

HERITAGE VIEWS

History and Heritage in Crowsnest Pass, Alberta



Issue 70

March 2023



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Who doesn't love steam locomotives? From an engineering, historical, or romantic point of view, these massive machines evoke strong emotional responses. We plan to present articles on the "age of steam" over the next few issues, as we recognize the 125th anniversary of the arrival of the Canadian Pacific Railway in Crowsnest Pass. Without the Crow's Nest Line there would have been no coal extraction here, and no towns. The CPR was also the principal purchaser of Crowsnest coal, for about fifty years.

Researching steam locomotive and heritage railway topics can be a lot of fun. You come across the most knowledgeable and dedicated "experts" who are eager to share their passion.

- Ian McKenzie, Editor

On the cover: Thomas Gushul photographed this coal-fired steam locomotive hauling freight through Blairmore in 1935. The view is looking east from behind the Gushul Studio.

Photo: Crowsnest Museum and Archives, 01323 Gush Neg

Heritage Views is a publication of the Crowsnest Heritage Initiative. We are a cooperative committee of local heritage organizations and interested individuals who seek to promote the understanding and appreciation of heritage within the Municipality of Crowsnest Pass, Alberta. For more information on who we are and what we do, click here: <http://www.crowsnestheritage.ca/crowsnest-heritage-initiative/>

This issue was edited and produced by Ian McKenzie and proofread by Isabel Russell and Ken Allred. Inquiries, comments or submissions can be sent to heritageviews.cnp@gmail.com. Future contributors should send in their articles in MS Word or something similar, with any photos sent as separate jpeg files. Do not embed photos into your document; we will just have to strip them out and reinsert them into our newsletter format.

Back issues of this free newsletter are available at www.crowsnestheritage.ca by clicking on the "newsletter" link on the home page.

Local Heritage News

The theme for August's **Doors Open and Heritage Festival** is *Connections/Corridors*, a nod to the 150th anniversary of **Michael Phillipps** being the first non-indigenous person to traverse Crowsnest Pass (west to east, in 1873), the 125th anniversary of the **arrival of the CPR** in the Pass (1898), and other Pass links to the wider world.

There are other anniversaries in 2023. It's the 125th anniversary of the establishment of **Tenth Siding**, later renamed Blairmore (1898); the 100th anniversary of the hanging of **Emperor Pic** and **Florence Lassandro** and the **end of Prohibition** in Alberta (1923); and the 50th anniversary of the **Crowsnest Historical Society** (1973).

A handful of buildings in the Pass will also turn 100 years old in 2023, including the **Blairmore Courthouse** (1923). An 82-page book on the courthouse by Joey Ambrosi is available for sale at the Crowsnest Museum and elsewhere.



Coleman Miner, June 11, 1909

Photographs and interactive maps of **Pass heritage sites** can be found on this new, interesting website:

<https://storymaps.arcgis.com/collections/72d7157ec7d4464f80468a4e446c0841>

After many delays, the **Crowsnest Lake Dancehall** has finally been demolished by the Province. Sad, but inevitable. There are photos of the old dancehall in our issue #67, and a video: <https://fb.watch/ihaNr2yesC/>

Did You Know...

... that Irish-born Michael Haney (1856-1927) managed construction on the CPR's main line in Ontario, Manitoba, and British Columbia in 1882-1885, before managing construction of the Crow's Nest Line in 1897-1898?

... that Haney later became president of the Home Bank, a director of the Canada Steamship Lines, and a part-owner of the Canadian Locomotive Company?

... that Michael John Haney is often confused with Canadian-born Michael James Heney (1864-1910) who managed railway construction projects in Alaska, the Yukon, and Washington State?

... that Haney and Heney worked on the CPR's main line at the same time – Haney as construction manager, and Heney as a track-layer and surveyor?

Crowsnest Pass Railway Bridges

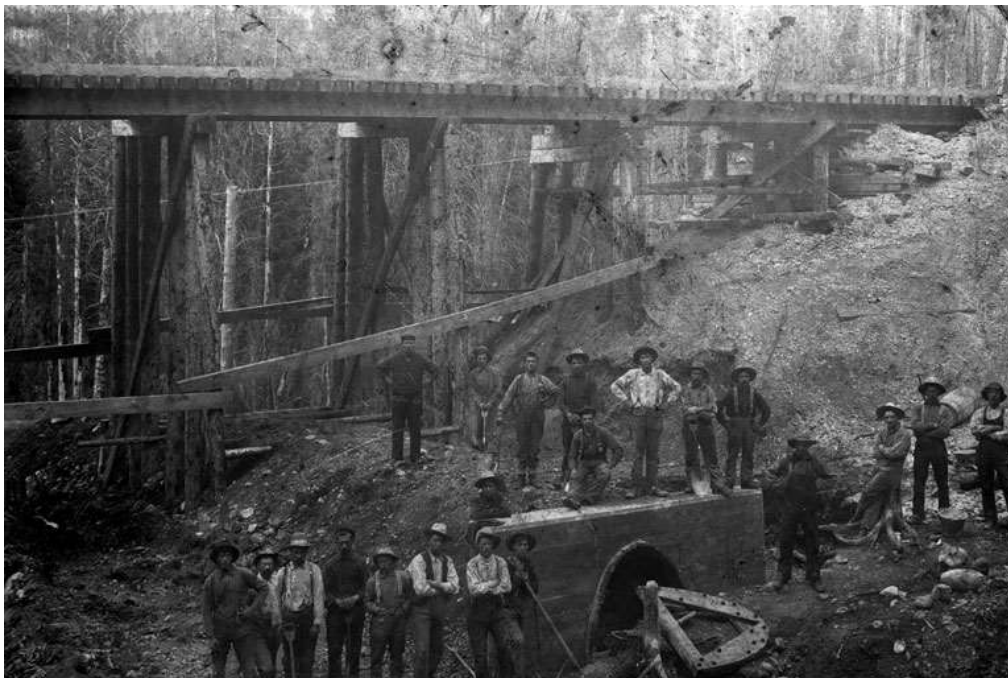
by Ian McKenzie

Construction of the Crow's Nest Line from Lethbridge to Kootenay Lake was accomplished over 1897-1898; less than two years. Generally speaking, all blasting, cut-and-fill, and grading was done by contractors, while track-laying and bridging was done by CPR crews. Construction manager Michael Haney had previously worked on the mountain section of the CPR's first transcontinental line, and repeated many of the efficiencies learned there, including constructing a sawmill to pre-fabricate components for the numerous trestles and bridges required.

Getting the line into production quickly was important for financial and competitive reasons, so much of the line's initial construction was of a temporary nature. Most of the wood bridges and trestles were

intended to be replaced with better materials as time and opportunity allowed.

Once in the Pass (Burmis to the BC border), the creek and river crossings were numerous enough but unlike on the prairies none were particularly deep or wide. The only moderately-high Pass trestle was just west of Burmis. Temporary trestles were not like the beautiful, geometric, square-timbered trestles in those famous photographs, but were constructed from native logs and stabilized with irregular planks. These had always been intended to be replaced, often with 'earth-fill'. The process was to construct a concrete culvert beneath the temporary trestle, then to fill the entire ravine with rocks and earth up to the level of the tracks. It is thought that, to allow trains to keep running, the fill was



Work crew constructing and covering a concrete culvert beneath a temporary wood trestle. The next step will be earth-fill. If the photo is from Crowsnest Pass, it may be the coulee just west of the Burmis Tree.

Photo: Crowsnest Museum and Archives, CM-FR-09-57



The earth-filled coulee near Burmis today. It may be the same coulee as that shown in the previous photograph, but here viewed from the other (south) side. The concrete culvert portal can be seen at the base of the earth-fill.

Photo: Ian McKenzie

dumped beneath and around the temporary wood trestle, burying it within the earthen dam. The Burmis earth-fill has since been widened to allow double-tracking, which first required extending the concrete culvert. So today, the north side shows a relatively modern concrete culvert portal surmounted by bare rock fill, while the south side shows a much older concrete portal surmounted with vegetated fill.

These concrete culverts had an egg-shaped portal and tunnel which was designed to resist the pressure of its overburden, and were used wherever earth fill or stone ballast was placed overtop. Only one is date-stamped; the culvert at the east end of Coleman displays an eroded "1907". Unlike the Burmis culvert, most of these culverts are only a metre or two beneath the tracks.

Bushtown's 1910 culvert atop Nez Perce Creek was replaced by another concrete culvert after the destructive 1923 flood.

Where trackage was close to the original grade and little fill was required, concrete bridges with flat decks and rectangular



The 1910 Nez Perce Creek culvert during the 1923 flood. Photo: Crowsnest Museum and Archives, 6044 Gush Neg

The 1923 Nez Perce Creek replacement culvert today. Photo: Ian McKenzie



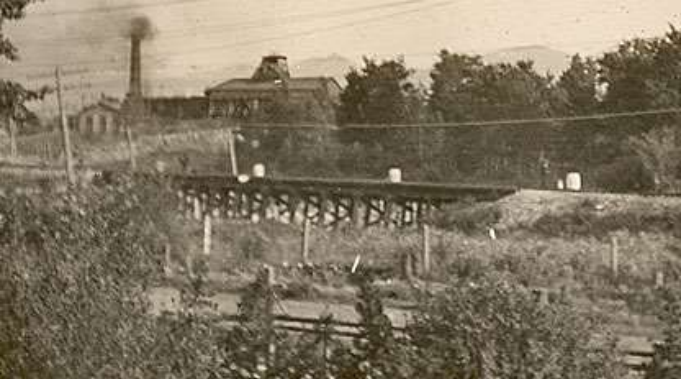
openings were used over creeks. There are a number of these still in existence, with date stamps ranging from 1908 to 1910. As concrete requires time to cure, the process



Concrete bridge just beyond the west end of Willow Drive. Photo: Ian McKenzie

of replacing temporary bridges without disrupting rail traffic is a question. It is possible that parts of the bridges were prefabricated, and were moved into place between scheduled trains.

Larger crossings, such as the Crowsnest River at Frank and west Blairmore, and Lyon and Allison Creeks, are now modern metal bridges on concrete abutments; Lyon Creek was date-stamped "1912" prior to the 2013 flood, while Frank is "1929". Their original wood bridges would have been of braced post and beam, as in the photo below.



The wooden Crowsnest River bridge at Frank, 1912, looking southeast from Sanatorium. Photo: Crowsnest Museum and Archives, J. B. Sutherland collection.

The concrete bridge over the unnamed creek at the east end of West Coleman is unusual, as it has subsequently been overburdened with about a metre of ballast, and required the addition of a concrete retaining wall.

The Gold Creek crossing is a larger version of the small concrete bridges, and is date-stamped "1912".



The 1912 bridge at Gold Creek. Photo: Ian McKenzie

Originally, the CPR laid 60lb rails through the Pass, and sometimes 72lb on the BC side (these weights are pounds per yard of rail). It is thought that these rails were upgraded to 85lb around 1910, 100lb around 1925, and are presently 136lb. The weights and manufacture dates are marked on each rail. The oldest ones in use today are at Sentinel siding (marked "1910"). It is possible that these old rails were once on the main-line, and were repurposed during upgrading.

There are about twenty creek and river rail crossings within the modern Municipality, most of which exhibit century-old elements. Use caution and stay off the tracks if visiting.

My Great-grandfather, R. W. Coulthard

by Steve Monkhouse

In 2017, the 100th year anniversary of the Battle of Vimy Ridge, I watched an episode of the show “War Junk” which featured the underground war fought to break the deadlock of World War One’s trench warfare. They went down into tunnels that still remain to this day, stepping over large “camouflets” (piles of explosives) and showing graffiti carved into the tunnel walls by Canadian troops. I remembered my grandmother telling me that her father had recruited and led the 2nd Canadian Tunnelling Company. I was curious and started to search. That search has turned into a deep dive into the story of my grandfather, Major Robert (Bob) Wilson Coulthard.



I would like to acknowledge John Kinnear for his excellent article “A Mountain, a Major, and a Tunnelling Company” in the *Crowsnest Pass Herald* from September 15, 2015. Without this I would never have known more than the brief descriptions my grandmother gave me.

RW was born in December 1875 in Gananoque Ontario to parents Walter and Isabella Coulthard, one of five brothers.



From left: Bayne, Howard, Robert, Walter, William.



Mary Alice Coulthard.

He studied mine engineering at the University of Toronto, graduating in 1900, and he married Mary Alice Dodd in November of 1906.

Sometime in 1906 RW moved to Fernie, BC as the General Sales Agent of the Crow's Nest Pass Collieries. My grandmother was born in December of 1907 in Fernie.



This photo, from the 1907 publication *Crowsnest Illustrated*, is captioned "Residence of R. W. Coulthard". The child on the steps might be the author's grandmother.

Then on August 1 the Great Fire of 1908 levelled most of the town of Fernie.

Fernie after the great fire.



My grandmother told me that RW and Alice fled their house with her wrapped in a wet fire blanket. The only possession he saved was a German beer stein, which he kept and which I still have.



Coulthard family in Blairmore, with brother Howard at right.

They moved to Blairmore, and I have a number of photos from 1908 to 1912 of my grandmother and her family.



Young Isabel Coulthard, the author's grandmother, in Blairmore. Bluff (Goat) Mountain is in the background.

RW was the President of the Blairmore Board of Trade. There was a lively debate reported at the time about the merits of incorporating Blairmore. RW, who had recently been appointed as the General Manager of West Canadian Collieries, expressed the opinion that delaying incorporation by a year would be advisable as it allowed new business and corporations to set up locally nearly tax free. Sounds familiar. Later he advocated for a rail line to

be built to deliver coal to the US market, to break the CPR's hold on the market price.

Other newspaper reports from the time show that RW was actively involved in the community. He was involved in organizing the Bellevue band, and was the president of the local tennis club and hockey club.

RW resigned his position as general manager in February 1912. A newspaper article from February 1912 mentions that he had always taken a prominent and often leading part in anything that tended to promote the best interest of the town of Blairmore. As reported by the *Frank Vindicator* in March 22, 1912, RW on declining the offer to continue as the President of the Board of Trade, remarked about the great future possibilities of the town of Blairmore and that "Around us we had resources such as no other town in the province had." A banquet was held at the Rocky Mountain Sanatorium in February 1912 to thank RW for his work at West Canadian Collieries and as the President of the Board of Trade for two years, and for his service to the townspeople of Blairmore. The article describes that he was presented with a "magnificent and large sterling silver cigar box". When I read that a light went on. My mother had given me a family heirloom sometime ago, a very tarnished silver box. Sure enough, when I polished it up the inscription read "RWC 1912".

The family then moved to Calgary. In 1915 RW was the contributing editor of *Mine, Quarry and Derrick*, a new mining publication issued in Calgary. That same



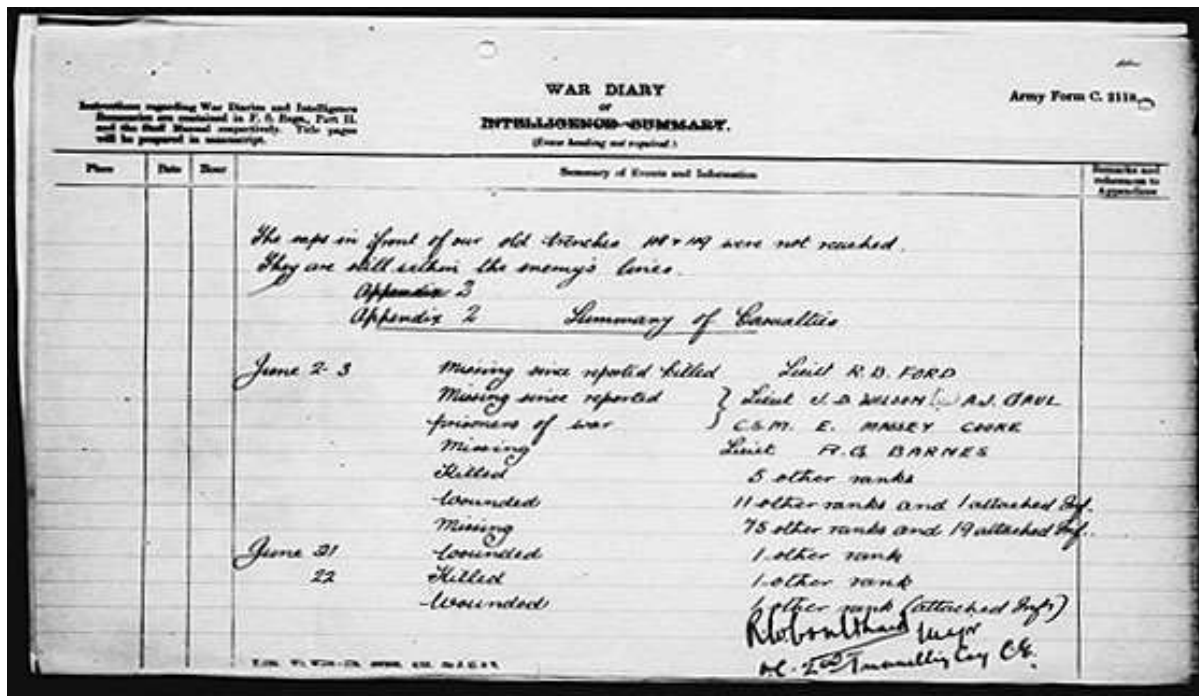
The inscribed cigar box.

year the now-Major R. W. Coulthard began recruiting for the 2nd Canadian Tunnelling Company from miners in Alberta and BC.

The War Years

By 1916 the war had ground to a bloody stalemate with each side facing the other in fortified trenches. Both sides tried to break this stalemate by taking the war underground. Tunnellers dug under enemy lines to lay massive explosive charges, all the while listening with stethoscopes for their German counterparts. The Germans were doing the same thing. When a breakthrough occurred, hand to hand combat to the death resulted, each side trying to prevent their opponents from accessing the larger tunnels behind them. Often explosive charges were placed to collapse their tunnels to prevent this, resulting in death by suffocation. This form of warfare was particularly brutal with very high casualty/death rates.

RW had previous military experience, having held commissions in the Kootenay Rifles of Fernie and in the 4th Field Troop of Canadian Engineers at Calgary. The 2nd Canadian Tunnelling Company was formed in the Fall of 1915, and RW was appointed its Commanding Officer. He started a recruiting



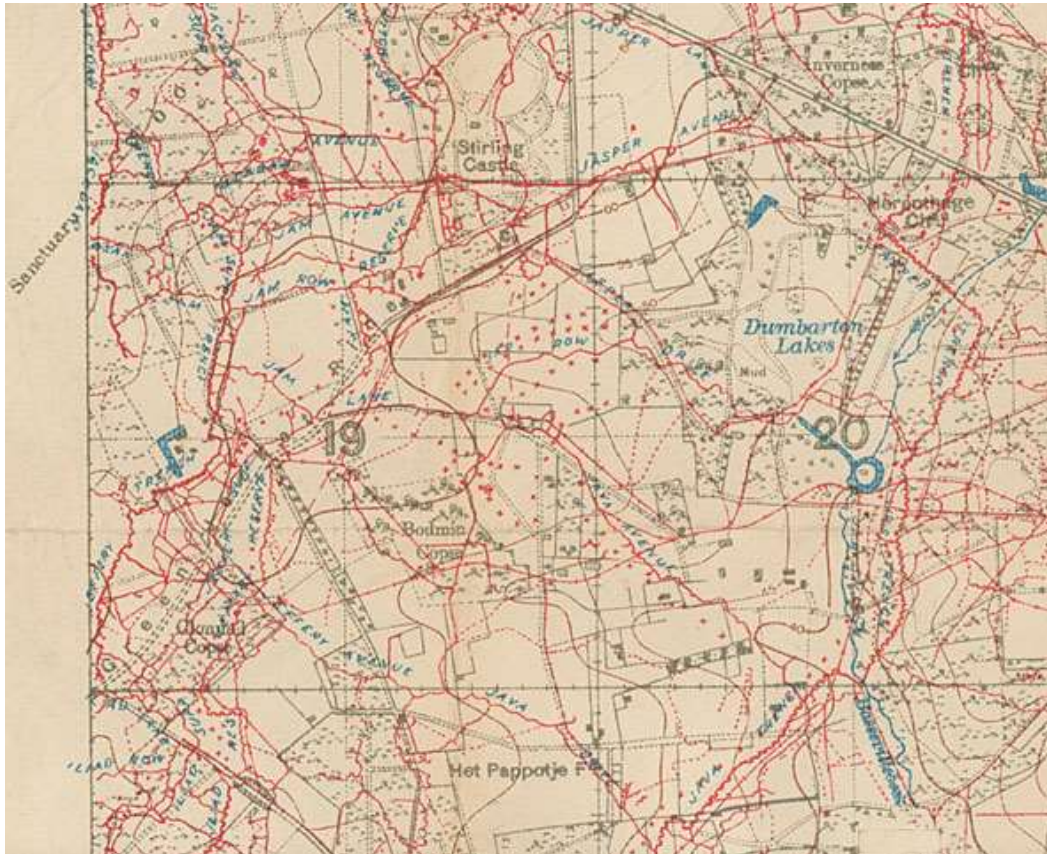
A page from the War Diary of the 2nd Canadian Tunnelling Company, signed by Major Coulthard.

campaign for volunteers with mining experience from the Crow's Nest Pass area and other mining towns in BC and Alberta. The unit sailed from Halifax in January 1916 on the *Missanabie* and on March 10, 1916 the unit was moved to the Western Front. Every unit in the Canadian Expeditionary Force (C.E.F.) kept a war diary that was updated almost daily, describing the unit's operations and casualties. Many of the entries in the 2nd Canadian Tunnelling Company diary were signed by RW. By April of 1916 the units was taking over positions at Armagh Wood, and Reninghelst, and by May 1916 the units operations had expanded to include Mt. Sorrell in the Ypres Salient, Sanctuary Wood, Hill 61 and 62, Reninghelst, Clonmel Copse, Armagh Wood, and Zillebeke.

The diary reports on 30 May that the unit had camouflaged a German gallery from No. 4 listening posts and located a mine shaft by recoil. A description from June 1916 reports

the unit constructing shallow defensive galleries and listening posts in front of the trenches H8 and H9, and deep dugouts near O'Grady Walk and the Tube. Other deep dugouts were constructed at the junction of VIGO STREET and DURHAM AVENUE. On June 2, 1916 the Germans launched a major offensive in the Ypres sector in the Battle of Mount Sorrel at Hills 60 and 62. The war diary entry from June 1916, signed by Major R. W. Coulthard, shows the devastating losses.

The Menin Gate memorial records the names of soldiers without a known grave. Panel 10 has a large number of names from the 2nd Canadian Tunnelling Company. This memorial is largely unknown to most Canadians, but that's not the case for the citizens of Ypres. The tunnellers were the forgotten ones I think. Looking at the war records and awards etc. you don't see much mention of them. Maybe it was a case of out of sight out of mind.



World War One military map. Trenches, entanglement wire, and other military features are in red.

The above map shows Clonmel Copse (look to the square to the lower left of "19". I found it fascinating that each trench had its own name like Iliad Row, Jeffery Avenue, Java Trench.

RW presented a paper to the Canadian Mining Institute, and the US and Canada Mining Congress, in 1922. It is a highly detailed engineering-oriented description of tunnel warfare, from the construction of highway tunnels, to transit reinforcements and supplies to the front, to the attack tunnels that were dug to penetrate enemy lines, with descriptions of how camouflets were used and how the rear guard 100 feet back were instructed to detonate if the enemy broke through.

After the war RW became a Director in the Soldiers Civil Reestablishment Department,

and was the general manager of a factory in Toronto that made prosthetics for veterans including artificial limbs, eyes, and faces. Reports signed by him detail their work and the advances they made in prosthetics are in the Canada Gazette, with a reference to a new prosthetic named "The Canada Arm".

Unfortunately, RW invested heavily in an artificial silk making company in the late 1920s, just before rayon was invented. He lost most of his money and the family got by with meagre finances. Robert Wilson Coulthard died at age 70 in 1945; his wife Mary Alice died in 1953. Both are buried in Mount Pleasant Cemetery in Toronto.

I'm planning a trip to Blairmore this summer with my middle son Matt, to summit Mount Coulthard with my great grandfather's WW1 service medal.

Oral history Interview

On Being Born: A Talk with Orestes Serra (1907 – 2006)

Excerpts from Ralph Thurn's interview in *Voices From The Pass* (courtesy of Crowsnest CanDo Society)

. . . I was born on November the fourth in nineteen hundred and seven, and the year nineteen hundred seven happened to be one of the record winter cold and snow.

And the town of Bankhead was built at the mountain there, and it was in stages up the mountain, and of course in those days they didn't have a telephone in everybody's house.



. . . I was the fourth one coming so dad was a little bit practical of what had to be done, so when mother was going into labour he

took off and went up to where the French, uh, woman that was looking after these births came down, midwife, she came down.

Well, in those days, ah, they had them shawls that they knitted, and had a hood on them, and they'd tie them across the front, and they'd stick their hands out underneath this here and walk. And dad, he was one that never wore mitts or gloves, couldn't do without them, shove his hands in his pockets.

He went up and he got this woman and she came down, with him, and of course as they walked into the house, practically I was

already on the way, coming. So she comes in with her frozen hands and picks me up. Well, the shock of that could have ruined my health or memory or something, you know that's quite a shock.

So, ah, the guardian angel let the good lord know that, take care of this child because they know not what they are doing.

The Century Home Club

Address: 22833 6 Avenue, Hillcrest.

Year built: 1910 or earlier; one of the oldest homes in Hillcrest.

Features: gable roof; front porch; rear shed addition (ca 1912?). This house is essentially unchanged from its 1912 form.

Known occupants: George Pounder (1875-1914, killed in the Hillcrest Mine Disaster) and family.



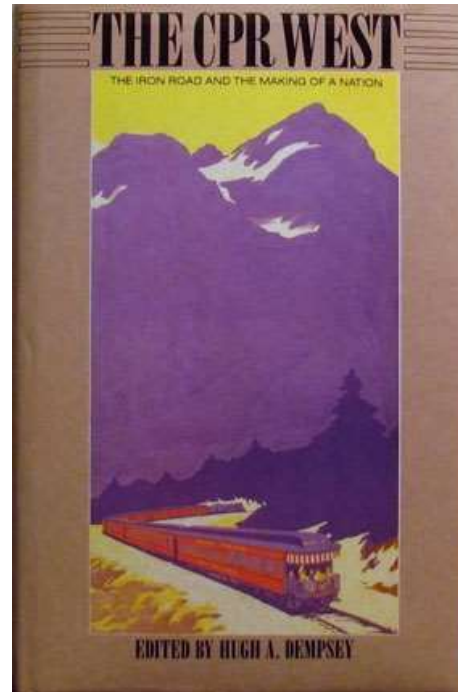
Pounder residence (centre), about 1913. The long building in the background is the Union Hotel, which no longer exists. Photo: Crowsnest Museum and Archives, Porteous collection.

Book Review

The CPR West edited by Hugh Dempsey (1985)

Review by Ian McKenzie

This collection of essays comes from a conference celebrating the 100th anniversary of the completion of the Canadian Pacific Railway mainline. The essays cover a diverse range of western Canadian railway topics, reflecting the complex history of what at one time was the world's largest corporation. Although some essays include the CPR's heartless and mercenary tactics, both in the construction and early operation of its transcontinental rail system, overall I felt that essayists adopted a gentle touch when balancing the CPR's many accomplishments with its dark management philosophy.



A topic of particular interest to Crowsnest Pass historians is Andy den Otter's essay *Bondage of Steam* which, as far as I know, is the first and only attempt to explore the inter-relationship between our local coal mine operations and the railway. For me, *Bondage of Steam* was a major eye-opener, and this essay is a must-read for all Pass historians. The CPR was both the major customer and the only transporter of Crowsnest coal, allowing it to wield exceptional influence over the industry. They drove local coal prices down, and it's no stretch to see how that was a big factor in the labour unrest which left an indelible stamp on our history. Of course, many readers will already be aware that the CPR's move from coal to diesel led to the collapse of our coal market, but it is sobering to consider how the CPR's grip dissuaded local mines from developing alternative markets until it was too late. Of course, nothing is as simple as that, as Canadian industrial and residential coal consumption was being replaced by natural gas around the same time. *Bondage of Steam* is certainly an important contribution to an understanding of our complex industrial heritage.

I found most of the other essays in *The CPR West* to be quite interesting, some more than others, and each can be read on its own as there is no real connectivity between them. Readers ought not to expect *The CPR West* to be a comprehensive history, though. (For that I'd recommend Pierre Berton's popular *The National Dream* and *The Last Spike*, or Harold Innis' technical study *A History of the Canadian Pacific Railway*, published in 1923).

Most public libraries will have a copy of *The CPR West*, or will be able to order one in.

The Burmis Tunnel

Nope, this isn't a hike that involves a coal mine, as you might guess from the title. It's a railway tunnel, but again not the type you might think of. This one runs *underneath* the railway.

Rather than replace the temporary trestles across the twenty-odd prairie coulees between Lethbridge and Macleod, the CPR found it economical to relocate its 1897 railbed to a better location in 1908-09. Check out this cool Crow's Nest Line map: <https://railways.library.ualberta.ca/Maps-7-4-2/>.

Once off the prairies the coulees disappear, replaced by shallow creek beds (for the most part) in the mountains. There is just one coulee between Burmis and the BC border. The Burmis Tunnel hike takes you into this coulee and through the drainage tunnel underneath the CPR line.

From Crowsnest Pass, drive Highway 3 east past Burmis, and turn south onto Highway 507. Follow this for 1.2 kilometres across the tracks and the river, then turn right onto the gravel road (towards Rainbow Acres, if you know where that is). Follow the road for 2.2km where you keep right and cross a bridge, then go almost a kilometre further to a junction, turning right then left to the Burmis Lake day-use area. Park here.

Skirt the lake by walking north towards the tracks then veering left (west), and pick your

way to the coulee – about a half-kilometre away. You will see the old (maybe about 1910) concrete tunnel portal at the head of the coulee. A flashlight is reassuring but, honestly, not essential. From the portal you stoop through the tunnel, past where it transitions to newer concrete (an extension so the tracks above you could be twinned), before exiting through the north portal – you can see (or at least hear) Highway 3 from here. Compare the bare rock slope above the new north portal with the vegetated slope above the old south portal – the tunnel is like a time-machine!

Okay, it's only about a 50 metre long tunnel, but pretty cool I think. The tunnel floor is kept fairly clean by spring floods, which indicates that it should only be done in dry, late-season weather, otherwise you're gonna get wet. Be smart.



Return the way you came, and enjoy a snack and a beverage at Burmis Lake before driving home. You know, a lot of locals have never heard of Burmis Lake, though on a sunny day when the wind isn't blowing it's kind of pretty, I guess.

News, 125 Years Ago

CPR track-laying through Crowsnest Pass occurred in 1898. As there were no Pass newspapers at the time, our information comes from other newspapers.

From the *Edmonton Bulletin*, July 22 1897:

CONSTRUCTION ON THE CROW'S NEST ROAD

The work of construction on the Crow's Nest railway has commenced. At Lethbridge Geo. Strevel's gang of men and teams are strung out for nearly a mile grading the first five miles out of that town.

At Macleod the work has not yet commenced, or had not up to last Monday, though the town is full of contractors and sub-contractors and over flowing with workmen, all anxiously waiting for work to get under way. The hotels are filled up and sleeping and boarding accommodation is at a premium. A large number of contractors, including J. Gillespie and Major Bowles of rock construction fame, are already on the ground and others are rapidly arriving. W. Reid, sub-contractor of Winnipeg, is sending his outfit forward this week and E. Egan, another minor contractor of Winnipeg, shipped his outfit, consisting of 100 men and 50 teams, from Winnipeg to the scene of operations, on Monday last. Mike Carlin of Golden also went down to Macleod on Saturday to make arrangements about supplying the ties.

It is not yet known what demand there is for laborers or teamsters, or what rate of wages is being paid.

Sign of the Times

The Crowsnest Heritage Initiative has installed four information kiosks, about fifty signs, and over a hundred building plaques, each revealing a small piece of our diverse history.

There is a sign panel at the Blairmore downtown four-way stop, which covers the early CPR history in the Pass.



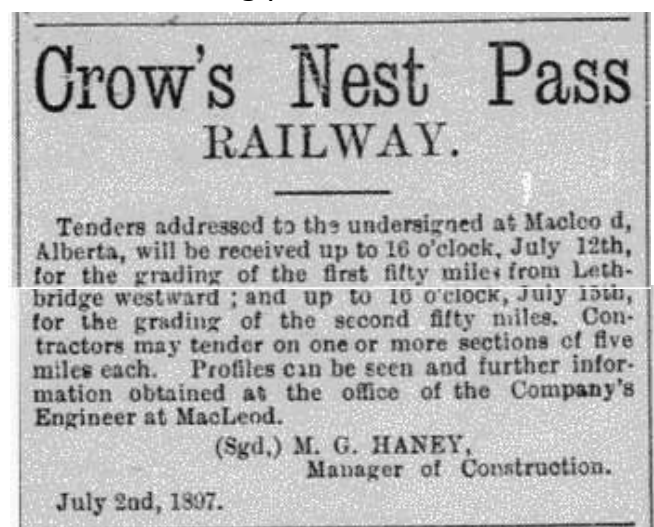
Have you read it?

From the *Calgary Weekly Herald*, January 20, 1898:

CROWS NEST RAILWAY

. . . The scene of the greatest activity at present is on the eastern division of the survey between Macleod and Fort Steele junction, a distance of 172 miles. At Macleod are situated the headquarters of the company, from where all operations are directed. At this point between 300 and 400 men are continually at work – in the offices, stores, yards, machine shops, saw mill, and constructing new buildings. At least one construction train a day leaves Macleod for the end of the steel, which is now laid to the South Fork of Old Man's river, about 40 miles from Macleod, where a bridge over 900 feet long and 137 feet high is being built. A siding is constructed here, where mountains of hay and foothills of oats and great warehouses of provisions and clothing for the thousands of men and teams employed in construction are stored until they are freighted to the different camps along the line of survey. The bridge at the South Fork is expected to be completed by February 1st. By the assistance of powerful headlights night shifts are at work as well as day shifts, and the timbers are sent from the mill numbered and ready to be put into position, so that 125 men with the assistance of chutes, hoists and other modern machinery are now handling 150,000 feet of bridge timber every 24 hours. When the bridge is completed there is nothing to prevent tracklaying as far as Crow's Nest lake and mountain, the grade being completed for that distance. . .

The system of freighting is worthy of mention. To get supplies into the various camps is a large undertaking, as 3000 men and as many horses consume an immense quantity of provisions. For freighting purposes the distance has been divided into two divisions, with Wardner as the central point. The western division is supplied from headquarters on Goat River, and the eastern division from the Macleod headquarters. Porter Bros. have the contract for freighting from the west, and Strelvel and Buchanan from the east. There are now over 200 teams engaged in freighting and the demand is not supplied. The number will need to be doubled and most of the supplies for the spring and summer must be freighted in during the next two months, before the road breaks up. For several weeks after the snow begins to thaw the tote road will be almost impassable and freighting operations will be suspended. To facilitate freighting operations the company has erected large warehouses at 40 mile distances from the end of the steel to Goat River Landing, which will be filled with supplies, and the different contractors can obtain what they want from these distributing points.



Edmonton Bulletin, July 8, 1897

Our Local Heritage Sites (check websites for rates, schedules, and closures)



- **CROWSNEST MUSEUM and ARCHIVES** - 7701 18th Avenue, in Coleman National Historic Site. 403-563-5434, cnmuseum@shaw.ca , www.crowsnestmuseum.ca. Glimpse the rich social, economic, and natural heritage of Crowsnest Pass from 1900 - 1950 in two floors of themed rooms, plus large artifacts outdoors. Gift shop features local and regional books, and many other items.



- Close to the museum, the newly-restored **ALBERTA PROVINCIAL POLICE BARRACKS** includes exhibits and artifacts on prohibition, rumrunning, and the legendary shooting of Constable Lawson and the subsequent execution of “Emperor Pic” and Florence Lassandro. 403-563-5434, cnmuseum@shaw.ca , www.appbarracks.com.



- **BELLEVUE UNDERGROUND MINE** - off Main Street in Bellevue. The premiere authentic historic underground coal mine tour of western Canada offers a family-oriented experience of what miners from a century ago saw and heard at work each day. Pre-book tours online; www.bellevuemine.com.



- **FRANK SLIDE INTERPRETIVE CENTRE** - off Hwy 3. 403-562-7388, www.frankslide.ca. Knowledgeable staff share fascinating stories of the Frank Slide of April 1903 through dynamic interpretive programs and presentations. State-of-the-art interactive exhibits focus on Canada’s deadliest rockslide. Closed winter Mondays (but open Family Day).



- **HILLCREST CEMETERY PROVINCIAL HISTORIC SITE** - Hillcrest. Visit the mass graves of the 189 victims of the Hillcrest Mine Disaster of 1914, and many other historic graves. Interpretive signs explain it all. The **Millennium Memorial Monument** is Canada’s homage to miners killed across the country. The adjacent **park** features interpretive signs about life in Hillcrest and the effect of the disaster, and picnic tables. All free.



- **LEITCH COLLIERIES PROVINCIAL HISTORIC SITE** - Highway 3, east edge of town, www.leitchcollieries.ca. Stabilized ruins of a century-old coal processing facility explained through interpretive signs. Parking lot closed in winter. Check out the nearby **Burmis Tree**, probably Canada’s most-photographed tree; free.



- **COLEMAN NATIONAL HISTORIC SITE** - downtown Coleman. Free map and pamphlet for a self-guided tour of this authentic coal-mining town amongst buildings from 1903 - 1986; most have interpretive building plaques. Glimpse the ruins of the mine plant and coke ovens, walk or drive through the “miners cottage” neighbourhood of West Coleman. An interpretive booklet can be purchased at the museum. Later, walk the pleasant **Miners Path**, retracing the steps of miners on their way to the McGillivray Mine. All free.



- **LILLE PROVINCIAL HISTORIC SITE** - A 6km long trail leads to this remote site. Ruins in or near this former mining village include the powerhouse, hotel foundation, and coke ovens. Interpretive signs on site. Enquire at the Frank Slide Interpretive Centre, 403-562-7388. Backcountry safety and etiquette apply. Free.

More information on these sites and other activities is at www.crowsnestheritage.ca