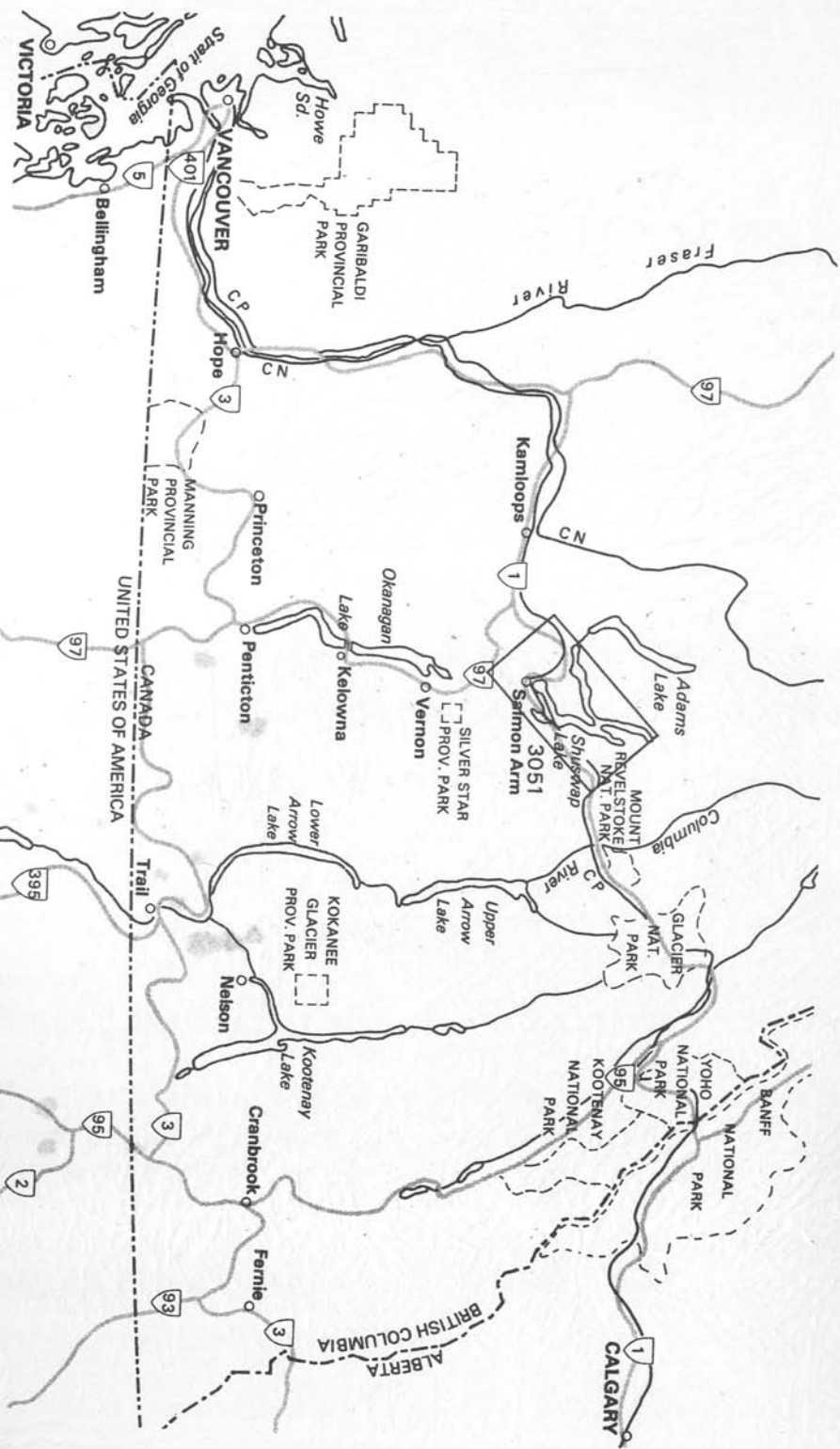




*TRAILS* TO THE  
*SHUSWAP*  
*2nd Edition*

Hiking — X-C Skiing — Cycling — Canoeing

barz - crowley - crowley - wharton



*Connie Harris*

Second Edition

# TRAILS TO THE SHUSWAP

A guide to year-round self-propelled  
outdoor recreation in the Shuswap.

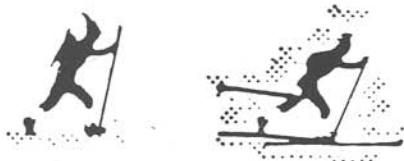
DON BARZ  
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TOM CROWLEY  
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HIKING  
CROSS-COUNTRY SKIING  
CYCLING  
CANOEING

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Graphics And Maps By  
RANDY ROSE



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Shuswap Outdoors!  
P.O. Box 485  
Salmon Arm, B.C. VOE 2T0  
Published August, 1976

# CONTENTS

<b>Shuswap Outdoors!</b> .....	4
<b>Foreword</b> .....	5
<b>Introduction</b> .....	6
<b>Some Words of Caution</b> .....	8
<b>Topographic Maps</b> .....	10
<b>Ecological Reserves</b> .....	10
<b>Indian Rock Paintings</b> .....	11

## Part 1. Hiking and Cross-Country Skiing ..... 13

<b>Salmon Arm Region</b> .....	21	<b>Enderby Cliffs - Mara</b> .....	63
Mount Ida Trail .....	21	Enderby Cliffs Area .....	63
Mt. Ida Face Traverse .....	24	Enderby Cliffs: Lambert Creek-	
Trilam Highline Circuit .....	25	Reeves Lake .....	63
Little Mountain .....	26	Spring Falls .....	65
Lakeshore Skiing .....	27	Rosemond Lake .....	66
Fly Hills Lookout .....	28	<b>Sicamous - Three Valley Gap</b> .....	71
The Eden Fire .....	28	Sicamous Overlook .....	71
<b>Gardom Lake Area</b> .....	29	Yard Creek Provincial Park .....	71
<b>Larch Hills - Grandview Bench</b> ...	30	Queest Mountain .....	72
Mara Meadows Ecological Reserve	33	Taft - Craigellachie Nature Trails	74
Mara Meadows .....	33	Gorge Creek Nature Trail ...	74
Edgar Road to South Canoe .....	34	Perry River Nature Trail .....	74
Edgar Road to Canoe .....	34	Crazy Creek Nature Trail ...	75
Larch Lake .....	35	Eagle Pass Mountain .....	75
Annis Mine .....	35	Wap Lake .....	76
<b>Sunnybrae</b> .....	39	Wap Lake Ecological Reserve ..	77
Bastion Mountain .....	39	Joss Pass / Joss Mountain .....	78
Sunnybrae Picnic Area .....	39	<b>The Hunters Range</b> .....	83
Reienecker Creek .....	39	Hunters Range Ecological Reserve	84
Herald Park and Reienecker Falls	40	Blue Lake .....	84
Paradise Falls .....	42	Cummings Lake .....	85
<b>White Lake</b> .....	43	Hidden Lake .....	85
White Lake Nature Trails .....	43	Fall Creek Falls .....	85
South Shore Walk .....	44	Mara Lookout .....	86
White Lake to Sunnybrae .....	44	<b>Upper Shuswap</b> .....	91
White Lake Surface .....	45	Upper Shuswap Ecological	
Eagle Bay to White Lake .....	46	Reserve .....	92
<b>Skimikin Valley</b> .....	49	Shuswap Falls .....	92
Skimikin Area .....	49	Sugar Lake .....	92
Skimikin Nursery to Dry Lake ..	49	Monashee Provincial Park .....	93
Dry Lake Trails .....	50	Greenbush Lake .....	95
Fleming Lake Trails .....	50	<b>Seymour Arm</b> .....	99
<b>Little Shuswap - Squilax</b> .....	53	History of Seymour Arm .....	99
Squilax Mountain .....	53	Beach Bay to Wright Lake .....	100
Harper Lake X-C Circuit .....	53	Celista Falls .....	100
Aylmer Lake (Star Lake) .....	55	Powerline Hiking .....	101
<b>Shuswap North Shore</b> .....	59	Seymour River Falls .....	102
Adams River .....	59	Grace Mountain and the Cotton-	
Scotch Creek Park .....	59	belt .....	103
Copper Island .....	59	Shuswap Glacier .....	105
Crowfoot Mountain .....	60	<b>Silver Star Provincial Park</b> .....	105
<b>Falkland</b> .....	60		
Bolean Lakes .....	60		

## Part 2. Cycling ..... 109

Foothill Road Circuit .....	110
South Broadview to 97B and Return .....	111
North Broadview to Canoe and Return .....	111
Salmon Arm — Grindrod — Sicamous — Salmon Arm ..	111
Deep Creek Route .....	111
Silver Creek Store and Return .....	112
Salmon River Store and Return .....	112
Falkland to Chase .....	113
Sunnybrae — Canoe Point Road .....	113
Blind Bay to Wildrose Bay .....	113

## Part 3. Canoeing ..... 117

Cinnemousun Narrows .....	118
Bastion Bay to Wildrose Bay .....	118
Anstey Arm Canoe Route .....	118
Seymour Arm Canoe Route .....	119
Copper Island .....	120
Black Rock Point .....	120
Gardom Lake .....	120
White Lake .....	121
Little River and Little Shuswap Lake .....	121
Adam's Lake .....	122
Humamilt Lake .....	122
Mabel Lake .....	122
Hidden Lake .....	123
Skookumchuk Rapids .....	124
Hupel to Enderby .....	124
Enderby to Mara Lake .....	125
Eagle River .....	125
South Thompson River .....	126

## ***SHUSWAP OUTDOORS!***

The sponsor of this book, Shuswap Outdoors!, began as an informal rest-stop discussion about year-round recreation among several good friends. In the three years since, it has organized trips throughout the Shuswap and elsewhere, in all seasons of the year, and by a variety of means, providing only that they be "self-propelled". Emphasis has thus been placed on cross-country skiing, hiking, and backpacking, cycling, and canoe touring. This emphasis defines the spirit of S.O.! As a non-profit, non-consumptive user of the outdoors, it is committed to encouraging these activities by everybody. S.O.! intentionally de-emphasizes structured, rigid organization in favour of informal communication with members via a mailing list of 212, a bi-monthly newsletter, and the various community news media. In keeping with its objectives, this loose arrangement will be continually evolving, but it is hoped that flexibility will be retained at the expense of structure. Helping Shuswap residents become acquainted with their natural surroundings through regular outings will remain the most important objective of S.O.!

# FOREWORD

During the winter of 1974-75, several members of Shuswap Outdoors! were contemplating the vanishing day over a glass of wine after having enjoyed one of the many memorable ski tours of that winter. At some point, the discussion turned toward the idea of sharing the many ski tours of the Shuswap area through the publication of an expanded and updated "Trails to the Shuswap". Subsequently, in the ensuing summer, it was further decided that this second edition of "Trails to the Shuswap" would also include major revisions and additions to the hiking, canoeing, and cycling sections. A total re-designing and reorganization of the maps was also carried out for this edition.

As in most endeavours of this kind, significant contributions have come from several people. Special thanks must go to Randy Rose, who prepared all the maps and other graphics; Dean Landers, who willingly revised the many trail descriptions that he did for the first edition; and Georgia McLeod, who typed and proofread the final copy. Photographic credits go to Berne Smith for contributing several negatives and to Shayne and Blane Ready who converted color slides into many of the black and white photos that are contained in this book.

The following represent some of the true self-propelled spirits of Shuswap Outdoors! All have provided crucial support in such activities as leading trips, trail location and clearing, map information, the college ski course, putting together the "Homestead Ski Cabin", wine and wax and packs get-togethers, newsletters, news releases, and general, all around morale-raising. And speaking of news releases, the authors especially acknowledge Observer editor Gordon Priestman for his friendly cooperation and astute rendering of our sometimes — 11th-hour copy.



Neale Clark  
 Marg Filiatrault  
 The Burts  
 Reid Fowler  
 Art and Carolyn Herbert  
 Tom Jordan  
 Stig Keskinen  
 Jim Mack  
 Tom Marshall  
 Joe Munro

Dave and Bev Neilson  
 Dick Riach  
 Carole Ruth  
 John Sansom  
 Henry and Ali Schneider  
 Art Schmidt  
 Clint Smith  
 Harry and Ernie Winterhalder  
 Allan Cadwell

# INTRODUCTION

This guidebook describes many of the hiking trails, cross-country ski routes, backpacking areas and some of the canoe routes and bicycle by-ways in the Shuswap area. The trails and routes described herein are to assist the interested person in enjoying the outdoors of the Shuswap. All descriptions are designed for the self-propelled recreation enthusiast (although such a one should be warned that some of the routes are not constructed so as to exclude use by motorized conveyances). Summer activities included are hiking, bicycling, and recreational canoe/kayak touring. Some areas made accessible or more enjoyable by overnight backpack camping are also included. Inasmuch as all of the area receives some snow each year and much high country is snow covered most of the year, cross-country ski routes are also described. Some of these are coincidental with a hiking trail but others do not make pleasant summer hikes. Needless to say, snowshoes can be used on any ski trail and many hiking trails.

## Using This Book

The book is divided into three sections. The first describes hiking and cross-country ski trails. A hiker symbol  or a skier symbol  beside the

title indicate the nature of each trail. The trails are grouped into fifteen geographic regions with maps for each region placed at the beginning of each grouping. On all maps the usual convention of north at the top is followed. The second section identifies popular bicycle circuits in the vicinity of Salmon Arm and the third section describes the recreation canoe routes of the area.

The town of Salmon Arm has been taken as the centre of the area and hence, distances and access roads are described using the town as a beginning. Similarly, section one is organized so that the geographic subsections form a spiral outward from Salmon Arm. All information is as of 1975. Industrial and agricultural activities may change access conditions thus requiring some revision of route descriptions.

## Geography

In its largest context the "Shuswap area" includes all the area that is tributary to Shuswap Lake. This extends from Monashee Pass in the south-east, near Monte Lake in the south-west and the headwaters of the Seymour River in the north. To completely describe all the self-propelled recreation possibilities in this entire area was not the intent in writing this guidebook. Certain parts of the area, although tributary to the Shuswap are economically separated and/or geographically remote from what is generally thought of as "the Shuswap". These areas, e.g., Cherryville and Falkland, have been given rudimentary coverage insofar as only major recreation trails have been described.

The Shuswap area includes a wide variety of terrain, climatic types and ecological zones, from dry, grassland valley bottoms in the west and south-west to the rocky glacier-hung peaks of the Monashee Range in the east.

The Shuswap region begins in the east with the Monashee Mountains whose summits extend up to 9000'. The terrain is rugged, many of the peaks support small glaciers and areas of alpine meadows, the lower slopes are thickly forested. West of the Monashees is a high dissected plateau made up of the Hunters Range in the south-east and the Adams Plateau in the north-west. Maximum elevations range from 7000 to 7500 feet. The upper areas of this region particularly in the Hunters



Range are characterized by extensive sub-alpine meadows. In the western Shuswap, valleys and lakes dominate the landscape with 4000 to 6000 foot ranges of hills between. The major communities and many farms are located in these valleys and on the lower slopes of the hills and benches.

The Shuswap River drains the south-east part of the area. It rises in the Monashees and after making several major direction changes while collecting various tributaries, flows through Mabel and Mara Lakes and finds its way into Shuswap Lake at Sicamous. Likewise at Sicamous, the short Eagle River which begins at historic Eagle Pass (the break in the Monashee Mountains containing the railway and highway) joins Shuswap Lake. The Salmon River is the major stream in the south-west part of the Shuswap, entering Shuswap Lake at the toe of the Salmon Arm. The lengthy Seymour River and its tributaries drain the northern Shuswap joining the Lake at the end of Seymour Arm. Farther west, the famous Adams River is the major tributary in the north-west Shuswap, starting at Tum-Tum Lake and flowing through Adams Lake to join Shuswap Lake in the "Big Arm".

## *Climate and Ecology*

A variety of climates can be found in the Shuswap. The valley bottoms of the west and south-west are relatively dry with characteristic Ponderosa pine and bunchgrass vegetation. Eastward and northward the area is much wetter, being in the Interior Wet Belt ecological zone. As elevation increases a corresponding increase in precipitation and decrease in temperatures are encountered. For example, one thousand inches of winter snowfall have been measured on the crest of the Monashee Range. This results in a progression of forest types from cedar-hemlock in the valleys, through Douglas fir, subalpine spruce-fir to alpine tundra and glaciers near the Monashee summits.

## *Four Seasons Activities*

All parts of the Shuswap area receive some snow in winter and, as expected, the high areas receive more and retain it longer than the valleys. In general, most of the area can expect snow and skiing conditions from December to March. The valleys are usually clear of snow by April but the main snowmelt in the high country is not until May and June. This, combined with the fact that June is the rainy month, means that the rivers are in flood and lakes at high water in June. Good hiking weather is expected from July to October.

Thus, self-propelled recreation is available at all times of the year. January to March features cross-country skiing and/or snowshoeing. As the snow melts skiing can still be enjoyed by going higher up the mountains but by the end of April, the lower trails are in condition for hiking. As well, the bicycle trails are by this time suitable. The rivers from May on will be available for paddles. As spring and summer progress, higher and higher trails become open but it is not until August that the extreme heights of the Monashee Ranges can be counted on to be free of most of their snow. In September, snow is expected in the high country but lower trails remain open until the end of October. In November, the snow gradually accumulates lower and lower down and in December, the Shuswap area is blanketed with a cover of white ready for the return of skis.

We hope that, whatever the activities you enjoy, this book will be a guide through the four seasons.

## SOME WORDS OF CAUTION

The trails in the Shuswap area give the self-propelled outdoor enthusiast a wide scope for enjoyment and relaxation. They also are good for getting away from the noises, pressures, and smells of civilization. Getting away, however enjoyable, can be risky though, if the hiker or skier is not well prepared. Accidents do occur occasionally. People do get lost; even those experienced in the woods. Such events, while not "nice" to contemplate, should be considered and precautions taken.

Fortunately, such precautions are fairly simple if one follows the concept of always carrying **The Ten Essentials** when venturing out of sight of the family chariot. They are, (and not necessarily in order of importance):

1. **Extra clothing** — enough to prevent hypothermia — varies with the season and trail conditions.
2. **Extra Food** — packed and not to be used for a snack — only for emergency.
3. **Knife** — a good sturdy one for cutting firewood, first aid, or opening a can. (A Swiss Army knife, for example).
4. **Firestarter** — especially handy where wood might be damp.
5. **Matches** — either waterproof or in a waterproof container — should **not** be safety matches.
6. **First Aid Kit** — size will vary according to length of trip, etc.
7. **Flashlight** — If one has to stay overnight in rugged or unknown country, it might prevent a bad fall.
8. **Map** — a government map of the area, available at local government offices.
9. **Compass** — almost any good one will do, but there are advantages to the type used in Orienteering. Don't rely on the cheapies you might get in cereal boxes.
10. **Sunglasses** — important if you are in the high country in summer. Essential in winter or spring snows when the sun is bright.

It is tempting to put down precisely how much, and what style, each of the above should be. Naturally though, quantities of clothing, for example, depend on how extensive your trip is. A gentle, low level hike on a hot, sunny midsummer's day would call for less spare clothing than either a high altitude hike, an autumn climb, or while skiing in the dead of winter at  $-10^{\circ}\text{C}$ . Common sense here is the answer, but do be prepared.

Items which can be heavy, such as the flashlight, are worth searching carefully for to find the best but lightest model.

The extra food should be high energy, low weight. Things like concentrated sweets will provide quick, high energy to keep you going and help in preventing hypothermia should you be forced to stay out overnight. Seal the package, and then **don't touch** unless in an emergency.

Other points of caution are:

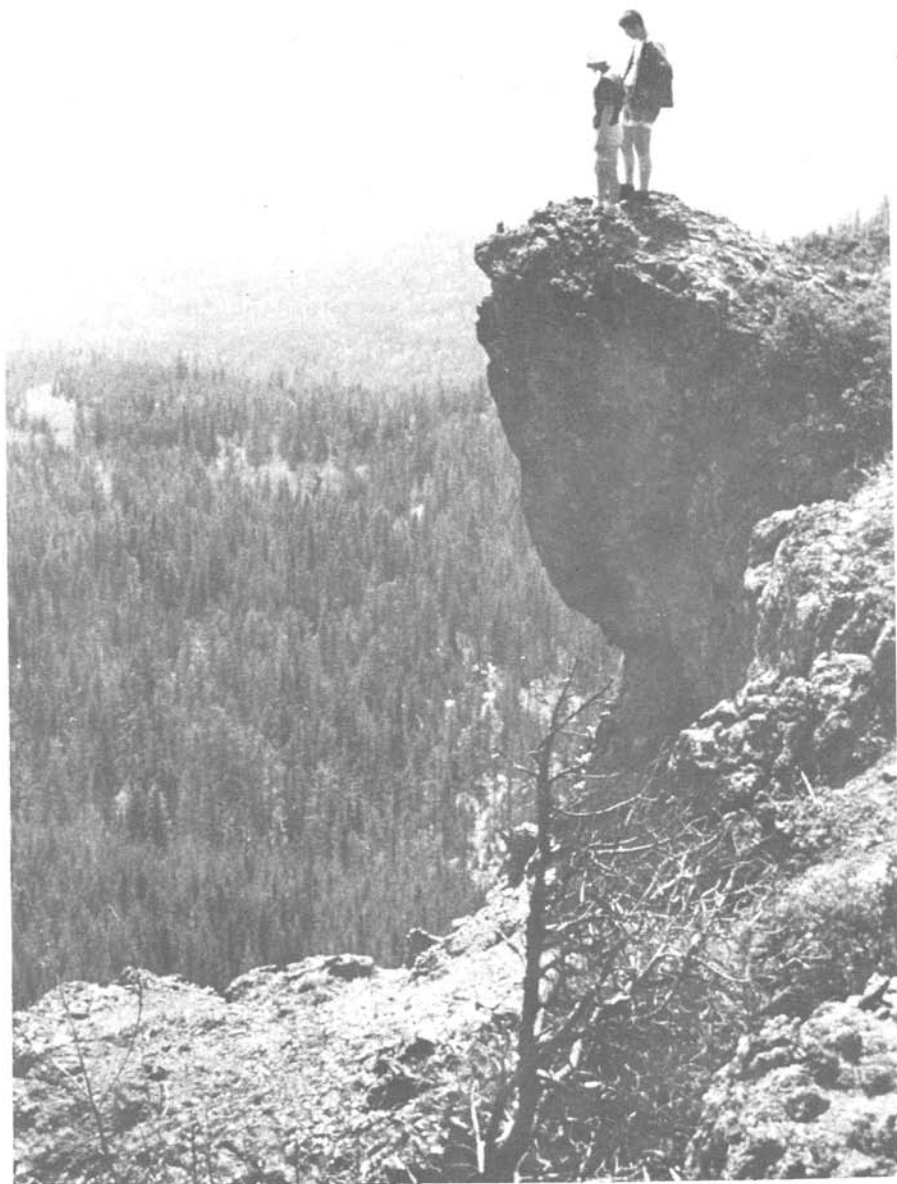
- a. Try to have someone along when going into little travelled country.
- b. Let someone know where you are going and approximately when you will return.
- c. Don't travel after dark in an unknown area. There are too many steep drops in this area.
- d. We do have black and grizzly bears in the Shuswap. They will leave you alone if you give them a chance. If you see one of either kind, give it the right of way. Remember, they are not tame park or zoo animals.

If by any chance you do lose your way, remember that panic is the killer. Thousands of people have been lost in the back country of Canada. Those who

remain calm are either found or find themselves and return to civilization. It is only the foolish and frightened who come to grief. Stay calm.

If you do find yourself hopelessly misplaced, simply stop before nightfall, set up a camp and sit tight. Because you have told someone where you were going, a search party will find you. With your ten essentials you can survive for a long time.

The authors of this book are not trying to frighten or discourage the reader. We just feel that we should mention these precautions which, if followed, will help you to enjoy the beauties, the solitudes, the flora, and the fauna of the Shuswap, or any other natural area. It is a big, beautiful place. Be well prepared and then — enjoy!



**The quick way down.**

# TOPOGRAPHIC MAPS

Topographic maps of the Shuswap area are available from the federal and provincial government. All of the area is mapped, most of it on at least two scales. The authors believe that the small price of these is a worthwhile investment for any well-equipped outdoors enthusiast.

These maps are available from:  
Map Distribution Office  
Department of Mines & Energy,  
Ottawa, Ontario.

or

Surveys and Mapping Branch,  
Department of Lands and Water Resources,  
Victoria, B.C.

**Note:** — Ordering from Victoria is preferred.

Various maps, but not all, can be obtained from local Government Agent offices.

Below are listed the names and numbers of topographic maps available for the Shuswap area. The map reference given with each hiking section indicates the topographic map used as a base map for the trail map of that area.

Scale 1:250,000

Vernon 82L  
Seymour Arm 82M

Scale 1:50,000

Salmon Arm	82L/11 e and w
Sorrento	82L/14 e and w
Malakwa	82L/15 e and w
Perry River	82M/2 e and w
Ratchford Creek	82M/7 e and w
Revelstoke	82L/16 w
Vernon	82L/6 e

Scale 1:125,000

Shuswap Lake 82L/NW  
Revelstoke 82L/NE  
Sugar Lake 82L/SE  
Vernon 82L/SW

## ECOLOGICAL RESERVES

An ecological reserve is a natural area set aside to allow it to function as an undisturbed ecosystem as much as possible. To achieve this, the area is given legal protection and intrusion by human activity is kept to a minimum. This protection is provided under the Ecological Reserves Act of British Columbia passed in 1971. The Act was passed when it was recognized that in order to manage areas of human activity properly, a better understanding of the functioning of the many natural ecosystems in the province is essential. Thus the purposes of an ecological reserve are basically: to provide a pool of ecological and genetic diversity, to be a control area with which to compare modifications occurring by human activity elsewhere, to be an outdoor laboratory available to scientists for research and provide an area for natural history education.

Ecological reserves are open to the public for uses that do not alter the natural processes. Such non-consumptive activities as hiking, photography, bird watching, etc., are permitted but motorized uses, hunting, fishing, camping, any fire-lighting, insect control measures, and extractive industry are prohibited.

The Shuswap area has 4 ecological reserves, two of them established at the request of the North Okanagan Naturalist Club, based in Vernon. These are located in the Upper Shuswap River Valley, Hunters Range, and the Mara Meadows north of Grandview Bench.

Each of these is described in the appropriate geographic section.

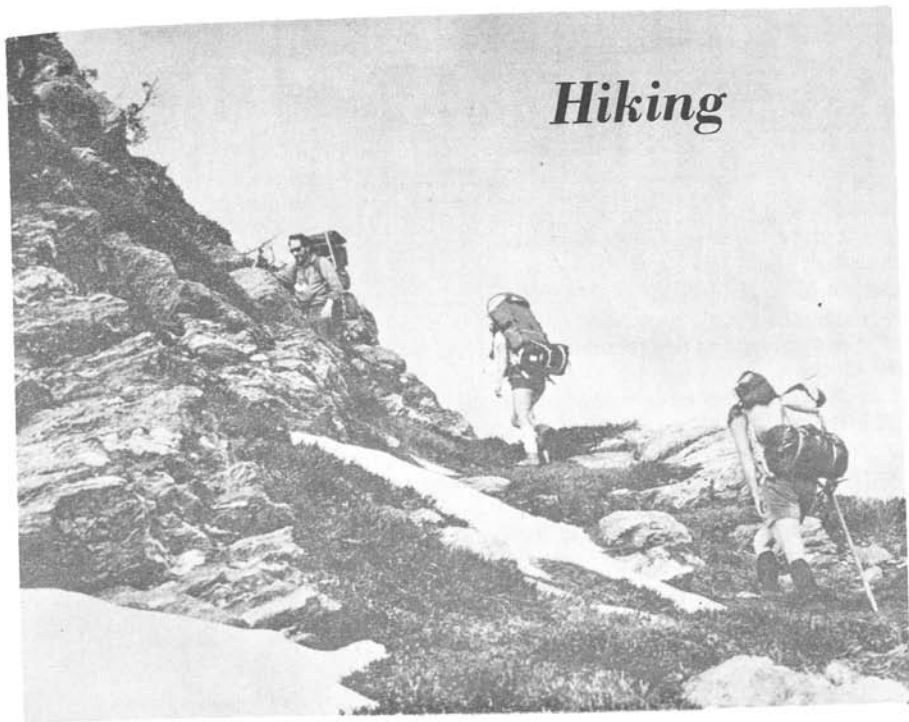
# *INDIAN ROCK PAINTINGS*

Throughout the Okanagan and Shuswap areas, the pre-Columbian Indians painted their pictographs. Usually they were simply picture representations of some event that occurred at the site. They are not decipherable in the sense that Egyptian Hieroglyphics are since there seems to be no key or standard. The creator simply put down, in what we today might call impressionistic art, what he wanted to tell others who might pass later. Since most such events were also made into story or song, most of the local people knew what had happened. The painting, then, simply retold the story in visual form and helped locate the place where it happened.

The materials used were usually dyes made from berries and roots or bark. Most of the pictographs in this area were red and were probably made from salmon berries, choke cherries, wild strawberries, or sumac berries. Some done in a brownish hue were likely made from some bark, such as cedar or from the leaves of trees like the poplar family.

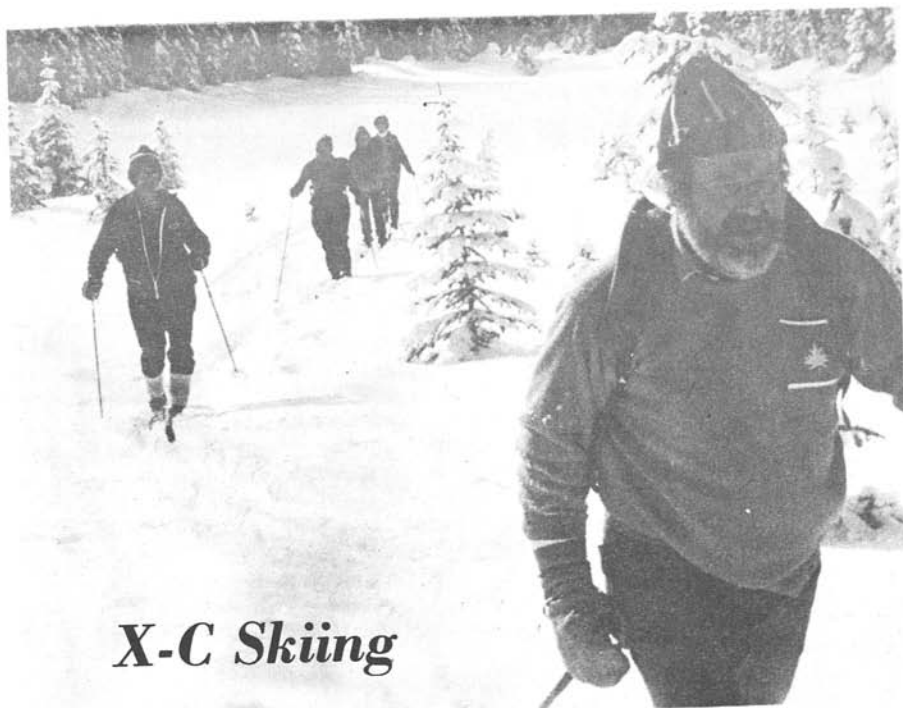
There are several of these pictographs in the Shuswap Lake region. Many of them are not available to those who only travel by auto or other motor driven device. NOTE: — We would caution all who want to see these paintings that they are of extreme value historically and should be treated with reverence and care. Perhaps what would sum up the whole feeling is "Look but don't touch."

*Notes*



## *Hiking*

*and*



## *X-C Skiing*

## Hiking and X-C Skiing

A lot of people seem to be re-discovering and regaining the use of their bodies these days. Hiking, backpacking and cross-country skiing are sweeping forward in national popularity and prominence. Most governments, from municipal through provincial to federal, have some sort of trail inventory, park recreation management or user group study underway in response to this groundswell. Universities, colleges and city recreation departments have developed courses and offered programmes to meet the public demand. What does it all mean? Hopefully, it means that an increasing number of us realize intuitively, instinctively or have a sixth sense, hunch or strong suspicion that body awareness and funtion in natural environments and in general, a closer contact with earth, plants, clouds, animals, rains, suns, winds, seasons and snows, is a more direct route to the source of real meaning to our existence than the dog-eat-dog competition and violence of what passes for civilization in Western society these days. And besides, doing things under your own natural God-given power is fun...and healthy...and costs far less than any type of mechanized recreation to boot. Hikers, backpackers and cross-country skiers have continually been labelled as members of an "affluent elite" group, trying to "lock up" large portions of landscape for their own "selfish" use. How does such a label stand up to analysis? Like the proverbial snowball in a warm place is how. For about \$300.00, the average Canadian can hike, **and** backpack, **and** cross-country ski to his or her heart's content. Compare this modest investment to the resource gobbling 4 (and 5) figure price tags adorning the typical trailbike, snowmobile, dune-buggy, all-terrain vehicle, hovercraft, in-board, etc. Who wears the "selfish, affluent, elite" label, we wonder? Well, (sigh) not everybody has regained control of their bodies (and minds) — yet.

We would guess that for most buyers of this book, there is little need to extol the freedom and peace of hiking in a cedar-hemlock forest, the joys of gliding smoothly over a gentle winterscape and the completeness in watching the sun set behind the mountains from an alpine high camp. Or the myriad other flowing experiences of beauty and health to be enjoyed from Nature while you are at the same time part of that Nature. But they do happen and friends, we need them to happen to be really us.

Unfortunately, as Harvey Manning says, the Earth can be loved to death, and no matter how tenderly each boat, tent, or even ski is set down, our impact will be made. In the spirit of a new Earth ethic, we must attain the ideal of minimum impact in all our outdoor activities. All garbage from our camps **can** be packed out (if carried in full, surely it can be carried out empty) — take along a bag for that purpose; cutting boughs for bedding belongs in long-defunct frontier days — substitute an inexpensive "foamie" instead; ditching of tent sites for water control is too similar to B.C. Hydro running rampant in our priceless lake and river valleys — careful tent site selection can accomplish the same goal; preservation of plants and animals when camping, hiking and skiing goes without saying — smashing mushrooms, obliterating meadows, de-barking birch trees, and lobbing rocks at chipmunks and birds are not the activities of a highly-evolved, thinking mammal.

With this sort of personal sensitivity combined with appropriate control of society's tick-tock technocrats, we can all continue to be "at home" in the Shuswap — and on Earth.

Harvey Manning says it again:



“The hiker should be a birdwatcher and animal-watcher and bug-watcher. He should be curious about rocks and minerals and note the slow process by which soil is created. And gain a feel for the dynamic balance of a river, of a glacier, and how they carve valleys. And grow intimate with trees and flowers, mosses and lichens, fungi and molds. And learn the meaning of a progression of clouds, a change in winds, and the relationship of the atmosphere to the mantle of living green and underlying rocks. And at night he should look out to the moon and stars and deeply comprehend this is the only Earth we ever will have.”

— From “Backpacking, One Step at a Time,”  
Harvey Manning.

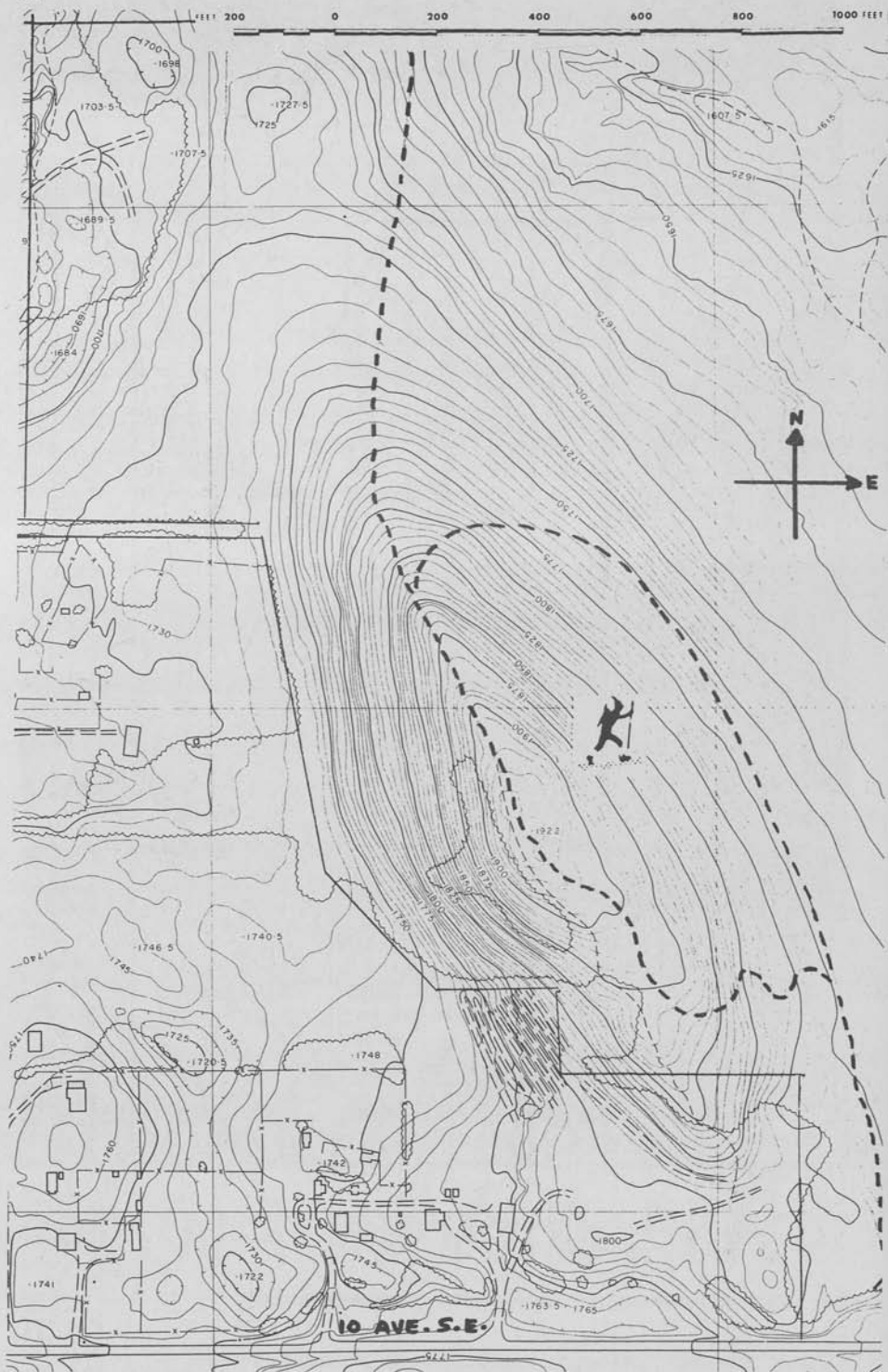




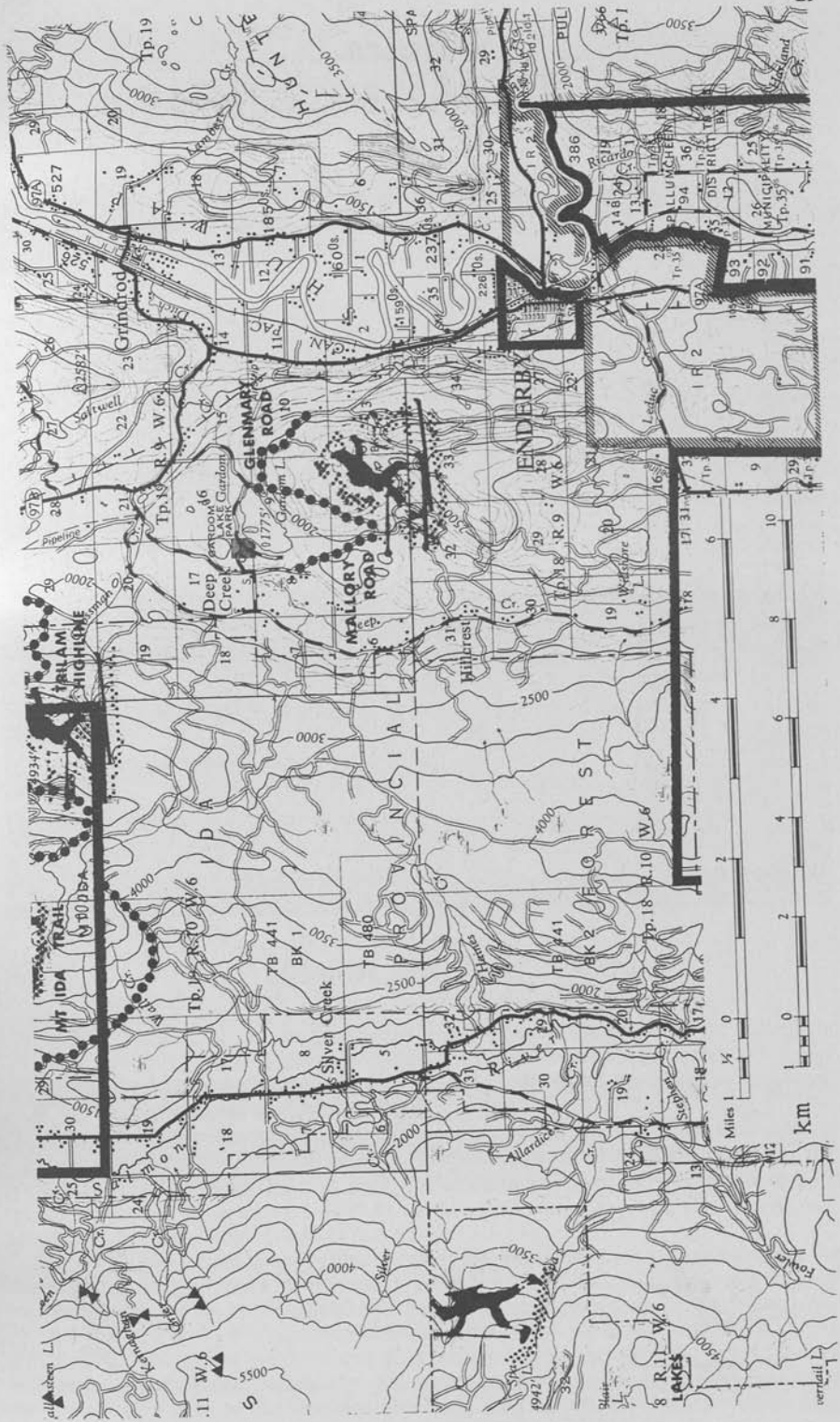
**West peak of Mt. Ida.**



MAP 1: Salmon Arm and Vicinity, Cross-Country Skiing and Hiking Routes.



MAP 2: Little Mountain.

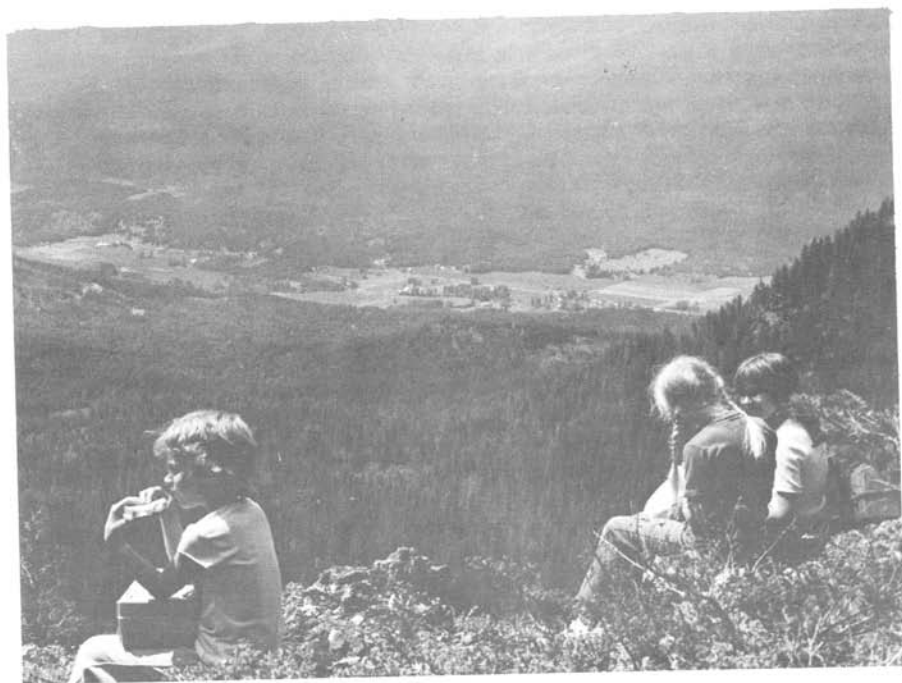


MAP 3: Gardom Lake Cross-country Ski Routes.

*Notes*

# SALMON ARM REGION

The first area described in this book centres around the largest population in the Shuswap area, Salmon Arm. The trails described in this section are those in the immediate vicinity of Salmon Arm plus the Gardom Lake area to the south. Map reference: Shuswap Lake, 82L/NW.



## *Mount Ida Trail*    MAP 1



Mt. Ida is the prominent wooded mountain south of the village of Salmon Arm. It consists of two peaks, an eastern one covered in forest and a western one with a noticeable cliff on its north side. These are almost equal in elevation (5000').

The top of Mt. Ida gives outstanding views of the surrounding countryside from either peak. The west peak shows Shuswap Lake to the north and the valley of the Salmon River to the south and west. As well as the view of the lake, the east peak affords views of the Deep Creek area, Grandview Bench and Larch Hills, and Hunters Range to the east.

In 1972, local college students, using funds provided by an Opportunities for Youth grant, completed a trail traversing the mountain. This trail follows old logging roads and skids at lower elevations but was newly constructed on the high portions.

The complete trail is an interesting nature walk, since the east side of the mountain receives more precipitation than the west side and thus is thickly wooded with cedar, hemlock and Douglas fir. The mountain's top has many grassy areas and the lower elevations on the western side are open stands of western yellow pine (Ponderosa Pine) indicating the more arid nature of this side.

A rewarding venture for the nature lover at any time of the year is a walk of the entire Nature Trail. In spring and early summer, flowering shrubs and wildflowers of many kinds bloom profusely. Summer brings its own wildflowers while the autumn attractions include not only the golden leaves and ripe berries, but also the wild asters and many varieties of mushrooms (and the occasional bear scat) underfoot. The quiet walker will be rewarded by the sound of bird song and squirrels chattering and scolding. Much of the trail traverses coniferous forests with the old logging areas being regenerated by members of the poplar family. The forests thus formed provide a pleasant and unique perfume throughout the growing season.

Two routes can be used to attain the summits. One, hereafter referred to as the Nature Trail Route, starts on the east at Boutwell Road (40th St. S.E.), reaches the summits and ends either at Silver Creek or Reid's Corner. This complete route is about 9 miles. The second, the Cemetery Road Route, makes a shorter and more pleasant day to one or both peaks since much altitude is gained via vehicle. **Note:** good drinking water is not readily available along the Trail, especially after the spring run-off. Hikers are advised to carry along sufficient for their needs.

**Cemetery Road Route** — Follow Shuswap St.-Foothill Road about 1½ miles south of the Trans Canada Highway to the Mt. Ida Cemetery. An unpaved forest access road on the east side of the cemetery leads up the mountain, eventually crossing the saddle between the two peaks at 4500' and descending to Deep Creek. Follow this road as far as possible in the vehicle. In general, the correct road is obvious but a few places exist where confusion is possible. In some years, at about 2.4 miles from Foothill Road, a road to the left is well-used and looks better than the main road. However, keep to the right here. About 0.1 mile further a road leads to the right — this dead ends in an open area beside a small stream. Here stay left. About one-half mile further a prominent road leads left, stay right here. From this point the road rises very steeply and at 4.2 miles from Foothill Road, approximately one mile below the saddle, Rumball Creek crosses the road. In recent years no repairs have been made to this road following spring wash-outs and thus, this is as far as most vehicles can progress. Park the mechanical monster and proceed to walk to the saddle. Here red and white arrows indicate the trails in both directions.

To the west peak: The trail to the west peak is straightforward, going upward, passing the end of a swampy lake, then leading to the top of the cliffs of lava which cap this part of Mt. Ida. A short hike along the top of the cliffs brings the hiker to an open viewpoint. From here the trail descends to its western terminus (see Nature Trail Route) but most people prefer to retrace their steps to the saddle and hike to the east peak also. Distance from saddle — west peak: about one mile. To the east peak: the hike to the east peak is longer. Follow the arrow indicating the position of the trail. It descends to a swamp and after a distinct right turn crosses the swamp on a "corduroy" type bridge. It then proceeds through the forest, crosses a skid for a short distance, then goes back into the woods. This trail then ascends steadily until the open areas on the south side of the ridge are reached. The east peak is about 15 minutes from the first encountered area of this sort, about 1½ miles from the saddle. Return to saddle and then to vehicle.

Variation: After attaining the eastern summit the hiker could follow the Nature Trail route down to its terminus at Boutwell Road.

**Nature Trail Route** — this route begins at Boutwell Road (40th St. S.E.) on the east, climbs in westerly and southerly directions to the east peak, traverses east and west peaks and descends either to Silver Creek or Reid's Corner.

To reach the start of the route, drive east of Salmon Arm on the Trans-Canada Highway about one mile to South Broadview. Turn right and follow South Broadview (which turns into Auto Road) to 40 St. S.E. (formerly Boutwell Road). Turn right and proceed about ½ mile to the end of Boutwell Road. Do not cross the culvert and join the intersecting road but park before the culvert. A V-shaped pedestrian gate on the



right hand side of Boutwell road is the entrance to the Nature Trail. Alternately, drive further on Auto Road to 40 Ave., turn right and drive 0.2 miles to the intersection of 40 Ave. and 40 St. Park, and proceed on foot through the pedestrian gate.

**Boutwell Road to the East Peak**—The first two miles of the trail follow old logging roads and skids to approximately 3350' in elevation (trail begins at 1850'). In general the route is straightforward, where prominent turns or switchbacks are made and usually white or red and white arrows point the way. However, various unused roads and old logging skids intersect the trail and some confusion is possible in several places. For the first ¼ mile a fence parallels the trail on the right. Approximately 100 yards past the end of the fence is a prominent fork: keep to the right at this point as indicated by the white arrow on a tree. 250 yards further is a left turn with two skids leading upward, one 6' higher than the other. These join in a short distance but the lower is recommended. Several turns in the trail bring the hiker to a small clearing at about 2550'. The trail is the prominent track to the left as indicated by the white arrow on a stump about 8' above the trail. This part of the trail proceeds in a southerly direction another 300 yards, turns again westward (and always upward). Several minor direction turns follow in the next half mile, one with the ubiquitous red and white arrow letting the hiker know that the correct route is being followed. At 3000' altitude the trail changes direction to the south, follows this for 300 yards then zigzags westerly again for 100 yards to reach the elevation of 3200'.

This is the one place where an error could easily be made. The trail enters a large level area mainly overgrown with 5 - 10 foot high populars. A brief search ahead to the left and right shows two trails. The right hand one is "blocked" with a small log and leads shortly to a well defined overgrown road. This, although tempting, is not the route, Keep to the LEFT on entering the area and follow the overgrown trail adjacent to the cutbank. In 30 yards the trail turns southerly again and is well defined for the next 400 yards, making several indistinct direction changes. At the altitude of 3350' the trail intersects a distinct road in an overgrown



Salmon Arm from Mt. Ida, Bastion Mountain in middle distance, Crowfoot Mountain in background

flat. The distance to this point is 2 miles. The road to the right eventually joins the Cemetery Road, while to the left the road rises, then zigzags down, eventually joining Auto Road (see X-C routes). To locate the Nature Trail proceed left on the road for 60', the trail takes off uphill on the right hand side of the road. A red and white arrow marks the location of the trail. Note: if descending the trail, at this point a short search should locate the downhill track. Do not take either of the roads.

The trail follows skids to new logging (1976), then is newly constructed through some forest and onto the ridge leading to the east peak on newly constructed trail. It follows the ridge to the east peak.

**East Peak to Saddle to West Peak** — See Cemetery Road Route.

**West Peak to West Terminus** — The trail from the west peak is not well marked and seldom used. There are many old logging skids and roads leading in various directions. In the west and south directions tracks lead to the Silver Creek Road in the vicinity of Johnson Road. The intent of the OFY group was to have the trail terminate at Reid's Corner following Mt. Ida around to the west and north.

This part of the route is recommended only for those who have had some experience at finding routes through unmarked territory as there are a number of cliffs in various places at lower elevations which must be avoided.

Note: Data from July, 1976 indicate that the eastern part of the Nature Trail below the east ridge is being logged, hence these portions will be difficult to locate in the future.

## Mt. Ida Face Traverse



One of the more vigorous mountain ski tours in the Salmon Arm area, the Mt. Ida Traverse is well suited for the moderately experienced skier and should take 4-6 hours depending on snow conditions and the pace of the skier.

The Ida Traverse utilizes parts of the Mt. Ida hiking trail, picks up a forestry access road across the northern slope of Ida and then follows the Mt. Ida Saddle road down to the cemetery and Foothill Road.

The Ida Traverse trailhead is located near the end of Boutwell Road (40th St. S.E. off Auto Road S.E.) just past a white house and several farmbuildings. The trail begins on the right side of the road and a white V-shaped pedestrian gate. After crossing the fence at this point, continue southwestward parallel to a fence and an open field. Within 200 feet of the trailhead the trail enters hemlock forest but it still parallels the fence. In heavy snow years windfalls and snow-laden trees may impede the skier's progress in this portion of the trail. Within 20 minutes the trail becomes steeper and a former logging road is utilized. This part of the trail has been marked at certain intervals by white arrows and the vegetation growth shrouding the trail is predominantly willow.

Within one hour of the trailhead, glimpses of the South Canoe area should be seen. Continue ascending on the most prominent trail for **at least** another hour or until a relatively large, flat landing area which is surrounded by extensive willow growth is reached. See Nature Trail route.

From the landing area, follow the well-slashed road to the right and continue in a predominantly westerly direction. In this segment of the trail the prevalent slope is downhill with only the occasional uphill run. Within 1½ hours the Mt. Ida Saddle road should be reached. Turn right and continue downhill on this road but exercise caution on the sharp turns and switchbacks due to overhanging branches. Total time for this 4 mile downhill run to Foothill Road should be less than an hour.

General Comments: Due to wide-ranging often fluctuating snow conditions and the steep ascent the skier should have an adequate knowledge of waxing for climbing. In addition, the skier should be aware of the much greater snow depth and the usually more adverse weather conditions at the higher altitudes of the trail. Taking the necessary precaution of allowing oneself enough time to compensate for possible difficult snow conditions should reward the cross-country skier with one of the longer, more exhilarating and challenging downhill runs in the Shuswap area.

## Trilam Highline Circuit MAP 1

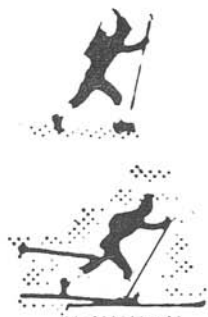


For those skiers wishing a somewhat shorter trip than the Mt. Ida "Face" Traverse, this route offers a fine combination of fairly steep ascent and sustained downhill running. For the most part, the route is on the east slopes of Mt. Ida and at altitudes which usually ensure good snow conditions. The circuit begins as for the Mt. Ida Traverse (which see) and

continues with it for 1½ miles to the open "flat" (3360') about 400 yds. beyond the cabin turnoff. At the southwest corner of this "flat", a prominent junction is reached, the Mt. Ida Traverse route turning right and north, and the Trilam Highline circuit proceeding on a road left and uphill. Follow this road uphill for 300 yds., passing the Mt. Ida hiking trail turnoff enroute. The character of the trip then alters dramatically and begins a continuous, in some places steep, 4 mile descent, bearing south, east and finally north past new homes and the mill to reach Auto Rd. immediately west of the Trilam building. The circuit is completed by walking or skiing, depending on snow conditions, ½ mile west on 40th Ave. to intersect the end of 40th St. where vehicles are usually parked. If snow conditions are poor, such as in late February, care should be taken on the lower portions of the descent.



## Little Mountain MAP 2



Little Mountain combines an outstanding opportunity for short, family hiking with a superb viewpoint of the Salmon Arm area, all conveniently located right within the Salmon Arm District boundaries. For these reasons, the mountain represents a major "greenbelt" area and an obvious priority for protection against encroaching development. At present (1976), the Salmon Arm council, the community at large, and in particular, the many schools in the district that use Little Mountain as an Environmental Education resource, appear to favour such protection, but as yet, it has not been formalized.

The mountain is best approached by driving, cycling or walking south of the Trans-Canada Highway on South Broadview Ave. to the "5 corners" junction located about ½ mile south of Shuswap School and the fire-hall. Proceed east at this junction along Martin Rd. about ½ mile to a prominent, pull-off area on the north side of the road (sandy cut-bank). A trail system begins at the east end of the parking area, at the top of the cut-bank, at first contouring through forest on the east slope of Little Mountain and then (5 min. from pull-off area) turning left at a well-marked junction and ascending rapidly west to the open summit viewpoint. The right, lower fork in the trail continues along the east slopes in thick, shady cedar forest, gradually climbing to the summit viewpoint from the northeast. Another trail leaves the summit in a northerly direction and descends to the housing development access roads northwest of the mountain. Other, less-marked trails, leave the northeast slopes and meander east toward Highway 97-B, traversing some private property en route. Those trails leading to the summit area can be done as circuits and in various combinations, all admirably suited to family outings. Because of the fragile nature of the slopes and the intense use that the area receives, all visitors are requested to keep to the established trails.



**Why did we do that rain dance last night?**

## Lakeshore Skiing in the Vicinity of Salmon Arm



Shuswap Lake freezes near the shoreline most winters and is often then covered with snow. Although in mild weather the lake surface becomes wet, in the colder snaps this area offers relaxed touring for the entire family, especially when the cold combines with new fallen snow.

Any place along the shore is good, although access may be difficult due to fences, banks or the railway. One good starting place offering few obstacles starts west of the abbatoir on Beatty Street; the route then goes west through a stand of large trees and out onto the lake. The skier can proceed as far as desired towards the Salmon River delta and return via his own track or make a circuit further out or closer to shore.



Lunch time! Fly Hills.

## *Fly Hills Lookout* MAP 1



This pleasant drive involves travelling through the Gleneden burn area onto the summit of Fly Hills, a mountain which is criss-crossed by numerous logging roads and boasts at least two reasonable quality fishing lakes as well as a magnificent view of Salmon Arm and surrounding area. The round trip to the Fly Hills lookout from Salmon Arm takes about 2½ hours to complete, providing that the road is in good condition all of the way. Sometimes the last one-third mile of road to the lookout is washed out, making it necessary to hike this short distance to the summit. Approaching the Fly Hills Lookout from Salmon Arm one must travel west on the Trans-Canada Highway for two miles until coming to the Silver Creek road which turns left off the main highway across the Salmon River bridge. Continue down this road and 200 yards after turning south you will see a well-travelled road going up Fly Hills to the right. Follow this road about one mile until it forks twice. Take the left fork both times and continue up the mountain for about seven miles until you reach the summit where the road forks again. This time take the right fork for about three miles and then turn right again when it forks; at this point you can see the relay tower on the lookout to the right. Continue along this road for about 1½ miles and you will have reached the lookout. Don't forget your camera.

If the main road to the height of the Fly Hills remains passable, the route to the lookout and the adjacent high country provide outstanding cross-country skiing from the middle of November on.

## *The Eden Fire* MAP 1

"40 Homes Destroyed as Flash Fire Rages Through B.C. Forest",... "Forest Fire Still Raging in Fly Hills" — so ran the headlines of the Toronto Globe and Mail and Salmon Arm Observer in mid-September, 1973. This tragic fire, viewed today as a blackened arc across the entire western horizon above Salmon Arm, was deliberately set by logging companies and the B.C. Forest Service as part of annual burning of logging "slash" and debris. According to Forest Service statements, "unusual weather circumstances" then caused the fire to go out of control. District residents were saddened and alarmed at the blaze, which, at its height, extended for 12 miles, burning over 15,000 acres, and fanned by 50 m.p.h. westerly winds, descended to the valley where it destroyed homes, farm buildings and livestock. After the 10 day blaze, alarm turned to anger at the B.C. Forest Service policy of intentional "slash-burning" despite the dry summer conditions that year. Many concerned residents questioned the wisdom of the waste involved in logging practices which "necessitated" slash-burning while others criticized the government response to those homeless and suffering property damage as a result of the fire. Despite widespread discussion and investigations, the issue of "to burn or not to burn" was not resolved, and intentional, eye-stinging, lung-clogging, scenery-obscuring fires still tarnish the Shuswap landscape each autumn. To the thousands of visitors and Salmon Arm residents, the topsoil-diminished Fly Hills remain as a blackened reminder that economic convenience does indeed dominate every aspect of our lives. Meanwhile, natural repair of the damage in the form of ecological succession is slowly underway, assisted greatly by aerial grass-seeding following the fire, and today's visitor may find much of interest in these processes of recovery.

## Gardom Lake Area MAP 3



This area, south of Salmon Arm, receives more snow than Salmon Arm due to its elevation. Thus good cross-country ski touring is available here earlier in the season. The area south of Gardom Lake has a network of old logging routes, any one of which can be followed with the return along the same track.

To reach the area drive about 8 miles east and south of Salmon Arm on Highway 97B. Turn right at the Gardom Lake sign and follow this road 1.2 miles to the east end of Gardom Lake and a prominent fork. Take the left hand fork for 0.4 miles to the end of the public road at the Bible Camp sign.

A short tour is to ski along the extension of Glenmary Road from Gardom Lake to the extent of snow ploughing up from Enderby. Park at the end of drivable road on the south side of the lake. Proceed to the Bible Camp sign. A road switchbacks uphill and to the left. Follow this on the widest track past some open logged knolls and various side logging skids to where the ploughing from the other side is encountered. This is a little over a mile most years. Then retrace the outward route back.

Another enjoyable tour is around the shore of Gardom Lake criss-crossing from one side to the other if desired and poking around the islands. This should be attempted only when it is known that the ice has sufficient depth to support a skier's weight. Watch for ice fishing holes and slushy snow!

Both these tours are short but when combined make a pleasant afternoon for the whole family.



Gliding along.



Grandview Bench homestead.

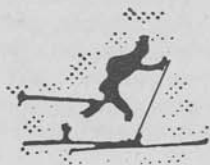
## **LARCH HILLS — GRANDVIEW BENCH**

The Larch Hills is the range of forest covered hills west of Mara Lake and extending south from Shuswap Lake for about 15 miles. The southern end of these hills, called the Grandview Bench, is the site of many farms and homes. The hills themselves however, remain under the jurisdiction of the British Columbia Forest Service and extensive past and present logging is evident. Although hiking in this area is not particularly pleasant, the many logging roads of varying lengths provide fine cross-country skiing when snow covered. However, the skier should be warned that these roads form a confusing maze. A straightforward well-marked route in the summer, when covered with snow, can be indistinguishable from those tracks that are overgrown with small bushes. Map reference: Shuswap Lake, 82L/NW.





MAP 4: Larch Hills Cross-country Ski Routes and Annis Mine Hike.

*Notes*

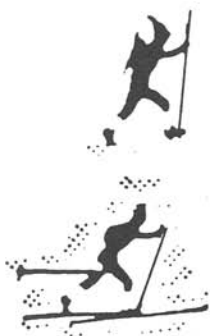
## *Access to Edgar Road Starting Point*

The trails described all start from Edgar Road near the Mara Meadows. Take Highway 97B to Grandview Bench Road. Follow Grandview Bench Road to Edgar Road (about 3.4 miles) and thence north on this for about two miles. At this point Edgar Road turns sharply northward just past the Cadwell Farm. Here, the wider places are suitable for parking and the several cross-country ski routes in this area start nearby. Distance from Salmon Arm is about 13 miles.

## *Mara Meadows Ecological Reserve*

Edgar Road turns north at the Cadwell Farm and eventually leads to Mara Lake. For the first 3 miles past the Cadwell farm, an area to the east is known as the Mara Meadows. Far from being a meadow, this area is a bog noted among nature lovers for its unique flora. As well as the usual wet area flora indigenous to these parts of B.C., there are several plant species not commonly found in southern B.C. and one not found elsewhere west of the Rockies. Thus, 160 acres of the "meadow" area was included as one of B.C.'s ecological reserves. The boundaries of the reserve are not clearly located in the field; map 4 shows the location however. Although observation and non-mechanical use of the area are permitted, the user is urged to exercise caution in order to retain the unique natural features of this area.

### *Mara Meadows*    MAP 4



An ecological reserve and swampy in the summer, Mara Meadows makes a fine area for cross-country skiing for most of the winter. There are several old logging roads which have been fairly well maintained and are perfect for family outing types of skiing.

Turn off onto Grandview Bench Road which leaves Highway 97B 7.7 miles from the stoplight in Salmon Arm. Follow this road easterly for 3.4 miles to Edgar Road which turns left or north. After 2.0 miles there is a wide space in the road, usually well plowed. Cars may be left here and skis donned.

One trail starts immediately at this point and heads downhill through a farmer's field, through a gate and straight down a logging road. This gentle grade continues for about half a mile, when one comes to the southern tip of the meadows themselves.

There are two alternatives at this point.

One is to continue straight ahead along the logging road which goes for another three miles and has several challenging but short hills. The return trip is exciting because of these.

The second is to turn left going onto the meadows themselves. If there has been an adequate snowfall, this route is good. Being flat, it allows one to either stroll along enjoying the quiet, or to practice one's stride and pace at a more strenuous level.

NOTE — The meadows themselves are in an ecological reserve which means that we are trying to protect the habitat. Do not cut, pick or burn anything. Leave as clean as you found it.



After the storm.

### *Edgar Road to South Canoe* MAP 4



This route is a fine outing for a short day's skiing. Arrangements for transportation at the west end should be made before starting. Proceed to the Edgar Road starting point. About 100 yards before the parking area is reached a logging road proceeds north. Usually a small sign "Canoe" is on a tree at the junction. Follow this road steadily uphill for about 1.5 miles (600' elevation gain) to an abandoned homestead at about 3100' elevation. Continue past the homestead until the second sidetrack to the left is found at approximately 3200'. Follow this track, staying on the wider trails — usually the right hand ones, until the divide is reached at 3600'. About ½ mile past the divide the trail gradually turns south and then west. Keeping on the prominent downhill track will bring you to the east end of South Canoe Road (10th Ave.) in the vicinity of Metford Dam, one mile east of Highway 97B. Total time 4-5 hours (if breaking trail).

### *Edgar Road to Canoe*

MAP 4



An interesting one-way ski tour can be made by following the old logging roads along the length of the Larch Hills from Edgar Road to Canoe. The main part of the route is through open, logged-off areas but at the "top" there is a beautiful stand of mature forest and excellent views of Shuswap Lake are found on the descent to Canoe. Arrangements for transportation at the end should be made before starting. Drive to the Edgar road starting point. About 100 yards before the parking area a logging road proceeds north. A small sign "Canoe" sometimes marks this road, and lately, pink flagging with "X-C: Canoe" has been placed at the beginning of the road. Follow this road about 1.5 miles to an abandoned homestead (steady uphill), then past the homestead another

1.2 miles where a fork with a track to the left is encountered. Stay on the right hand track (pink flagging marked as before, here) for about three quarters of a mile. While travelling this distance a small knoll will be seen ahead and to the left of the route, and at the  $\frac{3}{4}$  mile point you will have almost rounded it on its east side. At this point, the skier encounters a junction, with the major road proceeding ahead and a narrow road taking off to the left up and around the knoll (altitude about 3475'). Take this left hand turn which is also marked with pink flagging. Follow this to the next major junction  $1\frac{1}{2}$  miles further, passing en route at 1 mile a prominent right hand junction marked "Mara". At the  $1\frac{1}{2}$  mile junction (altitude about 3859') and 4.8 miles from the start, again take the left hand route. Here the left hand route is marked by "Canoe" flagging and the right hand one by "Larch Lake" flagging. Continue through open, logged hills and in another  $\frac{3}{4}$  mile enter a mature cedar-hemlock stand. At 1 mile from the junction the route passes an overgrown track to the left and at 1.8 miles (one mile into the forest) a prominent right turn is encountered (distance from start 6.7 miles). Yellow and red flagging as well as blue paint are on the trees on the right-hand road. Straight ahead, however, is a narrow, somewhat overgrown track. Take this track, continuing uphill for another  $\frac{1}{2}$  to  $\frac{3}{4}$  mile and reaching the top at about 4200'. The route then follows numerous switchbacks downhill to Canoe. On some of these switchbacks Shuswap Lake is clearly visible below. Although there are a number of alternate routes going down, staying on wider trails and generally continuing down will lead the skier to the parking lot above the Canoe mill. Total distance: about nine miles.

### Larch Lake MAP 4



This tour makes a long day's outing by itself or can be combined with a one way tour to Canoe.

Travel via vehicle to the Edgar Road parking area. From there follow the "Edgar Road to Canoe Route" about 4.8 miles to the "last junction in the open", where the left hand route is flagged "X-C: Canoe" and the right hand one "X-C: Larch Lake". Take the right hand and lower road here and follow this through the open area, then a short distance through a stand of trees, then open again to the first forks encountered after the trees at nearly a mile from the Canoe route. Flagging "X-C: Larch Lake" on the left fork indicates the route to a small lake about 3950' altitude and about  $\frac{1}{2}$  mile further. Return to the Canoe route and thence to Edgar Road or else continue to Canoe. Return to Edgar Road: 12.5 miles.

### Annis Mine MAP 4



An interesting half day's outing for the whole family is a drive/hike to the old mine site above Annis Bay at the north end of the Larch Hills. Drive 14 miles east of Salmon Arm on the Trans Canada Highway to a point one mile past mile post 429. Take the gravel road to the right which starts steeply uphill and follow this for about 2 miles. The mine buildings are on the right and the mine shaft about  $\frac{1}{2}$  mile further on the left. Some two-wheel drive vehicles could go all the distance but since it is a short drive, driving until the end of what is reasonably feasible then hiking the remaining distance is a better choice.

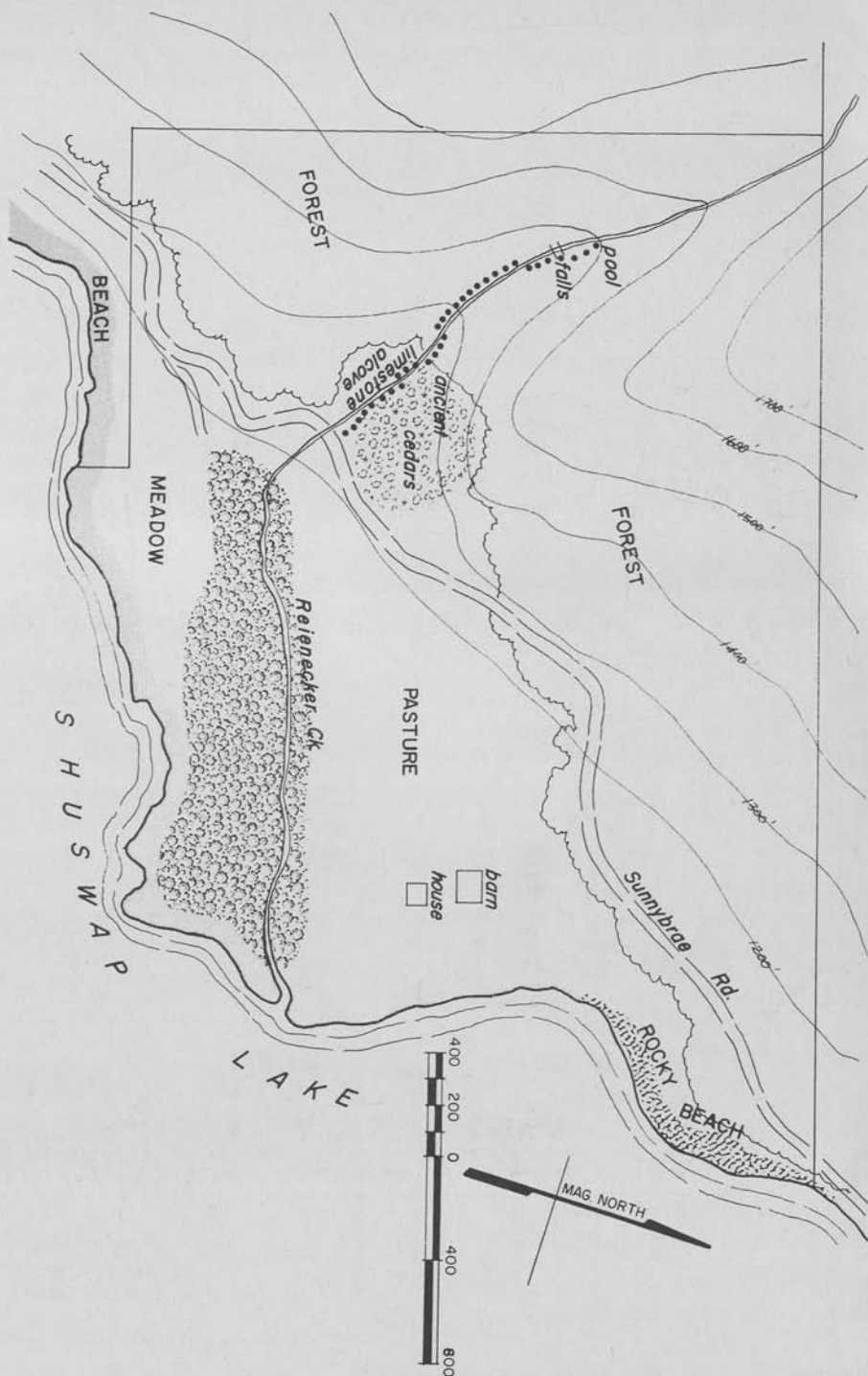
In winter the road is not ploughed and makes a short but steep cross-country ski route. Park at the highway then follow the road as described.



On the trail.



MAP 5: Trails in the Sunnybrae and White Lake Areas.



MAP 6: Herald Park and Trail to Reienecker Falls.



# SUNNYBRAE

Sunnybrae is the area bordering the north side of the Salmon Arm of Shuswap Lake. To reach the area follow the Trans-Canada Highway west from Salmon Arm for about 9 miles, until Tappen is reached — a lumber mill and Co-op store mark this location. Approximately ½ mile further a narrow, paved road leads to the right, marked with a white road arrow "Sunnybrae". As well, various commercial signs advertise tourist resorts at this junction. Turn right on this road to reach the Sunnybrae area. Map reference: Shuswap Lake 82L/NW.

## *Bastion Mountain* MAP 5



A fantastic view of Salmon Arm and area is afforded from the summit of Bastion Mountain north of Salmon Arm. At this point a sheer cliff rises 2000 feet above the lakeshore providing a natural vantage point for those hikers hardy enough to reach the summit. This hike is about 12 miles long and takes a good six hours to complete; not including rest breaks during the trip and the mandatory stopover at the top. This trip is not recommended for groups with small children along, and people completing the trip should be in reasonable physical condition with moderate hiking experience. To reach the trailhead turn

off the Trans-Canada highway at Tappen and travel east about 4½ miles up the Sunnybrae road until you reach the section of road below the cliffs. Follow the road up the mountain to the left about 100 yards and park your car; it is no longer possible to drive up to the summit as the road has caved away one-third of a mile from the trail-head.

## *Sunnybrae Picnic Area*

This is primarily a canoeing, swimming, and picnicking area located along almost ½ mile of beach, 2 miles east of Sunnybrae turn-off. From Salmon Arm, drive 10 miles west to the Sunnybrae turn-off and then turn right following the shoreline of Tappen Bay for 2 miles to a prominent pull-off road to the right.

## *Reienecker Creek* MAP 5



Reienecker Creek, with headwaters less than 2 miles from White Lake, flows 7 miles south into Shuswap Lake between Ashby and Paradise Points. Because of this close proximity to White Lake, most hikers and X-C ski tourers prefer to begin their outings on the White Lake Side and dispose of the altitude gain early.

For approach and route details, see WHITE LAKE. The upper 3 miles of the Reienecker Cr. valley are a tangle of swamps and ancient logging debris and should be avoided by hikers via the west road.

## Herald Park and Reienecker Falls MAP 6



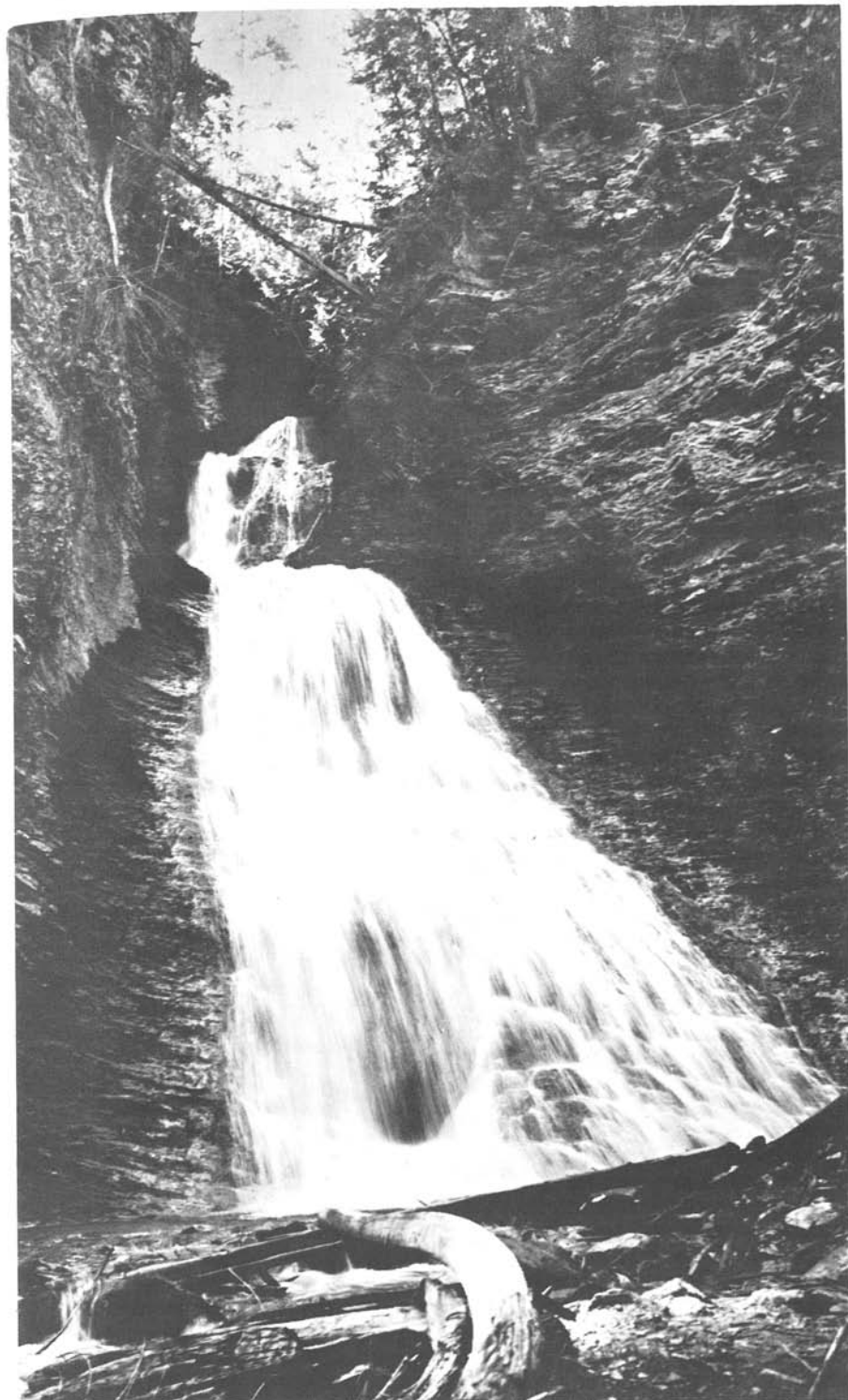
Who of us has not thrilled to the feel of Reienecker Falls cool, delicate spray as it dances down from its lofty cleft? Or gazed in peace at the timeless quality of its moss and fern-framed water curtain? In all seasons, the narrow gorge of Reienecker Creek, so patiently fashioned over the millenia by the primal forces of gravity and water, must surely be the gateway to another world, or at least to another consciousness. For it seems that descending the shoulder of the Sunnybrae Rd. leaves behind the madness of the dollar-driven technological world of feverishly manufactured things; the so-called "reality" of growing up, going to school, getting a degree, getting a job, making money, "keeping" a wife, being cool, keeping up with next door — in other words, "getting yours". (And who among us doesn't instinctively know already that these "realities" must be re-examined before — in the words of Aldo Leopold — "we're all soon dead of our own too much"?) In passing quietly along the stream, through the primeval alcove of ancient cedars and among the rich green patterns of thimbleberries and devil's club, there is a sense of being softly and organically at home. The trail asks only for the natural energy and grace of any healthy human animal and soon the white-sound music of the falls brings the hiker to their base.

The falls are only one attraction of the area, however, and magical as they are, the visitor is also well-rewarded by trips in the magnificent woods bordering Reienecker Creek in the delta area, and along the one mile of sandy, Shuswap Lake shoreline. The forest is particularly rich in its variety of tree species and birdlife, making it ideal for family nature walks, and the beach area has all the features for carefree canoeing, swimming and lake-watching.

Shuswap residents are fortunate to have such an outstanding natural resource close at hand, for it was only in July, 1975, that the provincial government acquired and designated the falls and surrounding area as a Class A Provincial Park. This decision, in turn, was made possible through the gracious generosity of the pioneer Herald family who made the property available. At present, the 162 acre site is undeveloped insofar as visitor facilities are concerned, and future management will require careful decision-making by the government. The authors agree strongly with Miss Jessie Herald, who has lived all her life on the property, that its best use will be for day outings, picnics, swimming and enjoyment of walking trails — that is, non-mechanized use. In speaking with Miss Herald, it is quite obvious that she understands and loves the land in a way that only a life-long resident can, and rather than yielding to considerable pressure from land developers to sub-divide, she chose to share it with the people of the Shuswap. It should be noted that Miss Herald will continue to reside on the property and the authors trust that visitors will respect her privacy.

The park is reached from Salmon Arm by driving 9.7 miles west to the Sunnybrae turn-off and following the Sunnybrae road for 7.3 miles. A prominent turn-off to the right leads to a parking area from which the falls, beach, or thickly wooded area of the Reienecker Creek delta can be reached by foot-travel. (Reienecker Cr. flows under the Sunnybrae Rd. one-tenth of a mile beyond the turn-off). The trail to the falls begins on the east bank of Reienecker Cr., immediately north of Sunnybrae Rd. The falls may be reached in 20 min. by this route. At the falls, interest in their higher levels and upper Reienecker Cr. itself, may be aroused. By scrambling up the dry gully north of the base of the falls, experienced hikers can follow a steep and rugged route to a wooded ridge near the top of the falls. The view of the falls is not as good as from their base, however, and the route is only useful for excursions farther up Reienecker Cr. (or even, in a long day, continuing over to White Lake), or as part of a circuit back to the Sunnybrae Rd. west of the creek via a crossing of R. Cr. ¼ mile north of the ridge and descent on an old road.

An alternate and much more enjoyable approach to the park, at least in summer months, is by canoe from Canoe Beach, 5 miles east of Salmon Arm. The relaxed paddler may then, in 30-40 min., cross the lake directly to the park area and savor its attractions unimpeded by a 34 mile round trip in heavy traffic.

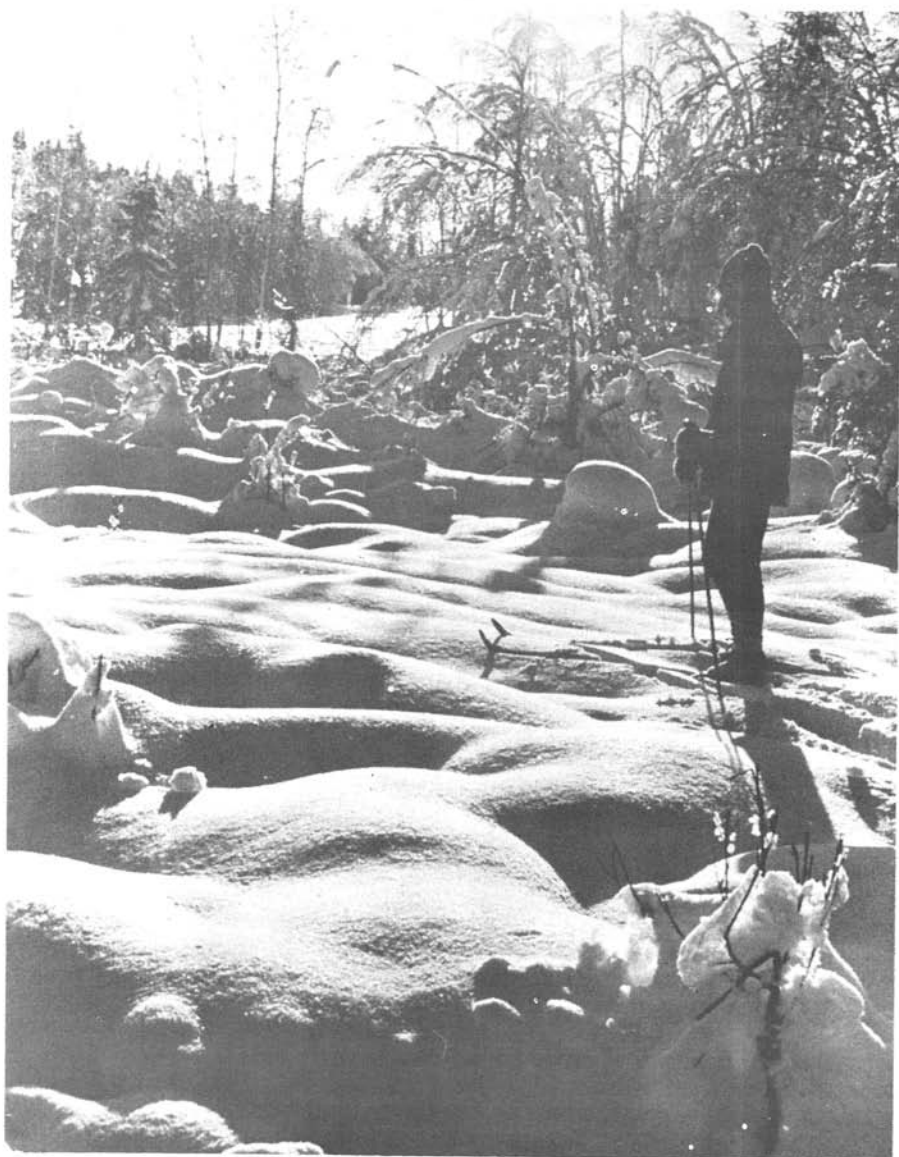


**Reienecker Falls, Herald Park.**

## *Paradise Falls*    MAP 5

For those who enjoy the Sunday drive, short hike trip, or for those cyclists ambitious enough to tackle the last few gravelled miles of the Sunnybrae Road, Paradise Falls awaits. A short enjoyable family hike, the trail to Paradise Falls begins at the end of the Sunnybrae Road. From this point, hike up the left side of Bastion Creek until you come to a well-trodden path. The path is clearly marked and it's easy going. It is about  $\frac{1}{2}$  mile to the Falls.

NOTE: This was rechecked in 1976 and it was discovered that Totem Pole Resort, a strata-type development, has fenced the trailhead off and posted NO TRESPASSING signs. For those who wish to defy this flagrant act of attempting to discourage the use of this trail, please keep in mind that the Falls are located on Crown Land.



# WHITE LAKE

White Lake is a small lake nestled in a valley between the Salmon Arm and the main arm of Shuswap Lake. The Lake is surrounded by small farms and homes, many of hand-hewn squared off logs built by pioneers from Finland.

To reach the White Lake area, follow the Trans-Canada Highway west from Salmon Arm for about 12 miles. The highway takes a prominent curve to the west but a narrow paved road continues north  $\frac{1}{2}$  mile past Carlin School. This is White Lake Road and following it will take you to the southern end of White Lake at the White Lake Community Hall. Map reference: Shuswap Lake 82L/NW.

## White Lake Nature Trails



The delightful nature trail above White Lake was constructed in 1974 with funds from an LIP grant by local residents of the area. The trail provides some good overviews of the lake as well as passing through a variety of vegetation from second growth timber on abandoned logging roads to remnants of virgin forest.

The take off point for the nature trail is the White Lake Park on the north side of White Lake, 2 miles from the White Lake Community Hall which is at the west end of the lake. To reach the trail's beginning enter the Park and leave your vehicle there. A sign on the north side of the roadway indicates the beginning of the trail. The trail crosses the main road and, after about 10 minutes of walking, a junction is reached. The sign "East Bend, Ogawa Camp" marks the junction.

The main nature trail is the East Bend Trail. In general, this goes eastward and upward some distance, switches back up an abandoned logging road, then follows a westerly course about 800' above White Lake. In the lower part, logging skids and roads were used to advantage in the trail construction. Details of the Route: Junction at about 1680' elevation, proceed eastward on trail and skid road, encountering 2 switchbacks until a road is reached at about 2020' (about 25-20 minutes hiking time). Turn left on this and proceed steeply uphill for 10-15 minutes. At about 2200' elevation a blaze on a tree off the road to the left indicates the position of the trail. Here the trail turns westward and for the remainder of the distance parallels White Lake. Follow the trail, it is not distinctly located but can be found with no undue difficulty. It goes through several open areas, rising steadily, and thence through a wooded area. Then about 20-30 minutes from the blaze, the trail follows the bases of some low bluffs at 2300'-2350'. The trail ends 3-5 minutes walk past the sign "Cougar Craig" at 2370'.

The hiker is advised to retrace the upward route on the return. However, for the ambitious explorer the trail continues vaguely marked, then as a series of blazes. Various logging skids can be followed to reach the White Lake road. No definite routes are marked.

Trail to Ogawa Camp: From the junction follow the trail to the left. In 5 minutes it joins a logging skid and in a further 5 minutes leaves this. 20 minutes from the junction the trail joins an abandoned logging road. Here, any directions are lacking but the skids can be followed in various combinations.

## South Shore Walk MAP 5



This is a gentle family outing of about 3 miles along an old grass-covered forestry road up from the south shore of White Lake. The route is mostly through cedar-hemlock forest, and at one point, traverses an extensive 30 year old burn where the hiker can observe fire succession vegetation. Near the eastern end of the lake, the old road connects with the drivable north shore road (3 miles from White Lake Provincial Park). In a winter of sufficient snowfall, this hike becomes a fine X-C ski outing, especially when combined with a return route to the vehicles over the frozen surface of White Lake.

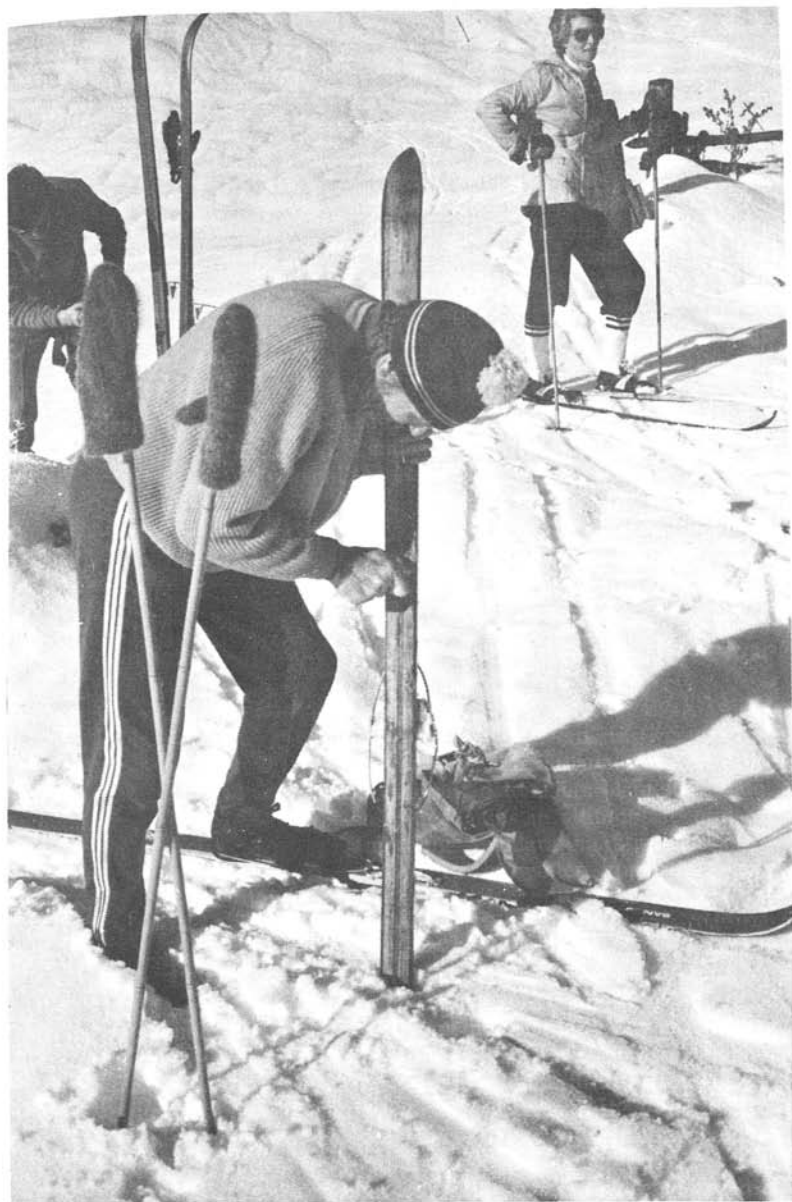
Access to the area is from the White Lake Road, to the Pakka Rd. turnoff (right turn, 4 miles from Trans-Canada Highway), along Pakka Rd., keeping right, and then contouring the hillside to prominent road-end, 2 miles from White Lake Rd. The hike begins straight ahead. On the way in, avoid the steeply-climbing "Stearns Valley Rd." to the right.

## White Lake to Sunnybrae MAP 5



As an X-C ski tour in the classic nordic style, this White Lake to Sunnybrae crossing via the Reienecker Creek Valley is certain to become an annual favorite in the Shuswap. The route is well-suited to skiers of intermediate abilities and comprises sustained gains in altitude, several exciting downhill sections and long, exhilarating stretches of gliding on almost level terrain. In the winter, approach the area as in "South Shore Walk" (which see) to the "Stearns Valley Road" junction with Pakka Rd. (1700'). Ski up this road on a moderate but steady grade, travelling through thick cedar-hemlock forest passing 2 right hand forks, breaking out in 60-70 minutes at the height of land. (2700'). The road drops slightly for about ¼ mile into an

extensive open area where an important "T" junction is reached. After the uphill grind, this junction provides a welcome rest, wax, or lunch stop, especially in sunny conditions. To reach Sunnybrae, ski south down the valley (a right turn from the junction), at first on fine downhill runs, and then emerging into more level meadows and open woods. This terrain continues with short ups and downs for about 3½ miles until an unexpected uphill section is encountered. The route then descends rapidly around several exciting corners and past an old homestead on the left. After this the final downhill section begins. In about ¾ mile the route forks to left and right. Either one leads to Shuswap Lake but the right one is preferred; the left one descends very steeply and rather unpleasantly. The right hand fork exits on the Sunnybrae road in about 1 mile near Ashby Point.



**Getting it smooth!**

### *White Lake Surface* MAP 5

When the ice on White Lake has reached sufficient depth, and the surface covered by snow, White Lake makes a good place for a few hours of fun on the skis. The flat surface gives good stride and glide practice and starting at the Community Hall, the skier can go as far along the lake and back as desired.

## Eagle Bay to White Lake MAP 5

An enjoyable day of hiking or skiing can be undertaken following the unused logging roads from Eagle Bay on Shuswap Lake to the north-east end of White Lake, or the reverse. If going with a group, placing one vehicle at the end of White Lake for retrieval of the vehicles at Eagle Bay eliminates the necessity of hiking the reverse direction.

To get to Eagle Bay, take Highway #1 to Balmoral Store, 15 miles west of Salmon Arm. Here, turn right and follow the road north, then east to Eagle Bay Post Office, about 12 miles. Turn off onto the first right hand road past the post office, (Ivy Road) in slightly less than  $\frac{1}{2}$  mile. Follow this road, keeping to the left hand, well travelled route until a forks is reached with a

log shed-like building in one angle. Here take the right hand branch. Driving further for another mile at most is possible but this makes a good place to begin.

Proceed on road, which soon becomes narrow and little used, through the forest, gaining elevation rapidly for about  $1\frac{1}{2}$  miles. At about 2200' the divide is crossed and the route then traverses a logged and burned area which is relatively open with many shrubs, deciduous trees and small conifers. Two small streams cross the route, one shortly after the divide and the second about  $1\frac{1}{2}$  miles west of the top. From the divide keep to the right hand branches, generally these all proceed downhill. Near White Lake the route joins the prominent road on the east side of the lake. Here turn right, and cross Cedar Creek, thus gaining the main road on the north side of the Lake. On a hot day a swim in the lake at the White Lake Provincial Park makes a refreshing end to the hike. Hiking distance — 5 miles; hiking time — one way — 3-4 hours.

In winter this is an excellent cross-country ski route and can be skied both ways in one day, even in the short days of winter if a sufficiently early start is made. A good one-way route of about 9 miles is possible by skiing across White Lake or taking the south shore route.





*Notes*



MAP 7: Skimikin Valley Cross-country Ski Trails.

# SKIMIKIN VALLEY



The Skimikin area is located west of the western extremity of the Salmon Arm of Shuswap Lake. It contains several small lakes, swamps and minor creeks. To reach the area drive west on the Trans-Canada Highway for 9 miles to the Tappen area. Just before the overpass (CPR tracks below), a narrow road on the left proceeds to the west. A sign indicates "Skimikin, Turtle Valley". Turn onto this and follow it to a junction with the sign "Skimikin". Follow the road indicated for 6.5 miles to the Skimikin Lake (Dry Lake) area. Map reference: Shuswap Lake 82L/NW.

## *Skimikin Area*      MAP 7

**The Forestry Nursery** — After leaving the Trans-Canada Highway at Tappen Valley turn-off you will travel 5.3 miles to the nursery road which leaves the Skimikin road to the north. About a half mile toward the mountain is a B.C. Forest Service Nursery, which is the farm for raising baby trees for reforestation in this area. It is well worth a visit and is a good spot for starting on some of the ski runs or hikes mentioned below.

**Beaver Dams** — Along the Skimikin Valley Road, after passing Dry Lakes, the visitor may find some of the old, and now abandoned, beaver dams which must have been the basis for the creation of the swamplands and small lakes that fill the valley bottom. You will have to look carefully though, for many of them are badly grown over by now.

## *Skimikin Nursery to Dry Lake*      MAP 7



This flat area covers approximately two square miles and is very good for flat land striding on cross-country skis, or for a quiet walk in the woods on a summer's day. One will see many signs of wildlife and the traveller will feel a sense of being in the deep distant forest while not too far from civilization.

The distance from Salmon Arm is fifteen miles by good road. Leaving the stop-light in Salmon Arm, drive west along the Trans-Canada Highway for 9.5 miles to the Tappen Valley turn-off which is just before a railroad overpass. Turn left and travel for 2.7 miles to the Skimikin turnoff, again to your left. The nursery turnoff is 2.6 miles further. Your car may be left somewhere along the nursery road.

You may pick any of the logging roads to walk or ski along. If you wish, you may head west and will eventually come out at the Dry Lakes where there are picnic facilities, or you may just go around in the woods enjoying them as you see fit.

## Dry Lake Trails MAP 7



This is a lovely area for a family to use for skiing. The trail is short and fairly level, and at the lakes themselves there are short hills and flat runs that are a challenge and provide excitement. Picnic tables make winter picknicking fun and are a place where packs and things can be left while you run the "slopes".

Drive past the Skimikin Nursery turn-off continuing for another 1.3 miles or just before coming to the main lake alongside the road. Here, there are two roads angling away from the main one. This is a good place to leave your car and don the skis. Take the left hand road. Pass the first turn-off keeping still to the left. The trail then curves slowly to the right and will eventually come to a large treeless area, which is where the lakes are. Keep to the ridge between the lakes to find the best picnic area. From here you may either enjoy the short hills, or you may leave to explore the surrounding countryside.

## Fleming Lake Trails MAP 7



In the summer, one can hike up to several small lakes in the vicinity, travelling along well-kept logging roads most of the way. In the winter, it is a challenging climb and downhill run for cross country skiers.

Drive past the Skimikin Nursery road, going for another 4.4 miles. The Fleming Lake road can be seen crossing the flats and going up into the hills to your left. Your car may be left in the area near the cattle-guard. From this point you may climb, exploring several branches in the road, but always going higher. You will need to return down the same road.



# Notes





MAP 8: Hiking and Cross-country Ski Trails in the Little Shuswap-Squilax area.

# LITTLE SHUSWAP — SQUILAX

This is the area west and south of the lower end of Shuswap Lake. Little Shuswap Lake is about 5 miles long and joins Shuswap Lake via Little River. The town of Chase is situated at the west end of Little Shuswap Lake. Squilax Mountain is south of the lower end of Shuswap Lake. To reach the area proceed on the Trans-Canada Highway west from Salmon Arm for about 25 miles. The highway follows the shore of the Salmon Arm to Tappen, then proceeds north for 7 miles and comes to the main arm of the Lake again at about 18 miles in the vicinity of Blind Bay and Sorrento. Seven miles further is the lower end of the lake with a prominent bridge — the Squilax Bridge — crossing Little River. A road on the left before the bridge leads uphill. Once up the hill, turning to the right will take you across the bridge and continuing ahead will go to the Squilax Mountain area. Map Reference: Shuswap Lake 82L/NW.

## *Squilax Mountain* MAP 8



A magnificent view along the Shuswap Lake-Thompson River system near Chase is afforded by this hike. The mountain itself is 4873 feet high and is accessible by a good logging road right to the top where the old lookout still stands, and could be used as a shelter for an overnight dry camp. In the early part of the season, many good agates are to be found, washed to the surface by the spring melt and run-off.

To get there, turn off at the Squilax bridge approach, some thirty miles west of Salmon Arm. Continue straight through onto the unpaved road instead of turning north to cross the Squilax Bridge. Follow the gravel road for 1.9 miles and then turn left or east onto a gravel logging road. The vehicles may be parked at any point along here and the hiking boots warmed up. The road follows up around Squilax Mountain going first around the south side in a spiral. It will be necessary to cross two fences. After about four miles you will come to an old abandoned cabin. Keep to the left here. The road climbs rather steeply from here on, but is good walking and this is the area where most agates are to be found. Keep going until you reach the top. A good family outing although it is a stiff work-out in places.

NOTE — You must cross private property for the first mile or so. The owners have been cooperative but it is always a good idea to get their permission first.

## *Harper Lake X-C Circuit* MAP 8



In January and February, when snow is crisp in the west Shuswap, a trip from Chase Creek to the Trans-Canada Highway by way of Harper Lake is highly recommended. The route gains 600' altitude in 1 mile above Chase Cr. Road, meanders leisurely downhill past Haggen Lake to a lunch spot on the northeast shore of Harper Lake and ends with an

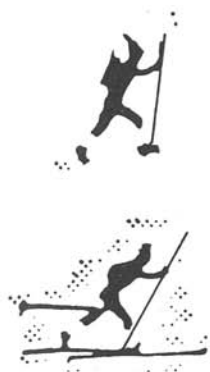
exciting 3 mile downhill run to the Trans-Canada Highway. From Salmon Arm, drive 35 miles west to Chase, then about 3 miles west of town where a vehicle should be spotted at the bottom of the road coming down through the burn, just off the Trans-Canada. With another vehicle, drive back towards Chase and turn right on the Chase Cr. Rd. after about 1½ miles. Follow this road up above the Thompson Valley east and south for about 6 miles, keeping right at the prominent junction a mile 4. Leave the vehicle at 6 miles and ski up a logging road tangent to the Chase Cr. Rd. Climb for about an hour, keeping left at the one major junction. Soon after, the route "tops out", and descends in more open terrain reaching Haggan Lake at the 3 mile point and Harper Lake 1 mile beyond. From Harper Lake, the route skirts the northeast lakeshore for ¼ mile where it turns sharply right (north) and begins an exhilarating 3 mile continuous descent to the Trans-Canada where the "spotted" vehicle is reached.



**Before the run home, overlooking South Thompson Valley  
from Aylmer Lake Trail.**

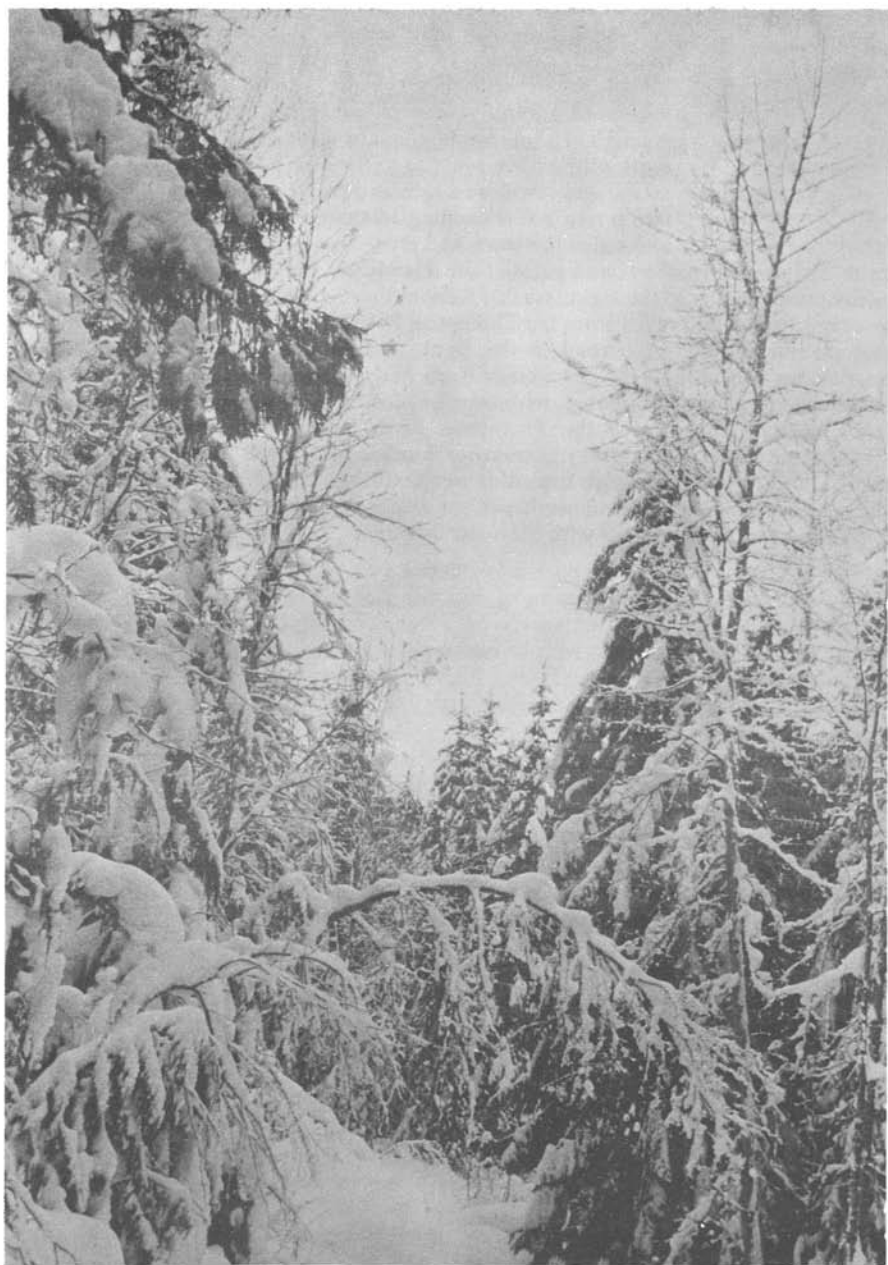


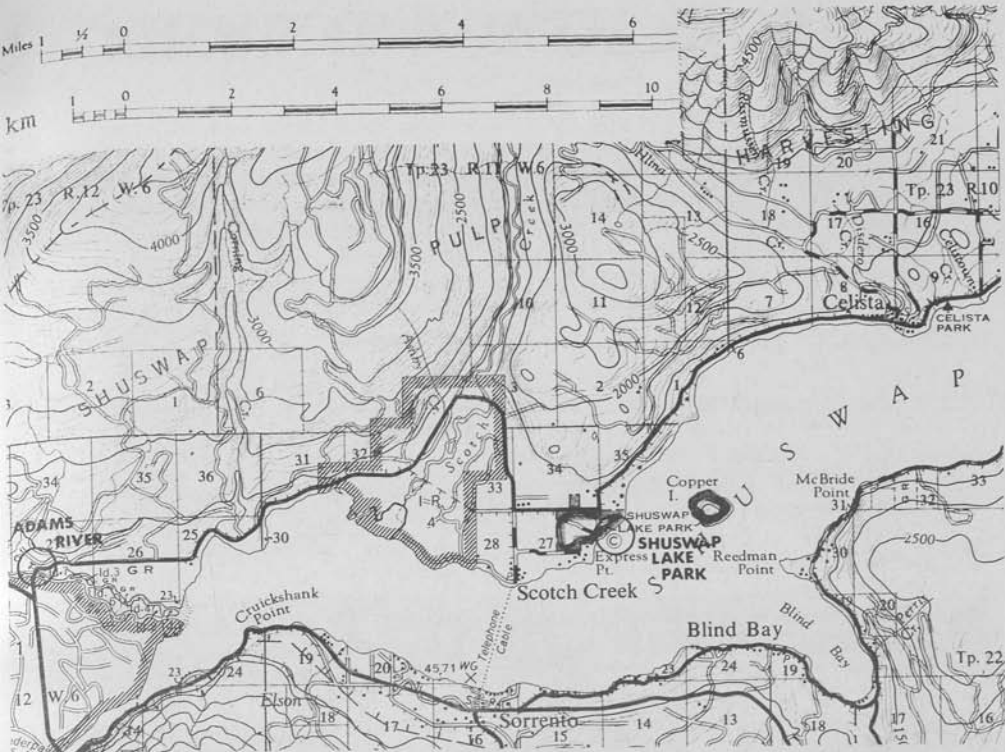
## Aylmer Lake (Star Lake) MAP 8



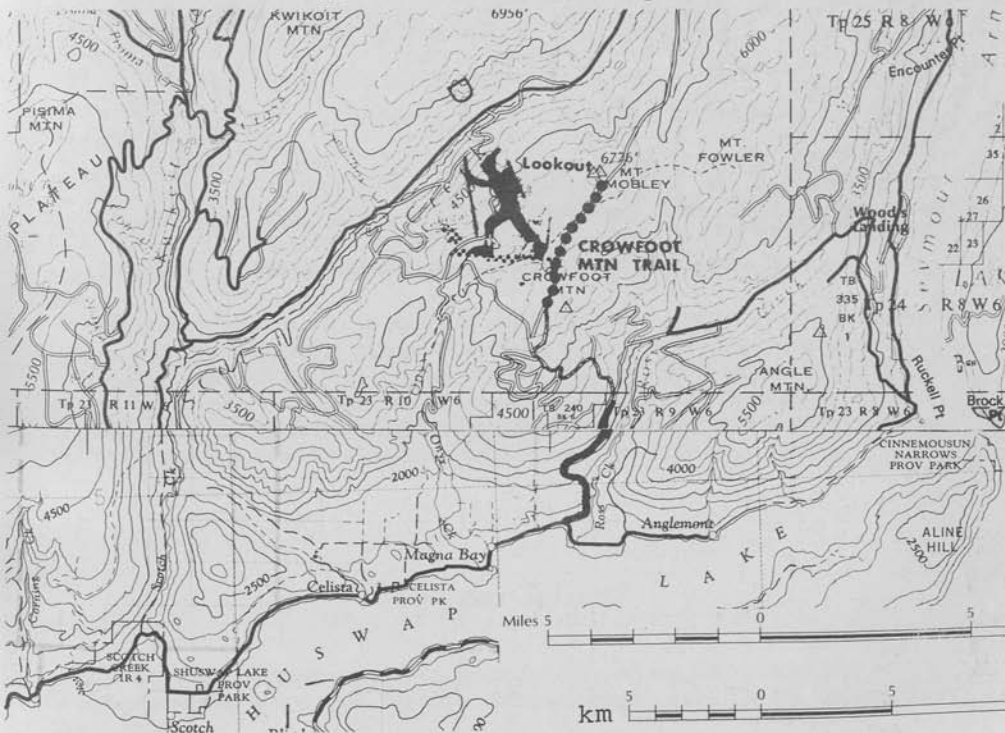
The Star Lake X-C tour is also in the west Shuswap, but it differs markedly from the previously described Harper Lake Circuit in being almost entirely on open, hilly terrain. In terms of overall difficulty and length, Star Lake is also somewhat easier than Harper Lake. However, because of its wide-open aspect and southern exposure, snow conditions must be evaluated carefully, a cool, clear day in late January being ideal. Then, if conditions are good, the rolling country just north of the main route in to the lake offers outstanding practice areas, and it will be a rare skier who isn't lured by these slopes into trying a few exciting telemark turns! Drive west to Chase, and enter the town and cross the Thompson River to the north bank. Follow the road left and parallel the Thompson for 2¼ miles until a series of switchbacks begins to the right (north). Ascend these switchbacks and gain the open, level road about 3½ miles from the Thompson R. bridge. Leave vehicles at this point and ski northeast off the road to the right, at first descending slightly and then bearing up and around the prominent open shoulder to the right. The climbing is sustained for about 30 minutes, with time out for thrilling runs, until a definite road is intersected, high above the Thompson River Valley. Follow this road and its spectacular views of the valley bottom for 3 miles to a lunch stop at Star Lake, the last ½ mile winding through beautiful woods. Some skiing is also possible around the lakeshore to the west and northeast but details are lacking. Return to the vehicles is by the same route, again with time out for runs.



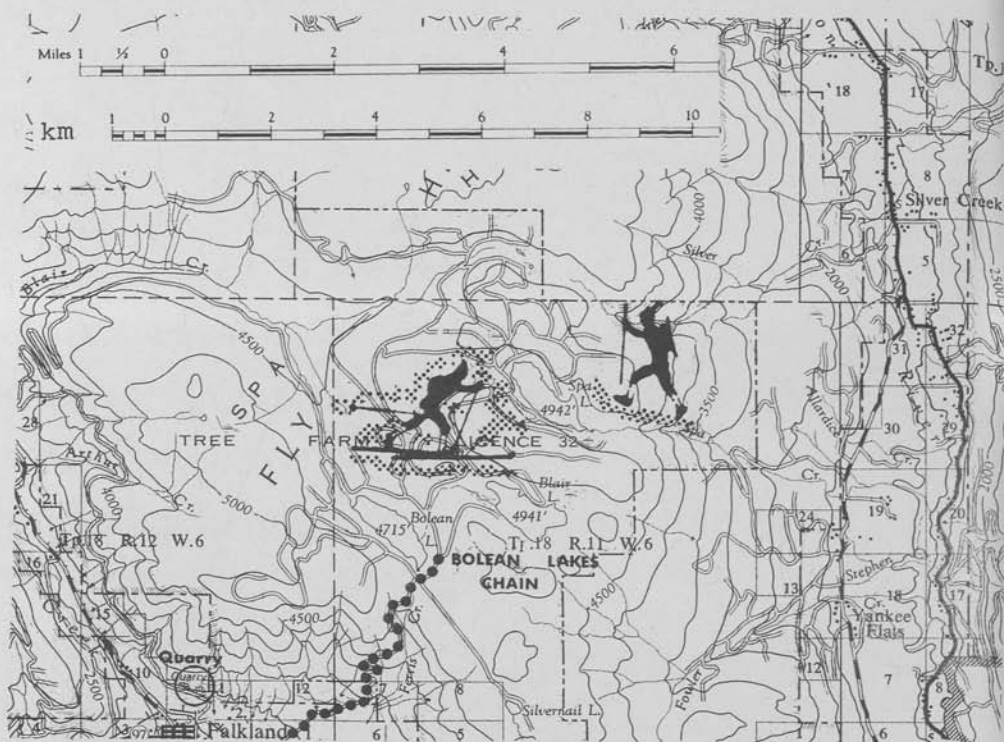




MAP 9: North Shore of Shuswap Lake.



MAP 10: Route to Crowfoot Mountain.



MAP 11: Bolean Lakes Chain, Falkland Area.

# SHUSWAP NORTH SHORE

This is the area on the north side of the main arm of Shuswap Lake. It is well settled with many permanent and summer homes as well as various resorts catering to summer visitors. Celista and Scotch Creek are the main settlements. To reach the area, follow the Trans-Canada Highway west from Salmon Arm for 25 miles to the Squilax Bridge. Before the bridge underpass there is a road to the left. Take this road up for about ¼ mile, then take the road to the right leading over the bridge. Once across the bridge, keep to the right hand road which turns north and follow this to the various locations. Map reference: Shuswap Lake 82L/NW.

## *Adams River*      MAP 9

Thirty miles west of Salmon Arm, across the Squilax Bridge and two miles further one will come to the Adams River, the site of the worlds largest and best known sockeye salmon run.

This run takes place every autumn in October and provides the visitor with a dramatic spectacle as the fish battle for position and mates. Spawning may be witnessed if one is patient. Life then takes its toll as the fish begin to wither and die. It sometimes takes only hours although some tough individuals may last for days, gasping painfully for their last moment of life.

Although this occurs every year, some runs are not as heavy as others. The major run occurs only every four years. At this printing, the last big run was in the fall of 1974.

## *Scotch Creek Park*      MAP 9

This park is twelve miles from Squilax Bridge turn off, and has several points of interest. Firstly, there is a park Nature House and Trail with Park Ranger to explain exhibits. Guided tours of the trail are held in the summer, and are useful in acquainting the newcomer to the types of plants and animals to be found in the Shuswap.

Secondly, this present day parksite was a favourite campsite for the Shuswap Indians. There are several places where old houses have been discovered and archaeological work done. The remains are now only pits but are near the beach and picnic site. An observant visitor could probably find several of these spots.

Thirdly, an accurate reconstruction has been made of the type of house used by the Indians in this area. It is available for all to see and explore.

## *Copper Island*

The access to Copper Island is by water but on reaching the island a trail around it exists providing a fine walk. See Canoe-Kayak Section, page 120 for the complete description.

## Crowfoot Mountain MAP 10



One of the most accessible alpine areas in the Shuswap, Crowfoot derives its name from its three peaks which are said to resemble the foot of a crow.

From the summit of Crowfoot, which is covered with beautiful alpine meadow flowers in the summer, a commanding view of the Scotch Creek Valley and Pukeashun and Lichen Mountains in the north can be seen. It is unfortunate, however, that cattle graze the meadows in the summer as this has, in past years, resulted in extensive damage to the alpine ecology.

To get to Crowfoot, cross the Squilax Bridge, which is located about 30 miles west of Salmon Arm, and drive east on the Anglemont road. Continue about 15 miles on this road until you come to Magna Bay. Drive past the United Church Camp until ¼ mile before the Twin Cedars Resort and then take a left onto a well-used gravel road. Near 3 miles the road forks. Take the left fork (for the curious the right fork goes to Albas) and follow it for about 7 miles at which point the alpine area begins. At this juncture one has almost unlimited hiking possibilities but the most popular hike is to the abandoned forestry lookout on the highest peak, Mt. Mobley. This can be reached by following the well-beaten road for approximately 2 miles (a one hour hike up, 45 minutes down). Near the lookout tower there is an excellent camping area as there are several small creeks scattered throughout this area. Because of the elevation the snowpack is usually not gone until the middle of July.

## FALKLAND

The Salmon River originates at Salmon Lake about 50 miles south and west of Salmon Arm. From the small lake the river flows north-east, at Westwold it turns approximately south-east and for 20 miles is paralleled by Highway 97. At Schweb's Bridge it turns north, leaving the highway, and flows 20 miles to empty into the Salmon Arm of Shuswap Lake.

The area is characterized by dry valley bottoms used for ranching and farming and forested hills up to 5000' high used for logging and ranching. Only one of the many attractions is included in this guidebook. Map reference: Shuswap Lake 82L/NW.

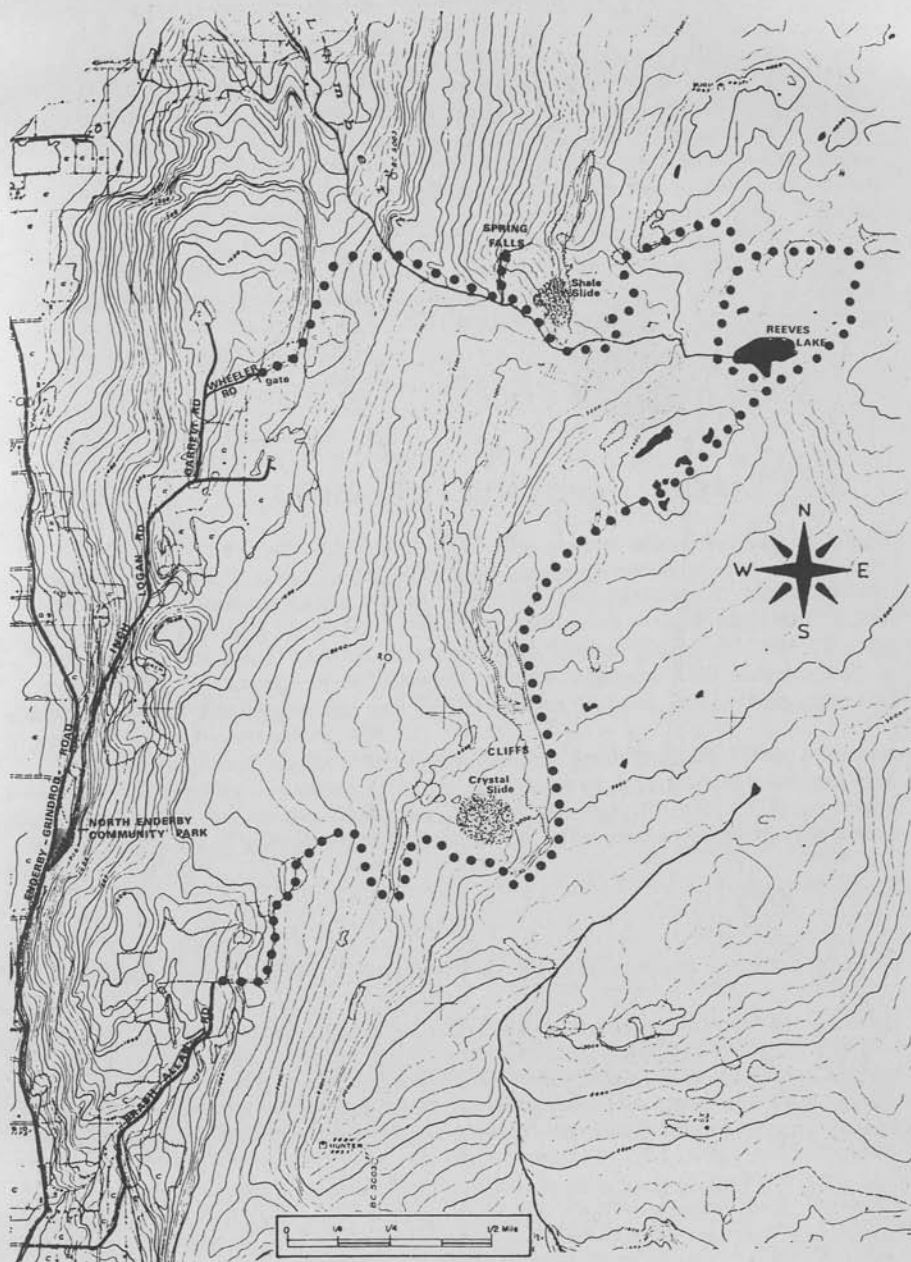
## Bolean Lakes MAP 11



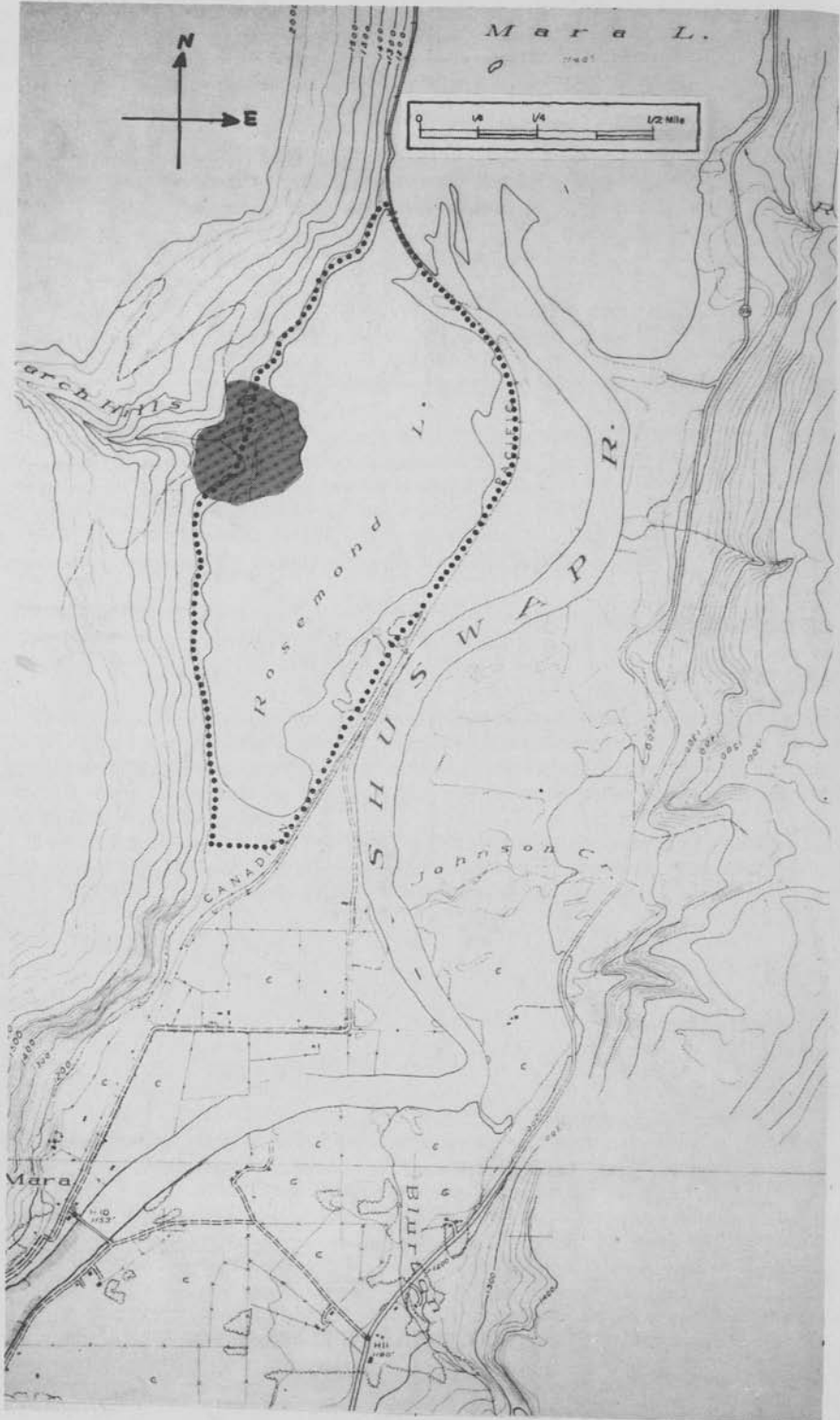
A beautiful area high up near the top of the Fly Hills, the Bolean Lakes chain provides a number of activities suitable for families. Boats may be rented, the fishing is supposed to be good, and there are many trails to follow which are not too difficult for a child to follow.

Access can be had by turning off highway 97 about one mile south of Falkland. There are signs that advertise the road. The first lake will be found after driving nine miles up a rather steep but good gravel road. Take any one of the roads or get out here and walk to your heart's content.





MAP 12: Trails in the Enderby Cliff Area.



MAP 13: Rosemond Lake Trail, Mara.



# ENDERBY CLIFFS—MARA

This area is part of the Shuswap River drainage. The lower part of the river begins at Mabel Lake, flows west for about 25 miles, then turns, flows north for about the same distance and empties into Mara Lake. The village of Enderby is located at the place where the river turns north.

On the east side of the river, north of Enderby and extending to Grindrod is a prominent ridge with steep vertical basalt cliffs on the west. This area is known as the Enderby Cliffs. The area is reached from Salmon Arm via Highway 97B. Follow the Trans-Canada Highway east from Salmon Arm for 3 miles to the junction with Highway 97B (sign "Vernon"). Take this for some 10 miles until it joins Highway 97A. At this junction, turn left onto 97A and follow it north about 3 miles to Grindrod. At Grindrod, cross the tracks, then cross the bridge. About 100 yards across the bridge the Back Enderby Road joins on the right. Take this road to the various points where the trails take off for the cliffs. Highway 97A further north leads to the Mara area and Sicamous.

## *Enderby Cliffs Area* MAP 13



The Enderby Cliffs and immediate vicinity offers an array of hiking trails which range in difficulty from moderate hiking to rock scrambling. In addition to hiking, there is fishing and camping at Reeves Lake, rockhounding throughout the entire Cliffs area — and especially at the "Crystal Slide", points of interest such as the "Mudslide" and "Spring Falls", carpets of wildflowers on the adjacent Cliff slopes, and a splendid view of the Okanagan and Spallumcheen Valleys, both Okanagan and Shuswap Lake and surrounding hills.

According to a local legend, the ridge extending north from the Cliffs, if viewed from south of Enderby, resembles a Neanderthal Man who, in days of yore, guarded the northern gateway to the Okanagan Trench. Geologically, the Cliffs are more resistant remnants of a huge mass of basaltic rock that once covered the Southern Interior Plateau area.

## *Enderby Cliffs: Lambert Creek-Reeves Lake* MAP 13



A rigorous hike with a wide variety of trail conditions, the Lambert Creek route is a good day-hike or an overnighiter if one wishes to camp at Reeves Lake. The trail involves traversing shale slides, crossing Lambert Creek on a log bridge, and scrambling over and under windfalls. At the same time, the trail passes through an excellent mixture of Interior Wetbelt and Interior Drybelt plant species, ascends well-flowered grassy ridges, meanders through majestic stands of yellow pine and zig-zags the odd patch of the infamous devil's club. As some parts of the trail are greater than 30% slope and other parts are slippery due to dampness and associated moss cover in Lambert Creek canyon, good grip walking or hiking boots should be worn.

The Lambert Creek trailhead is located at the end of Wheeler Road. To reach Wheeler Road, turn off the Enderby-Grindrod road and onto Inch-Logan Road. Then turn left at Garrett Road and right at Wheeler Road. Once past the gate at the end of Wheeler Road, strike off in a northeasterly direction and after a 10 minute walk take a well-cleared road that heads towards the Lambert canyon area. In



**The Enderby Cliffs: Gateway to the Spallumcheen Valley.**

10 to 15 minutes the trail crosses Lambert Creek and continues on the left side of the creek. The trail quickly becomes steeper and frequent windfalls are likely to be encountered. Thirty minutes later the hiker should have reached a significant tributary located on the trail side of Lambert Creek. (This tributary is referred to here as Spring Creek in recognition of its seasonal nature. See "Spring Falls"). At this point, cross the Spring Creek ravine but stay on the left side of Lambert Creek. The trail then traverses a shale slide and shortly thereafter crosses Lambert Creek. Continue up the right side of the Creek for about 10 minutes and then return to the left side. (Warning: On the right side of the creek, the trail is vague or non-existent). The trail then cuts steeply up the side of the canyon-like walls and emerges onto a grassy knoll that is shaded by several large Ponderosa (Yellow) pine. From here, a panoramic view of the Shuswap Valley and the area through which the hiker has just ascended can be seen.

Subsequently, the trail past this landmark is well-defined for the next 30-45 minutes of hiking. However, it gradually fades into thick bush and it is at this juncture that the hiker must avoid the tendency to wander too far to the left. Instead, swing to the right and ascend a fairly steep slope. Once this has been accomplished an extensive grass and flower-covered ridge awaits. Here, approximately 3½ hrs from the trailhead is an excellent lunch-break spot as this open area is rich in scenic views, flowers, and crystal-laden rocks.

At this point, the hiker has a choice of 2 routes to Reeves Lake. One way is to proceed due south, back to Lambert Creek, and then follow it up to Reeves Lake.

The other way is to follow the ridge back to a spot where the lake is due south of the hiker. Head straight toward the left side of the lake and expect to bushwack for about 10 minutes around the lake fringe before coming onto a cleared area on the south side of the lake. Total hiking time from the trailhead to Reeves Lake is 4-5 hours and total elevation climb is approximately 1900 feet.

To return to the Inch-Logan area either retrace the Lambert Creek route or follow the trail which starts at the camping area at Reeves Lake and heads to the top of the Cliffs. From the Cliffs the well-worn Brash-Allan trail can easily be picked up.

NOTE: Since the Lambert Creek trailhead is located on the E. Daveyduke ranch close all gates that you pass through and take care not to damage any crops or fences.

Warning: This hike should only be attempted by experienced, adventurous hikers as several parts of the trail may not be obvious and other parts of the trail offer potentially dangerous hiking conditions.

## Spring Falls MAP 13



During the late Spring and early summer months of the year a thin white sliver of a waterfall appears on the most northerly part of the Enderby Cliffs. Called Spring Falls because of its intermittent nature, the source of the waterfall is snowmelt that has gathered in a small draw above the waterfall. On warm days this water becomes pleasant enough to stand under as the water cascades over sun-heated rocks and then plunges into the Lambert Creek canyon below.

To reach Spring Falls, refer to the Lambert Creek-Reeves Lake hike and follow the directions up until the Spring Creek ravine is reached. From this point proceed up the left side of Spring Creek. The waterfall is only 5 to 10 minutes from the Lambert Creek trail.



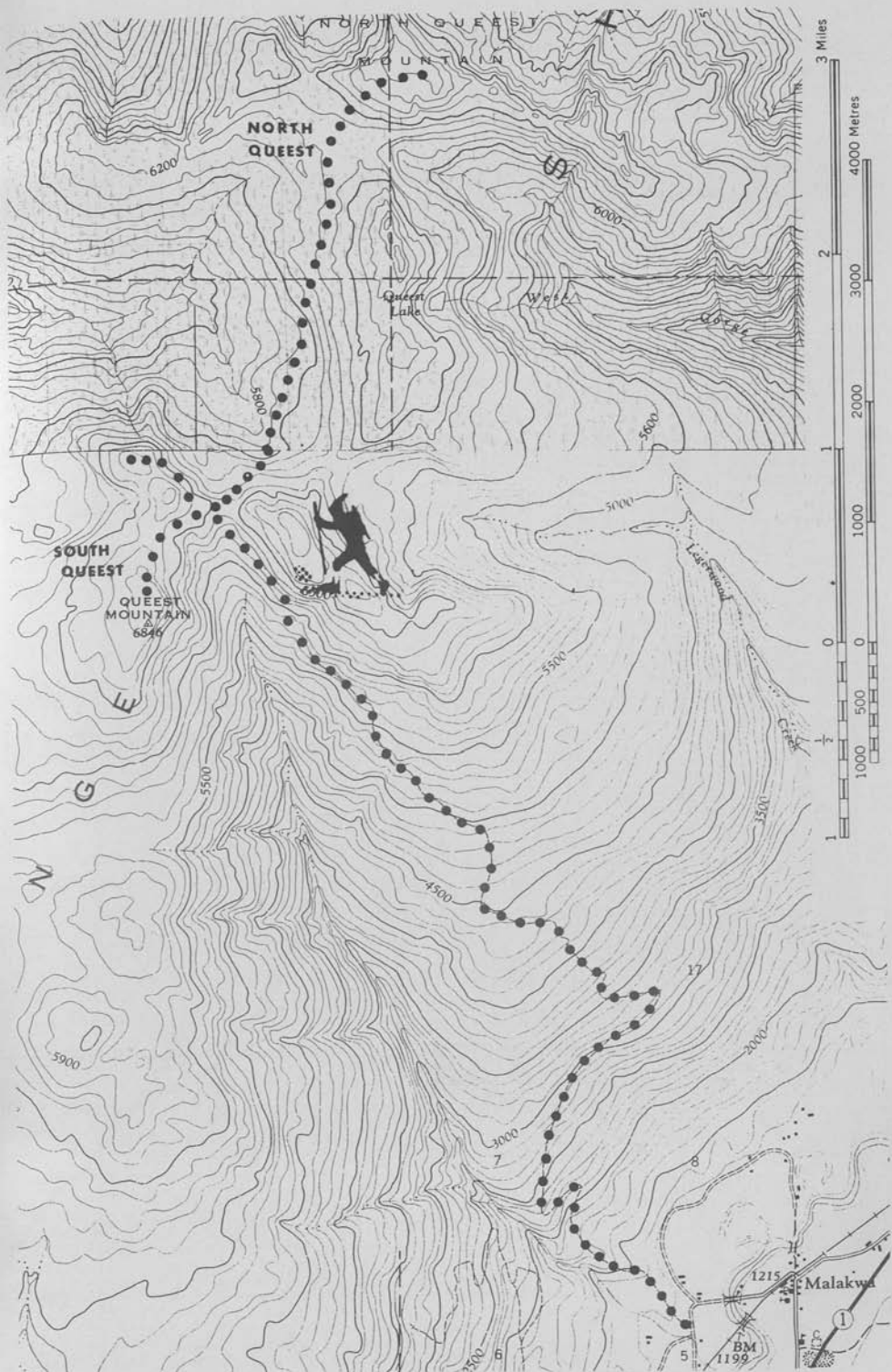
From Enderby Cliffs, Shuswap River Valley and town of Enderby.

## Rosemond Lake MAP 12

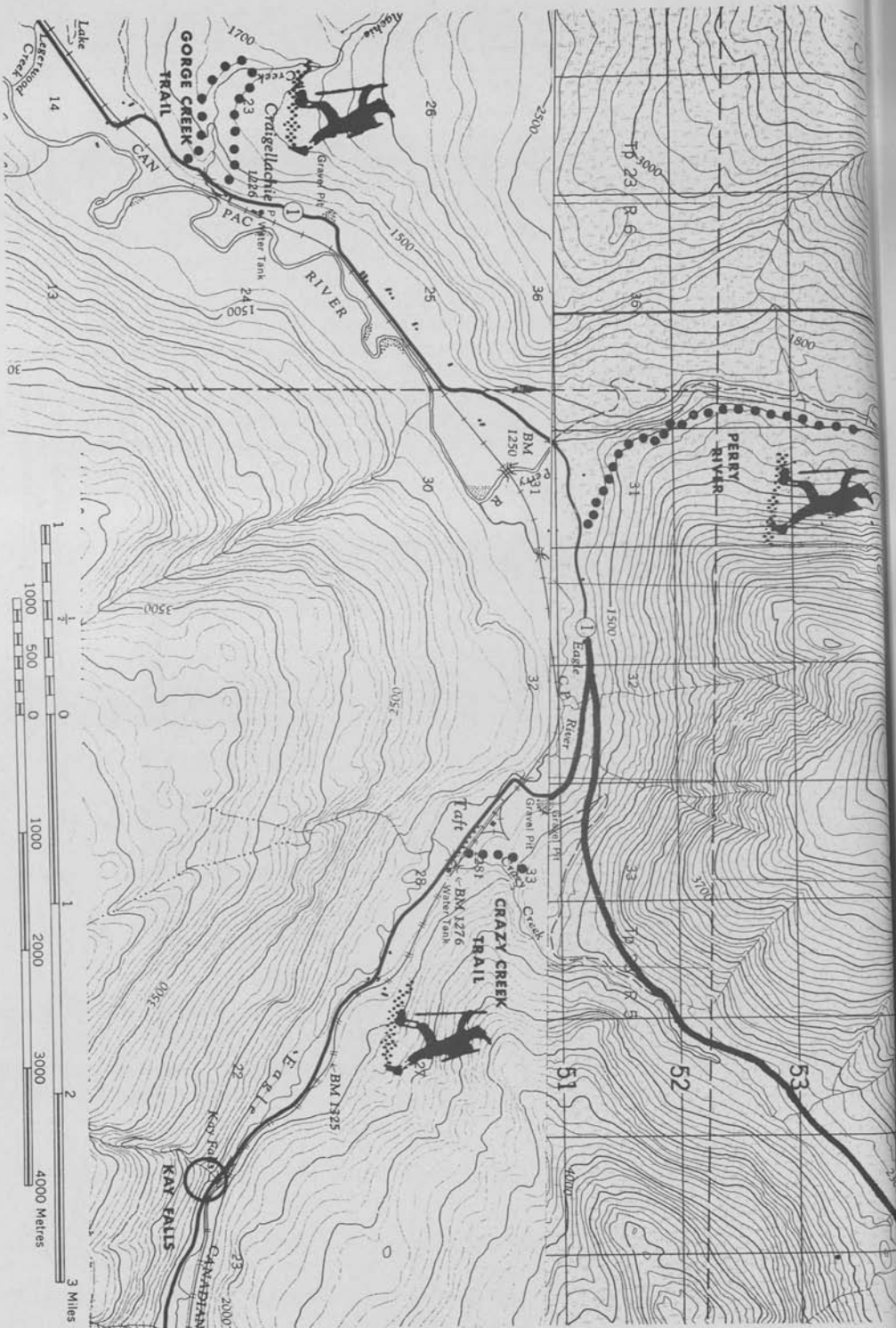


Rosemond Lake, which is situated just beyond the southern extremities of Mara Lake is a beautiful little lake about one mile long, bordered on the east side by farmland and on the west side by woodland and a recreational reserve. An enjoyable yet not difficult hike can be made by walking around this lake using the following directions. In order to get to Rosemond Lake you must travel to a point three miles south of the southern tip of Mara Lake where you will see "Bunny's Store" on the east side of the road. On the opposite side of 97A from this store you will see a gravel road going west. Follow this road for one mile until you come to a point where the road forks. Take the road going across the bridge and once over the bridge turn right. Continue along this road for about two miles and you will be in the area covered by Map 12. The hike will take a leisurely 1½ to 2 hours to complete and a good place to stop for lunch is the recreation reserve about half-way along the western side of the lake where there is a lovely beach perfectly suited for swimming and picnicking. Information concerning the road to the parking place marked on the map should be obtained from the resident landowner. Always remember to close all gates once through.

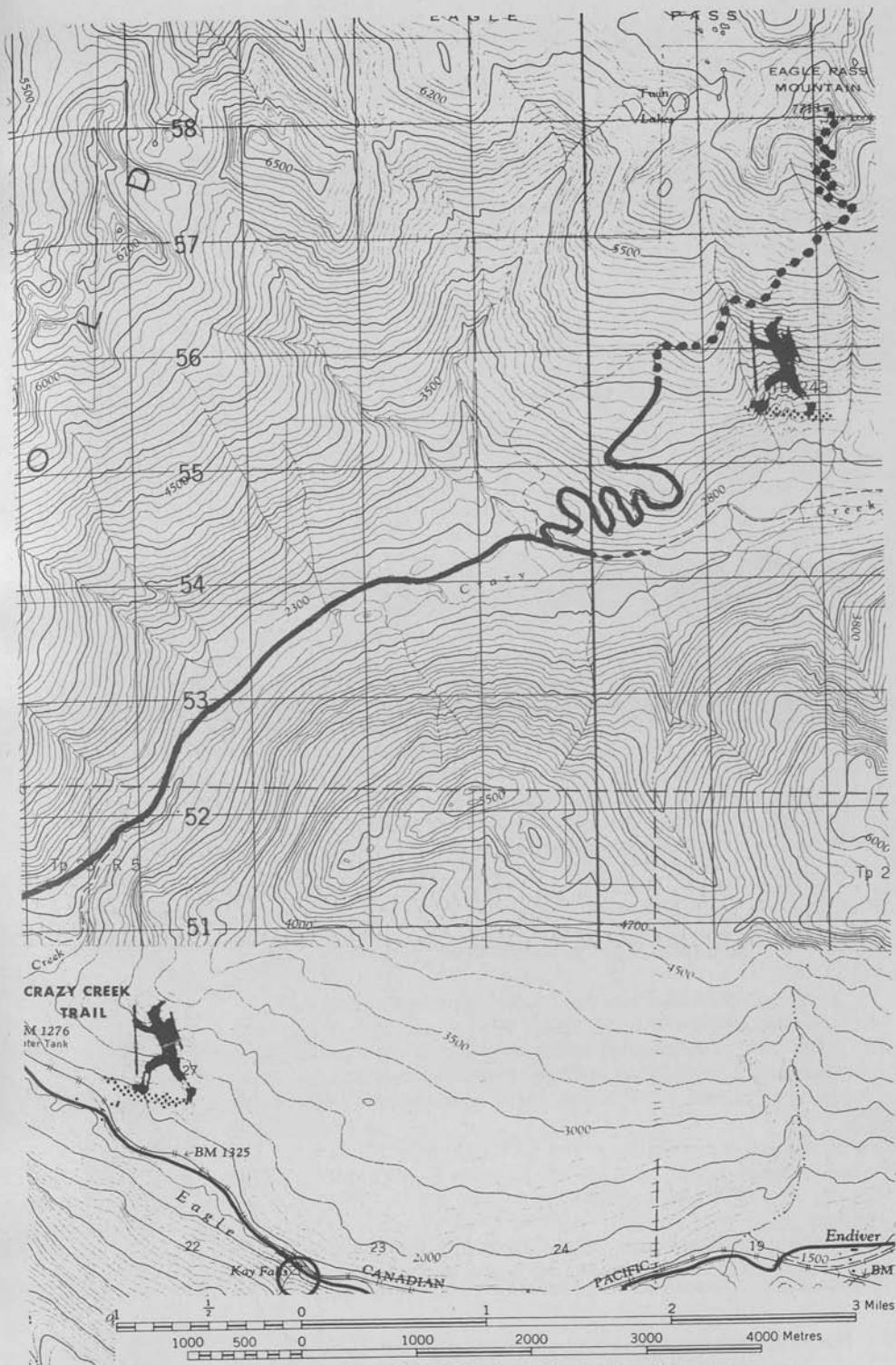




MAP 14: Queest Mountain Trails, north of Malakwa.



MAP 15: Craigellachie Area Nature Trails.



MAP 16: Road and Trail Route to Eagle Pass Mountain.



Map 17: Wap River/Joss Mountain Hiking and Cross-Country Ski Trails.



## SICAMOUS — THREE VALLEY GAP

Sicamous is the village situated where the Eagle River and Mara Lake outflow join Shuswap Lake on the south-eastern extremity of the Salmon Arm. The trails discussed in this section are all located east of Sicamous from the Trans-Canada Highway. The highway here follows the Eagle River to its source at Eagle Pass, and the various creeks and rivers of the area flow into the Eagle River.

Sicamous is reached by following the Trans-Canada Highway east from Salmon Arm for 17 miles. Malakwa is 30 miles and Three Valley Gap 45 miles from Salmon Arm. Map references: Malakwa 82L/15W; Perry River 82M/2W; Revelstoke 82L/NE.

### *Sicamous Overlook*

A beautiful view of Sicamous and area can be had from the mountain just north of Sicamous. The trip to the lookout is short and can easily be made by two-wheel-drive vehicles. In order to get to this lookout, travel one mile east of the Sicamous Narrows bridge on the Trans-Canada Highway until you come to the Gulf station on the left. Turn off the Trans-Canada at the Gulf station onto a paved road going north. Continue on this road over the bridge and railway tracks and about one-quarter mile beyond. At this point you will see an old road going up the mountain to the left. Do not take this road; instead continue up the main paved road for about one-third of a mile until you see a new, heavily used road going up the mountain. Take this road and follow it for about three miles until it forks. Continue on the left fork for about four miles until you can see Sicamous and area to the left. Stop here and enjoy the view. The whole trip should not take more than one hour to complete.

### *Yard Creek Provincial Park* MAP 18



This spot, filled to capacity in the summer with campers and tourists, becomes a quiet haven in the winter, visited only by whatever birds have not migrated further south. The open roads and gentle slopes afford excellent skiing for the family, or could even be set up as a racing circuit if one wished to go to the trouble.

To get there, stay on the Trans-Canada Highway for seven miles past and east of Sicamous. The campsite is to the right or south of the highway. Signs indicate its presence. Your vehicle may be left at any one of several wide points in the road that have been plowed out. You can ski directly into the camp and from there can explore the many trails and roads. There is a picnic shelter near the main entrance which is also a good spot for a winter picnic under the shelter at rustic park tables.



Your ski tip is where?

### Queest Mountain MAP 14



Queest Mtn. is the southern termination of a 20 mile long ridge between the Anstey Arm of Shuswap Lake on the west and Perry River to the east. For the high country enthusiast, Queest is famous in the Shuswap for its ready access to the open meadows and panoramas of the alpine zone.

In its numbers of wildflowers this alpine area is comparable to Mt. Revelstoke National Park in the Selkirks to the east, but it unfortunately differs from Mt. Revelstoke in being continuously grazed by domestic livestock. For many years the B.C. Forest Service has maintained a lookout on the summit of South Queest Mtn. and the majority of hikers visit this summit. However, this is but a small sample of the high country area and a trip to the more remote North Queest Mtn. is well worthwhile.

Approach is on Highway #1 to Malakwa (11 miles east of Sicamous) and then on the Forestry road to the lookout. Turn off the highway at the sign to Malakwa, follow this road across the railway track then left and across the bridge over the Eagle River. Proceed ¼ mile to a prominent crossroads and continue straight ahead. Two-wheel drive vehicles can usually be taken 8 miles to a sign on a tree "4-wheel drive only". (6100'). From this point, the lookout (6846') can be reached in about 1 hr. by turning left at the "saddle" (6450') and following the ridge west and south. The choice of South Queest as a lookout becomes obvious at this vantage point. To the south and west, the South Monashees Hunters Range and Mara Mountain, the Larch Hills, Salmon Arm, White Lake, Copper Island and the Narrows area can all be viewed in one sweeping panorama. The eastern horizon presents the more rugged and little-visited peaks of the North Monashees around the headwaters of the Perry R., Crazy Cr., and the Jordan R. A small lake just north of the lookout makes a fine campsite, but camping is almost unlimited in the whole above-tree-line area. For those venturing to North Queest and beyond, turn right at the "saddle" and angle northeast and north along the old mining road above the basin of Queest Cr. Sometime in the first hour from the "saddle", most hikers will wish to leave the road in favor of the open meadows of the ridge and ramble along it or below it to the northwest towards North Queest. A final 30 min. uphill push brings the hiker to

North Queest's broad, open summit and further outstanding views. To the north, the hiker looks down to Seymour Arm and Hunakwa Lake, and in the northeast a glimpse of the nearest glacier to Shuswap Lake can be seen at the headwaters of the Perry River. Total time to the summit of North Queest from the "saddle": about 2 hours.

In the winter, the X-C touring skier is likely to find the road up Queest unploughed right from the bottom and consequently, only a strong party, starting early, can reach the open alpine slopes around the lookout or beyond the "saddle". Because of the area's exceptional snowfall, the mileage involved, and the altitude gain, Queest is more suited to a winter camp-out, but as a one-day outing, many ski-tourers will find a trip up and down the road quite rewarding.



Vibram and wet wood.

## Taft-Craigellachie Nature Trail

In the past two years residents of this area have constructed three nature trails using funds from LIP grants. Each of these is short but provides a rewarding break in the journey along the highway.

### Gorge Creek Nature Trail MAP 15



Gorge Creek is the small but turbulent stream west of the Last Spike monument at Craigellachie. In addition to the three waterfalls along the creek the vegetation of this area is interesting to the naturalist since it exhibits a variety of ferns and mosses not usually encountered in this part of B.C.

The "Last Spike" monument is about 7½ miles on Highway #1 east of Malakwa. Park in the lot which serves the monument. A trail exists on both sides of the creek, connected by a log crossing of the creek about a mile upstream. It is recommended that the hike be done upstream using the trail to the west of the creek since this provides the overlooks of the waterfalls and the return can be made the same way if crossing on the log is considered undesirable. However the "TRAIL" sign marks the trail's beginning on the east side of the creek. From the parking lot walk west on the highway crossing the Gorge Creek bridge. Approximately 50 feet past the bridge — just past the low rock cut — ascend the gravel bank to gain a grassy track above the highway. Follow this about 50 yards to a faded survey ribbon on a hemlock tree which marks the beginning of the trail on the west side. Proceed along the trail to the viewpoints of three waterfalls. The return portion of the trail goes across "Niagara Bridge", a log across the creek. On the east side of the creek is the return trail through the woods. Total leisurely time about 40 to 60 minutes for all family members.

### Perry River Nature Trail MAP 15



The Perry River (known locally as the North Fork) is the major tributary of the Eagle River. It is named after Albert Perry, one of the Canadian Pacific Railway surveyors working with Walter Moberly. About two miles north of the highway the Perry flows through a small canyon. At any time of the year, be it in spring when the channel is filled with raging meltwater, or in the late summer and fall when the low water froths and boils among the rocks, the hike along the trail is indeed worth the short time it takes. The natural history of this area also is of interest, showing characteristics of a climate wetter than that normally found in the Southern Interior.

Proceed nine miles east of Malakwa to the bridge across the Perry River. About ½ mile east of the bridge is a road on the north side rising steeply from the highway. A sign "Perry River Trail" is alongside this road. Take this and proceed for ¾ mile, first up the hill then down. Opposite the Beardale Motel a "Trail" sign on a tree points to the trail. A short search will reveal the beginning of the trail among some shrubs. Most of the 1½ miles follows the Perry River through the cedar-hemlock forest. It ends at a viewpoint overlooking the rapids and waterfalls in the canyon. Return via the same route. Approximate hiking time both ways: 45-60 minutes. Suitable for any family member.

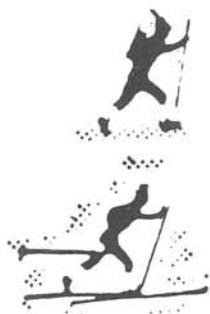
## Crazy Creek Nature Trail MAP 15



Crazy Creek is the first tributary of the Eagle River east of the Perry River. Near the highway, Crazy Creek drops rapidly creating a beautiful waterfall and foaming rapids. The trail follows an old water line which formerly served Taft, a village which housed employees of the CPR. The water line is rotting out leaving many spirals of wire in and near the trail. For this reason this trail is not recommended for pre-schoolers and others are urged to use caution.

Proceed about 11 miles east of Malakwa on Highway #1 to the east side of Crazy Creek. Park in the area to the right and below the highway. Walk back across the bridge and ascend a gravel bank at the "Crazy Creek Nature Trail" sign. From here simply follow the trail, taking time to stop and admire the rushing waters. Return on the same route. Total hiking time — 20-30 minutes.

## Eagle Pass Mountain MAP 16



Occasionally, a spring motorist driving east on the Trans-Canada a mile or two before Sicamous, will exclaim at the symmetry and snow slopes of the lone mountain dominating the view some 25 miles to the east. Just after Yard Creek, on the long straightaway, the mountain appears again, this time with more snowy and distant companions to the north. This rugged array of peaks lies in a high alpine area of lakes and meadows at the headwaters of Bews and Crazy Creeks, about 9 miles north of the Trans-Canada. The lone, southernmost peak, Eagle Pass Mountain, stands apart from the others, and because of the spectacular view it commands in all directions, it served as a Forest Lookout in past years. Today, the lookout is

roofless and largely in ruins, but the carefully-built access trail, in places blasted out of the steep rock, still leads up from the valley of Crazy Creek to the summit. As with most Monashee trails, however, they are most clearly revealed at higher elevations, and the Eagle Pass Mountain trail is no exception. Recent logging, burned areas and luxuriant undergrowth call for careful routefinding in the valley of Crazy Creek. Route access begins at the Trans-Canada Highway about 2 miles east of the Perry River ("North Fork") bridge. Take the logging road north of the highway and proceed to the prominent junction at Mile 5.4 (sawdust pile). The lower, right fork continues along the main valley of Crazy Creek for another 6 miles as of 1975; the upper, left fork switchbacks steeply upward on road best-suited for 4-wheel drive vehicles for 3-4 miles. Continue on foot, following more switchbacks north and finally east, until an old, partially overgrown logged area is reached. The old forestry trail can usually be located uphill in this open area, from whence it traverses east into a prominent gully at the foot of Eagle Pass Mountain. The trail ascends the gully on its west side for about ½ mile and then crosses it (5500') to the open south slopes of the mountain, where it rapidly gains altitude to the east summit at 7800'. The trip is best undertaken in late summer when drier conditions prevail. Also, the hiker should consider the advantage provided by a campout in the valley of Crazy Creek followed by a hike to the summit and return next day.



Abandoned lookout on Eagle Pass Mountain.

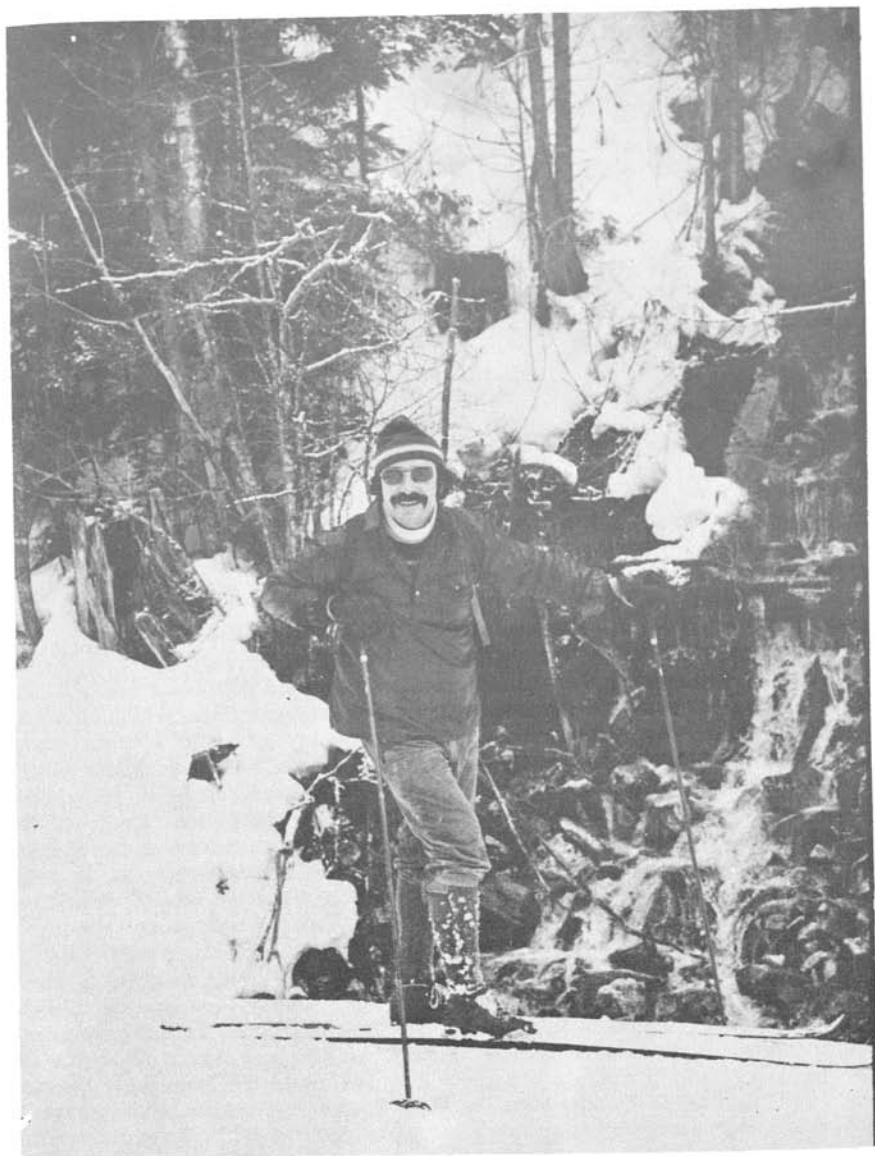
## *Wap Lake*    MAP 17



The Wap River originates on the west side of Mt. Begbie and flows west and south to Mabel Lake. A connection from Three Valley Gap is possible through the low divide separating Wap River and South Pass Creek which flows to Three Valley Lake. A 40 mile logging road exists, connecting Three Valley Gap to Shuswap River below Mabel Lake and following the Wap R., Noisy and Kingfisher Creeks. During many winters, much of this road is unused and hence makes an excellent cross-country ski route. Although the whole road could be skied using one or two overnight camps, trips of varying lengths can be made depending on how much time is available. A fine one-day route is from Three Valley Gap to Wap Lake. Proceed on Highway #1 as for Joss Pass (which see). Park at any convenient place off the highway and follow the Joss Pass route until the Wap River bridge. On reaching the forks, take the right-hand branch. After about one mile, an open flat area of the swamps upstream from Wap Lake is reached, where a side-creek with a small waterfall marks a good lunch stop or turnaround point. Wap Lake is a further 2½ miles. Total distance return to the highway: 6 miles to the flats; 11 miles to Wap Lake.

## *Wap Lake Ecological Reserve* MAP 17

The Wap River rises on the western slopes of Mt. Begbie, flows west to Frog Falls, then south to Mabel Lake. About three miles south of Frog Falls, the river flows through a series of swamps and small lakes of which Wap Lake is the largest. Extending for approximately a mile upstream from Wap Lake along the west side of Wap River is the eastern boundary of an ecological reserve of 3400 acres. From the river's edge the reserve takes in an area to the west and north rising in elevation to 7082' at the top of Mt. Griffin. This reserve embraces a variety of ecosystems, but its primary purpose is to preserve a typical example of climax hemlock-cedar of the Interior Wet Belt. The swamps near the river are of interest for their moose habitat.

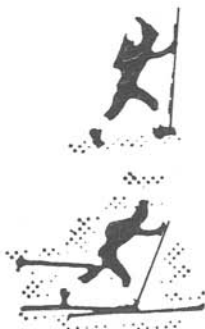


**Hey...this is fun.**



The Slide, Joss Pass.

## *Joss Pass/Joss Mountain*      MAP 17



The Joss Pass area is located northwest of Greenbush Lake and southeast of Three Valley Gap. Joss Mountain was formerly used as a forestry lookout and provides an outstanding view of the surrounding Monashee Mountains. Although a hike to Joss Pass can be made in 1 day return by a strong party, more interested visitors should plan a 2-3 day backpack to take advantage of the fine alpine meadows and lakes above Joss Pass on the east slopes of Joss Mountain. Deep in the Monashees, the area combines the wilderness values of lush, climax cedar-hemlock forest and open alpine terrain. In 1973, access was greatly improved when the old forestry trail from Three Valley was restored by a Vernon youth group. The trip is recommended for hikers with some backpacking experience.

Approach to the area is via the Trans-Canada Highway to the west end of Three Valley Lake (bridge-crossing and railway overpass). Follow the highway upgrade about ½ mile until it begins to descend and turn toward the lake. Take the prominent right turn off the highway and proceed on gravel road for just over 2 miles crossing South Pass Cr. (flowing north into Three Valley Lake) and the Wap River (flowing south into Mabel Lake). Shortly after the Wap R. crossing, a prominent junction is reached, the right fork continuing down the valley and the left fork angling uphill. Take left fork east and up several switchbacks for about 4 miles to another crossing of the Wap. (2600'). Cross the bridge and park immediately to the right on the old



Wap R. road (6.3 miles from the Trans-Canada Highway). Thirty-five to 45 minutes with packs along this road paralleling the Wap R. brings the hiker to still another crossing of the Wap. Cross to the west side and ascend road and trail to Joss Pass (4460'), passing the "log jam" and tricky log crossing of creek en route. The trail passes through beautiful cedar-hemlock forest and just below the pass, several small waterfalls cascade across the route. Proceed into the pass beyond ruins of the old forestry cabin and small lake to reach campsites in the south meadows of the pass (2 large boulders). From this campsite, 4-5 hrs. from vehicles, an indistinct trail can be followed for about 5 miles to the Greenbush and Sugar Lakes logging roads. To reach the extensive alpine areas on Joss Mountain, locate the new trail on the west slope 200 yds. back along trail from "2 boulder" campsite and ascend southwest for 2-3 hrs. to meadows and trail junction near two lakes. Joss Mountain Lookout (7825') may be reached in another 1-2 hrs. via the right (west) fork and tripod-marked route through the meadows. The south fork traverses 3 miles of fine alpine terrain to reach



**Alpine camp, Monashee Range.**



**Walking the plank, Joss Pass.**

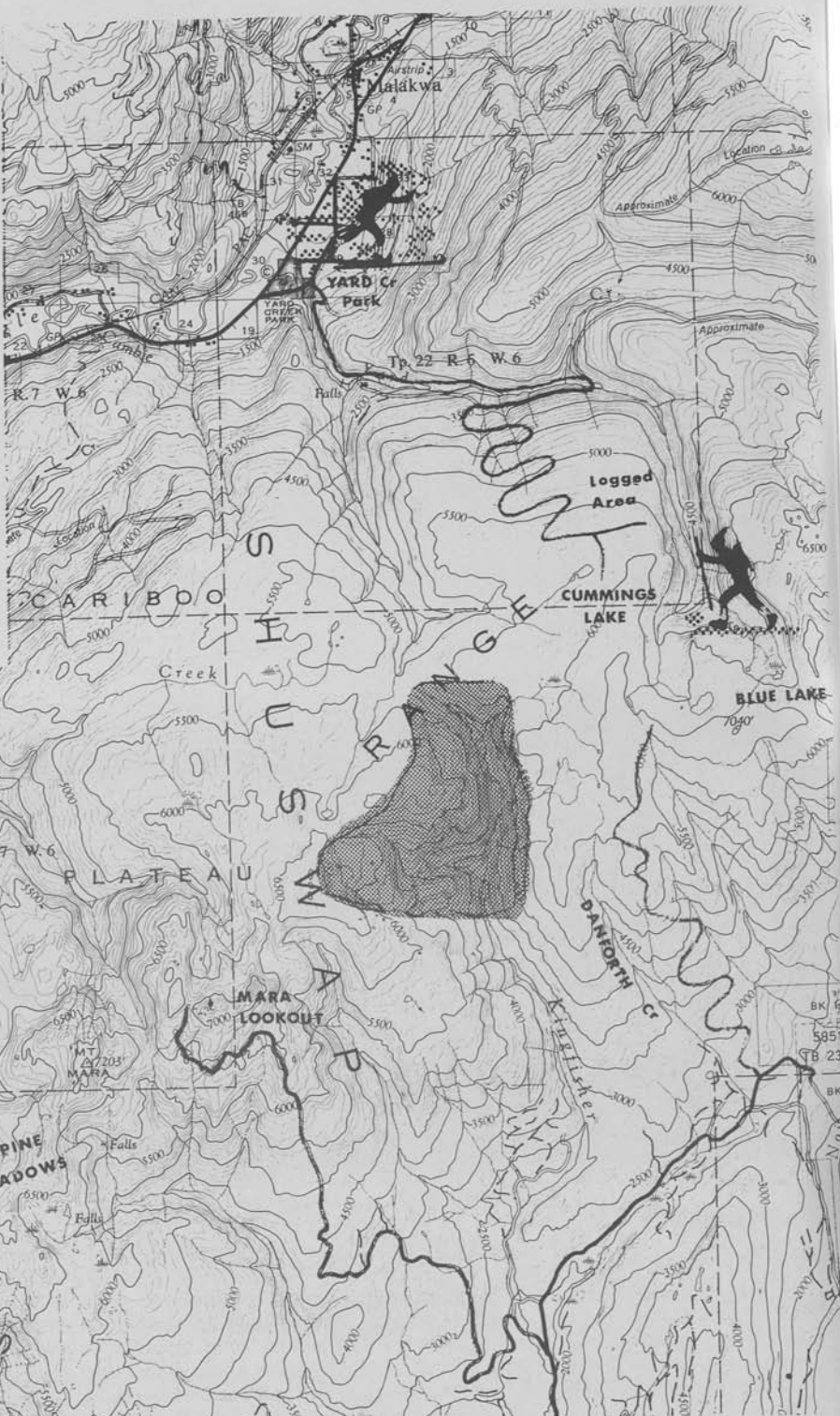
a large, irregularly-shaped lake. Some parties have picked a route down to Mabel Lake from these meadows but the way is largely unmarked. In 1975, a backpacking class from Okanagan College, Vernon, visited the area and reported the severest no-see-um harassment ever experienced by man or beast. Temperature, moisture and vegetation factors were evidently ideal for the attackers and various repellents were of little use, with the result that campsites higher and drier might be advisable. Such sites can be found about an hour (with packs) along the Joss Mtn. trail, above the pass or in the alpine meadows higher still.



MAP 18: The Hunters Range west of Mabel Lake.

Km

Miles



MAP 19: The Hunters Range south of Trans-Canada Highway.

## ***THE HUNTERS RANGE***

The Hunters Range is the area of high country bounded by Eagle River on the north, Mara Lake and Shuswap River on the west, Shuswap River in the south, and Mabel Lake and Wap River on the east. The area consists of several sub-units, covered by forests at lower elevations with alpine meadows on the top (5000-6000').

Hunters Range offers the hiker seemingly unlimited alpine country with countless hiking routes, mountain lakes, streams, alpine flora, wildlife and unfortunately, insects.

The Range was formerly used for grazing sheep but currently the area is home for an M.O.T. radio directional tower on one high point, a manned forestry lookout during July and August on Mt. Mara (elevation 7,300 feet) and several herds of cattle which graze the range in the summer months.

Most of the trails discussed have their access from the Mabel Lake Road. From Salmon Arm, follow Trans-Canada Highway 3 miles to its junction with Highway 97B. Take 97B to its junction with 97A (10 miles). Turn right onto Highway 97A and follow it 5 miles to Enderby (17 miles from Salmon Arm). In the middle of town is a flashing traffic signal with a sign "Mabel Lake". Turn left here onto the Mabel Lake Road.

Map reference: Revelstoke 82L/NE.



**Alpine lake north of Eagle Pass Ridge.**

## *Hunters Range Ecological Reserve*      MAP 19

This reserve represents an area of typical sub-alpine flora of the Interior Wet Belt in the higher elevations of the Hunters Range. It encompasses 3560 acres, between 5000' and 6500' adjacent to and west of the headwaters of Kingfisher Creek.

### *Blue Lake*      MAP 19

Blue Lake is situated at the 6,500 foot level of Hunters Range and is nestled at the head of a valley. The lake is fairly deep and is excellent for trout fishing.



To get to the lake one must possess a four-wheel-drive or a pair of healthy legs. The road to the lake (which ends at a 30-45 minute hike from the lake) starts 11 miles from Mabel Lake Road on the Kingfisher-Three Valley Road. Take the road on the left immediately past Danforth Creek and some cattlepens. The length of the road is about nine miles, of which only the first four or five may be considered two-wheel-drive. Upon reaching the end of the road, take the trail heading due north to the height of land until one can see the lake on the right. From here the terrain is quite steep and hiking-type boots are advisable.



**Blue Lake in Hunters Range.**

## Cummings Lake MAP 19



Fifty-eight hundred feet above sea-level and 12.8 road miles from the Trans-Canada lies shallow sub-alpine Cummings Lake. Noted for its abundant fish population and nosey Grizzly bears, Cummings Lake has an excellent camping area in an open meadow adjacent to the east side of the lake. Alpine flowers abound in mid-summer and the area is sparsely forested by stunted fir and pine.

To reach Cummings Lake, drive one and one-half miles east of Yard Creek Provincial Park on the Trans-Canada and turn right onto a paved road. Turn left onto a gravel road about one and one-third miles from the Highway or where the bridge is out on the paved road. (Caution: the Yard Creek road is an active logging road on weekdays.) Turn right at the forks in the road at six mile and 10.3 mile. Continue for another 2 miles through a logged-over area and then turn right onto a dirt road. The length of the dirt road to the lake is approximately one-third of a mile.

NOTE: Due to washouts and slides the Cummings Lake road may have deteriorated so as to be impassable by vehicle. As of September, 1974, the road was barely passable by 2-wheel-drive.

## Hidden Lake MAP 18



Twenty miles from Enderby and nestled in the rolling green foothills of the Shuswap Highlands lies the excellent fishing and boating spot known as Hidden Lake. To get to Hidden Lake follow the North Mabel Lake road out of Enderby and turn off onto the Trinity Valley Road. Three miles after crossing the bridge spanning the Shuswap River is the Trinity Valley Junction. Take the left fork and continue on past the Hidden Lake Road sign (located 4.5 miles from Trinity Valley Jct.), through a logged-over area (4.7 miles from Trinity Valley Jct.), past the Lewis Road Junction and then turn left at a fork in the road that is located 7.7 miles from Trinity Valley Jct.

In the past few years the B.C. Forest Service has embarked on a park development program at Hidden Lake and they have cleared trees and brush, constructed picnic tables and built other assorted day-use facilities. Ice-fishing is a major activity at the lake in the winter and swimming can be attempted in the summer if you jump in away from the marshy shoreline.

## Fall Creek Falls MAP 18



Fall Creek Falls is a spectacular 100 foot single-drop waterfall located on the east-west ridge just north of the Enderby-Mabel Lake road about 15 miles east of Enderby. The falls are created by a hanging valley and are most impressive during the Spring runoff. There is no trail to the Falls but only a bushwack which terminates on the edge of a cliff face. The face is separated from the Falls by a gorge into which the falls plunge.



**Mt. Begbie from Eagle Pass Mountain.**

## ***Mara Lookout* MAP 18**



From the forestry lookout on Mt. Mara one receives a commanding view of the Shuswap Highlands, Mabel and Shuswap Lakes and the Monashee Mountains. The alpine area around the lookout contains several ponds, streams and abundant firewood which make it ideal for camping.

The road leading to the Mara Lookout is 11.5 miles long and is marked by a sign at about seven miles off the Mabel Lake Road on the Kingfisher-Three Valley Road. Approximately three miles up the road there is a fork in the road at which point one takes the road to the left. The last five miles up the road is passable by two-wheel-drives only after prolonged hot dry weather.

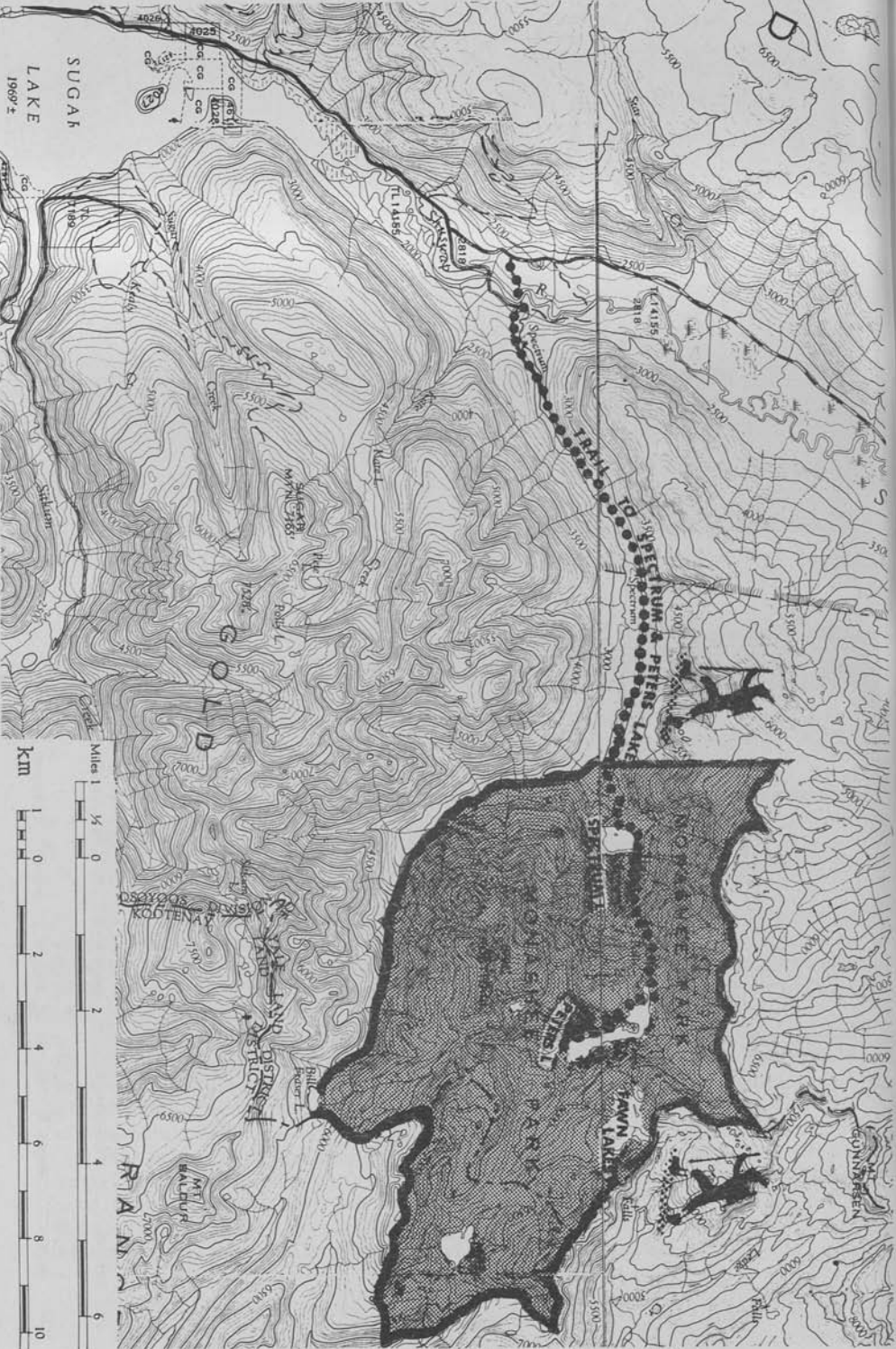
At 9.5 miles there are several creeks near the road which make it ideal locations for a base camp. From this point there is a trail to the lookout which takes 30-60 minutes to complete. In addition, a 3,600 acre ecological reserve (see map) has been established about two miles north of this base camp location or near the headwaters of Kingfisher Creek. (This reserve is off-limits to camping but hiking is allowed.)

In conclusion, hiking all around the Mara peak is generally good because of the large tracts of open alpine and meadow. NOTE: Hikers wishing to explore the Mara area may do so in a day but considering the two-hour journey just from the Kingfisher Road and the beautiful sunrises and sunsets on the nearby Monashee Mountains it is advisable to prepare for at least one overnighter.





MAP 20: Upper Shuswap River, Greenbush Lake and Joss Pass.



MAP 21: Hiking Routes in Monashee Provincial Park.



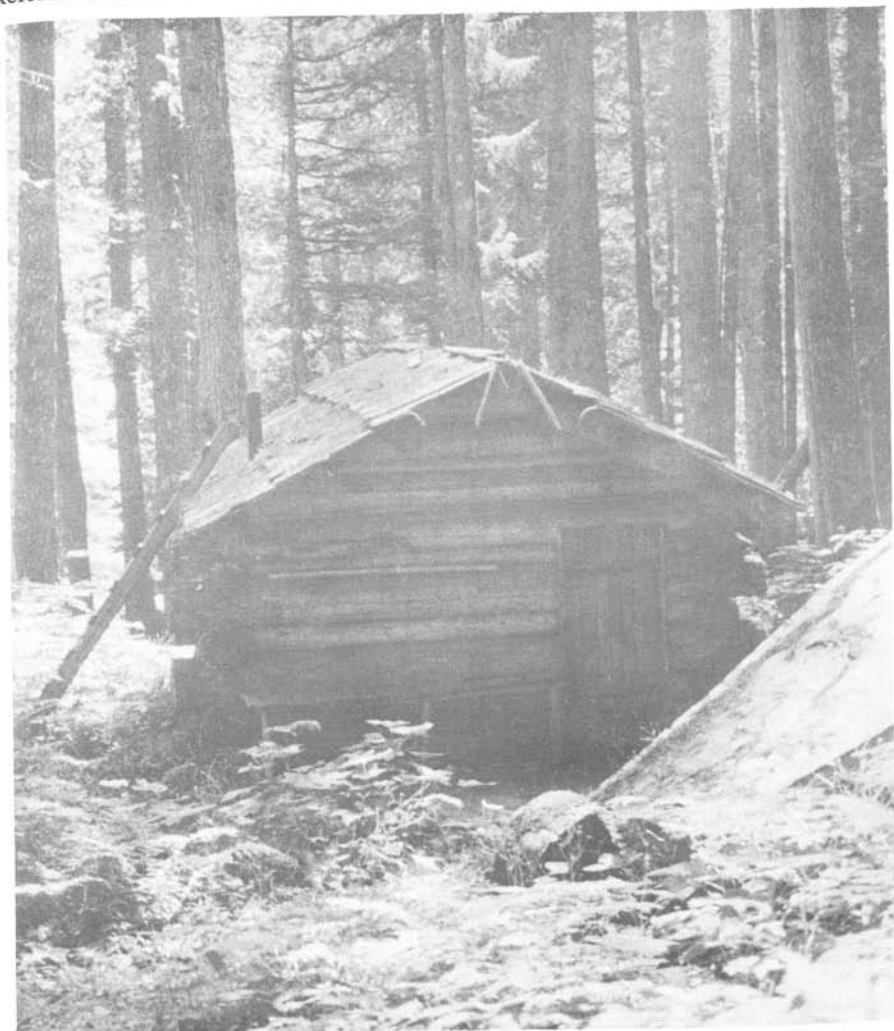
MAP 22: Shuswap Falls-Cherryville Area.

*Notes*

## UPPER SHUSWAP

The Shuswap River originates at Joss Pass, flows south and through Sugar Lake to Cherryville. From there it flows south, and at Shuswap Falls turns north and then flows into Mabel Lake. From Mabel Lake the final course is to Mara Lake (see Enderby Cliffs-Mara). The region upstream from Mabel Lake is referred to as the Upper Shuswap here.

To reach this area, proceed to the town of Vernon on Highway 97. From Salmon Arm, follow Trans-Canada Highway 3 miles east to junction with Highway 97B, thence on 97B 10 miles to its junction with 97A, turn right and follow this to Vernon. In Vernon, follow the signs for Highway 6 and the towns of Lumby and Cherryville. Access to Shuswap Park is from Lumby and access to Greenbush Lake, Sugar Lake and Monashee Park is from Cherryville. At Cherryville, leave Highway 6 and turn north along the the logging roads that proceed up the Shuswap Valley. Map Reference: Revelstoke 82L/NE.



Trapper's cabin in the Gold Range.

## *Upper Shuswap Ecological Reserve*    MAP 20

This is an area of 172 acres spanning the upper Shuswap River about 25 miles north of Sugar Lake. It is in the Interior Wet Belt ecological zone and was established to preserve a stand of ancient western red cedar (*Thuja plicata*). Some of these trees reach a diameter of 7 feet DBH. The area shows well the appearance of such a cedar stand, with the old trees towering overhead, providing almost continuous shade below. The forest floor of deadfall and litter is spongy and much of it is moss covered with scattered areas of devil's club and waist high ferns in the autumn. The silence amidst such giants of the forest is impressive in the extreme where an indefinable sense of solemn mystery pervades. Walking through this area provides a sense of serenity and inner peace found only rarely elsewhere.

## *Shuswap Falls*    MAP 22

Shuswap Falls has been a gathering place and focal point of social life in the Shuswap Valley since the early habitation of the region by the Shuswap Indian band. In fact, Shuswap Falls is remembered in an old Indian legend which tells the story of a lonely coyote who decided to break the monotony and invite all his friends once a year to a great feast and celebration. So he set himself to work and built a great rapid and gave it the name Shuswap Falls. Then he made a big kettle out of stone with legs under it and hung it over the Falls. Over this he constructed a fish trap, also out of stone, where he could catch many salmon and boil them in the big kettle. Then Coyote made a seat for himself out of stone beside the Falls where he could watch the fish being caught and cooked, and also where he could talk with his old cronies and at the same time see the sport and watch the feasting. Presently, there is a power dam at Shuswap Falls with a small lake backed up behind it. On the north side of the Falls there is a beautiful park where people can observe the Falls and enjoy a picnic lunch. To get to Shuswap Falls one must first travel approximately 9 miles north-west of Lumby on the Lumby-Mabel Lake Road. Once across the bridge over the Shuswap River, continue up the road approximately 300 yards and turn left down a road to the park. To view the bottom of the Falls, follow the trail along the B.C. Hydro fence until you reach a rock outcropping at the base of the Falls. As there is no safety fence at the base of the Falls, parents are well advised to keep close control over their young children.

## *Sugar Lake*    MAP 21

Sugar Lake is a fine example of how man can mess up an area in the name of progress. This lake was dammed in the early years of this century. A sizable area was flooded behind it, but not one twig was removed first. The lake is still a nightmare of dead tree trunks, floating debris, and general water pollution, and this in some sixty years hence.

Not on so grand a scale as Lake Williston, perhaps, but it gives one the same feeling of disgust.



Monashee high country east of Greenbush Lake.

*Monashee Provincial Park*    MAP 21



In considering the accelerating recreational use of all back country areas, it is highly likely that in the near future, a separate hiking guide to Monashee Park will appear! The park is rapidly entering the popular category, and mindful of this, the Parks Branch was busily engaged (1974) in trail-building and improvement, provision of parking and sign-out facilities, and construction of a park ranger headquarters at



**Spectrum Creek bridge and Monashee Park rain forest.**



Spectrum Lake. For the intermediate backpacker, the park offers a wide range of low valley and high alpine activities, including the superb trail into first, forest-encircled Spectrum Lake, and eventually, Peter's Lake in the thinly-forested sub-alpine zone. By backpacking to Peter's Lake in one long but satisfying day, a beautiful transition can be observed between the mature cedar-hemlock rainforest along Spectrum Creek to alpine lakes and high, open meadows below Mt. Fosthall. Unfortunately, many hikers miss this experience by succumbing to exaggerated accounts of the 12 mile route, reaching Peter's Lake via floatplane. It is hoped that the Parks Branch will discourage these insensitive and unwarranted intrusions as they have done in other parks.

The park is accessible from Vernon as for Greenbush Lake (which see) to Mile 14 of the Sugar Lake logging road. (Exercise due care if logging is in progress). Turn right just beyond Mile 14 and proceed to crossing of Shuswap River, and new parking lot (2300'), 2 miles south of bridge. Spectrum Lake (3180') is 8 miles by good trail. On the way in, the hiker crosses Spectrum Cr. twice on rustic log bridges, passes through stately stands of cedar and hemlock with devil's club understory, and ascends through an old burn and avalanche slopes to a ridge just above Spectrum Lake. At this point, about 3½ hrs. from the parking lot, a prominent trail junction and decision time is reached. For those packing on to camp at Peter's Lake, the upper trail fork is recommended, since it preserves hard-won altitude and is more direct. (Spectrum Lake can be seen at closer range on the trip out). For those parties allowing 2 days for the trip in to Peter's, the lower fork descends some 300' in altitude and in 15 minutes, reaches the west shore campsites of Spectrum Lake. To rejoin the Peter's Lake trail, contour the north lakeshore of Spectrum for ¼ mile and pick up the steep switchbacks leading to the upper trail. The route slowly gains altitude in a thick slide, forest, alders and brush for some 2 hrs. before ascending rapidly by several switchbacks to gain the rim of the basin to the left of the now thundering waterfall. At this rim, the character of the route changes dramatically. The trail soon breaks out of the forest into sub-alpine meadows and crosses the outlet stream from Peter's Lake to Little Peter's Lake to the south side. Campsites are most strategic at the southeast end of Peter's Lake, from whence excursions can be made to Mt. Fosthall (south of lake), Margie Lake (southeast over the alpine divide), and the high, lake-strewn meadows south Mt. Gunnarsen and northeast of Peter's. Total times: parking lot to Spectrum Lake, 4-4½ hours; Spectrum Lake to Peter's Lake, 4½-5 hours.

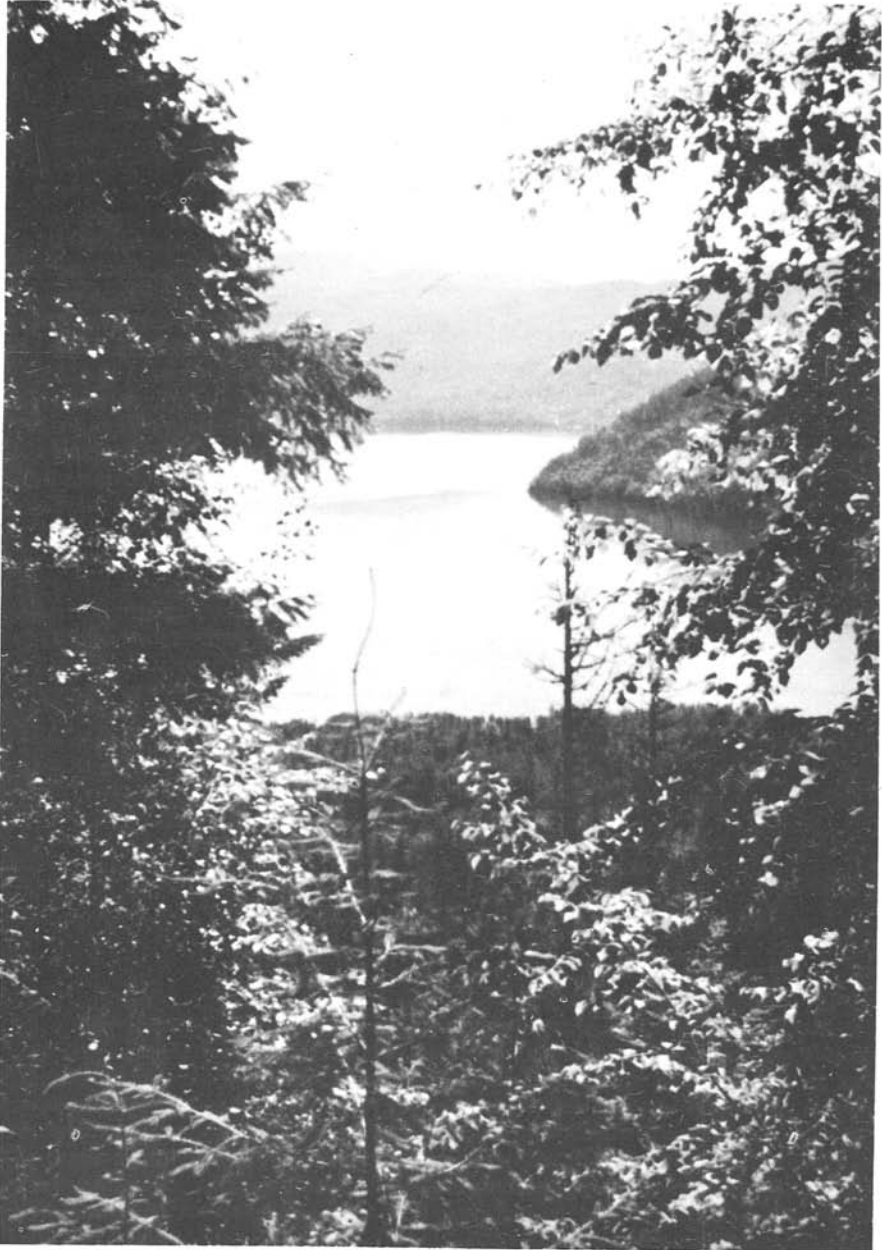
## *Greenbush Lake*      MAP 20



Besides its reputation as a fine fishing lake, the Greenbush area is notable for its strategic access to more remote regions of the South Monashees. To the mountaineer and wilderness backpacker, Joss Pass lies to the northwest and Blanket Mtn., the culmination of glaciation in the south Monashees, to the east. The terrain, however, is severe, and where trails are absent, the visitor should expect the characteristic

fearsome Interior Wetbelt bushwacking, with Devil's Club at low elevations and thick Mountain Rhododendron and slide alder just below the alpine zone. Greenbush Lake is approached east from Vernon via Highway #6 to the Sugar Lake logging road north of Cherryville where vehicles can be taken to Mile 31 in the upper Shuswap Valley (2900'). At this point, the Shuswap R. must be forded to the east bank. (2 logs in place, 1974). Pick up road on east side and follow it north to a bridge crossing back to

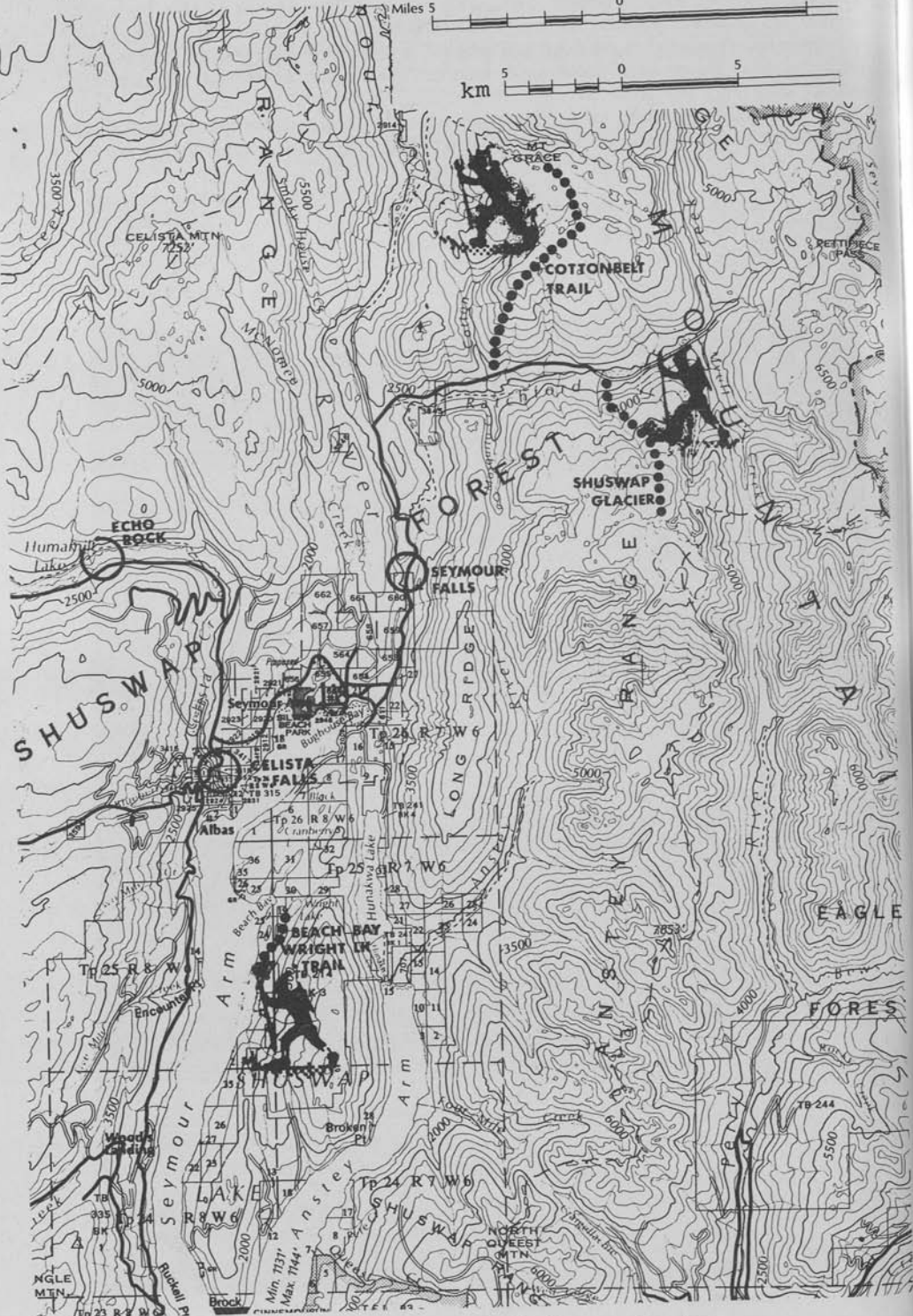
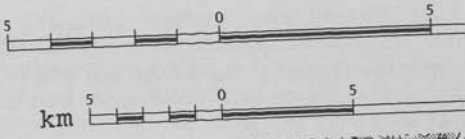
the west side of the river (1 hr. from ford), and continue north through stands of hemlock to a prominent road junction. (1½-2 hrs. from bridge). Checking the map is useful here, noting that the previous 3 miles has been on a "plateau" between the Shuswap R. (west) and the stream draining Greenbush Lake (east). The left fork leads by road and trail (indistinct, 1974) in 3 hrs. to Joss Pass. The right fork passes an old cabin and reaches campsites on the north shore of Greenbush Lake in 15 minutes. Extensive new logging (1976) will likely alter the route north of mile 31.



View of Mabel Lake from eastern shore.

# Notes





MAP 23: Hiking Routes in the Seymour Arm Area.

# SEYMOUR ARM

The Seymour Arm is the north-west arm of Shuswap Lake. At present a small village is located along and near the lake. The main attractions of the area are the old hotel — about 300 yards from the lakeshore, the provincial park which takes in an area of excellent sandy beach, and the Edwardian manor, privately owned, which was constructed and was the home of J.C. Collings, an artist who worked during the first part of this century and is noted for his watercolour paintings.

The Seymour Arm area can be reached by either of two means of transportation. By far the pleasanter of the two is to utilize the Shuswap Lake Ferry Service which will take you and your vehicle, via barge, from Sicamous to Seymour Arm at a casual and leisurely pace while you relax on deck. Contact the company for details.

The alternate is to drive your vehicle from the Shuswap Lake north shore area.

**Route One** — See description of Shuswap North Shore for access to Scotch Creek. Continue east following the main road to Anglemont and St. Ives. From Anglemont continue to follow the road, now in much poorer condition, along the lakeshore. Follow any directional signs which state "Albas or Seymour Arm". About 23 miles of poor gravel road a junction with signs "Albas, 2 Mile Camp, 5 Mile Creek and Blueberry Creek" is reached. Here a prominent road from the left joins the one from Anglemont.

Follow the main road in the direction of any signs to Seymour Arm. Celista Creek is crossed about one-half mile from this point. About 3 miles past the junction the well travelled road continues approximately straight ahead but a small side road bearing the sign "Seymour Arm, McNomee Creek" on the right indicates the route to Seymour Arm. From here to Seymour Arm is about 15 miles.

**Route Two** — The second route follows the North Shore road until the bridge over Scotch Creek. On the west side of the bridge a road on the north follows the west side of Scotch Creek to gain access to the B.C. Hydro powerline. Follow this powerline road along the top and then down to the main road at the junction mentioned in Route One.

NOTE: As of this writing, construction of a road linking Albas with Seymour Arm directly via the lakeshore was in progress but not completed.

Map reference: Seymour Arm 82/M.

## *History of Seymour Arm*

In April, 1865, William Downie led a party from Colville in Washington Territory to the Big Bend country on the Columbia River. They discovered gold at Carnes Creek. Gold was also discovered on the east side of Goldstream River, and on French Creek. Although the rush only lasted a few years (by the summer of 1866 the goldfields had played out), it brought the first settlers into the Seymour area. The city of Seymour was an important centre during this gold rush. The B.C. government constructed a 30 mile pack trail from Seymour Arm to Downie Creek. Thus people were going through Seymour to reach the goldfields.

The town had already been established as a Hudson's Bay Company outpost by a man named Martin in 1864. It was the gold rush, though, that brought settlers. There were at one time approximately 500 people living in Seymour.

After the goldfields played out, the Hudson's Bay Company store at Seymour was closed and people began leaving town. Those who stayed were mostly lumbermen and loggers.



**Hunakwa Lake and upper Seymour Arm from Seymour Lookout.**

In 1910 an English company called Seymour Arm Estates tried to develop the town as a fruit-growing region. They advertised the land in England, and many new settlers bought plots and came out to Canada. Unfortunately, the area is not really suited to growing fruit and the town dwindled in population again.

### ***Beach Bay to Wright Lake* MAP 23**



Wright Lake is a unique and very beautiful lake with 100 feet of floating moss around the shoreline. It is a good swimming lake for the water is warm even in May.

The only way to reach Beach Bay is by boat. The trail starts just up from the pier. It parallels the bay for a short distance so if it cannot be located it soon can be found by walking into the woods from the shore. The trail is well marked and easy to follow for the mile to the lake.


### ***Celista Falls* MAP 23**



Celista Falls is located on the Celista Creek about 2 miles from the site of the once thriving turn of the century mill town of Albas. The Falls, actually a series of step-like cataracts, have combined with time to almost completely destroy a large generating plant that was used to supply power to the Albas sawmill. Now only remnants of the concrete foundations, rotting timbers and rusted metal from the once powerful generators exist amidst the rapidly returning foliage.

To reach the Falls travel from Albas on the Humamilt Lake-Seymour Arm road for approximately 2 miles. The Falls are on the right hand side of the road and can be seen from the road. There is a short trail in the area of the Falls.

## Powerline Hiking MAP 23



The powerline from Mica Creek to Merritt follows the valley of Ratchford Creek for about 15 miles from the Monashee Divide to Mile 10 from Seymour Arm, from where it heads west across the Seymour River. An access road approximately follows the line. This road can be driven by two wheel drive vehicles usually to about Mile 15 or further depending on the weather and the season, in no case, however, further than Myoff Creek. Once the vehicle has gone as far as possible, a good day's hike can be made along the road to the Monashee Divide. Once past Myoff Creek the route is steeply uphill with several short downhill breaks. About  $\frac{1}{2}$  the distance up, the road switchbacks into the forest to avoid a box canyon. Before

entering the forest, a brief stop to examine the view should show a lovely waterfall on the stream that makes the canyon. In the forest the road crosses the rushing stream providing a good place for a short break.

The divide area is not sharp but broad with lakes, meadows and scrub vegetation, a good place to ramble around for a while. Following the powerline eastward brings the hiker to views of the eastern slope of the Monashees, the Columbia Valley and the Northern Selkirks. The route up and back constitutes the better part of a day for the average hiker. A more ambitious trip can be made by camping overnight as there are numerous camping spots among the lakes and meadows of the divide area.



## *Seymour River Falls*    MAP 23



The Seymour River Falls are the largest and most impressive falls in the North Shuswap. Five miles up river from Seymour Arm, the Falls are most spectacular during June and July. The 40 foot falls are situated just below a large pool in the river and the entire area is covered with a majestic stand of climax virgin cedar.

To reach the Falls, follow the road past the small sawmill at Seymour Arm for one-quarter mile and then take a road branching off to the right that is marked by a sign indicating "Falls". Follow this road for one-half mile and then take the left fork (the right fork is the Hunakwa Lake road) in the road. Continue for about 4 miles and then listen to the roar of the falls as the trail to the Falls is difficult to spot from the road. When you hear the Falls look for a well-beaten path. The walk to the Falls takes about 5 minutes.



**Cinnemousun Narrows from the north.**



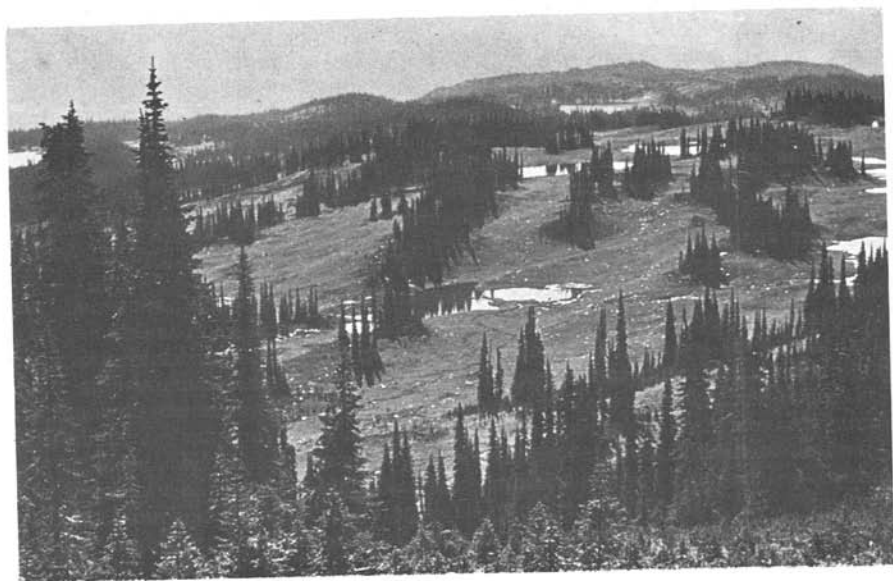
## Grace Mountain and the Cottonbelt MAP 23



A cryptic comment must preface any attempt to describe this legendary area. Namely, this description is the second in the guide book (the other being Eagle Pass Mtn.) where the authors feel genuine reluctance in making a uniquely beautiful and at the same time, environmentally fragile and vulnerable landscape more accessible. However, the presence of powerful, extractive industrial activity in the region (proposed logging in the Seymour River Valley and extensive mining claims in the Cottonbelt itself) seems to argue against secrecy insofar as access is concerned. Perhaps only people and their convictions can seek to bring about protection for an area of great natural beauty, and while unthinking visitors can and do trash beauty spots, their impact is really negligible compared to the assaults of industrial technology. Consequently, the natural reluctance of the authors to "open the door" will be tempered by the belief that exposure to the Cottonbelt may sensitize visitors to its value and so gain it defenders. Grace Mountain and the Cottonbelt lie some 18 miles northwest of the community of Seymour Arm, between the valley of the Seymour River on the west and the north fork of Ratchford Creek to the east. The route of the recently-constructed B.C. Hydro right-of-way running from Downie Cr. on the Columbia River to Seymour Arm and beyond, follows the valley of Ratchford Cr. immediately to the south of the Cottonbelt. Historically, the 1865 trail to the Columbia R. gold workings, constructed by Walter Moberly before the discovery of Eagle Pass and the coming of the C.P.R., also followed this route over the Monashees. Despite this historic significance, the trail was forgotten or ignored, as is so much of our Canadian heritage, and was duly obliterated by the Hydro right-of-way in 1971-73. Fortunate visitors may still see remnants of this trail in the vicinity of Seymour Falls and at scattered points in the Ratchford Cr. Valley.

There is no easy way to the Cottonbelt unless we include access by air — a subject beyond the intent of this guidebook and hopefully beyond the approval of its readers as well. The Cottonbelt has been the scene of sporadic mining activity over the past 50 years, and hearkening back to this period, an old trail follows up the Seymour Valley on its east side to gain the mine site via the wooded ridge south of the Blais Cr. valley. The mine buildings, now largely in ruins, are located on a north-facing slope of Grace Mountain, about 300' in altitude below the vast, lake-dotted meadows of the Cottonbelt proper. In 1973, two of the authors descended from the high country in 10 hrs. by this trail and although it was in good condition at higher altitudes, the 6 ft. high ferns, Devil's Club and nettles of the Seymour bottomland made for very difficult trail finding. Also, a large section of the trail near the Ratchford Cr. end has been rendered all but impassable by an old burn. Consequently, this demanding route is recommended only for the experienced wilderness backpacker. To reach the trail head, drive east and north from Seymour Arm townsite on the powerline access road to about mile 10. The trail begins in the Ratchford Cr. valley a few hundred yds. below and beyond the point where the road joins the powerline right-of way. Watch for a narrow road disappearing north into the trees on the far side of the right-of way and follow it on foot for approximately 3 miles where a prominent fire circle is encountered on the road. At this point, care must be taken to locate the trail below and to the left of the road, behind a jumble of deadfall. Allow 2 days to reach the mine site and Cottonbelt by this route, camping in the beautiful big timber of the Seymour valley on day one. In the Cottonbelt, campsites will be obvious and available almost anywhere, but they should be chosen to minimize human impact and ecological disturbance in the fragile meadows. It should be noted that a variation of this trail route may be possible, although details are lacking. Some unconfirmed reports indicate that the cat road can be followed beyond the fire circle and first trail head to rejoin the first route at a higher level. The authors have no specific information on this possibility but it may be worthy of exploration as a more straightforward route to the mine site.

As an alternative to the trail route, the most recommended approach to the Cottonbelt ascends directly from the Ratchford Cr. valley, and although trail-less and steep, is the shortest route to the objective. Like the trail approach, however, this access is recommended only to those with considerable expertise in off-trail travel and route-finding. Continue on the powerline access road to Mile 13 where the road crosses Cotton Cr. and a prominent trailer work camp has been established (1972-75). An enquiry at the camp might yield information, but if not, consider leaving your vehicle at the camp and backpacking directly up the steep slope utilizing the northeasterly trending ridge whenever possible. The mature forest is relatively open and progress is usually rapid until the rhododendron zone is reached at about 4000'. This route will lead to the top of a strategic knoll (6300') from which Grace Mountain and southern reaches of the Cottonbelt can be viewed. The main extent of the meadows and lakes, particularly Victoria Lake, lies to the east and north, but travel will be obvious from the knoll. In August, 1975, a party of 3 ascended from Mile 15 on the powerline road (just before bridge) directly to Victoria Lake and reported extensive devil's club and rhododendron at higher altitudes. Despite these natural difficulties, the determined and experienced backpacker will be repaid many times over by the truly astonishing vistas of sub-alpine meadows and lakes. Allow one day to reach the high country, **at least 2 days** for rambling over the meadows, including a walk to the top of Grace Mountain, and one day back down to the road.



The Cottonbelt.

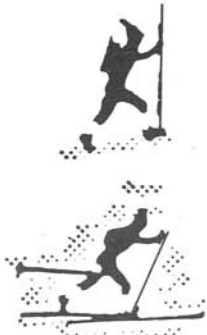
## Shuswap Glacier MAP 23



Like many high country access routes in the Seymour Arm area, this trip will appeal only to well-conditioned wilderness travellers with considerable skill in off-trail route-finding on steep, at times rocky, slopes. In this respect, the "Shuswap Glacier" access and the direct route to the "Cottonbelt" are far-and-away the most severe outings in the entire guidebook. Consequently, the difficulties should not be taken lightly. Accepted on its own terms, however, the glaciated high country south of Ratchford Creek offers wilderness values of exceptional quality, including the closest active glacier to Shuswap Lake at the headwaters of the Anstey River.

Access is via the powerline road from Seymour Arm to Mile 15 in the Ratchford Cr. valley. Follow beyond Mile 15 and across Ratchford Cr. to the south bank where vehicles may be parked  $\frac{1}{4}$ - $\frac{1}{2}$  mile past the bridge. From this point, the high country, 4500' above, may be reached in 6-8 hours. **There is no trail**, but by proceeding up the steep hillside, almost due south, and avoiding gullies and cliff-bands, a way can be found to above tree-line. Before the alpine is reached, the hiker should expect substantial zones of Devil's Club and Mountain Rhododendron, both of which will cause certain amounts of exasperation, particularly late in the day. Above tree-line, campsites are obvious and the slopes of the "Shuswap Glacier" will be seen to the south beyond the head of the "Valley of the Lakes". At least 4 days should be allowed for the trip, and if the party plans to ascend "Shuswap Glacier", appropriate snow and ice gear should be taken.

## Silver Star Provincial Park MAP 24



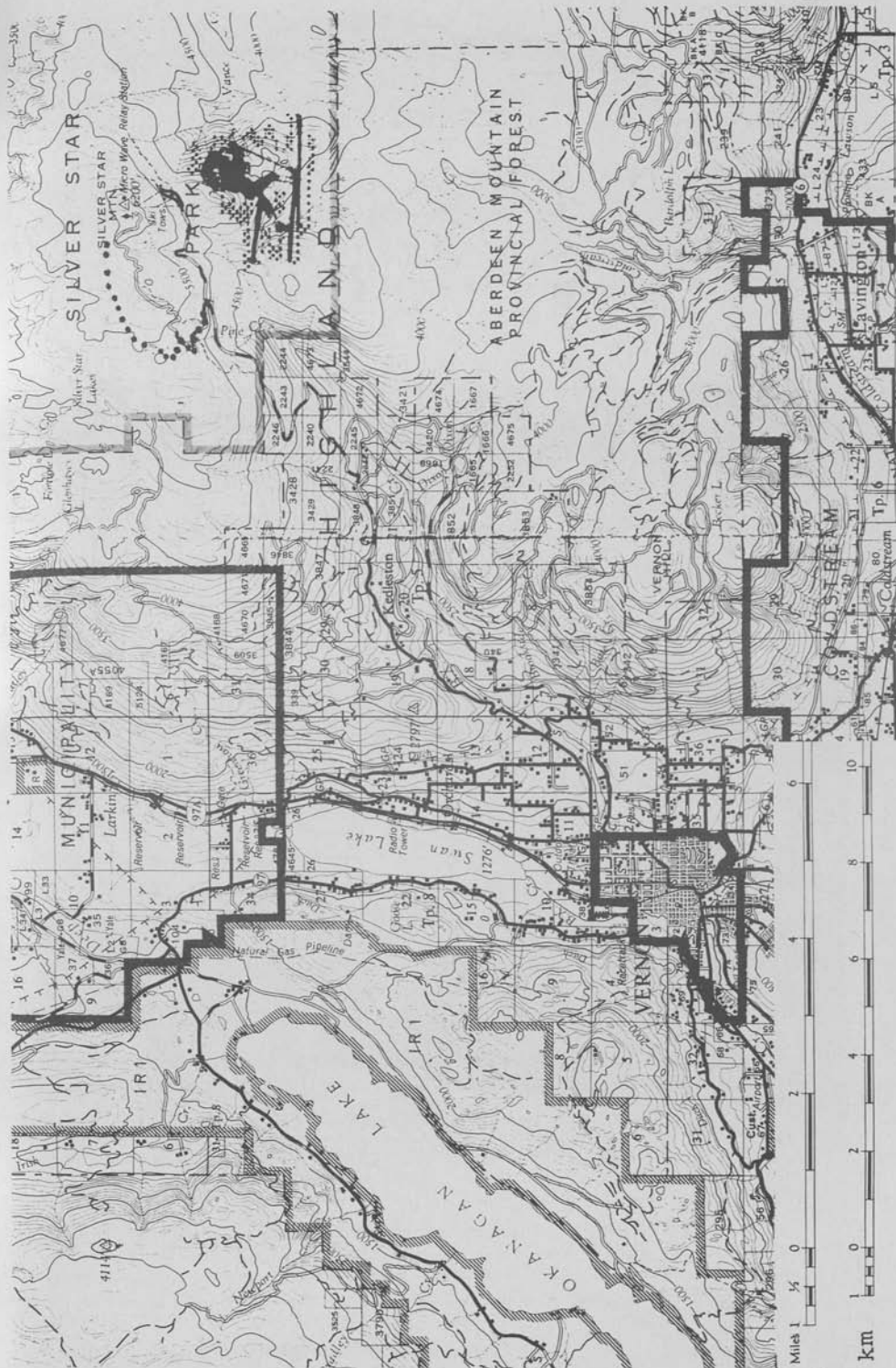
Until recently, this area was best known only to a sprinkling of summer hikers and snow-darkening hordes of lift-powered downhill skiers. Then snowmobiles, in a maniacal effort to exhaust non-renewable petroleum resources, also intruded noisily upon the once-serene winterscape of the park. Throughout these clanking celebrations of technology, ever-growing numbers of X-C skiers have gently glided their peaceful way among the semi-open woods and meadows of Silver Star Mountain's north-west slopes. True enough, the area is geographically out of the Shuswap, but in times of poor snow and oppressive overcast down in the valleys, the avid X-C skier can take advantage of the ploughed road and ascend to the sunny vistas of dry powder. Also, a chance meeting with Heinz, Keith, Ken, the Wylies and other enthusiastic members of the Vernon X-C Ski Club is always a treat. To get there, take the Silver Star road for about 10 miles to the park boundary. One and one-half miles beyond the rustic gate posts, a prominent pull-out and left turn to the Repeater Station (sign) will be obvious. Leave vehicles here and ski up the Repeater Station road (on the left shoulder) for 20-30 min. An unmistakable "hairpin switchback" is passed en route and 5-10 min. later, leave the road left just before a left-turn snowmobile route (sign) and enter the woods. A beautiful trail leads in 5 min. to "Pine Cabin" and beyond it, north-east, past "Pine Lake" into semi-open terrain. Numerous routes and options are possible here, some marked by the Vernon Club and S.O.I., but geographic care is necessary, particularly when bad weather prevails. A general guideline is to not descend more than 100 ft. below the elevation of "Pine Lake". Many of the finest, rolling open routes are  $\frac{1}{2}$  mile north-east of the lake and 150' in elevation above it. The area is sub-alpine so rucksacks containing warm clothes and common sense safety gear are strongly advised. Despite the tiresome drive from Salmon Arm, this area is great for the whole family. Once the initial 30 min. on the snowmobile road is over with, X-C skiers will be amply rewarded by the beauty and quiet of the forest and lake.



**Silver Star powder!**

Ptarmigan are frequently seen as well. For those with an exceptionally low tolerance to raucous, uncouth noise and poisonous exhaust fumes, even the first 30 min. co-existence can be shortened by turning off the Repeater Station Rd. to the left, 5-10 min. after leaving the vehicles; and contouring along a trail until a prominent right turn uphill is encountered. Turn right, and 30 steep min. uphill, calling for good waxing technique in places, lead to "Pine Cabin" and link-up with route 1. Descent from the cabin by this route is definitely "advanced".

**Summer Hiking.** The authors are sadly unfamiliar with Silver Star's hiking and backpacking possibilities, but trails in the vicinity of Pine Lake, and farther up in the sub-alpine zone by the Repeater Station should offer fine routes.



MAP 24: Cross-country Skiing and Hiking Routes in Silver Star Provincial Park.



MAP 25: Bicycle Routes in Salmon Arm Area.

# CYCLING



Can you remember when the only bicycles you saw belonged to little kids? Well, it seems like times have changed. Today, businessmen make better time on bikes downtown than in their iron Detroit dodos. You'll see students with day-packs demonstrating that getting back in touch with the natural world is preferable to screaming through life behind a car window. Men and women and families of all ages really are finding out that their bodies are good for something besides turning starter keys and changing channels, and the more they use those bodies, the better they get — at everything.

A cyclist becomes reunited with the environment, breathing the air as it is, smelling things as they are, merging with the sun, wind and rain, and feeling the Earth turn beneath him in the contour of the road. For cyclists, getting there is as much or more fun than arriving, and when they do arrive, they know where they've been. How many worshippers of mechanized travel even see ten (or a hundred) miles of landscape as they hurtle, like the proverbial lemmings, through it; cut off from all natural forces in cocoons of noise and steel?

Cyclists are friendly, too. In times when people seem to have forgotten how to be friendly, or even why they should be, cyclists have rediscovered the gentle, struggle-free companionship of the open road.

#### **And you can too.**

As Pennfield Jensen of the "Clear Creek Bike Book" says: —  
 "In the beginning and at the end are time and space. How to move through two dimensions and not miss the magic? Slowly, quietly, with open mind and mammal grace. No speed but what you supply, your own energy re-directed, foot to pedal, sinew-popping good feel. Eventually, a rhythm grows to glide by on, freeing yourself to observe, to see. Nothing between you and the pulsating world but an invisible curtain of air. Part of the cycle while you ride your cycle.—

The Clear Creek Bike Book, 1972.

The pleasant dry weather of the summer months invite bicycling on the many by-ways and backroads of the Shuswap. Spring and autumn as well can provide many beautiful bicycling days but snow covered roads discourage all but the most avid enthusiasts from this sport in the winter. Although the major highways-become congested with tourist traffic in the summer months, the local residential roads remain relatively safe for the bicyclist and the paved shoulders of the Trans Canada Highway are attractive and reasonably safe for longer tours.

### ***Foothill Road Circuit*      MAP 25**

This is an easy nine mile ride for cyclists of all abilities. Several short and easy hills are to be found along Foothill Road but the remainder is level or very gently rising. Start at the traffic signal at the west end of Salmon Arm and proceed west on the Trans Canada Highway to the Salmon River Bridge. Here proceed straight ahead onto the Silver Creek Road and follow this around the corner to the left and thence south for two miles to Reid's Corner. Turn sharply left onto Foothill Road and follow its gently curving and up and down course back to the start.



## *South Broadview to 97B and Return* MAP 25

A short trip of ten miles with only one steep hill at the beginning. Start at the yellow warning light 1.5 miles east of the stoplight in Salmon Arm. Go south along Broadview. A steep hill is encountered almost at once, but once past this the route levels off and becomes quite pleasant. Continue for about five miles or until you come to highway 97B. Turn left here and continue back north along the highway until you come to the intersection at Poplar Grove. Turn left and continue along the Trans-Canada west until you come to the yellow warning light again.

## *North Broadview to Canoe and Return* MAP 25

Starting at the yellow warning light 1.5 miles east of the light in Salmon Arm, continue north along Broadview until the pavement ends. Turn right, continuing along the gravel road, winding generally downhill until you come again to the pavement, about 3 miles, and then into Canoe. Follow the highway back south, past the drive-in theater up over the hill until you come to the yellow warning light.

This trip is about fourteen miles long, and is of medium difficulty.

## *Salmon Arm - Grindrod - Sicamous - Salmon Arm*

MAP 25

This is a 50 mile route, good for the cyclist who is in good physical condition. The route has along it three steep and/or sustained hills — Tank Hill on the Trans-Canada Highway east of Salmon Arm, Firehall Hill on South Broadview near Salmon Arm, and CPR Hill west of Sicamous. The route takes about five hours to complete not counting stops for lunch, picture taking or just admiring the appealing scenery.

Follow the Trans-Canada Highway east from Salmon Arm about two miles to the Broadview crossroads. Turn right onto South Broadview and follow this and then Auto Road to the junction of Auto Road with Highway 97B. Turn right onto Highway 97B and follow this fairly level route to the top of the Enderby Hill. The highway then descends the hill, at the base of which a left turn onto Highway 97A takes the cyclist to Grindrod. The level road from Grindrod to Sicamous is a pleasant ride, following Mara Lake for much of the 18 miles. However, although the road is relatively little used most of the year, in the summer the tourist traffic makes it very unpleasant and sometimes dangerous for a cyclist. At Sicamous Highway 97A joins the Trans-Canada Highway. Here turn left, go up CPR Hill just east of Sicamous and thence along and above Shuswap Lake to Canoe. Here the Highway turns south, then west again, past the Broadview crossroads and down Tank Hill into Salmon Arm.

## *Deep Creek Route* MAP 25

Follow the Trans-Canada Highway east of Salmon Arm to the junction with Broadview. Turn right onto South Broadview and proceed along this and Auto road to the Junction with Highway 97B. Follow the highway to the Deep Creek turnoff. Turn right on to the Deep Creek Road and follow it to the junction about nine miles from the Highway. Stay on the road that is straight ahead for about one more mile to a second junction, marked with a sign "Kamloops". Turn right at this junction and keep going straight until the Silver Creek Road is reached. Turn right on to the Silver Creek Road and follow it back to Salmon Arm or else turn onto Foothill Road at Reid's Corner. This is an ideal 50 mile cycle route, most of it is paved and the roads are quiet and little used.

## *Silver Creek Store and Return*    MAP 25

A pleasant level route with a distance of 24 miles return.

Start at or near the westernmost of the two stoplights in Salmon Arm. Go south along Shuswap which turns into Foothill Road at the top of a short steep hill. Continue along Foothill, keeping left until you join the Salmon River Road at Reid's Corner. This corner is marked by a large white house with turret and pink roof. Here continue straight ahead. Follow the pavement generally south along the valley for another seven miles, or until you come to a small community with school, gas station and store. Return the way you came.

## *Salmon River Store and Return*    MAP 25

A little longer trip but still mainly on level road. A total distance of 36 miles round trip.

Follow the directions for the Silver Creek ride, but instead of turning around at the Silver Creek store, continue along the paved road for another six miles until you come to the next store. Turn around here and head back.



**Chase Creek.**

## *Falkland to Chase*

The road to Chase from Falkland takes off from Highway 97 at the west end of Falkland, being marked by a sign indicating Pillar Lake. The first seven miles are generally uphill followed by a mile of downhill to Pillar Lake. At Pillar Lake is the last store along the route. From here follow the main road north, eventually following Chase Creek and joining the Trans-Canada Highway at Chase. This road is entirely gravel, but the traffic is minimal and the scenery peaceful. Refer to any highway map for the route.

## *Sunnybrae - Canoe Point Road*      MAP 25

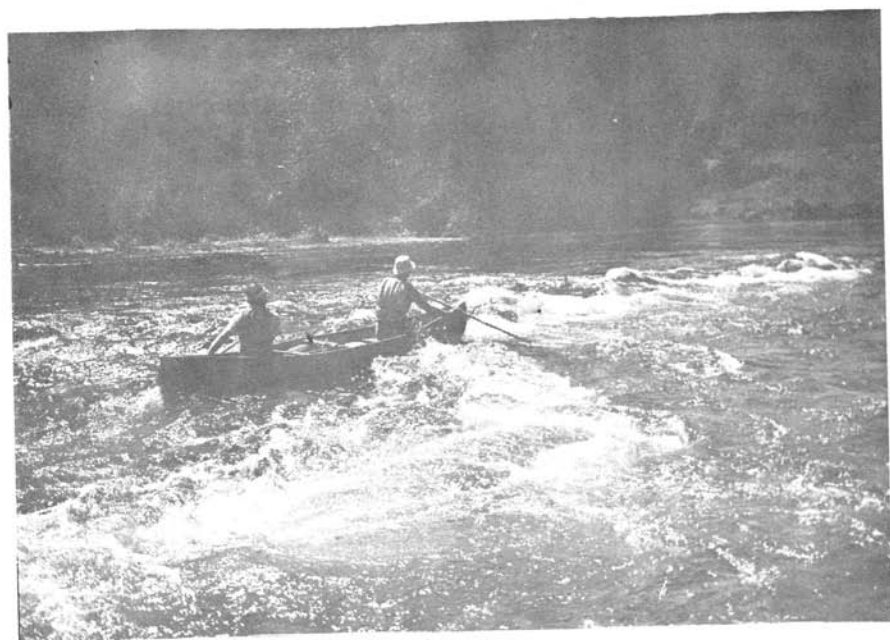
As with so many cycle trips, this one is excellent in the early morning, but can be good at any time of day. The road skirts the North Shore of the Salmon Arm of Shuswap Lake, is reasonably level but does have one or two good challenging grades. The pavement lasts for ten miles past the Tappen turnoff (as of 1975).

The Tappen-Sunnybrae turnoff is a good place from which to start if one wants to avoid the heavy traffic along the Trans-Canada Highway. Go west from the stoplight in Salmon Arm along the highway for ten miles. The turnoff goes to the right or east. Simply follow the pavement along the shore for as far as you wish to go.

## *Blind Bay to Wild Rose Bay*      MAP 25

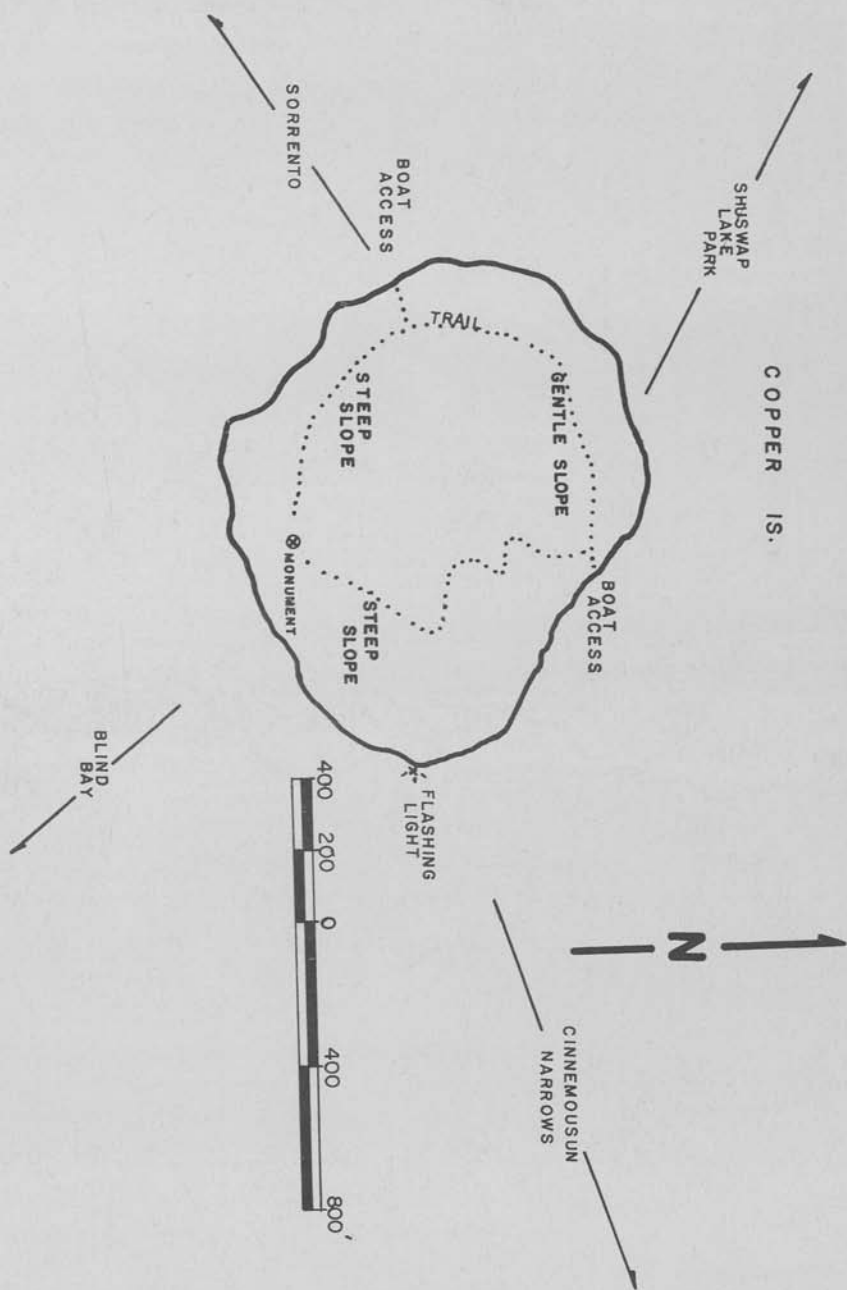
The Blind Bay to Wild Rose Bay cycle is an outing that rewards the cyclist with the unsurpassed beauty of Shuswap Lake, Copper Island and the Shuswap North Shore mountains. To reach Blind Bay turn right off the Trans-Canada Highway at the Balmoral store (about 15 miles) and follow the pavement, taking the right fork in the road at the bottom of the hill at Blind Bay. For those who have transported their bikes by vehicle the area immediately around where the road forks has several spots in which to park and unload the bikes. From this point to Wild Rose Bay is about 17 miles, about 5 or 6 of which are paved.

When the weather is warmer take along a bathing suit, or go without, as the road clings to the shoreline for a good part of the way and there are many spots where one can take a splash. Of interest are the cutbanks in the road which expose the countless layers of schist, specifically green chlorite schist. This material makes a fine beach and even finer rock-skipping stones. (For those with the competitive spirit the rock skipping champion of Blind Bay holds the mark at 27 skips!) Note: for the cardiac-arrest minded this route has only two minor hills.





MAP 26: Shuswap Canoe Routes.



MAP 27: Copper Island.

# CANOEING



## Canoeing

The valleys of the Shuswap contain rivers and lakes of varying sizes which invite a journey of any length at least several times a year. Besides the pleasure of paddling one's way along these beautiful waterways, added attractions are the various kinds of bird life and water oriented mammals to be seen. The routes described in this section are designed for the casual canoeist, one who is interested primarily in a day on the water observing the natural scene. This does not mean, however, that the routes should be considered as easy and safe for the totally inexperienced. An adequate knowledge of canoeing is necessary for the river routes but the interested person should consult guidebooks devoted solely to canoeing for information on techniques and challenging runs.

### *Cinnemousun Narrows*      MAP 26

Cinnemousun Narrows is the connection between the four major arms of the Shuswap Lake; Anstey Arm, Salmon Arm, Seymour Arm and the main arm of the Shuswap. On the south shore of the narrows is located Cinnemousun Narrows Provincial Park.

### *Bastion Bay to Wild Rose Bay*      MAP 26

This trip can be done in two leisurely days, stopping overnight at Cinnemousun Narrows Provincial Park. Bastion Bay is on Salmon Arm of Shuswap Lake and Wild Rose Bay is on the large arm. To reach the Bastion Bay area, drive west of the village of Salmon Arm about eight miles on the Trans-Canada Highway and turn north on the Sunnybrae Road. Bastion Bay is at the end of this road about 20 miles. A canoe may be put in here with permission of the property owners, or else the trip can be started from any suitable point along the road. The new Herald property park or the small park 3 miles from the Trans-Canada Highway can be utilized. Once the canoe is in, the route is northerly (up the lake) towards the Narrows which are four to five hours of paddling and fourteen miles from Bastion Bay. Note: if the canoe is put in west of Bastion Bay the distance and time are correspondingly greater. An interesting side tour is to Quartzite Point where there are some Indian pictographs on a rock bluff just to the south. These are on the east side of the lake. Wild Rose Bay is three miles (approximately an hour) from the Narrows. The whole route is quite scenic and for those wishing to stop overnight the Park at the Narrows is a good spot.

### *Anstey Arm Canoe Route*      MAP 26

Anstey Arm is the smallest of the arms of Shuswap Lake, being the northeast arm. It was named after F.S. Anstey who settled on the arm in 1889. Although the arm can be reached from any point on the two southern arms, a good place to start a canoe trip is at Wild Rose Bay. To reach Wild Rose Bay, drive west on the Trans-Canada highway about 15 miles from Salmon Arm and turn right onto Blind Bay Road at Balmoral store. Follow the signs to Wild Rose Bay. Your vehicle can be parked at the Wild Rose Bay Resort for a small fee. This is a good place to put in the canoe.



Paddle northward (up the lake) until Cinnemousun Narrows are reached. Here cross the Narrows and continue northward. Once across the narrows you are in the Anstey Arm, the head of which can be reached in about five hours paddling time from the start (14 miles). Numerous camping spots are to be found on the sandy beaches at the head of the Arm. The first three miles of a trail up the Anstey River, which starts on the east side at the base of the mountain by the lake, are in good condition. On the west bank of Hunakwa Creek there is evidence of an overgrown trail. The mouths of both Hunakwa Creek and Anstey River are said to provide excellent fishing.

### *Seymour Arm Canoe Route*      MAP 26

Wild Rose Bay is a good place to start a canoe trip to the head of Seymour Arm. See "Anstey Arm Canoe Route" for instructions re the road to Wild Rose Bay. From there, seven to eight hours of paddling northward brings you to the head of Seymour Arm, a distance of approximately 22 miles. There are numerous places along the way for a swim and rest. Just before Beach Bay is a bluff with Indian pictographs. A Provincial Park provides campsites at Seymour Arm and Daniel's Store sells supplies. Although the trip provides some spectacular scenery and the visit to the small town of Seymour Arm is well worthwhile, the canoe route involves much heavy paddling. At least three days should be allowed for the trip, although the canoe and gear can take the ferry back to Sicamous if desired, thus shortening the trip considerably.



**Copper Island from Blind Bay with Adams Plateau in background.**

## *Copper Island*      MAP 27

Copper Island is a beautiful spot where everyone in the family can enjoy hiking the scenic trail around the Island as well as camping, picnicking, and just plain relaxing. Rising precipitously out of Shuswap Lake, between Sorrento and the Shuswap Lake Provincial Park, at Scotch Creek, Copper Island is centrally located for trips to other interesting points such as Little Shuswap Lake, Magna Bay, Celistia and many others. Copper Island is easily accessible by canoe from both the north and south side of Shuswap Lake where there are numerous access points conveniently located for canoe launching. The closest access point to Copper Island from Salmon Arm is Blind Bay Public Beach. This spot is reached by travelling 15 miles west of Salmon Arm on the Trans-Canada Highway and turning north on the paved Blind Bay road at the Balmoral store. Continue down this road for approximately two miles and turn west on a paved road. Follow this road for approximately one-third mile until you reach a public beach on the right. Here you can launch your canoe and enjoy a pleasant ½ hour paddle over to Copper Island. For directions concerning the trail around Copper Island consult map 27. Canoes may also be launched at Shuswap Lake Park on the north side of the lake.

## *Black Rock Point*      MAP 26

Black Rock Point is the prominent peninsula jutting into Mara Lake from the west about 10 miles south of Sicamous. Painted on the rock five feet above the water are several Indian pictographs. A pleasant few hours can be enjoyed by taking a canoe or kayak across the lake to see the pictographs and perhaps partaking of a picnic hamper before returning. Two access routes are possible. Drive on the Trans-Canada Highway to Sicamous, then turn south on Highway 97A. Proceed south about 8 miles to Swansea Point Road. Turn on this, drive to the road that parallels the lake and turn left onto this. Watch carefully for a narrow road between two log cabins. A faded sign on a tree marks this as a public access road leading to the lake. Here the canoe or kayak can be launched. Black Rock Point is 15 min. directly across the lake. A longer time on the lake can be planned by putting in at the Mara Park picnic area, about 2 miles further south. This route means that to reach the pictographs you must paddle north as well as west across the lake.

## *Gardom Lake*      MAP 3

Gardom Lake is an excellent place for the beginning and afternoon canoeists. The lake sports fine fishing right after spring break-up in early April and then by the end of May the lake is reputed to be warm enough for swimming. To get to Gardom Lake turn off Highway 97B just on top of the Enderby Hill or where all the resort signs indicate the lake turnoff. Follow the gravel road past Glenmary road and then take a left at a sign indicating public access and "park". There are ample parking facilities and several good places to launch a canoe at this spot.

Interesting features are the lake's shallowness, its weedy bottom, the loons, and other birds which inhabit the lake.



**C'mon, paddle harder.**

### ***White Lake*      MAP 5**

White Lake is a small lake about four miles long situated between the main arm and the Salmon Arm of Shuswap Lake. It is a pleasant lake on which to canoe and/or fish. In spring and early summer many types of waterfowl can be seen on the lake and adjacent to the shore where they nest. A small Class C Provincial Park is located on the north side of the lake, a good picnic spot, a good place to launch a canoe, and also the take off point for the White Lake Nature Trail.

To drive to the area, follow the Trans-Canada Highway about 12 miles west of Salmon Arm. One-half mile past Carlin School turn right off the highway onto the White Lake Road and follow this four or five miles to the west end of White Lake and the White Lake Community Hall. Continue on the road, following it around the end of the lake to the north side. The Park is about two miles from the Hall on the north side of the Lake.

### ***Little River and Little Shuswap Lake*      MAP 26**

This route includes Little River which joins Shuswap Lake to Little Shuswap Lake. It makes an enjoyable family outing as the current is not strong in the river and there are numerous stopping places along the shoreline. About 30 miles west of Salmon Arm on the Trans-Canada Highway is the Squilax bridge and underpass. It is fairly easy to launch a canoe here and continue downstream to any convenient place on Little Shuswap Lake, the end point being the town of Chase.

## *Adams Lake*      MAP 26

Adams Lake is a relatively unknown canoeing area with a surprising variety of points of interest to observe and enjoy; including abandoned mineshafts, a cattle barge, and plenty of beautiful scenery. In addition, Adams Lake possesses a variety of rewarding canoeing routes and one of the most interesting of these trips is outlined below. Completion of this route involves about 4 hours paddling and canoeists undertaking this trip should be prepared to handle the unpredictable winds that frequently blow on Adams Lake. To reach the start of this route at the Scout Camp travel 30 miles west of Salmon Arm on the Trans-Canada Highway and turn north over Little River on the Squilax-Anglemont road. Continue about 3 miles up this road until you reach the clearly marked Adams Lake turnoff to the left. Follow this road for approximately five miles until you are within  $\frac{1}{4}$  mile of the Adams Lake sawmill. At this point turn left uphill on a well-travelled gravel road and continue along it for about two miles until you come to a road on the right marked "Scout Camp". Turn down this road and continue down to the Scout Camp on the lakeshore. Put your canoe in to the right of the Scout Camp. The route goes across Adams Lake to the eastern side, north along this shoreline for three miles, back across to the other side of the lake and then south back to the Scout Camp.

## *Humamilt Lake*      MAP 26

Humamilt Lake and vicinity is a beautiful wild area containing a variety of outdoor attractions including abundant wildlife, good fishing and canoeing, fantastic scenery, and plenty of peace and relaxation. An excellent camping spot is the Federated Co-op cabin at the east end of the lake next to the mouth of Celista Creek. Humamilt Lake is about 8 miles long and takes about 4 hours to canoe from the east end of the lake. About one-third of a mile from the east end of the lake is a beautiful maze of islands with numerous channels in between them. Farther up the lake you must pass through various interesting channels where the lake narrows to the size of a stream. On the west end of the lake there are numerous camping spots where you can camp overnight providing you avoid the one or two private beaches in the area. Reaching Humamilt Lake from Salmōn Arm involves about 5 hours driving and approximately 3 hours of this trip are on a gravel road. Travel 30 miles west of Salmon Arm on the Trans-Canada and turn north at Squilax bridge on the Scotch Creek-Anglemont road. Continue along this road for about 25 miles until you arrive at St. Ives estates where the road narrows to a gravelled road following the lakeshore. Follow this road about 20 miles until you arrive in the Albas area where road signs will direct you the remainder of the trip to the cabin at the east end of Humamilt Lake and along its southern shores to the west end of the lake. One un-marked spot is the bridge crossing on Celista Creek about 3 miles north of Albas. At this point avoid the logging road to the right and continue left across the bridge. To avoid double bookings at the Federated Co-op cabin, visitors are advised to book it in advance by phoning the Federated Co-op office at Canoe. Take plenty of insect repellent along with you.

## *Mabel Lake*      MAP 26

Mabel Lake, one of the largest lakes in British Columbia, is a relatively unspoiled lake nestled in one of the several deep valleys that have been carved out of the Shuswap Highlands.

For the canoeist, Mabel Lake offers miles of forested shoreline, liberally sprinkled with pleasant sandy beaches and cascading mountain streams. There are numerous places for camping or having lunch as almost the entire shoreline is Crown Land, with two places, Mabel Lake Provincial Park and Noisy Creek Public Use Area, providing excellent camping facilities.

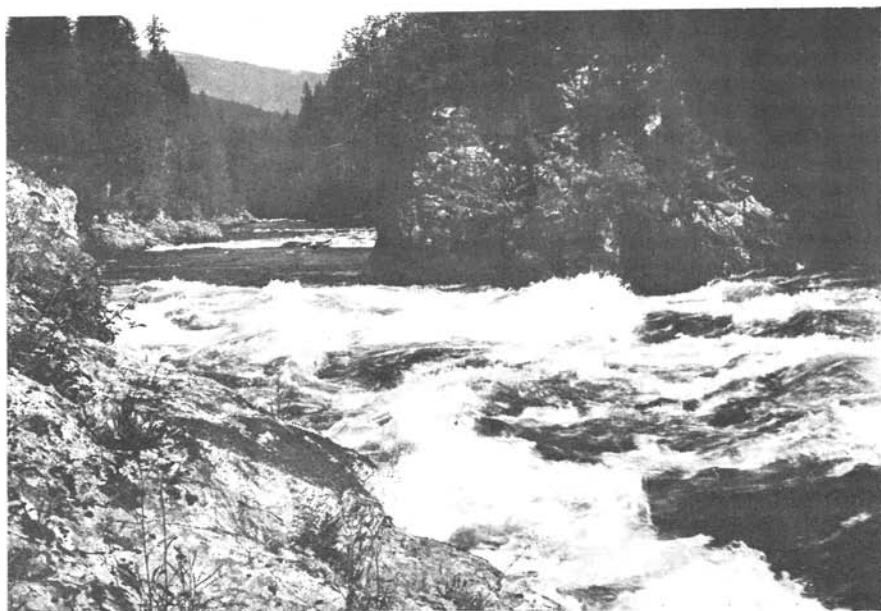
Mabel Lake is approximately 20 miles in length and between one-half to one mile in width. Excellent put-in and take-out spots include: the Dolly Varden beach located at the end of the Enderby-Mabel Lake Road; the Noisy Creek campground, which is accessible by forestry road and located at the mouth of Noisy Creek; and Mabel Lake Provincial Park, located at the south end of Mabel Lake and accessible via Lumby.

Points of interest on Mabel Lake include the Indian pictograph, located just north of the Dolly Varden beach, Tsuis or Cottonwood Creek and the Wap and Shswap River deltas.

As a note of caution, Mabel Lake can experience sudden winds (as do most Shuswap area lakes) and the numerous mountain streams flowing into the lake tend to keep the temperature of the lake quite cool even in mid-summer.

### *Hidden Lake*    MAP 18

This is a small lake to the west of Mabel Lake. Canoeing in the lake is enjoyable. For access, see hiking section.



**Dangerous canoeing! Skookumchuk Rapids (the Chucks), one mile downstream from Mabel Lake on Shuswap River.**

## *Skookumchuk Rapids*      MAP 26

The Skookumchuk Rapids, or the "Chucks" as they are more commonly called, are a series of wild tumultuous rapids and dark green swirling pools — all contained within a picturesque setting of parklike forests flanking the riverbank.

The "Chucks" rapids are approximately one-half mile in length and contain a number of popular fishing holes, all attainable by several well-trodden footpaths. Owing to the rugged beauty of the "Chucks", the area is popular with picnickers; camera buffs, and sightseers.

In the early summer, during high water, the "Chucks" may be seen at their magnificently roaring and frothing best. (To attest to the "Chucks" wildness, signs have recently been posted above the "Chucks" warning canoeists of the ferocity of the rapids.)

The "Chucks" are located one-half mile downriver from Mabel Lake or about nineteen miles east of Enderby on the Enderby-Mabel Lake Road. Since the property on the road side of the river at the "Chucks" is privately owned, those visiting the "Chucks" should take extra care not to do anything that would endanger the desires of others wishing to take in their grandeur.

## *Hupel to Enderby*      MAP 26

This four to five hour trip is without doubt one of the finest river canoeing routes the Shuswap area has to offer. Abundant wildlife as well as picturesque rustic farmland are evident throughout the route, and the Shuswap voyageur can enjoy a variety of river conditions, including side trips through "The Islands" and moderately difficult white water areas. Only those canoeists who are moderately experienced in river canoeing should attempt this trip as it is graded from 1 to 2 on the international river grading system. It is also recommended that interested individuals should only undertake this route after high water is past in late June or early July. This warning is necessary because the problem of exposed rocks and extremely cold water in low water as well as the difficulties of a fast cold current in high water make the river extremely treacherous at these times of year. However, from mid-July to September the Shuswap River is relatively calm and allows for a relaxing, easy pace which makes the surrounding countryside much easier to enjoy. This route is started where the road parallels the river at Hupel and is completed at the Enderby bridge some 20 miles from the starting point. A shorter trip of approximately 3 hours can be undertaken from the Hupel starting point to the Ashton Creek bridge 12 miles downriver. Note: the Hupel area is no longer clearly marked but any launching spot can be found downstream from a cable crossing the river which is observable from the road. Warning signs on the road — "Dangerous Canoeing" indicate where the river is dangerous and **by no means** should a canoe be launched upstream from the first of these signs encountered.



**Diving in, Shuswap River.**

## *Enderby to Mara Lake*      MAP 26

The Shuswap River from Enderby to Mara meanders through productive farmland at a leisurely rate. There are no rapids or fast water to contend with although sweepers can occur anywhere on any river, of course. The canoe enthusiast may find this route somewhat uninteresting, but the many opportunities to observe water-oriented wildlife make the journey worthwhile. Waterfowl of many kinds are to be found as well as mammals such as muskrat and beaver. In addition, other birds such as kingfishers, waxwings, woodpeckers, and hawks may be observed.

The area near the Enderby bridge is a good spot for launching the canoe. About 15 miles further is the Mara Bridge near Mara townsite where the journey could end. Alternately, a keen paddler could continue to Mara Lake and finish up at Mara Provincial Park. A shorter trip may be made by completing only half the route and ending at the Grindrod Bridge or by starting at Grindrod and paddling to Mara. Distance: Enderby to Grindrod — 6 miles; Enderby to Mara — 15 miles; Enderby to Mara Park — 22 miles.

## *Eagle River*      MAP 26

This river has its headwaters in historic Eagle Pass, 6 miles west of Revelstoke, from whence it flows west into Shuswap Lake at Sicamous. The substantial Shuswap River also enters the lake at Sicamous, and together with the Eagle, forms a striking delta pattern which is visible from the highway just west of town.

Canoeing the Eagle is, for the most part, a gentle experience with some care needed at a few points to avoid sweepers and small log jams. For those floating its upper reaches, however, and depending upon the season, more difficulty should be expected. Since the Trans-Canada Highway parallels much of the river's course, a variety of launching sites are available, two of which will be described here. One such site, best-suited to experienced canoeists, is located at the old townsite of Taft, about 21 miles east of Sicamous, and ½ mile downstream from the point where Crazy Creek joins the Eagle. Taft is accessible from the Trans-Canada via a short, paved road. After putting in at Taft, travellers should anticipate the entry of the Perry River, 3 miles downstream. The Perry (or "North Fork") is the largest tributary of the Eagle, and it joins it at right angles with considerable force, necessitating care lest the canoe be swept against the Eagle's south bank. (For an exciting variation, some canoeists put into the Perry directly, upstream from the highway bridge.) The second and most-used launch site is at the "Golden Spike Memorial", 2 miles downstream from the Perry R., at Craigellachie. A prominent parking area and picnic site on the right side of the Trans-Canada permits direct and convenient access to the river. From this point on, the river is generally quite easy with progressively more and more winding as it approaches Sicamous. This provides pleasant opportunities for waterbird observation, exploring backwaters and old oxbows or just lazing along with the diminished current. Remember that the strongest current is on the outside of the curve and that this is also likely to be the deepest part of the river. In late summer and fall, obstructions become more numerous all along the route, and particularly above Craigellachie, so that the canoeist should be able to turn their canoe quickly at these times.

The majority of those floating the Eagle do not complete the 7 hour trip to Sicamous, preferring instead to take out at Cambie (7 miles east of Sicamous) where a prominent bridge spans the river, or at the "Holiday Homestead" (4 miles

downstream at Solsqua) where the river is right adjacent to the Trans-Canada. A feature of the section between Cambie and Solsqua is a beautiful suspension footbridge constructed by local residents. A trip log of May 13, 1973, reads in part as follows: "Perry River to Sicamous; river mileage, 22½ miles; 6 hrs. 50 min."

## *South Thompson River*      MAP 26

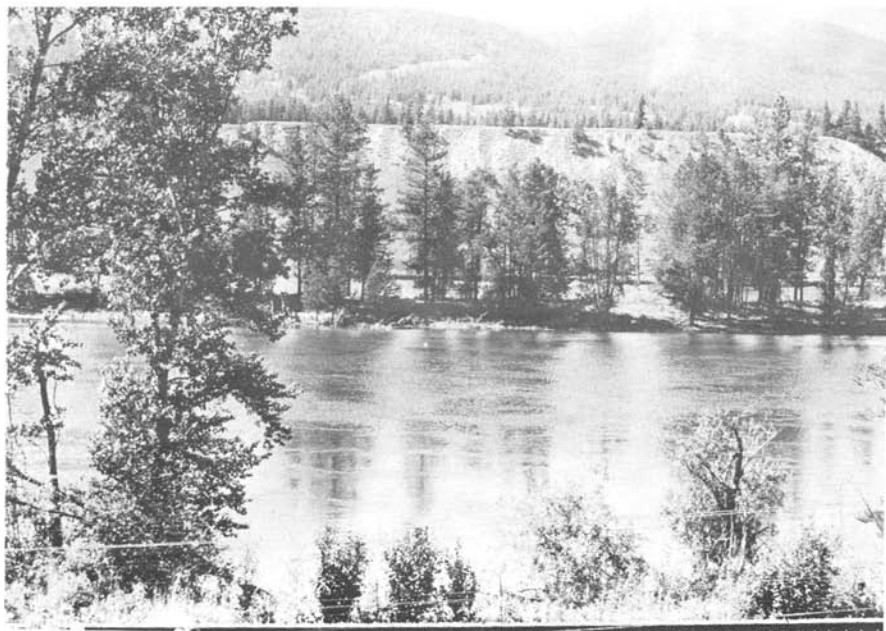
The South Thompson River canoe trip is ideal for a single day outing or for a weekend camping trip. The route takes the canoeist through an area that is a storehouse of historical treasures, an area rich in plant life that is found almost nowhere else in Canada, and an area that supports the largest migratory salmon run in the world. (See Adams River).

Called the "Crown Jewel" of the entire Thompson region, the river is best entered at the bridge that crosses the South Thompson in the village of Chase. From here it is a three to four hour trip to Banana Island — appropriately named for its long and narrow shape. At this point the canoeist is free to camp for the evening as the island is gazetted as a recreation reserve, or instead, the canoeist can continue to Kamloops, another six to seven hours downriver. At Kamloops, the canoeist can "take-out" at Riverside park, which is located on the left side of the river and just past the replica of Fort Kamloops.



**Suspension bridge on Eagle River.**





**South Thompson River near Chase.**

Points of interest along the route include the townsite of Monte Creek (formerly called "Ducks"), the site where Bill Miner, British Columbia's most notorious trainrobber, boarded the CPR passenger train, subsequently disembarked with the baggage car strongbox a few miles down the line at Campbell Creek and rode into the rolling grassland hills towards Nicola. In addition, the entire valley is a prime archaeological site as innumerable sites (with several kickwillie and cache-pit depressions still in evidence) are scattered along the river. (Please keep in mind that all the sites are immeasurably valuable and that site disturbance is a criminal offence.) Other interesting items may include the Lafarge Cement plant, Lion's Head, and the plentiful gravel bars where one may stop and fish or simply take a breather.

## *General Comment*

The river channel is well-marked by buoys placed by the Ministry of Transport and there are few obstructions and no white-water to prevent the canoeist from enjoying the scenic sagebrush and grass-covered hills rolling back from the river. The elevation drop in the river from Chase to Kamloops is 12 feet in average streamflow and the length of the river is approximately 30 miles.

*The machine has divorced man from the world of nature to which he belongs, and in the process he has lost in large measure the powers of contemplation with which he was endowed. A prerequisite for the preservation of the canons of humanism is a reestablishment of organic roots with our natural environment and, related to it, the evolution of ways of life which encourage contemplation and the search for truth and knowledge. The flower and vegetable garden, green grass, the fireplace, the primeval forest and its wondrous assemblage of living things, the uninhabited hilltop where one can silently look at the stars and wonder — all of these things and many others are necessary for the fulfillment of man's psychological and spiritual needs. To be sure, they are of no "practical value" and are seemingly unrelated to man's pressing need for food and living space. But they are as necessary to the preservation of humanism as food is necessary to the preservation of human life.*

HARRISON BROWN

*The song of the waters is audible to every ear, but there is other music in these hills, by no means audible to all...On a still night, when the campfire is low and the Pleiades have climbed over rimrocks, sit quietly and listen...and think hard of everything you have seen and tried to understand. Then you may hear it — a vast pulsing harmony — its score inscribed on a thousand hills, its notes the lives and deaths of plants and animals, its rhythms spanning the seconds and the centuries.*

ALDO LEOPOLD

*Those who would cut the timber, slaughter the animals as game, turn cattle loose to graze, flood the area with dams, or even open them up to real estate subdivision are fond of saying, "After all, human needs come first." But of what needs and of what human beings are we thinking? Of the material needs [or rather profits] of a few ranchers and lumbermen, or of the mental and physical health, the education and spiritual experiences, of a whole population? We do not tear down a high school because the building industry can prove that it could profitably erect an apartment house on the site and that the tenants would be glad to occupy it. We say, instead, that education pays off in a different way and that the space occupied by schools is not wasted. Much the same thing we say also of the space taken up by the green of a city square. But if parks and other public lands are to be held only until someone can show that a "use" has been found for them, they will not last very much longer. If we recognize that there is more than one kind of utility and that the parks are, at the present moment, being put to the best use to be found for them, then they may last a long time — until, perhaps, overpopulation has reached the point where the struggle for mere animal servival is so brutal that no school or theatre, no concert hall or church, can be permitted to "waste" the land on which it stands.*

**JOSEPH WOOD KRUTCH**

**Back cover:  
Gorge Creek Nature Trail.**

**Photo Page 41  
By Blane and Regan Ready.**

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