ECOTOUR®

of the Trans-Canada Highway

Hope - Kamloops

Introduction: Hope - Kamloops

From Hope to Lytton, the Trans-Canada Highway uses the Fraser River Valley which separates the Coast from the Cascade Mountains. The Thompson River Canyon which cuts between the Cascades and the ranges bordering the Interior Plateau is followed between Lytton and Spences Bridge. Between Spences Bridge and Kamloops the Highway crosses the Thompson Plateau.

Uplift, warping, erosion, lava flows and glaciation have caused vast geological changes since these lands were formed 150 million years ago. The last great ice age covered all but the highest peaks in southern British Columbia. When the ice retreated barely 10 000 years ago, bedrock in many places was covered by scores of metres of glacial drift, the unsorted accumulations of boulders, gravel, sand, silt and clay, which form the outline of many of today's landscape features.

The distinctive kinds of vegetation between Hope and Kamloops reflect the effects of mountain ranges lying across the path of weather systems moving eastward from the Pacific Ocean. Rain forest lining the Highway near Hope gives way to open stands of trees in the hotter, drier climate in the rainshadow of the Coast Mountains. Forest parkland in turn is replaced by semidesert grassland near Ashcroft. As Kamloops is approached there is a return to ponderosa pine parkland, although Kamloops' climate is still dry enough for trees to defer to grass on hot, dry, south-facing slopes.

The earliest known human inhabitants of the Thompson and adjacent parts of the Fraser Valley were hunters who used pebble-tools. Their encampments date from approximately 7 000 years ago. Several different cultures have flourished and declined since then, often as the result of climate change.

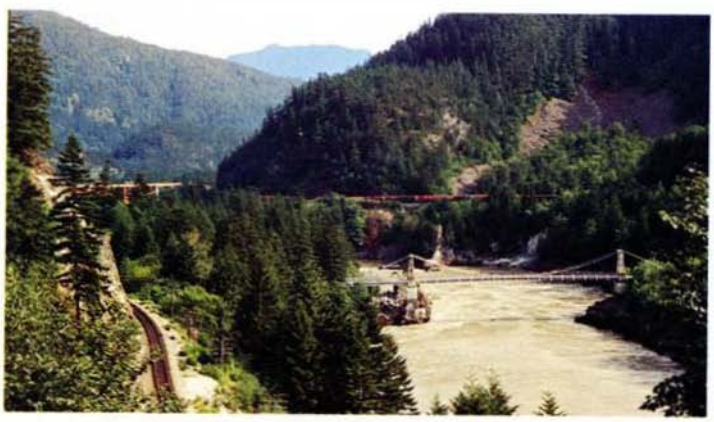
The first people of European origin to travel the Thompson Plateau were the fur traders of the early 1800s. Apart from a few trading posts, there was little settlement until mid-centur when the lure of gold brought thousands to seek their fortunes. Although few found golden riches, many stayed to ranch and farm. Logging, mining and more recently the touris industry now rival ranching as the resource base of the region. Remote areas, little influenced by man, nevertheless abound.

How to use this Ecotour

Ecotours are devised by the Canadian Forestry Service to help you understand landscapes. Both natural forces and human activities have shaped the land and the land has influenced opportunities for human settlement.

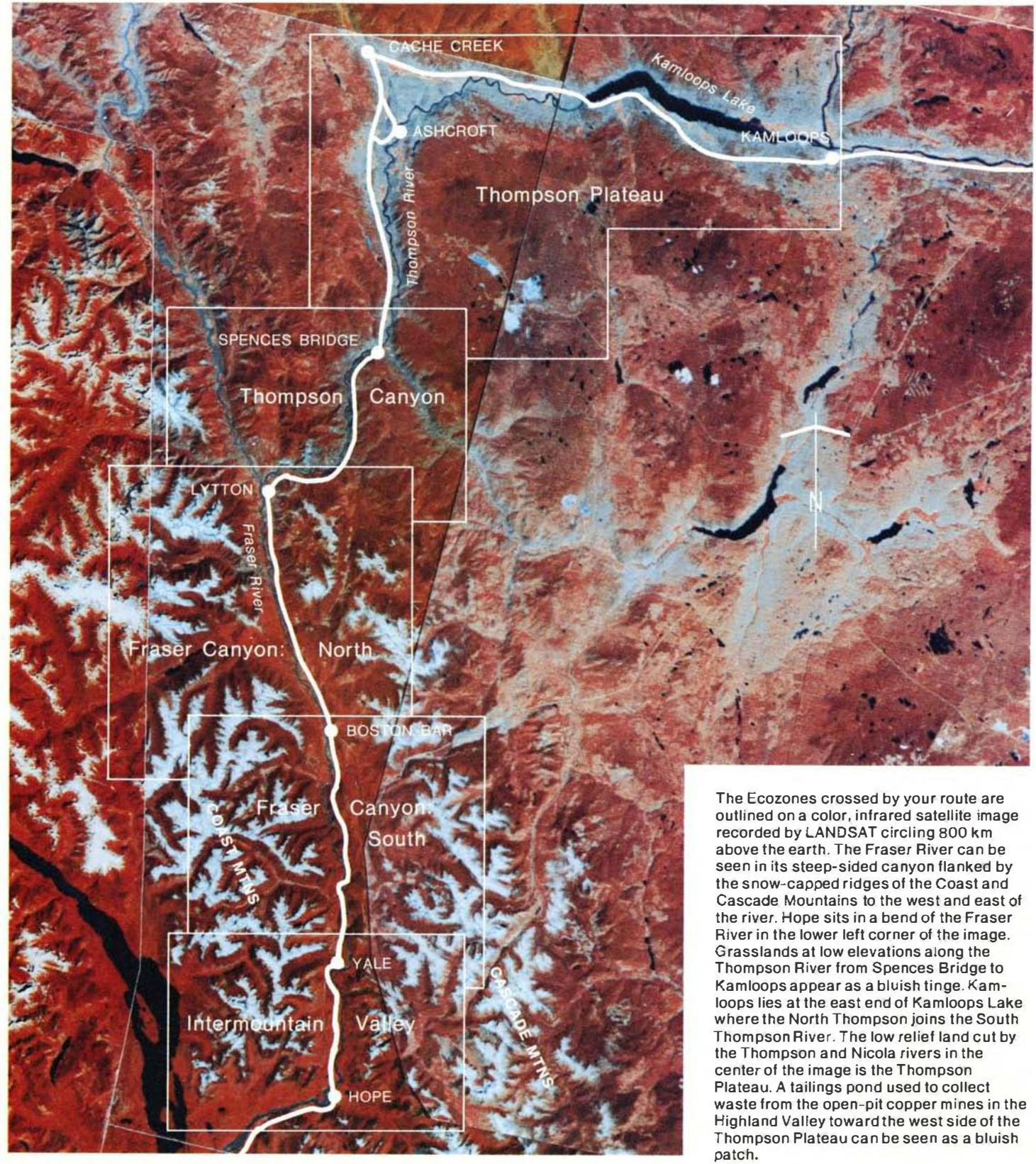
Your route is divided into Ecozones, sections of landscape with common ecological characteristics differing from adjacent zones in climate, soils and vegetation. The locations of interesting features are shown on the map for each Ecozone. Distances between points of interest are given between each description. Best use can be made of this Ecotour if you keep track of distances on your vehicle's odometer and read about each point of interest before reaching its location.

Ecotours are designed for either easterly or westerly travel. If you are starting at Hope, begin with Point 1. If you are leaving Kamloops, turn to Point 41 at the back of the Ecotour. Points of interest are described as lying either north or south (or east or west) of the Highway because, unlike left and right, compass directions do not change whichever way you are travelling. Ecozone maps include a compass pointer to help you follow directions.

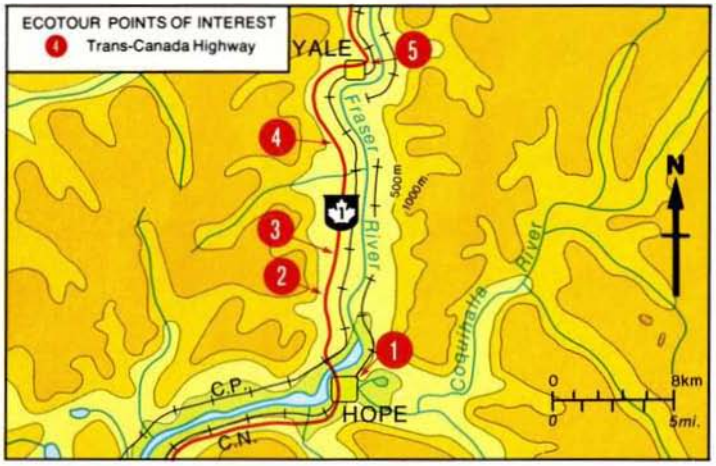


Old Alexandra Bridge in the Fraser Canyon (8)

Irrigated alfalfa hay fields on the Thompson Plateau (30)



The Ecozones crossed by your route are outlined on a color, infrared satellite image recorded by LANDSAT circling 800 km above the earth. The Fraser River can be seen in its steep-sided canyon flanked by the snow-capped ridges of the Coast and Cascade Mountains to the west and east of the river. Hope sits in a bend of the Fraser River in the lower left corner of the image. Grasslands at low elevations along the Thompson River from Spences Bridge to Kamloops appear as a bluish tinge. Kamloops lies at the east end of Kamloops Lake where the North Thompson joins the South Thompson River. The low relief land cut by the Thompson and Nicola rivers in the center of the image is the Thompson Plateau. A tailings pond used to collect waste from the open-pit copper mines in the Highland Valley toward the west side of the Thompson Plateau can be seen as a bluish patch.



Intermountain Valley

The Trans-Canada Highway between Hope and Yale follows the valley lying between two great mountain ranges; the Coast Mountains to the west and the Cascades to the east. Steep forested slopes, crowned by rugged peaks, tower over a narrow, sparsely settled valley floor bordering the muddy, swift-flowing waters of the Fraser River. In winter, abundant precipitation, which characterizes the Ecozone's cool, maritime climate, covers mountain slopes in deep blankets of snow. In spring and fall, water from melting snow and heavy rain rushes in torrential cascades down the steep, boulder-strewn streambeds of side-valleys. Valley floors and lower slopes at one time were covered by huge cedar, Douglas-fir and hemlock trees, each big enough to provide the lumber for several three-bedroom homes. Old growth stands on side-valley slopes still provide timber and pulp for local and international markets and reserves of nickel ore await exploitation. Hunters and photographers are drawn to the area by the lure of big game.

The forest: old and new (3)

Vine Maple

Roadcut through limestone rock (2)

Panning for gold (5)

Hope - Yale

1 Fort Hope was established in 1848 as a Hudson's Bay Company post at the end of the Brigade Trail used by pack trains to bring furs from Fort Kamloops. From Fort Hope, bales of furs were taken down river to Fort Langley. The name Hope celebrates hope fulfilled in finding an all Canadian route which avoided crossing land recently ceded to the United States. When gold was discovered on the Fraser in 1858, Hope became a roaring boom town in a few short months as miners swarmed in. Hope remained on the map even after the gold was worked out because of its strategic location at the junction of three major passes through the coastal mountains. The Kettle Valley Railway and the Provincial Department of Public Works cooperated to build an unusual double deck bridge across the Fraser River at the north end of town. The upper deck carries the Trans-Canada Highway. The lower deck carried the railway line, disused since the 1950s, which ran up the Coquihalla Valley past the once rich gold and copper mines of Hedley and Coalmont to the Okanagan Valley.

6.5 km

2 The white limestone rock of roadcuts west of the highway was formed as the shells of countless tiny marine creatures settled to the ocean floor before the coast mountains were uplifted far above sea level. Crushed limestone rock provides ballast for rail lines and road verges. The white color of crushed limestone contrasts with the sombre gray of most gravel used in the area.

3.4 km

Springboard logging

3 The stumps of the big conifers that bordered this stretch of the Fraser River are notched. These notches held the "springboards" used by early loggers to cut stumps high. The bases of large trees were so wide that hand fallers preferred to cut trees where diameters were manageable. When the supply of high quality wood seemed inexhaustible such expediency was taken for granted. Today's technology cuts stumps low so that premium wood in butt-logs is not wasted. In the old days, there was also little concern about forest renewal. The replacement of low value hardwoods which covered rich bottomlands in the course of natural succession following early logging will be expensive. Today, close to a hundred million conifer seedlings are planted annually following logging of British Columbia forest land.

7.3 km

4 Emory Bar Provincial Campground was the site of the gold rush town of Emoryville. When the gold petered out, the town, which once boasted two hotels, nine saloons, a brewery and a sawmill, as well as mainland British Columbia's first newspaper, was abandoned.

6.1 km

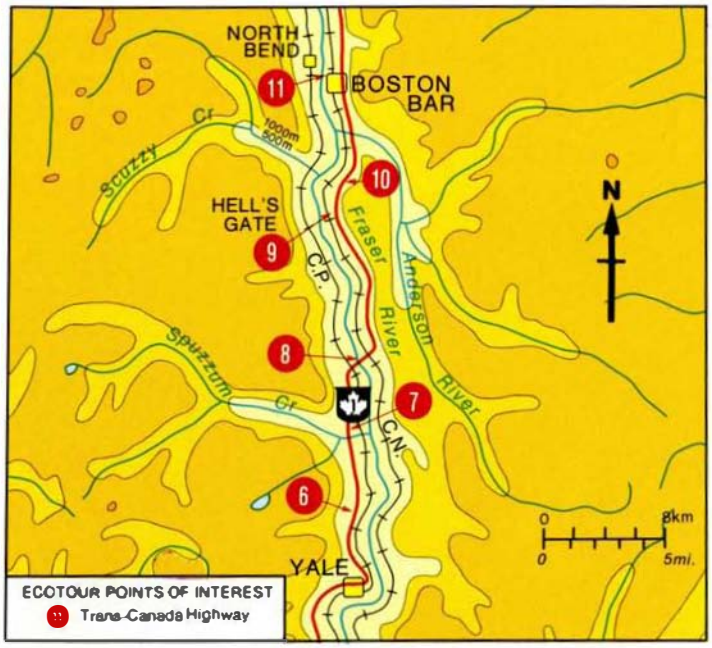
5 In 1847, the Hudson's Bay Company located Fort Yale at this site beside the Fraser River because the numerous rapids upstream were too swift and turbulent for navigation. Like Hope, Yale became a boom town with nearly 2,000 inhabitants when gold was found in the Fraser River's gravel in 1858. Hill's Bar just south of Yale produced more gold than any other site on the river. Between 1860 and 1875, over $2,000,000 worth was sluiced and panned from a quarter-hectare gravel bar. Yale's prosperity was also linked with gold when, as head of navigation for Fraser River steamboats, it became the southern terminus of the road to Cariboo gold. It also prospered as trans-shipment point during the building of the Canadian Pacific Railway. Yale almost became a ghost town when its days of affluence ended soon after completion of the railway in 1885. Many trim homes were deserted and once flourishing gardens became desolate. Some Chinese laborers, out of work when the railway was finished, painstakingly panned another $200,000 from Hill's Bar in the 1880s. Increasing road traffic eventually gave Yale a new lease on life. New buildings along the highway replaced old ones flanking the river.

6.4 km

PAB #717

Sternwheeler beside Yale's early waterfront (5)

St. John's Church at Yale, dedicated 1860 (5)



Fraser Canyon: South

The Fraser River is compressed by the walls of the canyon separating the Coast and Cascade mountains into a raging torrent of muddy water that defied all but one attempt at steamboat navigation. With paddlewheel beating, the Skuzzy, in 1882, was hauled through Hell's Gate by steam capstan and 125 Chinese straining on ropes. She served railway construction for the next two years in the upper Fraser and Thompson canyons. Steep, rocky valley sides are treed by Douglas-fir rooting deep in cracks beneath shallow soils. Deeper soils, moistened by a wet climate, are covered by thick groves of hemlock and cedar as well as Douglas-fir. Upper slopes are densely forested by Pacific silver fir and mountain hemlock. Summers in the Fraser Canyon are hot and winters are cold. The legendary Sasquatch as well as more credible denizens such as elk and goat roam this land. Rocky crags are home for bald and golden eagles.

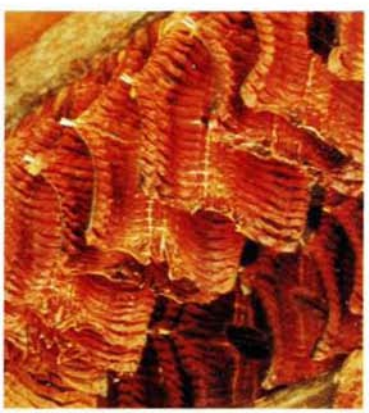
Yale - Boston Bar

6 The seemingly inhospitable landscape of the Fraser Canyon was in fact a land of comparative plenty for local Indians because abundant salmon provided a dependable source of food. Eddys and whirlpools, stirred up by the jagged canyon floor, forced fish to the river's edge where they could be netted from shore. After splitting and gutting, salmon were hung in colorful rows to dry beneath simple shelters in the canyon's hot, dry air. Stored in bundles of alternating layers of fish and birch leaves, salmon provided a nourishing diet throughout the winter. This time honored way of catching and preserving fish is still practiced by Indians living near the Fraser and Thompson canyons.

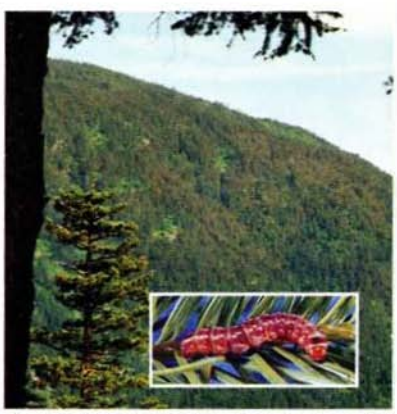
7.0 km

The Fraser Canyon

Splitting salmon (6)



Drying salmon (6)



Spruce budworm turns tree tops red (7)

7 Western spruce budworm attacks Douglas-fir in the Canyon. Voracious caterpillars devour needles and buds on trees of all ages. The tops of severely defoliated trees first turn red, then grey as needles fall and twigs die. When outbreaks last long enough, trees may even die. Repeated outbreaks reduce tree growth and wood supply to the forest industry. Grey, dead tops from the 1970s outbreak can still be seen on upper slopes of the Canyon where attacks were most severe.

6.1 km

8 The high steel arch of the Alexandra Bridge, finished in 1962, is the most recent structure spanning the Fraser River at this point. The first bridge, just upstream and closer to river level, was built in 1863 as a link in the Cariboo Wagon Road. Raging flood waters swept it away in 1892 halting road traffic between Yale and Boston Bar until 1926 when a new suspension bridge was built on the site of the first span. The new canyon road used wooden trestles in many places because the easiest routes had been preempted by the railroads. Before poured concrete was readily available, stone masonry was used in the foundations of most structures. Scottish stonemasons were employed to crib the many embankments which provided the gentle grades required by Canada's first transcontinental railway.

10.3 km

9 Hell's Gate was the name given by pioneer river travellers to the racing, swirling waters of this narrow section of the Canyon. It was always a formidable obstacle for migrating fish. Their route to upstream spawning beds was completely blocked by rock slides during construction of the Grand Trunk Pacific Railway. Concrete "fish ladders" were built at top speed to reopen a vital passage in one of the world's most productive salmon rivers.

3.3 km

10 Eight tunnels in this 32-km stretch of the Trans-Canada Highway speed traffic through bluffs that forced early travellers onto perilous ledges overhanging the river. Tunnel names such as China Bar, Hell's Gate and Saddle Rock conjure up images of the Canyon's colorful past. Primitive methods and the prevailing casual attitude towards safety exacted a toll in lives of construction workers who blasted tunnels for the railway through this formidable section of its route.

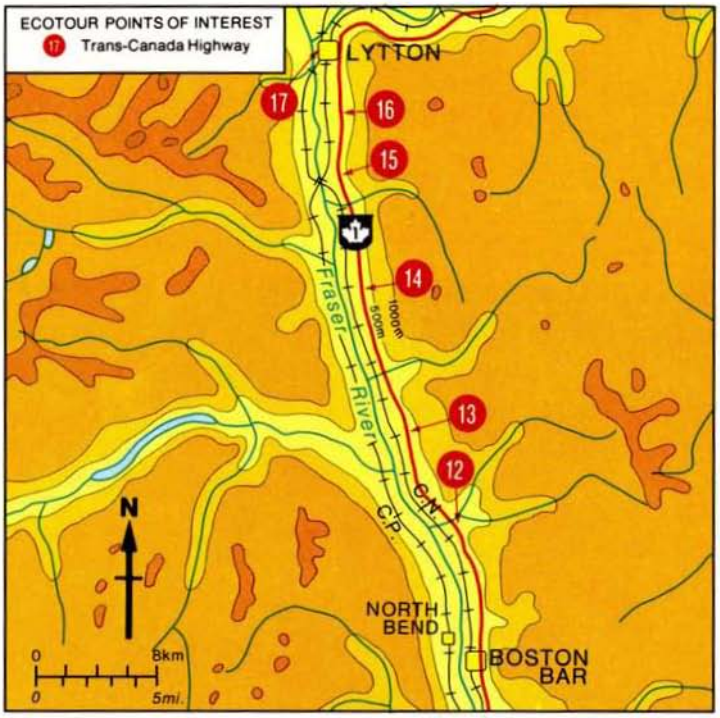
8.5 km

Old Highway 1 beside stone cribbing for the CPR (8)

Aerial cable car crossing the Fraser River (11)

11 Many of the eager prospectors who swarmed over the Fraser River's gravel bars were Americans fresh from California's gold fields. Boston Bar was so named because Indians at that time called all Americans "Boston men" since home port for American sailing ships was generally Boston. Boston Bar became a busy stopover during the golden years of the Cariboo Wagon Road. After years of decline while road traffic through the Canyon was blocked by loss of the first Alexandra Bridge, Boston Bar is once again a traveller's stop. North Bend, the other side of the Fraser River, is reached by aerial cable car. North Bend was for many years a C.P.R. Division Point where crews changed. Today, diesel power drives trains faster, eliminating the need for crew changes between Vancouver and Kamloops.

8.5 km



Fraser Canyon: North

The Fraser River between Boston Bar and Lytton flows between canyon walls that are less precipitous than those farther south. There is also a change in climate. Towards Lytton, the canyon lies within the rainshadow caused by the Coast Mountains to the west. Summer rainfall is low and temperatures are very high. Deep-rooting ponderosa pine is the only tree that tolerates such a dry climate. In the wetter climate just north of Boston Bar, Douglas-fir thrives to form stands dense enough to crowd out ponderosa pine. Pine and fir occur side by side in the transition climate in between. Flowering shrubs decorating forest stands include mock orange and ocean spray. Oregon grape and Saskatoon berries also add spots of color. Dried berries from Saskatoon, choke cherry and other shrubs were pounded together with dried meat to make pemmican, the Indian "trail mix." Bear and deer and at higher elevations, elk and mountain goat are common, although seldom seen near the highway.

High-level road and rail bridges across Nine Mile Creek (12)

Indian burial ground (13)

Boston Bar - Lytton

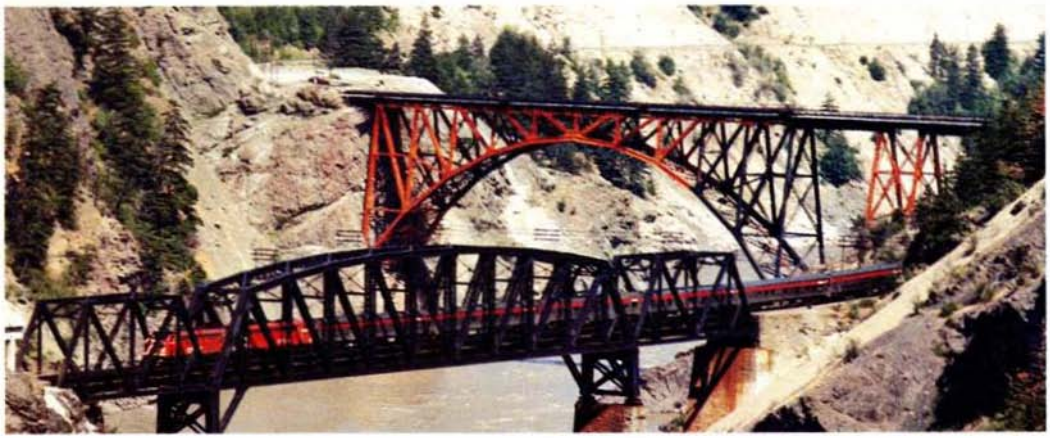
12 Before construction of high level bridges like this one spanning the deep ravine of Nine Mile Creek, road travellers had to wind a tortuous way down almost to river level to cross side streams entering the Fraser River. Prime logs cut from Douglas-fir, cedar and hemlock trees three hundred or more years old are trucked from side valleys for milling at Boston Bar. Logs are winched by "high lead" to "steel spars" at "landings" beside logging roads. Spars at one time were tall trees which had been topped and held firm by rigging lines. Seafaring terms are common in high lead logging because sailing ship seamen rigged the first spar trees.

7.4 km

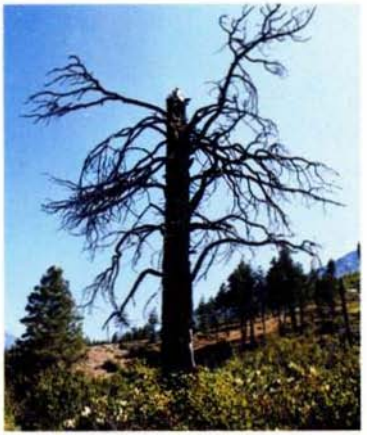
13 Indian cemetaries are common along this part of the route. Each family group within a band located its burial place on high ground some distance from the village. Villages were usually on lower benches close to the river's fish and to fresh water and berry patches.

9.0km

14 Jackass Mountain, the steepest hill on the old wagon road commemorates the many pack mules used during the Cariboo gold rush. For several decades pack trains under the watchful eyes of strong minded mule skinners, carried prospectors' supplies north and the golden treasure of the lucky ones south. In the 1870s this hill thwarted an ambitious scheme to replace pack trains with steam traction engines. Six giant machines were imported from



CN and CP railway bridges crossing the Fraser River at Ciska



Fire-killed tree (16)

Scotland, complete with engineers and stokers. Two days out of Yale, these machines groaned to a standstill on Jackass Mountain's steep grade. All but one, later used to power a logging winch, were soon shipped back to Scotland.

8.1 km

15 The Canadian Pacific Railway crosses the Fraser River at Ciska to continue along the easiest route on the west side of the Canyon. Built 30 years later, the Grand Trunk Pacific Railway — now the Canadian National — was left with no choice; it had to cross to the more difficult side.

4.7 km

16 Fire is a constant threat to forest trees. The gaunt, blackened forms of burned trees may stand for years in this zone testifying to the destructiveness of forest fire. Dead trees are slow to rot in hot, dry climates. Regrowth of new trees may be long delayed because shrubs which cover the land following wildfire usually take all the available moisture. Only during unusually wet summers is there enough moisture for both tree seedlings and shrubs.

4.4 km

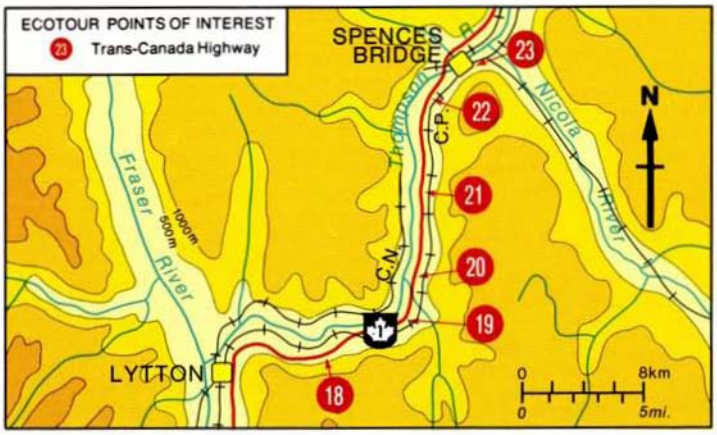
17 Lytton has the highest summer maximum temperature (44°C, 111°F) recorded anywhere in British Columbia. The weather station, one in the countrywide network operated by Environment Canada, provides up to the minute information for pilots heading into Lytton's airfield north of town. Sudden winds and mists make the Canyon tricky flying for light planes. The Indian village of Cumchin (Kumsheen), which means "great forks," was established where the Thompson River joins the Fraser River long before Simon Fraser passed by in 1808 on his way to the Pacific coast. Sir James Douglas gave the new settlement its present name to honor Sir Bulwer Lytton, Colonial Secretary at the time. Lytton became an important stopover on the Cariboo Road. Like most points on the wagon road, Lytton's fortunes have ebbed and flowed with changing modes of transportation. Boom times came for a while when railroad construction swelled Lytton's population. Although the town is now bypassed by the Trans-Canada Highway, travellers can still find overnight accommodation along Lytton's tree-shaded main street.

7.9km

Mockorenge

Saskatoon berries

Pentstemmon



Thompson Canyon

Hillsides lining this stretch of the Thompson River support ponderosa pine parkland carpeted with bunchgrass. Trees cannot grow close together in this zone because their roots must spread far afield to collect the moisture needed to sustain life through long, hot, dry summers. Bands of lime seen in cutbanks are another indication of the Thompson Canyon's dry climate. Lime is slowly washed from the upper soil to collect 50 to 100 cm below the surface where downward percolation is arrested. In wetter climates, lime leached from uppersoils is washed completely away. The maroon-colored rocks seen from place to place are flows of once molten volcanic material which add to the diversity of the bedrock in this zone. Elk and mountain goat roam upper slopes but birds and the occasional deer and coyote are the only wildlife commonly seen near the highway.

Rock sheds protect the railway line (18)

Maroon-colored rock

Railline running past stratified gravel cliffs lining the Thompson River (20)

Lytton - Spences Bridge

18 Slow, constant weathering caused the bare granite slopes to the north of the river, not massive landslides following railroad construction as one might suspect. Farther north and east similar bare slopes can be seen high up mountain sides far from human influence. Where it is exposed to slides, the rail line must be protected by rock sheds.

8.2 km

19 This stretch of the river rings with shouts of alarm and excitement when river rafters careen through white water rapids. In fall, salmon forced near to shore by swirling currents are netted by Indians in the traditional manner.

3.8 km

Lime layer in dry climate

Yellow flowers of balsam-root carpet overgrazed ponderosa pine parkland

Sumach colors rocky landscapes in fall

Processing gravel (20)

Silt slide that blocked the Thompson River (22)

Nicola River in flood joins the Thompson River (23)

20 The great glaciers of the last ice age churned up vast quantities of rock, gravel, sand, silt and clay. As the ice sheets wasted away, melt waters sorted these materials before dropping them again. This part of the Thompson River's valley was filled with gravel hundreds of metres deep. Downcutting by the river exposed the stratified gravel cliffs seen today.

8.7 km

21 Goldpan Provincial Park is one of more than 300 parks provided by British Columbia's Parks Branch. Provincial parks vary in size from a few hectares like this one to the vast wilderness of Tweedsmuir Park, the province's largest, which covers nearly a million hectares.

8.8km

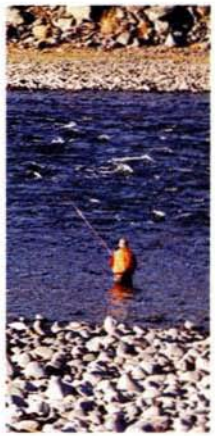
22 In 1905, a rock slide on the mountain across the river started a chain reaction which blocked the Thompson River with soil from the silt cliffs lining the river. Fourteen Indians were drowned when their village upstream was flooded. The river was able to make a new channel within 24 hours because the silt dam contained little rock.

2.0 km

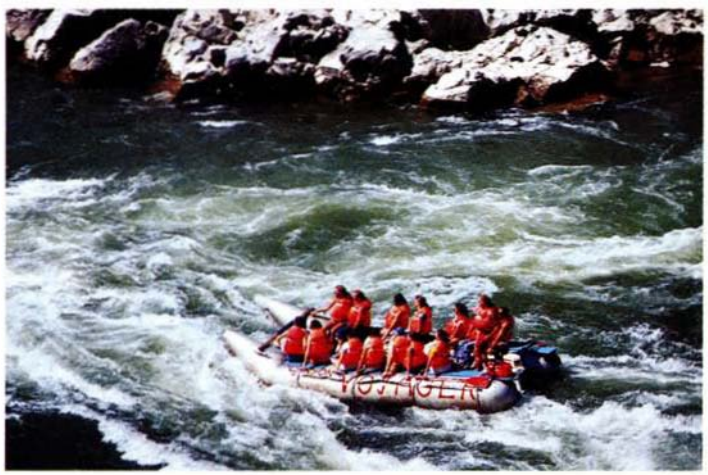
23 The band name for the Indians of this area, the Cook's Ferry Band, retains the early name of this settlement located where the Nicola River joins the Thompson Valley. The government toll bridge that Thomas Spence built put Mortimer Cook's ferry out of business in 1865 and gave the young community its present name of Spences Bridge. Spring rains make the Nicola River muddy. Its flood waters, however, soon lose their separate identity as they merge with the clearer waters of the larger Thompson River.

5.3 km

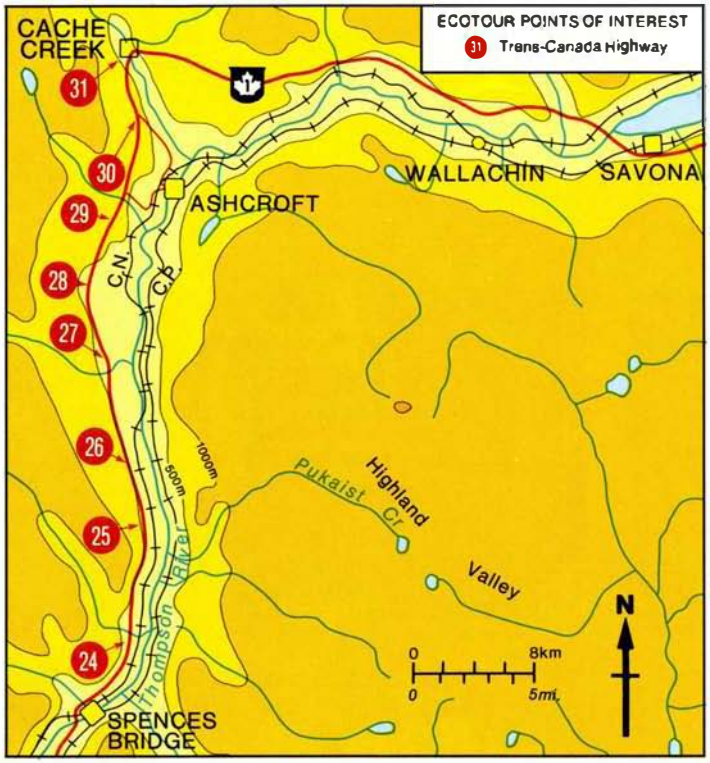
Netting (19)



Casting



White water rafting (19)



Thompson Plateau

Landscapes on the Thompson Plateau have a gently rounded look because deep layers of glacial drift cover gullies and cliffs formed when earlier lava and sedimentary rocks were eroded. Summers are hot and dry, making lower slopes and valley floors too dry for trees. Rabbitbrush and sagebrush cast a greyish hue over treeless landscapes where bunchgrass has been worn thin by the grazing of horses and livestock. The contrast between different grazing pressures can be seen clearly where fencelines separate heavily grazed land covered by sagebrush from lightly grazed bunchgrass. In winter, cold winds commonly blow valley floors nearly clear of light powdery snow but upper slopes have deeper snow packs. Summer storms brushing mountain tops also add moisture not supplied to lower levels. The denser spruce, Douglas-fir and aspen forests of upper slopes give way on midslopes to open Douglas-fir stands and to ponderosa pine parkland on dry lower slopes.

Ashcroft Stampede (29)

Native basket (25)

Wooden mission church at Pukaist (25)

Spences Bridge - Cache Creek

24 Deep beds of silt were deposited in temporary lakes when ice dams blocked melt waters at the end of the last ice age. After the ice dams melted, river water cut down through silt beds leaving terraces which grow bounteous crops of fruit and vegetables thanks to hot summer sun and irrigation water from mountain streams.

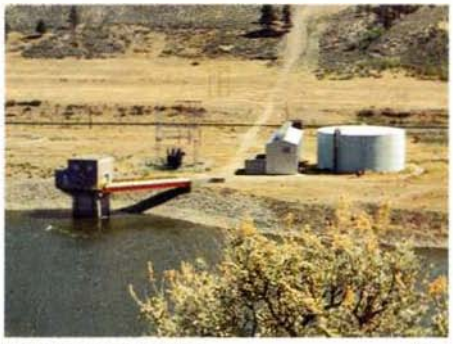
8.0km

25 Heating water in iron pots obtained in trade was easier than dropping hot rocks into water-filled baskets. But Thompson Indians soon found that the price of convenience was high. Hunting grounds were lost to settlers' ranches and new diseases decimated families. When their own religions failed to halt destruction of the traditional ways of life, local Indians turned to the missionaries' faiths. The lonely wooden mission church on the other side of the river symbolizes the old world's culture superimposed on the new land.

4.1 km

26 The pumping station on the opposite side of the river sends water 15 km over the mountains to the Highland Valley for concentrating copper ore. The greenish tinge of many rock outcrops indicates the presence of copper in this zone.

7.4 km



Water pumping station (26)

Irrigated alfalfa (30)

Fenceline separating bunchgrass from overgrazed land

27 Jackfish Creek seems an insignificant trickle to serve two ranches. When snowpacks are heavy, both ranches get enough water for three crops of hay. When snowpacks are light, the ranch with first rights gets any available water. The second ranch must wait for another winter to pass before it can draw more water from the creek.

4.3 km

28 When ice blocks embedded in the glacial drift covering these uplands melted, potholes formed which are today's marshes and ponds. Marshlands are habitat for muskrat, shrews and mice, and ponds are haven for waterfowl in this arid land. Redwing blackbirds nest in cattails lining pond margins.

4.0km

29 In 1863, the Cornwall brothers started a horse and cattle ranch beside the Cariboo Road believing that supplying miners might be more profitable than digging for gold. The roadhouse built on the ranch they called Ashcroft Manor has been serving travellers for well over a century. Every June, the Ashcroft Stampede gives local and travelling cowboys a chance to show their prowess. Bronc and bull riding, calf roping and steer wrestling are bone-jarring skills mastered by a hardy breed of professionals.

6.0km

30 Not many years ago this land grew sagebrush and cactus. Now, thanks to irrigation, green fields of alfalfa hay stand in contrast to the surrounding desert.

5.5 km

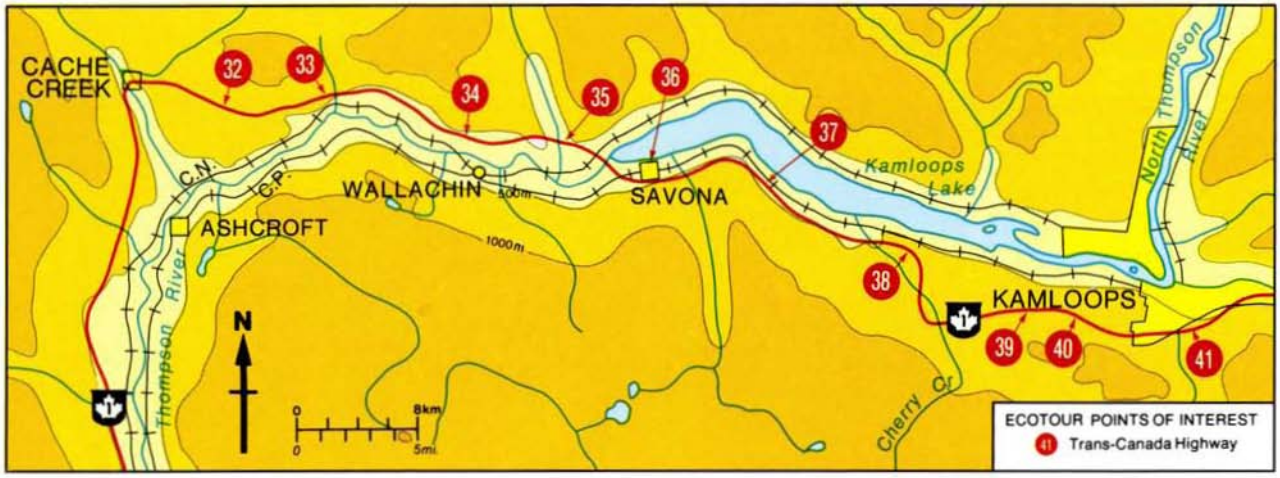
31 Cache Creek is a modern oasis where empty gas tanks are filled amid flashing signs that compete for the traveller's attention. Nearby Ashcroft, an important transhipment point while rail dominated long distance overland transportation, has been eclipsed by Cache Creek now that roads carry much of the traffic.

5.2 km

Orchard on an irrigated bench (24)

Ashcroft Manor (29)

Cache Creek — a modern oasis (31)



Cache Creek - Savona

32 In fall, when they come down from the summer ranges, calves from cow-calf operations are shipped to Alberta or Ontario for another year's growth before marketing. Alfalfa hay for overwintering cows can be stored in the open because the Thompson Plateau's climate is dry.

7.4 km

33 Released from its great load of ice as the glaciers melted, the Thompson Plateau slowly rose in elevation. Downcutting kept pace with the rising land allowing the Thompson River to maintain its meandering channel to the sea.

9.6 km

34 Early this century, an English syndicate sold land on the terraces lining the Thompson River to hopeful apple growers. Irrigation water was brought from distant mountain lakes by flumes perched on rocky slopes. While most of the young men were away fighting for King and Country during World War I, floods and landslides breached the flumes. Even if they could have been maintained, fruit trees killed by cold winters showed that the project was doomed by a climate too harsh for orchards.

6.5km

35 Pacific salmon spawn in Deadman's River at the end of the long journey back from the sea. Allocation of too much irrigation water from streams like this could lead to reduced fish harvests. Resource conflicts can be acute even when crops are harvested far apart.

8.1 km

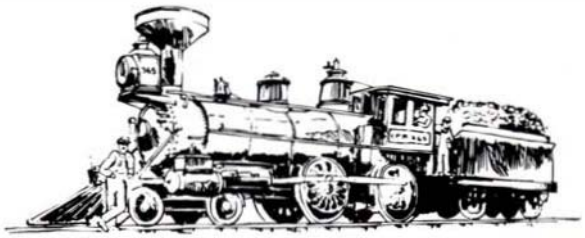
Ranch on the Thompson Plateau (32)

Deserted flume near Wallachin (34)

Abandoned orchard (34)

Journey's end (35)

Savona - Kamloops



Woodburner circa 1890

36 Logs for Savona's sawmill come from trees growing far back on hills that look barren of forest resources when viewed from the water's edge. This lakeshore community was first called Savona's Ferry because a sturdy Italian pioneer rowed a weekly service to Kamloops. The name was shortened when steamboats took over in 1864.

7.1 km

37 Kamloops Lake may be an ancient volcanic crater — the source of the lava flows in this zone. Colored rocks bordering the lake show the area's richness in minerals.

10.9km

38 Before 1900, Cherry Creek Ranch stretched from horizon to horizon. Land sales forced by periodically plummeting beef prices have reduced the ranch to a fraction of its former size. The heart of Cherry Creek Ranch remains its well-watered bottomlands. The amount of hay raised on natural meadows and irrigated land limits the number of head that can be overwintered, regardless of the extent of the summer range in the hills.

10.0km

39 Afton Mine, south of the highway, concentrates and smelts copper ore. Copper rich rock is scooped from open pit mines by huge excavators lifting 100 m^3 at a time. The mine creates a payroll in less than 100 ha which would need many times as much ranchland to generate.

The parallel lines of grass on the rangeland opposite the mine show that this field was planted in a range rehabilitation project. Sagebrush "deserts" are seeded following cultivation by specially designed disc harrows to give ten times the yield of overgrazed land.

2.4 km

Sawmill at Savona (36)

40 Alkali lakes form when hot summer sun concentrates salts in basins with no outlet stream. In the early 1900s, the sale of washing soda (sodium carbonate) and Epsom salt (magnesium sulphate) from alkali lakes provided local employment. Rings of black mud, crusted salts and red glasswort encircle alkali lakes in summer when water levels are low.

8.6 km

41 Kamloops is the southern interior's commercial and industrial hub. With over 64,000 residents in 1981, it is British Columbia's fourth largest population center. The Pacific Fur Company founded Kamloops as a trading post in 1812 at this strategic location where the North and South Thompson rivers meet. Bunchgrass which grew stirrup high then provided ample grazing for mounts and pack animals needed by the traders. By the 1870s, cattle ranching was thriving. Arrival of the Canadian Pacific Railway during the next decade assured Kamloops' continued importance as a transportation center.

Harvest time (39)

Range rehabilitation (39)

Alkali lake (40)

Environment Canada
Forestry Service

Environnement Canada
Service des Forêts

MaB

Contribution to the Man and the Biosphere Program/Canada

Contribution au Programme l'homme et la biosphère/Canada

Western Red Cedar

Western Hemlock

Douglas-fir

Ponderosa Pine

Our forest environment and the Canadian Forestry Service

The volume and multiplicity of forest products have earned Canada a place of prominence among the forest nations of the world. But now, with a dawning comprehension of its role in the great ecological complex, Canadians begin to perceive the forest's broader value as a stabilizer of desired natural patterns and as a retreat for the relaxation and well-being of a people living in crowded cities.

The Canadian Forestry Service of the Department of the Environment is intimately concerned with the forest environment and the forest industries. Its objective is to promote the most efficient management and use of Canada's forest resources compatible with environmental concerns by:

- *conducting research and development in the forest management and forest products fields.*
- *disseminating information and providing technical services to provincial governments, forest industries, and other agencies.*
- *preparing and distributing information to the general public.*
- *providing grants to universities to encourage development of centres of research excellence in forestry.*

Credits

Project supervision: R.G. McMinn (Canadian Forestry Service)
Interpretation: R.G. McMinn, W.F. Hubbard
Photography and line drawings: R.G. McMinn, J.C. Wiens, W.F. Hubbard, R.G. Wilson, Provincial Archives of British Columbia
Landsat color composite mosaic: Y.J. Lee (Canadian Forestry Service)
Cartography: K. Cardinal (Graphics Services, Environment Canada), Custom Drafting Ltd., Victoria.
Artwork: J.C. Wiens (Canadian Forestry Service)
Printing: Evergreen Press Limited

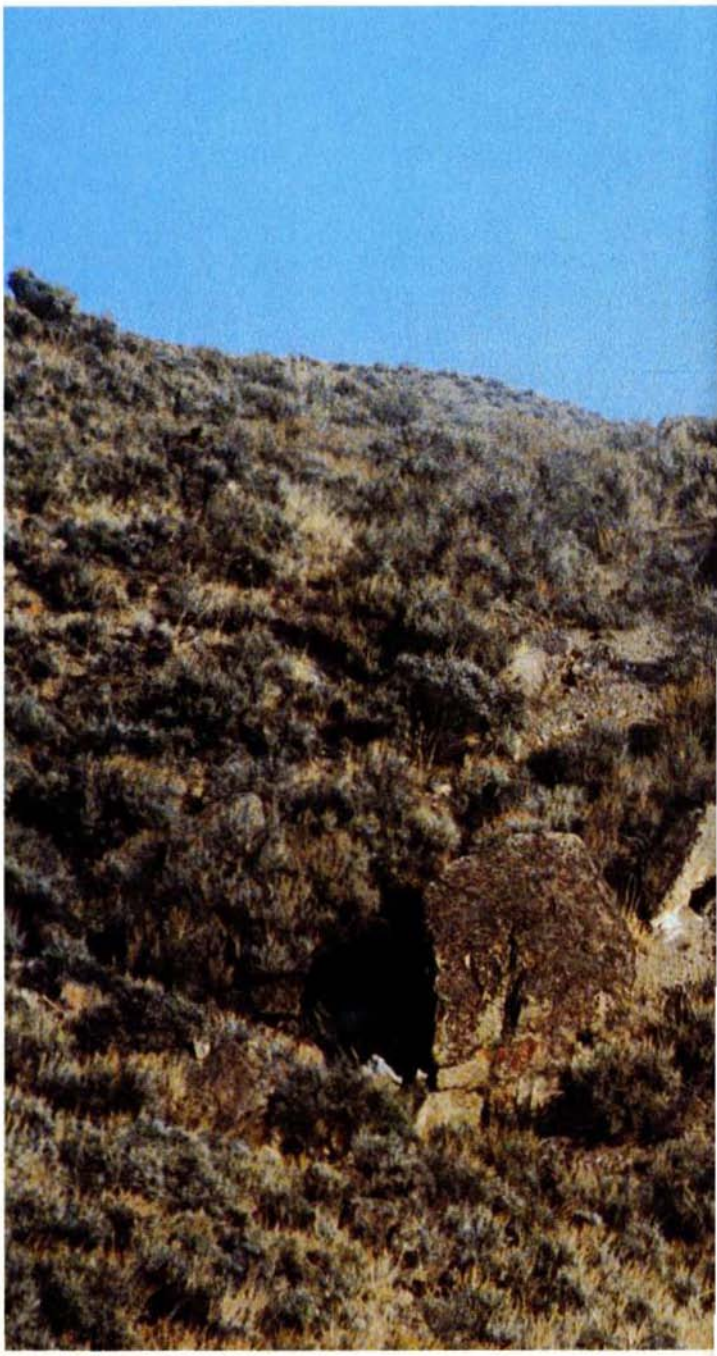
Copies of this Ecotour may be obtained from:
Information Office, Pacific Forest Research Centre,
506 West Burnside Road, Victoria, B.C. V8Z 1M5

Information Branch, Canadian Forestry Service
Department of the Environment, Ottawa, K1A 0H3

Cette publication est aussi disponible en français sous le titre « Écotour de la route transcanadienne, Hope-Kamloops ».

Canada

Cat. No. Fo25-38/1984E ISBN 0-662-13049-9



Rangeland near Ashcroft