy; if you aren't then the Fraser Canyon is definitely the way to go.

We stopped along the way and made coffee and by lunchtime, we were close to Lytton, Canada's hot spot in the summer. We ate our lunch in a small park overlooking the confluence of the mighty muddy Fraser and clear blue Thompson rivers.



At Cache Creek, where Hwy 1 heads east towards Alberta, we stayed on Hwy 97. After gassing up just at the north end of town, I suggested to Jen that we drive back to Dairy Queen for an ice cream. Standing in line waiting our turn, I noticed the price of a DQ ice cream cone: \$3.97!! I pointed this out to Jen who also thought the price was outrageous. We walked out of the store and back to the rig.

At 100 Mile House, we pulled into Save-on Foods and bought a small tub of Whiskey Dark Chocolate Truffle ice cream. In Ali, each armed with a spoon, we devoured our ice cream treat.

By mid-afternoon we arrived at my old chum's place, backed into our parking spot, and started catching up with Colin and Mary. It's been 2 years since we were last here; the forest fires last summer put the kybosh on

any visit last summer.

We're here for at least a week, so if anything really exciting happens, I will write about it.

Okay, it is Friday June 15 and we are off to the farm market in 100 Mile. When we are on the road, we really miss the Errington farm market where we pick up salad greens and veggies that last us the entire week. Well, we were in luck this morning – a small organic farm, just up the road from where Colin & Mary live, were at the farm market. So we're good for another week of salads.

The weather was warming so I suggested a walk around the Marsh. A paved path circles the marsh/lake. Along the way, this caught my eye.



Here's Jen under the sign board at the highway end of the loop.



Wildlife Viewing

100 MILE MARSH is situated along a major waterfowl migration flyway. The sanctuary provides rest and food for migrating Trumpeter Swan and Herring Gull during spring and fall flights. Canada Geese nest here, as well as several DIVING and DABBLING ducks. Each summer most adult ducks and geese MOLT - loose their flight and body feathers. For 6 weeks they are flightless until new "flight" (tail & wing) feathers replace the old. Preening ducks are a common sight at a marsh. Oil "urophygial" glands in the rump are important in waterproofing ducks. The duck passes its bill over its rump to squeeze out oil and wipes it over the feathers. Songbirds are abundant at the marsh. Watch for colourful Red Winged and Yellow-headed Blackbirds. Watch too for the myriad of insects and aquatic vertebrates, essential to marsh life as food for the many birds.

DABBLERS

Shallow water divers. Dip up to soft vegetation. Dabblers are divers of the water in "take off" to have a larger wing span than the divers. Examples: Mallards, American Black Duck, Northern Pintail, Gadwall, Wigeon, Green and Blue-winged Teal, Northern Shoveler, and Wood Ducks.

BEAVER

Largest RODENT in North America, build LODGES where they store their winter supply of food. Logs and sticks. Made of intertwined branches and plastered with mud to protect against water. Freezing and predators like wolf, coyote, or lynx. These lodges consist of one main living compartment. Each lodge has an entry and exit. Both underground. Logs from over 100 m away from the pond are slid down trails (cut in the south end of the marsh) to the pond. September is lodge building time, in fall beaver are busy harvesting and storing the winter food.

DIVERS

Down to the bottom to feed, make their nests in vegetation, usually in the water or close to it. Many divers have scutes on their feet to help them take off by pushing over the surface of the water to support their bodies. They will swim to clear the water. Examples: Canada Goose, Lesser Scaup, Herring and Trumpeter Greese, Mallards, Reddy Ducks, Black Necked, Harlequin Ducks, Goldeneye.

BC Environment

British Columbia Wildlife Watch is a Ministry of Environment, Lands Parks program designed to promote viewing opportunities within British Columbia. The protection of Wildlife and their habitat and a positive, safe experience for the viewer are the primary objectives of this program. Many local communities, other agencies and public conservation groups are involved. For more information contact the BC Environment Office in Williams Lake at 398-4530.

During our walk, we'd seen a sign board with Centennial Falls park on it. We decided to go have a look—someplace new in 100 Mile where we haven't been.

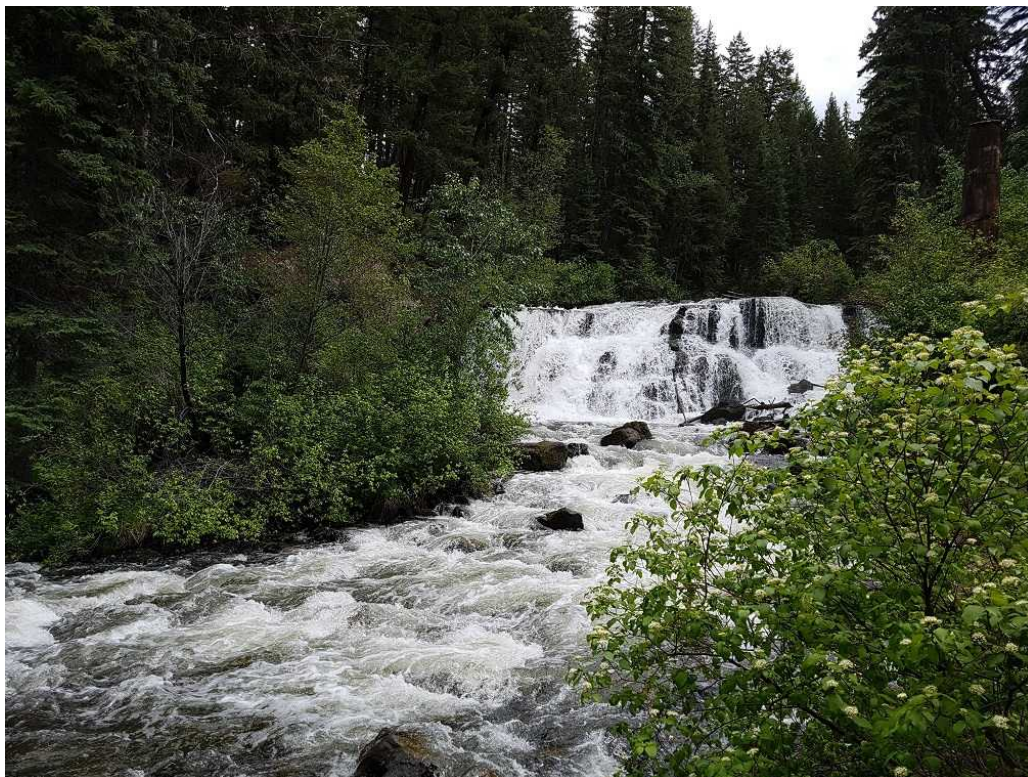
At the top of the trail to the falls was this sign.



We walked down the trail; wild roses were everywhere.



A short distance later we walked beside the falls. At the bridge crossing the river below the falls I took this picture and the video.



Back at Colin & Mary's, we were invited for dinner Friday night (15th). As always we had an enjoyable dinner and chatted at length. We were mildly disappointed as Elliott, #2 son was supposed to be visiting this weekend. Unfortunately for us, his visit was cancelled at the last minute.

Saturday morning (16th) we departed for Clearwater. Before we left I took the opportunity to take some pictures. Here are Colin & Mary:



We drove south out of 100 Mile and turned left onto Hwy 24 to Little Fort. I was not looking forward to the 11 km, 8% hill that we have only driven up (in 2nd gear, and 1st gear closer to the summit). We've never gone down this hill.

Just when it was time for a coffee, the rest area overlooking Lac Des Roches appeared.



What a beautiful view. We got out the lawn chairs and sat admiring the view. But all too soon, we started to cook so back in the van and back on the highway.

We pulled into Janet & Dave's just before 2 p.m. and plugged in. Yes, we made it down the hill!

It's great to see them both; it's been 3 years. How time flies!

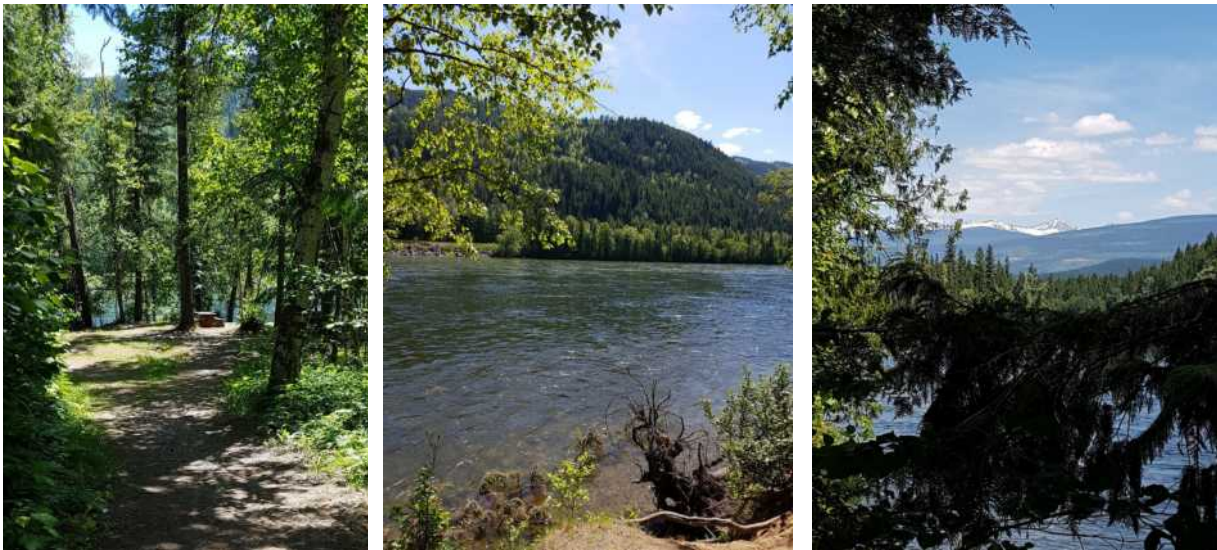


Saturday night, after our dinner, we joined Janet & Dave in their home. It was after 11 p.m. when we said good night. What a great couple.



Sunday morning Jen and I headed into Clearwater just to have a look around. On the way back we stopped at North Thompson Provincial Park.

We walked down to the picnic tables by the river and shared our chocolate croissant that we had picked up at the grocery store. Not too bad; I knew I should have bought 2!



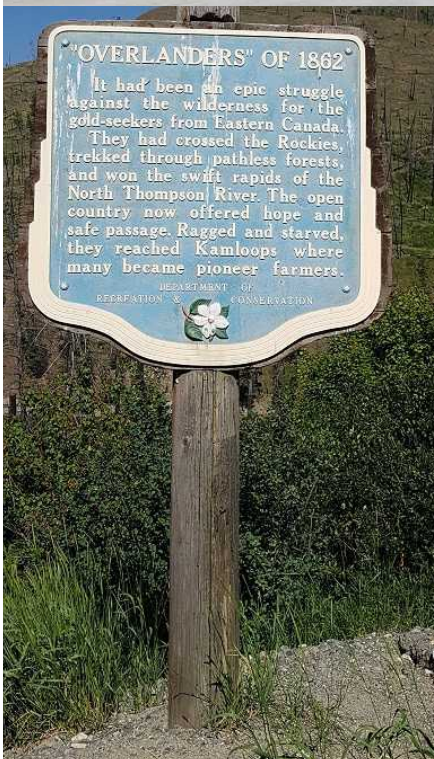
Tomorrow, Monday June 18, we're heading for Paul Lake Provincial Park, in the hills just north of Kamloops. I'm not sure how long we'll stay as I have some college business to attend to in Kamloops in the next few days.

Check back in a few days to see where we go next.

Kamloops to Golden, BC

Boy, what a change in the weather. Officially, it is not summer yet (still a few days to go) but is it ever hot!

We drove south on Monday (June 18) from Clearwater. Hwy 5, the Yellowhead, follows the north Thompson River, as does the CN railway. The area around Barriere, where the terrible forest fire rampaged through ten years ago, was very green. The remains of burnt trees still jut out from the landscape, but the area is much prettier than the last time we were through here 3 years ago.



At the Paul Lake turnoff, just a few clicks north of Kamloops, we turned left. We climbed into the hills, thinking that the temperature would drop as we gained altitude. Nope, well, it did, but later in the day it was in the mid-30s (C). Phew, we're not ready!

Paul Lake Provincial Park is tucked away in the trees. The campsites are large and very private.



We set up camp and then drove a little further down the road to Pinantan Lake. At the General Store, an ice cream jumped out of the tub and into my hand. Mmmm chocolate with peanut butter. Jen had some fruity concoction. We moved out to the outside deck and were pleasantly surprised with a nice view and Shaw wifi.

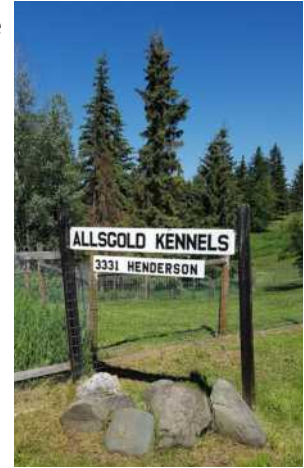
Some of you may remember that Mattie came from Allsgold's Kennel in Pinantan Lake.

We were so close we could not not go and visit the kennel. Brenda came out to greet us. We introduced ourselves and talked about



our old gal, Mattie. Brenda won't have any pups until the fall. As much as we would like another Golden, it's just not feasible right now. Perhaps when we leave the nomadic lifestyle, perhaps then. But not now.

Heading back, we drove down to the lake before heading to our campsite. What a pretty spot, complete with families of Canada geese.



The next morning we headed into downtown Kamloops. I had a college to call on. Afterwards we drove to Riverside Park, at the confluence of the swiftly-flowing North and South Thompson Rivers.



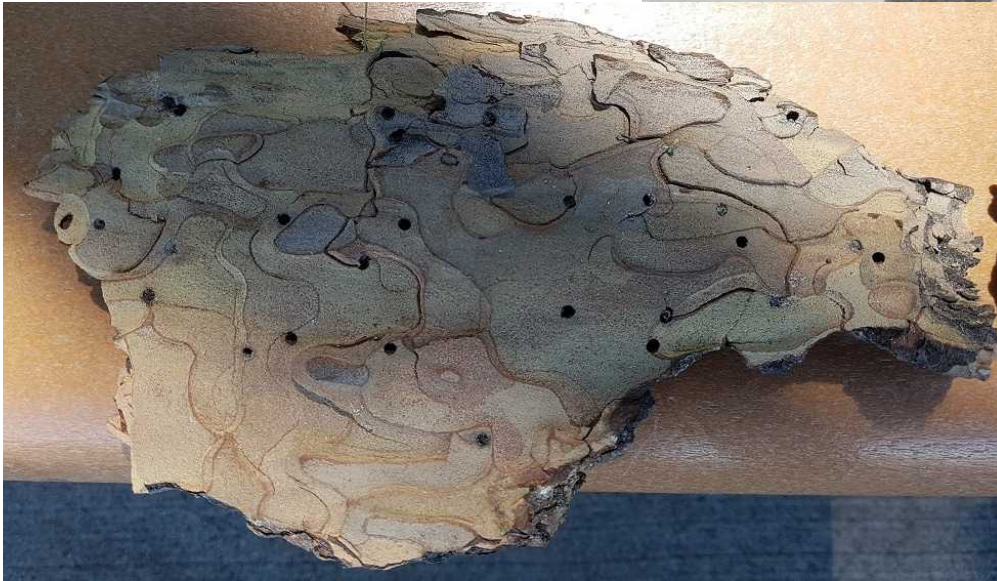
A sandy beach beckoned but we decided to walk the paved walkway for a while. When we ran out of shade trees, we headed back from whence we came.



We passed three stone markers on our walk. Brass strips, imbedded in one of the stone markers, indicate the height of recent floods – very fascinating.

While Jen looked on, I braved the river water. Brrrr the water was cold!! A couple of people took a dip, a bit like the polar bear swims on New Year's Day – in, out, quick, grab a towel.

I picked up this piece of "driftwood" as I walked back from the river. The numerous shapes and colours intrigued us both. I think it might be a work of art in hiding!



It's now Wednesday morning (June 20); time to move on. We've had an enjoyable stay at Paul Lake but the road is calling once again.

We hitched up Ali then headed east towards Pritchard. We'd come from Pritchard some years ago when snow was on the road so you can imagine our surprise when the paved road suddenly turned to gravel. As much as we dislike driving on gravel, we eventually made it to Pritchard.

At Pritchard we nervously drove across the one-lane bridge over the North Thompson river.



The day was getting hotter as we continued east on Hwy 1. At Salmon Arm, we went looking for the waterfront to no avail; the signs disappeared. After gassing up at Shell (the PetroCan was out of fuel), we turned off at Canoe and found the beach. With our coffee in hand, we sat on a park bench and admired the view.



Sufficiently suffocified, we continued our journey east. We turned off the highway at Sicamous and went looking for a coffee shop. We asked a local lady if there was a coffee shop around and about. "Tims" was her reply. Nope, not in that much of a hurry for a coffee. The roundabout was pretty to look at.



Next stop was Craigellachie. Now for those train buffs out there, this is where the last spike was driven on the Canadian Pacific Railway back in 1885. We had a bite of lunch and walked to the gift shop. Lots of neat "stuff"; one of the advantages of a small trailer—you have to have some place to put it! No space; no buy!



We pulled into Revelstoke and stopped by the Info Centre. Lots of RVs of varying sizes littered the main street. We decided to call one of the RV parks to enquire as to availability. We're in luck so off we went to Williamson Lake RV Park.



Later that afternoon we drove the Meadows in the Sky Parkway in Mount Revelstoke National Park. We could only drive 20 kms of the 26 km length as there was still snow on the road at the top. As the scenic view points we were treated to some spectacular sights and some historical information.



Mount Revelstoke Internment Camp

During World War 1, under the War Measures Act, internment camps were established at 24 locations across the country. About 8,000 people, mostly Ukrainians and other Europeans, were detained because they were considered to be "enemy aliens". Four of these camps were located in national parks at Banff, Jasper, Yoho and Mount Revelstoke.

Some citizens of Revelstoke urged the federal government to have internees complete the new road to the summit of Mount Revelstoke. The Dominion Parks Commissioner of the time, J.B. Harkin, agreed that they could provide a much-needed workforce for developing tourist facilities.

In 1915, an internment camp was built near this site. Weather conditions and labour disputes resulted in the men spending most of their time clearing snow and cutting firewood rather than working on road construction as had been expected. The water supply for the site was inadequate for the winter, so the internees were sent to Camp Otter in Yoho National Park, and the Mount Revelstoke camp was closed.

The Mighty Columbia River

The Columbia is the largest river flowing into the Pacific Ocean from North America. On the continent, only the Mississippi, Mackenzie, Yukon, St. Lawrence and Rio Grande rivers are larger.

The river begins at Columbia Lake near Fairmont Hot Springs. It winds 2,000 km through British Columbia, Washington and Oregon, and empties into the Pacific at Astoria, Oregon. The river's drainage basin is roughly the size of France.

Depending upon when you are visiting, the Columbia River below either looks like a long lake or a blue stream through wide green wetlands. This reach of the river is controlled by the High-Kentley side power dam near Castlegar, 230 km south of here.

The Columbia River divides the Selkirk Mountains on the left from the Monashee Mountains on the right. You're standing on the extreme western flank of the Selkirks.

Symbol of the Snowforest

Endangered mountain caribou are one of the species best adapted to this environment. Caribou actually move higher up into the mountains as the snows get deeper. During the early winter they eat mountain boxwood in the old growth cedar and hemlock forests of the valleys. As the boxwood is buried by snow, caribou climb to the snowforest to find fresh food sources.

By mid-winter, caribou are high in the subalpine, feeding on lichens. They are able to spread their large hooves and dew claws to act like snowshoes. This allows them to stand on the 5 to 10 metre snowpack to feed on lichens that grow high in the tree branches. Caribou return to the valleys when the plants begin to green up in spring.

Threatened by the loss and disturbance of their habitat outside of the national parks, southern mountain caribou are a species on the edge of extinction. Parks Canada is working with neighbouring land managers to understand and reduce the stresses that affect mountain caribou.



Revelstoke's National Park

At the turn of the 20th Century, intrepid hikers from the newly incorporated City of Revelstoke climbed through heavy timber and thick underbrush to reach the top of neighbouring Mount Revelstoke. Soon, local citizens began making frequent pilgrimages to the mountain-top, delighted to find the subalpine meadows alive with the brilliant colour of mountain wildflowers. Mayor Charles Lindmark had his public works crews construct a trail from downtown Revelstoke to the summit of the mountain.

By 1911, local politicians and business people had recognized the scenic beauty and tourism potential of the mountain and convinced the provincial government to fund the construction of an auto road up the mountain. In 1914, the federal government was so impressed with the alpine splendour of the area and local efforts to preserve it, that it set aside 245 sq km of the high country as Revelstoke National Park.

Six years later, the park was renamed Mount Revelstoke National Park. It is one of only a few national parks in Canada to have been established at the request of local citizens.

Here Revelstoke found its park already laid out by nature without the intervention of any human landscape gardener.

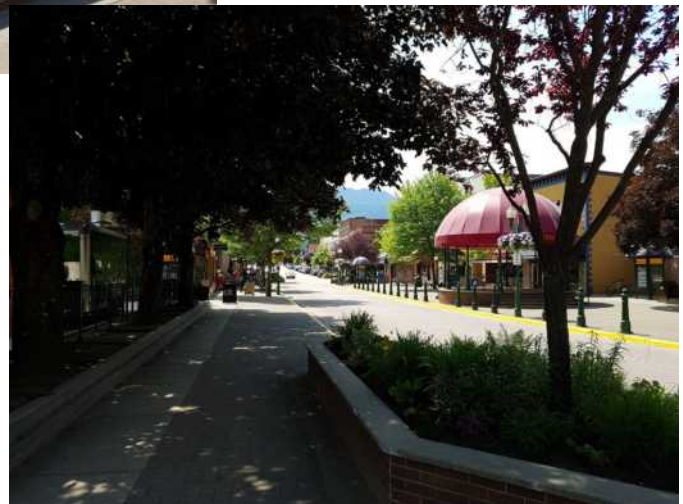
A. J. Munroe 1912

En ce lieu, Revelstoke a trouvé son parc, un endroit déjà aménagé par la nature, sans l'intervention d'aucun jardinier-paysagiste.



By the time we returned to Revelstoke it was definitely dinner time. We ate at Emo's. The food was good; the service was slow. The local craft beer was excellent.

The next morning (the first day of summer) we headed into Revelstoke to have a wander around. What a pretty downtown area; it reminded us of Smithers. We decided that we have to return to explore some more.





Later in the afternoon, we drove to Revelstoke Mountain Resort.



This is what Whistler looked like many years ago. The majority of the ski runs are Black (expert) but I came here to ride the Pipe Mountain Coaster.

On the way up the gondola, we saw glimpses of the track. Hmmm, looks fairly tame.



The Pipe 1 Ride
Direct to Lift Single Day Use Only
Lower Gondola ONLY

The Pipe Mountain Coaster

Expires: 06/21/2018 Not For Resale

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Save 10% on 9 or 18 holes of golf at Revelstoke Golf Club
*10% off reg price only, exp Oct 18
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We stepped out of the gondola and strolled over to the Pipe. This ride twists and turns for 1.4 kms (0.87 mile) down a 279 meter (915') vertical drop at up to 42 km/h (26 mph)! Piece of cake!

Here I am at the starting point, happily oblivious to what is about to happen.



And then somewhere down the track...



Tomorrow, before we leave town, we're going to stop at the Revelstoke Railway Museum. Join us then.

Revelstoke to Canmore, AB

It was raining this morning, a sure sign that I was destined to tour the Revelstoke Railway Museum. While Jen stayed in the rig, I paid my \$8 senior's admission fee.

There is a lot of information pertaining to the construction of the CPR in the mountains of BC. I won't bore you with all the details; here are just some of the information boards in the museum. You can enlarge the pictures to any size; use the + - tabs at the top of your PDF screen.



Change of Route: 1881

By the late 1870's, it seemed the railway would follow the route through the Yellowhead Pass marked out by Sandford Fleming's surveying parties earlier in the decade.

However, the desire for a shorter, more southerly route was still on the minds of many. This, combined with the financial problems created by rampant land speculation along the Yellowhead route, resulted in an abrupt change of plans. The railway would head across the southern prairies towards the Continental Divide, although passes through the southern Rockies and Selkirks had yet to be found.



Members of Sandford Fleming's surveying party at the mouth of the river that crossed the Yellowhead Pass in the late 1870s for the railway. Left to right: Fleming, James, George, and John. Photo courtesy of National Archives of Canada.



Major Albert B. Rogers 1829-1889

In 1881, Major A.B. Rogers, "The Railway Pathfinder", discovered the mountain pass through the Selkirks that bears his name. In the spring of 1881, Rogers set out to discover a direct route across the Selkirk range. Canadian Pacific promised him a five thousand dollar bonus if successful and told him, were a pass discovered, it would be named after him. By the end of that surveying season he claimed to have spotted the summit of what would become known as Rogers Pass. Further explorations the following year confirmed his findings. Part of Rogers' legend is that the five thousand dollar cheque remained uncashed. Fame, not money, had been his pursuit.



Major Albert B. Rogers 1829-1889

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Sir James Hector 1834-1907

Dr. Hector was the geologist on Palliser's Imperial Commission expedition of 1857. On this trip he discovered and named the pass through the Rocky Mountains known as the Kicking Horse. The name he chose referred to an incident on the journey, when he was temporarily disabled by a severe kick from one of the pack-horses.



Sir James Hector 1834-1907

Laying the Rails

Construction of the railway in British Columbia began on both sides of the province as separate undertakings.



Andrew Onderdonk
Photographer of Revelstoke, British Columbia

Work began on the Pacific coast May 14, 1880 and was directed by Andrew Onderdonk, an American under contract with the federal government. An experienced contractor with major projects to his credit, Onderdonk was responsible for the stretch between Port Moody on the coast and Eagle Pass in



Photo courtesy of the National Archives of Canada

the Monashee Mountains. He and the primarily Chinese workforce he employed advanced eastward steadily, completing their task when they ran out of rails at Eagle Pass in October of 1885, one month before the arrival of the crews from the east.

In 1884, Canadian Pacific Railway crews working from the east under the supervision of civil engineer James Ross crossed the Continental Divide on May 25th. The Kicking Horse River and Rogers Pass through the Selkirk Mountains were two especially formidable obstacles that had to be surmounted. A number of nationalities were represented on the crews through the Rockies and Selkirks including

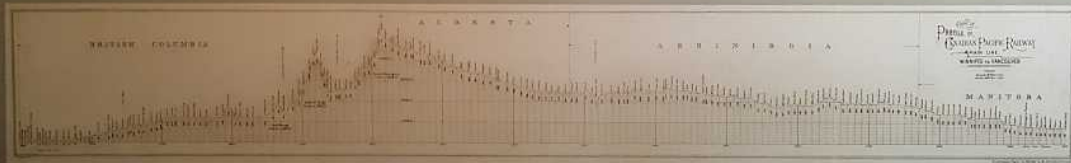


James Ross
Photo courtesy of the National Archives of Canada

American, English, Canadian, Irish, German, Polish, Italian, Swedish and Russian. Despite all the difficulties, east met west on November 7, 1885 at the spot that would be named Craigellachie.



Photo courtesy of the National Archives of Canada



There are also some excellent models, in HO scale, of bridges and scenes along the line.



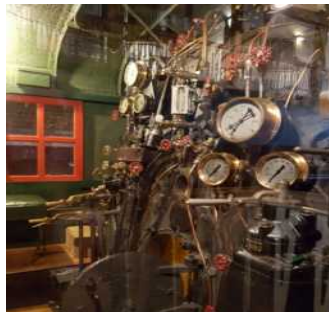
The museum houses a steam engine and a railway business car. The former is a Mikado (2-8-2) steam engine. I watched a documentary on the operation of a steam engine which was very interesting; it is a true skill to operate a large steam engine in unison with the fireman (the guy who shovels the coal).

Business Car No. 4

Official Business Car No. 4, retired in October of 1992, was the last of fifteen heavyweight steel "River Class" passenger cars first introduced into service by Canadian Pacific in 1929. Originally a buffet-solarium lounge car named the "River Humber", it typified an era when passengers travelled in the height of luxurious comfort and style.

The shell of the car, with its "fishbelly" type underframe, was built by the National Steel Company in Hamilton, Ontario at a cost of \$66,300.00. The plush interior, replete with walnut furnishings, leather-upholstered smoking rooms, ladies' lounge and observation parlour, was finished by CP's own craftsmen at the Angus Shops in Montreal.

In 1941, as the railway adjusted to the demands of wartime, the car was changed to Cape Class and took the name "Cape Humber". Five years later, the railway renamed a number of cars in transcontinental service, replacing British names with Canadian. The car became the "Cape Ray" and was rebuilt as a Sleeper-Solarium Lounge car. It was converted to Official Business Car No. 4 in Vancouver in 1963.





I walked up the stairs to the Revelstoke Model Railroad club's permanent HO scale layout on the second level. The public side of the layout is very well done. To my disappointment, no trains were running; there was no one there, and no indication as to when someone would be.

Back in Alfie, we gassed up (next service 150 kms) and headed east. It rained constantly, but not all that heavily. We took a break and had coffee at Canyon Hot Springs. At Rogers Pass, there was construction for quite a stretch. The Rogers Pass buildings themselves were behind chain link fencing.

We had seen signs at various points in our journey along Hwy 1 that mentioned widening the highway to 4 lanes in various locations. Then I noticed one that said Hwy 1 was going to be 4 lanes from Kamloops to the Alberta border! Thinking about our trip east a couple of years ago, other than northern Ontario, BC is the only other province where Hwy 1, the Trans Canada Highway, is not 4 lanes. This is an ambitious project.

We pulled into Revelstoke and made our way to the Golden Golf Club RV park. We made a reservation the day before so we knew where we were going.



This morning, Saturday June 23, we drove into downtown Golden to have a wander around.

After coffee at Purcell's, we drove to the Info Centre on the main hwy. I inquired as to whether Boo the Bear was active. Boo is a 16-year-old Grizzly who was rescued after his mother was shot. His sibling, Cari, did not survive. Boo lives at the top of Kicking Horse mountain resort. Apparently the cost to see Boo is around \$30, a bit pricey we thought as there are no guarantees.

Back in downtown Golden, we walked to the timber-frame pedestrian bridge across the Kicking Horse river. We read that the city council wanted a steel girder

bridge but the residents said NO. This is what was built instead.



On the way back to the golf course, we decided to drive up to the Kicking Horse Mountain resort. As in Revelstoke, another swanky mini-Whistler ski resort!



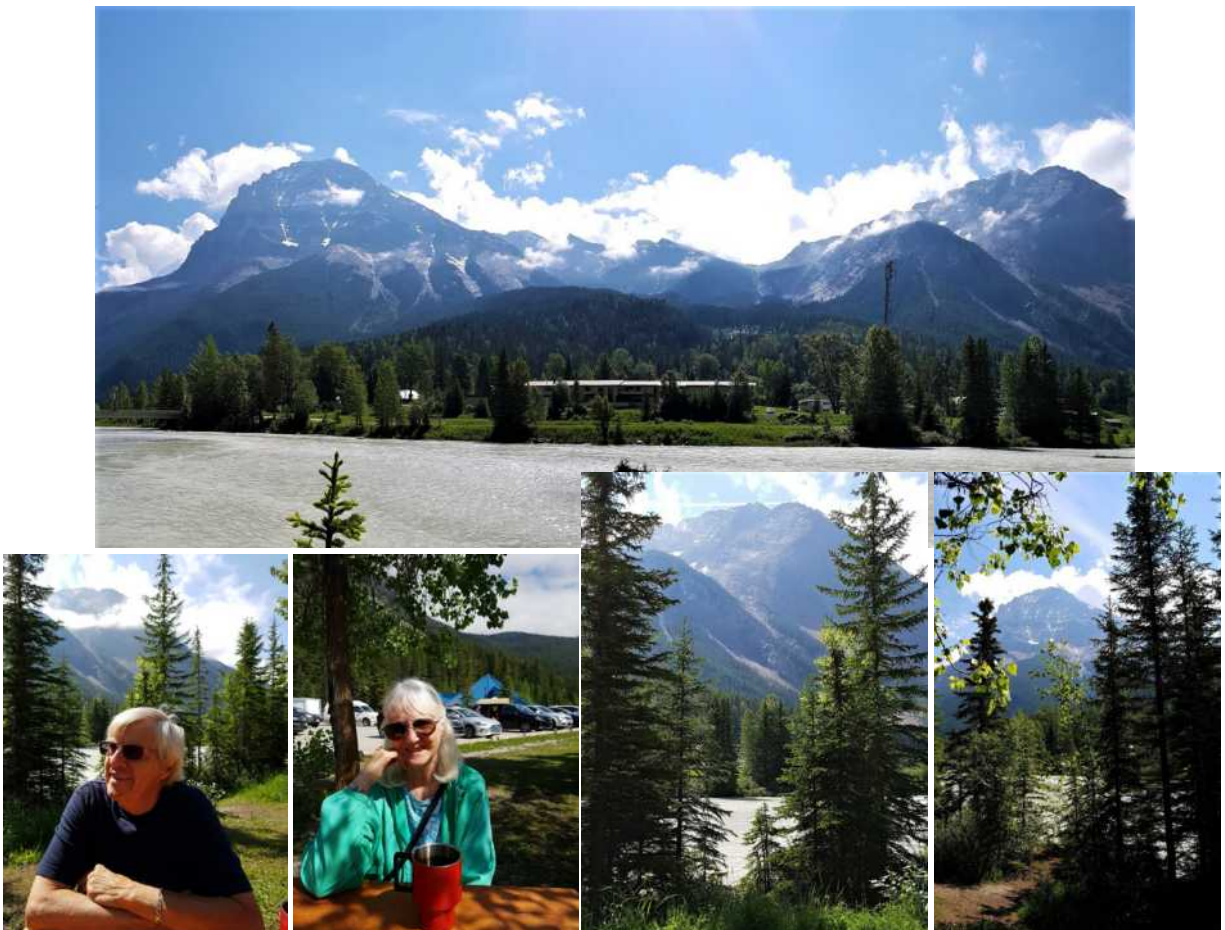
Tomorrow we continue our travels east. Join us then.

Sunday morning (June 24) was cloudy; great weather for getting the rig ready for the road. As I finished hooking up Ali, the sun started to shine. Looks like a nice day for a drive.

Jen took some pictures along the way today but the pictures do not do the scenery justice. Here we are approaching one of the new bridges that was built as part of the highway safety improvements a few years ago. How's this for a 'cut'??



We stopped in Field, BC at the Alberta Tourist Info Centre and made a coffee. What a pretty spot nestled in the mountains.





We decided to stop at the tourist Info Centre in Canmore to inquire as to campgrounds in the area. As it happened, the Wapiti municipal campground was right next door. The c/g is nothing fancy but we have power.



Tomorrow, Monday June 25, we head for the Lions RV Park in Okotoks. RV friends that we met at Pedder Bay the winter before last are hosts there. It will be nice to get re-acquainted with Barb, Jim, and Winston. See you there.

Canmore to Fort Macleod, AB

Monday morning was cloudy and wet as we left Canmore. We drove Hwy 1A (we'd had enough of the 4-lane "freeway" heading east). As we wound our way through the hills and valleys, we commented on how pretty the views were.



At Cochrane, we turned south towards Bragg Creek where we stopped for coffee. Continuing our journey south, we stopped for a bite at Turner Valley.

Turner Valley Oil Field

Dingman No. 1, 1914
Provincial Archives of Alberta, Harry Pelland Collection, P1101

View looking north toward the town of Turner Valley, c.1930
Provincial Archives of Alberta, Harry Pelland Collection, P1101

In the nearby town of Turner Valley is the discovery well of the first major oil and gas field in Alberta, drilled by Calgary Petroleum Products. Dingman No. 1, named after a major stockholder, blew in on May 14, 1914. The well produced large quantities of gas and light oil and began Alberta's first oil boom. With the boom came a flood of stock speculation, but by late that summer the boom had collapsed. Many new oil companies had proven fraudulent, other wells were disappointing, and soon the investment capital that was needed for more development was focused on the war effort instead.

The second boom began in 1924 with the Royalite No. 4 well owned by Imperial Oil. Royalite No. 4 produced even more of the light-gravity oil called naphtha than the discovery well, but was not deep enough to reach the crude oil below. In June 1936, a new well discovered extensive oil deposits at 2,081 metres. This well, called Royalites No. 1, produced almost 1,000 barrels of oil a day, reviving interest in oil exploration in the field. By late 1936 the whole Turner Valley field was producing about 10,000 barrels per day.

From 1914 to 1947, Turner Valley produced nearly all of Alberta's petroleum, and it remained Canada's most important oil field from 1925 until the discovery of oil south of Edmonton, near Leduc, in 1947.

We rested in the shade of cottonwoods before turning east towards Okotoks.

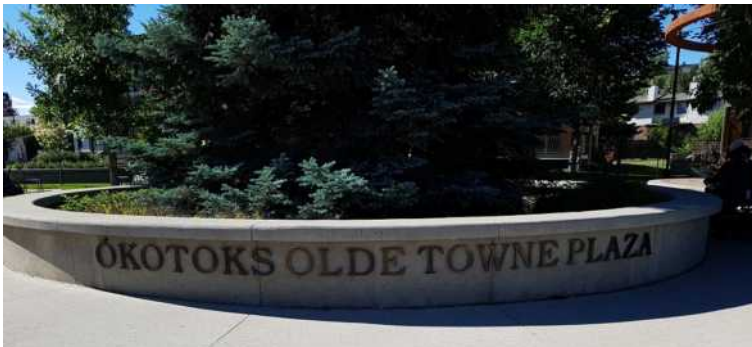


It was mid-afternoon when we were checked into the Okotoks Lions Campground by our friend Barb (whom we had met at Pedder Bay the winter before last).



We're here for 3 days (to visit the colleges in Calgary). We did just that, averaging about 60 miles each day. Boy, Calgary has sure grown since I spent a winter here back in '75!

One afternoon Jen and I strolled across the pedestrian bridge over the Sheep River and into 'Olde Towne Okotoks'.



The next day, I visited the downtown colleges. Afterwards, Jen wanted to see the Peace Bridge, opened in 2012. The river walk, along the Bow River, is under construction which spoiled the walk to the Peace Bridge. But we found the bridge and walked across it.



As we headed back to Alfie, it was definitely time for a coffee. We stopped at a busy café. While I had some delicious Carrot Cake, Jen enjoyed a Passionfruit with Blackberry Compote cheesecake.

We spent our last evening in Okotoks with Barb & Jim. Jim cooked some Walleye he'd caught while Barb did the rest. What a great evening with a lovely couple. It was well past sunset when we said goodnight.



The next morning (Thursday June 28) we left Okotoks and headed south on Hwy 2 towards Nanton. The WWII Bomber Command museum is located there.





AVRO LANCASTER THE MUSEUM'S LANCASTER

The Avro Lancaster was the most successful bomber used by Bomber Command during World War II. It flew a total of 156,308 sorties.

Generally flying under the cover of darkness, air gunners manned the rear and mid-upper gun turrets but the Lancaster had virtually no defensive armour. A pilot, flight engineer, navigator, wireless operator and bomb aimer/front gunner completed the crew of seven.

The Lancaster's huge bomb bay enabled it to carry a variety of weapons including the Dams Raid bouncing bomb and Tallboy and Grand Slam earthquake bombs.

A British design, the Lancaster first flew in January, 1941 and became operational in March, 1942. A total of 7374 were built (430 of them in Canada), 3932 were lost in action.

CANADIAN SERVICE

Canadian airmen were flying in Lancasters with both RCAF and RAF squadrons as soon as the aircraft became operational. As Canadian-built Lancasters arrived in Britain, the Canadian squadrons (6 Group) were all equipped with Lancasters.

The RCAF continued to use the aircraft in maritime reconnaissance and other roles until the early 1960's.



The museum's Lancaster (Serial # FM-159) did not see wartime action but served extensively with the Royal Canadian Air Force from 1953 until 1958. Initially based at Greenwood, Nova Scotia, it later served with No. 407 Squadron at Comox, B.C. where it was designated "RX-159." In 1980, three Nanton residents purchased the aircraft, towed it across the fields from the RCAF base 28 km to the east, and placed it on display, and donated it to the Town. In 1990, the aircraft was dedicated to the memory of S/L Ian Bazalgette, an Albertan who was awarded the Victoria Cross, and it now carries the markings of his aircraft, "F3-T".



LANCASTER SPECIFICATIONS

ENGINES
Rolls-Royce (Packard)
Merlin 224 V-12, 1820 hp

PERFORMANCE
Max. Speed: 272 mph (438 km/h)
Cr. Speed: 200 mph (322 km/h)
Climb rate: 910 fpm (277 m/min)
Range: 1660 miles (2671 km)
Ceiling: 24,700' (7530 m)

ARMAMENT
8 x .503 Browning Machine Guns
Loaded: 65,000 lbs (29,434 kg)
Empty: 35,240 lbs (15,985 kg)

THE DAMBUSTERS

75th ANNIVERSARY COMMEMORATION
During 2018 the markings of the 'Ian Bazalgette Memorial Lancaster' (F2-T) have been temporarily replaced with 'AJ-M' - those that were on the aircraft flown by **FLT. John Hoggood** on the Dambusters Raid. As well, the bomb doors and mid-upper gun turret have been removed as they were for the legendary Dams Raid. A full-size, steel Upkeep (Bouncing Bomb) mock-up will be placed on the aircraft.

AJ-M's Crew

John Hoggood DFC was an RCAF pilot and had been selected for the secret raid from 106 Squadron, having served there under W/C Guy Gibson who wrote, "As soon as I saw him I thought, "What an ideal squadron type. I like that chap."

There were two RCAF airmen on the crew. F/O Ken Earnshaw from Oshawa, Alberta was the navigator. He had completed a tour of operations with 50 Squadron, Sgt. John Fraser was the bomb-aimer. He was from Nanaimo, B.C. and, like Ken Earnshaw, had completed a tour of operations with 50 Squadron prior to being selected to join 617 Squadron.

The other crewmembers were RAF: Sgt. G. Brennan (flight engineer), Sgt. J.W. Minchin (wireless operator), P/O G.H. Gregory (front-gunner), and P/O Tony Burcher DFM (rear-gunner).



F/Lt. John Hoggood DFC



P/O Ken Earnshaw



Sgt. John Fraser

FLYING TO THE MOHNE DAM

Like all the attacking aircraft, Lancaster AJ-M flew to the Dams at an extremely low level. At one point the rear-gunner, saw a looping arc of high tension cables above his line of vision. It then seemed to drop away behind the aircraft as Hoggood gained height. "Right under the bloody things!" exclaimed the front-gunner. "Sorry about that," said Hoggood.

Soon after that, AJ-M was raked by ground fire. Burcher, the rear-gunner, was hit in the groin and stomach. A searchlight blazed onto the aircraft but Burcher shot it out. Then a shell burst alongside and Hoggood feathered an engine that had been set on fire.

As well as Burcher being wounded, the wireless operator had been hit in the leg and the front gunner did not respond over the intercom, having been seriously injured or killed. The flight engineer shouted, "Christ, look at the blood!" as he held a handkerchief to his pilot's head. "Yn OK," shouted Hoggood. "Carry on and don't worry."

It was still an hour to the Mohne Dam and F/Lt. Hoggood could certainly have returned to base with honour. But his character and determination was typical of those chosen for 617 Squadron and he pressed on to the target.

ATTACKING THE MOHNE DAM

AJ-M was the second aircraft to attack. Bomb-aimer John Fraser recalled, "Gibson got away with it because he had the element of surprise. They (the guns in the towers) crossed up on us and the light flak battery came in on the side. We had to fly through the middle of it. I released the bomb. We were put on fire in the port wing. The one engine came on fire immediately. We flew on and the pilot gave the order to abandon the aircraft within about 25 seconds after we passed over the dam."

Hoggood shouted over the intercom, "If only I could get another 300 feet. I can't get any more height." He was struggling to get enough altitude so that some of his crew could escape. He knew that he would not survive. Burcher was struck by the tail plane as he jumped from the crew door. His back was broken but he survived. Fraser recalled, "I kept facing forward over the escape hatch and I saw that the trees looked awful damn close. I thought there was only one thing to do and that was to pull the rip cord and let the pilot chute go out first and then let it pull the chute out and me after it and that's what I did. I rolled out and the tail wheel whizzed by my ear. I swung to the vertical and within two or three seconds I touched the ground. While I was in the air, before I touched the ground, the aircraft crashed."

A voice overheard on the squadron radio lamented, "Poor old Hoppy."
Sgt. Fraser and P/O Burcher became Prisoners of War. F/Lt. Hoggood and the other four crewmembers were killed.



AJ-M approaching the Mohne Dam by Mark Posthuma
AJ-M over the Mohne Dam by Len Pennington

Back on the road again, we continued south. As we crossed the Oldman River, just before the junction of Hwys 2 & 3, we noticed a couple of RVs parked in the trees. We turned right into the Oldman River Provincial Recreational area, found a nice secluded spot, and set up camp. We're here for the Canada Day long weekend.

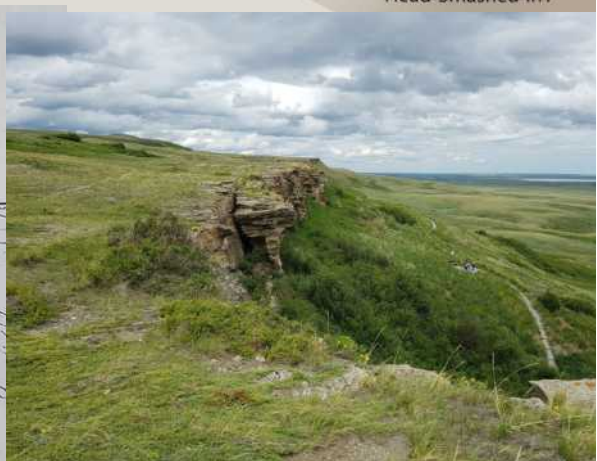
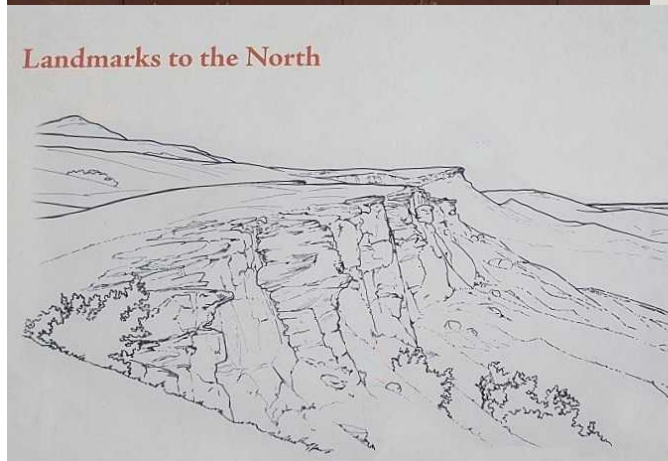
I no sooner turned the engine off than the welcoming committee flew in.



After registering, we drove a few clicks to Head-Smashed-In Buffalo Jump World Heritage Site. The interpretive centre was really spectacular. I'll let the pictures do the talking.



A long time ago, according to one legend, the people were driving buffalo over these sandstone cliffs. A young brave wanted to watch the buffalo tumbling past. Standing under the shelter of a ledge, as if behind a waterfall, he watched the great beasts fall. The hunt was unusually good that day and as the bodies piled up, he became trapped between the animals and the cliffs. When his people began the butchering, they found him with his skull crushed by the weight of the buffalo carcasses. Thus, they named this place "Head-Smashed-In".



Landmarks to the North

The Buffalo.

Many adult male buffalo lived a solitary existence through most of the year. Most males were about one and three-quarters metres tall and weighed more

than half a tonne. Females were smaller, but still massive. Calves weighed less than 40 kilograms when born.



Buffalo Behaviour

Buffalo are social animals that depend on each other for protection. Herds are led by dominant females. When in danger, herds will stampede under the direction of the lead cows. Stampedes are usually for short distances; the herd runs in a tight pack and only the lead

animals can see where they are going. Buffalo have relatively poor eyesight but an excellent sense of smell. It is often the smell of a threat, such as a prairie fire, human hunters or wolves, that causes a herd to stampede.



No one knew when or where the next jump would be.

Other buffalo jumps were scattered across the Plains, and if that was where the buffalo were, that was where the hunt would be.

Head-Smashed-In might sit unused for generations, until only a pile of sun-bleached bones, half-covered with blown soil, and a blanket of cracked

boiling stones remained.

When the buffalo returned to the area, if the camp was ready and the weather was right, the medicine people would build a sod altar, bring out the iniskim, and begin the ceremonies that prepared both people and buffalo for the next jump.

Suddenly the buffalo were falling.

By the time the panic-stricken lead buffalo topped the short rise before the cliff and saw the edge,

it was too late. Its own momentum and the herd behind pressed it over the edge.



Head-Smashed-In is on the edge of the Porcupine Hills and straddles a boundary where cool adapted *bosques grasslands* lie to the west, and the drier mixed grass prairie and shortgrass prairie lie to the east.



To the right is a scale model of the facility.

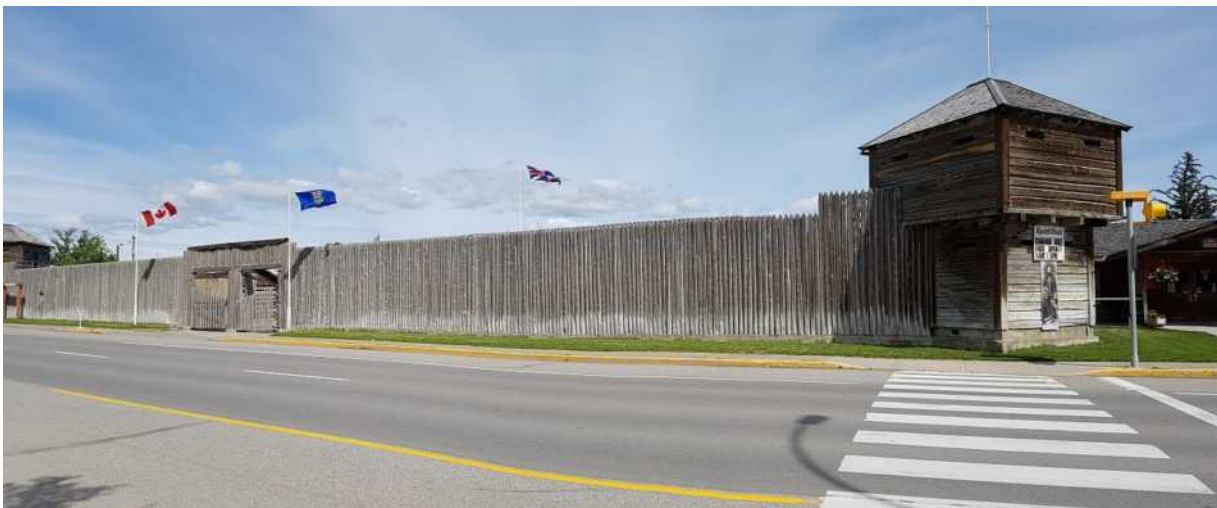
Set into the hillside, it blends in well.



If you are ever in the Fort Macleod area, do yourself a favour and visit this World Heritage Site.

Now it is Saturday morning (June 30). We decided a visit to the local library (free wifi) was in order. Well, welcome to small town Alberta (or perhaps small town anywhere this holiday long weekend!). The library is closed—for the entire weekend! Oh well.

Jen had noticed a walkway through the buildings so we decided to go explore. Turns out the "alleyway" leads to the Fort



Tomorrow, Canada Day, there are all sorts of celebrations happening at the Fort. And it's free. We'll come back tomorrow.

Back at camp, while we enjoyed an afternoon tea, I had to try out our new selfie stick (free on a bottle of wine in Okotoks!).

See you tomorrow at the Fort!



Fort Macleod to Waterton Lakes National Park, AB

Canada Day, 2018. Time to go to the fort in Fort Macleod, AB.

We arrived well ahead of the first presentation of the morning. As we walked through the museum, I took pictures of a model of the fort as it was originally and as it is today as a museum.



It's been a while since I've seen an RCMP officer in full dress uniform.



Henrietta Muir Edwards

1849-1931 Women's Rights Activist and Reformer

Henrietta Muir Edwards

Selected Biography

- 1849 - Henrietta Muir is born to an upper middleclass family in Montreal, QC
- 1875 - Henrietta and her sister start a Working Women's Association teaching job skills to women in Montreal
- 1876 - marries Dr. O.C. Edwards
- 1878 - establishes the first Canadian magazine for working women entitled, Women's Work in Canada
- 1883 - a celebrated artist, Henrietta exhibits five works at the Art Association of Montreal and became an honorary member of the Royal Canadian Academy of Art
- 1893 - established the National Council of Women with Lady Aberdeen and serves as Convener for 35 years
- 1897 - co-founds the Victorian Order of Nurses and appointed chair of the Provincial Council of Alberta
- 1903 - family moves to Macleod
- 1908 - compiles a summary of Canadian laws pertaining to women and children by the request of the Canadian government
- 1910 - lobbies for first version of Dower Acts in Alberta
- 1916 - became the first women asked to review public policy in Canada and advises the government to establish departments of Public Health and Child Welfare
- 1929 - along with the Famous Five, wins the fight to have women legally seen as "persons" in Canada
- 1931 - passes away from pneumonia at the Macleod Municipal Hospital

Life in Macleod



In Spring of 1903, women's rights activist and reformer, Henrietta Muir Edwards, boarded the Canadian Pacific Railway for Macleod, NWT from Toronto, ON to join her husband Dr. Oliver C. Edwards. Her husband was the newly appointed physician for the Blood and Peigan reservations. Henrietta and her husband came to Macleod with only two horses, a cow and some furniture. A legal expert and advocate, Henrietta mounted a campaign for dower rights and homesteading privileges for women within her first year of arriving to Macleod.

On November 10, 1931, Henrietta Muir Edwards passed away from pneumonia at the Macleod Municipal Hospital.

The "Famous Five"

Henrietta Muir Edwards was the oldest member of Alberta's Famous Five women who fought a legal and political battle to have women recognized as persons under the British North America Act (BNA Act). Under the Act, women were not recognized as persons in matters of "rights and privilege." Because of this, no woman could legally sit on the Canadian Senate.

Outraged, Henrietta Muir Edwards, Emily Murphy, Nellie McClung, Louise McKinney and Irene Parby signed a letter on August 27, 1927 to petition the Supreme Court to allow women to be "persons" under the law. Seven months later, the Supreme Court of Canada upheld their ruling that women were not "qualified persons" according to Section 24 of the BNA Act. This did not stop the Famous Five who took their fight to the highest government authority at the time, the Privy Council in England. To a packed courtroom on October 18, 1929, Lord Sankey overturned the Supreme Courts decision and ruled that women were in fact persons under the law and could sit on the Canadian Senate.

Henrietta Muir Edwards

Edwards family, 1870 Ottawa, Ontario
Henrietta and Dr. Edwards with their children, William, Margaret and Alice

Images courtesy of the Wingspan Ranch, Peace River, Alberta

Okay, ready to fire the cannon! Five ex-military gentlemen, dressed in period attire, explained and demonstrated the procedure involved in firing the cannon as well as firing their rifles. This was very interesting and very noisy!

After the presentation, I asked the sergeant how quickly the cannon could be fired back in the day. "About a minute" he said. He went on to explain that the powder charges were wrapped in heavy cotton-like material. It was important to clean out the barrel after each firing. "You can imagine what would happen if a small piece of material was still burning when new powder charges were rammed into position." These 9-lb cannons had a maximum range of 2 kms. The firing of the period rifles was equally as loud.



The riders for the musical ride entered the fort. A local dignitary thanked the numerous people involved in today's celebrations. Then the Canadian flag was raised and we sang O Canada and God Save the Queen. Been a while since I have sung either and I was surprised that I remembered most of the words.



Next up was the Musical Ride. The audience moved from the fort to the riding ring. It was nice that the weather cooperated. We sat in the sunshine and eagerly awaited the "ride".

Fort Macleod has its own troop of riders who perform the musical ride every day during the summer. In period costume and on well groomed quarter horses, these young people, ages 16-24, did a superb job.



Around noon, we left the festivities and headed back to camp. Tomorrow we head for Waterton Lakes National Park.

We left the next morning, Monday July 2, for Waterton Lakes National Park. The weather was clear; the wind had not yet started to blow. We no sooner turned onto Hwy 3 heading to Pincher Creek and the heavens opened.


By the time we got to Pincher Creek the rain had stopped. The sun was shining as we walked into the Walmart Supercentre to stock up on supplies.

Driving down Hwy 6, we passed one roadside turnout. It was too small, so we continued on. Almost at the turning for the park, we stopped at a roadside turnout. As we had coffee, we admired the views.



Waterton Natural History Association

The Waterton Natural History Association works closely with Parks Canada to help the public appreciate, enjoy and learn about Waterton Lakes National Park. Created in 1983, it is a not-for-profit cooperating association that operates a Heritage Centre in the park community and the Crooked Creek Campground outside the park. Campground revenues are used to support their initiatives. The Association creates informative products and services such as publications, displays and special events. The Heritage Centre bookstore also provides information, maps and guides about the park.

Want to know more?  Visit www.wnha.ca

Where the Mountains Meet the Prairie

Wind, Water & Wilderness
 It's an unusual idea to be enjoying the view of the prairie and not feeling the wind in your hair. Winter crosses the border over 100 mph and the temperature drops to -10°C, or -14°F in the early morning. From here, riding horses, walking, and watching birds (and other animals) are all part of the experience. This is the heart of the prairie in Waterton Lakes National Park. The park is the heart of the prairie in Waterton Lakes National Park. The park is the heart of the prairie in Waterton Lakes National Park. The park is the heart of the prairie in Waterton Lakes National Park.

Cooperation & Conservation
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What you cannot really see in the picture above are all the wild flowers in the grass.

Continuing our drive to the park, the views were even more dramatic.



As we drove, there were wildflowers everywhere; on the side of the road, in the meadows, everywhere.

We drove through the town of Waterton (elev: 4,232') to the campground. As we pulled up to the booth, every type of available camping: tent, serviced, power, etc., showed FULL. This is holiday Monday, everybody should be heading home!! Not so; it's July and summer holidays are upon us.

The young man (Clay) at the booth was very helpful. I mentioned we just needed power so we could charge Jen's wheelchair. I'm glad I did 'cause we were directed to a handicapped site – A16 for two nights!

We did a tour of the town as the wind blew. Boy can it blow here! And the weather can change so quickly.





At the campground, we watched a family attempt to raise their tent. They gave up, it was blowing so hard. An hour or so later they successfully erected their tent.

We had picked up a whole chicken for dinner at Walmart. I got our Cabela's table out and set it up on the lee of the trailer, out of the wind. I fired up the bbq and it started to rain. Ugh! I packed everything away, came inside and after about an hour of cooking, we enjoyed fried chicken and "roasted" veggies.

The forecast for today (Tuesday July 3) is for afternoon thundershowers. We decided to go for a walk along the lake. Last year's forest fire got awfully close to town!





At the far end, we turned and walked back towards town. We enjoyed a coffee at Welch's Chocolate Shop along with a chocolate/toffee cookie or three.

Back at the rig, I decided it was time to write about the last couple of days. Of course, after I had everything documented, Jen suggested we go for an afternoon walk.

We walked through the campground, then Jen remembered Cameron Falls, within walking distance, so off we went. While Jen waited, I walked across the bridge and up to the observation area.



Tomorrow we head towards Vulcan, on our way to Drumheller and the dinosaur exhibits there.
See you tomorrow.

Waterton Lakes NP to Dinosaur Provincial Park, AB Jul 4-6

Our planned route today (Wed Jul 4) takes us northeast along Hwy 5 to Cardston, AB. There's a library there and we have a few online "chores" to attend to. The wife was really fast – I downloaded a number of Netflix movies while we were at the library. Thanks Cardston!

After coffee we ventured north to Lethbridge. Save-on Foods has a store there on the west side. We're running low on a number of bulk items.

Driving in from the south, neither of us realized how big Lethbridge is. Our usual route through Lethbridge, in the past few years, has been east to west or vice versa.

After gassing up, we pointed Alfie north up Hwy 23 to Vulcan, AB. If you're a "trekky", you know Vulcan. Dr. Spock of Star Trek fame was a Vulcan. The streetlights on the way to the tourist centre are distinctly Star Trek.



The tourist centre also has a lot of Star Trek memorabilia. There was an original series film running on a large screen TV. I don't know about you, but I never really got into the original Star Trek starring William Shatner. Perhaps it was early years for Star Trek, but I thought some of the story lines were a little hokey. The later Star Trek series and spinoffs were much more interesting.

We found the Vulcan muni campground – small, 5 sites. Three were occupied, but that's okay we liked the look of site #1. No site services, but washrooms, water, and a sani-dump were onsite. And free for the first 3 nights! Alright!

Before dinner, we drove into Vulcan and had a wander around. Five p.m. and most every store is closed.

The next morning, Thu Jul 5, we headed north east towards Dinosaur Provincial Park. Jen wants to see the

dinosaur exhibits.

In Bow City, as we drove over the bridge over the Bow River, we pulled into the municipal campground and made our morning coffee. Too bad we are still a distance away from our destination; this is a nice campground.

As we continued our travels, we thought we might find a campground in Patricia, AB but I guess they didn't want to compete with Dinosaur Provincial Park.



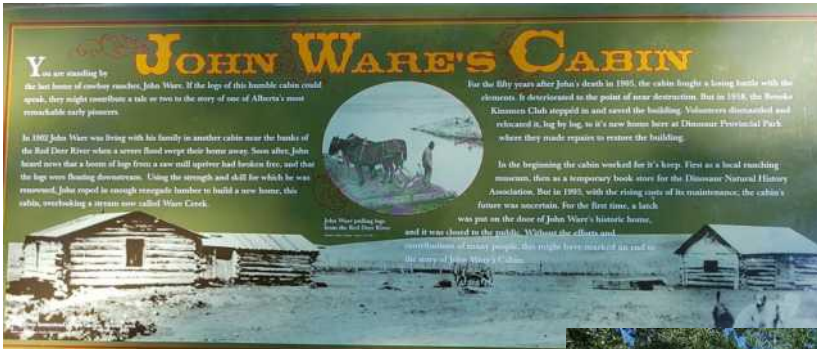
We're in the badlands of Alberta. Not as pretty colour-wise as south of the border, but very dramatic nonetheless. We were able to get a site (with power) for 2 nights. That's good because tomorrow is supposed to be very hot. (As I write this entry Friday afternoon, it is sunny and 32C outside!).



The camping area is down in the valley. Lots of cottonwood trees but unfortunately none at our site. Thank goodness for our air conditioner!



During our walks around the park, we noticed this old log cabin. Quite the story.



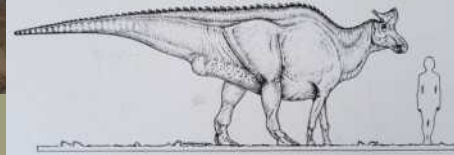
Friday morning we drove the 3 km Public Loop Road and stopped at both Fossil Houses. We would have loved to have done more, there are a couple of handicap accessible walks, but with temperatures in the low 30s, not today.





How did this skeleton become fossilized?

The reason we have so many fossils at Dinosaur Provincial Park is because of the high sedimentation rate in the Late Cretaceous Period. Dead animals were buried quickly, before they were scavenged by other animals or destroyed by erosion and decay, preserving the skeleton intact so that it could be fossilized.



Permineralization

The hadrosaur bones in this display are no longer of the same composition as when the animal was alive. Over millions of years, spaces around the bone crystals were filled with new minerals such as silica, calcite or iron pyrites from water seeping through the rocks. This is called **permineralization** and makes the bones harder and heavier.

The hadrosaur bones seen here are permineralized - as are most fossilized bones. They were brushed with a glue hardener to give them strength and prevent splintering, sometimes caused by frost-cracking in the winter.

Petrification

Sometimes all the original bone is replaced by minerals in the percolating ground water. This is called **petrification** (turned to stone).

Natural Cast

If the bone is completely dissolved, it sometimes leaves a hollow mold (mold fossil). If it then fills in with minerals, a **natural cast** is formed.

The Headless Hadrosaur

Hadrosaur, also known as duck-billed dinosaurs were large plant eaters weighing as much as four metric tons. Very abundant 75 million years ago, they account for approximately one-half of all known dinosaur fossils from Dinosaur Provincial Park. One of the Park's most common dinosaurs was *Lambeosaurus*.





Centrosaurus - the "horned dinosaur"

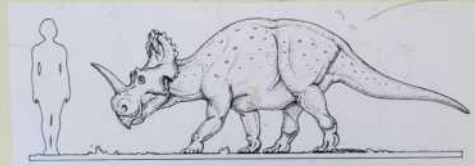
Species: *Centrosaurus apertus*
 Family: Ceratopsidae
 Found: Only in Alberta
 Length: 6 metres (20 feet)
 Weight: 2.4 metric tons

A *Centrosaurus* herd moved through the area of Dinosaur Provincial Park in search of vegetation. As the herd came upon a flooding river, the momentum of thousands of animals was too great. There was no turning back. As they attempted to cross, many of them lost their footing, knocking others into the rushing water. Eventually, hundreds were drowned and swept downstream where their bodies washed up along the shore.

Meat-eaters, like the *Albertosaurus*, enjoyed a mountainous feast for many days. As they scavenged, they tore at the flesh, trampled the bones and left many worn-out teeth behind. The bones remained exposed for months, long enough for all the connective tissue to rot away. During the next rainy season, the disconnected bones were washed and tumbled great distances downstream and buried in the sand of the river bottom. Millions of years later, they are again exposed to the world.

More recent research from other bone beds in the Park suggests a possible second version to this story. As a series of streams from the nearby Bearpaw Sea dropped a metre of rain on this poorly drained coastal plain, deep floodwaters lasted for several days, drowning thousands of dinosaurs. Receding floodwaters clumped their bodies together, leaving a feast for the few surviving meat-eaters. Later flooding events moved the bones into a river channel, creating the abrasion marks found on most of the *Centrosaurus* bones.

Whichever version you choose, the amazing story of Quarry 143 revealed new information that caused scientists to update their views on dinosaur biology.



Centrosaurus Bone Bed

"If you throw your hat and it doesn't come within twenty feet of dinosaur bone, then you're not in Dinosaur Provincial Park"
 -anonymous-

That saying is particularly true if you're near a "bone bed", a concentrated grouping of disconnected bones from many animals. Over 200 bone beds representing a wide assortment of dinosaurs, fish, amphibians and other life have been discovered in the Park. At one time bone beds were ignored in favour of complete skeletons. Today, they are recognized as being good representations of the life which existed in the immediate area of the bone bed, at that particular time in history.

This display is a recreation of a *Centrosaurus* bone bed (Quarry #143) found by park staff in 1977. It has special significance because it offered the first good evidence in the world that some horned dinosaurs may have moved about in large herds.

As excavation progressed, the bone bed was discovered to be the size of a football field with up to 111 bones per square metre! By careful excavation and study, a fascinating story emerged.



We went back to the rig for our morning coffee. Afterwards, we headed to the interpretive centre. The is a Field Station of the Royal Tyrell Museum in Drumheller. We enjoyed a number of short documentaries in the the theatre before we explored the displays.



WELCOME TO THE ROYAL TYRELL MUSEUM FIELD STATION

Dinosaur Provincial Park is exceptional for the abundance and diversity of fossils that are found here. During the past 100 years, thousands of fossils have been collected from the area. More than 400 dinosaur skeletons are known from the Park, including more than 60 dinosaur species. No other park in North America has had such a claim.

Establishment of the Park began in the late 1980s. Today, members from the Royal Tyrell Museum continue to uncover fossils, providing new information about the parks old world that lived here 77 to 76 million years ago.



Ever wanted to fly? Get picked by one of these and you would!



IT'S A BIRD, IT'S A PLANE, IT'S...

The remains of at least two kinds of pterosaurs (giant flying reptiles), have been found at the Park. The most common belongs to a group known as the azhdarchids, and includes *Quetzalcoatlus*—one of the largest flying animals known to have existed, with a wing span of up to 12 metres.



Jurassic Park anyone?

Saturday morning, we leave for Drumheller. Join us then.



Drumheller and the Royal Tyrrell Museum

Saturday morning (July 7) and it's time to head north. We've enjoyed our stay at Dinosaur Provincial Park, but we're really interested in exploring the Royal Tyrrell Museum in Drumheller.

On the way, talk about visual pollution!

Bombing along on the prairie, I see a hill sign – 2 kms, 8% down.



Along side of the river, we stopped in Dorothy for a coffee. The topography is really neat.

We found an RV park in Drumheller for a couple of nights.



Sunday we made an early start to the museum. Only \$14 for seniors! I dropped Jen at the front door, then drove the rig to the RV parking area. One of the young folk on a golf cart followed me and saved me the walk back up the hill.

The Royal Tyrrell Museum is spectacular. I'll let some pictures we took do the talking.

The self-guided tour is really well done.





This was a huge foot!



EXPLODED SKULL

What bones comprise a dinosaur skull?

Dr. Donald Henderson, Curator of Dinosaurs
Royal Tyrrell Museum of Palaeontology

The skulls of all vertebrates (fishes, amphibians, reptiles, birds, and mammals) comprise three main regions—the braincase, the bones on the outside of the skull covering the braincase, and the jaw bones. These regions are made up of many smaller bones, and it is the same for dinosaurs.

The fossilized bones of this *Daspletosaurus* skull were found separate from each other and uncrushed. Individual bones in the skull are very detailed and provide valuable information that can be used to identify a dinosaur species and determine its nearest relatives. There are 41 bones in this skull that interlock together like a puzzle.

The fossil bones of this skull are extremely fragile. Casts were made of some elements and the more delicate and complex bones were digitized and 3D printed so that they could be displayed in this manner.



Palaeontology, genetics, taxonomy, and cladistics have all been used to study human evolutionary history. An intricate diversification of early humans and human-like apes began some 8.0 million years ago in east Africa, when humans and other great apes descended with modification from a common ancestry. They share derived features, such as grasping hands, mobile shoulders, and enlarged brains.

The genetics of modern humans and chimpanzees are more than 95% identical. We are more closely related to one another than either is to any other ape. However, our close relationship does not mean that humans are descended from chimpanzees, only that we share an ancestor that lived approximately 5–6 million years ago. Chimpanzees are better thought of as our evolutionary “cousins.”



Black Beauty

Although *Tyrannosaurus rex* is among the most iconic dinosaurs that lived in Alberta during the Late Cretaceous, it only existed for about 1.0 million years at the end of the Mesozoic Era along with *Triceratops* and *Ankylosaurus*.

During that time, Alberta's climate was warmer and drier than it had been previously, perhaps allowing *T. rex* and these other large dinosaurs to replace earlier forms such as *Albertosaurus*, *Daspletosaurus*, *Eotriceratops*, and *Euoplocephalus* that lived during cooler and wetter conditions.

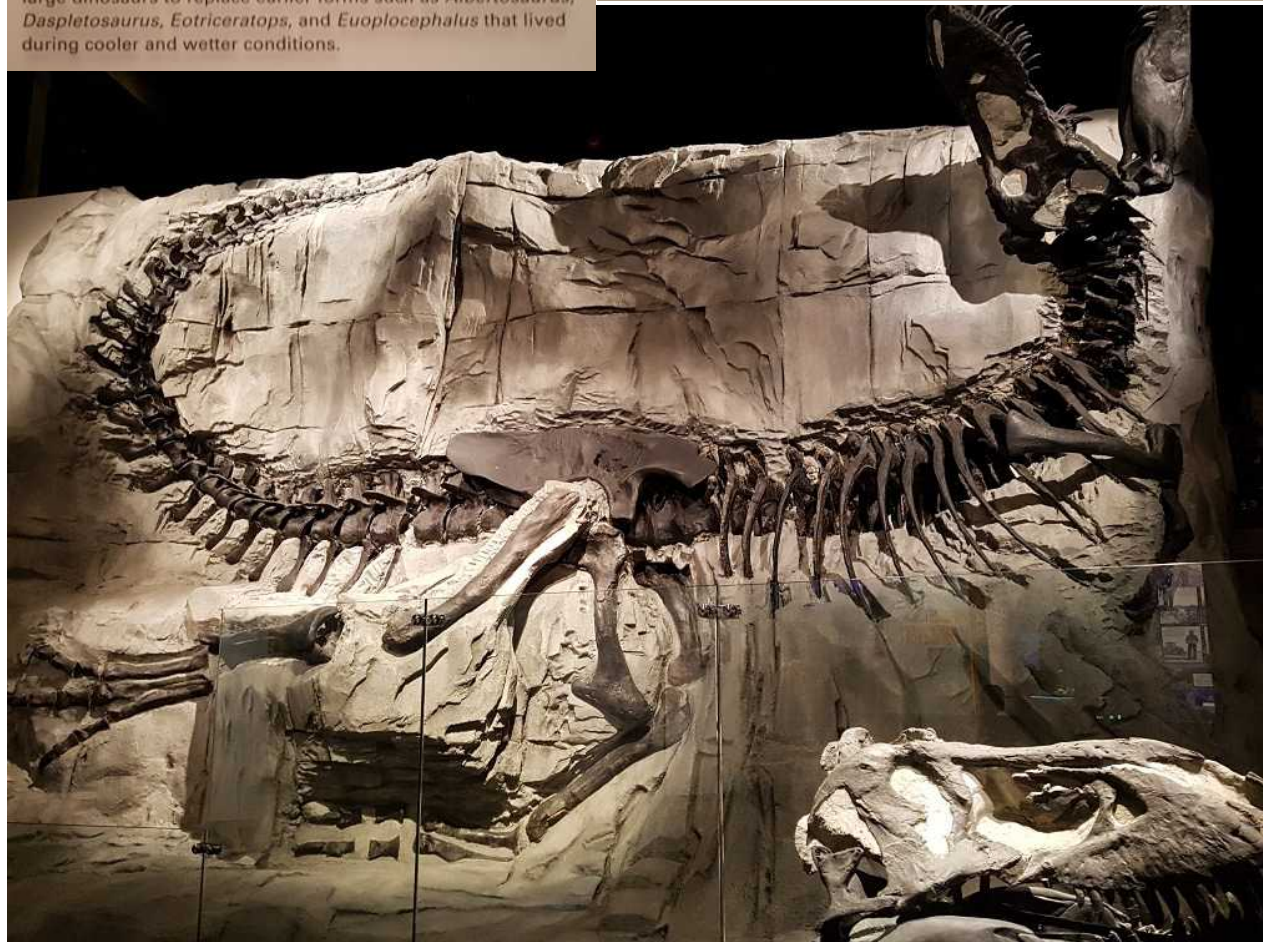
Corythosaurus casuarius

76 MILLION YEARS

Late Cretaceous, Dinosaur Park Formation
Jenner, Alberta

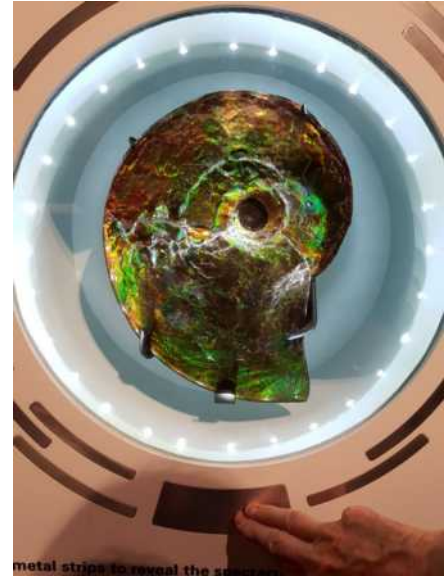
ORIGINAL

TMP 1984.121.0001



Some of the most impressive fossils in our collection were discovered through industry-related activities (residential or industrial construction, mining, oil and gas exploration), or by individuals who recognized the importance of their finds.

Ammonites were hard-shelled, coiled, squid-like marine creatures with soft body parts abundant in the oceans during the Mesozoic Era, or the Age of Dinosaurs. Considered the most striking fossilized ammonite shell ever found in Alberta, this brilliant 71 million-year-old fossil was discovered during ammonite mining and was donated to the Royal Tyrrell Museum by Canada Fossils/Korite International.

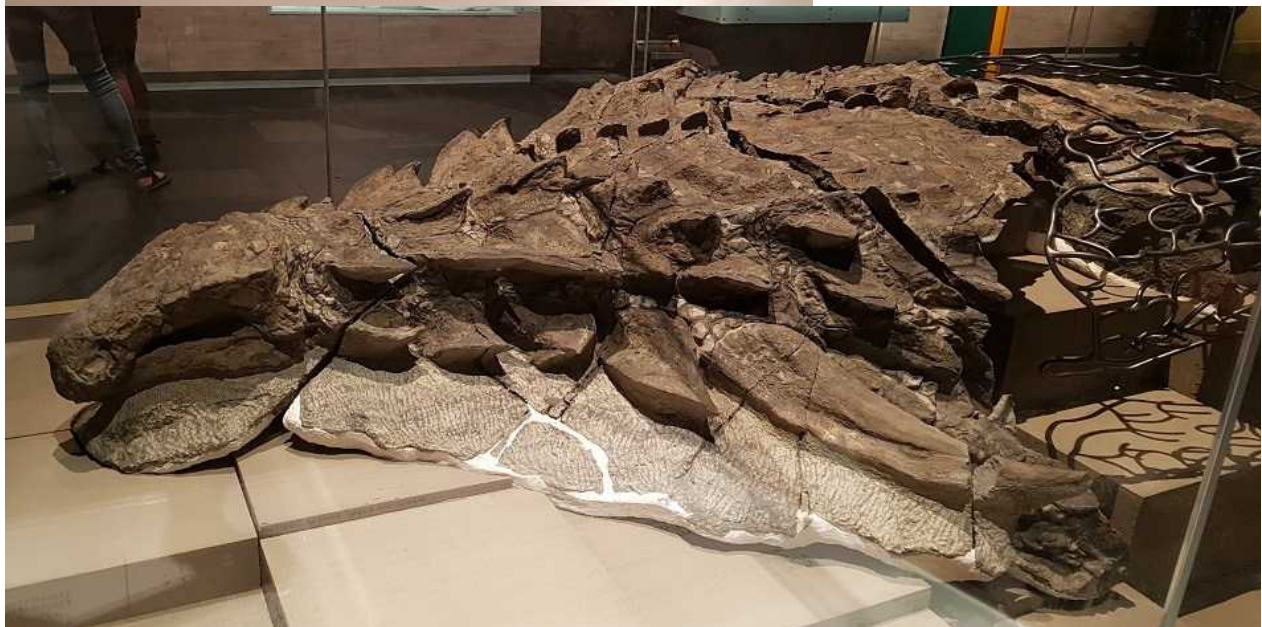


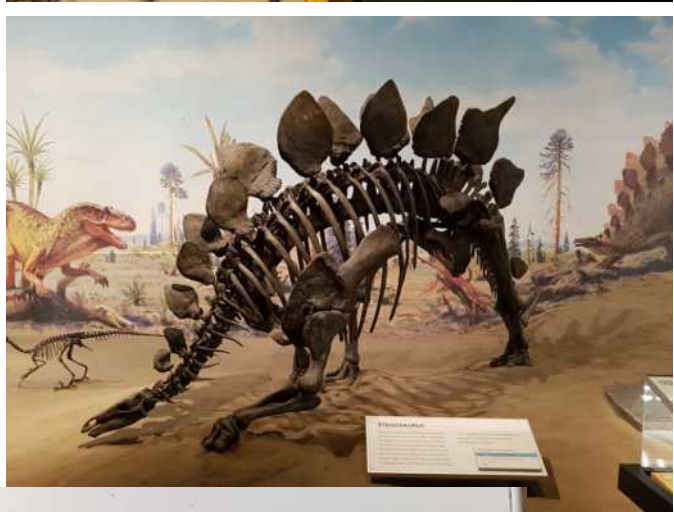
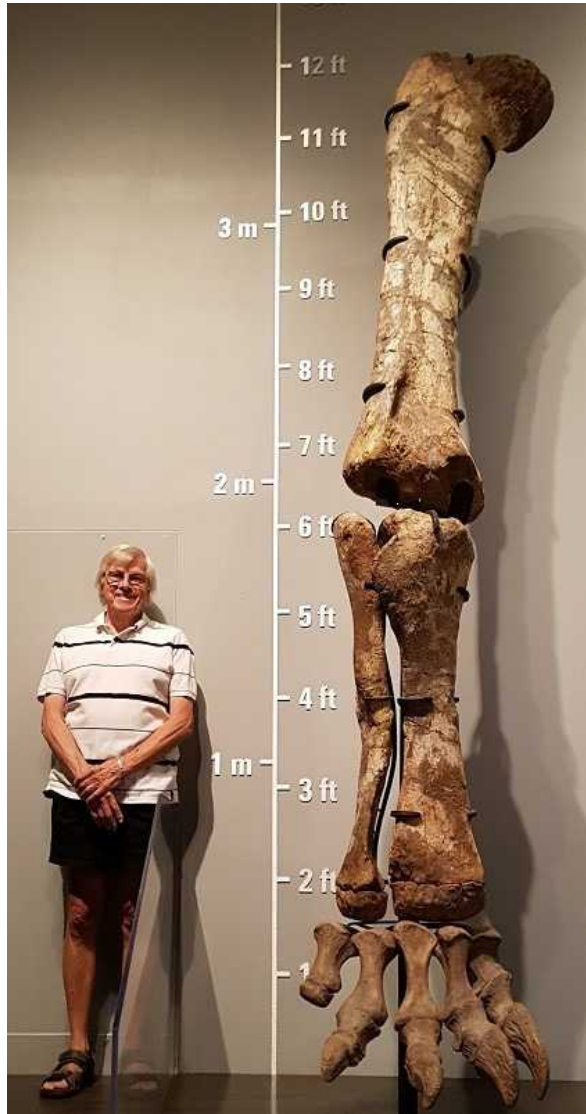
Borealopelta markmitchelli (bore-ee-AHL-oh-pell-tah mark-mitchell-eye)

These are the remains of the best-preserved armoured dinosaur in the world.

It is also the oldest known dinosaur ever found in Alberta— at least 35 million years older than any of the hundreds of dinosaur fossils known from southern Alberta.

This is a new genus and species of nodosaur. Its Latin and Greek names mean "Mark Mitchell's Northern Shield", which honours the area in which it was found, and the technician who prepared it for scientific research and display.





STEGOSAURUS

Armoured *Stegosaurus* had large plates along its back and distinctive tail spikes. Although the spikes were undoubtedly used for defence, their function is not completely understood. The plates were probably used for display and species recognition, but grooves left by blood vessels suggest they could also have been used to regulate body temperature. *Stegosaurus* had

a very small brain, along with simple jaws and teeth indicating it probably fed on soft leaves and fruits.

Stegosaurus armatus

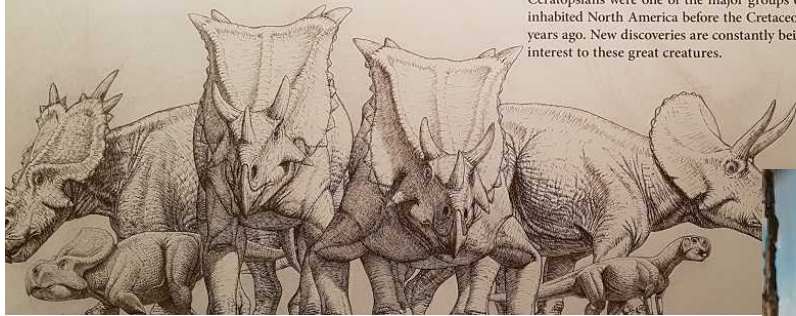
155 – 145 MILLION YEARS

Jurassic Period, Morrison Formation
Utah, U.S.A.

CAST

Ceratopsians: the horned herbivores

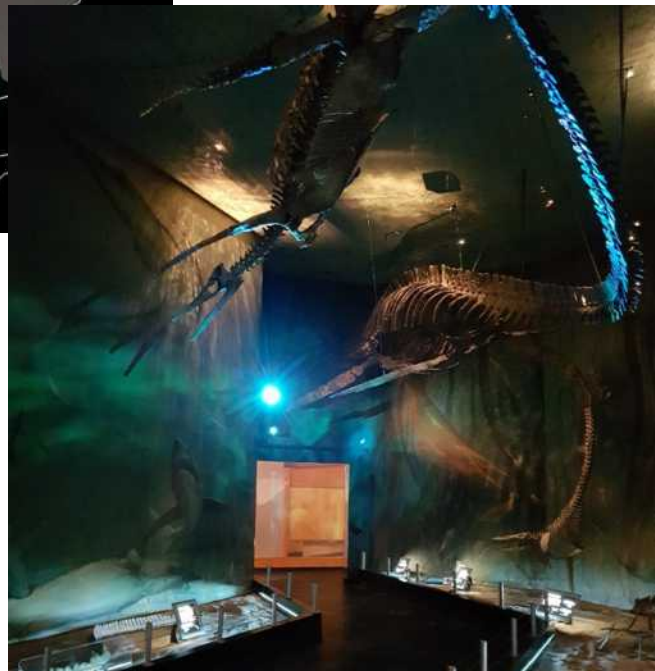
Ceratopsians were one of the major groups of herbivorous dinosaurs to have inhabited North America before the Cretaceous Tertiary extinction 65 million years ago. New discoveries are constantly being made, adding more and more interest to these great creatures.



THE BEARPAW SEA

A warm, shallow sea covered 1.7 million square kilometres of coastal plain, including what is now Alberta, about 74 million years ago. The Bearpaw Sea, named after the Bearpaw Mountains in Montana, was home to many marine reptiles, ammonites, fishes, and other aquatic life.

The Bearpaw Sea receded about 72 million years ago, leaving a thick layer of marine deposits known as the Bearpaw Formation. It is this formation that forms the base of the hoodoos east of Drumheller.





TRICERATOPS

Triceratops was the largest of the horned dinosaurs, reaching up to nine metres in length and weighing up to 12 tonnes. Its massive head made up almost one-third of its total length. The three horns and frill of *Triceratops* were once thought to have been used for defence; however, they were more likely used for display. Its remains are abundant in Saskatchewan, Montana, and

South Dakota, but rare in Alberta. Partial skulls have been discovered near Drumheller, but so far, no complete skeletons have been found in the area.

Triceratops horridus

67 – 66 MILLION YEARS

Late Cretaceous, Hell Creek Formation
Montana, U.S.A.
CAST

By early afternoon we had "done" the museum. After a coffee outside on the patio, we continued north to Stettler. The town has a municipal campground that we are going to check out.

Monday morning we're off to Edmonton. Six campuses to call on. See you there.



Jul 9-14 Stettler to Hinton, AB (via Edmonton)

On the way from Stettler to Edmonton, we stopped in Millet for coffee.



Alberta's History

Calgary and Edmonton Railway

In 1879, it was assumed by many that the Canadian Pacific Railway would be built north-west across the prairies and pass Fort Edmonton on its way through the Yellowhead Pass. A small land rush took place about the fort, and the Edmonton Settlement was surveyed in 1881. By this time however, the CPR had decided to use the Kicking Horse Pass instead, skirting Fort Calgary rather than Edmonton. When the railway arrived at Calgary in 1883, the community quickly expanded while Edmonton's growth tailed off. Calgary soon became the largest centre in Canada between Winnipeg and Vancouver.

However, there was enough population and business north of Calgary to attract interest from railway developers, and the Calgary and Edmonton Railway Company was incorporated in 1890. Soon work began on a rail line connecting the two centres. On 10 August 1891, the first train reached the community of South Edmonton. Here, a townsite was subdivided on land which the C & E had acquired. In 1899, the community was incorporated as the town of Strathcona. In 1907, with a population of over 3,500, Strathcona became Alberta's sixth incorporated city.

The C & E also helped to open up the fertile farmland of north-central Alberta for settlement. As settlers poured in to take up land, communities such as Cids, Red Deer and Lacombe developed. Many of these new centres had their origins as sidings. One such community, known as Siding 16, in 1891, was incorporated as the Village of Westackwin eight years later. Soon after it had grown enough to be declared a city. Between these larger centres, smaller communities such as Millet also grew up along the rail line. These communities provided valuable services including stores, grain elevators, and other businesses for the local farm population.

The Calgary and Edmonton Railway proceeding north of Calgary in 1891.

Historic Source: J. H. H. H. H.

Government of Alberta
Alberta

Well, there is not really much to say about the large metropolis called Edmonton; it is a big city. I visited our college clients over the 3 days we stayed at an RV park on the west side of the city.

We also visited the West Edmonton Mall. This was my second visit; Jen's first. I rode the roller coaster twice in 1996 when I installed computer systems for Federated Co-op.





I must say we will be glad to get back into BC. The roads in Alberta are in very poor shape. If one of the many potholes doesn't grab you, then the frequent side-to-side cracks in the surface will.

ON TO THE PACIFIC

"That I have fully completed the survey of this part of North America from sea to sea and from the Mountains, Lakes and Rivers... having now the work of many years past."

David Thompson
1811

There are no better portraits of David Thompson, but his discovery of the Pacific Northwest and his role in the development of the West.

The land for trade, survey, and explorer David Thompson (1770-1837) camped with his brigade in the Heenan region in 1806 as they made preparations for their treacherous winter journey across the Rocky Mountains to the great Columbia River.

Apprenticed to the Hudson's Bay Company of traders, Thompson left London, England, for a new life in the Canadian fur trade. There he learned to survey using astronomical measuring devices to fill in the vast blank areas on maps of the Northwest. This passion drove him for the remainder of his life.

As trading companies struggled for dominance, Thompson left for the rival North West Company and was lured by his new employer with establishing a trade route across the Rockies to the Pacific. This would give his new company a distinct advantage over its rival.




Without the benefit of GPS or modern transportation, Thompson searched over 100,000 km by foot, horseback, canoe, river and sled and dog sled.

In December 1810, Thompson and his brigade were guided by Thomas, an Indigenous, across about a kilometer of ice. They traveled along the Athabasca River up through Victoria to the vicinity of Braze Lake. There they camped for twenty-five days to prepare for their journey into the mountains. In brutal temperatures, they hauled and broke snowshoes and sleds to ease out their crossing. At the end of December, they departed on their last, journey over Athabasca Pass, pioneering what later became a major route for trade and transportation.




So accurate were the geographic records David Thompson produced during his twenty-year career that they remained the basis of maps made for the next century. Although poor and forgotten at his death, his achievements were later recognized and earned him appreciation as one of the world's premier field geographers.

Thompson used a sextant to measure the angle between the horizon and the sun.

Thompson sketched the pass in his journal on November 7.

EXPERIENCE Alberta's History

I can see mountains!



We left Edmonton Thursday morning and headed west towards Edson. Along the way we saw a couple of Provincial Recreation sites, but it was too early in the day and too far away from our destination to stop. After 177 miles we pulled into the Hinton Centre campground.



Friday July 13th was cloudy and grey. We visited the library to get caught up. We leave for Jasper and points south along the Icefields Parkway. It won't be too long before we are back in BC.

See you in a few days.

Driving the Icefields Parkway

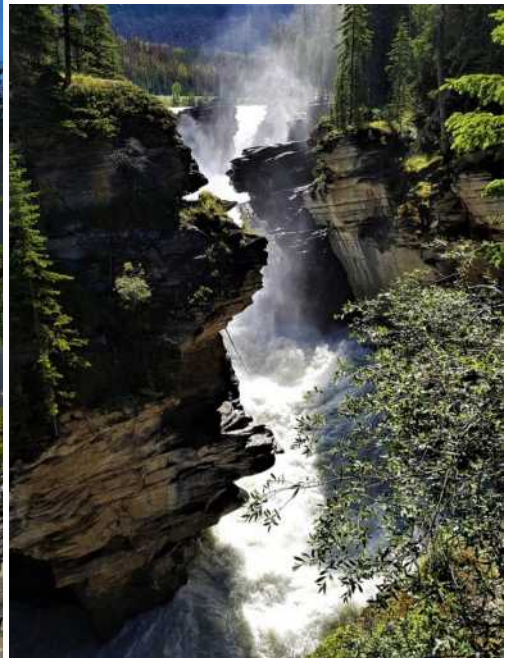
Well, today (Sunday July 15) was going to be an eventful day...in more ways than one. We knew the drive to Lake Louise was going to present some fantastic views. What we didn't know was...well, just enjoy the pictures for now.

We headed west towards Jasper then turned south onto Hwy 93, the Icefields Parkway. The mountains are starting to look pretty good.



If you look closely at the picture above, you can see the effects of the Mountain Pine beetle. It is unfortunate that this pest wasn't stopped years ago when it was just a small outbreak in BC. In fact, there was an on-line article just a few days ago about the concern of all the dead trees in Jasper National Park. It is very sad to see what was once lush green forests decimated by this tiny little critter.

We stopped at Athabasca Falls and had a look around, just as a tour bus pulled up. I managed to take some pics and a video before we were inundated.



Okay, back on the road, we were amazed at what we were seeing. The mountains look surreal.



We drove past the Glacier Skywalk. We were surprised that it was right on the side of the highway. The on-line reviews of this attraction were less than exciting, so we decided to give it a pass.

Just a short distance from the Icefields Centre, I glanced down at the brake controller – this device activates the trailer brakes when I step on the brake pedal of the van. It was flashing **RED**. The display read: Short in (trailer) brake circuit....**NO BRAKES**.

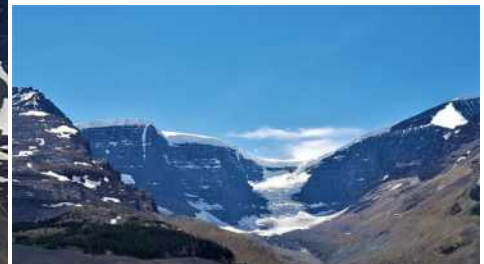
Holy you know what!!! I found a place to pull off the highway to assess the situation. Jen mentioned that the Icefields Centre was just around the bend (hidden by a rock outcropping). So a couple of minutes later we were safely in the RV parking lot at the Centre.

Boy, of all the things to go wrong and all the times they could have, we were really lucky that this happened when it did. But what to do next?!

I walked into the Icefields Centre, found the Parks Canada desk and asked if they could help. They suggested I call the AMA (Alberta Motor Assoc. – Alberta's BCAA). Long story short, after a lot of waiting and much discussion, we decided to overnight (permitted) at the Centre and have Ali towed into Banff the next day.



The views were spectacular from the Centre.

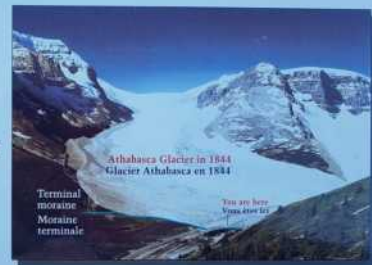


That evening we met our neighbours, Trevor and Marie, from Melbourne, OZ. Trevor's background is in electronics, so he suggested a number of things to try. Nothing worked so we said "Good night", went for a stroll, then hopped into bed. Here's Jen checking out the wildlife on our stroll!



Terminal Moraine

In 1844 the Athabasca Glacier covered the entire area where the parking lot is today. This terminal moraine – the large gravel pile which passes under the boardwalk – was formed by the glacier when it paused here before it began to shrink to its current location. Through the centuries, changes in world climate have caused glaciers to expand and shrink as the balance between snowfall and icemelt shifts.



The next morning, bright and early, I called the tow company. Around 11 a.m., Mitch arrived with his flat bed truck. He hooked Ali onto the back of his truck – no problem for his truck to tow Ali with no brakes (we were relieved because we remembered following the tow truck in Oregon with Ali way up on the flat bed – not a sight or situation we wanted to repeat).



Anyway, Mitch was great. He stopped at Saskatchewan Crossing and we pulled in to gas up. A DOLLAR NINETY-FOUR???! You must be joking!!

I quickly grabbed our 2 – 10 litre gas cans on the front of Ali and threw them in the back of the van. A DOLLAR NINETY-FOUR!! Highway blankety-blank robbery!

Mitch mentioned that he had to stop and pick up a car going to Canmore, so he would probably be about an hour behind us.

We took the opportunity to take the rest of the drive to Banff a little more slowly. We enjoyed Mother Nature's magnificence.





We drove to Banff Auto Services (whom I had called the day before), checked in with Tim the owner, then waited, fortunately in the shade, for Mitch and Ali to show up.

All the parks and campgrounds in and around Banff were full, so once we had Ali hooked up, we headed a short distance down the road to Canmore for the night.

All is good. We have power for the night....a shower is in the offing....after a drink of course.



Tuesday morning, bright and early, I headed back to Banff to have Alfie checked out. I had a couple of hours to kill, so I wandered around Banff and took some pictures.





Around 11 a.m., I went to get Alfie. Tim had checked the brake controller wiring, from stem to stern, and was certain everything was a-okay.

I called Jen and told her I was on my way back to Canmore. We packed up the rig and headed out for Invermere, BC.

Yea-uh, heading back to our home province. We'll see you tomorrow.

Canmore, AB to Windermere, BC – July17-22

As we drove west along Hwy 1, it was hard not to be in awe of the vistas.



We turned left onto Hwy 95 and headed south-east for Radium Hot Springs, BC. The lack of pullouts along the route was disappointing. As it was getting close to lunch time, I uttered to the highway gods, "All we need is a bit of wide pavement". A couple of minutes later, guess what appeared. Yup, a safe place to pull off and make a bit of lunch. Looks like a forest fire has been through here in the past.



We continued our journey and as we approached Radium, we went through this massive cut. Doc-y Bear was aghast! Through the cut, we faced a short, 11% downgrade into Radium itself.



We decided to take a look at Dry Gulch Provincial Park. Did we remember to pick up some ice on the way in?? Uh, no!



We found a nice campsite – many of them were "Reserved", but number 13 did us just fine. Our tenting neighbours next door had a Golden. Well, you gotta know what happened next. We didn't totally ignore Jessie's humans, but we crouched down and asked Jessie if she wanted to visit. You have to be a dog person to know how it works! But it doesn't take much to lure a Golden. Over she came, tail wagging. Jen said hello, and had a chat, with 4-year-old Jessie. After a short visit, Jessie went back home, slowly sniffing the smells along the way. Made us wish Matts was still with us.



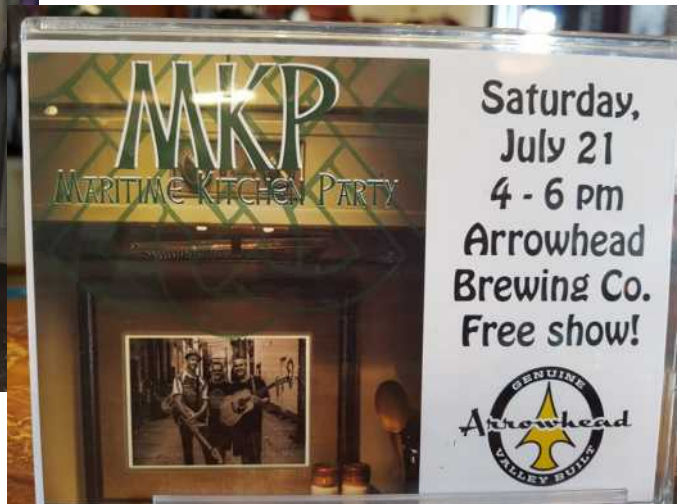
We set up camp and I went to get the ice that we'd forgotten to pick up on the way in. Boy it was hot – 38C and not much of a breeze. Made me wish that BC provincial parks, like many in Alberta, at least had power at the campsites. Well, the next best thing? A six-pack of dark ale from a Nelson, BC craft brewery.

The next day, Wednesday, we drove 9 miles down the highway to Sun Valley RV Park. We booked in for 2 night, then upped it to 4 nights – then we don't have to worry about finding a campsite on the weekend.

We set up camp and in the afternoon, went to explore Invermere. Well more correctly to check out the local craft brewery.



Lookit this: All the way in Invermere, BC, a little bit of down home, Nova Scotia style. We will return Saturday!



After sampling 4 of their offerings, we walked across the road to Kicking Horse Coffee. We used to buy Kicking Horse's Kick Ass coffee and mix it with their decaffeinated coffee (half and half). We did this long before Kicking Horse announced a new blend – Half Ass. Yup, they stole our recipe!



Well, Thursday evening I went to pay for the 2 extra nights as I mentioned, to no avail. "Our" spot was booked for Friday night and the only site that was available was a crappy little site that they usually don't rent out.

After a quick phone call to an RV park in Cranbrook, we said "No Thanks".

We're heading for Cranbrook Friday morning. Catch us there.



Jul 20-22 – To Cranbrook, BC

Last night it sure looked like we were in for a storm.

But it's Friday morning. Time to head to Cranbrook.

We've had a pleasant time the last couple of days exploring a bit of Invermere. Arrowhead Brewery had some fine brews, some of the best we've tasted this trip. And of course, Kickinghorse Coffee and its café was really pleasant too. They now sell a "light" coffee that we will have to try.

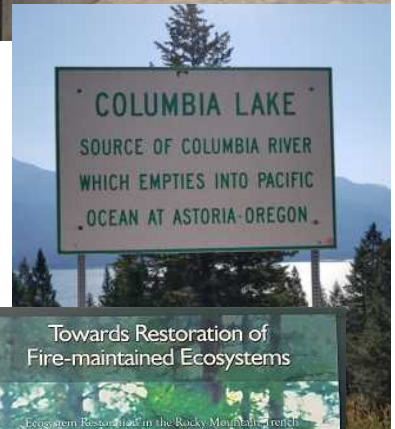
Invermere is located on either side of the Columbia River and to get from one side to the other means driving down the river valley and back up the other side. I think I would find this a bit tedious but that's just my visitor's opinion.

The "old" town is quite picturesque.



On the way south we drove beside Columbia Lake. Boy it was windy. Nothing like dragging the rig right into the wind; that's driving by the gas gauge!

At a roadside viewpoint, we read this interesting board. (Zoom in to read the text).



Before the 1880's . . .

Before the 1880's, frequent low-intensity fires kept the forest floor open, allowing for the growth of many species of plants and animals.

Fire Nation people used fire to clear land for agriculture and to manage their hunting grounds.

On their 1880's expedition, the military discovered the forest floor was covered in dead, charred logs.

Journalist Capt. John Palmer, 1898

Alteration of the Fire Cycle 1880's - 1990's

Over the last century, suppression of natural and aboriginal fire and more recent climate change has led to the current conditions in forest health.

- Growth of smaller trees
- Reduction in the diversity of wild habitat
- Loss of plant and animal species
- Wildfire due to fuel build-up

These include the Great Horned Owl, Canada Jay, and many other species of birds and animals. The population of many species is also affected by these changes with the loss of nests for eagle, grackle.

Towards Restoration of Fire-maintained Ecosystems

Ecosystem Restoration in the Rocky Mountain region

Here at Columbia Lake an initiative is underway to restore open forest and grassland ecosystems. Selective harvesting, prescribed burning, and other methods allow for the use of low-intensity fires for ecosystem restoration.

A little further down the road we pulled off the highway and into Canal Flats. Missed the coffee shop we were looking for but found this nice little park. Definitely time for morning coffee.

A short distance later, we pulled into the Wasa Rest Area and had a look around. One of the signs asked you to limit your stay to 8 hours. Definitely a possibility to overnight if we had to. Flush toilets too. Nice.



At Fort Steele, we parked the rig at the Heritage Town, wandered into the café and had a bite of lunch – homemade chili. Definitely thick and tasty.

The gift shop had a few interesting items. I particularly liked this stuffed engine with its animal passengers.

We pulled into Cranbrook and the Regency RV Park on the east side of town. We'd booked in for 2 nights but decided to stay an extra day.

I looked online at the Things to do in Cranbrook. Unfortunately it doesn't look like there is anything that we are interested in doing here. So we are just going to relax and take it easy for the weekend.

Sunday evening I checked the weather forecast for areas in the Kootenays that we want to visit. The good news is...the sun will continue to shine. The bad news is...the temperature is slowly going to rise, into the mid to high 30s. We really want to camp in the provincial parks and not the RV parks, but the way the temperatures is going, doing so could be brutal. Executive decision: We decided to head for the Island and home.

Monday morning we head west towards Creston and beyond. Join us later to see where we end up.

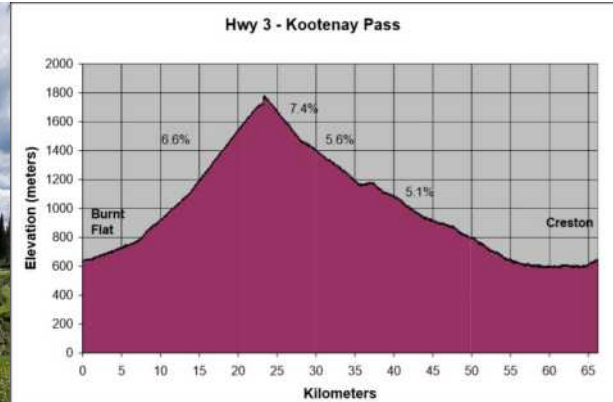


Cranbrook to Oliver via Grand Forks, BC Jul 22-23

Today, Monday Jul 23, we headed west from Cranbrook, along Hwy 3/95, towards Grand Forks.

Out of Creston, we climbed and climbed towards Kootenay Pass (1,774m; 5,766'), and then of course, down we went on the other side. Methinks we will do similar climbs in the coming days.

At the summit, the views of the lake were very pretty.



At the other end of this stretch of highway is Salmo. I recognized the Shell station on the way into town. I also noticed a signboard for the Dragonfly Café. Hmm, looks pretty good; let's stop for lunch.

When I perused the menu, I noticed one of Jen's favourites: Smoked salmon on a bagel. I told Jen not to bother looking at the menu, I had it covered.

Jen's lunch was great; my Chicken Caesar wrap was too.



We pulled into Grand Forks early afternoon. After passing a couple of rv parks, we decided to give the muni campground a look. Joan, the attendant, explained that because of the flooding in May, the washrooms and showers were not available. She indicated that the water in the campground was about 4' deep where she was standing talking to us. The town sure has worked miracles to be able to have the campground and park open in such a short time.

So it turned out that camping (full hookups) was free; Joan suggested, if we felt like it, a donation at City Hall would be appreciated. We backed into a site and set up camp. It was too warm to go for a walk into the downtown; we'll do that later when the temperature is more accommodating.

After dinner, we walked around the ground of the campground and its green grassy park, down by the Kettle River then part way into the main drag. There wasn't much happening.



In the evening, we watched a Netflix movie that I had downloaded earlier.

The next morning it was time to say goodbye to Grand Forks. We stopped by City Hall on the way.

We stopped in Greenwood and had a walk up and down the main street.

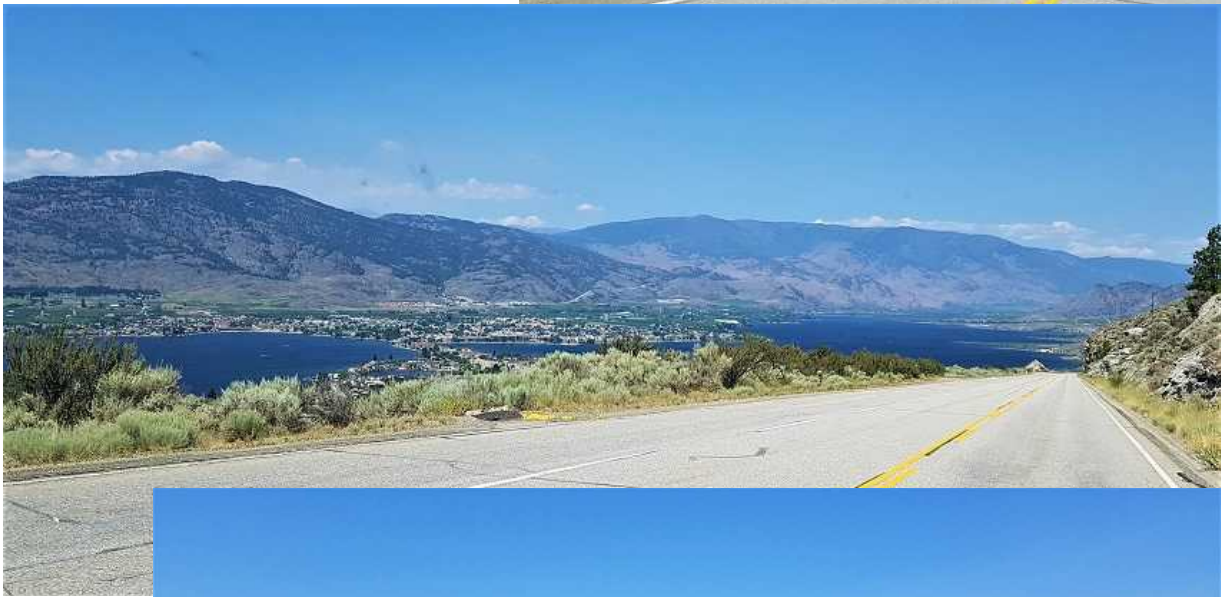


A few kilometres later we stopped in Midway and went looking for a picnic/park area. We ended up in the municipal campground, right on the Kettle River. The picnic tables were in the blazing sun, so we picked the last tent site and had a coffee there. \$20 a night plus \$2 for power. Pretty much have to reserve, but sure was a pretty spot.



Back on the road, we started climbing again.

We weren't that far from Osoyoos and I knew what was coming; the 11 km, 7% grade down Anarchist Mountain into Osoyoos. We dropped from 4,045' to 910'.



We drove north on Hwy 97 and pulled into Gallagher Lake RV Park. This park is part of the same organization that runs Oceanside RV Park in Sidney, BC. We've stayed there a number of times.

I have to say this is the most we have paid for a site: \$63. If you like tight spaces, lots of gravel, and no grass; this is your place.

Oceanside is much nicer, but then it's not the Okanagan in summer.

Tomorrow we head north thru Penticton to Kelowna. After calling on the colleges, we're going to head west along the Connector, then south to Princeton.

See you tomorrow.



Oliver to Hope to Home Jul 25-26

Well, the smoke from the fires in the OK Valley got to Jennie. I visited one college in Penticton, returned to the van, to have Jen ask if we could reschedule our visit to the colleges in Kelowna. Of course!

The smoke hung heavy in the valley; you could just about make out the hills on the other side of Lake Okanagan.

We headed south, took the turn to Keremeos then headed up and over into Princeton. The lake at the top of the first climb was pretty. We stopped and made coffee.

We enjoyed lunch at Thomasina's in Princeton, then up the almighty hill out of Princeton to Hope, BC.

On the way past the mine across the valley, we saw this.

It sure looks like what they take out of the ground, and don't need, they just push to the side of the mountain. It looked disgraceful.



At the western end of the Hope Princeton highway is the Hope Slide. In the early hours of Jan 9, 1965, the mountainside collapsed into the valley killing 4 people. I arrived in Vancouver in late 1967. I remember vividly my first views of the slide in 1968-rocks and boulders everywhere and not a stitch of green (trees, bushes, etc.) anywhere. It was quite the site.



←1965

Today



In Hope, we overnighted in the same campground as we did on the way out. There we met John & Ruby from the Cowichan Valley. They were on their way home too. They had just done a lot of what we had in their PleasureWay class B motorhome.



The next morning we drove into Maple Ridge. I visited a college there, met the director with whom I had dealt with a number of times via email. It was very nice to meet him personally and listen as he said some very nice things about Tusker and the quality of Jen's textbooks.

We decided that trying to visit any more of the colleges in the lower mainland, while dragging the trailer along, was not on, so we headed for the Tsawwassen ferry terminal.

We missed the first sailing, but managed to make it (just) on the next sailing.



We were home, quaffing a Shwartzbok with Betty and Frank, about 3 hours later.

Summary:

We left the Island on Thursday June 7 and returned to the Island Thursday July 26.

Length: 7 weeks

Total mileage: 3,819 miles or 6,110 kms.