Aug. 9

On re-reading your second letter I realize that most of the things I have mentioned are going into a separate report. They are, of course, already recorded and known. I can see how voluminous this one would be if I'm included everywhere. "I didn't at first fully grasp your intentions."

You are right about the indifference of the Govt. to its parks until J.B. took over. I think 4 different departments dealt with phases of the work. + Forestry, which ostensibly was in charge - merely collected rents + issued leases.

We owe the paved road to the Hon. Frank Blowers, an old westerner, who persuaded Sr. Wrigley to buy it.

Howard Douglas was really interested and did a lot, but it is said, he turned a blind eye to any game infractions by his friends.

Don't forget that J.B. inspired the invention of the first fire protection equipment. He called the whole staff, from the messenger up, and asked for ideas for a forest protection campaign. Did you know that his very first action was getting rid of lumber contractors (who were illegally cutting green timber)," Howard Douglas seems to have known it.
for highly intelligent, and could find their own
food. I had one who had learned to eat
anything—hard-boiled eggs, lettuce, salmon
sandwiches, anything but bread + butter, with
the butter side up.

are you mentioning the Brewster dynasty?
There was the father—the first outfitters, +
three sons Jim, Fred + Jack, — at least
none were all I knew. Jim had the Banff
business. Jack had the chalet at the Colum-
bia Icefield, and before that outfitted + led
the big tourist expeditions — the annual trip from
Lake Louise to Jasper + Mt. Robson which took
over 3 weeks. before the motor road was
built. Fred had the Jasper outfitting.

In the early days they ran a tally-ho from
Banff to Lake Louise. There is a story that
when Prince George (V) + princess Mary visited
Banff, they were driven in the tally-ho up
Tunnel Hill, to see the view. Coming down they
were driving very carefully when many asked
if they couldn't go a little faster and that
rolled into town at a great pace to
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I wonder if you have Ralph Edwards book of
pubs by H.R. Larsson. I have one but can't find it
in a moment. It's very interesting.
I find it will send it on if you don't mind
you have given a good deal of space to the rival
claims for discovery of the Beaufit Hot Springs. But
it is interesting and has never been fully pub-
lished before. I enjoyed it, as I did your
account of the error "square miles" instead of "miles square." A bit of human error seems
can especially appreciate.

I am returning the Mrs. under separate cover
(thoughtful of you to send the stamps) and
these few suggestions by first-class mail. Again, I
want to say I think you have done a fine job
so far. I hope you can now get on with the
rest.

Mr. B. W.

\text{Typographical:}

p. 10 - Hamilton pass — should as he was. I've!
p. 20 - 2\textsuperscript{nd} line from bottom — "since"? I
p. 25 - "sanitary" was this meant to be salutary? I'm
p. 54 - Why repeat details of leases, etc.

I hope your conditions are good.

[Handwritten notes and corrections]
Suggestions.

Could you make the divisions of the Rocky Mountains a little clearer? On p. 2 you say (par. requiring "less than") "the mountain region ... was relatively unknown; this would be true only of the central and southern regions - the Northern ..." from House Pass to the Yellowstone - was as you know - well-known and had been travelled for a hundred years and then had been a great deal written about it. Then on p. 3 you refer to Geo. Simpson's journey as an exploration of the "central Rockies" although his route was so far north might cause a little confusion. Perhaps you think of its divisions differently.

P. 3. I haven't any reference books here but thought the Yellowstone Pass was known about 1800. It was called "Tete Jaune Pass" by Jasper Henry, who seems to have been in charge of the first (?) M.P. post on the Athabasca, about 1805. Simon Fraser following the conference of Mr. West partners at St. William in 1805 Simon Fraser* Thompson were sent to explore the "mountain region" Fraser across to have crossed (I can't check this) by the Yellowstone about 1806 or 1807. Later, of course, it was the trapper route to the Cariboo gold fields.

One interesting party that crossed it was the expedition which was laying the telegraph cables around the world. They had got a few miles north of Hazelton, B.C. when the word came that the wire across the Atlantic has been successfully laid. The men immediately dropped everything and left. When I was at Hazelton there were still large piles of wire, etc. just as they were left.

There are two periods you haven't mentioned which you might touch on - either in this chapter or later. The first is the Alpine Climbing Years. As soon as the Ry. was
9 August [1969]

Dear Mr. Lothian

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[new page]

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[new page]

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