

CLOUDBURST



A Comprehensive List of Grants and Funding in BC | Active Travel: Guatemala Hiking
A Cautionary Note on Electric/Hybrid Cars | Sea to Sky Non-Motorized Area Update

Federation of Mountain Clubs of BC

Accessing the backcountry one step at a time

Spring/Summer 2019

CLOUDBURST



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Clubs of British Columbia



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Federation of Mountain Clubs of British Columbia

Working on your behalf

The Federation of Mountain Clubs of British Columbia (FMCBC) is a
province-wide umbrella organization dedicated to protecting and maintaining access to
BC's backcountry.

Since 1972, we have represented the interests of outdoor clubs from every corner of the
province and have provided a united voice on issues related to
non-motorized backcountry recreation.

Our membership is comprised of a diverse group of thousands of non-motorized
backcountry recreationists including hikers, rock climbers, mountaineers,
mountain bikers, trail runners, kayakers, backcountry skiers and snowshoers.

As an organization, we believe the enjoyment of these pursuits in an unspoiled environment
is a vital component to the quality of life for British Columbians, and by acting under the
policy of "talk, understand and persuade" we advocate for these interests.

President's Message

Dave Wharton

Valley Outdoor Association

Before I begin to write my President's Report, I always reread my previous report. I wouldn't want to be accused of being too repetitive with what I say! But of interest to me is that I noted the FMCBC had held three Board meetings since the 2018 AGM—Board meetings that were held with the newly designed, much smaller (in numbers) Board. I continue to believe strongly this was a good move for the FMCBC, and we now only have one more Board meeting prior to the 2019 AGM.

To suggest there have been no problems or no growing pains (or shrinking pains going from 40-plus Directors to 10) would be misleading. There have been issues to deal with as a direct result of reducing the number of Directors. But it speaks to the commitment of all Directors (and they all volunteer their time) that these issues have had thorough discussion at the Board table and have been mostly resolved.

I also must acknowledge the commitment of both FMCBC staff members, Barry Janyk and Stacey Santos. We certainly did not reduce their workload when we reduced the number of Directors! As our organization's President, I know how many hours we pay them both and I also know how many hours they work. And when it has been needed, I am certain there have been some hours of "volunteer work" by both, which highlights for me a key issue being faced by the Board: that at times there are too few dedicated individuals to attend to important issues in a timely manner. So, as we move forward following this year's AGM, I think it will be a priority that we look to establishing or revitalizing some core committees to



Wharton on a 3-day snowshoe trip to Nordheim Peak in Manning Provincial Park in April 2019. (Photo: Dianne Wharton)

ensure the priorities within the FMCBC are attended to efficiently and with consistency.

As you may know, the FMCBC is a member of the Outdoor Recreation Council of BC (ORC). And as the FMCBC is the provincial organization for clubs whose primary interest is non-motorized (non-mechanized and non-equestrian) backcountry recreation, ORC is the provincial organization that represents any and all backcountry recreation, including mountain bikers, bikers, equestrians, paddle sports and all types of motorized backcountry recreation such as the 4×4 community, dirt bikers, and ATVers, as well as hunters and fishers. The FMCBC is the only provincial organization that represents your interests within this diverse organization.

At first glance one wonders how ORC, with such a wide range of interests to represent, can ever get past the differences that would bring member

organizations into conflict. But these organizations have more of a common purpose than dividing differences. And your voice is much stronger when we represent your interests to government and industry due to our ORC membership.

Earlier this year, ORC filled the vacant Executive Director position with the hiring of Ms. Louise Pedersen, and I know that your Executive Director, Barry Janyk, has had productive communication with Louise that will help to ensure a strong supportive relationship exists between the two organizations.

I am now in my sixth and final year as a Director with ORC, the last three as the Chair, so my above comments are a direct result of my experience representing you at ORC and representing ORC to the FMCBC Board. As I step down from ORC, you will continue to be ably represented as a strong FMCBC member has offered

their name as a candidate for election to the ORC Board.

And to finish this note, I hope to see many of you at the 2019 AGM, this year hosted by the Chilliwack Outdoor

Club, who I know will do a fine job. Although as yet I can not comment on the format or agenda for the AGM (a bit early as I write this in April!), I can say one thing with confidence: For those of you who will be attending the AGM

with partners and spouses, there will be a good hike to Elk and Thurston Mountains for those who will not be attending the AGM, organized by a very capable longtime FMCBC member, my wife Dianne.

Recreation and Conservation

Southwest BC Recreation and Conservation Committee Report

By Monika Bittel and Brian Wood
Committee Co-Chairs

Over the past several months, the SWBC Recreation and Conservation Committee has worked on a range of matters. The following highlights some of these issues and the work done by Committee members.

Singing Pass Trail and Access – Update on developments

The FMCBC, a number of SWBC outdoor clubs, and the Spearhead Huts Society are working to implement the Singing Pass Trail Access and Parking Proposal to improve public access to Garibaldi Park from Whistler and overnight parking. In the fall, a subgroup was created to implement the Singing Pass Trail Access and Parking proposal. The proposal includes a pedestrian footbridge across Fitzsimmons Creek near the Innergex IPP, more parking for overnight Garibaldi Park visitors (winter and summer), including at or near the Innergex IPP site, and the possibility of a shuttle bus/taxi service as an alternate transportation option to the footbridge. With the first Spearhead hut becoming operational in 2019, there appears to be greater interest and willingness by some of the stakeholders to resolve



Singing Pass Slump, taken on May 24, 2018. (Photo: Bryce Leigh)

the access and parking issues. Total hut capacity with three huts will be 95 people. This doesn't include overnight visitors using tents and day hikers to the Park.

The current access options are too limiting and favour commercial interests. While the Whistler/Blackcomb lift system may be a preferred option for some, particularly in winter, it is far too restrictive (lifts are not operational year-round and lift hours are limited when in operation) and costly for many

park visitors and others who don't want lift-assisted access. There is a need for reasonable, safer and less costly options for the public to access Garibaldi Park via Singing Pass.

Parking in Whistler is controlled by the Resort Municipality of Whistler (RMOW) and Whistler/Blackcomb. In the summer, there are only 6 designated spots in Lot 4 for overnight park visitors. Also, Lots 1–5 can be completely closed by events such as Crankworx. While the Singing Pass Trail Access &

Parking proposal envisions parking at or near the Innergex site, there is currently no parking at this location. If parking is developed at or near the Innergex site, it will need to be managed to avoid the current problems at popular trailheads, such as Joffre Lakes Provincial Park. While a shuttle bus/taxi service would alleviate some parking pressures at the Innergex site, it would not address the need for overnight parking within the RMOW.

Carrying capacity also needs to be addressed. Both Recreation Sites and Trails BC (RSTBC) and BC Parks have raised carrying capacity concerns about hikers accessing Garibaldi Park via the Singing Pass trail. They have not however raised concerns about the thousands of people accessing the Park via Whistler/Blackcomb lift systems in winter. If visitor numbers are going to be limited in some way, there has to be a better balance between the different access points.

Rainbow Lake winter non-motorized update

A new protocol for the 21 Mile/Rainbow Lake non-motorized area was implemented this year by RSTBC, after acknowledging that signs, maps, boundary markers and club information failed to get compliance by snowmobilers. RSTBC's plan was to install a gate and sign at the start of Callaghan FSR at the bottom of Powerline hill on the west side of HWY 99, i.e., at end of the cul-de-sac, where road turns from pavement to gravel. If compliance with the non-motorized zone surrounding Rainbow Lake and Gin & Tonic Lakes was not achieved within the first few months of winter, the access road would be gated and only open on "bad weather" days. Should the gate with bad weather day openings still fail



Crossing snowmobile tracks in the non-motorized zone in the 21 Mile Creek watershed.
(Photo: Peter Gumplinger)

to achieve compliance, then the gate would be permanently closed all winter and the entire area from Callaghan River to the ridge on Sproatt would be non-motorized, plus the existing area surrounding Rainbow Lake. The threat of losing the Sproatt area galvanized the snowmobiling clubs to take action and to actively educate snowmobilers about the non-motorized boundaries and monitor snowmobile incursions into the non-motorized zone.

Compliance with the non-motorized zone was much improved in the first three months of 2019, with very few instances of snowmobiles being in the non-motorized zone. The area with the greatest conflicts was Hanging Lake, which is motorized but also one of the prime ski touring destinations within the Rainbow Lake-Sproatt area. There will be a follow up meeting to discuss what was achieved this past winter. The challenge will be maintaining compliance with the non-motorized zone in subsequent winters and finding a solution to the conflicts in the Hanging Lake.

Cypress Backcountry Access Corridor – Winter 2018-2019

This winter there were no changes to the Backcountry Access (BAC) protocol, which permits access through the Cypress Resort Controlled Recreation Area between 7 am and 10 pm. However, the BAC signage was not as well maintained this winter, with insufficient BAC signs marking the corridor, particularly near the Cypress Lodge. There was also considerable confusion about Cypress Resort's new RFID gates, with no signage to guide park visitors around the gates. Park visitors should not have to pass through the gates, which are not operational until 9 am and not set up for BAC passes (the gates have to be manually opened by the Cypress Resort attendants).

BC Parks and Cypress Resort did implement the one-time-daily descent privilege, which permits backcountry skiers using the Black Mountain trail to descend via "Maele Ricker's" ski run (aka Fork and Lower Fork) from the designated access point. Initially

the access point was at the terrain park but after the dangers of the access point were brought to the attention of BC Parks and Cypress Resort, it is now near the top of the Eagle Express chairlift.

Towards the end of the winter season, Cypress Resort also restored the Hollyburn Hikers Access Trail, by removing their cross-country ski ropes and poles, after Alex Wallace brought the encroachments to their attention.

BC Parks is still not prepared to open the road gate prior to 7 am, citing increased plowing costs, which BC Parks says it can't justify based on the small number of people wanting earlier access to traverse the Howe Sound Crest Trail.

Providing Comments on Multiple Commercial Tenure Applications

Over the past several months, the FMCBC has commented on several commercial tenure applications, which have implications for existing public recreation use in the proposed tenure areas or adjacent recreation areas. The applications included:

- [Compass Heli Tourism](#), which applied for multi-use adventure tourism activities (heli-skiing and snowshoeing and heli-hiking, camping, paddle sports and glacier tours) in the Harrison Lake, Nahatlatch river and Kwoiek Creek areas. The proposed tenure terrain is valuable for remote, multi-day backcountry ski trips, but current use is low because of access difficulties. The Committee recommended that the operator implement an avoidance protocol, which should be posted on the company's website, along with contact information.



Before: The “Hollyburn Hikers Access Trail” on Feb. 28th, 2019, when Alex Wallace received notice that the trail had been arbitrarily reduced to 1 metre wide by the creation of a new cross-country ski run. Wallace had to survey the area and dig out old Cypress Park Master Plan / Park Use Permit maps to figure out where the Cypress Nordic CRA Boundary was, and once he drew up a brightly coloured sketch map to show the ski hill the ‘error of their ways’ they were quite cooperative. This winter access trail on Hollyburn is actually in the Park Master Plan, as it was originally created by BC Parks Rangers to settle a ‘ski hill vs. the public’ access dispute in 1986, so they should have known not to put a groomed ski run on top of it. (Photo: Alex Wallace)



After: The restored Hollyburn winter hiking trail, taken on March 22nd. (Photo: Alex Wallace)



Munro Lake from the Viewpoint – Pinecone Burke Provincial Park (Photo: Mike Stewart)

- [Further logging](#) in the “Donut Hole” in Skagit Valley—an area sandwiched between Manning and Skagit provincial parks. The FMCBC opposed this application in the interest of maintaining the long-term goal to incorporate the “Donut Hole” lands into our provincial park system.
- [Imperial Metals’ application](#) for a multi-year, area based permit to do exploratory work on their Giant Copper claims within the Upper Skagit River Watershed, the area also known as the “Donut Hole.” As above, the FMCBC opposed this application in the interest of maintaining the long-term goal of SEEC and BC Parks to incorporate the “Donut Hole” lands into our provincial park system.
- [Three applications](#) submitted in relation to a proposed wilderness lodge to be located near the top of Brohm Ridge. The FMCBC is asking that these three applications be denied. Ad hoc development should not be happening on Brohm Ridge, given its proximity to Garibaldi Provincial Park and the designated ungulate winter range. Rather than developing this attractive alpine ridge, extending the boundary of Garibaldi Provincial Park to include Brohm Ridge would go some way towards compensating for the extensive removal of parkland for the benefit of Whistler/Blackcomb.

Pinecone Burke Provincial Park – park management planning status

There have been no further developments with respect to BC Parks’ Pinecone Burke Provincial Park management plan. Vicki Haberl from BC Parks advised progress has been slow because of competing priorities. The next big step in the planning process is to complete discussions with First Nations.

FMCBC will be advised when there is an opportunity for public comment on a draft plan, and this will likely include an open house.

Joffre Lakes: A Visitor-Use Management Strategy Could Come with Unintended Consequences

By Steve Jones

In recent years, Joffre Lakes Provincial Park has become incredibly busy. There are a number of theories for why this has happened. Some people point to the 41% growth in tourism industry revenue in the province between 2007 and 2017. Others point to the impact that social media has on making locations go viral if they are photogenic and reasonably easy to access. Longtime visitors point out that the trail was recently upgraded to smooth over the treacherous boulder field and rerouted to include an additional stop at scenic waterfall and that has made the trail attractive to a much larger audience. Finally, some people point out that there are a lot of visitors who want to visit wild places but feel safer when there are crowds around and this can lead to a snowball effect.

I don't think we'll be able to unravel the impact of all of the drivers. No matter the cause, Joffre Lakes Provincial Park saw over 170,000 visitors last year. On a provincial level, Destination BC has a target of increasing tourism revenue by 5%/year. When combined with local population growth I think it's obvious that the pressure is only going to increase over time.

BC Parks is now engaging in a process to develop a visitor-use management strategy. It's clear that some changes are needed. If the park is going to see 170,000 or more visitors in 2019 then additional parking or shuttle buses will need to be introduced. In 2018, overflow parking along the highway resulted in safety concerns being raised by the public, BC Parks and the RCMP. Other options that are on the table would result in a reduction in visitor numbers through the use of permits or access



Before the upgrades, the Joffre Lakes trail included a long section of boulder hopping that was challenging for many visitors. (Photo: Steve Jones)

fees.

I am concerned about unintended consequences and I want to briefly discuss two areas to watch:

1) Impacts to the mountaineering community

The area beyond Upper Joffre Lake has long been used by the people engaged in scrambling and mountaineering. Any attempts to manage the majority of the crowds that are sticking to the main hiking trail may inadvertently impact these other user groups. I am particularly concerned about the potential for any type of a day-permit system that may result in scrambling and mountaineering groups travelling on the date on which they were able to get a permit instead of choosing a travel date based on weather

conditions. We are a relatively small user group and it would be easy for our concerns to be go unnoticed if we do not actively participate in the process.

2) Impacts of diverted crowds on more sensitive areas

Unless visitation were to drop extremely dramatically, the chances of mountain goats or grizzly bears occupying the core area around the Joffre Lakes Trail is slim to none. In a similar vein, the environment directly adjacent to the Joffre Lakes trail is generally fairly robust (boulders, etc.) and the upgrades to the trail, multiple outhouses, ranger presence and campfire ban help to ensure that the area can continue to be enjoyed by future generations. The same can not be said of any of the areas where crowds may be diverted to if measures

are put in place to limit visitation at Joffre Lakes. Keyhole Hotsprings now operates with a seasonal closure after grizzly bears became habituated to human food. Semaphore Lakes is seeing increasing damage with each

passing summer. The nearest alternative trails on the Duffey Lake Highway all lack outhouses. If we are going to divert visitors from Joffre Lakes, we must upgrade the alternative locations that will be visited instead.

I encourage all members of the FMC-BC to get engaged in the consultation regarding the visitor-use management strategy of Joffre Lakes Provincial Park.

Sea to Sky Non-Motorized Area Update

By Bryce Leigh

ACC Whistler

On March 12, 2009, the Sea to Sky LRMP was amended to include Non-Commercial Winter Recreation Zones. One of those zones was the Rainbow Lake Twenty-One Mile Creek drainage. Intending to take advantage of this newly created non-motorized area and enjoy some good skiing on April 18, 2009, two of us skinned up from the biathlon range in the Whistler Olympic Park to Hanging Lake.

When we arrived at Hanging Lake, the Lake and surrounding slopes were totally covered in snowmobile tracks. Realizing that Hanging Lake is in the motorized zone, we headed for the divide that leads to Rainbow Lake and the non-motorized zone. When we crested the ridge above Rainbow Lake we were greeted by the sight of 17 snowmobiles on Rainbow Lake and many other sleds visible on the slopes above the lake. The noise from the sleds was unbelievably loud and the smell of exhaust fumes was nauseating. As we watched, two snowmobilers on steeper slopes lost control of their sleds and were thrown off them. The sleds continued to fall downhill without the riders.

The atmosphere for skiing was so unappealing that my partner asked if

we should turn around and go home. Ultimately, we decided that since we had spent 2.5 hours skinning up to that point we may as well continue to our destination of Rainbow Mountain. At the area where the route goes between 2 rock ridges, the sound of the snowmobiles reverberating off the rocks was deafening. As the angle of the slope decreases as you gain elevation, it became apparent to us that snowmobilers descending from the upper snowfields would not be able to see us skinning up below them. This was a very unnerving situation to be in. We got to the top of the upper snow field near the summit of Rainbow and despite the extensive snowmobile tracks we had good skiing back to Hanging Lake.

In the car on the way back from the ski trip, our conversation focused on the large number of snowmobiles in the non-motorized zone and how they had almost completely tracked out the area, making it a very unpleasant environment for skiing. We agreed that as the non-motorized zone had been recently created, the snowmobilers would need a little time to adapt. Probably a few weeks but definitely by the start of the next winter ski touring season they would be complying with the non-mo-

torized zone. How naive we were. For the next nine years, snowmobilers would blatantly disregard the non-motorized zone with complete immunity.

After years of increasing complaints from non-motorized users, on December 6, 2017, Alistair McCrone, from Recreation Sites and Trails BC, told me that resolving this issue was his number one priority for the coming year. On May 18, 2018 there was a stakeholder meeting (representatives from public snowmobilers and backcountry skiers, Canadian Wilderness Adventures and RMOW) to “discuss options to protect the non-motorized recreation experience” in the Rainbow Lake non-motorized zone. This was basically a meeting to summarize the current situation from which potential solutions would be derived. There was to be a follow up meeting in the fall of 2018.

In August 2018, I notified Alistair McCrone and Robert Van der Zalm, his superior, that I would be away for 56 days returning on October 31, 2018 and to ensure that Monika Bittel (FMCBC) was included in any correspondence regarding this issue to ensure that the non-motorized backcountry skiers were represented. On my return, I learned

that a meeting had been scheduled for the morning of October 31, 2018, despite not a single non-motorized representative being able to make the meeting.

A plan was presented at the meeting to ensure compliance with the non-motorized zone. The plan involved a staged implementation. During the initial stage, signage would be put up at the sledders' parking area explaining which area was non-motorized. The next stage would see the sledders' parking access road gated and closed during good weather days and open during bad weather days. If compliance wasn't achieved through stage two, the entire area between the Callaghan River and the ridge along Sproatt would be closed to snowmobiling. For the first time in nearly ten years, non-motorized ski tourers were optimistic that with this plan, there would finally be a resolution to the issue.

Needless to say, the snowmobilers were not happy with this proposal, although

the area that could have been closed to motorized users representing less than 1% of the total area available for snowmobiling in the Sea to Sky area. Their opposition to the proposed plan was so intense that it was never implemented. The snowmobilers mounted a well-orchestrated campaign to prevent closure of the area. A major part of their energy went into educating snowmobilers about where the non-motorized zone boundary is and not to go past it. To the snowmobilers' credit, compliance with the non-motorized zone this winter has increased dramatically over past seasons.

On March 7, 2019 Alistair McCrone held another stakeholder meeting, which I and Monika Bittel attended, to discuss compliance with the non-motorized zone this winter season. It was agreed by all that compliance was much better this winter, with very few instances of snowmobiles being in the non-motorized zone. There are still frequent conflicts reported with snowmo-

biles in the Hanging Lake area, which is motorized. Hanging Lake is one of the prime ski touring destinations within the Rainbow Lake- Sproatt area. Efforts to resolve this issue at the meeting were rebuffed by Alistair McCrone, who appears to have backed off any action to limit snowmobiling in the area, despite his previous statements. A follow up meeting to summarize this winter and discuss future actions will be held in June or July 2019.

While compliance has been much improved this winter, it is still a very short time (3 months) on which to base success. There is still an underlying resentment in the ski touring community that it took almost ten years for this to occur. A great deal of this frustration is aimed at the government for failing to take any meaningful enforcement action for the first nine years. Clearly one of the best ways to get compliance is to threaten the snowmobilers with the potential of making an area non-motorized. This appears to have been the catalyst to make them comply this winter.



Snowmobilers in the non-motorized zone. (Photo: Bryce Leigh)

Need funds? A Comprehensive List of Grants and Other Funding Sources in BC

By Andrew Drouin

South Okanagan Trail Alliance

Spring is the time of year when outdoor clubs initiate trail maintenance—brought about by spring freshet and winter deadfall—but it's also the time of year when we contemplate fall projects. Here in the South Okanagan, fall is the best time of the year to conduct major trail projects, as it spares us working in spring mud, and bypasses intense summer heat and mosquitoes.

One of the ingredients of any project is funding, and our club (the South Okanagan Trail Alliance) in cooperation with Natalia Pisarek (formerly with the Outdoor Recreation Council of BC) has assembled what is arguably the most comprehensive list of funding sources ever assembled in our field. Major kudos to Natalia!

So, in lieu of my usual trail-banter, I'd like to take this opportunity to share this incredible resource with all of you, my fellow FMCBC members.

For those seeking funding for 2019 trail-related projects, I'd suggest that you bribe your most ardent grant application writers with whatever food and drink they desire, and share this list with them at your earliest convenience.

And don't forget about the FMCBC's excellent Member Club Grant program, of which I'll be one of several assessors for 2019.

[Click here to view the Funders Spreadsheet.](#)

Having trouble viewing it?



“Loo with a View” – ACC Vancouver Island’s 5040 Peak Hut and outhouse, with views towards Triple Peak. The outhouse was funded in part by an FMCBC Member Club Grant. (Photo: ACC-VI)

If you already have a Google account (a Gmail address), the spreadsheet will auto-preview for you within your web browser.

You can also download the spreadsheet and open it up in Microsoft Excel.

If you don't own a copy of Microsoft Excel, you'll need to open it up with another program or app.

Mac: You can open the spreadsheet in the Numbers app.

PC: Download an Excel viewer and use it to view the funding list spreadsheet. [This Excel viewer](#) is Microsoft-written software / guaranteed clean code, scanned and hosted on SOTA's Google Drive.

Happy fundraising!

Whistler Museum and Archives Society: Coast Mountain Gothic

By Ron Dart

ACC National and Chilliwack Outdoor Club

Those of us who have rambled, hiked, scrambled and climbed in the BC mountains will have, inevitably so, spent evenings in a variety of huts. The Whistler Museum and Archives Society has, midst many other admirable collections, drawn together an introductory history of sorts, entitled, “Coast Mountain Gothic: A History of the Coast Mountain Gothic Arch Huts.” Each of the 17 compact and suggestive chapters (replete with photographs and short oral interviews) lights down on a fascinating array of tales to be told about Gothic Arch Huts on the Coast, Island, Alaska and Interior of BC.

The titles of the well-told chapters sum up succinctly the historic tale of Gothic Arch Huts:

1. Canadian Alpine Tradition
2. The History of Mountaineering in BC
3. The Gothic Arch Design
4. Building of the Gothic Arch Huts
5. The Challenge of Building Alpine Huts
6. The Rebirth of Alpine Hut Construction
7. The Desire for More Huts
8. The Evolution of the Gothic Arch Hut Design
9. Gothic Arch Huts from Alaska to Vancouver Island
10. Site Selection
11. Hut and Trail Maintenance
12. Club Trips
13. Navigational Tools
14. Hut Etiquette and Environmental Concerns
15. Spearhead Huts and Beyond
16. Additional Background on the His-



Wedgemount Lake Hut

- tory of Mountaineering and Alpine Shelters
17. Additional Background on the Geology of BC

The key in the ignition history is brought to an end with “Additional Resources” and “Credits and Acknowledgements.”

The way that BC Mountaineering Club, UBC Varsity Outdoor Club, BC Parks and the Alpine Club of Canada, at different times and seasons, worked together to construct such huts, some having lasted decades in the same place (Russet Lake: 1968, Wedgemount Lake: 1969, Elfin Lakes: 1972-1974), others disappeared through time (Chilliwack Valley, Britannia Beach and Garibaldi Neve Huts) and others rebuilt and moved many times, such as Brew Hut,

is a historic tale more than worth the hearing and seeing. The recently built Watersprite Lake Hut (2016) continues an older tradition, whereas the much more ambitious 3 huts in the Spearhead Traverse will open up a new era in more sophisticated hut construction (in most ways vastly different from the Gothic Arch Huts). The building of the 20 Gothic Arch Huts from 1969 forward has done much to facilitate backcountry hiking, skiing, scrambling and climbing.

Those who have some interest in the history of BC mountaineering and the journey of various mountain clubs in BC to create a backcountry mountain culture via huts cannot but find the contribution of the Whistler Museum and Archives Society most significant and admirable.

I was part of the weeklong ACC 100th anniversary (1906-2006) trip to the Tantalus Range and nights spent in Lake Lovely Water Hut—yet higher up the glacier field is the Haberl Hut. It would have been valuable if these huts (the former much older than the later—a fine photo of Elfrida Pigou in it) were also included in such an overview of BC

mountaineering huts. I might also add that the Sunshine Coast Trail (with its extensive hut to hut system, although not Gothic Arch) is part of a larger and growing hut tradition in BC for hikers, scramblers and climbers.

We should, indeed, be most grateful for the fine work of John Alexander of the

Whistler Museum and Archives Society for his fastidious work in writing and curating the “Coast Mountain Gothic: A History of the Coast Mountain Gothic Arch Huts.” Indeed, a fuller and more comprehensive book is waiting to be research and written on the topic.



Wedgemount Lake Hut

HAVE SOME ROOM TO SPARE?

Many of the FMCBC's documents and records are in digital format and are stored online for easy access. But, it wasn't always this way! The Fed dates back to 1962, and as such, we have *many* boxes of paper files.

The information in these files relates to the projects and initiatives that we have been involved in over the years, and in many cases are still relevant today. We're exploring the possibility of scanning and digitizing these records, but this may be too expensive. In the meantime, we are trying to find a home for about 30 banker's boxes of files as we may soon be losing our current storage location.

So, if someone out there has space for these records it would be much appreciated! Please contact either Brian Wood (bwbjwood@gmail.com) or Mike Stewart (mnd.stewart@telus.net).

What's in a Name? The Origins of Cerise Creek, Mount Caspar and Other Geographical Features in the Lillooet Area

By Michael Kennedy

ACC - Vancouver Section

Three geographic features in the upper Cayoosh are named for the Phair/Eyre family of Lillooet: Cerise Creek, Caspar Creek and Mount Caspar. Haylmore Creek and Haylmore Peak in the adjacent Cayoosh Range are named for another branch of this extended family.

Cerise Armit Eyre, born on Corfu in 1854, was one of five children born to Captain John and Maria Josephine

(Ballingal) Eyre, an Anglo-Irish military family.

Captain Eyre died in Australia and his wife remarried Captain John Martley to emigrate to the new colony of British Columbia in 1861. Maria's children by Eyre were left in the care of her father.

The Martleys settled near Lillooet to create a farming estate close to Pavilion

that came to be called 'The Grange' where they raised 3 children of their own.

In the latter 1870s, Maria's two daughters by her first marriage, Cerise and Mary, joined their mother and step-father on The Grange.

Caspar Phair, born 1846 in Ireland, arrived in BC in 1873 by way of Cali-



Exterior of the Phair's residence, "Longford House." The group portrait shows Mr. and Mrs. Phair, their sons A.W.A. "Artie" and Herbert and their Chinese servant. (Photo: Major James Skitt Matthews, taken in 1896)

fornia. Landing at Yale, he travelled on foot to Lillooet and took up a teaching position which he held for the next seven years.

In 1878, he became a Government Agent—an amalgamation of several roles including magistrate, Chief Constable, coroner, fire chief, game warden etc. A secure sinecure ensuring a regular income.

Caspar Phair and Cerise Eyre were married in 1879, and their first son, Arthur William Armit (A.W.A.) Phair, was born in 1880. A few years later, on a large assembled property within the original R.E. town plan, the Phairs had constructed what remains the town's finest piece of heritage architecture and which became named, with some Irish connection, "Longford House."

In 1887, Cerise purchased the town's largest general store and the Phairs were well ensconced within the village's compact "establishment."

A.W.A. (Artie) Phair was a prolific early photographer of the Lillooet/Bridge River region, leaving behind an impressive collection documenting the early settlement/development era.

Artie was known to be a great and competitive walker—in one instance hiking the Duffey trail through the Cayoosh drainage. This was probably when the toponyms "Cerise" and "Caspar" became affixed to the landscape, honouring his parent's memory. There is a generous scattering of the Phair toponym over features in the Lillooet area—in addition to the upper Cayoosh see Phair Creek, Phair lake, Phair Flat, and Armit Spring.



Left: Postcard sent by A.W.A. Phair in July of 1908, showing a group of men and boys standing in front of the C.A. Phair General Store in Lillooet, B.C. with a pile of animal carcasses. (Courtesy of Michael Kennedy). Right: Tokens for the C.A. Phair General Store in Lillooet. Issued in 1895. (Photos: Bank of Canada Museum)



Head of Cayoosh Creek (photographer: Arthur William Armit (A.W.A.) Phair, (Photo: Courtesy of Michael Kennedy)

A Cautionary Note: Electric cars and Hybrids in BC's Backcountry Winter Conditions

By Alex Wallace

FMCBC Southwest BC Trails Committee Co-Chair

Starting in 2025, the BC Government will phase in targets that will relatively soon (by 2040) leave electric cars and hybrids as the only options for vehicle purchase in BC. However, while plug-in electric cars and hybrids are clearly a good choice for the planet, and may work fine in Arizona and California, there are still some awkward questions around operating them in sub-zero weather conditions, and these apply particularly to backcountry trips that could involve remote trailheads or other remote locations.

For example, the 2019 Toyota Camry LE Hybrid comes with a printed disclaimer on a plain white card in the trunk, warning the new owner that if the vehicle is parked for more than 48 hours at -30C or below, it most probably will not start. Somehow they forgot to put that information on the Toyota website, so you don't get the message until after you make your purchase. And it may be that it was the Toyota legal department that decided to make it a last minute addition.

But clearly, even if it looks like an after-

thought, this 'Disclaimer' card indicates that Toyota regards it as important for people who just bought one (and who might end up stranded in a remote location in sub-zero temperature). The research also shows that current plug-in electric cars lose 42% of their range at a temperature of -10°C, which really isn't that cold. Ironically, this is because these traction batteries overheat in very cold conditions.

This means that they may be okay for trips around the Lower Mainland or Victoria, where people grow banana trees in their front yards to show how mild the winters are (for the benefit of their relatives in Ontario, perhaps), but what about the majority of BC that actually does get really cold? It would be hazardous to go backcountry skiing or camping in January and come back after a three or four day trip to find that your car is dead and simply can't be started. It might then be a long way to walk out and get cell reception to call for a Busters tow truck, if you haven't packed a satellite phone. (Although, yes, you could program a "Send a Tow Truck to this Location" custom message

into your Spot Messenger...)

Similarly, what if you estimate the charge you have left in your plug-in electric car as adequate for a trip to the backcountry or to the Interior, and find that due to cold or deteriorating weather conditions you end up stuck beside a snowbank, or on a bridge in a blizzard, some way short of your destination.

There are innovations on the horizon for many aspects of battery technology (in fact my next-door neighbour works on this) but we are not there yet, and most people are unaware of these limits to current automotive 'traction' battery capacity in cold weather.



Welcome to our newest FMCBC member club:



Kamloops Outdoor Club
www.kamloopsoutdoorclub.ca

Active Travel: Guatemala hiking

By Mary Hof

Outdoor Club of Victoria, Island Mountain Ramblers, Alberni Valley Outdoor Club

My name is Mary Hof and I live in Cowichan Bay. I am a member of the Outdoor Club of Victoria, Island Mountain Ramblers, Alberni Valley Outdoor Club, and Cowichan Hikers. I love hiking, and I love leading hikes locally or abroad. I have climbed and hiked for 25 years, but reaching the summit of the Golden Hinde in 2017 (highest peak on Vancouver Island) is still one I talk about the most. It even beats out Kilimanjaro that I did in 2002!

But why do I want to take 22 people on a hiking trip in Central America? That is what I did on Jan 22-Feb 7th, 2019, I might add. I took a group there also in 2017, and have taken groups to Cuba 5 times, plus many other places. I am not a travel agent, nor do I even have a website. Well, I love organizing and researching, and I love the fact that my husband, Gerry, and I can hike in different group levels and both enjoy the day.

I am the hiker that loves a challenge, likes to go further and get a good work out. Gerry is a guy who is more relaxed, likes to hike, but 3-4 hours is enough. So I organize the trip, hire the company to help me out, put it out there, and invite others to join. It works every time. Our group's ages were between 45 and 72, and we started as friends and ended like family. Hikers came from Vancouver Island, the mainland and Alberta.

This trip to Guatemala was amazing. We hiked, we biked, we brought humanitarian aid, we learned about the culture, relaxed by the ocean, and most importantly, we had fun together.

We had two full-time guides with us, the same bus driver, and I hired local



Lake Atitlán, with volcano San Pedro in sight. (Photo: Mary Hof)

guides in certain areas.

We did 9 days of hiking, each group doing different hikes most days.

We had some amazing hikes. I think Acatenango Volcano (13,004' with a 6000' elevation gain) was a highlight for Group 1, and for Group 2, Pacaya volcano (8300') where the group roasted marshmallows on the hot lava.

Another highlight was bringing humanitarian aid from home and while there donating money, which the company matched. They made 40 bags of basic staples, and we presented it to the community of 38 families. These families are very poor, some living in homes made from plastic. The whole community came to meet us. I tell you, it was very hard to say good-bye to the

community.

For me, the group we had was amazing. We had 3 nurses and they came to the aid of our boat driver who could have bled to death. Their fast action saved him, then we collected money for him as we knew he would be out of work for awhile.

Something I will never forget is the song they came up with for the guides and I, at our farewell dinner. Tears swell every time I hear it.

I have made a 20-minute movie that highlights the trip; when you get the time, you can [watch it here](#).

One of the gals from the trip sent it to a friend who spent 6 years in Guatemala in the 70s and 80s, first as a tutor for

a missionary's children, then writing a school book for Mayan children to learn to read their Mayan language. She sent the following response: "Just watched the Guatemala movie. Tell Mary she did a super job. I had tears in my eyes as I followed your journey through the 'Land of eternal spring' – Marlene."

Another person wrote, "Thanks for the opportunity to build happy memories and make a small but positive difference. It was wonderful to travel with such a group of dynamic, interesting, positive and energetic folks."



The group with their bus (Photo: Their guide, Mario)

And yes, I have organized another trip on November 21 to Dec 5, 2019, to Honduras. I will have 2 groups again for hiking, and again we will take humanitarian aid, volunteer, learn about the culture and most of all, HAVE FUN.

Email me for more info: mhof126@gmail.com

I only have one rule: "Five minutes early is on time, on time is late, and late

is unacceptable!"

I believe that for anything I do.

Keep hiking, and enjoy life.



Acatenango Volcano (Photo: Carolyn Tuson)



Roasting marshmallows on Picaya Volcano. (Photo: Gerry Hof)

30 Below Zero – A Survival Epic

By Emily Lankhorst

ACC Vancouver Section

Note: This article originally appeared on ridgeandrivernet.wordpress.com. All photo credits: Emily Lankhorst.

I found myself in the back of a Tacoma, wedged between 50 lb packs, snowshoes, and skis, making a shockingly entertaining attempt to drive up Roe Creek FSR to the trailhead for Brew Hut, an undeservedly obscure winter hike in the mountains north of Squamish. I was wondering at that moment what I'd signed myself up for. A series of mishaps dogged our morning, from digging out stuck vehicles (not our group), to hangovers (our group), to the ever-present threat of Yeti attacks waiting to disrupt our mission. This weekend's objective? Reaching Brew Hut on the south col of Mount Brew, where we would assess our winter camping savvy by pitching tents and sleeping in the -30°C air. With gear lists checked and re-checked, and the wonderful wood stove in the hut as our safety net, we were prepared to test both ourselves and our gear.

The day started at the turnoff onto Chance Creek FSR off the Sea to Sky highway, near Daisy Lake. From here, we left one of our vehicles at the parking lot of Powder Mountain Catskiing company, and piled into the Tacoma for an attempt up the very questionable Roe Creek logging road. The road, passable in the summer, constitutes a lengthy approach to the trailhead, which we wanted to eliminate if possible. With significant amounts of snow, plus an incredibly bumpy washboard surface, this is a tough drive for anyone not in a snowmobile. We only made it about



Brew hut

1 km up before we had to abandon the idea altogether, shoulder the packs, and hoof it. While the hike up the road wasn't very interesting, at least it made for a great warm up!

After about 3 hours and a lunch break, we reached the trailhead, indicated by a huge clearing which constitutes the summer parking lot. At this point, the trail enters the trees and is well flagged. While the elevation was steady over the length of the road, the trail itself was much more variable—lots of ups and downs, interesting snow-loaded slopes, and tricky forest ascents presented themselves.

The last third of the trail was the best part: Here, you emerge from the forest into the wide open space, and soon come across the frozen expanse of Brew Lake. Passing the lake on the

southwest side, you steadily climb up the basin to the ridge south of Mount Brew. Note that the flagging ends when you leave the trees before the lake, so if there are no previous traveler's tracks to guide you, some routing finding may be required. Luckily for us, it was a stunning, sunny weekend, and the hut itself was fully booked with ski tourers, so some well-defined tracks guided us the whole way up.

After a long slog up the logging road, plus the trail itself, that last kilometer up to the 1686m mark of the ridge felt eternal. Looking around when I stopped to catch my breath, however, reminded me that it was all worth it. All told, the ascent took just under seven hours, and we arrived at the hut in time to settle in, change into warm, dry clothing, and catch the sunset.

Brew Hut was built and maintained by the UBC Varsity Outdoor Club (VOC)—a club dedicated to helping people explore the outdoors. Depending on who you ask, the hut is either luxurious or bare-bones. It features a large central table and bench, an old gas stove, a loft for sleeping, a wood-stove, books, a surprisingly nice guitar, and an outhouse. It officially sleeps about 12-16, but can accommodate up to around 20 if needed.

The VOC asks that you register your stay beforehand (this helps coordinate with other groups that may be staying at the same time), plus pay a small fee for maintenance (\$10/night). While we were planning on tenting that night, we did hope to find some room in the comparatively warm hut to cook and socialize before bedtime, as we arrived with several hours to kill before turning in. Fortunately for us, it seems that two groups of the four booked that weekend

didn't show up, leaving plenty of room for us to cook, eat, dry gear, and make new friends.

After a hot meal, some whiskey, and various other treats, a few of us braved the wind and darkness to set up the tents. We settled these into pits dug about a foot deep, struggling against the wind (including a last-minute catch that would have seen one of the tents flying into the open and empty darkness below), and staking them into the snow using partially buried snowshoes and ice axes. With our toes protesting in cold boots the whole time, our only consolation was the density of stars in the sky above, far from city lights. That chore completed, we retreated to the warm and light of the hut again to warm up, hang out, and prepare for bed.

We all slept well enough on the ridge that night, ranging from comfortable enough to downright cozy. As the first

one awake, I made myself some hot tea in the hut and assigned myself to photography duty to capture the glorious sunrise. Luckily, I had a new friend for company.

As both hut- and tent-dwellers sleepily stumbled into the main area of the hut for breakfast, we discussed our night's rest, gear, and lessons learned. It was another gorgeous sunny day, and we had a slow morning. By the time we were beginning our descent off the col, stomachs full and gear packed away, it was about 9:45am.

Fortunately for some of us, the men in the party were seized by the irresistible urge to absolutely crush the trail and try again to bring the truck up the logging road. We split into groups, and they made good on their goal: They descended the entire length of the trail and logging road in three hours, and managed to get the Tacoma up to meet us around



View from the Col



Sunrise over our tents. The tall triangle on the left is Black Tusk, and the large peak in the center is Mt. Garibaldi.

the logging road bridge, which saved us about 4 km of the trail. Well done boys!

We were back in Squamish and eating delicious Indian food by 2:30 pm. Despite a few mishaps, the trip was smooth, the gear sufficient, and the team prepared. And the elephant in the room—Yeti attacks—could now be shelved... for the time being...

Here are some strategies we used to keep ourselves warm and cozy for a night at 30 below:

- Properly rated sleeping bags – check the temperature at elevation before you go, and make sure it falls within your sleeping bag's 'comfort' rating. Bags should provide a couple of different ratings, such as comfort and survival (eg:

-20°C comfort, -40°C survival).

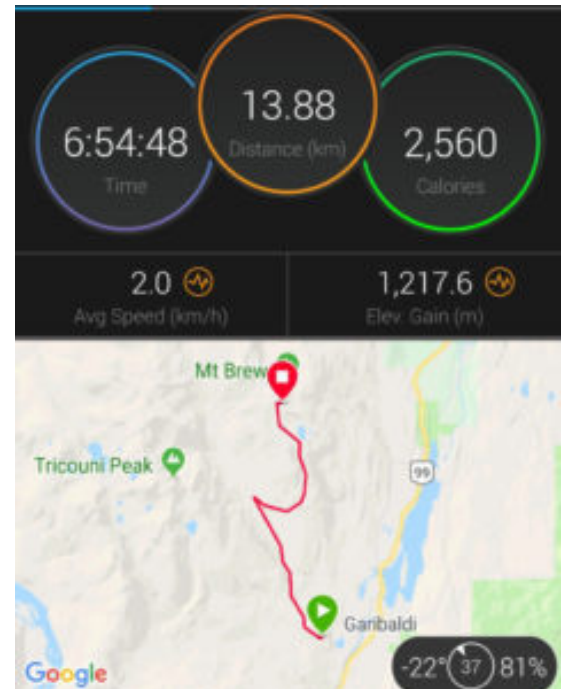
- Moisture management – moisture is your enemy! While there's no way to stop sweating if you're hiking uphill with a massive pack, take the time when you stop to change into dry clothes. Remember that you only have about 5 minutes of residual body heat once you stop—after this, the cold air on your wet clothes will freeze you!
- Don't breathe into your sleeping bag – the moisture from your breath will make your bag damp, reducing its effectiveness if you have a down bag. Similarly, if you're so hot you're sweating at night, remove some layers rather than risk getting your bag damp.
- Don't compress your sleeping bag (like by squishing the end against the tent wall or a pack, or by

wearing too many layers, etc). This will reduce the effectiveness of the insulation.

- Remember that down doesn't work when wet – while down provides superior warmth and durability to synthetic, it's game over if it gets wet. I put on my down puffy jacket only after I've stopped hiking, and I keep my down sleeping bag in a dry-bag just in case water seeps into my backpack or I have water bottle/hydration bladder/poorly stored alcohol malfunction.
- Fill a Nalgene water bottle with boiling water right before you go to bed, and take it in your sleeping bag with you. Those things do not leak, and will keep you pleasantly warm for hours.
- Remember that things outside of your sleeping bag will freeze. On



Descent from the hut



our trip to Brew Hut, the hut itself stayed just above zero all night, so we left everything we didn't need inside. Consider boots, water, food, sunscreen, etc. I slept with my contact lens case in my pocket so that my lenses would be warm and unfrozen in the morning.

- Boots can present a particular problem – they will likely be wet from sweat and snow, and will freeze into useless, rock-solid lumps if allowed. Leave boots in an above-zero hut if possible (consider adding some hut booties to your gear list to trek from the hut to the tents), or keep them in your sleeping bag. Alternatively, if they're not too wet, remove the laces and pull out the tongues before bed so you can get your feet into them in the morning.
- Eat high calorie food, especially before bed – you need calories to keep warm and for high exertion activities. One of the best things about hiking is that it enables guilt-free indulgence!
- Dig a pit for the tent to get out of

the wind – when digging, ensure that the pit you make is level (it's harder than it seems!). You will consider the extra effort put in worth it when you're not rolling into your tent-mates in the middle of the night.

- Dress in layers – a basic hiking tip, but extremely important here. At night, I wore thermal base layers, fleece mid layers, and insulated outer layers, plus gloves, a toque, and a buff.
- There is no such thing as bad weather, only bad gear – take care when preparing your gear list by checking conditions and planning for emergencies. Bring first aid gear, spare batteries, avalanche safety equipment, extra food, and extra warm clothes. Pack items that are crucial to keep dry in dry-bags/Ziploc bags (such as warm clothes, electronics, paper maps, phones, apartment Fobs, etc). Check your teammate's gear too, whether by sending each other photos, or by conducting a pre-trip check to make

sure no one forget anything. Gear malfunctions are not just one person's problem – they're the whole team's problem.

This trip was completed in March 2019. The total distance over 2 days was about 28km. The elevation gained on day 1 was about 1200 m. The trip up to the hut, plus the logging road (minus the first km of the road), took just under 7 hours. The trip down took between 3-4 hours, depending on how hard each team member wanted to get crushed. We lucked out with the weather: We had clear, sunny skies for most of the trip; however, the wind on the col was a force to be reckoned with. The day high was above zero in the sun, and the night low was -30°C with windchill.

Note that there is some avalanche danger on this trek (convex rolls, terrain traps, open slopes, cornices), so proper gear should be carried.

Member Club Grant Updates

Mountain Mentors

[Mountain Mentors](#), an alpine mentorship program for self-identified women in Vancouver and the Sea to Sky corridor, was the recipient of a 2018-2019 FMCBC Member Club Grant. They put the funds towards Skills Training for their mentors, an annual occasion where the entire mentorship cohort comes together and utilizes the skills they've been developing all season.

From Mountain Mentors:

“We booked out the entire Wendy Thompson hut for 4 nights for our mentorship pairs! It was an incredible experience, where women were given the opportunity to route plan, navigate, trip plan, and ski in a new area with new people, learning lots about safety and group dynamics in the process. The costs of this trip were partially subsidized by a small participation fee, plus the generous \$350 grant from the FMCBC.

This trip was a big success. Last year we rented expedition tents from a guiding operation and did winter camping, which, although very fun, was a bit too intense (and cold!) for a lot of our members, especially because some had never spent time outdoor camping in the snow. Having a warm hut to come back to and play games and eat every night was incredible not only for comfort, but for community building and camaraderie.

It's hard to quantify the number of volunteer hours put in for this event. All of our trip leaders and mentors are volunteers, so, if you count 4 full days with about 15 mentors/leaders, that's over 1,000 hours!”



Mountain Mentors members goof around outside Wendy Thompson Hut near sunset after a day of ski touring during the 2019 SkillShare. (Photo: Brett Trainor)

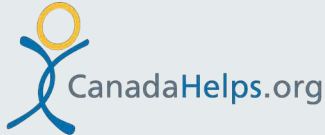


From L to R: Freya Wastenays, Kerstai Vaino, Em McCance, and Jess Herman pose before dropping in to ski near the Wendy Thompson Hut in BC. (Photo: Brett Trainor)

Want to know more about our Member Club Grants?

In 2012, the FMCBC began a grant program to support projects initiated by our member clubs. Unless specified otherwise, all donations to the FMCBC go directly into this fund, providing a great way for organizations and individuals to give back to our trails and the outdoor recreation community.

FMCBC grant funds have been used to upgrade trails, install bridges, improve huts, purchase tools and run community events.



Learn more about our clubs' projects at:
mountainclubs.org/programs/member-club-grant

To make a donation, visit the Canada Helps website:
canadahelps.org/charities/fmcbc



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Surveying the Great Divide

By Jay Sherwood

*Reviewed by Mike Nash
Caledonia Ramblers*

In January 1913, land surveyor and founding president of the Alpine Club of Canada (ACC), Arthur Oliver Wheeler, penned an urgent letter to mountain guide, Conrad Kain, who was away exploring the Southern Alps in New Zealand. Wheeler urged Kain to return to Canada in May, offering him work guiding ACC camps at Lake O'Hara and Robson Pass—where Kain would successfully lead the first ascent of Mount Robson—and assisting Wheeler with the boundary survey of the Great Divide.

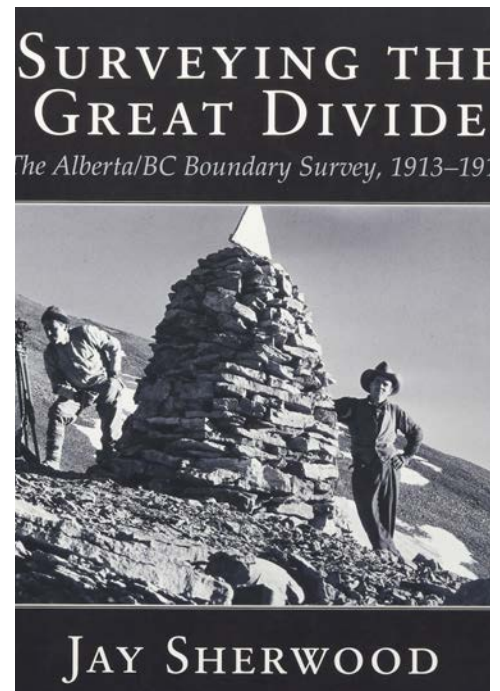
In 1912, economic development was making it imperative to map British Columbia's border with Alberta and accordingly an agreement was struck between the two provinces and Canada to survey one of the country's longest interprovincial boundaries. The work would be done in two stages: the Great Divide along the Rocky Mountains from the U.S. border to its intersection with the 120th meridian, and then north along that meridian to the border with the Northwest Territories (NWT). Key elements of the first part of the survey along the Divide were accomplished over five years from 1913 to 1917, one of the few domestic inter-governmental projects to receive continued funding during the First World War.

A.O. Wheeler joined the topographical surveys branch under Canada's new Surveyor General, Édouard-Gaston Deville in 1885, where he trained in photo-topographical surveying techniques that Deville was starting to use

to map the Canadian Rockies. In 1901, Deville assigned Wheeler to survey in the Selkirk Range in British Columbia, nurturing Wheeler's growing interest in mountaineering that led to his co-founding the ACC with Winnipeg journalist Elizabeth Parker in 1906.

In 1910 Wheeler was told by Deville that he could no longer attend ACC summer camps because they were interfering with his phototopographical field work, prompting Wheeler to quit and enter private practice. Within two years, however, he was hired as BC's commissioner in charge of topographic and phototopographical surveying for the boundary survey, being the first choice of both Deville and BC's Surveyor General, G. H. Dawson. Part of Wheeler's agreement in undertaking this work was that another surveyor, A. J. Campbell would be hired as his assistant to be in charge while Wheeler was away attending ACC camps. Alberta's role was to survey and mark the economically important mountain passes, led by Richard William Cautley.

Deville, a former French naval surveyor, was one of the world's leading experts on phototopographical surveying, and is today recognized as the 'father of photogrammetry in Canada.' Photography was to be a key part of the new boundary survey, a bi-product of which was a series of panoramic pictures from precisely-known survey positions. This priceless photographic archive is now the basis of the University of Victoria's Mountain Legacy Project (MLP).



Jay Sherwood has previously written several excellent books on early 20th Century surveying in British Columbia. Notable among these are the photo journals of legendary surveyor, Frank Swannell. *Surveying the Great Divide* follows this tradition with a large-format, lavishly illustrated soft-cover book about the first detailed mapping of the Canadian Rockies, including participants' journal excerpts along with the author's narrative. Among historic photographs showing the surveyors at work and spectacular mountain scenery, there is a selection of comparative side-by-side images taken by Wheeler and the MLP, 100 years apart. In one instance, at the intersection of the BC, Alberta and US borders, there is a series of four photographs spanning more than 150 years, beginning with one taken by the British Royal Engineers during the surveying of the 49th parallel west of the Rockies (page 82-83) at the birth of Canada as a nation.

Conrad Kain was employed by the boundary survey in the 1913-14 seasons to teach Wheeler's other assistants

how to climb mountains, and to help with guiding, hunting, cooking and other field tasks. Kain's success in the first endeavour is evident in two 1917 photographs of one man standing on another's shoulders on the vertical rock of Mount Fitzwilliam in the Yellowhead Pass.

As with Sherwood's other photo-journal histories, the reader is left in awe of the hardships and dangers inherent in the primitive travel, and the meticulous work of these pioneering survey crews. The work was tough and dangerous, sometimes requiring two or three climbs to complete the work at a single survey station. They would spend three or four hours, sometimes amidst storms and severe electrical activity, making measurements, taking photographs, and building a cairn or monument so that the survey station would be visible from, and be able to tie to other sites. Many of these cairns and monuments survive today, although some are obscured by advancing vegetation and treelines.

1917 appears to have been a productive wrap-up year for the Cautley-Wheeler team, entailing a horse-packing trip along the route of the future Icefields Parkway, surveying mainly in the Howse and Yellowhead Pass areas, with many fine adventures and photographs taken along the way. In his government report, Wheeler speculates with foresight on the possibility of a tourist road connecting Lake Louise and Jasper.

The book ends with a chapter on the geographic naming of features along the Great Divide, which was largely the purview of Wheeler. Sherwood notes that this is "...generally considered to be a negative aspect of the project" in that most of the names do not reflect the natural and human history of the Canadian Rockies, and he goes on to quote naturalist/author R. M. Patterson: "The Rockies must sadly be the worst-named range in the world." In Wheeler's defense, he had to come up with a lot of names in short order and was likely following the mores of the time. He was also inevitably influenced in his choice of names by the Great War that coincid-

ed with the survey.

From 1918 to 1924 Wheeler continued with his survey of the Great Divide, while Cautley worked on the 120th meridian through the Peace River country which was undergoing considerable agricultural settlement on both sides of the border.

Surveying the Great Divide puts a spotlight on the mapping of Canada's Rocky Mountains, adding a unique insight into the ACC's founding president, A.O. Wheeler. Published in 2017, it was a timely tribute to Canada's 150th birthday, and is a worthy and inexpensive addition to any mountain library.

Surveying the Great Divide: The Alberta/BC Boundary Survey, 1913-1917 by Jay Sherwood; Caitlin Press, Halfmoon Bay, BC, 2017; ISBN 978-1-987915-52-5; softcover, 176 pages, illustrations, maps, portraits, 26 cm; \$29.95.

The Glorious Mountains of Vancouver's North Shore: A Peakbagger's Guide

By David Crerar, Harry Crerar and Bill Maurer

Reviewed by Ron Dart

ACC National and Chilliwack Outdoor Club

We have been in desperate need on the West Coast for a definitive and comprehensive guide to many of the peaks on the North Shore.

There have been thinner books that point to trails worth the taking and a few summits worth the bagging, but none can match for breadth and depth the recently published *The Glorious*

Mountains of Vancouver's North Shore. I have been fortunate in the last forty years to have rambled and sat on many of the summits on the North Shore peaks, so I was more than charmed and delighted to walk the pages of this page-turner of a tome (indeed, the now go-to book on peaks on the North Shore).

The Glorious Mountains is organized well and wisely—seven areas are described in necessary detail for the curious and eager:

- 1) Howe Sound Islands (nine peaks)
- 2) Britannia Range (twenty-three peaks)
- 3) Grouse Mountain Area (nine peaks)

4) Hanes Valley Peaks (three peaks)

5) Lynn Peaks (five peaks)

6) Cathedral peaks (four peaks)

7) Fannin Range (fourteen peaks).

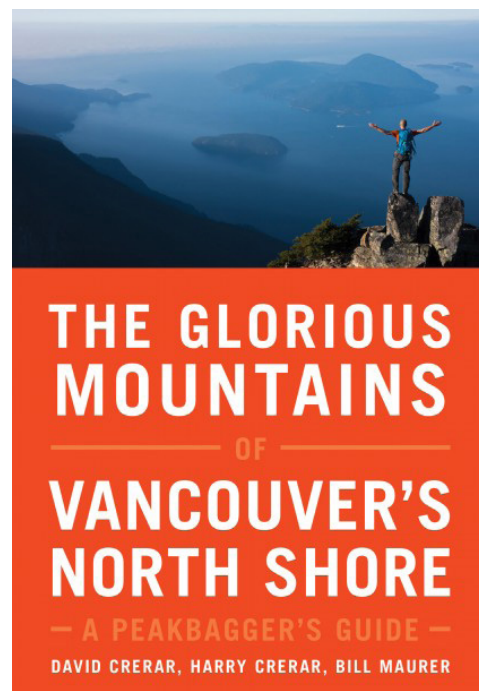
Each of the unique sections covered in this attractive tome has their own colour designation which makes for a quick and hasty turn to the pages needed for the best and most up-to-date information on trip planned. The book is replete with superb colour photographs and ample topographic maps to make any trek as simple and as attractive as possible. The lengthy and informative “Introduction” is worthy of many a reread for those keen on taking to the mountains in a regular and safe manner. Many are the needful points covered to inwardly digest before taking to the inevitable challenges that mountain trekking brings to one and all. Some of the nostalgic photos and history do a superb job of putting West Coast mountaineering in a thoughtful and engaged historic context. The nod to the North Shore Rescue and Lions Bay Search and Rescue as an entrée to the *The Glorious Mountains* was fit and apt, as was the detailed and in depth “Endnotes” and “Index.”

It is virtually impossible, given the directions in this book to trail heads and routes up mountainsides, to miss the means to bag the diverse peaks (some, obviously, more challenging than others). The fact that various routes are aptly articulated up diverse pathways to summits means many a pleasurable trip can be taken up the same mountain many times. The equally important fact that round-trip distances and elevation gain are front-staged means that those planning such trips, weather being fine and fair, can plan trips with some predictability (weather being more moody, time more elastic). I might add that the

text is matched by well-placed photographs that highlight both paths taken to summits worth the sitting on and views worth the seeing from such peaks. The contour maps of sorts that introduce each section offer the attentive reader an aerial overview of sorts of the broader terrain from within which their hike will be taken. But, there is more than mountain terrain exhibited in the multiplicity of photographs—flowers, flora and fauna, trees, forests and waterways, alpine tarns and lakes are in abundance.

The Glorious Mountains of Vancouver's North Shore is the must-buy sacred text for those keen to cut their mountaineering teeth on the North Shore Mountains—a sort of rite of passage into the more demanding climbs. I was also impressed by the way the authors gave a rightful nod to the mountaineering elders who came before them: Glenn Woodsworth and Dick Culbert. A couple of lines will say it all: “We also here acknowledge that the legendary Dick Culbert (1940 Winnipeg – 2017 Gibsons) died just before publication of this book. All devotees of British Columbia mountains are in his debt.” I might add that Glenn Woodsworth, Karl Ricker and Arnold Shives are, in many ways, living elders of such a mountaineering tribe, but many are the mountain pioneers on the West Coast such as Don/Phyllis Munday that need hats tipped their heroic ways, also.

The publication in 1965 of Dick's classic, *A Climber's Guide to the Coastal Ranges of Ranges of British Columbia*, pioneered and birthed guides to peak bagging in British Columbia, and *The Glorious Mountains of Vancouver's North Shore* is very much a child of such a line and lineage—but such a mature child describes treks that Dick Culbert never did describe in such intricate and poignant detail. There is both beauty and bounty in this mountaineering classic of Vancouver's North



Shore mountains, and I'm sure the solid research done will stand the test of time and provide much guidance for those keen to bag many a peak.

The Glorious Mountains of Vancouver's North Shore: A Peakbagger's Guide by David Crerar, Harry Crerar and Bill Maurer; Rocky Mountain Books, Victoria, BC, 2018; ISBN 97801771602419, softcover, 504 pages; \$40.00

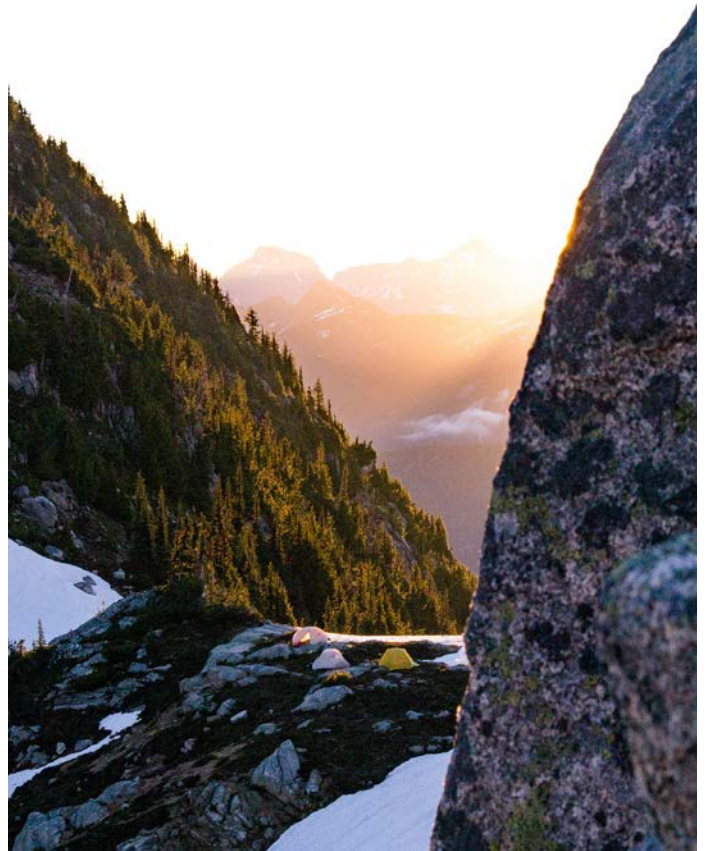
Your Views



A mountain reflection taken last summer during a multi-day backpacking trip into Eagle Valley, near McBride BC. (Linda Thompson)



“One of those sunsets that keeps on giving. This image was taken looking towards Vancouver Island from Tetrahedron Provincial Park.” (Hamish Elliot 📷)



“After a rainy evening I woke up early to capture this sunrise over our campsite on the Mt. Webb / MacDonald col.” (Hamish Elliot 📷)

Cover Photo

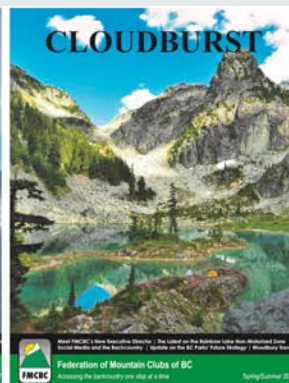
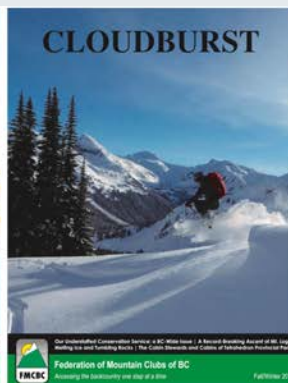
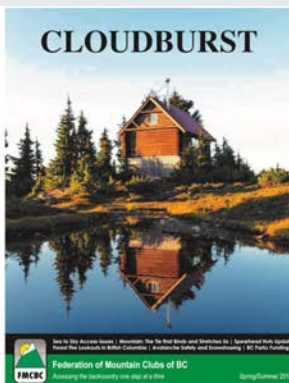
This issue's cover photo, taken by Travis Stringer, is from a Caledonia Ramblers hiking trip from Longworth Lookout to Penny via Red Mountain, about 90kms east of Prince George. It was a three-day trip over an unmarked route.



CLOUDBURST COVER PHOTO CONTEST

We're looking for fall or winter action shots for our next cover of Cloudburst!

Email your entries to cloudburst@mountainclubs.org by Oct. 1st, 2019.



FMCBC MEMBER CLUBS

FRASER VALLEY

Backroads Outdoor Club – facebook.com/backroadsoutdoor
Bear Mountain Trail Society – bearmountaintrailssociety.blogspot.ca
Chilliwack Outdoor Club – chilliwackoutdoorclub.com
Chilliwack Park Society – chilliwackparksociety.ca
Valley Outdoor Association – valleyoutdoor.org

SOUTHERN INTERIOR

Central Okanagan Climbing Association – facebook.com/climbco.ca
Columbia Valley Climbing Association – columbiavalleyclimbing.com
East Kootenay Outdoor Club – ekoutdoorclub.wordpress.com
Kamloops Hiking Club – kamloopshikingclub.net
Kamloops Outdoor Club – kamloopsoutdoorclub.ca
Kootenay Mountaineering Club – kootenaymountaineeringclub.ca
Penticton Outdoors Club – pentictonoutdoorsclub.ca
Skaha Bluffs Park Watch Society – skahabluffsparkwatch.com
South Okanagan Trail Alliance – southokanagantrailalliance.com
Varsity Outdoors Club Okanagan – ubco-voco.com

SOUTHWEST MAINLAND & SEA TO SKY

Alpine Club of Canada (Vancouver Section) – accvancouver.ca
Alpine Club of Canada (Whistler Section) – accwhistler.ca
Bowen Island Trail Society – bowenislandtrailssociety.ca
Friends of Garibaldi Park
Mountain Mentors – mountainmentors.org
North Shore Hikers Society – northshorehikers.org
North Vancouver Outdoors Club – northvanoutdoorsclub.ca
SFU Outdoors Club – facebook.com/groups/1481048385508320
Vancouver Rock Climbing Group – vrcg.ca
Varsity Outdoor Club (UBCa) – ubc-voc.com

SUNSHINE COAST - NORTH COAST

Mount Remo Backcountry Society – mtremo.ca
Powell River Parks and Wilderness Society – sunshinecoast-trail.com
Tetrahedron Outdoor Club – tetoutdoor.ca

VANCOUVER ISLAND & ISLANDS

Alberni Valley Outdoor Club – albernivalleyoutdoorclub.wordpress.com
Comox District Mountaineering Club – comoxhiking.com
Friends of Strathcona Park – friendsofstrathcona.org
Island Mountain Ramblers – islandmountainramblers.com
Outdoor Club of Victoria – ocv.ca
Quadra Island Outdoor Club – qioutdoorclub.org
Vancouver Island Trail Association – vispine.ca
Victoria Outdoor Club Meetup – meetup.com/Victoria-Outdoor-Club

CENTRAL & NORTHERN INTERIOR

Bulkley Backcountry Ski Society – bbss.ca
Caledonia Ramblers – caledoniaramblers.ca
Chetwynd Outdoors Society – chetoutdoors.wordpress.com
Fraser Headwaters Alliance – fraserheadwaters.org
Hickory Wing Ski Touring Club – tmrs.ca/members/hickory-wing-ski-touring-club
Ozalenka Alpine Club
Skeena Climbing Society – facebook.com/skeenaclimbingsociety

PROVINCE-WIDE CLUBS

Hike BC – hike-bc.org

ASSOCIATE MEMBERS

Squamish Access Society – squamishaccess.ca



Get involved. Take action.

By working with outdoor recreation organizations and industry and government agencies, the Federation of Mountain Clubs of BC protects and maintains access for quality non-motorized backcountry recreation in British Columbia's mountains and wilderness areas.

There are many ways to show your support and make a difference:

- Join a member club or talk to your current club about becoming a member
- Make a donation to the FMCBC
- Volunteer your time by joining a regional committee
- Show your support by becoming an Individual or Associate Member
- Visit our website to learn about the latest issues affecting BC's backcountry and find out how to help

Learn more at: mountainclubs.org